

Aylesham Masterplan

Supplementary Planning Guidance Proposed Amendments Report

JUNE 2004

DRAFT

table of contents

INTRODUCTION

DETAILED COMMENTS FROM AND RESPONSES TO CONSULTEES

introduction

This document has been prepared by EDAW, in association with Alan Baxter Associates, for the Aylesham Creating Quality Places Partnership. These amendments will be incorporated into the masterplan, which will be presented to Dover District Council for adoption as Supplementary Planning Guidance. This report sets out in detail the responses received during the six week consultation period for the draft Supplementary Planning Guidance for the Aylesham Masterplan.

This document includes suggested responses and recommendations to comments received. The comments summarised in this report are comprised of formal written responses submitted to Dover District Council during April and May 2004. This formal consultation was complemented by a wider public consultation and opinion research. The outcome of the opinion research is summarised in a separate document, which should be considered jointly with this report.

detailed comments & responses

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
1	Kent County Council; Dick Feasey, Planning Policy Manager (10/05/04)	General		<p>The Masterplan is up to date and conforms with many of the key principles in the Kent and Medway Structure Plan (Deposit Plan) and Kent Design. The reduction in size of the northern development area to that now shown in the Masterplan, in compliance with PPG3, was a welcome modification.</p> <p>The Masterplan is to be commended for respecting the original 1928 Abercrombie plan for the village whilst strengthening its central focus, improving open spaces and community facilities. Features which are especially supported are:</p> <ul style="list-style-type: none"> the bringing together of the existing and new communities by connecting footpaths, the range of densities and house types proposed the improvements to the Market Square the extra 80 to 100 homes would create a new border to the redesigned central open space. 	Noted.	No action required.
2	Kent County Council; Dick Feasey, Planning Policy Manager (10/05/04)	General		<p>The Masterplan could beneficially give greater prominence to employment issues. It is difficult to consider Aylesham's Masterplan without taking account of potential developments at Snowdown and at this stage the scale and extent of development there has not been finalised. Given the importance of creating a sustainable community, it would seem sensible to provide information about the numbers of jobs already provided in the village with projections about additional potential employment creation in the event of, say, a 5 hectare development at neighbouring Snowdown.</p> <p>There is a mismatch between the future population of Aylesham and the future employment provision. The number of jobs required by new people could range from 800-2,500, but is likely to be 1,200-1,500. One positive way this difficulty could be partly resolved would be to bring forward the unrelated development of employment opportunity at Snowdown Colliery. If the two developments are associated it would be helpful and positive for the region.</p>	Noted.	No action required.
3	Kent County Council; Dick Feasey, Planning Policy Manager (10/05/04)	General		<p>The future of the Local Plan allocation for an employment/vocational education hub to the south of the Aylesham Community Project is also linked to the development at Snowdown Colliery, and it is important that the two developments are not in conflict. Consequently, though specific proposals for its redevelopment have not been included in this SPG, future assessment of its role in job creation and job training in Aylesham is needed. Finalisation of plans for Snowdown will allow this analysis to proceed.</p> <p>The draft SPG does include proposals for some employment uses within Aylesham, including small business/live-work units on Boulevard Courtières.</p>	<p>Employment creation at Snowdown Colliery would benefit both existing and future Aylesham residents. Various options for the development at Snowdown have been put forward to the ODPM for approval, yet it is difficult to link the two projects without knowing the precise parameters governing development at Snowdown. Justification for employment development at Snowdown has included analysis of projected population expansion in Aylesham. If the development of 5 hectares of employment use at Snowdown is taken forward, it is expected this would create between 365 and 600 jobs, depending on the mix of uses, primarily for Aylesham/East Kent residents.</p>	<p>Amend text in paragraph 3.5.5 to indicate potential for future assessment of employment development at the Employment/Vocational Hub.</p> <p>"No formal proposals have yet been drawn up for this site as proposals for Snowdown Colliery have not been finalised. Developments at Aylesham and Snowdown Colliery will complement each other, and it is important that they are not in conflict or competition. Upon finalisation of development proposals for Snowdown Colliery, the potential for additional employment uses to the south of the Aylesham Community Partnership will be assessed."</p>
