



Whitfield Urban Expansion Supplementary Planning Document

Adopted Masterplan

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1 Introduction

What is Being Proposed?

1.1 This Masterplan sets out a framework for how the proposed expansion of Whitfield should be undertaken. It develops the proposals for growth that were set out in principle in the District's Adopted Core Strategy. These identified that Whitfield was a suitable location to create a new residential area supported by a full range of infrastructure.

1.2 The scheme put forward in the Masterplan is aimed at providing a mix and quality of housing that will be attractive to new residents, especially those of working age and with families, while also catering for the needs and aspirations of current residents. The Core Strategy proposes at least 5,750 new homes supported by a range of new facilities and services. This scale of development is large enough to achieve these goals and create a housing market offer for Dover that it has not had before.

1.3 The Masterplan includes proposals that would enable the development to reach high standards of sustainable construction and, under current national proposals, homes built after 2016 would need to reach zero carbon standard. The Council will also seek the development to reflect Building for Life standards, or their successor. The Masterplan also sets the development in a strong framework of greenspace that will link with the nearby countryside.



Figure 1.1 Visualisation of Phase 1 - Light Hill: View looking North across Linear Park

1.4 Integral to the scheme is a new fast bus service to the town centre and station. Apart from improving links between Whitfield and the town centre it will allow full advantage to be taken of the high speed train service to London that was introduced in 2009. This is revolutionising train travel to London by bringing the journey time from Dover to St. Pancras to a little over one hour with intermediate stops at Stratford, Ebbsfleet and Ashford International Stations. This makes Dover a viable location for those that would previously have considered it too remote from London.

1.5 The development will offer an opportunity for modern sustainable living in a green setting, convenient to the town centre, coast and capital.

1.6 One of the principles underpinning the proposals is to protect the existing settlement of Whitfield as much as possible from the impacts of change. The Masterplan proposes that the overall development should be formed of three main areas, none of which has a significantly larger population than the existing settlement. These will be set in a framework of public greenspace accessible to both existing and new residents. The proposals seek to protect Whitfield's heritage assets; its listed buildings, the hamlet of Church Whitfield and the rural lanes, and seek to ensure that new building is sympathetic to local building forms - that it is locally distinctive. The development will require the early provision of new utility and transport systems which will also help to reduce disruption to existing residents.

Vision for Whitfield

1.7 The Vision for guiding the proposals is:

"A CLUSTER OF CONNECTED NEIGHBOURHOODS"

The Masterplan will establish a series of linked neighbourhoods around the settlement of Whitfield that preserves the distinctive character of Whitfield and Church Whitfield and creates a cluster of individual places. While each neighbourhood will have its own special character it will also make a contribution to the whole. The neighbourhoods will be set in a framework of accessible greenspace providing a range of facilities for residents and habitats for wildlife. 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.

The Purpose of the Masterplan

1.8 A Masterplan is normally developed for large-scale, complex schemes. It spans the gap between the allocation of land for development and the preparation of individual planning applications. In this case, land for development was allocated in the District Local Development Framework Core Strategy through Policy CP11. Part i. of this policy requires that the Masterplan is adopted as a Supplementary Planning Document (SPD). A SPD is a formally prepared and adopted plan that expands upon a policy and is used to help make decisions on planning applications.

1.9 Policy CP11 sets out several in-principle requirements for the development and for ease of reference is reproduced below along with its accompanying Constraints and Opportunities Diagram.

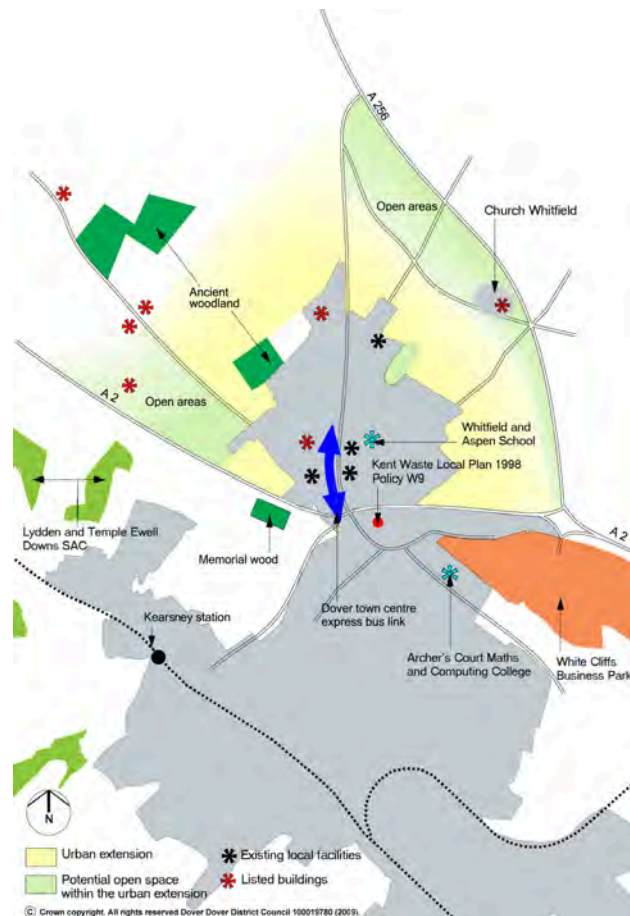


Figure 1.2 Core Strategy Constraints and Opportunities Diagram

Core Strategy Policy CP11

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.

1.10 The Masterplan needs to evolve and supplement the development concept to a further level of detail, explaining the approach to meeting the requirements of Policy CP11 and providing the platform for preparing planning applications. This will ensure that each planning application contributes properly towards the whole scheme and that fragmented development is avoided.

The Development Area

1.11 The area for development allocated 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).

1.12 Landownership of the development area is currently shared between several parties. 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 Core Strategy's requirements.

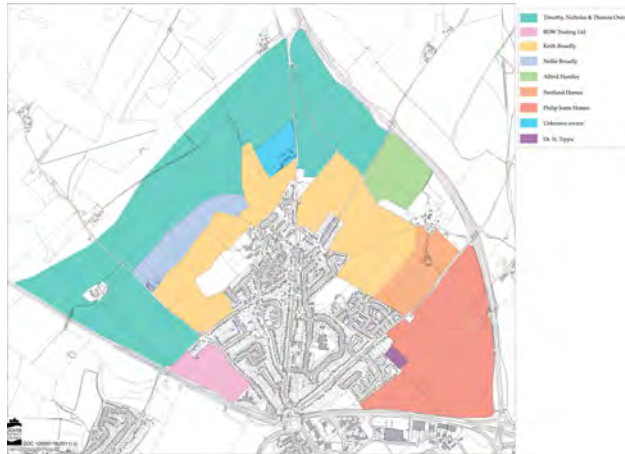


Figure 1.3 Land Ownership Map

How has the Masterplan been prepared?

1.13 The Council has worked closely with representatives of the local community, interested landowners and developers throughout the evolution of the proposals for the Whitfield expansion. Work on preparing the Masterplan, including a substantial amount of new research, has been carried out in close liaison with other public agencies. There has been extensive public engagement and formal consultation. Further details are set out in Chapter 2.

How and when will the development be delivered?

1.14 While it is for the Council to prepare the Masterplan and to consider subsequent planning applications it is for private sector developers to carry out the development. There will, though, be a need for developers to continue to work closely with the Council and other public bodies to make sure that

infrastructure is provided at the right time and that actual development on the ground is following the principles in the Masterplan.

1.15 When development starts, and how quickly it proceeds, will be determined by economic factors and the commercial judgement of developers. It is currently anticipated that the whole scheme would be delivered over a period of at least 20 years. The Masterplan proposes that this is carried out in a phased and orderly way to help reduce disruption and to ensure that supporting infrastructure is provided at the right time, and that other mitigation and management measures are effective. Further details are provided in Chapter 6.

2 Preparation of the SPD

Evidence Base

2.1 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.

2.2 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 was based upon the mix of housing and the timing of delivery set out in the Core Strategy. The forecast has been used to inform the need for various types of infrastructure, particularly social infrastructure.

2.3 The Evidence Base underpinning the SPD is available on the District Council's website and full details are contained in Appendix 1.

2.4 Where appropriate the evidence base studies have been developed in conjunction with the relevant regulatory authorities and infrastructure providers. In the case of transport, the evidence base includes the development of a micro-simulation computer model in close liaison with the Highway Authorities - the Highways Agency in respect of the trunk road system and Kent County Council for the remainder of the road network.

Sustainability Appraisal

2.5 A Sustainability Appraisal (SA) 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. A SA report on the Draft SPD was published for consultation. The SA Report considers effects in terms of the following range of sustainability issues:

- 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

2.6 The changes that were made to the SPD as a result of public consultation were themselves subject to SA.

Habitat Regulations Assessment

2.7 It is a requirement of the EC Habitats Directive 1992 and the Conservation of Habitats and Species Regulations 2010 that 'land use plans' (including local authority Local Development Frameworks) are subject to an 'Appropriate Assessment' if it is likely that they will lead to significant adverse effects on a Natura 2000 site, Special Areas of Conservation, (SAC) and Special Protection Areas, (SPA). As a matter of UK Government policy Ramsar sites, candidate Special Areas of Conservation SACs and proposed Special Protection Areas SPAs are given equivalent status. The Habitats Regulations Assessment of the District 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. A more detailed Habitat Regulations Assessment (HRA) has therefore been undertaken of the SPD's proposals.

2.8 An interim HRA report was prepared to accompany the Draft SPD. The changes that were made to the SPD as a result of public consultation were also subject to HRA. The HRA has found that the SPD's proposals are likely to have direct recreational effects on the nearby Lydden and Temple Ewell Downs SAC and recreational effects in combination with other planned development on the Thanet Coast and Sandwich Bay SPA and Ramsar Site. Air pollution effects on certain European Sites also needed investigation. The HRA has found that where adverse effects are likely, they are capable of mitigation through measures that are built into the SPD. The likely adverse effects and the mitigation measures are set out in the Concept Masterplan chapter.

Public Engagement and Consultation

2.9 The Draft SPD was developed through a wide ranging programme of public engagement which involved community representatives, landowners and interested developers, public authorities and infrastructure providers. Community representation was organised through a Community Liaison Group comprised of local residents with varied backgrounds and interests who had expressed a keen interest in being actively involved in the masterplanning of Whitfield, together with 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 Statement of Community Engagement. 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.

2.10 Work with the local community started by seeking the opinions of local residents. This was achieved through a public event 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

2.11 A series of issues was identified through this process. Those issues 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

2.12 In April 2010, there was an accompanied walk around the village with the members of the Community Liaison Group. The 'village walkabout' was an 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 where some of these issues were discussed in more detail.

2.13 A second public exhibition was held in June 2010. This aimed to demonstrate how the work on the emerging masterplan was developing, discuss various options for development of the masterplan area and a Preferred Option which best addressed the design concerns raised at the previous exhibition. Visitors showed a clear preference for the form of development that underpins the SPD's proposals.

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

2.15 The findings of the evidence base and outcomes from public engagement were drawn upon to produce the Draft SPD. This underwent formal public consultation during autumn 2010. As a result of this consultation some further work was undertaken on the evidence base in order to provide sufficient information to address issues that had been raised. Resolution of these issues led to changes to the SPD. These changes were subject to sustainability appraisal and Habitat Regulations Assessment to ensure that they resolved outstanding issues and strengthened the plan. None of the changes alter the fundamental proposals in the Draft SPD but they do provide further detail and clarity where this was needed. Specific areas where this occurred are transport, green infrastructure, and mitigation of impacts on heritage assets and on sites designated under the Habitat Regulations. This has led to consequential changes to the Concept Masterplan.

2.16 Delivery and implementation issues have resulted in a development and strengthening of that part of the SPD. Greater clarity is provided on the way in which the development should proceed and the relationship between development and infrastructure requirements. The mechanism for overseeing the development has also evolved to help make sure that the SPD's provisions are delivered in practice.

3 Whitfield Today

Introduction

3.1 This Chapter sets out the context of the existing settlement in terms of how it functions and the range of facilities and services that are on offer. The historical form and growth of Whitfield is explored in order to identify constraints and opportunities that inform the development of the SPD and, therefore subsequent planning applications. The constraints and opportunities are summarised as sets of bullet points throughout the Chapter.

3.2 The Chapter draws upon the Summary Urban Character Analysis (SUCA), Phase 1 Archaeological Assessment, Landscape and Visual Appraisal Report, Green Infrastructure Strategy and the Quantitative Open Space Assessment, which all form part of the evidence base for the SPD. These documents provide more detailed information than is included in the SPD and are available on the Council's website.

Context

The existing settlement

3.3 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 roughly 2.45 persons per dwelling.

3.4 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 roundabout. Traffic queues can occur on the Whitfield approaches to the roundabout particularly in the morning peak period.

3.5 To the north, Sandwich Road meets the A256 dual carriageway at a priority T-junction. Two rural lanes, Napchester Road and Singlede Lane serve Whitfield and a third, Church Whitfield Road, accesses Church Whitfield from the northern end of Sandwich Road and from Archer's Court Road. These lanes are identified in the SUCA report as heritage assets and their immediate setting, function, form and character should not be undermined. There are only two roads of modern highway standard (Sandwich Road and Archers Court Road) that might be capable of accommodating additional development. Sandwich

Road has been traffic calmed and there is the opportunity for public realm improvements. Both roads suffer from peak time queueing with traffic wishing to enter the Whitfield roundabout and Archer's Court Road narrows to a country lane after crossing the A256. Any proposals that led to further traffic on these roads would need particularly careful assessment.

3.6 To the south west, 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 Whitfield Roundabout does help to protect and discourage access to the SAC whereas the A2 to the east of Whitfield Roundabout currently acts as a barrier. This will need to be addressed as part of the masterplanning process.

3.7 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, as could increased recreational pressure. 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.

Cycling and Public Rights of Way

3.8 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. Nonetheless there is an extensive and well used network of Public Rights of Way (PROWS) in and around Whitfield, including the North Downs Way to the east of the WUE, various bridleways and cycle routes within Whitfield itself. Two regional Sustran cycle routes 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. The existing network of PROWS is shown on Figure 3.1.

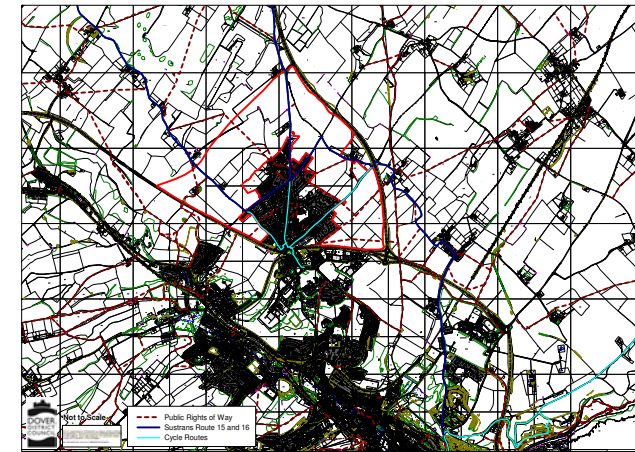


Figure 3.1 Existing Cycle Routes and Public Rights of Way

3.9 The Dover District Cycling Plan proposes a new cycle route from Whitfield to Crabble Mill. Longer term proposals seek to connect Whitfield with Dover Priory Railway Station and Dover Waterfront. In addition, the existence of several PROWS running within and through the WUE, combined with its scale, provide the opportunity to propose new PROWS and possible diversions within the WUE. The SPD can only propose this at concept level, actual proposals would have to be taken through separate statutory procedures.

Existing facilities

3.10 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 site of the now demolished Royal Oak public house;
- Green infrastructure currently consists of the recreation ground, school playing fields, woodland and a network of PROWS.

3.11 Further social and recreational facilities are located at the Whitfield Club. The Ramada Hotel is located off Singleledge 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.

3.12 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), which also has

a range of out of town retail uses including Tesco, Homebase and B&Q. The Dover Christ Church Academy (formerly Archers Court Maths and Computing College) is situated off Melbourne Avenue. Dover District Council offices lie to the south of the A2 off Honeywood Parkway and the recently opened Kittiwake public house lies at the junction of Burgoyne Grove and Menzies Road.

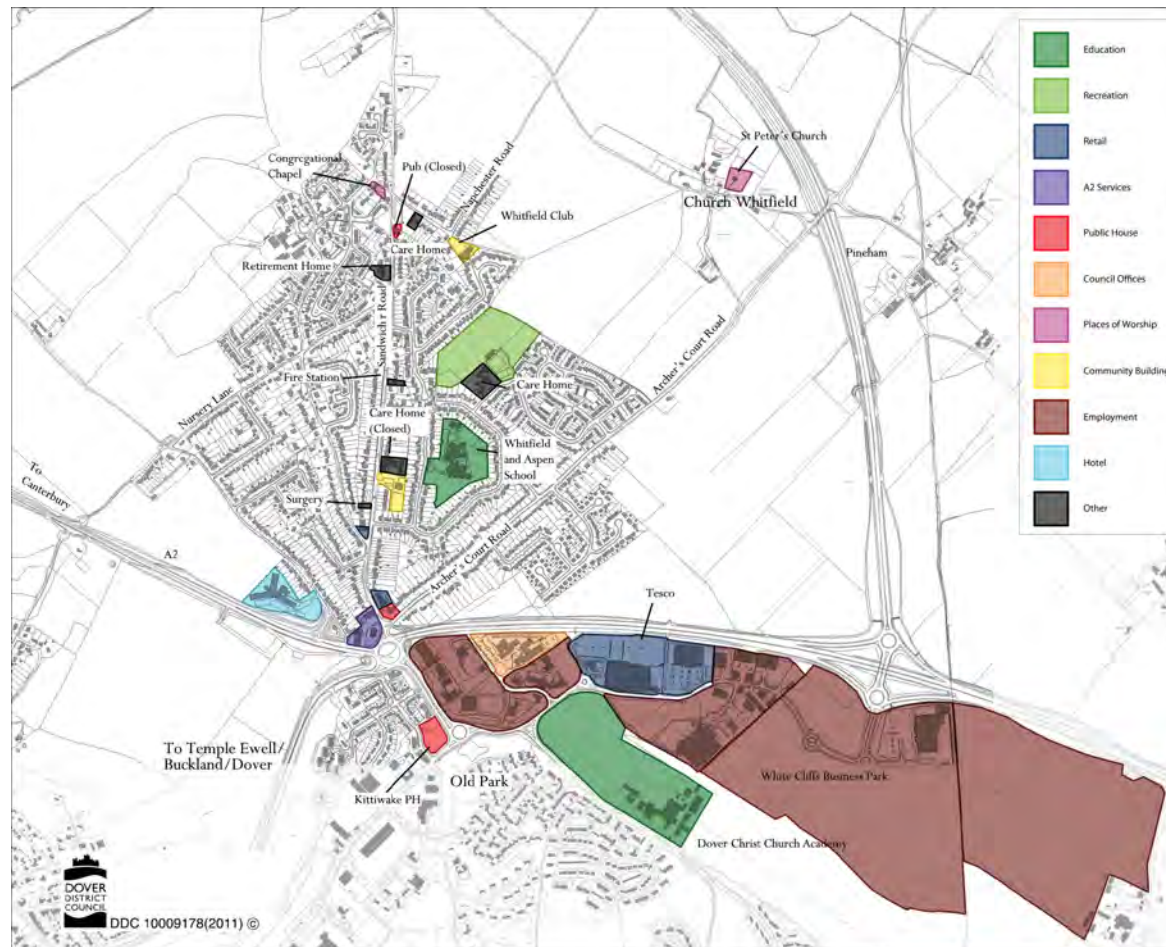


Figure 3.2 Facilities Plan



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

Landscape and Visual Analysis

3.13 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 heritage assets;
- The character of Public Rights of Way and rural lanes; and
- Identification of relative constraints to development arising from these considerations.

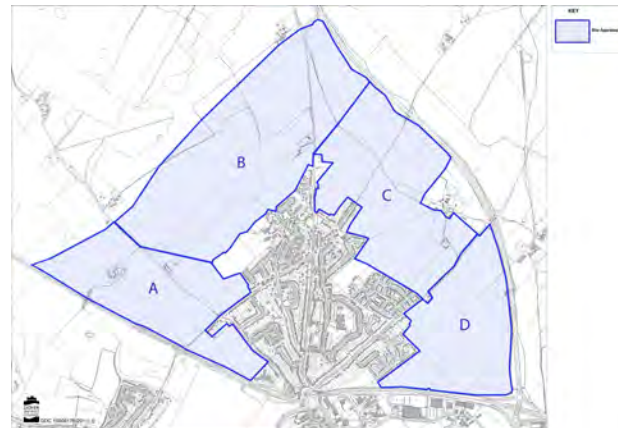


Figure 3.3 Site Appraisal Areas

Area A

3.14 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.

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

3.16 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'.

3.17 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

3.18 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.

3.19 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.

3.20 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.

3.21 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

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 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

3.22 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.

3.23 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

3.24 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.

3.25 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

3.26 The Landscape Priorities for Whitfield reflect three fundamental themes:

- 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.

3.27 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 the Concept Masterplan chapter.

3.28 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 direct and indirect effects of development on Natura 2000 sites; 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;

- Ensure that GI is made available either prior to, or in conjunction with, the occupation of development;
- 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;
- Ensure the edge to the WUE appropriately reflects its location in terms of its relationship with adjoining landscape, topography, open spaces, vegetation and the built form;
- 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.

Whitfield Past and Present

Origins and Growth

3.29 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

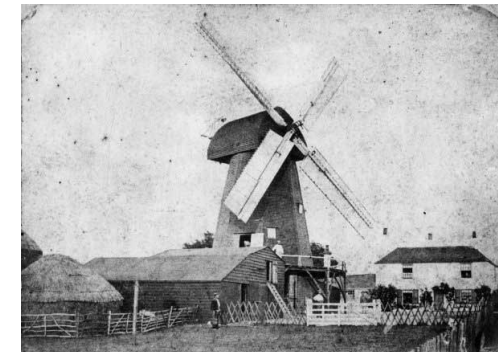
3.30 Before twentieth century expansion, the village was based around a roughly triangular road pattern, with a Windmill with a bakery beneath, originally built in 1781 to the east of Whitfield, which used to act as a key focal point before it was demolished in 1916. The three listed buildings (Temple Farm, Singledge and Singledge Manor) combined with four further buildings at Temple Farm which had prior to 1987 been listed) were historically part of Temple Ewell. 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. Temple Farm, to the west of Whitfield, was originally associated with Temple Ewell but this has been weakened by the physical severance caused by the A2.



Figure 3.4 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.

3.31 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.

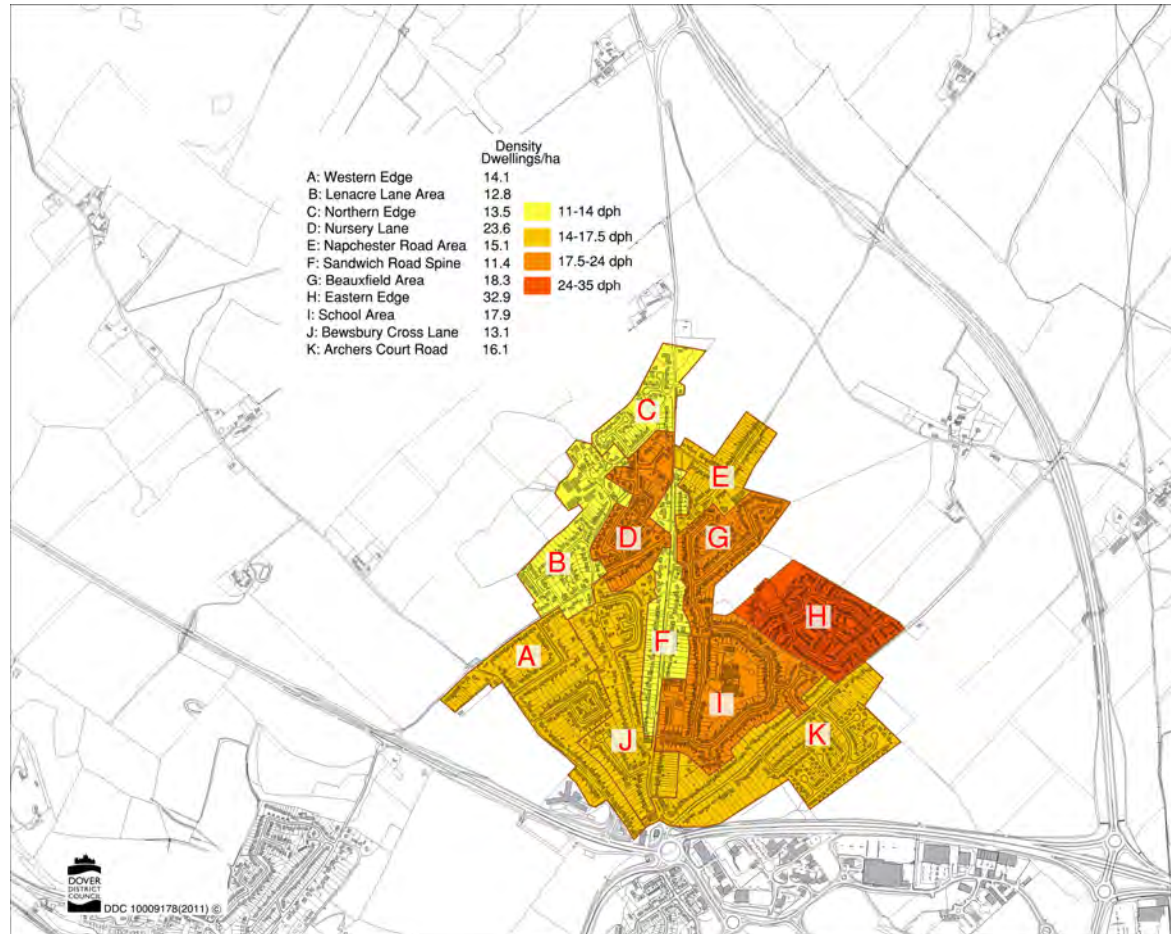


Figure 3.5 Density Plan

Urban Design Analysis

Analysis of Whitfield in the Summary Urban Character Analysis (SUCA) report reveals that it can be divided into 11 distinct character areas which, to a large extent, reflect its incremental expansion. The extent of these Areas, together with their average housing density, are shown on Figure 3.5. These Areas have been analysed in conjunction with the Landscape and Visual Appraisal report (the Landscape report) to identify constraints and opportunities that should help to inform the Concept Masterplan. A summary of the analysis is set out below with matters to inform the Masterplan bullet pointed.

Analysis of Areas D, I and J have not been included in the SPD because these areas do not have a common boundary with the WUE but the analysis can be found in the Summary Urban Character Analysis report.

Area A - Western Edge

3.32 The western edge of the village has a low density, semi rural feel. Singledge Lane is a historic rural lane and contains mainly single storey bungalows set in long narrow 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, shown to have development potential in the Landscape and SUCA reports, accessed via a footpath (ER182). 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. The fields to the north west of Nursery Lane are shown in the Landscape report to have potential for green infrastructure allied to the adjacent Singledge Wood ancient woodland.

3.33 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 (ER74) 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.

- Development of the field between Singledge Lane, Green Lane and the A2 should ensure it retains the rural character of Singledge Lane, in particular through retention of the frontage hedgerow
- Development fronting Green Lane and Singledge Lane should be of a similar density to the Area A average
- Buildings greater than two storeys would need specific justification to demonstrate that they would not have an adverse landscape or other impact
- PROW ER182 must be retained and the potential for it to provide a basis for an extended PROW network explored. New buildings adjacent to ER182 should front it wherever possible to assist with surveillance and activity
- The quiet character of Green Lane should be safeguarded
- The field to the north west of Nursery Lane provides an opportunity to enhance the setting of Lenacre Wood ancient woodland and contribute to a wider green infrastructure network

Area B - The Lenacre Lane Area

3.34 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.

3.35 A key focus, aside from the Lenacre Court Farmhouse itself is the mid-eighteenth century listed building, Sparrow Court, which is 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 an Ancient Woodland, is located adjacent to Lenacre Court Farmhouse. Both the Farmhouse and the Wood lie to the immediate north west of the character area and outside the WUE. At the northern end of the Character Area The Pier leads to footpath ER68, which itself leads to Captain's Wood.

- Lenacre Court Farm and Lenacre Wood lie outside the WUE and opportunities should be taken to integrate them into a wider network of green infrastructure
- PROW ER68 should be carefully retained in the development and the opportunity taken to use it as the basis of a retained view corridor towards Captain's Wood. Its potential as a basis for an expanded PROW network should also be explored

Area C - The Northern Edge

3.36 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. Properties in Orchard Close sit low in the landscape. The area of the WUE adjacent to Orchard Close and Beechwood Close is shown in the Landscape report to have potential for development but there is no potential to access development from within these Closes.

- Development of the WUE adjacent to Orchard Close should respect its low lying nature and more generally be reflective of the low density and character of Area C

Area E - The Napchester Road Area

3.37 The area based around the Napchester Road has a distinct rural character, with a village feel and a tight layout. The road itself is narrow and has no footways and is considered to be a rural lane, by virtue of its characteristics. 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 with long views north eastwards towards the A256 and beyond to the Thanet coast. Land to the south east of Napchester Road rises

significantly and footpath E63 combined with other footpaths leads to Church Whitfield. The Landscape report shows this land have potential for development. Properties on Napchester Road which abut this land are a mix one and a half and two storeys with bungalows. Rear gardens are long and generally well screened but nevertheless afford some long views towards Church Whitfield. This, and the need to safeguard existing residential amenities, are a constraint on development.

3.38 Properties on the north west side of Napchester Road are generally two storey but with some bungalows and one and a half storey dwellings. They too have long gardens and views along the valley to the north.

- The rural character of Napchester Road should be retained through the retention of hedgerows and the view corridor to the Thanet Coast
- Existing PROWS should be maintained and where they are adjacent to it, new dwellings should front the PROW
- The layout of development along the Napchester Road frontage should be reflective of existing densities, allow retention of longer distance views towards Church Whitfield and safeguard the amenities of existing residential properties taking account of rising land levels
- Buildings greater than two storeys would need specific justification to demonstrate that they would not have an adverse landscape or other impact

Area F - The Sandwich Road Spine

3.39 The Sandwich Road is a prominent route running straight through the core of the village connecting the Whitfield Roundabout to the south with the A256 to the north. At the northern end are some historic properties built around the site of the former 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.

3.40 The Landscape and SUCA reports indicates that an area of land at the northern end of Sandwich Road on the eastern side between character areas C and D has potential for

development. This land occupies a broadly central position in the WUE and presents an opportunity to focus new community and commercial activity. The area has an open character with long views to the north east which, although truncated by the A256, should be maintained in any development. The northern boundary of this land with area C is marked by a strong canopy of trees within the adjacent property.

- Land on the eastern side of the northern end of Sandwich Road offers potential to focus community and commercial facilities associated with the WUE
- Development should retain the long distance view to the north east
- Where other considerations permit, such as landscape impact and safeguarding residential amenity, new buildings could be more than two storey in order to reinforce the function of the area as a focus of public activity
- Development which has a common boundary with properties on The Drove and Napchester Road will need to take particular care to safeguard existing residential amenities

Area G - Beauxfield Area

3.41 The 'Beauxfield' development, backs onto the houses along the eastern edge of Napchester Road and is accessible via a major footpath link (ER271) 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 and one and a half storeys with short rear gardens compared to properties in Napchester Road.

3.42 The north eastern edge of Beauxfield backs onto a footpath and hedge row with canopy trees and open fields beyond. This footpath connects to Napchester Road and to footpath ER63 which is an important link to Church Whitfield. The Whitfield Recreation Ground lies to the immediate south east. This is a major element of green infrastructure which also provides long views north east to the Thanet coast. The

Landscape report shows that there is potential to incorporate the Recreation Ground into a wider network of green infrastructure.

- The PROWS should be retained and the potential for them to provide a basis for an extended PROW network explored. There is an opportunity to strengthen the setting of the PROW to the north east of Beauxfield through the enhancement of the adjacent hedgerow
- New dwellings adjacent to ER63 should front it wherever possible to assist with surveillance and activity. New dwellings adjacent to the PROW to the north east of Beauxfield should also front the footpath whilst taking care to safeguard existing residential amenities
- The opportunity should be taken to integrate the Recreation Ground into a wider network of green infrastructure

Area H - The Eastern Edge

3.43 This Area is based around Cranleigh Drive and Farncombe Way, which consist of largely two storey brick and timber boarded houses with garages, dating from the 1970s. Properties are mainly detached and set in large plots with significant areas given up to parking and roadways, although there are occasional short terraces. The estate comprises a series of cul-de-sacs and on the north eastern edge properties back onto open fields. The Landscape report shows that these fields have potential for development. The cul-de-sac layout of the estate does not, however, readily lend itself to providing extended vehicular routes. Footpath ER63 runs along the north eastern boundary. The estate's north western boundary abuts the Recreation Ground which, as noted against Area G, provides an opportunity for integration into a wider network of green infrastructure.

- The potential for land abutting the north eastern boundary, including ER63, to form part of a green infrastructure network linking with the Recreation Ground should be explored

Area K - Archers Court Road

3.44 This Area forms the south-eastern edge of the village. Archer's Court Road has an early-twentieth century character, and in terms of hierarchy has two distinct characteristics. Where

the road leaves the built confines of the village it becomes a narrower, rural lane. Within the built confines it has a clear secondary route function and can be fairly busy providing an important link in the settlement hierarchy. It has two storey, detached properties set in relatively large plots. Some later bungalows are inserted in-between. Towards the Whitfield 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 here, and include The Archer public house, a garage (disused), and the row of shops, all constructed in the 1960s. By contrast, Elm Farm House sits beyond the opposite end of Area K as an isolated property.

3.45 The Newlands estate is located directly off Archer's Court Road on the south east side. It was built during the 1960s and consists of two storey attached houses served by a series of cul-de-sacs which do not extend to the boundary of the estate and do not therefore have potential to be extended. A small pocket of land lies to the north east which in part is bounded by sporadic hedgerow and its appearance marks it as different from the open fields beyond. Access to this land is via a track between two of the properties fronting Archer's Court Road. Adjacent properties in Newlands have short back gardens abutting the boundary of this land whereas, in contrast, those on Archer's Court Road to the north west are set in long rear gardens. Footway ER71 runs along the south east boundary of Newlands in a north easterly direction to, and beyond, the A256. ER54 runs south of this also to and beyond the A256. The Landscape report identifies the land to the south east and the north east of Newlands as having potential for development, with the exception of land fronting Archer's Court Road between Newlands and Elm Farm House. The potential for the pocket of land north east of Newlands to be accessed from Archers Court Road should be explored.

- The PROWS should be retained. The potential for them to provide a basis for an extended PROW network, and to be integrated in to a wider green infrastructure network, should be explored
- New dwellings adjacent to the PROWS should front them wherever possible to assist with surveillance and activity

Conclusion

3.46 The opportunities identified above may not be appropriate in all cases and are subject to further consideration in the light of other factors such as landscape, tree/hedgerow retention considerations, road character, relationship with existing buildings, highway issues and topography impact.

Heritage Assets

3.47 Heritage assets is a collective term for all types of buildings, structures and remains that are of historic significance. In and around Whitfield these have been identified as:

- Listed Buildings
- The hamlet of Church Whitfield
- Rural lanes, and
- Archaeological remains

Listed Buildings

3.48 There are six listed buildings in and around Whitfield (see Figure 3.6) all of which are important heritage assets and must be given appropriate consideration as part of the preparation of the SPD and at the more detailed planning application stage. Of these six, Sparrow Court and Bewsbury Cross House are not directly affected by the WUE and are not considered further in the SPD. St. Peter's Church is considered as part of the hamlet of Church Whitfield.

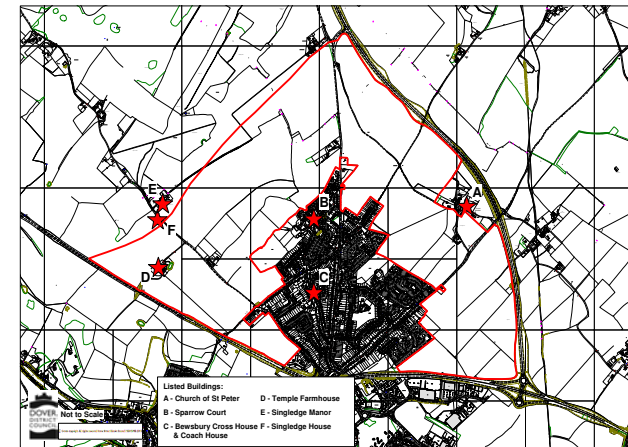


Figure 3.6 Listed Buildings

Temple Farm, Singledge House and Singledge Manor

3.49 To the west of Whitfield there 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 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.

3.50 Temple Farmhouse and associated farm buildings lie directly to the south of Singledge House. The name is taken from the site of a preceptory of the Knights Templar, thought to be located in a field to the west. The buildings are relatively isolated, located within a field and set back from Singledge Lane by a long driveway. They are set low in the landscape but together with a group of Corsican Pines nevertheless form a prominent feature 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. The associated buildings were listed in their own right but were de-listed in 1990. The buildings have now been converted to residential units but remain significant to the setting of Temple Farm. PROW

ER123a runs between Temple Farm and Singledge House and ER128 runs along the driveway to Temple Farm before passing to the east tightly up to, and through the gardens of, the converted barns, and then south westerly to cross under the A2 to Temple Ewell but also enables access to the Lydden and Temple Ewell Downs SAC. The likely increased use of footpath ER128 resulting from the WUE would increase issues of residential amenity with the occupants of the converted barns and also issues of recreational pressure on the nearby SAC.

3.51 The area to the west of Temple Farm is particularly exposed and this open setting provides a visual connection with Singledge House, Singledge Manor and the Napchester Valley (see the Landscape report for further detail). The view to Temple Farm along its entrance drive is important, as is the reverse view to the Thanet coast.

- The open and isolated setting of Temple Farm must be maintained, which provides an opportunity to consider whether the areas needed for this could form part of a new network of green infrastructure
- The visual connections between Temple Farm, Singledge House, Singledge Manor and the Napchester Valley must be maintained
- The view line along the driveway to Temple Farm must be maintained as should the driveway's sense of openness that is an important part of its setting
- The edges of development facing Temple Farm and its access drive should be of a loose knit nature to provide a soft interface
- PROWS ER123A and 128 must be retained and the opportunity taken to explore their potential to provide a basis for an extended PROW network and to explore whether ER128 could be diverted further away from Temple Farm
- The creation of green infrastructure and new PROWs in this area should be designed to also take the opportunity to deflect users away from the nearby Lydden and Temple Ewell Downs SAC

Church Whitfield and St. Peter's Church

3.52 The hamlet of Church Whitfield was the original location of settlement in the area. During the later medieval period a new village was formed to the west, that has subsequently become Whitfield. Church Whitfield, however, remains a very distinct separate entity connected by the rural lane of Church Whitfield Road and footpaths ER62 and ER63. It consists of a loose group of buildings set within mature trees in an open landscape setting in westerly and southern directions. Viewed from these directions, apart from Rosemount (a white painted house at the end of the viewline along ER63) it appears well enclosed by trees. In easterly and northern directions this setting has been changed by the construction of the A256.

3.53 The hamlet and land north eastwards to the A256 are not included in the WUE but the impact of development on the setting of Church Whitfield and its relationship with Whitfield nonetheless needs very careful consideration. The Landscape report indicates that land to the west, north west and south east of Church Whitfield is not suitable for development and could form part of a new network of green infrastructure.

3.54 St Peter's Church has Saxon origins and remains the historic focal point of the hamlet. The Church is Grade II* listed constructed of stone and flint and retains much of its original structure. It is set in a relatively large churchyard and has an informal parking area. The parking area is often not adequate to cater for ceremonies and there is a need to consider extending the graveyard. The Church and its grounds are enclosed by trees and from beyond the trees are virtually invisible.

- The open setting of Church Whitfield must be maintained, having particular regard to views from and relationships with, Church Whitfield Road, Archer's Court Road and ER62 from the south, Whitfield and ER63 from the west and Church Whitfield Road from the north west
- Areas kept free of development to maintain the setting of Church Whitfield provide an opportunity to consider whether they could form part of a new network of green infrastructure
- PROWS ER62 and 63 must be retained and the opportunity taken to explore their potential to provide a basis for an extended PROW network and to be integrated into a wider green infrastructure network

- New dwellings adjacent to the PROWS should front them wherever possible to assist with surveillance and activity
- The edges of development facing Church Whitfield should be of a loose knit nature to provide a soft interface

Rural Lanes

3.55 There are six historic lanes which are affected by the WUE, Singledge Lane, Green Lane, Nursery Lane, Church Whitfield Road, Napchester Road and the north eastern part of Archer's Court Road, which lies beyond the existing built confines. They are narrow, some are sunken, lined with strong hedgerows and without footways. Church Whitfield Road is lined with substantial embankments, verges and hedgerows. Napchester Road has a historic crossroads landmark feature where it crosses with Church Whitfield Road. The characteristics of these routes should be retained and protected and any significant additional traffic flows avoided which might create pressure for highway improvements. Where appropriate, their potential for increased cycling, walking and horse-riding should be realised.

3.56 Many of the constraints and opportunities associated with these lanes have already been identified in the preceding analysis. There are, however, generic points that should be taken fully into account in developing both the Concept Masterplan and individual planning applications.

- The characteristics and function of the rural lanes should not be significantly changed
- The new road network to support the WUE should be designed, wherever possible, to reduce vehicular traffic flows on the lanes and avoid arrangements that would increase flows and lead to pressure for highway improvements
- Intersections between the new road network and the lanes will be inevitable but should be kept to a minimum and designed to respect the characteristics of the lanes as far as is possible
- Within these constraints the lanes should be used to promote integration between the WUE and existing Whitfield

- Opportunities should be taken to promote the lanes for walking, cycling and horse-riding, as appropriate, and to integrate them into any proposed new network of PROWS
- Opportunities should be taken to incorporate the lanes into a green infrastructure network wherever possible
- Any development adjacent to a lane should be designed to safeguard the lane's setting by, for example, fronting the lane, ensuring it is sufficiently set back and avoiding vehicular traffic using the space between the lane and the development
- Landscaping should be used to reinforce or recreate, if appropriate, hedgerows, tree belts, verges and landmarks associated with the lanes

Archaeology

3.57 Desk based research indicates that the WUE area has a generally moderate archaeological potential with high potential based on known activity in localised areas. Potential for finds is heightened on the clay-with-flints geology on the western part of the WUE. This coincides with the heightened potential for medieval remains associated with a Preceptory of the Knights Templar, which is situated 75m west of the western boundary of the WUE in the vicinity of Temple Farm.

3.58 The potential for later prehistoric and Roman archaeology is heightened, but not exclusive to, higher ground where crop marks have been observed in the east of the WUE. Occupation activity can be expected south east of Church Whitfield where excavations have recovered iron age and early medieval remains.

3.59 On the basis of available information it is likely that further archaeological investigation would be needed. This would be dealt with by conditions attached to planning permissions.

- Archaeological investigation will be needed at the planning application stage of the development
- Opportunities should be taken to provide information and interpretation of the WUE's archaeology preferably as part of any new network of green infrastructure

4 Development Area

Introduction

4.1 The Whitfield Today chapter has assessed and analysed the built form of Whitfield and identified matters that should inform the development of the Concept Masterplan. It also took into account the findings of the Landscape and Visual Appraisal Reports insofar as whether land adjacent to the existing settlement was more suited to retention as green infrastructure or had potential for built development.

4.2 This chapter considers the findings of the Landscape Report for the remainder of the WUE. It also considers other matters that create parameters for development, either through imposing constraints or providing opportunities for development. These matters are noise, air quality, ecology, flood risk, drainage and groundwater, access, and the provision of utility services.

Development Parameters

Landscape

4.3 Assessment of the landscape within the WUE indicates that areas of land that have potential for development fall broadly into three areas, to the west, north and east of Whitfield. They

are separated by areas that should be kept free of built development in order to safeguard particularly important views and avoid development that would be intrusive in the wider landscape. These areas will provide a substantial network of publicly accessible green infrastructure which will link in with the District-wide Green Infrastructure Strategy. Within these three broad areas there is a need to safeguard their contribution to longer view corridors which run south west to north east along ridges and valley floors. Figure 4.1 illustrates these areas and full information can be found in the Landscape Report and the Green Infrastructure Strategy.



Figure 4.1 Green Infrastructure Constraints and Opportunities Plan

4.4 Generally, the landscape to the west and north sides of Whitfield is more complex and sensitive than to the east. This results in a need to retain more land as green infrastructure in the west and north, although there is a major opportunity to provide a substantial area of green infrastructure on the east side, running north eastwards from the Recreation Ground. Landscaping and planting will need to be used to help frame and emphasise retained views and view corridors together with strengthening, where appropriate, any existing features such as hedgerows and tree lines.

Noise

4.5 A noise assessment of the WUE has been undertaken and categorised the site into the four Noise Exposure Categories, A to D, defined in national guidance PPG24. In summary, in areas categorised as NEC A, noise need not be a determining factor in granting planning permission. In NEC B areas noise should be taken into account in the design of a scheme and conditions used, as appropriate, to ensure adequate protection is achieved. In NEC C areas planning permission

should not normally be granted unless there are no suitable alternatives and in NEC D areas permission should be refused. Full information is available in the Noise Assessment Report.

4.6 The results of this assessment are illustrated on Figures 4.2 and 4.3. It shows that residential development should avoid the areas of land immediately adjacent to the A2 and A256, although these would have potential to be integrated into a green infrastructure network. Elsewhere development would be possible in NEC C areas subject to suitable mitigation measures.

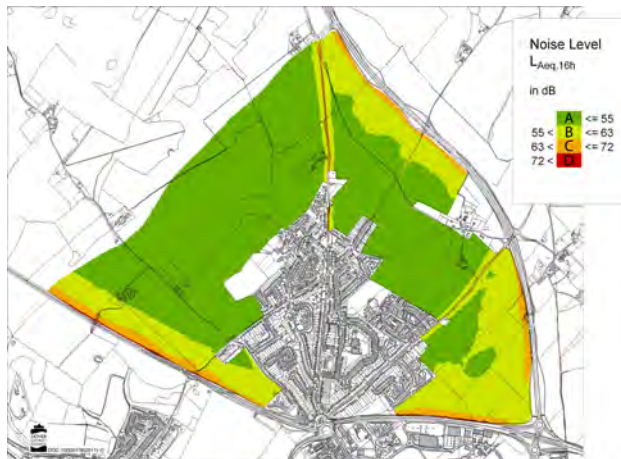


Figure 4.2 Noise Levels - Daytime

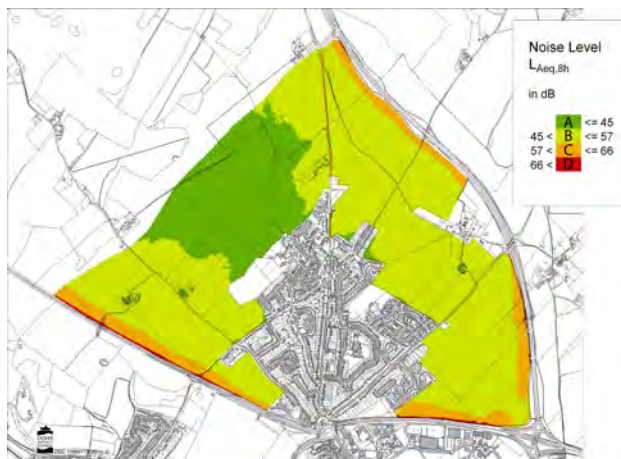


Figure 4.3 Noise Levels - Night time

Air Quality

4.7 An air quality assessment has been undertaken which concludes that, based on the modelling undertaken, national air quality objectives for human health will be achieved in existing and proposed residential areas.

4.8 The scale of the proposed development does, however, have the potential to affect the two designated Air Quality Management Area in Dover along parts of the A20. This indicates that the SPD's transport proposals should include measures that would mitigate such effects and that planning applications will need to assess these matters in detail. Similarly, proposals in the SPD for industrial uses and energy production uses involving boilers would need to consider air quality issues. Full details of the air quality assessment are provided in the Air Quality Report.

Ecology

4.9 There are no statutory nature conservation designations within the WUE. 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, occasional scrub and vegetation and a few hedgerows which provide some interest. Seven Badger setts were recorded within the site. Further information is available in the Baseline Ecological Assessment.

4.10 Features of increased ecological value, such as trees, woodland and hedgerows should be retained and enhanced as part of the masterplan proposals. At planning application level proposals should seek, as far as possible, to retain any active setts or provide alternative provision for the species and be supported by a Phase 2 habitat survey in respect of breeding birds and of bat roosting, foraging and commuting activity.

4.11 The ancient woodlands of Captain's Wood, Singlede Wood and Waddling Wood lie to the north of the WUE and Lenacre Wood lies on the western edge of Whitfield between Whitfield and the WUE. These are high quality habitats which must be safeguarded by providing attractive alternative semi-natural open spaces as part of a network of green infrastructure that will absorb additional recreational activities generated from the development and, in the case of Lenacre wood, enhance its setting.

4.12 The Lydden and Temple Ewell Downs are located south west of the WUE on the opposite side of the A2. They are accessible from Whitfield and the WUE via public footpaths at Green Lane and south west of Temple Farm. This does have multiple designations of National Nature Reserve, Site of Special Scientific Interest and the European designation of Special Area of Conservation (SAC), although the boundaries of these designations are not contiguous. The European Habitats

Directive applies to the SAC designation. Further information on the SAC and the Directive's requirements can be found in the Habitat Regulations Assessment (HRA) and the Visitor Survey.

4.13 The HRA identifies that the SAC is vulnerable to increased recreational pressure, especially walkers with dogs, and to increases in airborne pollution resulting from increased traffic. The SPD's proposals incorporate measures to avoid increased recreational pressure on the SAC or to mitigate it where it cannot be avoided. The HRA indicates that appropriately sized, designed and located green infrastructure in the WUE would deflect walkers away from the SAC. The western side of the WUE is closest to the SAC and will require the most green infrastructure to achieve this purpose. A calculator for the amount of green infrastructure that is needed in different parts of the WUE can be found in the Evidence Base report entitled Representations on the Habitats Regulations Assessment.

4.14 The HRA has also identified that air quality may also be an issue on the Dover to Kingsdown Cliffs SAC and recreational pressure on the Thanet Coast and Sandwich Bay Special Protection Area (SPA) and Ramsar Site, which are also covered by the Habitat Regulations. The SPD will need to ensure that its proposals also avoid affecting these sites or, where this is not possible, mitigating the impacts.

Flood Risk, Drainage and Groundwater

4.15 The whole of the WUE is in Flood Zone 1 where there is minimal risk of flooding from fluvial, tidal and groundwater sources. This does not, therefore, impose any constraint on the development. Further information on this and all water related issues is contained in the Water Cycle Strategy.

4.16 Parts of Whitfield suffer from events of surface water flooding which is thought to be caused by a combination of inadequate private soakaways and/or lack of maintenance, surface water run-off from adjacent fields entering roads and their drainage systems, and surface water entering the foul drainage system via road gullies and causing flooding in the vicinity of the pumping station at the northern end of Sandwich Road. Some of these matters are beyond the scope of the SPD but opportunities should be taken to design new drainage systems to take flood water away from existing properties and to maintain existing flow paths unless these would pose risks to new development.

4.17 The most appropriate ways to deal with surface water are to capture and recycle where possible and otherwise to allow it to infiltrate the ground through sustainable urban drainage systems (SUDS) most likely based on swales, detention basins and deep bore soakaways. SUDS also provide an opportunity to integrate surface water drainage into a wider network of green infrastructure. The location of SUDS will be defined by topography and in this respect it is a constraint on development.

4.18 The WUE lies in a groundwater Source Protection Zone (SPZ) 3 for various public water supplies, therefore potable supplies are at risk from activities at this site and precautions should be taken to prevent accidental discharges and spillages to ground, both during and after construction. Appropriate pollution prevention methods will need to be developed and agreed in liaison with the Environment Agency at the planning application stage.

Access

4.19 Whitfield is currently accessed from the A2 trunk road via the Whitfield Roundabout, the Sandwich Road via a T junction with the A256 primary road (with no right turn out possible) and the rural lanes of Singledge Lane, Napchester Road and Archer's Court Road. These access arrangements are not capable of supporting the development.

4.20 A computer micro-simulation model of the Dover urban area road network was developed to support the Core Strategy and develop its transport proposals. This has been supplemented by the creation of a more detailed model for the road network around Whitfield to support the SPD. The outputs from computer modelling underpins both the Dover Transport Strategy, which was developed for the Core Strategy, and the Whitfield Transport Strategy, which is part of the evidence base for the SPD. These models have been agreed as fit for purpose by the Highway Authorities for the area; the Highways Agency (on behalf of the Secretary of State for Transport) in respect of the A2 and Kent County Council for all other roads.

4.21 The models have been used to test the number, type and broad location of new junctions required, upgrades to existing junctions and traffic management measures to support the development. The detail of this can be found in the accompanying transport evidence base documents, and options work was summarised in the Draft SPD. This work identifies the performance of the Whitfield Roundabout as a critical element of the road network.

4.22 The access solutions to the WUE can be summarised as:

- A new at-grade roundabout junction on the A256 south of Archer's Court Road

- A new at-grade roundabout on the A2 to the north west of Whitfield in the vicinity of Green Lane
- Capacity upgrade of the Whitfield Roundabout
- Changes and upgrade of the junction of Sandwich Road with the A256
- Traffic management measures on the rural lanes to avoid increased traffic flow
- A pedestrian, cycle and bus bridge across the A2 to the east of the Whitfield Roundabout, subject to land assembly
- Extended and improved bus service
- Extended network of public rights of way for walking, cycling and horse riding

4.23 Figure 4.4 indicates the location of the highway access solutions. These form a basis for the development of the concept masterplan for the WUE.

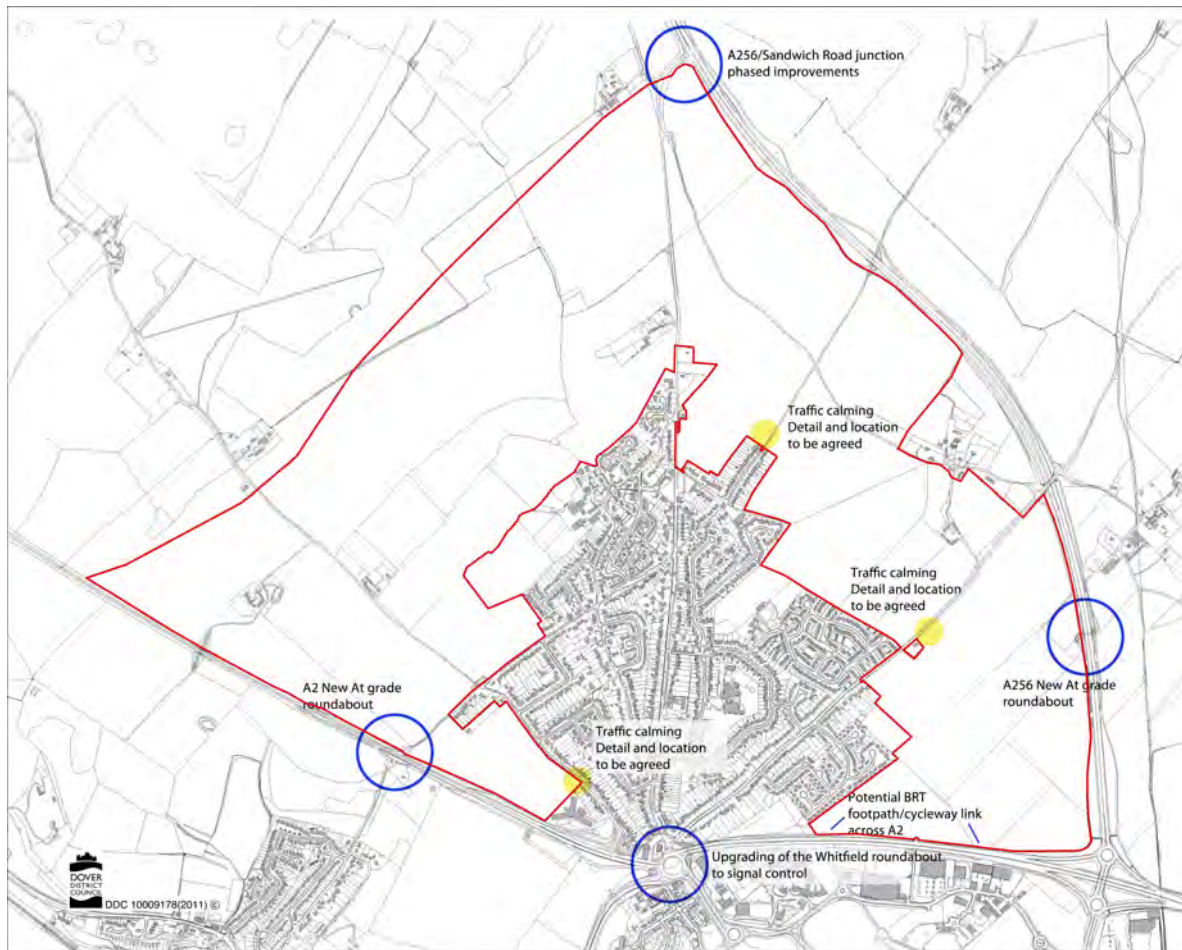


Figure 4.4 Highway Infrastructure Improvements

Utility Services

4.24 These services comprise water supply, wastewater discharge and treatment, gas, electricity, telecommunications and on-site sustainable energy production. The Utilities and Services Supply Infrastructure Report, Water Cycle Strategy and Sustainable Energy Assessment Report provide full information on these matters and the summarised position is set out below.

Potable Water

4.25 The existing supply network is not sufficient to support the development. A new trunk main will be needed, most likely from near Kingsdown, and a service reservoir provided within the WUE on high ground on the western side, although it may be possible to serve initial parts of the development by upgrading the booster station at Downsgate. This would require further detailed investigation which is normally undertaken at planning application stage. In order to reduce demand for new supplies and meet Code for Sustainable Homes requirements set out in the Core Strategy (Code level 4 from outset and Code 5 from 2016), water efficiency measures will also be needed combined with the replacement of potable water for some uses with non-potable water through recycling.

Wastewater

4.26 There is not thought to be any capacity in Whitfield's existing sewerage system although the wastewater treatment works at Broomfield Bank has capacity to accept and treat wastewater from the WUE. More detailed capacity investigation is normally carried out at planning application stage. The topography of the WUE makes it difficult to bring all wastewater from the proposed development to one central collection point.

4.27 The most viable solution is a system of gravity drainage to a series of pumping stations leading to a strategic pumping station connected to Broomfield Bank via a new rising main. This would provide an opportunity to improve capacity in the existing system by linking it to the proposed strategic pumping station. Opportunities should also be taken in development for greywater recycling which would reduce foul water flows and help meet required Code for Sustainable Homes levels.

Gas

4.28 The existing gas main would need to be reinforced to the east of Whitfield in order to maintain supplies to existing customers and serve the new development. The point of connection to the proposed development lies adjacent to the A2 by the south east corner of the WUE. This assessment is based on traditional and direct gas connection to development. It does not take account of the possibility of using an on-site combined heat and power system which could reduce overall gas requirements. Further, and more detailed, investigation would be needed at or after the planning application stage to take account of the energy strategy proposed with the application.

Electricity

4.29 There may be very limited capacity in the existing local system to supply a small amount of development. Beyond this there is capacity in the Dover Primary Substation (PSS) to supply around an additional 3,000 to 4,000 homes by extending existing 11kV cabling to the site with associated switchgear at the PSS. Once this capacity has been used (some of which could be taken up by other development in the area) remaining development could be served by a new supply from the Betteshanger Grid Substation 10 km to the north. This would require a new PSS on or near to the WUE and new cabling to Betteshanger.

4.30 The timing of the need for new capacity will be influenced by the level of energy efficiency measures in the new development and renewable energy electricity production. How far this could defer the need for major new infrastructure will depend on the energy strategies adopted in individual planning applications and external factors such as capacity take-up by other development outside the WUE.

Telecommunications

4.31 There are currently no known obstacles to extending the telecommunications network into the WUE and offering a range of technologies including high speed broadband and cable TV.

On-Site Sustainable Energy

4.32 In order to achieve Core Strategy requirements regarding the Code for Sustainable Homes and anticipated future Building Regulation standards and to assist with solutions for the water,

heat and power issues set out in the SPD, a "district energy" approach is likely to be needed. This would be based on the provision of on-site energy centres that could run on a variety of fuel and provide power or combined heat and power. These could be supplemented by ground source heat "farms" and devices such as photovoltaic panels on individual properties. The latter could take advantage of the national "feed in tariff". There is a viable wind resource in the area but considerable doubt that it could be harvested for aviation safety reasons, as well as landscape and residential amenity impact considerations.

4.33 Technical and cost efficiency considerations point to the need for to plan for four energy centres that would need to be sited as centrally as possible within each Development Area and the Village Centre. There are, however, other considerations of air quality (related to the particular fuel used), access for fuel deliveries and visual impact that will influence location. The locations will have to be tested in detail through planning applications when more precise proposals are known.

4.34 The general approach should be to ensure that the SPD is developed in a way that enables sustainable solutions to be realised when they are needed and viable. The Concept Masterplan should be designed in a way that does not take away options for the future through lack of foresight. Therefore:

- Energy planning should be fundamental to the Concept Masterplan and to each planning application
- Planning applications should include and be informed by an energy strategy that is consistent with the SPD and the proposals of any other planning permissions for the WUE
- Applications should include a programme to raise the awareness of building occupants and site users to use energy and water efficiently and from renewable and recycled sources when possible

General Utility Considerations

4.35 The general findings of the Utilities and Services Infrastructure Report are that these services most efficiently enter the WUE at its north eastern and south eastern sides and

that the more immediate solutions favour the south east. This indicates that the south east area would be the favoured part to commence development and that there would be a general progressive roll-out of infrastructure in an anti-clockwise

direction. The exception to this would be the point at which the new sewerage system has to connect to Broomfield Bank as these works would have to be carried out in a single operation.

4.36 For reasons of efficient use of land and ease of maintenance, the various services should be grouped as much as possible. The indicative position of facilities and service corridors is shown on Figure 4.5.

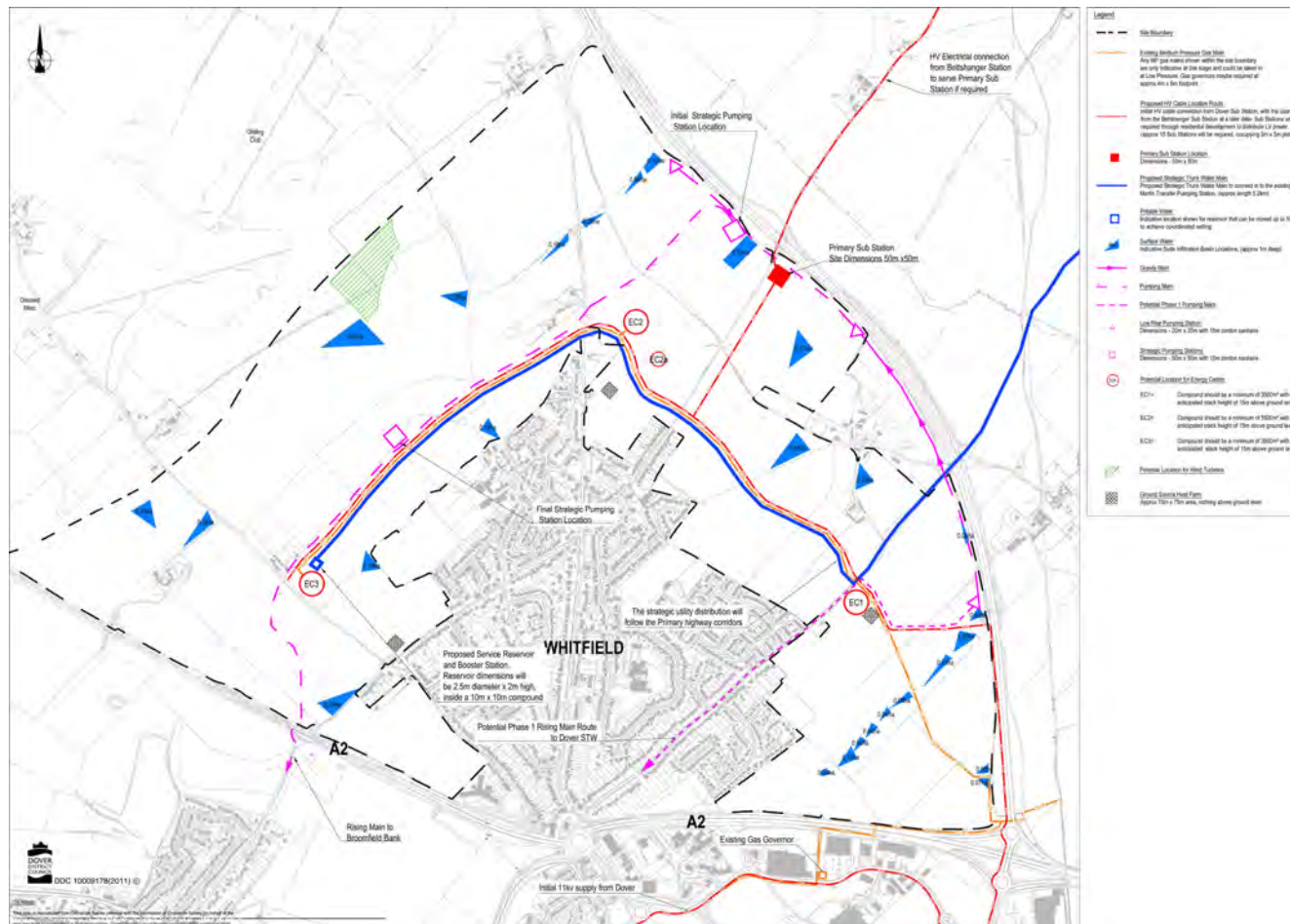


Figure 4.5 Combined Strategic Utilities Indicative Layout

5 The Concept Masterplan

Introduction

5.1 The Concept Masterplan is the planning and urban design response to the constraints and opportunities identified in previous chapters, in particular Whitfield Today and the Development Area and the supporting body of evidence. It develops a physical masterplan for the form of the development and its structural elements and provides guidance on matters that would need to be addressed by planning applications.

5.2 The Concept Masterplan Diagram, and its related illustrative material, is not drawn to scale and is intended to show principles and concepts. The precise boundaries for the various uses proposed will be drawn up through planning applications but will be expected to follow the principles set down in the Concept Masterplan.

The Form of Development

5.3 At the Draft SPD stage six options for the overall form of the WUE were put forward. Option E was identified in the Draft SPD as the preferred option, as it was considered to have the best relationship to existing Whitfield and between the disposition of land for built development and of land for green infrastructure. Further analysis, in the light of consultation, confirms that this option responds best to the opportunities and constraints set out in preceding chapters. It has therefore been used as the basis for developing the Concept Masterplan.

5.4 The option is based on the division of the development into three main areas, or Development Areas, set in a framework of green infrastructure. They will be known as the Western, Northern and Eastern Development Areas. Each of these areas consists of two identifiable sub-areas, or Neighbourhoods. For the purposes of the SPD these have been given the working

names, based on local association, of Temple Whitfield, Lenacre Whitfield, Napchester Whitfield, Shepherd's Cross, Parsonage Whitfield and Light Hill.

5.5 The Whitfield Today chapter has identified that an area on the east of Sandwich Road, at the northern end of Whitfield, has the greatest locational potential for the creation of a Village Centre. This would be the location for focusing community and commercial services and facilities that would serve the whole of the WUE and also existing residents, in particular, the proposed Learning and Community Campus and the medical centre which are discussed later on in this chapter.