4	Dover District Chamber of Commerce; Ray Haines, Chief Executive (17/05/2004)	General		<p>Aylesham lies in an area generally rich in archaeology with extensive and important archaeological landscapes lying buried in the fields surrounding the village. Striking evidence of the extent of these landscapes is demonstrated through cropmarks identified on aerial photographs.</p> <p>The land parcels should be evaluated for archaeological significance at an early stage to inform detailed design. The evaluation could be implemented in a phased approach reflecting the development programme but needs to be done over a sufficiently large area to allow the scope for redesign to be meaningful. There is some limited scope for including preservation in the development proposals through location of open space, playing fields and play areas etc. Outside these locations, there are almost certainly going to be extensive areas of significant archaeology which cannot be preserved in-situ and which will need to be mitigated through a further programme of archaeological investigation before and during development.</p>	<p>Noted.</p>	<p>See item 23.</p> <p>In addition, the following text should be added to section 5.10: "Archaeology Aylesham lies in an area generally rich in archaeology with extensive and important archaeological landscapes buried in the fields surrounding the village. Archaeological evaluation should be undertaken as part of the Environmental Assessment undertaken to support the outline planning application and to help inform the development of the proposals. More detailed evaluation may be required before any applications for detailed permission can be determined. Opportunities for preservation in-situ should be maximised but when not possible a programme of investigation will be required before and during development."</p>
5	Kent County Council, Archaeology; Simon Mason (10/5/04)	General		<p>CARE supports the SPG's emphasis on good design and high standards.</p>	Noted.	No action required.
6	Kent County Council, Archaeology; Simon Mason (10/5/04)	General		<p>The site lies on drift deposits of Head overlaying the Upper Chalk Formation. This site lies within a Source Protection Zone II as classified in the Policy and Practice for the Protection of Groundwater.</p> <p>The idea of promoting and funding a programme of habitat</p>	Noted. See comments (5) and (23).	No action required.
7	Conserve Adisham's Rural Environment (CARE); Alan Armstrong (06/05/04)	General			Noted.	No action required.
8	Environment Agency; Barrie Neaves, Customer Services Manager (14/05/2004)	General			Noted.	No action required.
9	Kent Wildlife Trust; Keith	General			Noted.	No action required.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
10	Nicholson, Planning & Conservation Officer (05/05/04) ACDP: Education Subcommittee (March 2004)	General		enhancement in partnership with schools and community organisations is to be commended. The Trust has been involved in initiatives in Aylesham in recent years and is happy to be involved in community projects that have a 'wildlife-for-people' theme. Their needs will be met. Further discussion is necessary to determine the need for provision of a new youth centre. The copse near the Primary School is a possible site.	The young people of Aylesham have been involved in the development of proposals for the draft SPG. The Youth Clubs contributed to the first Enquiry by Design event and contributed suggestions for future provision of youth facilities in Aylesham. The current proposals include additional sports facilities within the Welfare Sports Ground which build on the youth clubs' suggestions for improved leisure facilities. Additionally, the improved Central Open Space will become an improved space for use by residents of all ages, including young people. It is agreed that a reference to youth facilities would be a useful addition to the Masterplan. No firm evidence for additional facilities at the Youth Centre has been submitted but the case for this can be determined in the context of the outline planning application.	Amend 5.8 to "Youth & Learning", and make "Aylesham Primary School" a Subheading. Insert "Youth Facilities" as the second subheading, and add the following text: "The Masterplan proposes two multi-use games areas, at Aylesham Primary School and in the Northern Development Parcel together with additional sports facilities at the Welfare Sports Ground. These will provide young people with a better range of activities. The need for additional youth centre facilities resulting from the proposed development will be determined in the context of an outline planning application."
11	Dover District Chamber of Commerce: Ray Haines, Chief Executive (17/05/2004)	General		The overall concepts for the masterplan of Aylesham are supported.	The copse near the Primary School is not well-used. There is the future option to incorporate the copse into the grounds of the Primary School, for use as a wildlife and/or environmental resource.	No action required.
12	ACDP: Parks and Open Spaces Subcommittee (May 2004)	General		Employment, Training & Education Developers should use and enhance skills of local labour force; market Aylesham's potential for future office and industry employment. Secondary education in form of skills/technical college Commitment to enhance both primary school sites	See comment (3). See comment (54). The SPG demonstrates a commitment to Aylesham Primary School (Chapter 5.8). St. Joseph's Primary School has not indicated a need for any additional facilities.	No action required.
13	ACDP: Parks and Open Spaces Subcommittee (May 2004)	General		Public Safety Viable traffic calming and parking solutions Policing and control of anti-social behaviour	Agree. Please see Chapter 7, Chapter 10.4 and comment (275).	No action required.