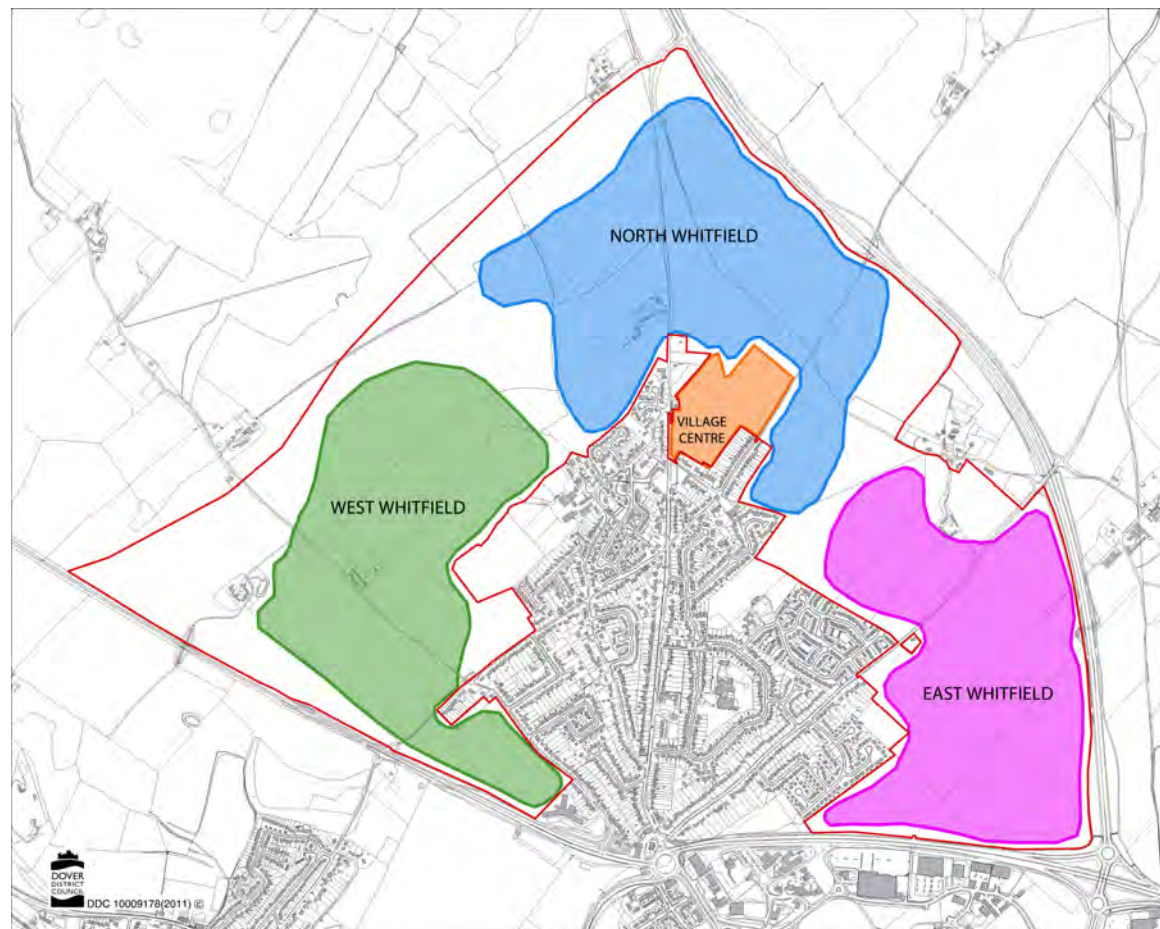


Figure 5.1 Development Areas

5.6 In addition to the Village Centre each Neighbourhood will contain a Neighbourhood Centre. This again is a focus for community and commercial facilities but at the Neighbourhood level. In each of the Development Areas one Neighbourhood is significantly larger than the other. The larger ones (Light Hill, Shepherd's Cross and Lenacre Whitfield) will accommodate the proposed primary schools and energy centres. Where locational considerations permit, the primary schools should be designed as part of the Neighbourhood Centre as they are a central point of community activity. The smaller Neighbourhood

Centres may not be sufficiently viable locations to support commercial uses but should be designed as community focal points, perhaps centred around green infrastructure.

Transport

5.7 The SPD's transport proposals must expand upon the requirements of Criterion (iv) in Core Strategy Policy CP11:

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.

5.8 A Transport Strategy has been developed to support the SPD. It is informed by a computer micro-simulation model of the highway network around Whitfield and relates to a wider model that was constructed for the Dover urban area to support the Core Strategy. This modelling has been used to design and test concept transport solutions for the WUE and has been carried out in close liaison with the Highway Authorities, the Highways Agency on behalf of the Secretary of State in respect of the A2 trunk road, and Kent County Council for the remaining network.

5.9 The Strategy and its supporting documents should be referred to for detailed information regarding the SPD's transport proposals. The Council will expect applicants for planning permission to fully take account of this evidence base material and take note that their transport proposals will be expected to comply with the Manual for Streets 2 (Department for Transport) and Kent Design. It is also the Council's strong preference that any computer modelling that is undertaken to support such

proposals uses the models that have been developed to support the SPD as this will ensure that they commence from an already agreed base, and provide consistency and comparability of outputs.

5.10 The Strategy is based upon the transport and movement themes set out in Manual for Streets 2 which are summarised in Table 5.1 and are consistent with Core Strategy policy.

Consider First	Pedestrian
▼	Cyclist
▼	Public Transport User
▼	Specialist Service Vehicles
Consider Last	Other Motor Traffic

Table 5.1 Adapted from Manual for Streets 2

Highway Access

5.11 While "other motor traffic" is the last mode to consider, in the specific circumstances of the SPD it is more practical to consider highway access solutions first as these are highly relevant to bringing forward solutions for other modes. These matters have already been identified in the Development Area chapter. A set of concept solutions has been developed through the Transport Strategy, as a response to these matters, and is set out in Table 5.2

Highway Infrastructure	Trigger	Comment
Duke of York roundabout	A258 arm over capacity in 2011 Reference Case	Applications to determine scale of mitigation required at each Phase. Improvements could be brought in over several phases and/or as other developments around Dover are brought forward.
A256 access junction	Light Hill	Primary access for WUE until such time that the new A2 access is constructed.
Whitfield Roundabout Interim Scheme	Light Hill/Village Centre	Interim scheme could be white lining and/or partial signalisation. Exact form and trigger for its delivery during the first phase to be demonstrated at application stage.
Archers Court Road Traffic Management	Parsonage Whitfield and Shepherd's Cross	In the Light Hill phase the masterplan proposes no link to Archers Court Road with all traffic accessing via the new A256 junction. Closure to private vehicular through traffic west of the proposed WUE Spine Road is advised for the full build-out, but the timing of closure to be determined at each application stage. This is likely to be during the development of Parsonage Whitfield and Shepherds Cross but is intrinsically linked to the precise nature of the design both interim and final solutions to Whitfield Roundabout.
Napchester Road closure	Parsonage Whitfield and Shepherd's Cross	To be closed to through traffic at the time it connects with the WUE Primary street.
Whitfield Roundabout Final Scheme	Within Parsonage Whitfield and Shepherd's Cross or prior to Napchester Whitfield	Likely to be required prior to commencing Napchester Whitfield. Parsonage Whitfield and Shepherd's Cross applications will need to demonstrate that the interim scheme can accommodate all of the development. In the event the full scheme needs to come forward during Parsonage Whitfield and Shepherd's Cross the trigger for delivery will need to be identified at application. The Napchester Whitfield application will need to demonstrate the Final Scheme can accommodate all of the development or identify a break in the build out until alternative mitigation measures are in place.

Highway Infrastructure	Trigger	Comment
Sandwich Road / A256 improvements	Napchester Whitfield	This could increase the extent of Napchester Whitfield build out by providing some relief to Whitfield roundabout. Timing and junction form to be determined at application and may be linked to Construction Traffic Management Plan.
A2 access junction and Spine Road Link	Within Napchester Whitfield or prior to Lenacre Whitfield or Temple Whitfield	The new access will need to be in place prior to the commencement of Lenacre Whitfield or Temple Whitfield, whichever comes first. It is possible that the detailed analysis required for future planning applications identifies that the A2 access junction is triggered before the end of construction of Napchester Whitfield.
Singledge Lane closure	Lenacre Whitfield or Temple Whitfield	To be closed to through traffic at the time it connects with the Primary street. Precise location of closure to be determined at application stage.

Table 5.2 WUE Highway Infrastructure Triggers

5.12 The Transport Strategy sets out concept designs for the proposed new junctions but these are not included in the SPD as they will inevitably evolve through the design and consent process. They do, however, demonstrate the basis for a solution that can be developed at the planning application stage. This stage will also refine the trigger point by which the improvements must be in place.

Framework for Travel Plans

5.13 Travel plans are a recognised tool for managing travel demand and encouraging more sustainable patterns of travel. A travel plan should be developed to accompany each planning application for the WUE in a way that is consistent with national and County guidance and the framework set out in this SPD. Planning applications should include an overarching travel plan (to be adhered to by all parts of a development) which includes a package of measures designed to actively manage travel demand and promote low carbon options. Low carbon travel is desirable both in relation to the WUE and in assisting with mitigating impacts on the Air Quality Management Areas in central Dover.

5.14 Overarching travel plans should consider all the uses proposed in an application and, for example, would typically comprise a:

- Residential travel plan;
- Workplace travel plan;
- School travel plan; and
- Construction travel plan (to be consistent with the separate requirement for a construction management plan).

5.15 The application should commit to fully funding the management and implementation of all aspects of the plan, including a Travel Plan Coordinator. The plan should assess the transport opportunities available to the proposed development and incorporate proposals accordingly. From the work undertaken to support the SPD the following measures have, so far, been identified and the Council would expect these to be assessed further through any planning applications:

- Development of networks for walking, cycling and horse riding;
- Enhanced bus service including a Bus Rapid Transit system (BRT);
- Local car sharing scheme;

- Provision for electric vehicle charging points;
- Community car club using low-emission vehicles; and
- Appropriate levels of car parking (having regard to Core Strategy and County Council policy)

5.16 The overarching travel plan must contain SMART (specific, measurable, achievable, realistic and time-bound) targets. Targets should include output targets which relate to specific actions and outcome targets. A monitoring framework must be included that includes an annual travel survey of site users which must be paid for by the developer. This will form part of the SPD's overall monitoring, review and adjust process.

Walking, Cycling and Horseriding

5.17 The opportunities for providing a new and improved network of Public Rights of Way (PROWs) has been identified in the Whitfield Today and Development Area chapters. Proposals for taking advantage of these opportunities have been developed in the Green Infrastructure Strategy and are summarised in Figure 5.2.

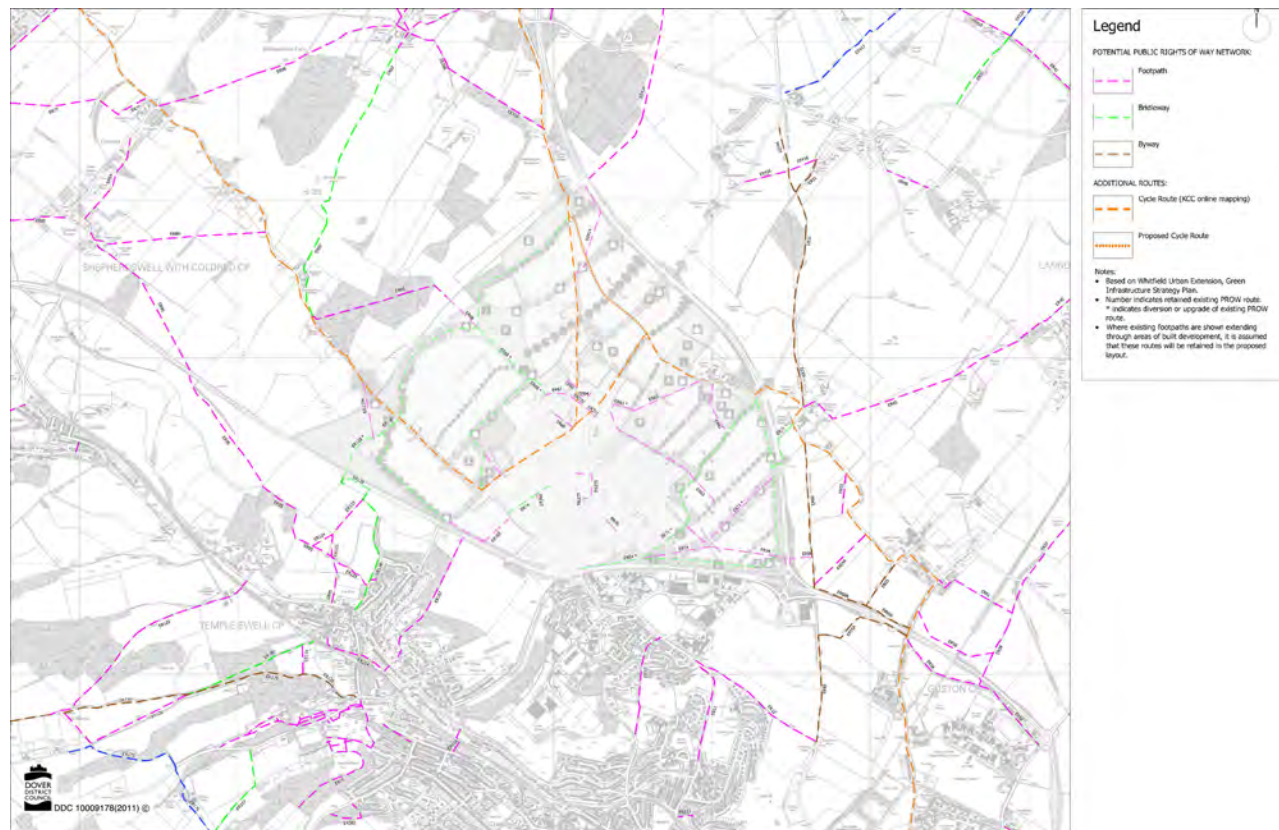


Figure 5.2 Public Rights of Way

5.18 The SPD can only set out proposals for new PROWs and suggest possible diversion of existing ones. Implementation of this is through separate legislation. The Council would, however, expect these proposals to be taken up through planning applications and pursued through relevant legislation.

5.19 These proposals should be taken carefully into account when the highway network is designed at planning application stage. This design should be based on a three layer hierarchy of routes, consistent with Manual for Streets 2 and Kent Design, consisting of a primary, secondary and tertiary network which give progressive priority to non-motorised forms of travel. The role of the identified rural lanes has been carefully assessed in Appendix 4 and proposals should be developed in light of this

work and the constraints and opportunities identified in the Heritage Assets section of the Whitfield Today chapter. The overall objective is to ensure that the route hierarchy is used to promote and achieve walkable neighbourhoods, incorporating safe and convenient cycle provision and, where appropriate provision for horse riding, that connects to wider networks.

5.20 A key issue is the provision of a safe and direct link across the A2. Current provision is by a pedestrian/cycle underpass at the Whitfield roundabout. The proposals to improve the roundabout for vehicular traffic will have to ensure that a crossing facility is retained, and improved if possible. This crossing point is not, however, particularly convenient to the eastern area of the WUE. There is an opportunity to provide

a pedestrian/cycle link across the A2 to the east of the roundabout and this must be explored further. Such a link is also highly relevant to the proposals for the BRT service.

5.21 Each planning application will therefore be expected to demonstrate how it contributes to the implementation of the proposed primary network and detail the secondary and tertiary networks, and approach to rural lanes, within their application site with the objective of providing walkable neighbourhoods.

Public Transport

5.22 The step change to rail travel offered by the High Speed 1 service from Dover Priory station should be complemented by an improvement to local public bus transport provision

between Whitfield and the town centre from the outset. This should be of higher, and uniquely distinguishable, quality and frequency with competitive journey times and prices to private car travel if significant mode shift is to be achieved.

5.23 Considerable research has been undertaken on the viability of introducing a BRT system - see in particular the Dover BRT Study March 2011. This has concluded that a Dover BRT system would be financially viable through a phased implementation programme that is related in particular to the build out of the WUE but also to other planned developments in Dover. It would require financial contributions from development to support revenue subsidy and capital costs for on and off-site infrastructure but a guided busway is not considered to be appropriate.

5.24 It is proposed that the BRT system would be introduced in three stages:

Stage 1

5.25 BRT takes the form an extended route 61 service with a direct express peak hours service between the Light Hill phase of the WUE, existing Whitfield and Dover Priory station from the first year of build-out. This will require a bus access to Archer's Court Road and an internal route that ensures all residents are within 400m of the service.



Figure 5.3 BRT Phase 1 Indicative Route

Stage 2

5.26 BRT is extended into the Parsonage Whitfield and Shepherd's Cross areas linking to the northern end of Sandwich Road. Route options at this stage are via Whitfield roundabout, the A2/A256 junction or a bridge across the A2 into the White Cliffs Business Park combining with the pedestrian/cycle proposals. The last option would be the most effective but it is dependent on land outside the WUE and on funding. Final decision will be dependent on the development of a full business case for the BRT, land assembly, funding and assessments made at the planning application stage. Route 61 may need to be amended to avoid duplication of service. Should the need

for a Park and Ride scheme arise it would be taken forward either through a revision to the SPD or a planning application that demonstrated the case and that all issues could be resolved.

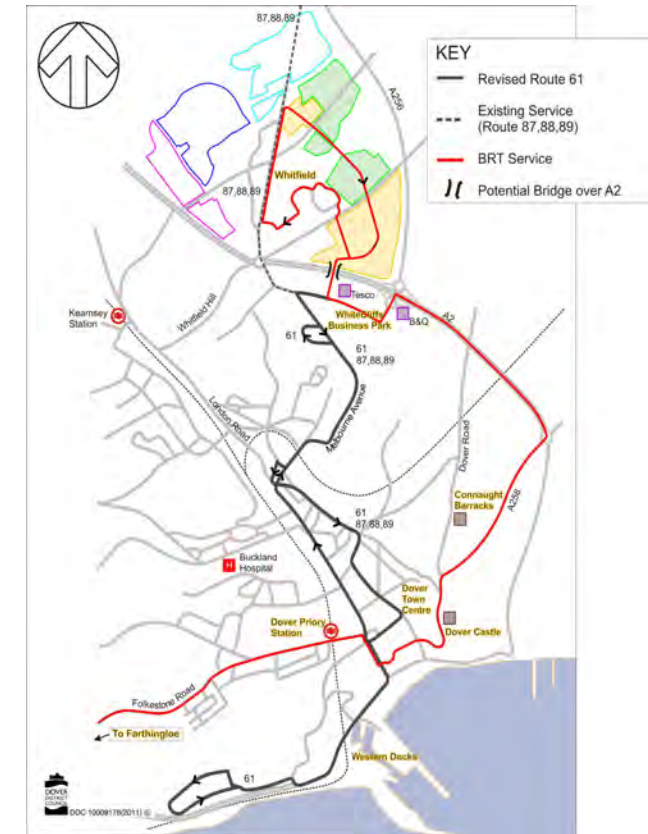


Figure 5.4 BRT Phase 2 Indicative Route

Stage 3

5.27 BRT incrementally extended into remaining areas of the WUE to create a full loop and by this time using Dover Road.

Figure 5.5 BRT Phase 3 Indicative Route



5.28 Dependent upon growth in demand, highway conditions and parking supply and demand, there may be a need for a Park and Ride service as a supplement to the BRT service towards the latter phases of the WUE. This will be determined through the travel plan process and general monitoring and review of progress in implementing the SPD.

5.29 The route of the BRT loop through the WUE also marks the conceptual route of the Primary street to serve the development, except in the Light Hill area where it would need to connect to the proposed new roundabout on the A256.

Construction Management

5.30 It is necessary to ensure that construction materials can be delivered and waste removed in a safe, efficient and environmentally sensitive way which minimises, or avoids where possible, impacts on nearby residents and the highway network. Planning applications will need to be supported by a Construction Management Plan, as part of the Code of Construction Practice and consistent with the government's Guidance on Transport Assessment. In order to ensure consistency of approach to Construction Management Plans the SPD provides an overarching framework based upon the Council's preferred anti-clockwise progression of the development.

5.31 With regard to construction traffic, the Council would expect planning applications to assess the number of HGV movements based on the composition of the development

proposed and provide a forecast of HGV and construction worker trips. Procedures to restrict peak hour deliveries should be identified and any necessary out-of-hours deliveries should be accompanied by a noise abatement strategy. Parking for construction workers should be minimised to encourage car sharing and on-site deliveries should be pre-booked to avoid the possibility of queueing.

5.32 The scale of the WUE provides potential to identify construction access and routes distant to existing residents, although this is more difficult to achieve with the proposed Village Centre. Construction access points and routeing are set out in Table 5.3.

Land Parcel	Access Point	Proposed Routes	Prerequisite Infrastructure Requirement	Description
Light Hill	A256 new site access junction	A2 (M2) A20 (M20) A256	Provision of new A256 junction prior to start of construction of site	Access via the new A256 junction will help mitigate construction traffic impact on existing residents and upon the local road network with access routeing constrained to principal highway routes
Village Centre	Sandwich Road via Whitfield Roundabout	Sandwich Road via Whitfield Roundabout	Provision of temporary access	Access taken through existing Whitfield Village due to a likely lack of safe and affordable alternative - access from Sandwich Road, north of the existing Whitfield Village residential boundary under investigation with KCC

Land Parcel	Access Point	Proposed Routes	Prerequisite Infrastructure Requirement	Description
Parsonage Whitfield/ Shepherd's Cross	A256 new site access junction	A256 A2 (M2) A20 (M20)	Provision of new junction prior to start of construction of site	Access via the new A256 junction will help mitigate construction traffic impact on existing residents and upon the local road network, with access routeing constrained to principal highway routes
Napchester Whitfield	Sandwich Road temporary site access junction	Sandwich Road via A256	Provision of improvements to Sandwich Road to accommodate two-way HGV and temporary all move junction with A256	Access taken via a temporary junction off Sandwich Road, north of the existing Whitfield Village residential boundary. Construction traffic should be restricted to accessing and egressing to the north through use of an improved A256/Sandwich Road junction
Lenacre Whitfield	A2 new site access junction	A2 (M2) A20 (M20) A256	Provision of new A2 junction	Access via the new A2 junction will help mitigate construction traffic impact on existing residents and upon the local road network, with access routeing constrained to principal highway routes
Temple Whitfield	A2 new site access junction	A2 (M2) A20 (M20) A256	Provision of new A2 junction	Access via the new A2 junction will help mitigate construction traffic impact on existing residents and upon the local road network, with access routeing constrained to principal highway routes

Table 5.3 Construction Access and Routes

Green Infrastructure

5.33 Core Strategy Policy CP11 Criterion vi requires that:

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.

5.34 In response to the landscape appraisal of the WUE and other factors such as the PROW network, an extensive network of Green Infrastructure (GI) is proposed. It consists of four principal types which are set out in Table 5.4, together with their principal functions. The SPD's Green Infrastructure Strategy (Table 1 in Evidence Base Document) provides full details. It has been developed to safeguard important views and the setting of heritage assets while incorporating existing natural features as much as possible, framing the Development Areas and providing alternative facilities that will deflect visitor pressure away from sensitive areas, in particular the Lydden and Temple Ewell Downs SAC and nearby ancient woodlands. It also

provides opportunities for habitat creation, strengthening biodiversity, informal and formal recreation and managing surface water.

WUE Strategic GI Type	Principal GI Functions	Approximate Amount (hectares)
Woodland block	Screening built form, framing views, habitat creation, informal recreation	2.5
Structural tree belts	Screening and framing views, habitat linkage, informal recreation	19
Green Corridors	Semi natural and formal open space, definition of natural features e.g. valley floors, visual corridors and screening, accommodating SUDS, movement corridors, habitat creation, SAC mitigation, social cohesion, protecting setting of heritage assets	28
Open space	Large-scale habitat creation, SAC mitigation, structural definition of natural features, large-scale provision of sport and recreation facilities, community gardens/ allotments/ orchards/cemeteries, SUDS, movement network, social cohesion, protecting setting of heritage assets	68

Table 5.4 Principal GI Functions

5.35 A GI network of around 117 hectares is proposed. In addition, approximately 3.3 ha. of sports pitches are proposed as part of the provision for three new primary schools within the

WUE. The proposed network is designed to connect within existing GI in Whitfield and to the GI network surrounding the WUE. The concept proposals are shown on Figure 5.6.

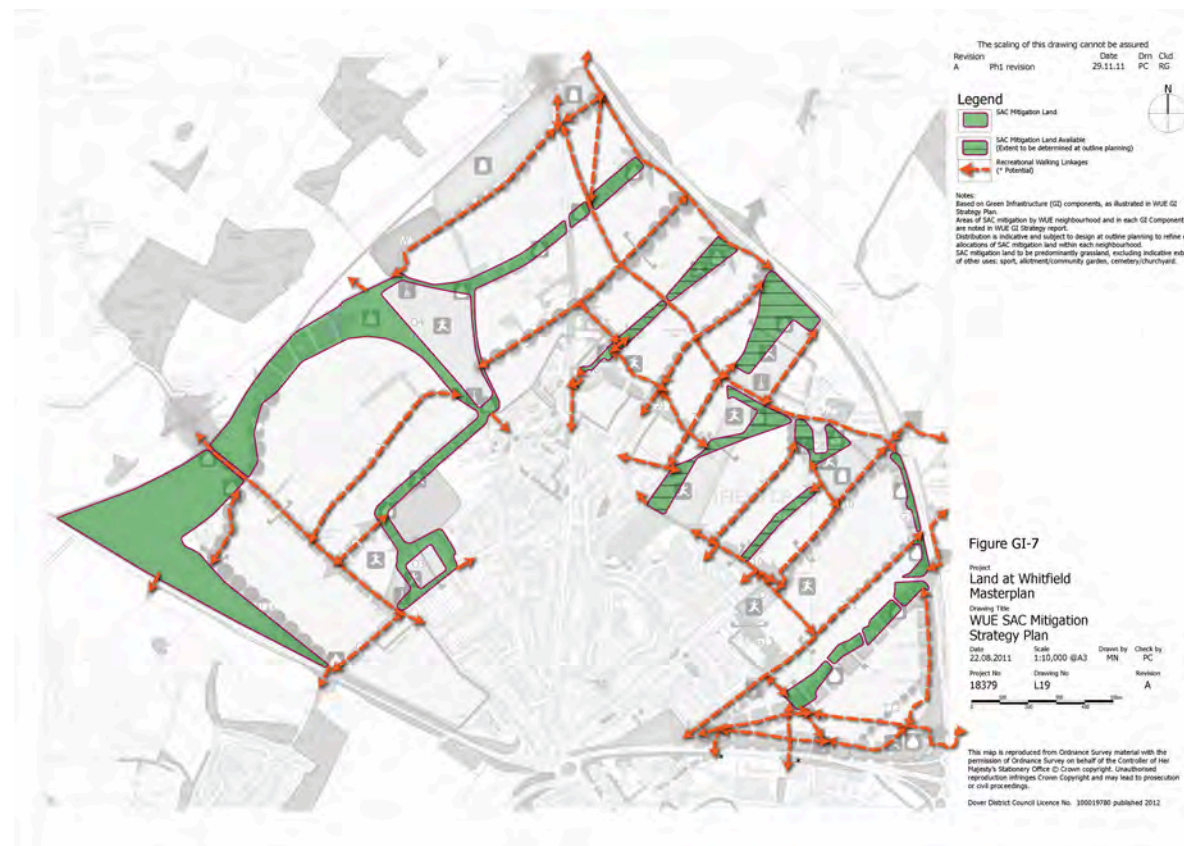


Figure 5.6 Green Infrastructure Plan

5.36 Figure 5.6 indicates through symbols the principal function of each part of the proposed network and also gives numbers to main areas. These numbers relate to the Table in Appendix 3 which provide a breakdown of GI for each of the proposed Neighbourhoods. Parsonage Whitfield and Shepherd's Cross share a large area of GI which runs between them and for ease of presentation have been dealt with in a combined set of requirements. Appendix 3 also indicates the amount and proportion of GI in each phase, which averages at around 38% of the whole WUE.

5.37 Every part of the the proposed GI network has a specific function, or indeed functions. The Council will expect the SPD's proposals to be followed through and developed in planning applications. GI must be designed as an integral part of development, rather than as parts left over that are not suitable for built development. Bearing in mind the scale and importance of GI to the WUE the Council will also expect applications to detail the standards of provision and propose a robust management arrangement that is, if possible, consistent across the whole of the WUE - see also the Delivery and Implementation chapter.

Habitat Regulations Issues

5.38 The Habitats Regulations safeguard European designated sites of wildlife importance (often referred to as Natura 2000 sites) from any likely negative affects of development. The Habitats Regulations Assessment (HRA) of the SPD indicates that the development could cause significant impacts from recreational pressure. The SPD must include measures to avoid or mitigate these impacts. Further details of these can also be found in the SPD's evidence base. Vehicular air pollution is also a concern raised in the HRA and the Council, in liaison with Natural England, considers that further investigation is needed above and beyond the findings of the HRA. This is detailed in paragraph 5.42.

5.39 Recreational impacts have been identified in relation to the Lydden and Temple Ewell Downs Special Area of Conservation (SAC) to the immediate south west of the WUE and possibly on the Thanet Coast Special Protection Area for Birds (SPA). The impacts generally relate to disturbance caused by human presence and by dogs. The effects on the Lydden SAC can be addressed through a combination of on-site provision of GI of a suitable size and type to deflect walkers away and thereby avoid additional pressure arising, and management measures to ensure that those who do visit the site do so in a way that does not cause a deterioration in the ecological qualities of the site for which it was designated. The Council's response paper to issues raised during public consultation on the SPD (Representations on the Habitat Regulations Assessment) details a method for calculating the amount of "SAC mitigation" land and walking paths that is needed for each of the proposed Neighbourhoods. The summary requirements are shown in Table 5.5.

Neighbourhood	Mitigation Area (hectares)	Length of Walking Paths (metres)
Light Hill	4.28	600
Village Centre	0.33	<50
Parsonage Whitfield	1.48	200
Shepherd's Cross	2.53	400
Napchester Whitfield	4.49	600
Orchard Close	0.22	<50
Lenacre Whitfield	12.01	1,600
Singledge Lane	4.74	600
Temple Whitfield	17.06	2,200
Total	47.14	6,300

Table 5.5

5.40 Planning applications will be expected to incorporate the requirements set out in Table 5.5. Applications should specifically identify the green infrastructure that is proposed to perform this function and confirm that it will be designed and managed predominantly as species rich, semi-natural grassland

with informal access paths. While it might also serve some other functions such as informal play and accommodating SUDS other uses, such as formal sports, would be incompatible. A package of accompanying management measures would also need to be employed, such as an information package on using the SAC responsibly, monitoring of impacts and increased wardening. The green infrastructure for each Neighbourhood or Extension that is identified for these mitigation purposes must be provided in its entirety and be functional prior to the initial occupation of any residential development in that Neighbourhood or Extension. This will ensure that it is of immediate effect deflecting recreational pressures away from the Lydden and Temple Ewell Downs SAC. In exceptional circumstances where applications deliver enhancements to designated SAC mitigation areas and/or adjoining Green Infrastructure, with particular emphasis on increased facilities for dog-exercising or other specific recreational management measures, where agreed with Natural England to be appropriate, the manner and timing of delivery of SAC mitigation within each phase may be considered on its own merits.

5.41 Visitor survey work undertaken for the SPD and Council's GI Strategy indicate that significant recreational pressure arising in the Thanet Coast SPA is a much less distinct possibility, but one that could arise from Dover-wide development. The precautionary approach to such matters indicates that bespoke measures would need to be developed and employed as and when continued monitoring indicated it was required. The most suitable mechanism for securing these measures, should they be so required, is considered to be a bond offered by applicants for planning permission that could be drawn upon by the Council in order to provide the necessary mitigation. This is detailed in the Thanet Coast Mitigation Strategy v.3, in the SPD's evidence base.

5.42 The air quality modelling undertaken suggests that there is unlikely to be an impact upon the Lydden and Temple Ewell Downs SSSI and SAC. However, for the Dover to Kingsdown Cliffs SSSI and SAC, the situation is less clear. Consequently, a monitoring programme for air quality impacts upon Dover to Kingsdown Cliffs will be required for each phase of the expansion at Whitfield. The results of this mitigation will need to be reviewed through each planning application and, if necessary, further mitigation proposed.

5.43 The effectiveness of on-site GI and packages of management measures to avoid and mitigate the effects of the development on Natura 2000 sites will be closely monitored as

part of the Monitor, Review and Adjust mechanism set out in the Delivery and Implementation chapter. Each planning application will be expected take forward the avoidance and mitigation measures set out in the SPD (see paragraph 6.13), take full account of the results of monitoring and adjust its proposals accordingly. The Council will make a formal Appropriate Assessment of each planning application for compliance with the Habitat Regulations. Any planning application that fails to demonstrate compliance with the Regulations will be refused permission. This will ensure that sufficient and appropriate avoidance and mitigation measures will be employed throughout the lifetime of the WUE development.

Open Space Standards

5.44 At the time of producing the SPD the Council was in the process of reviewing its open space standards through its District Green Infrastructure Strategy. It is intended that the reviewed standards would be incorporated into the Council's Land Allocations Document for formal adoption and it is possible that they could change through this process. The SPD's open space proposals have been developed against this background and are informed by an interim paper from the District GI Strategy. Planning applications will, therefore, need to take account of the SPD's proposals and also check for compliance with the Council's open space standards as they move to adoption.

Outdoor Sport and Recreation

5.45 The SPD proposes around 17 hectares of land for a wide range of outdoor sports including pitches, courts, greens and a Multi-Use Games Area. This includes around 3.3 hectares of land associated with the proposed primary schools which can only be counted towards general provision if a formal community use agreement is reached with the school authorities. The Council will expect planning applications to incorporate arrangements to achieve this.