14	Campaign to Protect Rural England: T Glyn Thomas, Chairman (08/05/2004)	General		CPRE generally supports the principles of the SPG to ensure that the quality of life will be enhanced and maintained in the future.	Noted.	No action required.
15	Campaign to Protect Rural England: T Glyn Thomas, Chairman (08/05/2004)	General		The existing screening of the village by trees and hedgerows should be maintained, and natural screening features should be protected.	Noted.	No action required.
16	Government Office for the South East: Ralph Dickens, GOSE Kent Planning (10/05/2004)	General		The SPG will have to be re-drafted as an Area Action Plan or Supplementary Planning Document based on a Development Plan Document.	It is recommended that the Masterplan is adopted as SPG to the existing Local Plan. The Local Plan will be "saved" until the end of its lifespan (2006) under the terms of the new Planning and Compulsory Purchase Act. This provides a reasonable period for the submission and approval of a planning application. If, during that period, planning permission was granted for the development and the Council was reasonably confident that development would proceed, there would be no need to incorporate the Masterplan into the new planning system. However, to cater for all events, the Council's draft Local Development Scheme includes an Action Area Plan for Aylesham. The need for this will be reviewed in the light of progress with a planning application.	No action required.
17	Hillreed Homes: Alister Hume, Strategic Land Manager (13/05/2004)	General		Hillreed endorses the emphasis on quality of design. Deliverability of the housing will be key to the transformation of the village. Hillreed is keen to work with Dover District Council to ensure that the construction process is as quick as possible.	Noted.	No action required.
18	Development Control Manager, Dover District	General		The introductory chapters on planning policy and consultation should be moved to appendices.	The Public Consultation chapter (4), will become Appendix 2. The Planning Policy summary contained in chapter 2 can also be	Move Chapter 2 to an appendix, provide cross-reference in Section 1.2.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
19	Council (20/05/2004) ACDP: Parks and Open Spaces Subcommittee (May 2004)	1.1	3	Input from residents is of prime importance to ensure the success of the project. Ideas from all interested parties should be acknowledged and considered.	Residents have been encouraged to participate and contribute ideas throughout the development of the SPG. Each residence in Aylesham received a copy of the draft SPG and all were encouraged to submit comments, which have been incorporated into this report. In addition, views were solicited through random face-to-face interviews conducted in Aylesham from residents who did not submit the questionnaire.	Move Chapter 4 to Appendix 2, and amend all other chapter headings and references as necessary. No action required.
20	ACDP: Parks and Open Spaces Subcommittee (May 2004)	1.1	4	No reference has been made to the original Doorstep Green Plans.	The proposals put forward in this SPG are the result of both consultation and Enquiry by Design events as well as input from other organisations and local groups. The original Doorstep Green Plans certainly informed the SPG and some of the proposals in this SPG were informed by the Doorstep Green Plans. See comment (123).	No action required.
21	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	1.1	4	Comments submitted at the workshops have not been considered by the EDAAW team.	The outputs of the previous Enquiry by Design Workshops were summarised in feedback reports that were made available to all participants. Whilst it was not possible to acknowledge each comment in the draft SPG, the input received from individuals and organisations at the consultation exercises was taken into account in the formulation of the masterplan.	No action required.
22	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	1.1	4	The Parish Council questions the addition of an extra 100 houses to the plans, as the Local Plan (2002) sets out 800-1000 new houses,	The 850-1000 homes allocated in the Local Plan are located in the area called 'Northern Development Parcel'. The 80-100 homes proposed to front onto the Central Open Space would be in addition to the Local Plan allocation. As the SPG indicates, these homes are a departure from the Local Plan. If accepted as part of the Masterplan, the proposal for housing along the open space will be considered as a material consideration when determining future planning applications.	No action required.
23	Development Control Manager, Dover District Council (20/05/2004)	1.3	5	The text should refer to a checklist for developers that will indicate additional surveys and/or documents necessary to support future planning applications. These may include an Environmental Impact Assessment (with specific reference to sewerage, wildlife (flora and fauna), archaeology, landscape appraisal, landscape management, SUDS testing, topographical surveys, ground contamination and geotechnical surveys, noise assessment), Transport Assessment, Design Statement, Disability Statement, Statement of Community Consultation. The initial application is likely to be a hybrid application, rather than a strict outline, as fixed access arrangements, infrastructure plans and structural planting are likely to be required. Long-term management of public areas will also need to be considered. Prospective developers should discuss with local planning authority.	Agree.	Add new section after 3.6: "Planning Applications Planning applications for development will be expected to comply with principles and policies set out in this Supplementary Planning Guidance. To support planning applications, additional surveys and/or documents must be submitted. These documents include: - Environmental Impact Assessment, to address at least: -sewerage -wildlife (flora and fauna) -archaeology -landscape appraisal -landscape management -SUDS testing -topographical surveys -ground contamination -geotechnical surveys -noise assessment - Transport Assessment - Design Statement - Disability Statement - Statement of Community Consultation. Prospective developers should discuss the specific content of the planning application and long term management of areas of public realm with the local planning authority prior to submission of the application. They should also discuss the scoping of the Environmental Assessment, as additional issues may arise after the preparation of the Masterplan."
24	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	1.2	4	The opportunity sites of the central open space, Hill Crescent and Boulevard Courieres/Cooling Road are departures from the Local Plan and cannot be part of the SPG process. In 2000, DDC (in a meeting with the Parish Council) dismissed Hill Crescent and Boulevard Courieres as unsuitable for development.	The proposals for Hill Crescent and Boulevard Courieres/Cooling Road are recognised as being departures from the Local Plan. These suggestions, while originally not proposed by DDC, were raised throughout the Enquiry by Design process, and this masterplan was viewed as an opportunity to reconsider the approach to these sites. The proposals for development on these areas would be part of the Masterplan but not SPG; this distinction	No action required.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
25	Aylesham Community Development Partnership, Housing & Social Committee	1.2	4	Children's play equipment and the football pitch near Hill Crescent should be sited nearer to the present housing. The road from Hill Crescent should be re-routed to the tree line adjacent to the B2046. The football pitch and play area could also be resited into the central open space.	There are several children's play areas proposed within the SPG. These include play areas at: the Central Open Space, the Primary School, near Hill Crescent, the Northern Development Parcel (2) and an improved play area behind Milner Crescent. If the road was re-routed, it would not provide front access to new residential properties proposed. Additionally, the current siting of the play area allows for retention and improvements to an existing open area. The road is intended to be a 'Village Edge' route, with a desired speed of 10mph.	No action required.
26	Government Office for the South East: Ralph Dickens, GOSE Kent Planning (10/05/2004)	2.2	6	The proposed housing allocations in the emerging Kent and Medway Structure Plan do not comply with national and regional planning guidance or the existing adopted Kent Structure Plan. Until the emerging Structure Plan is approved by the Secretary of State, the Masterplan should comply with the adopted Structure Plan. The housing allocation is consistent in both versions of the Structure Plan.	Noted. As the housing allocation is consistent in both versions of the Structure Plan, the SPG proposals are not affected.	No action required.
27	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	2.3	7	A section of houses, as well as affordable housing and shared ownership schemes, should be set aside for the people of Aylesham.	Local people would be given some preference for affordable housing through the Council's existing allocation system. General market housing, by its very nature, is available to anyone who can meet the asking price. In practice, however, local people will be best placed to purchase because they will be on the spot and have easy access to developers.	No action required.
28	ACDP: Parks and Open Spaces Subcommittee (May 2004)	2.3	7	The expansion of Aylesham identified in the local plan relates to up to 1,000 new dwellings on the Northern Development Parcel.	Noted.	No action required.
29	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	2.4	9	Reducing crime and disorder and creating a safe environment supports sustainable communities.	Noted. See comment (275).	No action required.
30	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	2.5	9	The SPG has been drafted without carrying out a detailed crime profile of Aylesham.	Noted. The Aylesham Creating Quality Places project strives to create a vibrant community. This is necessarily related to creating a place that feels safe for visitors and residents to enjoy. However, a detailed crime profile would not normally inform the Supplementary Planning Guidance process. However, it would be helpful if a crime profile was produced to inform planning applications. Also see comment (275).	No action required.
31	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	2.5	9	No reference is made to creating a safe and secure environment. The SPG does not reflect principles of 'Secure by Design'.	One of the foremost principles of this SPG is to create a quality place that people want to live in, work in, and enjoy. Safe and secure environments are fundamental to this goal.	No action required.