5.46 The SPD's GI Strategy also concludes that there is, subject to careful siting, potential for two artificial grass pitches. This accords with the projected need identified in the Artificial Grass Pitch Assessment that the Council has undertaken with Sport England. Artificial grass pitches can reduce the need for grass pitches provided that they cater for comparable types of demand. For operational reasons outdoor sports, beyond the provision at primary schools, should be focused into a small number of areas creating "Sports Hubs". Areas 03, 04 and 07

on the GI Diagram are considered to have the most potential for this. The Council will expect planning applications to carry forward the SPD's proposals and to demonstrate that provision will match the community's needs having regard also to the Council's Playing Pitches Strategy.

Play Facilities

5.47 The District GI Strategy indicate that the WUE would need to provide one new strategic play area in the large area of GI between Lenacre Whitfield and Napchester Whitfield and contribute to the enhancement of the existing facilities in the Recreation Ground on the east side of Whitfield. In addition, one local play area should be provided in the Neighbourhoods of Light Hill, Shepherd's Cross and Temple Whitfield. Combined with other more informal local play opportunities in the GI network this would provide an accessible network of play across the whole WUE.

Indoor Sport

5.48 The Council has, in conjunction with Sport England, undertaken an assessment of sports halls and swimming pools using their Facilities Planning Model. These assessments form part of the SPD's evidence base. The assessment for sports halls shows that in 2011 93% of demand from District residents is satisfied but that many halls, including the Dover Leisure Centre, are operating at an uncomfortably full level. Furthermore, Dover residents have a relatively poor share of facilities at, 20% to 30% below the England average. By 2021 this position will have worsened.

5.49 The swimming pool assessment shows that in 2011 90% of demand from District residents is satisfied but that the main facilities at Deal and Dover are operating at an uncomfortably full level and that District residents have a lower share of provision than the England average. By 2021 the Dover Leisure Centre pool in particular, is forecast to be operating at an uncomfortably full level due to increased demand generated by the additional population.

5.50 These assessments show that there are issues regarding the level of provision of sports halls and swimming pools that will need to be addressed and that the additional demands generated as the population increases are a significant factor. The Council intends to address these issues through developing a strategy. Its proposals will be costed and used to justify a charge on new development through the proposed introduction of a Community Infrastructure Levy Charging Schedule.

Housing Mix, Layout and Design

5.51 The housing mix set out in the Core Strategy was developed to reflect the purpose of the WUE to create a new housing offer for Dover with an emphasis on attracting working age people and families. Where development has the function of creating a new market paragraph 3.39 of the Core Strategy sets out that:

Design will have a leading role in shaping the new market that is to be created in a way that addresses the existing deficiencies. It must introduce a level of quality that is currently missing that enhances the market image and appeal of the area. The danger to be guarded against is the creation of a place that is not sufficiently related to the existing community. There will be a need to incorporate landmark features in the largest developments, foreground buildings, vistas and focal points.

5.52 Criterion viii of Core Strategy policy CP11 requires that:

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.

5.53 Guidance on preparing the layout and design of the Neighbourhoods and Extensions that make up the WUE is provided further on in this chapter and also in Appendix 4 regarding the Framework for Design Codes. Core Strategy Policy CP4 is also of particular relevance and, amongst other things, requires efficient use of land by seeking density to exceed 40 dwellings per hectare wherever this is consistent with design principles and to seldom be justified at less than 30 dph (see Chapter 6 Framework Criterion 11). The Council will expect to see that planning applications have been prepared in a way that takes very careful account of these requirements and it will also apply the Building for Life criteria to help it assess applications.

5.54 Core Strategy (Policy DM5) sets out that the Council will seek to negotiate for 30% of total housing to be delivered as affordable and sets out proportions for social rented and intermediate housing. It should be noted that legislation before Parliament at the time of the adoption of the SPD proposes

changes to the definition of affordable housing and the way in which it is delivered. Applicants for planning permission are therefore advised to discuss this with the Council at an early stage. A survey of need for affordable housing has been carried out in Whitfield and forms part of the evidence base. The Council will, through its housing policies, prioritise meeting these needs through the affordable housing proposals for the first part of the WUE. Subsequent applications should be supported by an updated survey covering existing Whitfield plus the occupied parts of the WUE to inform their proposals.

5.55 The mix for market housing put forward in the Core Strategy for the WUE is:

- 1 bedroom: 25%
- 2 bedroom: 35%
- 3 bedroom: 30/35%
- 4 bedroom: 5/10%

5.56 This mix has been developed into house types (see Table 6.1) and used as the basis for the demographic forecasts of the WUE. It has also been used to forecast infrastructure requirements, in particular various community facilities and services. Should planning applications wish to propose a significantly different mix this should be explained and justified by reference to the objectives sought through the revised mix and the evidence on which this is based. The Council would then need to consider whether the infrastructure requirements would need to be reviewed.

5.57 The Council will also wish to see that planning applications include proposals to meet the housing needs of all people. Some of this provision will be required as social infrastructure, e.g. supported living accommodation for those with learning disabilities, but other forms such as retirement accommodation will be achieved through private sector initiatives. The Council will expect planning applications to set out how their proposals respond to the spectrum of housing needs.

Education Provision

5.58 The County Council's assessment indicates that a new secondary school would not be required and that increased demand from the WUE can be accommodated through

alterations/increased capacity at existing schools. At the time of preparing the SPD it was estimated that around 240 further pupil spaces would be needed over the lifetime of the WUE. This would be reassessed at the time of each planning application. Development contributions would be expected to fund this provision. In order to promote safe and sustainable access to secondary schools the development of the WUE must ensure crossing facilities of the A2 for cyclists and pedestrians are maintained and, where possible, improved - see the Concept Masterplan's transport proposals.

5.59 The WUE will generate the need to provide for three new 2-form entry (2FE) primary schools, including places in an early years centre. The SPD's assessment indicates that each school will need to provide 26 such places. The assessment undertaken to support the SPD also indicates that while the third of these primary schools should be planned to accommodate 2-form entry it may only need to provide for 1-form entry. Actual provision would be determined through reassessment undertaken at planning application stage. 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 Figure 5.7 has indicated broad, logical locations for the new primary schools, one in each of the Development Areas, the precise siting will be determined at the planning application stage following detailed discussions between the District Council, the applicant and KCC.

5.60 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. Community use of sports facilities is considered under the Green Infrastructure section in this chapter.



Figure 5.7 Location of 3 New Primary Schools

5.61 The WUE will also create the need for adult education facilities. Around mid-way through the development a Local Skills Plus Centre would need to be delivered to provide basic skills training such as literacy, numeracy, and IT. This should be delivered as part of a Learning and Community Campus related to the primary school in the Northern Development Area.

Sustainable Construction

5.62 Criterion v of Core Strategy Policy CP11 requires that:

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;

5.63 The Concept Masterplan has been developed to incorporate opportunities and potential for planning applications to develop proposals that can comply with the Core Strategy's requirements to reach the specified levels of the Code for Sustainable Homes and anticipated changes to the Building Regulations. This is detailed in the Development Area chapter

and reflected in the Concept Masterplan Diagram. It will be for individual planning applications to decide which measures to incorporate but the Council will be looking for a consistent approach where there would be implications for remaining areas of the WUE.

5.64 The main elements of the SPD's proposals are to promote demand management and efficiency in the use of energy and water and to manage surface water through a SUDS system, employ greywater recycling systems in buildings, on-site energy centres and groundsource heat farms. There is a good wind resource in the area but interference with air traffic control systems, landscape impact and issues of residential amenity may preclude its use. The Council will expect the use of all these measures to be fully assessed through planning applications and adopted where feasible.

5.65 Some of the measures put forward in the SPD would have implications for the design and layout of development. The Council considers it particularly important for applicants to develop their approach to sustainable construction issues early in the process of developing an application in order that such implications can be identified and addressed early on. This is of particular relevance to water and energy considerations.

Waste Recycling and Minimisation

5.66 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, cans, garden and food waste 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 recycling and waste.

5.67 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 recycling and waste collection vehicles, storage areas for bins and collection points for recycling and waste.

Construction Waste

5.68 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.

Heritage Assets

5.69 Criterion ix of Core Strategy Policy CP11 requires:

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.

5.70 The Whitfield Today chapter sets out the measures that need to be taken to safeguard heritage assets, including listed buildings, affected by the WUE. These have been incorporated into the Concept Masterplan diagram and include:

- The provision of green infrastructure to ensure that the setting of listed buildings and the hamlet of Church Whitfield are protected
- Ensuring that the current function of the rural lanes are safeguarded and that their immediate setting is protected from built development
- Providing guidance on design considerations for areas of development that would be proximate to heritage assets

Youth Facilities

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

Kent Adult Social Services (KASS)

5.72 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. The focus of this activity will be within the planned Learning and Community Campus with temporary accommodation prior to the campus coming on line.

Health Care Provision

5.73 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. The assessment provided by the Primary Care Trust to support the SPD indicates that there is only limited capacity and potential within the existing facilities. The new health centre needs to be delivered during the development of the Light Hill Neighbourhood - the detailed trigger point needs to be agreed as part of the planning application.

Children's Social Services

5.74 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 primary school proposed in the Northern Development Area.

Libraries

5.75 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 inhibit the ability to offer wider library services and facilities. Innovative thinking around combining with other use of facilities such as the proposed Learning and Community Campus may be desirable.

Emergency Services

5.76 Kent Fire and Rescue Service has indicated that consideration should be given to the use of sprinkler systems in new residential development. This is a matter for applicants to consider at Building Regulations stage.

5.77 Kent Police has confirmed that the provision of a new police station, or facility, is not part of its current plans but that these are currently under review. The need for such a facility will need to be reassessed with each planning application. The SPD's approach is therefore to ensure that there is sufficient provision in the proposed Learning and Community Campus to ensure that this could be delivered should the need arise.

Commercial Uses

5.78 Core Strategy policy CP11 makes provision for the inclusion of commercial facilities and services such as shops, professional offices, cafés and restaurants that fall within the planning categorisation of uses in Use Classes A1 to A5. The Core Strategy is concerned that any such facilities are only of a scale to support the WUE and existing residents. This is of particular relevance to retail provision. As set out earlier in this chapter, these uses should be focused at the proposed Village Centre and the larger of the Neighbourhood centres.

WUE Neighbourhoods

5.79 The SPD Concept Masterplan chapter has divided the WUE into three main areas, or Development Areas, set in a framework of green infrastructure. They will be known as the Western, Northern and Eastern Development Areas. Each of these have been subdivided into the following Neighbourhoods:

- Light Hill;
- Parsonage Whitfield;
- Shepherd's Cross;

- Napchester Whitfield;
- Lenacre Whitfield; and
- Temple Whitfield.

5.80 Each of the new neighbourhoods will have its own character derived from its particular landscape setting. The boundaries of the neighbourhoods are not rigid, and blend together. They will be connected by green infrastructure, streets and movement routes. Neighbourhoods will be able to be developed as distinct phases within the wider WUE. The neighbourhoods should be developed having regard to the inherent qualities and opportunities in each area which include topography, views, landscape features and landmarks. There are opportunities for new neighbourhoods to develop their own special character areas through the use of design, layout, street pattern and form. In developing its own distinctive identity and character and informing characteristics proposals for neighbourhoods can draw on well designed aspects of Whitfield and potentially Dover's built tradition. It may be appropriate in some instances to look to other local villages to inform their development area, however justification will be required for informing features and characteristics that are incorporated from further afield. In some cases neighbourhoods will be able to be informed by the spatial characteristics of the existing village, in particular where the WUE directly adjoins or abuts the existing built area. Proposals for development will be expected to be cohesive and make efficient and logical use of land in the provision of housing and its supporting facilities through good design and layout that will respect the existing character of the village.

5.81 Applications for planning permission will be expected to be accompanied by a Design Code for the neighbourhood or the development area that is consistent with the Framework for Design Codes in Appendix 4. The Design Code will be expected to demonstrate, amongst other things, how the development proposals would relate to and provide continuity with the existing village and preceding and acceding neighbourhoods. Proposals should show how the new development will provide a positive transition to the existing settlement, how it will integrate existing and new developments - and provide social cohesion opportunities and how development proposals will work positively with the existing topography and landscape.

5.82 Different neighbourhoods will have different density levels and this will allow for a range of varying dwelling types, but and also allows opportunities to create visual variety which 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:

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

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.

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

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

Routes – the hierarchy of which are easy to understand, with recognisable routes – using intersections nodes and landmarks which will aid navigability around the area, or neighbourhood and carrying out improvements to existing links and connection routes.

5.83 Each development proposal would be expected to make provision for infrastructure - such as a primary school, energy centre etc. This means that some neighbourhoods would contain more infrastructure than another. Delivery measures and requirements are identified in Chapter 6.



Figure 5.8 Concept Masterplan

Light Hill

Number of residential units: 1,420

Approximate Density: 41 dph

2 FE Primary School

Local Centre

Other supporting infrastructure facilities and services including an energy centre, if justified

5.84 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 side by the A256. Light Hill is the largest neighbourhood and can be divided into three areas. These areas are defined by existing natural assets - hedgerow and topographical features which will be protected, retained and enhanced. In terms of development it is the least sensitive and constrained of the neighbourhoods and is therefore capable of being developed in some places at a higher density than some of the other neighbourhoods. Variations to the average density across the area will be dictated by particular landscape, visual impact and siting issues within the street hierarchy. The roofscape of the neighbourhood would be visible from the adjacent A2 and A256, and should be varied within the development area by using tree banks and areas of public realm open space, whether hard or soft. SUDs and swales are likely to be an important feature in any design and layout of the neighbourhood. The precise location of the proposed infrastructure that is required to support this particular neighbourhood will be determined as part of the detailed planning application stage, taking account of specific locational requirements.

5.85 Access will be provided from a new at grade roundabout on the A256. This access point would also provide in the interim the peak hour shuttle service to Dover Priory Railway Station. This route into Light Hill would provide the WUE with its Primary street, which will thread through the WUE area, eventually linking with the A2 to the west. This access route is the key gateway into the WUE and its design, scale and treatment should reflect this function. A substantial amount of landscaping to the embankment leading into the neighbourhood from the new roundabout will be required to soften the impact of the earthworks and ameliorate noise and air problems. Development

should be set back from the A256. The planting band will continue alongside the A256 throughout the neighbourhood as it will further contribute towards the green infrastructure network. The existing PROW underpass that links the development area to countryside to the east of the A256 should be retained and enhanced.

5.86 Generally dwellings will be two storeys with buildings around key squares and greens potentially up to three storeys. Landmark buildings, structural planting and street features can aid navigability around and through the development area

5.87 The character of the northern area will be defined by higher densities and distinct buildings. The density at the north east end of the development area will have to take into careful consideration the topography and landscape and the potential impact on the approach towards Church Whitfield to the north and the edge of the development area.

5.88 Archers Court Road forms the northern boundary to Light Hill. The primary street will eventually cross Archers Court Road. This intersection will be a visual stepping stone between neighbourhoods. Once the new Primary street runs into Archers Court Road, it is likely that traffic management measures would have to be introduced to restrict use of the existing road for through vehicular traffic. Measures must not however sever the perception of connectivity between the existing and new communities.

5.89 The Green Infrastructure Strategy has identified land between Newlands and Elmstone Farm as part of the proposed GI network and as a suitable location for outdoor sport. The Summary Urban Character Analysis also indicates that the area provides a potential opportunity for built development to form a strong and enclosing frontage to Archers Court Road. Owing to the topographical difficulties in identifying land for outdoor sport the GI proposals have been incorporated into the Concept Masterplan. If, however, at planning application stage suitable alternative arrangements for outdoor sport were identified it may be possible to realise the area's potential for built development subject to satisfactory details. Either of these opportunities can be taken whilst retaining existing hedgerow alongside the Archers Court Road edge and enhancing and improving the environment of PROW which runs from Archers Court Road to footpath ER71 to the south east. There is a planting opportunity along the PROW edge as well as there being potential for frontage development overlooking the footpath which would aid surveillance and encourage activity. The enhancement of the

green infrastructure network in this manner is considered to be a more natural approach to contributing to its continuation through the WUE.

5.90 Archers Court Road within the existing built up area functions as a secondary route and structural roadside tree planting would strengthen its function. Buildings would be set back from the road behind verges, which would incorporate footways and cycle routes. The rural character of Archers Court Road beyond the built up area but within the WUE should be protected and maintained.

5.91 The GI network will continue to be provided by a green edge alongside the rear gardens to the rear of properties in Newlands which would enhance the existing informal footpath and would connect the existing woodland area between Archers Court Road and the A256.

5.92 This area to the south also provides a future opportunity to deliver a bus and/or pedestrian/cycle connection link over the A2 to White Cliffs Business Park, a supermarket and the existing secondary school campus to the south. The proposed siting for this link should be safeguarded through any development proposals. The character of the southeast area will be defined by lower densities and landscaping. The southern end of this neighbourhood is also accessed by a PROW to its south east corner which runs to the underpass alongside the Whitfield roundabout and which links north and south Whitfield. There are opportunities for improvements and enhancement to the environment of this route which should be explored.

5.93 As this area would be lower density, landmarks could take the form of groups of major tree planting. Existing trees and hedgerows should be retained and integrated into the green infrastructure network. Innovative use of building design and materials can be incorporated here. Roads can be shared surface and home zones. There are opportunities to develop specific neighbourhood characteristics and building typologies here.

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

5.95 The design prompts for Light Hill are:

- To create an area of downland on the embankment adjacent to A2 and to continue and reinforce the green infrastructure network through structural tree planting alongside the A256 especially in elevated situations, to soften effects of built form in views from North Downs Way National Trail in the vicinity of Pineham;
- To ensure the new access route into the development area from the A256 conveys a sense of place;
- Ensure housing density levels and building typologies take into account landscape features, sensitive location issues such as noise and activity levels, edge of development locations and the street hierarchy and relationship of the development to the adjoining built form and character;
- To explore the potential for design to be influenced by local characteristics and detail;
- Ensure public right of way linkages across A256 are designed to facilitate safe non-vehicular connections to the countryside to the north-east;
- Ensure land is safeguarded for future bus and/or cycle/pedestrian links across the A2;
- To devise suitable traffic management measures for Archers Court Road to include timing for their provision;
- 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;
- To strengthen the character of Archers Court Road through tree planting where appropriate;
- Create continuity of built frontage to Archers Court Road; and
- Provide landmark areas and visual breaks in the developed areas through the use of structural tree canopies and public realm spaces.



Figure 5.9 Visualisation of Phase 1 - Light Hill: View looking North across Linear Park

Parsonage Whitfield

Number of residential units: 410

Approximate Density: 33 dph

5.96 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 A256, providing a visual link to the Isle of Thanet and the sea. Church Whitfield lies to the north of Church Whitfield Road, which is a historic rural lane and connects Archers Court Road to the south east with the historic landmark of Shepherds Cross in Napchester Road and then onto Sandwich Road in the north west. The site includes the farmstead of Parsonage Farm, which is to be retained. This is the smallest of the new neighbourhoods.

5.97 The PROW from Beaufield to Church Whitfield would form the northern edge to the built development area.

5.98 The hamlet of Church Whitfield, including the Grade II* listed St Peter's Church will require sympathetic treatment when preparing individual applications. Church Whitfield should remain as a separate settlement from any new development to the south west to ensure it retains its local distinctiveness and also should maintain its relationship with the adjoining farmstead at Parsonage Farm. It will be necessary to ensure that suitable

protection is afforded through any planning application to preserve and enhance the setting of the hamlet and the farmstead and in particular the Grade II* listed church.

5.99 The historic rural character of Church Whitfield Road should be protected and enhanced. This will also contribute towards the setting of Church Whitfield and the setting of the listed building. The Landscape Report has indicated that land to the west and south east of Church Whitfield is not suitable for development and could form part of new network of green infrastructure. The area to the south east has the potential to be used as an extension of the churchyard, which will include additional car parking, churchyard and cemetery area.

5.100 Tree planting can be carried out alongside the north western edge of Archers Court Road. The existing hedgerow will be retained. Buildings will be set back from the road – which will feel spacious and have a leafy rural character. This form of street treatment will allow the built form to flow into the rural setting of Church Whitfield to the north west and the countryside beyond. Development scale and density will be expected to successfully bridge the difference in spatial character and form between the Light Hill and Napchester Whitfield neighbourhoods, either side of Archers Court Road. Unifying features may be the set back of buildings and the use of structural tree planting alongside the road edge.

5.101 Within Parsonage Whitfield the ridges and valleys which run south west to north east follow the landform and structural tree belts. An area has been set aside for green infrastructure 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.

5.102 The area will be unified by design consistency but with densities varied to respond to its boundary with Church Whitfield. The development edge facing Church Whitfield will be expected to be loose knit and must avoid any regimented frontage to provide a soft interface. A new primary street would connect Archers Court Road to the new village centre to the north west. Development fronting the primary street is likely to have the highest density. There would be opportunities along this street for a combination of two and three storey buildings - but this would be subject to topography, setting and landscape considerations. Generally dwellings within the development area could be two storeys with the occasional buildings around key squares and greens up to three storeys, again subject to location

impacts. The edge facing Whitfield will have a built frontage addressing the existing public footpath running along the rear of gardens in Farncombe Way. This edge would be informal. There is opportunity here for a continuous green infrastructure belt between the existing village edge and new development area which would connect Archers Court Road to the recreation ground and further swathe of green infrastructure which would run alongside the north western edge of Church Whitfield to the A256 beyond. There may also be potential to extend the PROW network to improve and enhance movement connections between development areas and the surrounding countryside. This substantial area of green amenity space would separate the neighbourhoods of Parsonage Whitfield and Shepherds Cross and give further protection to the setting of 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. The developed area is likely to be broken through the use of open public realm spaces and areas of tree planting.

5.103 The design prompts for Parsonage Whitfield are:

- For Church Whitfield to remain as a separate settlement but to maintain its relationship with the adjoining farmstead at Parsonage Farm;
- To ensure the setting of Church Whitfield, the farmstead and in particular the church are protected and enhanced;
- To restrain development to the south west of PROW ER62 and the Parsonage Farm outbuildings;
- To provide a soft interface to development facing Church Whitfield;
- To successfully bridge the step change in development scale and type between Light Hill and Parsonage Whitfield neighbourhoods;
- Retain and maintain the rural and visual characteristics of Church Whitfield Road;
- Use existing and proposed PROW network, landscape framework, physical and topographical features and green infrastructure network to help define layout pattern, scale and form;

- Provide a range of spatial types along the green corridor to the north-west of Archer's Court Road, which would respond to its location along this route and to introduce structural tree planting to define the route;
- Use structural canopy tree planting and public realm spaces within the development area; and
- Make the most of opportunities to improve, enhance and extend the existing PROW network.



Figure 5.10 Visualisation of Phase 2 - Parsonage Whitfield: View looking North-East towards the Isle of Thanet

Shepherds Cross

Number of residential units: 780

Approximate Density: 34 dph

2 FE Primary School and other village facilities and services will be provided at or close to the Village Centre.

5.104 Shepherds Cross lies to the north west of the Parsonage Whitfield Neighbourhood. It adjoins the existing Whitfield village confines along the rear gardens of Beauxfield and Napchester Road and The Drove and would be bounded to its east by the substantial green infrastructure belt running from the recreation ground to the A256 to the north east. 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. The primary street would run through the area towards the new Village Centre and the Sandwich Road. The primary street should be located a sufficient distance away from existing residents to safeguard residential amenity. The ridge which forms the edge of the Napchester valley defines the north west edge. The Napchester Road runs from south-west to north-east and the Church Whitfield Road runs through the Neighbourhood. This Neighbourhood has an important historic landmark feature at its centre at Shepherds Cross - where the Napchester Road crosses Church Whitfield Road - a rural green lane. This neighbourhood is in close proximity to the location for the new Village Centre.

5.105 There are several influencing features in this neighbourhood which would help define the resultant density, scale, form, character, appearance, layout and siting of new development. They are the proximity, form and scale of adjacent development, rising land levels, historic features, views and PROWs. The rural character of Napchester Road is expected to be retained and view corridors to Church Whitfield and the Thanet coast maintained. The historic feature of Shepherds Cross should be incorporated into any development scheme as it is a clearly legible feature which can be preserved and protected. Church Whitfield Road 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. The character, appearance and function of Church Whitfield Road is expected to be retained and this green route would be suitable for cycling, pedestrian and horse-riding activities. It is not expected that new development would generate traffic related activity onto it. Any development would be expected to be set back in order to protect its existing grass verges and embankments.

5.106 Napchester Road has been identified as unsuitable to carry additional vehicular traffic and traffic management measures are likely to be needed to restrict the use of this route by through traffic. These measures will be clarified at the planning application stage, but may mean the road would have to be closed. The new development would be expected to reflect the spatial characteristics of the existing street to ensure continuity of its special character. Development that would back onto dwellings in Napchester Road would be required to introduce measures which would protect the amenities of existing occupants and their properties. Development backing onto the Drove and Beauxfield would again be expected to safeguard

and protect the amenity of adjoining occupants through scale of the built form and length of gardens and planting measures introduced.

5.107 The spatial layout and characteristics of the existing built form can influence new development proposals - especially where there is an interface.

5.108 The opportunity to strengthen, protect and enhance existing PROWs should be taken, with reinforcement of hedgerow planting in some instances and where possible new development should front PROWs to aid surveillance and provide activity, but protect amenities of adjoining residents. The continuity of green infrastructure through PROW enhancement and integration of the recreation ground into the network should be a key influencing factor in determining the direction of the development of this neighbourhood.

5.109 Development patterns would be similar to Parsonage Whitfield. Generally dwellings would be two storeys. There may be potential for buildings to exceed two storeys in height, but these would need special justification to show there would not be any adverse impact on adjoining properties and the landscape.

5.110 Density of streets and areas within the neighbourhood are likely to 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 be at 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. 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.

5.111 The treatment of the primary street intersection with Napchester Road needs careful consideration in order to ensure there is minimal impact on its character.

5.112 The primary street runs along the south western edge of Shepherds Cross neighbourhood towards the new Village Centre.

5.113 The design prompts for Shepherds Cross are:

- Maintain viewing corridors;

- To protect, strengthen and reinforce the function of PROWs;
- Retain physical characteristics of historic Church Whitfield Roads high embankments and deep hedgerow and tree covered verges;
- Protect and incorporate the topographical features of ridges and valleys and the historic features of lanes and the Shepherds Cross landmark into development proposals;
- Use existing spatial characteristics in terms of built form, scale, street type and character, density and form to influence development proposals;
- Incorporate only two storey buildings unless otherwise fully justified;
- Ensure development proposals protect existing residential and visual amenity;
- Design traffic management measure solution into development proposals;
- Introduce only low density housing with associated structural tree planting adjacent to A256, especially in elevated situations;
- 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
- Continue the green infrastructure network alongside the A256 and throughout the development area.



Figure 5.11 Visualisation of Phase 1A: New Local Centre at Sandwich Road

Napchester Whitfield

Number of residential units: 1,050

Approximate Density: 32 dph

5.114 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 existing primary route, Sandwich Road and the new primary street will cross the Sandwich Road, from the Shepherds Cross neighbourhood. This is a key intersection and due consideration must be given to protection of the ridgeline and existing development. The primary street should ideally be located below the ridgeline – and should 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

5.115 This 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.

5.116 Maintaining views and the valley character are of high importance in this neighbourhood and this is reflected in the relatively low overall density.

5.117 The Sandwich Road area marks the entry to Whitfield from the north. Its character may be defined by more continuous and relatively high density development along the Sandwich Road. Development along this route may be up to three storeys. However due regard will have to be paid to topography and landscape considerations. An appropriately designed gateway feature could be introduced at the entrance of the village. Reinforcement of the Sandwich Road could be made through structural tree planting along its length. Throughout this development area impacts on long distance views and effects on the topography of the landscape will be likely to influence the resultant built form, scale and density of new development. The use of structural tree planting along the length of Sandwich Road would provide a visually and physically unifying feature connecting the existing village to the new development.

5.118 Church Whitfield Road runs through this area and careful consideration will have to be given to its treatment to ensure continuity with development in neighbouring Shepherds Cross and to ensure its special historic, rural character with its verges and embankments are protected and enhanced.

5.119 Generally dwellings will be two storey with the occasional two and half storey. Up to three storeys will be permitted along primary streets. Opportunities should be made to introduce innovation in design and detailing. 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 to green edge spaces. Green edges will generally have broken frontages and regimented frontages to green edges are to be avoided. Valley side development could be broken by the use of public realm spaces and by the use of groups of structural tree planting.

5.120 There is an opportunity to the far northern area of the WUE to provide for additional green infrastructure. The continuation of the green infrastructure network is considered to make a valuable contribution towards the amenities and enjoyment of the residents of the existing and expanded village and in this location would be an attractive introduction to the expanded village. It may be that this area would be suitable to provide additional cemetery and/or churchyard facilities subject to identified need and demand.

5.121 Valleys and ridgelines within this neighbourhood should be protected. Development which would erode the key ridgelines are unlikely to be acceptable unless it can be shown that the development would enhance the ridgeline setting and

protect views. There is an added opportunity to emphasise ridges throughout this Neighbourhood through tree planting. Additional opportunities arise within this Neighbourhood to make a significant opportunity to the GI network through planting and green corridors and woodland

5.122 There is an opportunity to provide phased improvements to the junction of the Sandwich Road where it meets the A256. Improved access to the northern end of Whitfield village would enable better access to the village centre and the northern area of the WUE. It is also likely that improvements to this junction would help alleviate traffic using the Whitfield roundabout.

5.123 The primary street is shown to cross the Sandwich Road north of Lynwood and runs to the north of a parcel of land immediately north of Forge Lane and Orchard Close. Care will need to be taken in respect of potential scale and density impact on adjoining residents in Forge Lane and Orchard Close through overlooking.

5.124 The existing hedgerows that cross the valley will be retained. The design prompts 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 and built edge in views from North Downs Way National Trail and Kent Downs AONB;
- Safeguard the special historic character, verges and embankments of Church Whitfield Road;
- Ensure the Sandwich Road entrance to the neighbourhood makes for a strong landscape gateway to the wider area of the WUE using structural tree planting along the Sandwich Road;
- Use structural tree planting along road edges especially where roads run on / below or above ridgelines;

- Enhance and contribute towards the green infrastructure network through the use of planting, woodland and green corridors;
- 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;
- Protect and safeguard key ridgelines by ensuring any development does not interfere with them;
- Introduce early provision of improvements to the Sandwich Road / A256 junction; and
- Ensure development proposals do not adversely affect amenities of adjoining residents.

Lenacre Whitfield

Number of residential units: 1,220

Approximate Density: 37dph

2 FE Primary School

5.125 This neighbourhood has no existing vehicular connection to the original village and is divided into two distinct areas; the south side of the valley and the north side of the valley. Whilst the new primary street would link to Sandwich Road and clockwise to the A256, this neighbourhood should not be brought forward until the new junction is formed onto the A2.

5.126 Lenacre Whitfield would be separated from Napchester Whitfield by the Napchester Valley 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 an area set aside for green infrastructure facing Nursery Lane. The south west boundary is formed by Singledge Lane.

5.127 The listed buildings at Singledge Manor and Singledge House, although outside the development boundary are important and influential features that define the edges of the WUE area. They form a visual and geographical relationship with Temple Farm, which lies in the development area to their south west. Development proposals will be expected to protect their open setting and new development will need to be restricted to the south east of the access to Temple Farm and be kept away from Singledge Lane. There is an opportunity to reinforce the existing green buffer planting between the listed buildings and developed area through structural planting. Views from Temple Farm to the north east must be taken into account in considering the impacts of roofscape form and scale of built form in the Lenacre Whitfield development area.

5.128 Singledge Lane is identified as a rural lane 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. Dwellings will front onto Singledge Lane. However new accesses onto Singledge Lane will be avoided to ensure its historic rural character and appearance is maintained. Hedgerows and verges will be expected to be protected and retained. Vehicle access may be achieved through the use of shared frontage access driveways which would serve a limited number of dwellings but would run from the rear to the front of dwellings. This will also provide for active frontages. Rear accesses and rear parking courts are to be avoided. Edge of road development would be likely to be at a low density, to incorporate gaps and spaces which will allow for through views. In general the character of existing lanes within the western side of Whitfield will be protected.

5.129 In terms of development potential there are areas that are extremely sensitive, such as in the vicinity of the Listed Buildings, and also some areas that are less sensitive and constrained. There is scope for a variety of density levels throughout the development area. Variations to the average density across the area are proposed in response to particular landscape, visual impact and siting issues within the street hierarchy.

5.130 The south side of the valley could be linear development on the relatively steep north facing slope, centred on an internal road, crossed by spine roads. The school will be accessed from the new primary street. (The primary school may need to be located within the Temple Whitfield neighbourhood, its location is likely to be dictated by landscape, access and amenity

constraints). A neighbourhood centre will be provided and is likely to be in the vicinity of the new primary school. These facilities would contribute towards the village centre serving west Whitfield.

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

5.132 The valley to the north side sits on a gentle slope and could have an independent and distinct character. The use of innovative design and layout will be encouraged. Care will need to be taken to ensure the scale, density and built form does not overwhelm key landscape features and that due regard is paid to ridgelines and valleys. Edge of development density where it fronts green areas, such as recreation or woodland areas, will be at a lower density than more central areas and will generally have a broken edge, avoiding regimentation.

5.133 The setting of Lenacre Wood will be protected. There is an opportunity to enhance the setting of Lenacre Wood and to reinforce the green and rural character of Nursery Lane by the provision of open space between Nursery Lane and the wood. This provision would also contribute towards the GI network and would enhance the setting of Lenacre Farm, an attractive group of buildings which lie abutting the north west edge of existing Whitfield.

5.134 The design prompts 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 directly off Singledge Lane);
- Protect and reinforce hedgerows and verges;
- Protect the setting of Lenacre Wood;
- 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 which would protect the setting of Singledge House and Singledge Manor and their relationship with Temple Farm;
- Provide a soft landscape gateway to the developed area along Singledge Lane edge;
- To ensure the view corridor, 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;
- Consider the influence of historic characteristics and features of the listed buildings and their setting in informing character and detailing of new development;
- To avoid regimented development along green edges;
- To ensure development does not interrupt or overwhelm ridgelines; and
- Retain the viewing corridor from Singledge and Singledge Manor north-east to the sea.

Temple Whitfield

Number of residential units: 470

Approximate Density: 36dph

5.135 Temple Whitfield is a small linear 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.

5.136 Access to this area of West Whitfield will be by a new junction on the A2. There is no capacity for access to the main phase of Temple Whitfield to be achieved from the existing road network. Therefore, the junction will have to be provided before the Temple Whitfield development can be carried out.

5.137 To the north west the line of development should be 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 and by maintaining the openness of their setting by keeping development away from their connective corridor. Further block planting will create a landscape and visual buffer between Temple Farm and any new development. New development will be set away from Temple Farm to ensure the greatest protection possible is given to its setting. The open aspect to the south, south west will be maintained. In order to protect the visual amenity and the setting of Temple Farm the existing PROW will need to be diverted.

5.138 Higher densities will generally be on primary streets with the lowest densities in the area of Temple Farm and Singledge Farm. Properties fronting Singledge Lane should generally be accessed from the rear reflecting the approach identified above for Lenacre Whitfield. The historic characteristics of Singledge Lane, its banks and verges will be protected and new access from Singledge Lane will not generally be acceptable. Access to existing properties off Singledge Lane will be safeguarded. 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. Similar provisions will apply to properties that may front Green Lane to the south. The existing frontage hedgerow will be retained and strengthened. Edge densities will generally be lower where they front existing rural lanes. There are opportunities for the design and appearance, form and finish to the development proposals to be influenced by Temple Farm and its buildings. Layout and scale could also be influenced by characteristics of adjacent development areas, such as those fronting Green Lane. However there are also opportunities for the use of innovative use of architectural styles and features. Streets may be influenced by the route types in the area -

reflecting their rural characteristics and features. Due regard will have to be paid to the form and layout of the development fringe with the adjacent open space and woodland areas. Buildings are only likely to be acceptable up to 2 storeys in height due to the relatively flat and open character of the landscape, unless otherwise justified.

5.139 Due to the potential narrow character of Singledge Lane, it is likely that traffic management measures would be required to prevent increased use of the lane by through traffic. Such measures will have to be fully explored at the planning application stage. It is important however that the development area remains connected to the existing village.

5.140 A substantial area of green infrastructure can be provided between the development area alongside the A2. This will provide several functions. It would provide a substantial buffer between the new development area and the A2, helping to ameliorate noise and disturbance and helping with air quality, and will make a significant contribution towards the green infrastructure network and as a deflection feature to encourage recreational users away from the SAC and SSSI which lie to the south of the A2. It would also contribute towards mitigating the effect of the development on the AONB.

5.141 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.

5.142 The design prompts for Temple Whitfield are:

- Protect the rural character of Singledge Lane and the quiet character of Green Lane by setting development back from the lane and protect and retain existing broad verges and embankments and reinforce hedgerows;
- Use existing local route types and features and characteristics to influence development proposals where possible;
- Retain the viewing corridor from Temple Farm north-east along PROW (ER128) to the sea;
- Investigate re-routing of the Temple Farm PROW and introduce buffer screening to the complex;

- Protect the setting of Temple Farm and Singledge by ensuring proper protection zones are identified and incorporated into any development proposals;
- Introduce only low density broken gap housing to edge of development areas, green edge development and 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;
- Provide up to two storey buildings only unless otherwise justified;
- Include protection for the Lydden and Temple Ewell Downs SAC by providing a SAC deflection zone; and
- Identify traffic management measures which would restrict the use of Singledge Lane by through traffic, whilst ensuring existing properties retain access.

Edge of Village Extensions to the existing settlement

5.143 Owing to the existing spatial character of the existing village and in particular its street types at the edge of the village there is an opportunity to introduce smaller "transition" development areas alongside the existing village within the wider WUE. These areas can "bridge the gap" between the existing and expanded development areas, and will provide a built form interlude between the existing built form and new future development. These are referred to as the "village extensions".

5.144 The definition of what can constitute a "village extension" is :

- 1) the land must be able to be contained within the existing landscape, taking into account landscape features, topography and existing built form; and
- 2) the land must be able to be directly and readily served from the existing road network without the need for other operations to facilitate access; and
- 3) the land must be recognised to be a natural progression of the existing built form taking into account the spatial character and pattern of development abutting or adjoining the extension site

5.145 The criteria definitions have been developed to prevent ad hoc speculative and backland development proposals that may singularly or collectively undermine the comprehensive delivery of the WUE. '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.

5.146 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 but might have slightly lower densities than the development areas of the larger adjacent neighbourhood areas due to their bridging characteristics. Where there is a direct interface with the existing village density on the edge of these extension areas will be likely to reflect the density of the adjacent or abutting built form. Within the extension area it may be that density levels alter across the site to compensate for the lower interface density levels.

5.147 Independent proposals for village extensions would have to demonstrate that they would be able to satisfy the delivery criteria set out in Chapter 6.

5.148 The Draft SPD identified five such areas (including the Village Centre location), however two of those areas have now been discounted as they do not meet the identified criteria to be considered as village extensions.

Extension adjacent to Newlands

5.149 The small pocket of land adjacent to Newlands is only served by a private access track. It has not been demonstrated how an acceptable form of access could be readily achieved. It is possible that a dwelling would have to be demolished to provide the necessary access to the site and there is no certainty that an access in this location would be suitable in terms of highway considerations and activity and disturbance impact on adjoining residents. It is also not particularly well contained in terms of the topography and only has a sporadic hedgerow boundary. The approach taken in the SPD is that this site should be developed in conjunction with Light Hill but does not preclude it being developed independently providing that a satisfactory form of development can be demonstrated.

Extension to the south east of Napchester Road

5.150 The site to the south east of Napchester Road has also been discounted as a neighbourhood extension as it is not naturally contained, and has no ready access from a suitable highway. Napchester Road is a rural lane with limited capacity and specification and the site is not readily recognisable as a natural progression to the existing built form. In addition, the Landscape and Visual Analysis has identified the potential access point onto Napchester Road as being a green corridor. This land only has potential to come forward as part of Shepherds Cross.

5.151 Therefore, based on the above criteria definitions for village extensions the following development areas are considered to have the potential to be considered and treated as village extensions.

Extension between Sandwich Road and Napchester Road: New Village Centre

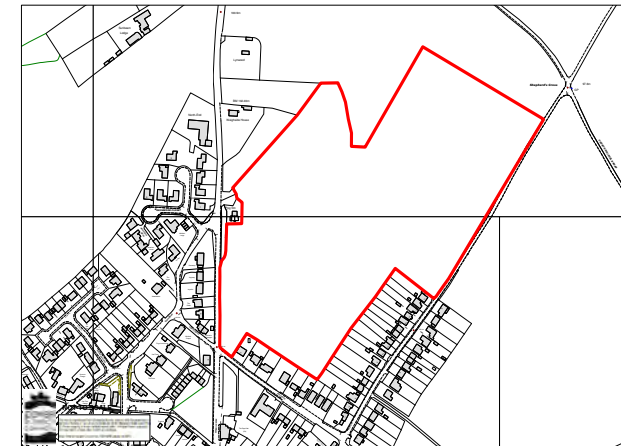


Figure 5.12

5.152 The supporting evidence in the Summary Urban Character Analysis report and assessment of this edge of village location in Chapter 3 has identified that this location would be suitable for a coalescing form of development to provide a new Village Centre - an aspiration which is widely supported and which would bring significant benefits to the existing and new communities. It is likely that this central focus location of the village would also be a suitable location for a learning and community campus and other infrastructure and services commonly found at or alongside a Village centre.

5.153 This area of land is 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 lies on a gently rising north/north eastern slope. It can be accessed directly from the Sandwich Road, with good visibility to the north and south and adjoins the existing village edge and as such sits well with the existing armature of the village.

5.154 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.

5.155 The new village centre will be likely to provide:

- local shopping, food and drink outlets (A1, A3, A4, A5);
- small scale office space (A2 uses);
- opportunities for live-work;
- medical centre(D1);
- facility for the police (if it can be demonstrated that this is required);
- a public transport hub; and
- 100 residential units (C2).

5.156 It may be that other social service and community infrastructure facilities would be provided in this centralised location.

5.157 The new Village Centre 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.

5.158 The new Village 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 a rising slope near a very high point in the landscape and may be visible from many vantage points. Care needs to be taken over the height of buildings and the overall massing and resultant impact of development in this location as the site rises quite prominently from the Sandwich Road towards the north east and the east. Some buildings to the rear in the Drove and Napchester Road are only single storey and the built form, scale and density of any new development will have to take into account the topography of the landscape and height of nearby adjacent buildings. The new development area should incorporate gaps and public realm spaces through hard and soft landscaping interventions. There may be potential for a village green. The use of on street car parking will be encouraged and parking courts are unlikely to be acceptable. Parking spaces and their location will be established at the planning application

stages and will be subject to Core Strategy and Kent Highway Services consideration. The dominance of car parking should be avoided.

5.159 There may be opportunities particularly along the Sandwich Road frontage for buildings in excess of 2 storeys in height, which would reinforce the function and presence of the Village Centre and for public realm improvements such as substantial road edge tree planting. Buildings in excess of 2 storeys in this location however, would be subject to detailed justification at the planning application stage - taking into account local topography and relationship with neighbouring properties. The Village Centre will become a landmark, navigation and destination feature and its form and setting should emphasise this. Tree planting opportunities alongside the Sandwich Road will be expected to be taken, subject to agreement with Kent Highway Services. This simple but effective treatment would add continuity to the expanded village and be a unifying feature and characteristic visually linking the existing and expanded village and contribute towards the GI network.

5.160 It will be necessary to ensure the amenities of neighbouring occupants are safeguarded and that the new development does not cause harm in terms of its density, scale, bulk and form particularly where its relationship with adjoining properties in The Drove and Napchester Road is concerned. It may be that a soft interface, such as landscaping and planting measures and/or enlarged gardens between the existing dwellings and the new development can be used to help prevent loss of privacy and overlooking. It will also be necessary to consider the residential amenities of properties to the west side of the Sandwich Road opposite the extension area as these dwellings rise above the street and their rear gardens which back onto the Sandwich Road could become easily overlooked.

5.161 Particular care will need to be taken to ensure landscape and long distance views are protected. Existing tree and hedgerow screening will be retained wherever possible.

5.162 The new Village Centre will provide a public transport hub for the Bus Rapid Transit (BRT) and the local bus services.

5.163 Provision will be made for a new footway on the east side of Sandwich Road in order to improve connectivity.

Extension North West of Orchard Close

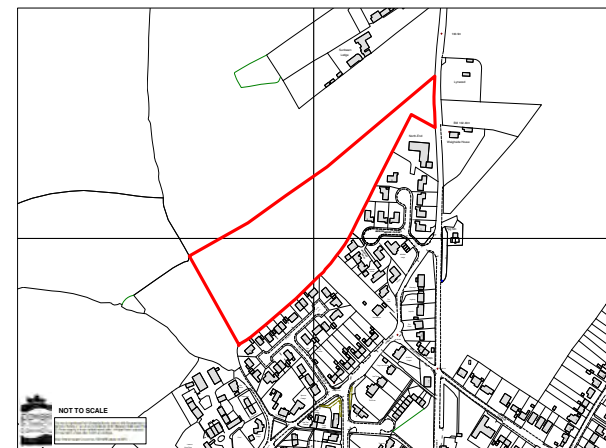


Figure 5.13

5.164 This area of land lies on a gently rising north-west/west area slope, towards a ridgeline and adjoins the rear gardens to properties north of Forge Lane, Orchard Close and The Pier, to the south of Sunbeam Lodge and Holly Lodge. It is well contained within the landscape and adjacent development. It has an access onto the Sandwich Road, which has good visibility north and south.

5.165 The existing dwellings in Orchard Close have been cut into the land and due consideration needs to be given to this when developing in the adjacent area. New development would in particular have to ensure there would be no loss of residential amenity to neighbouring properties. This area should be capable of providing approximately 50 dwellings. Dwellings would be likely to be no more than two storey subject to detailed design considerations at the planning application stage.

5.166 Careful consideration will be given to the density, 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.

5.167 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 Green Infrastructure framework. The PROW to the west will be retained, protected and enhanced.

Extension to the South of Singledge Lane

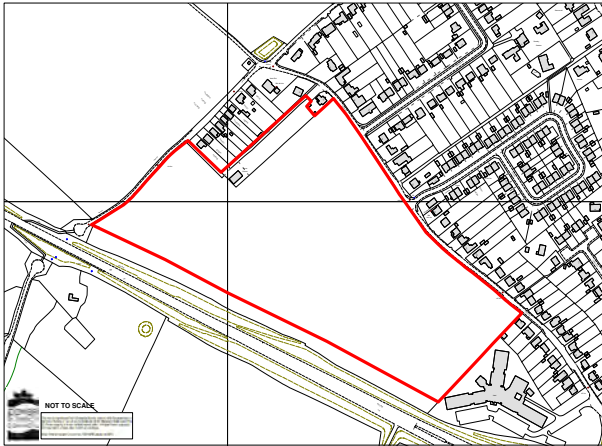


Figure 5.14

5.168 This area of land is identified in the Summary Urban Character Analysis and Chapter 3 as having the characteristics suitable as a village extension. The site is framed and contained by the A2 to the south, the developed edge of Singledge Lane and Bewsbury Close to the north east, the Ramada hotel to the south east and Green Lane and a few edge of development dwellings to its north west boundary. It is fairly flat and has potential to be directly served from Singledge Lane. Owing to its location and close relationship to the existing built edge of the existing village it is considered that it does have the potential to be developed independently from the larger neighbourhood of Temple Whitfield. This is provided it can be demonstrated that its development is acceptable in highway terms, that suitable vehicular access arrangements can be achieved for development and construction traffic, that the character of Singledge Lane is respected and the delivery criteria identified in Chapter 6 being satisfied. If suitable access arrangements cannot be achieved or if the site comes forward as part of the Temple Whitfield neighbourhood then it is likely the new A2 roundabout will be required. Owing to highway constraints on Singledge Lane this area of land can only be developed when suitable access for the development and construction traffic has been agreed with the Planning Authority and Highway Authorities for the area.

5.169 Singledge Lane is a narrow road with a rural character which has an established mature hedgerow frontage which should be maintained. It is likely that only a single vehicle access point to serve this development area will be acceptable to safeguard the hedgerow and minimise traffic conflict on Singledge Lane. Vehicle access onto Green Lane to the north west will not be permitted. Existing pedestrian footpaths through the site should be retained and enhanced and include provision for cycling.

5.170 To ensure a satisfactory relationship and interface to the built form which will respect and reflect the characteristics of the existing streets, development at the edge of this site should respect the form, density and scale of the existing dwellings that front Singledge Lane and Green Lane. Frontage development should be set back behind the retained hedgerow and to encourage street activity should be served by internal informal access routes to fronts of dwellings rather than having over engineered access roads or rear parking courts, the use of which will be discouraged. Density within the site could be greater than at the edge. However care will need to be taken over building heights and where they exceed 2 storeys, full justification would be required.

5.171 Due care should also be taken in respect of the height and scale of built form adjacent to the embankment bounding the site with the A2 to the south west as this boundary edge is open to long views beyond the A2.

5.172 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. Substantial barrier planting will be needed here to screen the development from the effects of the A2 and to continue the green infrastructure links within and around the WUE area.

6 Delivery and Implementation

Core Strategy Requirements

6.1 Core Strategy Policy CP11 (i) states that planning permission will be granted provided any application is preceded by, and consistent with, a masterplan for the whole site which has been agreed by the Council as a Supplementary Planning Document, and(ii) requires that development proposals relate to the whole allocated development or if less do not in any way prejudice the implementation of the whole development. Part (iii) of the Policy requires proposals for the WUE to include a phasing and delivery strategy that is related to the provision of all forms of infrastructure and the creation of neighbourhood centres.

6.2 Paragraphs 4.4 to 4.6 of the Core Strategy explain that masterplans should comprise a baseline study (or evidence base), the masterplan itself and a delivery strategy. The delivery strategy should cover matters such as a programme, land assembly issues, infrastructure, phasing, development contributions and any possible need for public sector intervention.

6.3 Policy CP6 requires that "Development that generates a demand for infrastructure will only be permitted if the necessary infrastructure to support it is either already in place, or there is a reliable mechanism to ensure that it will be provided at the time it is needed. In determining infrastructure requirements applicants and infrastructure providers should first consider if existing infrastructure can be used more efficiently, or whether demand can be reduced through promoting behavioural change, before proposing increased capacity through extending or providing new infrastructure."

6.4 The Core Strategy envisages site works starting at Whitfield during 2012 and housing completions commencing during 2013. The development is programmed to be completed post 2026, although it is expected to make a major contribution to District-wide housing delivery over the period to 2026. The housing trajectory shown in Table 6.1 has been developed to show how this can be achieved. It is based upon completions building up over the first few years to a steady output of 240 homes per year. Based on industry experience this would require four or five housebuilders to be active at any one time, typically each building out blocks of development of up to 250 homes. This provides greater customer choice and enables

higher overall completion rates to be achieved. Even, however, at the continuous rate of 240 homes per year the development would take until 2039 to complete. Table 6.1 also includes an indicative breakdown of house types based upon the guidance in the Core Strategy. This pace of development and the housing mix have been taken as core assumptions in the population forecast (see evidence base) which, in turn, has been used to help assess infrastructure requirements. The years in the Table are expressed in consecutive numbers rather than actual years, as they are subject to change and could otherwise soon appear out-of-date.

Housing Trajectory and Mix

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
1	50	7	5	13	20	5
2	75	10	8	19	30	8
3	100	15	10	25	40	10
4	175	25	18	44	70	18
5	220	33	22	55	88	22
6	220	33	22	55	88	22
7	240	36	24	60	96	24
8	240	36	24	60	96	24
9	240	36	24	60	96	24
10	240	36	24	60	96	24
11	240	36	24	60	96	24
12	240	36	24	60	96	24
13	240	36	24	60	96	24
14	240	36	24	60	96	24
15	240	36	24	60	96	24

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
16	240	36	24	60	96	24
17	240	36	24	60	96	24
18	240	36	24	60	96	24
19	240	36	24	60	96	24
20	240	36	24	60	96	24
21-28	1,550	232	155	387	620	155
Total *	5,750	859	576	1,438	2,300	576

Table 6.1 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.

The Core Strategy's various requirements combine to mean that:

- No planning applications can be approved before the Council has adopted a masterplan as a SPD
- The masterplan must set out infrastructure requirements in greater detail than the Core Strategy and include a delivery strategy that covers the matters referred to in paragraph 6.2
- Applications could seek permission for development that is less than the whole masterplan development provided they can demonstrate that they would not prejudice the implementation of the whole development
- Infrastructure provision and phasing need to be considered in some detail in the SPD in terms of total requirements as well as requirements for individual parts of the development, in order to provide a framework for planning applications and clarity over what may prejudice the implementation of the whole development
- Planning applications would then need to demonstrate how their proposed phasing and delivery arrangements relate to the SPD and meet the test of "no prejudice"
- The SPD's delivery framework must enable the achievement of the housing trajectory in Table 6.1 up to the completion of 240 homes per year and be sufficiently flexible to allow this to be exceeded, should market conditions be favourable. Bearing in mind the lead-in time from commencement of site works to reaching maximum house completion rate, the significant variation in the size of the neighbourhoods and a desire for construction to be completed before 2039 if possible to meet Core Strategy objectives, the District Council will monitor housing development rates through its Annual Monitoring Report and will take action as necessary, including a timely release of planning permissions.

6.5 The Concept Masterplan shows the Whitfield Urban Expansion (WUE) to comprise three main development areas set in a framework of green infrastructure. Each of these areas is supported by its own primary school, energy centre and local centre and each area is sub-divided into two neighbourhoods, giving a total of six across the WUE. In addition, areas of varying sizes lying on the perimeter of the built edge of Whitfield are identified as extensions, one of which is proposed as a new Village Centre. The infrastructure needed to support each of the Neighbourhoods is set out in Appendix 2 (see separate document) and is summarised in Table 6.2.

Phase	Capacity	Transport	Affordable Housing	Education	Health	Social Infrastructure	Green Infrastructure	Public Services	Utility Services
Light Hill	1,400	Construction of a new at grade roundabout on A256, Interim improvements to Whitfield roundabout, possible improvements to Duke of York roundabout, construction of a Primary Street, extension to Bus Route 61 and a direct express peak hour service, identify and safeguard land for a BRT connection across the A2, Travel Plan, Creation of new and enhanced PROWs	420	Identify land and deliver a 2FE Primary School, identify whether there is a need for a financial contribution towards the cost of Secondary School provision, financial contribution towards a Local Skills Centre	Financial contribution towards a New Health and Social Care Centre	Financial contribution towards a Multi Agency Social Care Facility, Activities for older people, people with physical and learning difficulties, Assessment Clinics, Community Support and Case Workers, Independent Living using technology, Wheelchair accessible units	Provision of Outdoor Sports, Children's Play Space, Community Gardens, Accessible Green Space,SAC on site mitigation	Financial contribution towards a temporary youth centre and a permanent youth centre, library	Energy Centre, Ground Source Heat Farms, Connection to Electricity, Gas, Foul water drainage, potable water, on site Greywater recycling, SUDs
Parsonage Whitfield	430	Construction of a Primary Street to connect to Village Centre, Improvements to Whitfield roundabout, possible improvements to Duke of Yorks roundabout, Travel Plan, BRT is a separately branded service that is extended to Parsonage Whitfield either via the A2/A256 or a bridge across the A2, installation of traffic management measures on Archers Court Road, Creation of new and enhanced PROWs	129	Proportional financial contribution towards the cost of Primary School, identify whether there is a need for a financial contribution towards Secondary School provision, Financial contribution towards a Local Skills Centre	Financial contribution towards a New Health and Social Care Centre	Financial contribution towards a Multi Agency Social Care Facility, Activities for older people, people with physical and learning difficulties, Assessment Clinics, Community Support and Case Workers, Independent Living using technology, Wheelchair accessible units	Provision of Outdoor Sports, Children's Play Space, Community Gardens, Accessible Green Space,SAC on site mitigation	Financial contribution towards a temporary Youth Centre and a permanent Youth Centre, Library	Energy Centre, Connection to Electricity, Gas, Foul water drainage, potable water, on site Greywater recycling, SUDs
Shepherd's Cross	880	Construction of a Primary Street to connect to Sandwich Road, possible improvements to A256/Sandwich Road junction, extend BRT to Shepherd's Cross, improvements to Whitfield Roundabout, possible improvements to Duke of	264	Identify and deliver a 2 FE Primary School, Identify whether there is the need for financial contribution towards the cost of Secondary School provision, Financial contribution towards a Local Skills Centre	Financial contribution towards a New Health and Social Care Centre	Financial contribution towards a Multi Agency Social Care Facility, Activities for older people, people with physical and learning difficulties, Assessment Clinics, Community Support and Case Workers, Independent Living using	Provision of Outdoor Sports, Children's Play Space, Community Gardens, Accessible Green Space,SAC on site mitigation	Financial contribution towards a temporary Youth Centre and a permanent Youth Centre, Library	Energy Centre, Connection to Electricity, Gas, Foul water drainage, potable water, on site Greywater recycling, SUDs

Phase	Capacity	Transport	Affordable Housing	Education	Health	Social Infrastructure	Green Infrastructure	Public Services	Utility Services
		Yorks roundabout, Travel Plan, Creation of new and enhanced PROWs				technology, Wheelchair accessible units			
Village Centre	100	Construction of a Primary Street and new junction onto Sandwich Road, improvements to Whitfield Roundabout, possible improvements to Duke of Yorks roundabout, Travel Plan, BRT extended to Village Centre, Creation of new and enhanced PROWs	30	Proportional financial contribution towards a 2 FE Primary School, Identify whether there is need for a financial contribution towards the cost of Secondary School provision, Financial contribution towards a Local Skills Centre	Financial contribution towards a New Health and Social Care Centre	Financial contribution towards a Multi Agency Social Care Facility, Activities for older people, people with physical and learning difficulties, Assessment Clinics, Community Support and Case Workers, Independent Living using technology, Wheelchair accessible units	Provision of Outdoor Sports, Children's Play Space, Community Gardens, Accessible Green Space,SAC on site mitigation	Financial contribution towards a temporary Youth Centre and a permanent Youth Centre, Library	Energy Centre, Ground Source Heat Farms, Connection to Electricity, Gas, Foul water drainage, potable water, on site Greywater recycling, SUDs
Napchester Whitfield	1,080	Construction of a Primary Street, Improvements to A256/Sandwich Road junction, Improvements to Whitfield Roundabout, possible improvements to Duke of Yorks Roundabout, Demonstrate whether or not a new roundabout on the A2 is required, Travel Plan, BRT extended to Napchester Whitfield, Creation of new and enhanced PROWs	324	Proportional financial contribution towards a 2 FE Primary School, Identify whether there is need for a financial contribution towards the cost of Secondary School provision, Financial contribution towards a Local Skills Centre	Financial contribution towards a New Health and Social Care Centre	Financial contribution towards a Multi Agency Social Care Facility, Activities for older people, people with physical and learning difficulties, Assessment Clinics, Community Support and Case Workers, Independent Living using technology, Wheelchair accessible units	Provision of Outdoor Sports, Children's Play Space, Community Gardens, Accessible Green Space,SAC on site mitigation	Financial contribution towards a temporary Youth Centre and a permanent Youth Centre, Library	Energy Centre, Connection to Electricity, Gas, Foul water drainage, potable water, on site Greywater recycling, SUDs
Lenacre Whitfield	1,250	Construction of a Primary Street, possible improvements to Duke of Yorks Roundabout, New roundabout on A2, Travel Plan, BRT extended to Lenacre Whitfield, Creation of new and enhanced PROWs	375	Identify and deliver the third 2 FE Primary School, Identify whether there is a need for a financial contribution towards the cost of Secondary School provision, Financial contribution towards a Local Skills Centre	Financial contribution towards a New Health and Social Care Centre	Financial contribution towards a Multi Agency Social Care Facility, Activities for older people, people with physical and learning difficulties, Assessment Clinics, Community Support and Case Workers, Independent Living using technology, Wheelchair accessible units	Provision of Outdoor Sports, Children's Play Space, Community Gardens, Accessible Green Space,SAC on site mitigation	Financial contribution towards a temporary Youth Centre and a permanent Youth Centre, Library	Energy Centre, Ground Source Heat Farms, Connection to Electricity, Gas, Foul water drainage, potable water, on site Greywater recycling, SUDs

Phase	Capacity	Transport	Affordable Housing	Education	Health	Social Infrastructure	Green Infrastructure	Public Services	Utility Services
Temple Whitfield	690	Construction of a Primary Street, possible improvements to Duke of Yorks Roundabout, New roundabout on A2, Travel Plan, BRT extended to Temple Whitfield, Creation of new and enhanced PROWs	207	Identify and deliver the third 2 FE Primary School, Identify whether there is a need for a financial contribution towards the cost of Secondary School provision, Financial contribution towards a Local Skills Centre	Financial contribution towards a New Health and Social Care Centre	Financial contribution towards a Multi Agency Social Care Facility, Activities for older people, people with physical and learning difficulties, Assessment Clinics, Community Support and Case Workers, Independent Living using technology, Wheelchair accessible units	Provision of Outdoor Sports, Children's Play Space, Community Gardens, Accessible Green Space, SAC on site mitigation	Financial contribution towards a temporary Youth Centre and a permanent Youth Centre, Library	Energy Centre, Connection to Electricity, Gas, Foul water drainage, potable water, on site Greywater recycling, SUDs
Individual proposals for Village Extensions will need to demonstrate that the necessary infrastructure is in place and they come forward with the appropriate level of financial contributions.									

Table 6.2 Infrastructure Summary Table

6.6 It can be seen from the infrastructure tables that there is considerable complexity to infrastructure provision and interdependence between Neighbourhoods and indeed the Development Areas. This implies that a collaborative approach between landowners and developers is more likely to provide workable solutions combined with the Council's use of the Community Infrastructure Levy, which is designed to address the provision of infrastructure beyond an application site boundary.

Delivery Framework

6.7 The purpose of the delivery framework is to set out guidance on how the development should proceed in an orderly way that ensures adherence to Core Strategy policy requirements and, in particular, avoids any one element of the development prejudicing the implementation of the remainder. This is of particular importance as ownership at the time of producing the SPD is in several hands. The delivery framework is based upon the concept of coherent development and a process of monitor, review and adjust, combined with a development contributions approach towards the delivery of infrastructure. What is meant by these terms is set out below:

- Coherent Development - This is the smallest element of the WUE that can be granted planning permission

without prejudicing the implementation of the remainder. The implementation of the WUE is projected to take many years and, due to market factors, may well not be delivered at an even rate. When it grants permission for an element of the WUE the Council cannot assume that adjacent development will follow on immediately. The Council will need to be assured that each piece of development that it permits will be supported by the necessary range of infrastructure and would, therefore, be a self-supporting piece of development as well as enabling the completion of the whole WUE. The Council will have regard to the infrastructure requirements in Table 6.2 (as may be updated through the monitor, review and adjust process) when determining such matters. The SPD is based upon the neighbourhoods as the smallest element of coherent development and views development on a scale less than this as unlikely to be able to adequately address infrastructure issues and the creation of sustainable communities. The Extensions are an exception to this as, by their very nature, they could be developed at any point in the overall programme, provided it can be shown that all planning and infrastructure issues can be properly addressed

- Monitor, review and adjust - The SPD is, of necessity, based upon a set of assumptions about the needs and impacts of

the development. These assumptions have been informed by the evidence base. As development progresses on the ground there will be a need to monitor the actual characteristics and impacts of the development, review the resultant information and use it to inform the preparation and determination of subsequent planning applications, including the processes of Environmental Assessment and Appropriate Assessment. This monitoring process would be overseen by the District Council and would include monitoring of matters such as, housing development rates, housing mix, population forecasts, traffic impacts and forecasts, infrastructure needs and delivery, usage and management of green infrastructure, and impacts on European designated wildlife sites

- Development contributions - These are the contributions made through development in order to meet the requirements of Core Strategy policy CP6. They can take the form of direct provision or provision in kind, such as a financial contribution. The Council can use conditions attached to planning permissions and planning obligations, as appropriate, to ensure that contributions are made. The Government has, however, introduced the Community Infrastructure Levy (CIL) system to replace the use of planning obligations to collect financial contributions towards infrastructure in most circumstances. The restriction on

the use of planning obligations comes into effect in 2014 but the charge can be levied as soon as the Council has adopted a Charging Schedule. At the time of adopting this SPD the Council has not adopted a Charging Schedule but it has signalled its intention to do so. The SPD is therefore based upon using planning conditions and planning obligations, as appropriate, to secure the provision of infrastructure but these will, in part, be superseded by the use of CIL upon adoption of a Charging Schedule.

Framework Criteria

6.8 Taking account of the Core Strategy's requirements, the form of the Concept Masterplan and the need to ensure development is "coherent" and takes account of the monitor, review and adjust process, the Council will apply the following criteria when determining planning applications.

Prospective applicants should, be aware that the phasing of development requires that the infrastructure and facilities as identified in Table 6.2 have been provided for each phase before the next phase can commence. Development will begin in the Light Hill neighbourhood and progress westwards. Applications for subsequent phases of development should comply with this order and applications must be prepared in accordance with the criteria listed below.

1. When considering an application for a part of the WUE the Council will only grant permission if it is satisfied that the proposed development would, of itself, represent Coherent Development and would not in any way prejudice the implementation of the remaining WUE
2. The SPD identifies Neighbourhoods as the smallest pieces of Coherent Development. Planning applications for areas of the WUE less than a Neighbourhood are considered unlikely to be able to demonstrate that they would not prejudice the implementation of the remaining WUE. Conversely it may be advantageous to prepare planning applications for a whole Development Area

3. The Extensions identified in the SPD are an exception to criterion 2. Provided that an application for an Extension can demonstrate resolution of all infrastructure matters and is in all other ways acceptable, permission can be granted at any point in the WUE programme
4. The Concept Masterplan shows that in each Development Area one Neighbourhood contains more infrastructure than the other (a primary school, energy centre and a neighbourhood centre); applications for the other Neighbourhood in each of the Development Areas will need to demonstrate that this infrastructure is, or can be made, available at the time required to serve its needs
5. The sequence in which the Neighbourhoods are developed will be led by infrastructure and access considerations. The evidence base (Utilities Services Report and Transport Strategy) demonstrates that development of the WUE should commence in the Eastern Development Area with the Light Hill Neighbourhood and thereafter it is preferred that it follows a progressive anti-clockwise direction
6. The implementation of the SPD has been tested against the preferred phasing identified in the opening paragraph above. If an application is submitted other than in accordance with the above phasing, it would only be permitted if the previous phase had been so substantially delayed that it is prejudicing the implementation of the SPD in relation to the delivery rates of housing, infrastructure and facilities and the application is acceptable in terms of development plan policy.
7. A planning application for the commencement of the development at Light Hill should include, or be accompanied by a separate application for, proposals for the Village Centre
8. Once development commences all subsequent planning applications should be informed by, and will be determined having regard to, the findings of the monitor, review and adjust process
9. Each planning application for Neighbourhoods or an Extension should include phasing proposals to demonstrate how development will be related to the provision of infrastructure having had regard to the trigger points set out in the SPD and the results of the monitor, review and adjust process

10. Where infrastructure would not be adopted by a statutory body, planning applications must provide proposals for the continuing management of infrastructure to agreed standards (this is of particular relevance to green infrastructure)

11. The SPD provides an indicative housing capacity for each Neighbourhood and Extension in order to demonstrate that the Core Strategy's target can be met; actual capacity will be determined through planning applications where the more detailed level of work may indicate that a variance upwards or downwards is justified. The quality of outcome will be considered more important by the Council than strict adherence to a target number.

Phasing

6.9 Figure 6.1 shows the south eastern location of Light Hill as the location for commencement of development, together with the proposed Village Centre, and thereafter illustrates the preferred progressive anti-clockwise phasing.

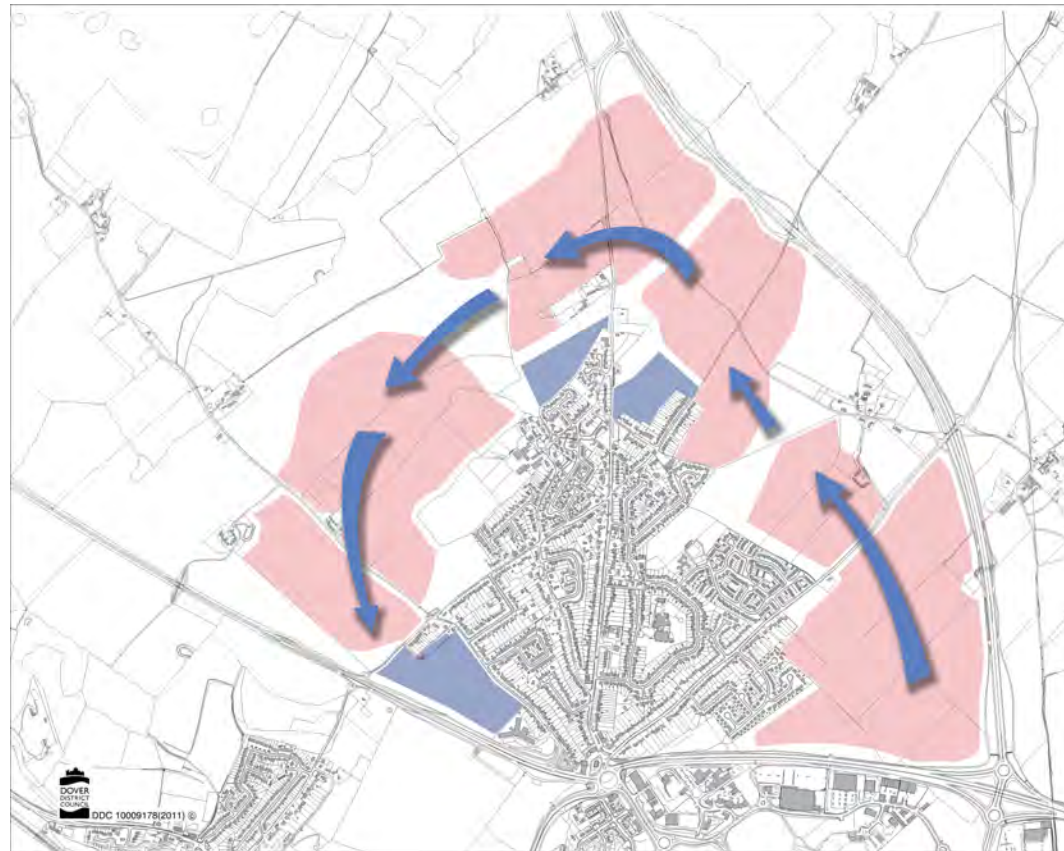


Figure 6.1 Preferred Progressive Anti-clockwise Phasing

6.10 This arrangement has been used to test infrastructure requirements and is the Council's preferred phasing as it is considered that it has been demonstrated to comply with the Framework Criteria. After commencement at Light Hill in the south east corner it is, however, possible that further understanding of infrastructure issues and any other relevant considerations could indicate that phasing could follow a different sequence. The justification for and acceptability of this would have to be demonstrated through planning applications having full regard to the Framework Criteria. In order to avoid planning applications that are based upon proposing less infrastructure than they need (and are not therefore Coherent Development) applicants should carefully consider the extent of development that they apply for and its financial viability prior to submission.

6.11 Planning applications for Neighbourhoods are anticipated to most likely be in outline with subsequent approval of reserved matters for the individual phases within each Neighbourhood. They should take account of all the guidance in the SPD and Appendix 5 is intended to provide a helpful list of the supporting documentation that the Council would expect to be submitted.

6.12 Monitoring of the development will need to be undertaken in a comprehensive, systematic and consistent manner and the findings used to review progress and whether the assumptions upon which the SPD is based hold good. The outcome of this process must be used to inform further planning applications. The SPD terms this process "monitor, review and adjust". It will be overseen by the District Council and the Council may seek to establish a group comprising representatives of landowners/developers, statutory bodies and community representatives to advise on the scope and method of monitoring the development, analysing the results and advising on the implications for future planning applications. While the detail of the monitoring system will be developed outside the SPD, the Concept Masterplan chapter sets out many matters which will need to be included.

6.13 In order to comply with the Habitat Regulations the Council will seek to agree trigger points set into the terms of planning permissions for reviewing the effectiveness of both on-site avoidance measures (green infrastructure) and off-site mitigation and the method of so doing - to include, but not necessarily be restricted to, resident based surveys of green infrastructure usage and Natura 2000 site based visitor surveys. Such surveys should be undertaken in a manner that provides results that are directly comparable with the SPD evidence base. In addition, the likely effects of changes in air quality on

Natura 2000 sites will need to be reviewed through each planning application and, if necessary, mitigation proposed. If it is shown that the avoidance and mitigation measures are ineffective, then additional mitigation measures will be required before the next phase of the urban expansion can be consented. Failure to agree such arrangements would make it difficult to understand the effects of development on European designated wildlife sites and could be cause for the Council to withhold granting planning permission.

6.14 The Council will also monitor the progress of the development and its general compliance with Core Strategy policy and programme through its Annual Monitoring Report. This mechanism will provide an opportunity for the Council to consider any difficulties the development may have encountered and whether there is a need to consider intervention in accordance with paragraph 5.6 of the Core Strategy. The Council will wish to work with developers and infrastructure providers to further understanding of infrastructure requirements, procedures and costs. This would also help the Council to develop a CIL Charging Schedule and, once in operation, how and when proceeds might be spent.

Management Arrangements

6.15 The District Council requires long term management arrangements to be put in place to ensure the continued upkeep of facilities. The Council is not though seeking to take on new management commitments. Management arrangements will need to be adequately addressed and secured through the planning application process. The Council is anxious to avoid a multiplicity of private management arrangements, particularly in relation to the upkeep of green infrastructure as these could lead in practice to varying standards and charges. This could undermine the vital unifying role of green infrastructure and make complaint and enforcement processes complicated. The Council will therefore seek to unify green infrastructure management arrangements as much as possible and will expect developers to work in a coordinated and cooperative way, especially where green infrastructure straddles Neighbourhoods. The Council will expect planning application proposals to be based on common standards and will wish to ensure that there will be no more than one management company responsible for green infrastructure within a Neighbourhood. The management of green infrastructure in Extensions should fall under the same arrangements as that of the adjacent

Neighbourhood. An exception would be if the Parish Council agreed to manage some types of green infrastructure across the whole WUE.

Community Issues

6.16 The Concept Masterplan has been designed with a view to minimising potential disruption to the existing community during the construction period. In many areas green infrastructure provides an intervening public space and traffic access arrangements are largely based upon the creation of new access points from the surrounding road network and minimising usage of existing roads within Whitfield. Construction traffic will be expected to use the proposed new accesses and avoid passing through the existing settlement.

6.17 It will still be vital, however, to ensure that contractors act responsibly and that construction takes place within agreed standards to ensure that impacts on residents are properly controlled and can be enforced. It is common for major developments to be required to submit a Code Of Construction Practice (CoCP) to control environmental impacts. CoCPs are often used to support planning applications and can include management measures covering works to be carried out. The main developer can make these measures a requirement contractors must comply with when carrying out site preparation, demolition, construction etc. They assist in keeping disturbance to a minimum and can also contribute to Environmental Statements submitted with planning applications. The requirement to submit a CoCP will therefore be included as a condition on any permission granted. All contractors will be required to be a member of the Considerate Constructors Scheme and the site will be registered with the Scheme. Details on the basic requirements of a Code of Construction Practice are provided in Appendix 5.

6.18 The Council is concerned to ensure that the new and existing communities are cohesive. It will seek planning applications to provide an ongoing arrangement for the distribution of information about the area and its facilities to new residents and to establish an effective process for dealing with any queries and complaints. The Council will wish to work with the Parish Council to ensure the compatibility of such arrangements with their own respective functions.

Appendix 1 List of Evidence Base Documents

Sustainability Appraisal

- Sustainability Appraisal Scoping Report, Draft Report - July 2010
- Sustainability Appraisal
- Sustainability Appraisal Report Addendum, April 2011

Habitat Regulations

- Habitat Regulations Assessment
- Habitat Regulations Assessment Commentary, April 2011, Figure 3

Responses to the Whitfield Masterplan SPD HRA Consultation

- Responses to the Whitfield Masterplan SPD HRA consultation results, references:
 - Whitfield Urban Extension: Technical Notes No. 23304-017 Traffic Flows on the A2, March 2011
 - Aspect Ecology letter on Dedicated Mitigation Areas, March 2011
 - Draft Dover Green Infrastructure Survey, December 2010
 - Dover Visitors' Survey, February 2011
 - Tourism Development and Planning at Sandwich and Pegwell Bay National Nature Reserve, December 2010

Utilities

- Utilities and Services Supply Infrastructure Report, March 2011
- Sustainable Energy Assessment, August 2010
- Addendum to Sustainable Energy Assessment, March 2011

Transport

- Transport Strategy, September 2010
- Transport Strategy Summary, March 2011
- Whitfield WUE Forecasting Report, March 2011
- Dover Bus Rapid Transit (BRT) study, March 2011

Environment

- Water Cycle Strategy, August 2010
- Air Quality Technical Report, July 2010
- Addendum to Air Quality Report, March 2011
- Noise Technical Report, July 2010
- Phase 1 Ground Condition Report, July 2010
- Baseline Ecological Assessment, September 2010
- Visitor Study of Lydden & Temple Ewell Downs, September 2010
- Dover District Proposed Standards for Open Space Provision, March 2011
- Quantitative Open Space Assessment, September 2010
- Facilities Planning Model (FPM) Assessment Swimming Pools, March 2011
- Facilities Planning Model (FPM) Assessment Halls, March 2011
- Facilities Planning Model (FPM) Assessment Artificial Grass Pitches (AGPs), March 2011

Landscape

- Landscape and Visual Appraisal Report, October 2010

Green Infrastructure Strategy

- Green Infrastructure Strategy (Final), November 2011
- Green Infrastructure Strategy, March 2011

Whitfield Housing Needs

- Whitfield Housing Needs Report Survey – Registration of Interest, November 2010

Miscellaneous

- Demographic Forecasting, Kent County Council April 2010
- KCC Education requirements spreadsheets, May 2010
- Phase 1 Archaeological Assessment, October 2009
- Statement of Community Engagement, July 2010
- Historic Development and Character Analysis, September 2010
- Summary Urban Character Analysis, March 2011.

Appendix 2

Infrastructure Requirements

In accordance with paragraph 6.4 of the Adopted Whitfield SPD the infrastructure tables that have been included in this Appendix reflect the:

- Information that was available at the time that the SPD was adopted;
- Demographic forecasting, Kent County Council 2010;
- Housing mix that is contained in Table 6.1;
- Development progressing in an anti-clockwise direction; and
- Housing trajectory that was included in Table 6.1.

These infrastructure tables should, therefore, be used by Applicants as the starting point for preparing planning applications. Whilst they are based on the best information available, it is important that the assumptions and the implications that are contained in this Appendix should be checked with Dover District Council and the relevant service providers prior to submitting a planning application.

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism	
Light Hill	1,400	Transport								
		Construction of a new at grade roundabout on the A256	✓		✓	Junction part in Neighbourhood and Highway land	Commencement of the development	Developer/KCC	Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption.	
		Interim improvements to the Whitfield roundabout		✓		Improvements within Highway land	To be determined at the planning applications stage	Developer/HA	Financial contribution	
		Demonstrate whether or not improvements are required to the Duke of Yorks roundabout				Improvements within Highway land	To be determined at the planning application stage	Developer/HA	Financial contribution	
		Construction of a Primary Street from the new A256 junction to Archers Court Road	✓			✓	Physical connection made but traffic management measures provided to restrict the access to Archers Court road to only allow buses, cyclists and pedestrians	Commencement of the development	Developer/KCC	Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption.
		An extension to Bus Route 61 that would link Light Hill to Dover and a direct express peak hour service	✓		✓			Commencement of the development	Developer/Stagecoach/KCC	Financial contribution required and direct action by the developer
		Identify and safeguard land for BRT connection across the A2	✓		✓		Within the Neighbourhood and land on the opposite side of the A2	Safeguarded from the commencement of the development	Developer/Stagecoach/KCC/DDC	S106
		Travel Plan	✓			✓	Within the Neighbourhood and surrounding highway network	To be determined at a detailed planning application stage	Developer/KCC/HA/DDC	Financial contribution
Creation of new PROWs and enhancement of existing PROWs	✓			✓	Within the Neighbourhood and surrounding PROW network	Commencement of the development	Developer/KCC	S106		

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Affordable Housing 30% of 1,400 = 420 homes	✓			Within the Neighbourhood	Phased	Developer/Registered Providers	S106
		Education Land to be identified and delivered for a 2 FE Primary School in Light Hill 2.05Ha.	✓			Can be delivered in two phases. 2 Form Entry (FE) Primary School (420 places) to be delivered in Light Hill but not all of the 2 FE needs to be operational by the end of the Light Hill development	1 st FE of Primary School to be operational by 620 units. 2 nd FE operational by 1200 units.	Developer/KCC	Developer obtains the consents and constructs to the appropriate standard/specification agreed by KCC and transfers freehold to KCC or developer makes a financial contribution to KCC based upon the KCC New Build Cost per Pupil Place, plus a freehold transfer of 2.05Ha. Disproportionate land costs are reimbursed from additional developers in the Whitfield Urban Expansion and their requirement for pupil places.
		Demonstrate whether or not additional Secondary School provision is required			✓	Extension of the existing Secondary Schools in the locality	Assessment as of Nov 10 is showing no requirement for extension places. However, this will need to be continually reviewed.	Developer/KCC	Financial contribution towards extension of the Secondary Schools in the locality if required.
		Local Skills Plus Centre delivering Basic Skills: Literacy, Numeracy and IT skills		✓		Provided within the Learning & Community Campus with the 2 nd Primary School	September 2023 or 2520 residential units (subject to review by Education Review Group)	Developer/KCC	Financial contribution plus proportion of land requirement

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Health Health and Social Care Centre		✓		To be delivered in the Village Centre or Shepherds Cross.	To be determined at the planning application stage Potential to deliver scheme along with 2FE primary school in Shepherds Cross Trigger point 2015-16	PCT/Developer/Independent Contractor	Developer obtains consents and constructs to the appropriate standard and transfers to PCT/Independent Contractor or the developer makes a financial contribution and the PCT seeks alternative third party to construct

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Social Infrastructure							
		Multi Agency Social Care Facility (MASCF) (Children's Social Services);		✓		Within Shepherds Cross	With delivery of second 2FE primary school in Shepherds Cross	Developer/KCC	Financial contribution towards capital build and proportionate land cost
		Activities for older people, people with physical and learning disabilities;		✓		Within Shepherds Cross	With delivery of second 2FE primary school in Shepherds Cross	Developer/KCC	Financial contribution towards capital build and proportionate land cost
		Consulting room (as part of Health and Social Care Centre) to carry out Assessment Clinics/Community Support/Case Workers		✓		Within Shepherds Cross	Commencement of the development For delivery upon completion of Light Hill	Developer/KCC	Financial contribution towards capital build and proportionate land cost
		Independent Living using Technology (Telecare)	✓			Within the Neighbourhood		Developer/KCC	Financial contribution
		Supported Living Accommodation to provide people with Learning Disabilities the opportunity to live independently in the community Wheelchair Accessible Units providing living accommodation for those with Learning & Physical Disabilities. Delivered through an RP.	✓			Within the Neighbourhood	Within the new residential units across the WUE as a whole In the period 2012 – 2016: 1 No. flat In the period 2017 – 2021: 4 No. flat In the period 2022 – 2026: 4 No. flat In the period 2026 – 2031: 11 No. flat	Developer/KCC/Private Company	20 No. 1 and 2 bed 15 No. 1 Bed and 5 No. 2 bed flats in total for the WUE. Houses and flats; to be built fully fitted out, including specialist equipment to allow occupancy. and full operation including specialist equipment.

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Green Infrastructure							
		On site green infrastructure	✓			Agreement needs to be reached about the future management/maintenance of the Green Infrastructure.	Phased	Developer	S.106
		4.29 ha Outdoors sports ¹ 0.27ha Children's Play Space 0.71 ha Community Gardens 3.76 Accessible Green Space	✓			Within the Neighbourhood	Phased	Developer	S106
		Swimming pool/Sports Halls/Artificial Green Pitches ² 4.28 ha of SAC on site mitigation	✓			Within the Neighbourhood	Commencement of the development	Developer	S106
		Public Services							
		Youth Centre		✓		New Youth Centre in the Village Centre or provision of outreach services New youth centre provided with the Campus (2 nd Primary School), plus temporary outreach service whilst awaiting new youth centre	The new Youth Centre would be delivered with the second 2FE primary school Temporary provision between 2017 – 2022.	Developer/KCC	Financial contribution towards capital build and proportionate land cost plus financial contribution for temporary youth service
		Library			✓	Upgrading the library facilities at Dover Discovery Centre to increase physical capacity, plus increases in book/multi media stock and increase in opening hours	Phased payments throughout the build programme	Developer/KCC	Financial contribution

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Utility Services							
		Energy Centre	✓			Should energy centres not be delivered then traditional service system would need to be considered	Commencement of development	Developer/Energy Provider	
		Ground Source Heat Farms	✓	✓		To be investigated at the planning application stage		Developer/Energy Provider	Financial contribution
		Electricity	✓	✓	✓	Reinforcement of the electricity network. This could either involve connecting the 11KV de-energised cable to the PSS and Light Hill or the installation of 33KV cables from Betteshanger (10km north of the site) to the site.	The de-energised cable would be capable of serving 4,000 dwellings.	Developer/EDF	Financial contribution
		Gas	✓	✓	✓	Reinforcement of the existing gas network (which is the subject of further investigation) and connect the new development to the existing Medium Pressure gas main which is located in the SE corner of Light Hill		Developer/Scotia Gas Networks	Financial contribution
		Foul water drainage	✓	✓	✓	A new low rise pumping station and foul main in Light Hill. Offsite strategic pumping station (located elsewhere in the WUE), a low rise pumping main at Broomfield Bank Waste Water Treatment Works and connection to this facility.		Southern Water Services /Developer	Financial contribution
		Potable water	✓	✓	✓	Connection to the new strategic water supply from the Martin Mill Transfer Pumping Station near Kingsdown and an onsite water main.		Veolia Water South East/Developer	Financial contribution
						This can be carried out		Developer	

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism	
Parsonage Whitfield	430	Transport								
		Construction of a Primary Street that connects Parsonage Whitfield to the Village Centre	✓	✓		Within the Neighbourhood and the adjoining Shepherds Cross	Commencement of the development	Developer/KCC	Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption.	
		Installation of traffic management measures on Archers Court Road and allow access from the new junction on the A256 to the Primary Street		✓		Remove the physical measures that prevented vehicles from the Light Hill Neighbourhood accessing Archers Court Road	Commencement of the development	Developer/KCC	Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption.	
		Improvements to the Whitfield roundabout			✓	Improvements within Highway land	To be determined at the planning application stage	Developer/HA	Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption.	
		Demonstrate whether or not improvements are required to the Duke of Yorks roundabout				✓	Improvements within Highway land	To be determined at the planning application stage	Developer/HA	Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption.
		Travel Plan	✓			✓	Within the Neighbourhood and surrounding highway network	To be determined at a detailed planning application stage	Developer/KCC/HA/DDC	Financial contribution
		BRT is a separately branded service that is extended to Parsonage Whitfield either via the A2/A256 or a bridge across the A2	✓			The bridge across the A2 is the preferred option but this is dependent on a full business case and land assembly	Commencement of the development	Developer/Stagecoach/KCC/DDC	Financial contribution	
		Creation of new PROWs and enhancement of existing PROWs	✓		✓	Within the Neighbourhood and surrounding PROWs network	Commencement of the development	Developer/KCC	S106	

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Affordable Housing 30% of 430 = 129 homes	✓			Within the Neighbourhood	Phased	Developer/Registered Providers	S106
		Education 2 FE Primary School in Light Hill Demonstrate whether or not additional Secondary School provision is required Local Skills Plus Centre delivering Basic Skills: Literacy, Numeracy and IT skills		✓	✓	Can be delivered in two phases. 2 Form Entry (FE) Primary School (420 places) to be delivered in Light Hill. but not all of the 2 FE needs to be operational by the end of the Light Hill development Extension of the existing Secondary Schools in the locality Provided within the Learning & Community Campus with the 2 nd Primary School	Commencement of the development 1 st FE of Primary School to be operational by 620 units. 2nd FE operational by 1200 units. Assessment as of Nov 10 is showing no requirement for extension places. However, this will need to be continually reviewed. September 2023 or 2520 residential units (subject to review by Education Review Group)	Developer/KCC Developer/KCC Developer/KCC	Financial contribution for capital build and proportion of land costs Financial contribution towards extension of the Secondary Schools in the locality if required. Financial contribution for capital build and proportion of land costs
		Health Health and Social Care Centre		✓		To be delivered in the Village Centre or Shepherds Cross.	To be determined at the planning application stage Potential to deliver scheme along with 2FE primary school in Shepherds Cross Trigger point 2015-16	PCT/Developer/Independent Contractor	Developer obtains consents and constructs to the appropriate standard and transfers to PCT/Independent Contractor or the developer makes a financial contribution and the PCT seeks alternative third party to construct

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Social Infrastructure							
		Multi Agency Social Care Facility (MASCF) (Children's Social Services);		✓		Within Shepherds Cross	With delivery of second 2FE primary school in Shepherds Cross	Developer/KCC	Financial contribution for capital build and proportion of land costs
		Activities for older people, people with physical and learning disabilities;		✓		Within Shepherds Cross	With delivery of the second 2FE primary school in Shepherds Cross	Developer/KCC	Financial contribution for capital build and proportion of land costs
		Consulting room (as part of Health and Social Care Centre) to carry out Assessment Clinics/Community Support/Case Workers		✓		Within Shepherds Cross	Commencement of the development.	Developer/KCC	Financial contribution for capital build and proportion of land costs
		Independent Living using Technology (Telecare)	✓			Within the Neighbourhood	Within the new residential units across the WUE as a whole	Developer/KCC	Financial contribution
		Supported Living Accommodation to provide people with Learning Disabilities the opportunity to live independently in the community Wheelchair Accessible Units providing living accommodation for those with Learning & Physical Disabilities. Delivered through an RP.	✓			Within the Neighbourhood	In the period 2012 – 2016: 1 No. flat In the period 2017 – 2021: 4 No. flat In the period 2022 – 2026: 4 No. flat In the period 2026 – 2031: 11 No. flat	Developer/KCC/Private Company	20 No. 1 and 2 bed 15 No. 1 Bed and 5 No. 2 bed flats in total for the WUE. Houses and flats; to be built fully fitted out, including specialist equipment to allow occupancy and full operation including specialist equipment.

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Green Infrastructure							
		On site green infrastructure	✓		✓	Agreement needs to be reached about the future management/maintenance of the Green Infrastructure.	Phased	Developer	S106
		1.24 ha Outdoor sports ¹ 0.08 ha Children's Play Space 0.20 ha Community Gardens 0.84 ha Accessible Green space	✓			Within the Neighbourhood	Phased	Developer	S106
		Swimming pool/Sports Halls/Artificial Green Pitches ²				Within the Neighbourhood	Commencement of the development	Developer	S106
		1.48 ha of SAC on site mitigation	✓						
		Public Services							
		Youth Centre		✓		New Youth Centre in the Village Centre or provision of outreach services New youth centre provided with the Campus (2 nd Primary School), plus temporary outreach service whilst awaiting new youth centre	Youth Centre With delivery of the second 2FE primary school. Temporary provision 2017-2022	Developer/KCC	Financial contribution towards capital build and proportionate land cost plus financial contribution for temporary youth service
		Library			✓	Upgrading the library facilities at Dover Discovery Centre to increase physical capacity, plus increases in book/multi media stock and increase in opening hours .	Phased payments throughout the build programme.	Developer/KCC	Financial contribution

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Utility Services							
		Energy Centre		✓	✓	Should energy centres not be delivered then traditional service system would need to be considered	Commencement of development	Developer/Energy Provider	
		Electricity	✓	✓	✓	Reinforcement of the electricity network. This could either involve connecting the 11KV de-energised cable to the PSS and Light Hill or the installation of 33KV cables from Betteshanger (10km north of the site) to the site.	The de-energised cable would be capable of serving 4,000 dwellings.	Developer/Energy Provider	Financial contribution
		Gas	✓	✓	✓	Reinforcement of the existing gas network (which is the subject of further investigation) and connect the new development to the existing Medium Pressure gas main which is located in the SE corner of Light Hill		Developer/Scotia Gas Networks	Financial contribution
		Foul water drainage	✓	✓	✓	A new low rise pumping station and foul main in Light Hill. Offsite strategic pumping station (located elsewhere in the WUE), a low rise pumping main at Broomfield Bank Waste Water Treatment Works and connection to this facility.		Southern Water Services /Developer	Financial contribution
		Potable water	✓	✓	✓	Connection to the new strategic water supply from the Martin Mill Transfer Pumping Station near Kingsdown and an onsite water main.		Veolia Water South East/Developer	Financial contribution
		Greywater recycling	✓			This can be carried out on a local or communal basis		Developer	

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
Village Centre	100	Transport							
		Construction of a Primary Street and an junction onto Sandwich Road	✓			Within the Village Centre	Commencement of the development	Developer/KCC	Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption.
		Improvements to the Whitfield roundabout			✓	Improvements within Highway land	To be determined at the planning application stage	Developer/HA	Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption.
		Demonstrate whether or not improvements are required to the Duke of Yorks roundabout			✓	Improvements within Highway land	To be determined at the planning application stage	Developer/HA	Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption.
		Travel Plan	✓		✓	Within the Village Centre and surrounding highway network	Commencement of the development	Developer/HA/KCC/DDC	Financial contribution
		BRT is a separately branded service that is extended to the Village Centre	✓				To be determined at a detailed planning application stage	Developer/KCC/Stagecoach/KCC/DDC	Financial contribution
		Creation of new PROWs and enhancement of existing PROWs	✓			✓	Within the Village Centre and surrounding PROWs network	Commencement of the development	Developer/KCC
		Affordable Housing	✓			Within the Village Centre	Phased	Developer/Registered Providers	S106
		30% of 100 = 30 homes							

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		<p>Education</p> <p>2 FE Primary School</p> <p>Demonstrate whether or not additional Secondary School provision is required</p> <p>Local Skills Plus Centre delivering Basic Skills: Literacy, Numeracy and IT skills</p>		✓		<p>Proportional financial contribution to 2 FE Primary School</p> <p>Extension of the existing Secondary Schools in the locality</p> <p>Provided within the Learning & Community Campus with the 2nd Primary School</p>	<p>Can be delivered in two phases. 1st FE of Primary School to be operational by 620 units. 2nd FE of the Primary School operational by 1200 units.</p> <p>Assessment as of Nov 10 is showing no requirement for extension places. However, this will need to be continually reviewed. September 2023 or 2520 residential units (subject to review by Education Review Group)</p>	<p>Developer/KCC</p> <p>Developer/KCC</p> <p>Developer/KCC</p>	<p>Financial contribution for capital build and proportion of land costs</p> <p>Financial contribution towards extension of the Secondary Schools in the locality if required.</p> <p>Financial contribution for capital build and proportion of land costs</p>
		<p>Health</p> <p>Health and Social Care Centre</p>	✓	✓		<p>To be delivered in the Village Centre or Shepherds Cross.</p>	<p>To be determined at the planning application stage</p> <p>Potential to deliver scheme along with 2FE primary school in Shepherds Cross</p> <p>Trigger point 2015-16</p>	<p>PCT/Developer/Independent Contractor</p>	<p>Developer obtains consents and constructs to the appropriate standard and transfers to PCT/Independent Contractor or the developer makes a financial contribution and the PCT seeks alternative third party to construct</p>

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Social Infrastructure							
		Multi Agency Social Care Facility (MASCF) (Children's Social Services);		✓		Within Shepherds Cross	With delivery of second 2FE primary school Shepherds Cross	Developer/KCC	Financial contribution for capital build and proportion of land costs
		Activities for older people, people with physical and learning disabilities;		✓		Within Shepherds Cross	With delivery of the second 2FE primary school in Shepherds Cross	Developer/KCC	Financial contribution for capital build and proportion of land costs
		Consulting room (as part of Health and Social Care Centre) to carry out Assessment Clinics/Community Support/Case Workers		✓		Within Shepherds Cross	Commencement of the development	Developer/KCC	Financial contribution for capital build and proportion of land costs
		Independent Living using Technology (Telecare)	✓						Financial Contribution
		Supported Living Accommodation to provide people with Learning Disabilities the opportunity to live independently in the community	✓			Within the Neighbourhood	Within the new residential units across the WUE as a whole		
		Wheelchair Accessible Units providing living accommodation for those with Learning & Physical Disabilities. Delivered through an RP.				Within the Neighbourhood	In the period 2012 – 2016: 1 No. flat In the period 2017 – 2021: 4 No. flat In the period 2022 – 2026: 4 No. flat In the period 2026 – 2031: 11 No. flat	Developer/KCC/Private Company	20 No. 1 and 2 bed 15 No. 1 Bed and 5 No. 2 bed flats in total for the WUE. Houses and flats; to be built fully fitted out, including specialist equipment to allow occupanc. and full operation including specialist equipment.

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Green Infrastructure							
		On site green infrastructure	✓			Agreement needs to be reached about the future management/maintenance of the Green Infrastructure.	Phased	Developer	S106
		0.3 ha Outdoor sports ¹ 0.02 ha Children's Play Space 0.05 ha Community Gardens 0.24 ha Accessible green space	✓			Within the Neighbourhood	Phased	Developer	S106
		Swimming pool/Sports Halls/Artificial Green Pitches ²				Within the Neighbourhood	Commencement of the development	Developer	S106
		0.33 ha of on site SAC mitigation	✓						
		Public Services							
		Youth Centre	✓			New Youth Centre in the Village Centre or provision of outreach services New youth centre provided with the Campus (2 nd Primary School), plus temporary outreach service whilst awaiting new youth centre	With delivery of the second 2FE primary school. Temporary provision 2017-2023	Developer/KCC	Financial contribution towards capital build and proportionate land cost plus financial contribution for temporary youth service
		Library			✓	Upgrading the library facilities at Dover Discovery Centre to increase physical capacity, plus increases in book/multi media stock and increase in opening hours .	Phased payments throughout the build programme.	Developer/KCC	Financial contribution

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Utility Services							
		Energy Centre	✓			Should energy centres not be delivered then traditional service system would need to be considered	Commencement of development	Developer/Energy Provider	
		Ground Source Heat Farms	✓	✓		To be investigated at the planning application stage	Developer/energy Provider		
		Electricity	✓	✓	✓	Reinforcement of the electricity network. This could either involve connecting the 11KV de-energised cable to the PSS and Light Hill or the installation of 33KV cables from Betteshanger (10km north of the site) to the site.	The de-energised cable would be capable of serving 4,000 dwellings.	Developer/EDF	Financial contribution
		Gas	✓	✓	✓	Reinforcement of the existing gas network (which is the subject of further investigation) and connect the new development to the existing Medium Pressure gas main which is located in the SE corner of Light Hill		Developer/Scotia Gas Networks	Financial contribution
		Foul water drainage	✓	✓	✓	A new low rise pumping station and foul main in Light Hill. Offsite strategic pumping station (located elsewhere in the WUE), a low rise pumping main at Broomfield Bank Waste Water Treatment Works and connection to this facility.		Southern Water Services /Developer	Financial contribution
		Potable water	✓	✓	✓	Connection to the new strategic water supply from the Martin Mill Transfer Pumping Station near Kingsdown and an onsite water main.		Veolia Water South East/Developer	Financial contribution

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
Shepherd's Cross	880	Transport Construction of a Primary Street that connects Shepherd's Cross to the Sandwich Road	✓			Within the Neighbourhood	Commencement of the development	Developer/KCC	Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption. Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption. Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption. Financial contribution Financial contribution required. S106
		Demonstrate whether or not improvements are needed to the A256/Sandwich Road junction	✓			Improvements within this Neighbourhood and Highway land	To be determined at the planning application stage	Developer/KCC	
		Improvements to the Whitfield roundabout			✓	Improvements within Highway land	To be determined at the planning application stage	Developer/HA	
		Demonstrate whether or not improvements are required to the Duke of Yorks roundabout			✓	Improvements within Highway land	To be determined at the planning application stage	Developer/HA	
		Travel Plan	✓		✓	Within the Neighbourhood and surrounding highway network	To be determined at a detailed planning application stage	Developer/KCC/HA	
		BRT is a separately branded service that is extended to Shepherds Cross either via the A2/A256 or a bridge across the A2	✓			The bridge across the A2 is the preferred option but this is dependent on a full business case and land assembly	Commencement of the development	Developer/Stagecoach	
		Creation of new PROWs and enhancement of existing PROWs	✓			Within the Neighbourhood and surrounding PROWs network	Commencement of the development	Developer/KCC	
		Affordable Housing 30% of 880 = 264 homes			✓		Within the Neighbourhood	Phased	

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		<p>Education</p> <p>Second 2 FE Primary School which would be located in Shepherd's Cross.</p>	✓			Within the Neighbourhood	<p>2,520 dwellings or date otherwise agreed subject to Education Review Group.</p> <p>Assessment as of Nov 10 is showing no requirement for extension places. However, this will need to be continually reviewed. September 2023 or 2520 residential units (subject to review by Education Review Group)</p>	<p>Developer/KCC</p> <p>Developer/KCC</p>	<p>Developer obtains the consents and constructs to the appropriate standard and transfers to KCC or developer makes a financial contribution to KCC for proportionate capital build and land. Developer obtains the consents and constructs to the appropriate standard/specification agreed by KCC and transfers freehold to KCC or developer makes a financial contribution to KCC based upon the KCC New Build Cost per Pupil Place, plus a freehold transfer of 2.05Ha. Disproportionate land costs are reimbursed from additional developers in the Whitfield Urban Expansion and their requirement for pupil places via S106.</p>
		<p>Demonstrate whether or not additional Secondary School provision is required</p>			✓	Extension of the existing Secondary Schools in the locality		Developer/KCC	<p>Financial contribution towards extension of the Secondary Schools in the locality if required.</p>
		<p>Local Skills Plus Centre delivering Basic Skills: Literacy, Numeracy and IT skills</p>		✓		Provided within the Learning & Community Campus with the 2 nd Primary School			<p>Financial contribution for capital build and proportion of land costs</p>

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Health Health and Social Care Centre	✓	✓		To be delivered in the Village Centre or Shepherds Cross.	To be determined at the planning application stage Potential to deliver scheme along with 2FE primary school in Shepherds Cross Trigger point 2015-16	PCT/Developer/Independent Contractor	Developer obtains consents and constructs to the appropriate standard and transfers to PCT/Independent Contractor or the developer makes a financial contribution and the PCT seeks alternative third party to construct

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Social Infrastructure							
		Multi Agency Social Care Facility (MASCF) (Children's Social Services);	✓			Within the Neighbourhood	2,520 dwellings With delivery of second 2FE primary school Shepherds Cross	Developer/KCC	Financial contribution for capital build and proportion of land costs
		Activities for older people, people with physical and learning disabilities;	✓			Within the Neighbourhood	With delivery of the second 2FE primary school in Shepherds Cross	Developer/KCC	Financial contribution for capital build and proportion of land costs
		Consulting room (as part of Health and Social Care Centre) to carry out Assessment Clinics/Community Support/Case Workers	✓			Within the Neighbourhood	Commencement of the development	Developer/KCC	Financial contribution for capital build and proportion of land costs
		Independent Living using Technology (Telecare)	✓			Within the Neighbourhood	Within the new residential units across the WUE as a whole	Developer/KCC	Financial contribution
		Supported Living Accommodation to provide people with Learning Disabilities the opportunity to live independently in the community Wheelchair Accessible Units providing living accommodation for those with Learning & Physical Disabilities. Delivered through an RP.	✓			Within the Neighbourhood	In the period 2012 – 2016: 1 No. flat In the period 2017 – 2021: 4 No. flat In the period 2022 – 2026: 4 No. flat In the period 2026 – 2031: 11 No. flat	Developer/KCC/Private Company	15 No. 1 Bed and 5 No. 2 bed flats in total for the WUE. Houses and flats; to be built fully fitted out, including specialist equipment to allow occupancy. and full operation including specialist equipment.

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Green Infrastructure							
		On site green infrastructure	✓			Agreement needs to be reached about the future management/maintenance of the Green Infrastructure.	Phased	Developer	S.106
		3.36 ha Outdoor sports ¹ 0.15 ha Children's Play Space 0.39 ha Community Gardens 1.89 ha Accessible green space	✓			Within the Neighbourhood	Phased	Developer	S106
		Swimming pool/Sports Halls/Artificial Green Pitches ²	✓			Within the Neighbourhood	Commencement of the development	Developer	S106
		2.53 ha of SAC on site mitigation							
		Public Services							
		Youth Centre	✓			New Youth Centre in the Village Centre or provision of outreach services New youth centre provided with the Campus (2 nd Primary School), plus temporary outreach service whilst awaiting new youth centre	With delivery of the second 2FE primary school. Temporary provision 2017-2022	Developer/KCC	Financial contribution for capital build and proportion of land costs. Financial contribution for temporary service.
		Library			✓	Upgrading the library facilities at Dover Discovery Centre to increase physical capacity, plus increases in book/multi media stock and increase in opening hours .	Phased payments throughout the build programme.	Developer/KCC	Financial contribution

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Utility Services							
		Energy Centre	✓			Should energy centres not be delivered then traditional service system would need to be considered	Commencement of development	Developer/Energy Provider	
		Electricity	✓	✓	✓	Reinforcement of the electricity network. This could either involve connecting the 11KV de-energised cable to the PSS and Light Hill or the installation of 33KV cables from Betteshanger (10km north of the site) to the site.	The de-energised cable would be capable of serving 4,000 dwellings.	Developer/Energy Provider Developer/EDF	Financial contribution Financial contribution
		Gas	✓	✓	✓	Reinforcement of the existing gas network (which is the subject of further investigation) and connect the new development to the existing Medium Pressure gas main which is located in the SE corner of Light Hill		Developer/Scotia Gas Networks	Financial contribution
		Foul water drainage	✓	✓	✓	A new low rise pumping station and foul main in Light Hill. Offsite strategic pumping station (located elsewhere in the WUE), a low rise pumping main at Broomfield Bank Waste Water Treatment Works and connection to this facility.		Southern Water Services /Developer	Financial contribution
		Potable water	✓	✓	✓	Connection to the new strategic water supply from the Martin Mill Transfer Pumping Station near Kingsdown and an onsite water main.		Veolia Water South East/Developer	Financial contribution
		Greywater recycling	✓			This can be carried out on a local or communal basis		Developer	
		Sustainable Drainage System	✓			The long term management of SUDS		Developer/Southern Water	

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism	
Napchester Whitfield	1080	Transport								
		Construction of a Primary Street	✓			Within the Neighbourhood	Commencement of the development	Developer/KCC	Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption.	
		A256/Sandwich Road junction – phased improvements		✓		Improvements within Highway land	To be determined at the planning applications stage	Developer/HA	Financial contribution required	
		Improvements to the Whitfield roundabout		✓		Improvements within Highway land	To be determined at the planning application stage	Developer/HA/DDC	Financial contribution required	
		Demonstrate whether or not improvements are required to the Duke of Yorks roundabout				✓	Improvements within Highway land	To be determined at the planning application stage	Developer/KCC/DDC	Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption.
		Demonstrate whether or not a new roundabout on the A2 is required				✓	Improvements with Highway land and land within Temple Whitfield	To be determined at the planning application stage	Developer/HA/DDC	
		Travel Plan	✓			✓		Commencement of the development	Developer/KCC/DDC	Financial contribution required and direct action by the developer
		BRT is a separately branded service that is extended to Napchester Whitfield	✓			✓	Extension to the existing bus service to link this Neighbourhood to Dover	Commencement of the development	Developer/Stagecoach/KCC/DDC	S106
		Creation of new PROWs and enhancement of existing PROWs	✓			✓	Within the Neighbourhood and surrounding PROW network	Commencement of the development	Developer/KCC	S106
		Affordable Housing	✓							
		30% of 1080 = 324 homes				Within the Neighbourhood	Phased	Developer/Registered Providers	S106	

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		<p>Education</p> <p>Second 2 FE Primary School</p> <p>Demonstrate whether or not additional Secondary School provision is required</p> <p>Local Skills Plus Centre delivering Basic Skills: Literacy, Numeracy and IT skills</p>		✓		<p>Within Shepherds Cross</p> <p>Extension of the existing Secondary Schools in the locality</p> <p>Provided within the Learning & Community Campus with the 2nd Primary School</p>	<p>2,520 dwellings Or date otherwise agreed subject to Education Review Group</p> <p>Assessment as of Nov 10 is showing no requirement for extension places. However, this will need to be continually reviewed. September 2023 or 2520 residential units (subject to review by Education Review Group)</p>	<p>Developer/KCC</p> <p>Developer/KCC</p> <p>Developer/KCC</p>	<p>Financial contribution required towards capital build and proportionate land cost</p> <p>Financial contribution towards the extension of the existing Secondary Schools in the locality if required</p> <p>Financial contribution for capital build and proportion of land costs</p>
		<p>Health</p> <p>Health and Social Care Centre</p>		✓		<p>To be delivered in the Village Centre or Shepherds Cross.</p>	<p>To be determined at the planning application stage</p> <p>Potential to deliver scheme along with 2FE primary school in Shepherds Cross</p> <p>Trigger point 2015-16</p>	<p>PCT/Developer/Independent Contractor</p>	<p>Developer obtains consents and constructs to the appropriate standard and transfers to PCT/Independent Contractor or the developer makes a financial contribution and the PCT seeks alternative third party to construct</p>

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Social Infrastructure							
		Multi Agency Social Care Facility (MASCF) (Children's Social Services);		✓		Within Shepherds Cross	With delivery of second 2FE primary school Shepherds Cross	Developer/KCC	Financial contribution towards capital build and proportionate land cost
		Activities for older people, people with physical and learning disabilities;		✓		Within Shepherds Cross	With delivery of the second 2FE Primary school Shepherds Cross	Developer/KCC	Financial contribution towards capital build and proportionate land cost
		Consulting room (as part of Health and Social Care Centre) to carry out Assessment Clinics/Community Support/Case Workers		✓		Within Shepherds Cross	Commencement of the development	Developer/KCC	Financial contribution towards capital build and proportionate land cost
		Independent Living using Technology (Telecare)	✓			Within the Neighbourhood	Within the new residential units across the WUE as a whole	Developer/KCC	Financial Contribution
		Supported Living Accommodation to provide people with Learning Disabilities the opportunity to live independently in the community Wheelchair Accessible Units providing living accommodation for those with Learning & Physical Disabilities. Delivered through an RP.	✓			Within the Neighbourhood	In the period 2012 – 2016: 1 No. flat In the period 2017 – 2021: 4 No. flat In the period 2022 – 2026: 4 No. flat In the period 2026 – 2031: 11 No. flat	Developer/KCC/Private Company	15 No. 1 Bed and 5 No. 2 bed flats in total for the WUE. Houses and flats; to be built fully fitted out, including specialist equipment to allow occupancy. and full operation including specialist equipment.

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Green Infrastructure							
		On site green infrastructure	✓			Agreement needs to be reached about the future management/maintenance of the Green Infrastructure.	Phased	Developer	S.106
		3.17 ha Outdoor sports ¹ 0.2 ha Children's Play Space 0.52 ha Community Gardens 1.46 ha Accessible green space	✓			Within the Neighbourhood	Phased	Developer	S106
		Swimming pool/Sports Halls/Artificial Green Pitches ²					Commencement of the development	Developer	S106
		4.49 ha of SAC on site mitigation	✓			Within the Neighbourhood			
		Public Services							
		Youth Centre		✓		New Youth Centre in the Village Centre or provision of outreach services. New youth centre provided with the Campus (2 nd Primary School), plus temporary outreach service whilst awaiting new youth centre	With delivery of the second 2FE primary school. Temporary provision between 2017-2022	Developer/KCC	Financial contribution towards capital build and proportionate land cost plus financial contribution for temporary youth service
		Library			✓	Upgrading the library facilities at Dover Discovery Centre to increase physical capacity, plus increases in book/multi media stock and increase in opening hours.	Phased payments throughout the build programme.	Developer/KCC	Financial contribution

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Utility Services							
		Energy Centre	✓			Should energy centres not be delivered then traditional service system would need to be considered	Commencement of development	Developer/Energy Provider	
		Electricity	✓	✓	✓	Reinforcement of the electricity network. This could either involve connecting the 11KV de-energised cable to the PSS and Light Hill or the installation of 33KV cables from Betteshanger (10km north of the site) to the site.	The de-energised cable would be capable of serving 4,000 dwellings.	Developer/EDF	Financial contribution
		Gas	✓	✓	✓	Reinforcement of the existing gas network (which is the subject of further investigation) and connect the new development to the existing Medium Pressure gas main which is located in the SE corner of Light Hill		Developer/Scotia Gas Networks	Financial contribution
		Foul water drainage	✓	✓	✓	A new low rise pumping station and foul main in Light Hill. Offsite strategic pumping station (located elsewhere in the WUE), a low rise pumping main at Broomfield Bank Waste Water Treatment Works and connection to this facility.		Southern Water Services /Developer	Financial contribution
		Potable water	✓	✓	✓	Connection to the new strategic water supply from the Martin Mill Transfer Pumping Station near Kingsdown and an onsite water main.		Veolia Water South East/Developer	Financial contribution
		Greywater recycling				This can be carried out on a local or communal		Developer	

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism	
Lenacre Whitfield	1,250	Transport								
		Construction of a Primary Street	✓			Within the Neighbourhood	Commencement of the development	Developer/KCC	Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption.	
		A256/Sandwich Road junction – phased improvements		✓		Within Shepherds Cross	To be determined at the planning application stage		Financial contribution	
		New roundabout on the A2		✓	✓	Improvements within Highway land	Commencement of the development	Developer/HA	Financial contribution	
		Demonstrate whether or not improvements are required to the Duke of Yorks roundabout				✓	Improvements within Highway land	To be determined at the planning application stage	Developer/HA	Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption.
		Travel Plan	✓			✓	Within the Neighbourhood and surrounding highway network	Commencement of the development	Developer/HA	Financial contribution
		BRT is a separately branded service that is extended to Lenacre Whitfield	✓					Commencement of the development	Developer/KCC	Financial contribution required and direct action by the developer
		Creation of new PROWs and enhancement of existing PROWs	✓			✓	Within the Neighbourhood and surrounding PROW network	Commencement of the development	Developer/KCC	S106
		Affordable Housing								
		30% of 1,250 = 375 homes	✓			Within the Neighbourhood	Phased	Developer/Registered Providers	S106	

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		<p>Education Third 2 FE Primary School</p> <p>✓</p>				Delivery of 3 rd 2FE Primary School	5,200 Units or date otherwise agreed subject to Education Review Group.	Developer/KCC	Developer obtains the consents and constructs to the appropriate standard/specification agreed by KCC and transfers freehold to KCC or developer makes a financial contribution to KCC based upon the KCC New Build Cost per Pupil Place, plus a freehold transfer of 2.05Ha. Disproportionate land costs are reimbursed from additional developers in the Whitfield Urban Expansion and their requirement for pupil places.
		Demonstrate whether or not additional Secondary School provision is required			✓	Extension of the existing Secondary Schools in the locality	Assessment as of Nov 10 is showing no requirement for extension places. However, this will need to be continually reviewed.	Developer/KCC	Financial contribution towards the extension of the existing Secondary Schools in the locality if required
		Local Skills Plus Centre delivering Basic Skills: Literacy, Numeracy and IT skills		✓		Provided within the Learning & Community Campus with the 2 nd Primary School	September 2023 or 2520 residential units (subject to review by Education Review Group)	Developer/KCC	Financial contribution for capital build and proportion of land costs

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Health Health and Social Care Centre		✓		To be delivered in the Village Centre or Shepherds Cross.	To be determined at the planning application stage Potential to deliver scheme along with 2FE primary school in Shepherds Cross Trigger point 2015-16	PCT/Developer/Independent Contractor	Developer obtains consents and constructs to the appropriate standard and transfers to PCT/Independent Contractor or the developer makes a financial contribution and the PCT seeks alternative third party to construct

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Social Infrastructure							
		Multi Agency Social Care Facility (MASCF) (Children's Social Services);		✓		Within Shepherds Cross	With delivery of second 2FE primary school Shepherds Cross	Developer/KCC	Financial contribution required towards capital build and proportionate land cost
		Activities for older people, people with physical and learning disabilities;		✓		Within Shepherds Cross	With delivery of the second 2FE primary school in Shepherds Cross	Developer/KCC	Financial contribution towards capital build and proportionate land cost
		Consulting room (as part of Health and Social Care Centre) to carry out Assessment Clinics/Community Support/Case Workers		✓		Within Shepherds Cross	Commencement of the development	Developer/KCC	Financial contribution towards capital build and proportionate land cost
		Independent Living using Technology (Telecare)	✓			Within the Neighbourhood	Within the new residential units across the WUE as a whole	Developer/KCC	Financial contribution
		Supported Living Accommodation to provide people with Learning Disabilities the opportunity to live independently in the community Wheelchair Accessible Units providing living accommodation for those with Learning & Physical Disabilities. Delivered through an RP.	✓			Within the Neighbourhood	In the period 2012 – 2016: 1 No. flat In the period 2017 – 2021: 4 No. flat In the period 2022 – 2026: 4 No. flat In the period 2026 – 2031: 11 No. flat	Developer/KCC/Private Company	15 No. 1 Bed and 5 No. 2 bed flats in total for the WUE. Houses and flats; to be built fully fitted out, including specialist equipment to allow occupancy. and full operation including specialist equipment.

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Green Infrastructure							
		On site green infrastructure	✓			Agreement needs to be reached about the future management/maintenance of the Green Infrastructure.	Phased	Developer	S.106
		3.69 ha Outdoor sports ¹ 0.23 ha Children's Play Space 0.61 ha Community Gardens	✓			Within the Neighbourhood	Phased	Developer	S106
		Swimming pool/Sports Halls/Artificial Green Pitches ²							
		12.01 ha of SAC on site mitigation	✓			Within the Neighbourhood	Commencement of the development	Developer	S106
		Public Services							
		Youth Centre		✓		New Youth Centre in the Village Centre or provision of outreach services New youth centre provided with the Campus (2 nd Primary School), plus temporary outreach service whilst awaiting new youth centre	With delivery of the second 2FE primary school. Temporary provision 2017-2022.	Developer/KCC	Financial contribution towards capital build and proportionate land cost plus financial contribution for temporary youth service
		Library			✓	Upgrading the library facilities at Dover Discovery Centre to increase physical capacity, plus increases in book/multi media stock and increase in opening hours .	Phased payments throughout the build programme.	Developer/KCC	Financial contribution

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Utility Services							
		Energy Centre	✓			Should energy centres not be delivered then traditional service system would need to be considered	Commencement of development	Developer/Energy Provider	
		Ground Source Heat Farms	✓			To be investigated at the planning application stage		Developer/Energy Provider	Financial contribution
		Electricity	✓	✓	✓	Reinforcement of the electricity network. This could either involve connecting the 11KV de-energised cable to the PSS and Light Hill or the installation of 33KV cables from Betteshanger (10km north of the site) to the site.	The de-energised cable would be capable of serving 4,000 dwellings.	Developer/EDF	Financial contribution
		Gas	✓	✓	✓	Reinforcement of the existing gas network (which is the subject of further investigation) and connect the new development to the existing Medium Pressure gas main which is located in the SE corner of Light Hill		Developer/Scotia Gas Networks	Financial contribution
		Foul water drainage	✓	✓	✓	A new low rise pumping station and foul main in Light Hill. Offsite strategic pumping station (located elsewhere in the WUE), a low rise pumping main at Broomfield Bank Waste Water Treatment Works and connection to this facility.		Southern Water Services /Developer	Financial contribution
		Potable water	✓	✓	✓	Connection to the new strategic water supply from the Martin Mill Transfer Pumping Station near Kingsdown and an onsite water main.		Veolia Water South East/Developer	Financial contribution
		Greywater recycling				This can be carried out		Developer	

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism	
Temple Whitfield	690	Transport								
		Construction of a Primary Street	✓			Within the Neighbourhood	Commencement of the development	Developer/KCC	Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption.	
		A256/Sandwich Road junction – phased improvements								
		Demonstrate whether or not improvements are required to the Duke of Yorks roundabout			✓	Improvements within Highway land	To be determined at the planning application stage	Developer/HA	Financial contribution	
		New roundabout on the A2	✓			Within this Neighbourhood and Highway Land	Commencement of development	Developer/HA	Financial contribution	
		Travel Plan	✓		✓	Within the Neighbourhood and surrounding highway network	Commencement of the development	Developer/KCC	Developer obtains consent and constructs to an appropriate standard and transfers to the Highway Authority for adoption.	
		BRT is a separately branded service that is extended to Napchester Whitfield	✓			Extension to the existing bus service to link this Neighbourhood to Dover	Commencement of the development	Developer/Stagecoach/KCC	Financial contribution	
		Creation of new PROWs and enhancement of existing PROWs	✓			Within the Neighbourhood and surrounding PROW network	Commencement of the development	Developer/KCC	Financial contribution required and direct action by the developer	
Affordable Housing		✓			Within the Neighbourhood	Phased	Developer/Registered Providers	S106		
	30% of 690 = 207 homes									

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		<p>Education Third 2 FE Primary School</p> <p>Demonstrate whether or not additional Secondary School provision is required</p> <p>Local Skills Plus Centre delivering Basic Skills: Literacy, Numeracy and IT skills</p>		✓		<p>Within Lenacre Whitfield</p> <p>Extension of the existing Secondary Schools in the locality</p> <p>Provided within the Learning & Community Campus with the 2nd Primary School</p>	<p>5,200 dwellings</p> <p>Assessment as of Nov 10 is showing no requirement for extension places. However, this will need to be continually reviewed.</p> <p>September 2023 or 2520 residential units (subject to review by Education Review Group)</p>	<p>Developer/KCC</p> <p>Developer/KCC</p> <p>Developer/KCC</p>	<p>Financial contribution towards the third 2 FE Primary School in Lenacre Whitfield</p> <p>Financial contribution towards capital build and proportionate land cost</p> <p>Financial contribution towards the extension of the existing Secondary Schools in the locality if required</p> <p>Financial contribution for capital build and proportion of land costs</p>
		<p>Health Health and Social Care Centre</p>		✓		To be delivered in the Village Centre or Shepherds Cross.	<p>To be determined at the planning application stage</p> <p>Potential to deliver scheme along with 2FE primary school in Shepherds Cross</p> <p>Trigger point 2015-16</p>	PCT/Developer/Independent Contractor	Developer obtains consents and constructs to the appropriate standard and transfers to PCT/Independent Contractor or the developer makes a financial contribution and the PCT seeks alternative third party to construct

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Social Infrastructure							
		Multi Agency Social Care Facility (MASCF) (Children's Social Services);		✓		Within Shepherds Cross	With delivery of second 2FE primary school Shepherds Cross	Developer/KCC	Financial contribution required towards capital build and proportionate land cost
		Activities for older people, people with physical and learning disabilities;		✓		Within Shepherds Cross	With delivery of the second 2FE primary school in Shepherds Cross	Developer/KCC	Financial contribution towards capital build and proportionate land cost
		Consulting room (as part of Health and Social Care Centre) to carry out Assessment Clinics/Community Support/Case Workers		✓		Within Shepherds Cross	Commencement of the development	Developer/KCC	Financial contribution towards capital build and proportionate land cost
		Independent Living using Technology (Telecare)	✓			Within the Neighbourhood	Within the new residential units across the WUE as a whole	Developer/KCC	Financial Contribution
		Supported Living Accommodation to provide people with Learning Disabilities the opportunity to live independently in the community Wheelchair Accessible Units providing living accommodation for those with Learning & Physical Disabilities. Delivered through an RP.	✓			Within the Neighbourhood	In the period 2012 – 2016: 1 No. flat In the period 2017 – 2021: 4 No. flat In the period 2022 – 2026: 4 No. flat In the period 2026 – 2031: 11 No. flat	Developer/KCC/Private Company	15 No. 1 Bed and 5 No. 2 bed flats in total for the WUE. Houses and flats; to be built fully fitted out, including specialist equipment to allow occupancy. and full operation including specialist equipment.

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
		Utility Services							
		Energy Centre		✓		Should energy centres not be delivered then traditional service system would need to be considered	Commencement of development	Developer/Energy Provider	
		Electricity	✓	✓	✓	Reinforcement of the electricity network. This could either involve connecting the 11KV de-energised cable to the PSS and Light Hill or the installation of 33KV cables from Betteshanger (10km north of the site) to the site.	The de-energised cable would be capable of serving 4,000 dwellings.	Developer/Energy Provider Developer/EDF	Financial contribution Financial contribution
		Gas	✓	✓	✓	Reinforcement of the existing gas network (which is the subject of further investigation) and connect the new development to the existing Medium Pressure gas main which is located in the SE corner of Light Hill		Developer/Scotia Gas Networks	Financial contribution
		Foul water drainage	✓	✓	✓	A new low rise pumping station and foul main in Light Hill. Offsite strategic pumping station (located elsewhere in the WUE), a low rise pumping main at Broomfield Bank Waste Water Treatment Works and connection to this facility.		Southern Water Services /Developer	Financial contribution
		Potable water	✓	✓	✓	Connection to the new strategic water supply from the Martin Mill Transfer Pumping Station near Kingsdown and an onsite water main.		Veolia Water South East/Developer	Financial contribution
		Greywater recycling	✓			This can be carried out on a local or communal basis		Developer	
		Sustainable Drainage System							

Phase	Capacity	Infrastructure	Within the neighbourhood	Elsewhere in the WUE	Beyond the WUE	Comment	Trigger points	Lead organization	Likely Delivery Mechanism
Footnotes:									
<p>(1) The above table identifies the level of outdoor sports provision for each of the neighbourhoods and village extensions. Each of the neighbourhoods and Village extensions will need to provide some pitches on site and the balance should be focused at the Sports Hubs – see paragraph 5.46 of the SPD.</p> <p>(2) For information on the need for contributions towards Sports Halls, Swimming pools and Artificial Grass Pitches – see paragraph 5.48 of the SPD. Further information will be contained in the refreshed Sport and Recreation Strategy.</p>									
Village Extensions									
Extension to NW of Orchard Close (50 units)	Independent proposals for village extensions need to demonstrate that the necessary infrastructure is in place and they come forward with the appropriate level of financial and on site contributions (this should include on site SAC mitigation of 0.22 ha, 0.15 ha of outdoor sports¹, 0.01 ha Children’s Play Space, 0.02 ha Community Gardens, 0.06 Accessible greenspace for the extension to the NW of Orchard Close and 4.74 ha of on site SAC mitigation. 0.76 ha Outdoor Sports¹, 0.05 ha Children’s Play Space, 0.12 ha Community Gardens for land at Singledge Lane). <i>SEE ABOVE FOOTNOTES WHICH EQUALLY APPLY TO THE VILLAGE EXTENSIONS.</i>								
Extension to the south of Singledge Lane (250 units)									

Appendix 3 Green Infrastructure by Neighbourhood

Notes:

1. See WUE SAC Mitigation Strategy Plan for indicative distribution of SAC GI components.
2. See GI Strategy text for description of components.
3. DDC required areas for SAC mitigation within each neighbourhood drawn from 'Dedicated Mitigation Areas.
4. In some cases the level of provision proposed in this Appendix is higher than the minimum requirement calculated using the proposed open space standards and presented in Appendix 2. Where the level of provision is lower than the minimum requirement presented in Appendix 2 this is indicated in the table. The Council will seek to redress the balance by securing offsite improvements, as specified in the forthcoming Outdoor Sports Strategy
5. GI considered to be available as SAC mitigation land includes open spaces 'O' and green corridors 'G' where these are proposed to be predominantly open grassland and not used for a specific function (e.g. sport/cultivation/cemetery). Of these, the specific areas of SAC mitigation within Light Hill and Village Centre have been determined through the outline planning process. Within The Whitfield Urban Expansion, DDC, 2010 (as amended March 2011), with updated figures issued separately July 2011.
6. Within Village Centre, Napchester Whitfield, Orchard Close, Lenacre Whitfield and Temple Whitfield, there is little or no flexibility as to which areas should be allocated as SAC mitigation land. Within Parsonage Whitfield, Shepherd's Cross and Light Hill, there is more land available for SAC mitigation than is required. The layout of SAC mitigation land for these neighbourhoods should be determined in liaison with Natural England at the outline planning stage. This exercise has been completed for Light Hill.
7. 'P' indicates co-location within primary school of sports facilities, totalling approximately 3.3ha, outside the strategic GI framework but counted in the total provision by phase (relevant figures shown in italics). Total provision of sports facilities is approx.17.2ha. Total of strategic GI plus co-located pitches is 120.3ha.
8. There are no strategic GI components within Singledge Lane.
9. Children's play areas are to be provided as specified in paragraph 5.47.

Light Hill		Approximate areas of Principal GI functions (Ha)			
Strategic GI Component	Approximate Area (Ha)	Community Gardens	Outdoor Sports	Cemetery/Churchyard	SAC mitigation/ Multifunctional Open Space
T10	1.2	0.00	0.00	0.00	0.00
T11	2.3	0.00	0.00	0.00	0.00
T12	0.6	0.00	0.00	0.00	0.00
G12	0.9	0.00	0.00	0.00	0.70
G13	0.5	0.00	0.00	0.00	0.00
G14	1.4	0.78	0.00	0.00	0.00
G15	4.6	0.00	0.00	0.00	3.58

Light Hill		Approximate areas of Principal GI functions (Ha)			
Strategic GI Component	Approximate Area (Ha)	Community Gardens	Outdoor Sports	Cemetery/Churchyard	SAC mitigation/ Multifunctional Open Space
G16	4.1	0.19	0.64	0.00	0.00
O9	0.9	0.00	0.10	0.00	0.00
P1	1.46	N/a	1.46	N/a	N/a
TOTAL	17.96	0.97	2.20 ⁽⁴⁾	0.00	4.28

Table 3.1

Note: potential for localised provision of junior sports pitches in G16 and co-location of sports pitches within P1.

Village Centre		Approximate areas of Principal GI functions (Ha)			
Strategic GI Component	Approximate Area (Ha)	Community Gardens	Outdoor Sports	Cemetery/Churchyard	SAC mitigation/ Multifunctional Open Space
G9a (north-west of Napchester)	0.3	0.00	0.00	0.00	0.00
O6	1.3	0.00	0.1	0.00	0.33
P2	0.92	N/a	0.92	N/a	N/a
TOTAL	2.52	0.00 ⁽⁴⁾	1.02	0.00	0.33

Table 3.2

Note: potential for co-location of sports pitches within P2

Parsonage Whitfield		Approximate areas of Principal GI functions (Ha)			
Strategic GI Component	Approximate Area (Ha)	Community Gardens	Outdoor Sports	Cemetery/Churchyard	SAC mitigation/ Multifunctional Open Space
T9	1.0	0.00	0.00	0.00	0.00
G10	0.8	0.00	0.00	0.00	0.00
G11	0.5	0.00	0.00	0.00	0.50
O7b (south west of Church Whitfield Road)	7.4	0.00	3.79	0.00	3.60

Parsonage Whitfield		Approximate areas of Principal GI functions (Ha)			
Strategic GI Component	Approximate Area (Ha)	Community Gardens	Outdoor Sports	Cemetery/Churchyard	SAC mitigation/ Multifunctional Open Space
O8	3.8	0.20	0.32	1.97	1.31
TOTAL	13.5	0.20	4.11	1.97	5.41

Table 3.3

Note 1: potential for concentrated provision of sports pitches in O7b

Note 2: layout of required SAC mitigation land within available area to be determined at outline planning

Shepherd's Cross		Approximate areas of Principal GI functions (Ha)			
Strategic GI Component	Approximate Area (Ha)	Community Gardens	Outdoor Sports	Cemetery/Churchyard	SAC mitigation/ Multifunctional Open Space
T6	2.9	0.00	0.00	0.00	0.00
T7	1.8	0.00	0.00	0.00	0.00
T8	0.8	0.00	0.00	0.00	0.00
G7	0.2	0.00	0.00	0.00	0.00
G8	1.8	0.00	0.32	0.00	1.48
G9b (south east of Napchester Road)	0.3	0.00	0.00	0.00	0.00
O7a (north-east of Church Whitfield Road)	7.9	0.78	2.38	0.00	4.72
TOTAL	15.7	0.78	2.70 ⁽⁴⁾	0.00	6.20

Table 3.4

Note 1: potential for localised provision of junior sports pitch in G8 and for concentrated provision of sports pitches in O7a

Note 2: layout of required SAC mitigation land within available area to be determined at outline planning

Napchester Whitfield		Approximate areas of Principal GI functions (Ha)			
Strategic GI Component	Approximate Area (Ha)	Community Gardens	Outdoor Sports	Cemetery/Churchyard	SAC mitigation/ Multifunctional Open Space
W1	2.6	0.00	0.00	0.00	0.00
T3	2.0	0.00	0.00	0.00	0.00

Napchester Whitfield		Approximate areas of Principal GI functions (Ha)			
Strategic GI Component	Approximate Area (Ha)	Community Gardens	Outdoor Sports	Cemetery/Churchyard	SAC mitigation/ Multifunctional Open Space
G6	2.2	0.00	0.00	0.00	2.20
O4b (north eastern area)	7.8	0.55	4.33	0.00	2.45
O5	8.3	0.00	0.00	8.30	0.00
TOTAL	22.9	0.55	4.33	8.30	4.65

Table 3.5

Note: potential for concentrated provision of sports pitches in O4

North-West of Orchard Close		Approximate areas of Principal GI functions (Ha)			
Strategic GI Component	Approximate Area (Ha)	Community Gardens	Outdoor Sports	Cemetery/Churchyard	SAC mitigation/ Multifunctional Open Space
T5	2.3	0.00	0.00	0.00	0.00
O4c (south-eastern area)	0.4	0.02	0.10	0.00	0.28
TOTAL	2.7	0.02	0.10	0.00	0.28

Table 3.6

Note: potential for localised provision of MUGA in O4, associated with concentrated provision of sports pitches

Lenacre Whitfield		Approximate areas of Principal GI functions (Ha)			
Strategic GI Component	Approximate Area (Ha)	Community Gardens	Outdoor Sports	Cemetery/Churchyard	SAC mitigation/ Multifunctional Open Space
T2	0.8	0.00	0.00	0.00	0.00
T4	1.3	0.00	0.00	0.00	0.00
G2b (south-east of PROW ER128)	2.3	0.00	0.00	0.00	0.00
G3	0.5	0.00	0.00	0.00	0.00
G4	2.4	0.00	0.32	0.00	2.10
G5	3.9	0.00	0.00	0.00	3.90
O2b (north-eastern area)	1.0	0.00	0.00	0.00	1.00
O3	3.7	0.48	1.54	0.00	1.72

Lenacre Whitfield		Approximate areas of Principal GI functions (Ha)			
Strategic GI Component	Approximate Area (Ha)	Community Gardens	Outdoor Sports	Cemetery/Churchyard	SAC mitigation/ Multifunctional Open Space
O4a (south-western area)	3.4	0.00	0.00	0.00	3.40
P3 (assumed)	0.92	N/a	0.92	N/a	N/a
TOTAL	20.22	0.48 ⁽⁴⁾	2.78 ⁽⁴⁾	0.00	12.12

Table 3.7

Note: potential for localised provision of junior sports pitch in G4, concentrated provision of sports pitches in O3 and co-location of sports pitches within P3

Temple Whitfield		Approximate areas of Principal GI functions (Ha)			
Strategic GI Component	Approximate Area (Ha)	Community Gardens	Outdoor Sports	Cemetery/Churchyard	SAC mitigation/ Multifunctional Open Space
T1	1.8	0.00	0.00	0.00	0.00
G1	0.7	0.00	0.00	0.00	0.00
G2a (north-west of PROW ER128)	0.3	0.00	0.00	0.00	0.00
O1	19.8	0.00	0.00	0.00	19.80
O2a (south-western area)	2.0	0.00	0.00	0.00	2.00
TOTAL	24.6	0.00 ⁽⁴⁾	0.00 ⁽⁴⁾	0.00	21.80

Table 3.8

Appendix 4 Framework for Design Codes

4.1 PPS1 makes it clear that good design is a key element in achieving sustainable development and is an essential element of good planning. The value of Design Codes is also recognised in PPS3 in order to improve the quality, value and delivery of residential development.

4.2 CABE advice in its publication "Making Design Policy Work" defines good design as "making places that are functional, durable, viable, good for people to use and that reflect the importance of local character and distinctiveness".

4.3 Given the scale of the proposed expansion of Whitfield and taking into consideration that the development will take place over a number of years when Buildings Regulations will ultimately change, it is considered that would be inappropriate to give detailed and prescriptive advice in the SPD on the specific types of materials that should be used, roof pitches and gables etc. This appendix has, therefore, been prepared to provide guidance on three key elements which will shape the future development of the WUE - streets, landscape and general built form.

4.4 A Design Code will be required to accompany each outline or detailed planning application or may be required by a planning condition as a reserved matter. A Design Code will be required to show:

- how development proposals have been informed by local influences; and
- justify any alternative approaches towards design, layout and any innovative solutions.

4.5 The Design Code must demonstrate how the planning application will connect and relate, both visually and physically, to existing adjoining development, surrounding landscape, countryside and any preceding phases. The guidance contained in this appendix should be read in conjunction with the analysis contained in the Concept Masterplan chapter and the Summary Urban Character Analysis document.

4.6 Design Codes will be expected to address the following (not an exhaustive list) :

- The relationship of the development with the overall regulating SPD

- Settlement patterns - key structuring principles that relate to the broad sustainability and character within the development area. This may define distinct character areas
- Urban form principles - urban structure and massing
- Townscape - principles including landmarks, vistas and focal points
- Block principles - handling of blocks and different block types
- Frontage Codes - principles for buildings frontages and set backs
- Street hierarchy and codes - Details of street design and character in line with street hierarchy, including details of junctions between street types.
- Density and Building Heights - the location and range of building heights and density
- Unifying features and characteristics between new and existing development areas.
- Details of how to build on slopes
- Boundary treatments
- Lighting and services
- Land use - mix of uses including different uses within a building
- Parking - strategies for parking and how this is accommodated on or off street - the use of parking courts will be discouraged.
- Sustainability principles - sustainability and the consideration of climate change should be reflected in the overarching objectives of the Design Code informing all aspects of design. As well as site wide issues this section may set specific benchmarks on for example, energy, materials water conservation, sustainable drainage and waste
- Key spaces/open spaces - key characteristics of civic and green spaces
- Public Art - integration of public art into the scheme
- Key and focal buildings - characteristics of key buildings, such as those at the village centre. This could include briefs for buildings

GENERAL DESIGN CODE FRAMEWORK PRINCIPLES

Streets

4.7 Movement patterns form the framework for our experience of a place. Aside from the main A2 trunk road and A256 dual carriageway, the existing Whitfield village framework incorporates three main street typologies - primary routes, secondary routes and tertiary streets. Also of influence on the character of the existing village are the green and rural character lanes, which importantly reinforce the historic origins and character of the village. The characteristics, form and function of these existing routes can be relied on to inform the development of the WUE street hierarchy.

4.8 Throughout the WUE area the hierarchy of routes must be easy to understand and be recognisable, using intersections, squares and landmarks which will aid and assist people as they navigate their way around each of the neighbourhoods and the wider WUE. Public realm improvements and enhancement to existing routes which would unify the existing and WUE area will be encouraged. Street design will be expected to give priority to pedestrians and cyclists to enable safe and easy movement patterns between and through the existing and expanded village in accordance with the principles contained in Manual for Streets 2.

Primary Streets

4.9 May take the form or character of a boulevard or avenue. This would be subject to various influences along its length e.g. its location in terms of topography and landscape features and characteristics.

Street Typology

Description

4.10 This is the principal and most important street in terms of hierarchy. The street provides the primary access to the WUE via an at grade roundabout at the proposed junction with the A256 and later the A2. The street provides a connection with each of the new neighbourhoods and connections to the existing network.

4.11 Public squares may be provided along its length to create traffic calming. The building form, structural tree planting, surface materials and street furniture should be designed to reinforce the form of these spaces.

4.12 It will provide a bus route with a hub at the Sandwich Road Village Centre at the heart of the development.

4.13 Manual for Streets 2 and Kent Design will be likely to inform carriageway and footway typology and widths and KCC guidance note IGN3 - Parking will be likely to inform vehicle parking requirements. Variation in carriageway widths, landscaping features and the use of parallel parking all have a role to play in not only assisting with traffic calming but also making the built environment a safe pedestrian and cyclist environment. The use of raised tables and crossing points and over engineered traffic calming measures should be avoided.

Pavements:

- The use of permeable surfaces will be encouraged, subject to approval from KCC Highways.
- Access points off the primary street into shared surface streets should be designed as pavement crossings rather than bell-mouths to ensure pedestrian priority.
- Textured paving to be provided each side of the crossing as tactile warning for visually impaired people.

Street Lighting:

- Hooded or shielded lamps should be used to prevent upward and/or outward spillage. They should be part of a cohesive family of fittings
- Lights should be located at the outside edges of footpaths. They should be staggered down the street and co-ordinated street tree locations to ensure illumination is not compromised.
- Final specification of fittings will need to be approved by Kent County Council Highways Department for adoption.

Building Enclosure :

4.14 Frontage development would be likely to be two storeys with buildings at key squares up to three storeys in height subject to justification. Development form should not be overly urban, but should incorporate the leafy suburban characteristics found for example, along Archers Court Road. Building lines can be

consistent and plots should incorporate appropriately sized front gardens which will reflect the character of the route but would also provide a sense of enclosure to it.

Landscape:

- The primary street should be defined by an appropriate use of structural trees 'signposting' the route through the developed area, with the species and arrangement varying between neighbourhoods and topographic context. A continuous avenue is not necessary. Where this road follows the ridgeline to the north-west of Whitfield, it will be assimilated into a structural tree belt. Where the road traverses the valley floor, planting should be arranged to allow views along the green corridors to either side. Where the road slopes on a valley side, structural tree planting should reflect a series of thresholds descending into the valley or climbing out of it, aligned on junctions with side roads where possible. Seating should be provided along the roadway at points presenting views into or along valleys. To maintain variety whilst enhancing the scale of the primary street, trees should not be planted close together or at regular intervals.



Secondary Street

Description

4.15 The secondary streets provide access from the primary street to the residential shared surface streets. They are less formal than the Primary Street, but may retain the general consistent building line and localised pinch points.

4.16 Public spaces can be provided along their length and parallel parking used to create traffic calming. The building form, structure tree planting, surface materials and street furniture should be designed to reinforce the form of these spaces and character of the street.

4.17 Front garden dimensions and type will be dependant on the defined spatial character and layout of the area, character of the route and its relationship with the adjoining existing form of development where applicable.

4.18 Materials, street lighting, street furniture and building enclosure characteristics may be similar to the Primary Street but will be subject to influences from adjoining streets and development type to unify development areas.

Landscape:

- The junctions of secondary streets with the primary street could be defined by structural trees. Planting within the secondary streets should be of smaller species and tighter form, allowing for short rows of tree planting (2-3 specimens) following the street direction whilst serving to calm traffic on pinch points. Distributed across the neighbourhoods at junctions, in an irregular layout, small public spaces should be created with seating and including grassed areas for local areas for play.



Tertiary Streets

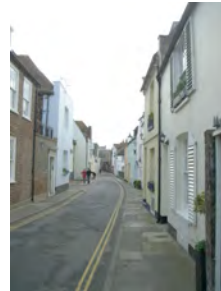
Description

4.19 The tertiary streets provide access from primary and secondary streets to shared surface streets. They are less formal than the Secondary Street, but retain the general consistent building line and localised pinch points. Priority will be given to enhanced pedestrian and cycle use over the dominance of vehicular traffic.

4.20 Public spaces and on street parking are likely to be provided to create traffic calming. The building form, structure tree planting, surface and street furniture should be designed to reinforce the form of these spaces.

4.21 House elevations should reflect the character of the street and be a minimum of 2 storeys in height, with occasional 2.5-3 storey buildings, where justified and necessary as navigation features and landmarks could be used to reinforce the places along their length. It may be suitable for buildings to have short front gardens, subject to spatial considerations.

4.22 Materials, street lighting, landscaping and building enclosure will generally be similar as Secondary Streets.



Shared Surface

Description

4.23 The aspiration is to move to shared surface streets as soon as possible. These are similar to Homezone concept developed in Holland in the 1960's where the term 'Woonerf' is used which literally means 'living yard'. This form of street is now commonplace in Holland, Denmark and Germany and shares a number of characteristics with the existing village lanes of Whitfield.

4.24 The shared surface street is where people and vehicles share the space safely and on equal terms. Quality of life takes precedence over ease of traffic movement.

4.25 The form of the buildings dictates the shape of the space rather than in a conventional highway layout. The vehicular zone through the space will be defined by tracking movements. Features such as planting, trees, street furniture and space for informal parking may be included in these streets.

4.26 Shared surface streets will be accessed via pavement cross overs rather than carriageway bell mouths. This will immediately symbolise that the vehicle is entering the predominantly pedestrian domain.

Materials:

- The use of permeable surfaces will be encouraged, subject to approval from KCC Highways.

Street Lighting:

- Street lights should be wall mounted and designed to restrict light pollution with hooded or shielded lamps. They should be part of a cohesive family of fittings. Lamps should provide a warm white light from a ceramic metal halide source.

Building Enclosure:

- The informal arrangement of the buildings around the shared surface will be reflected in the less ordered appearance of the elevations. It will however be important for buildings to be specifically designed at corners and terminate vistas from within the space.
- Buildings will be no more than 2 storeys in height.
- Boundary treatment separating private gardens from the public realm are an important element of the enclosure. They should be constructed in material to match the building which they link to.

Landscape:

- In acknowledgement of the locally characteristic rural street scene, hedgerow planting with small trees and garden walls should be used to provide pinch points to calm traffic and offer legibility to the space and routes through it. Seating can be introduced to encourage a pedestrian presence in the shared space.



New Green Lanes

Description

4.27 These routes on the edges of the development or large areas of public open space should achieve the character of a rural lane. These lanes will be shared surface routes and the use of permeable surfaces will be encouraged, subject to approval from Kent Highway Services. Parallel parking bays and tree planting in places will reduce the carriageway width to control speeds. Verges and hedgerows will be retained and reinforced.

Materials:

- Shared surface lane – Resin bound gravel

Street Lighting:

- Street Lights to be located informally along the edge of the public open space and in some cases bracketed on buildings.
- Column mounted and bracketed fittings should be designed to restrict light pollution with hooded or shielded lamps. They should be part of a cohesive family of fittings. Lamps should provide a warm white light from a ceramic metal halide source.
- Edge of development areas will have limited street lighting in order to reduce and limit the impact on the night sky

Building Enclosure:

- Houses will front onto the lane but will be set back and may have enclosed front gardens. The boundary treatment to the gardens will be native species hedges. Houses will generally be 2 storey along these edges.
- The fronts of houses will generally be set out on a common sinuous building line, except in edge of development areas or where other factors influence the layout, the occasional house may step forward or back from this line.
- Access will generally be from the rear via shared access drives

Landscape:

- The green lane should invite the surrounding landscape into the street scene. A sense of openness to the green space along side the road is required. Verges will need to

be protected. Roadside tree planting may be in informal groups and relate to the species used in the open space.



Existing Lanes

Description

4.28 The existing rural lanes are narrow, often sunken and lined for the most part with strong hedgerows. This is a characteristic which should be retained. They have limited or no capacity to take more traffic.

Archers Court Road:



4.29 Archers Court Road has the characteristics of a secondary route as far as the existing built development after which it becomes a rural lane. In order to protect the rural nature of Archers Court Road as it leaves the village going north east to in the direction of Langdon Abbey, development will be set back behind a wide verge and leafy tree avenue so that filtered views through to the new buildings are afforded. A footpath and cycleway can be provided within the verge between the trees and the buildings. Building will front the street but vehicular access to these buildings may be from the rear.

Singlesdge Lane:



4.30 Singlesdge Lane from the Ramada Hotel to Green Lane has the characteristics of a rural lane and this character and function should be protected and enhanced. There is an existing hedgerow with trees to the south west which must be retained and echoed on the north eastern side of the lane. This will provide landscape vertical structure enabling a habitat corridor connecting Lenacre and Captain's Wood on the verge. Subject to more detailed analysis these verges may also contain swales as part of the SuDs system. Development which will front the route will be set back behind wide formal verges with a footpath and cycleway. New individual accesses onto Singlesdge Lane are unlikely to be acceptable within the identified rural lane area.



Nursery Lane:



4.31 An area of open space will be provided to the west of Nursery Lane which for this length of the road will give it a more open aspect.

Green Lane:

4.32 Care will need to be taken that the character of this quiet cul de sac is not changed by the potential access to the land to its east. The route should function primarily as a green corridor, for non-vehicular usage. New access onto Green Lane will not be acceptable.

Napchester Road:



4.33 Napchester Road, which is a narrow road that serves a number of residential properties and has limited highway capacity and no public footway. Its highway capacity is severely constrained and the treatment of Napchester Road in relation to the expansion is dealt with in Chapter 5. Beyond the existing

development, Napchester Road follows the line of the ridge and for much of its length is open with no hedgerow. The viewing corridor from Napchester Road west of Shepherd's Cross, looking north east to the sea must be retained. The historic landmark at Shepherds Cross must be incorporated into any proposed development scheme.

Church Whitfield Road:



4.34 Church Whitfield Road is unlike the other rural lanes, it is sunken for much of its length. The carriageway is narrow and is flanked by steep verges, embankments and no hedgerow. Church Whitfield Road should retain its existing character and any alterations should be minor and reinforce its historic rural character and function. Development which fronts this route will be set back behind wide verges with a footpath and cycleway. New accesses onto Church Whitfield Road will be unacceptable.

Landscape:

- Trees should be used to define and, where needed for shelter, calm or shade, contain spaces. Trees should provide directional signposts where large open spaces are traversed by footpaths. Where structural tree species cannot be used for reasons of size, their street tree cultivars should be considered to retain associations with the rural setting. Hard surfacing should be used for footpaths and areas for gathering.
- Verges, hedgerows and embankments should be retained, protected and reinforced.

Cycleways and Footpaths:

- A series of pedestrian routes and cycleways is proposed across the WUE, including the retention of existing PROWs.

Landscape Design - General

Planting:

- Structural planting of trees and shrubs should reflect locally characteristic species for the benefit of habitat and enhancement of sense of place. Structural tree species for the different neighbourhoods of the Proposed Development are highlighted in section 7 and include oak, ash, field maple, horse chestnut and Corsican pine. Structural planting of native shrubs should include Elder, Ash, Field Maple, Hawthorn and Blackthorn species.
- Native, locally appropriate plant species should be used for structural canopy trees, scrub/understorey shrubs, grassland and wetland areas. Where feasible, these should be of local provenance.
- Care should be taken in the position of structural planting to ensure that viewing corridors are framed but not restricted or blocked and that inappropriate overshadowing is avoided.
- Structural tree planting should be used to define key gateways to roads, paths and open spaces as well as the routes themselves, providing signposts to movement and interest and amenity along the route.
- Ornamental planting of street trees and shrubs within streets and public open spaces should be subservient in positioning and scale to structural tree planting and should be used to guide movement and assist in the containment of spaces, without unnecessarily enclosing them or making them dark and uninviting.
- The use of tree canopies should be incorporated into more densely built development areas to break up roofscapes

Surfacing and Furniture:

- Reference should be made to local precedents, notably in the form of containing features.
- Open space such as public open space, parks, play areas, highways and adjoining land, should clearly demonstrate that it is public through the openness of access.
- Hard surfacing on public open spaces should reflect the function of the space.
- Where open spaces are semi-private, enclosures such as brick or brick and flint walls, hedges and fences should be used to define the boundaries of the space and create a sense of ownership.
- Semi-private spaces and footpaths within built up areas should be designed to be overlooked, be well-lit and

well-maintained to maximise the sense of ownership. Footpaths should provide short, direct and desirable links and have a clear line of sight between either end.

- To maintain an uncluttered appearance to the street scene, signage, litter bins and dog bins should be integrated onto the same supporting posts wherever possible or affixed to buildings.
- Litter and dog bins should be clearly visible to encourage usage. Litter bins should be located adjacent to shops, bus stops, junctions with footpaths, benches in open space and at other points where congregation is anticipated. Dog bins should be located at junctions on footpaths.
- Cycle stands should be provided at local centres and adjacent to areas for play and sport.
- Tree grilles should be provided for planting directly into shared surface areas and in formal public open space. Otherwise, tree planting into hard surfaces should include a self-binding gravel surround.
- Benches should be located to provide amenable seating opportunities. For example, presenting views across open spaces, providing seating in sunshine or shade or offering a resting point on a pedestrian route. Benches should set back from vehicle routeways and should not impede progress along footpaths or pavements.

General Building Design

Generally:

- Building design should relate in material, hierarchy of detail and form to the simple traditional buildings which reflect the local vernacular
- The architectural form, detail and materials shall reflect the status and relative position of the building within the urban fabric.
- The buildings together should convey an impression of unity alleviated by minor variety of detail, materials and grouping.
- Variety should not be gratuitous or regular. Groups of identical buildings can be placed alongside individual buildings. Alternating detail should be avoided.
- The design of buildings in important positions should be considered in relation to the function of their visual importance. A single enhanced detail or a particular building

form may be the only additional features necessary to create the required effect.

- House sizes should be mixed in all parts of the scheme. This mix should not be regular or random and small groups of similar houses should be created.

Building Plots:

- Houses should have identifiable and functional entrances on their front elevations facing streets. Where houses bound onto two streets they will front and have pedestrian access onto the major street. Where houses bound directly onto green spaces, the house will front onto the green space.
- Where houses have front gardens, the front and rear gardens must be identifiable as such and the rear garden should afford a degree of privacy.

Building Groups:

- There should be a mixture of types of building groups distributed over the development. This mixture should give variety and interest to the street and public areas without the monotony of contrived and regular variety.
- There should be terraces both of a unified design and of a type constituted of varied house types. Unified terraces should be designed as one composition with special consideration given to end of terrace houses and, if appropriate, centre houses.
- Garages should be considered as part of a building group where they are visible.

Building Detail

Materials:

- The selection of materials shall be guided by sustainable principles and where possible preference will be given to locally sourced and produced materials. The palette will be limited to materials that are traditional to east Kent, unless otherwise justified.

Appendix 5 Guidance for Future Planning Applications & Anticipated Heads of Terms

Guidance for Planning Applications

5.1 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.

5.2 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.

5.3 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.

5.4 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.
- As development progresses on the ground there will be a need for developers to monitor the actual characteristics and impacts of the development, review the resultant information and use it to inform the preparation and determination of subsequent planning applications, including the processes of Environmental Assessment and Appropriate Assessment. This monitoring process would be overseen by the District Council and would include monitoring of matters such as, housing development rates, housing mix, population forecasts, traffic impacts and forecasts, infrastructure needs and delivery, usage and management of green infrastructure, and impacts on European designated wildlife sites. Any monitoring must be paid for by the developer.
- 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 - if the submission is for a development area out of sequence with the preferred phasing sequence identified in Chapter 6, then full justification should be given
- 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
- 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
- Public Realm and Open Space Strategy - Provision & 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) Who maintains streets, local spaces and streets, spaces, footpaths, cycleways and at 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
- f) Landscape & Biodiversity Management Strategy
- g) Sport & Recreation Strategy - including details of how facilities will be operated and managed
- h) Children's Play Area strategy

Also see below under Heads of Terms

- Waste Management Plans (construction & occupational stages)
- Statement of Community Engagement
- Financial Assessment if it is asserted that full infrastructure provision cannot be fulfilled by the development. Confirmation will also be required that the developer will meet Local Authorities costs in seeking a viability appraisal by an independent consultant.

5.5 ENVIRONMENTAL STATEMENT

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.

Code for Construction practice

5.6 It is common for major developments to be required to submit a Code Of Construction Practice (CoCP) to control environmental impacts. CoCPs are often used to support planning applications and can include management measures covering works to be carried out. Details can be required by condition, but a framework for the CoCP should accompany any planning application.

5.7 The main developer shall submit a Code of Construction Practice (CoCP) agreed with the Local Planning Authority. The main developer can make these measures a requirement contractors must comply with when carrying out site preparation, demolition, construction etc. They assist in keeping disturbance to a minimum, mitigating nuisance to the public, and can also contribute to Environmental Statements submitted with planning applications. The purpose of a CoCP is to ensure that impacts upon the environment are taken into account according to best practice.

5.8 The CoCP should be provided in two parts. Part A should address project wide issues The principal obligations on contractors and developers when undertaking work. The general measures to be used during construction, and how they will be applied by the contract and enforced by Dover District Council. The details of the measures for each relevant environmental topic. It is common for Part A of CoCPs to include the following section General: Purpose of The Code of Construction Practice Legislation & Regulations The Sites Liaison and the Project Communication Plan Noise & Vibration - Hours of Working Dust & Air Pollution Public and Private Roads, Footways, Footways, Cycleways & Bridleways Water Resources, Courses & Drainage Ecology Archaeology and Cultural Heritage Handling and Disposal of Waste Materials Contaminated Land Site Activities Safety Part B will be developed by the applicant, and their main Contractor when appointed. It will set out details of how the principles and requirements laid out in Part A will be met on a site specific basis.

5.9 This will take into account the environmental issues at each work site which may include conditions imposed on planning permissions; assurances given in relation to planning and other consents; Site Environment Management Plan (SEMP) and other Environment Management Plans to be produced /co-ordinated by the main contractor; and consents obtained /co-ordinated by the main contractor under Section 61 of the

Control of Pollution Act The Code may be revised from time to time in light of discussions with the local planning authority and/or other affected parties.

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. Developers will be expected to meet the cost of undertaking viability appraisal work and the monitoring of any legal agreements.

GENERAL ADVICE

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.
- Affordable Housing occupation will be required to take into account the occupation needs of local people which will be informed by the Whitfield Housing Needs Assessment. 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

- 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. Where development proposals include school sports fields or facilities sport and recreation strategy, for community use, evidence of how the facilities will be managed and maintained will need to accompany planning applications. It is likely that a scheme will have to be entered into between developers and the school and/or Kent County Council outside the planning process to secure appropriate use for the community. It is recommended that early liaison with Kent County Council, school governors and Sport

England is undertaken in this respect. A community use scheme is likely to be required by condition or may be required to be submitted as a S106 obligation.

Ecological Mitigation Measures

Transport & Highways

5.10 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.

Workforce Code of Practice

5.11 Development proposals will be expected to provide employment opportunities for local people and trades, through 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

Pre- Application Discussions

5.12 Pre-application and negotiations are always encouraged between the Developer, Statutory Consultees and the Local Planning Authority prior to submission. There is a fee for LPA services and advice. Further details can be found on the Council's website.

Appendix 6 Glossary

2 Form Entry (2FE) Primary School	A primary school which takes two forms of entry in any one academic year, with each form having the same maximum capacity.
Affordable Housing	Affordable housing includes social rented, affordable rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Further details on Affordable Housing can be found in the District Council's 'Addendum to the Affordable Housing Supplementary Planning Document'.
Ancient Woodland	Ancient woodland is a term used to refer specifically to woodland dating back to 1600 or before in England and Wales (or 1750 in Scotland).
Accessible Natural Greenspace Standard (ANGSt)	<p>ANGSt recommends that everyone, wherever they live, should have accessible natural greenspace:</p> <ul style="list-style-type: none"> • of at least 2 hectares in size, no more than 300 metres (5 minutes walk) from home; • at least one accessible 20 hectare site within two kilometre of home; • one accessible 100 hectare site within five kilometres of home; and • one accessible 500 hectare site within ten kilometres of home; plus • a minimum of one hectare of statutory Local Nature Reserves per thousand population
Appropriate Assessment	An appropriate assessment needs to be undertaken in respect of any plan or project which:

	<p>A) either alone or in combination with other plans or projects</p> <p>would be likely to have a significant effect on a European Site, and</p> <p>B) is not directly connected with the management of the site for nature conservation.</p>
Area of Outstanding Natural Beauty (AONB)	Areas of Outstanding Natural Beauty are designated under the National Parks and Access to the Countryside Act 1949 for their outstanding landscape quality. There are 37 AONBs in England covering 15.6% of the land area and a wide range of landscape types.
Armature	The characteristics of the existing built form.
At Grade Roundabout	A roundabout that is located directly on the existing carriageway.
Building for Life	Building for Life is the national standard for well-designed homes and neighbourhoods. It promotes design excellence and celebrates best practice in the house building industry. There are 20 Building for Life criteria.
Bus Gates	Bus gates are often automatic bollards or a barrier that prevents through traffic (apart from buses) from using a particular section of the highway.
Bus Rapid Transit (BRT)	Bus rapid transit (BRT) is a term applied to a variety of public transportation systems using buses to provide a faster, more efficient service than an ordinary bus line. This can be achieved by making improvements to existing bus infrastructure or by creating a stand alone bus system.

Code of Construction Practice	A Code to ensure that contractors act responsibly and that all impacts on the environment (including construction traffic) are properly considered and mitigated.
Code for Sustainable Homes	The Code for Sustainable Homes is an environmental impact rating system for housing in England, setting new standards for energy efficiency.
Coherent Development	The smallest element of the WUE that can be granted planning permission without prejudicing the implementation of the remainder. When granting planning permission for a part of the WUE the Council will be concerned to ensure that development is supported by the necessary range of infrastructure and is therefore a self-supporting piece of development in its own right as well as making a contribution to the completion of the whole WUE.
Community Hub	Complementary community facilities (such as a sports hall, clubs, nurseries or schools) which are located in one area to focus community activity.
Community Infrastructure Levy (CIL)	A new charge which local authorities in England and Wales will be empowered, but not required, to charge on most types of new development in their area. CIL charges will be based on simple formulae which relate the size of the charge to the size and character of the development paying it.
Core Strategy	The Core Strategy is the principal document in the LDF and contains the Council's vision and spatial strategy for the future development of the District. The District Council's Core Strategy was adopted in February 2010.
De-energised Cable	An electricity cable that is not yet connected to the grid.
Design Prompts	Guiding design principles which steers the approach to the WUE development.

Development Areas	The three distinct parts of the WUE which are separated by green infrastructure. These are the Northern, Western and Eastern Development Areas.
Energy Centre	A main focus for the production, capturing or distribution of energy primarily for the use within the development area.
Energy Service Company (ESCO)	An ESCo is a commercial business providing a broad range of comprehensive energy solutions including designs and implementation of energy savings projects, energy conservation, energy infrastructure outsourcing, power generation and energy supply, and risk management
Grade Separated Junction	An access layout that connects two roads at different heights (grades) that is designed in a manner that it will not disrupt the traffic flow on the main highway.
Green Infrastructure (GI)	Multifunctional green space that conforms to the definition in the Core Strategy (paragraph 2.13)
Habitat Regulations Assessment (HRA)	The need for Habitat Regulations Assessment is set out within Article 6 of the EC Habitats Directive 1992, and interpreted into British law by Regulation 48 of the Conservation (Natural Habitats &c) Regulations 1994 (as amended in 2007). The ultimate aim of the HRA is to "maintain or restore, at favourable conservation status, natural habitats and species of wild fauna and flora of Community interest" (Habitats Directive, Article 2(2)). This aim relates to habitats and species, not the European sites themselves, although the sites have a significant role in delivering favourable conservation status.
Infrastructure	The range of facilities and services as defined in Core Strategy Policy CP6. For the purposes of this SPD infrastructure is

	sub-divided into that delivered within an element of Coherent Development, that delivered elsewhere within the WUE as part of the Coherent Development (including financial payments), and that delivered beyond the WUE.
Local Centre	Local centres include a range of small shops of a local nature, serving a small catchment. Typically local centres might include, amongst other shops, a small supermarket/convenience store, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette.
Local Development Framework (LDF)	The LDF sets out the planning framework within which planning decisions are made. An LDF is made up of a number of documents which replace the previous system of District Local Plans.
Monitor, Review and Adjust	The process of collecting and using survey information to inform planning decisions relating to the WUE. The Council will expect planning applications to be accompanied and informed by such survey information regarding the characteristics and impacts of the development so far completed, the effectiveness or otherwise of infrastructure and mitigation measures and for infrastructure and mitigation proposals to be adjusted accordingly. This process will also provide the Council with necessary information for it to make an Appropriate Assessment under the Habitat Regulations and for applicants to prepare their Environmental Impact Assessments. The survey design, scope and method should be agreed by the Council and achieve, where appropriate, a recognised degree of statistical reliability.

Multi Utility Service Companies (MUSCo)	These companies provide a variety of utility services and can ensure strongly joined-up service infrastructure and a highly efficient customer interface.
Neighbourhood	A distinguishable part of a Development Area that has its own identity as a result of landscape, infrastructure and/or cultural features. These characteristics should be reflected through the design of the Neighbourhood.
Neighbourhood Centre	The community focal point of a Neighbourhood. The Council would expect those Neighbourhoods that are proposed to contain a primary school and any local commercial and community facilities to group these to create a Neighbourhood Centre. Those Neighbourhoods that are not proposed to include such uses would use appropriately designed Green Infrastructure and buildings to provide a space of particular civic presence sufficient to create a Neighbourhood Centre.
Passive Solar Gains	Refers to the increase in temperature that results from solar radiation. Building orientation should be designed to increase and maximise the use of solar gain in order to reduce the amount of energy required to heat or fuel a property.
Phasing	The order in which the Neighbourhoods, and areas within the Neighbourhoods, are developed.
Photovoltaic Cells	A solar panel or a device used to produce electricity
Potable Water	Potable water is water of sufficiently high quality that it can be consumed or used without risk of immediate or long term harm.
Primary Road	This is the principal most important street in terms of the road hierarchy.

Public Rights of Way (PROW)	Include, but are not limited to, streets, roads, highways, bridges, alleys, sidewalks, trails, paths, public easements and all other public ways.
Ramsar	A term adopted following an international conference, held in 1971 in Ramsar in Iran, to identify wetland sites of international importance, especially as waterfowl habitat. The Ramsar List of Wetlands of International Importance now includes 1,888 sites (known as Ramsar Sites) covering around 1,853,000 km ² , up from 1,021 sites in 2000.
Secondary Road	A road supplementing a main road, usually wide enough and suitable for two-way traffic travelling at moderate or slow speeds. It provides access from the Primary Road.
Special Areas of Conservation (SAC)	SACs are areas which have been given special protection under the European Union's Habitats Directive. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity. SACs together with the existing SPAs form a network of protected sites across the European Union called Natura 2000.
Special Protection Area (SPA)	SPAs are areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries.
Sustainable Urban Drainage (SUDS)	SUDS are a sequence of water management techniques and facilities designed to drain surface water in a manner that is more sustainable than the conventional practice of allowing surface water to discharge into the foul watercourse.

Supplementary Planning Document (SPD)	Supplementary Planning Documents can cover a range of issues and provides further detail of policies and proposals in a Development Plan Document (Core Strategy or Site Allocations Document).
Supported Living Unit	Supported Living Units are designed to provide accommodation, support services and flexible personal care as required to suit individual needs
Sustainability Appraisal (SA)	Generic term used to describe a form of assessment which considers the economic, social and environmental effects of a plan or proposal.
Sustrans	Sustrans is an organisation that supports and encourages people to travel by foot, bike or public transport. There are a number of Sustrans cycle routes that have already been implemented or are in the process of being implemented across the country.
Swale	A swale is a low tract of land, especially one that is moist or marshy and can form part of a SUDS scheme.
Tertiary Road	Provides access from the primary and secondary roads.
Village Centre	The largest of the Neighbourhood Centres which would include medical, community and commercial services and facilities and is located to be readily accessible to the whole of the WUE as well as residents of existing Whitfield.
Village Extension	A part of the WUE that takes the form of a physical extension to the existing settlement and is served from the existing road network. Assuming all other infrastructure and planning matters are resolved an extension can be developed independently from the remainder of the WUE.

VISSIM	VISSIM is a highway modeling software. It is a transport simulation and transport modelling software package for modeling more localised areas, examining complex interchanges and interactions between different transport modes. This software can consider the effects of lane configuration, traffic composition, traffic signals, driver behaviour characteristics and Public Transport services and is capable of using the results and information from the VISUM software.
VISUM	A multi-modal public transport software used as the foundation for forecasting the effects and impacts of proposed developments at a strategic level.
Whitfield Urban Expansion (WUE)	The whole urban expansion area allocated under Policy CP11 in the Core Strategy.