32	ACDP: Parks and Open Spaces Subcommittee (May 2004)	2.5	9	The Opportunity Sites would add an additional 100 dwellings to Aylesham and are a departure from the Local Plan.	The SPG incorporates principles of Secured by Design implicitly throughout the text and also makes specific reference to Secured by Design in Section 10.4. See also comment (275).	No action required.
33	Environment Agency: Barrie Neaves, Customer Services Manager. (14/05/2004)	2.5	10	The Environment Agency welcomes the removal of the proposed petrol filling station.	Noted.	No action required.
34	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	2.5	10	There is no reference to safe play areas, as advised in PPG17, and no mention of the National Playing Fields Association 'Six Acre' guidelines. Safe cycle routes and walkways should have input from SUSTRANS.	Children's play areas will be designed to meet safety guidelines. Section 5.10 does refer to the Local Plan's requirements which are based upon the NPFA guidance. See also comment (275).	Amend text in Section 5.10, page 40: "High quality open space will put community and personal safety at the forefront of design."
35	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	3.1	11	Crime and disorder is not considered in the key issues.	Amend Section 5.4, page 33: "The parks will be surrounded by and overlooked by residential development to promote natural surveillance and a safe environment".	Amend Section 5.4, page 33: "The parks will be surrounded by and overlooked by residential development to promote natural surveillance and a safe environment".
36	Development Control Manager, Dover District Council (20/05/2004)	3.1	11	Is it possible to include more images of Aylesham as it is today?	The document focuses on the future of Aylesham, and consequently most of the images used in later sections of the document are aspirational. Chapter 3 includes several current images of Aylesham.	No action required.
37	Development Control Manager, Dover District Council (20/05/2004)	3.1	11	Diagram 2 needs a key, or the blue dots should be removed.	Agree.	Include key.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
38	Group of Private Individuals (1) (16/04/2004)	3.2	12	How will building 1,000+ houses enhance the quality of life for existing residents?	The expansion of the village will provide a variety of opportunities for existing residents. The new housing proposed will include housing for a mix of tenures, including a substantial proportion of affordable housing. Community benefits gained through the proposals in the draft SPG include improvements to the Market Square, Central Open Space and public realm throughout. The entire SPG is related to improvements to the village that will be achieved through the expansion of the village. See comment (30).	No action required.
39	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	3.2	12	This initiative requires sustainability. A detailed crime profile and interpretation of it can give an understanding of crime generators.	Noted. The Aylesham Creating Quality Places Initiative aspires to provide a seamless integration of new and existing uses to create a strong and vibrant community, with regard to physical, environmental, social and economic needs.	No action required.
40	ACDP: Parks and Open Spaces Subcommittee (May 2004)	3.2	13	This project must benefit the community as a whole.	The starting point for expansion of Aylesham is based on Abercrombie's Plan (1928), with the aim of completing the principles embodied in that plan (taking into account modern influences). Aylesham's relationship with Snowdown Colliery is very important. Various options for the development at Snowdown have been put forward to the ODPM for approval, and it is difficult to link the two projects without knowing the precise parameters governing development at Snowdown. Justification for employment development at Snowdown has included analysis of projected population expansion in Aylesham. The two projects, however, have different issues to resolve and will be funded by different means. While it is highly desirable they are implemented together this cannot be guaranteed and it would be misleading to give this impression. Links between the two developments on Snowdown Road have been considered, and transport proposals indicate how those might be improved.	No action required.
41	Campaign to Protect Rural England: T Glyn Thomas, Chairman (08/05/2004)	3.3	13	The SPG states that developments at Aylesham and Snowdown Colliery are "interrelated rather than interdependent". This is a vague expression and the two developments should be implemented simultaneously.	It has been established through the Local Plan process that 850 to 1000 new homes is appropriate. If the development of 5 hectares of employment use at Snowdown is taken forward, it is expected that 350 to 600 jobs would be provided, primarily for Aylesham residents.	Amend text to say "The historic, geographic and economic relationships between Snowdown and Aylesham are important, and the two developments will both benefit from the proximity to each other. However, the developments are interrelated rather than interdependent. Each is capable of proceeding separately."
42	Conserve Aisham's Rural Environment (CARE): Alan Armstrong (06/05/04)	3.3	13	CARE criticises the assertion that developments at Snowdown and Aylesham are interrelated but not interdependent.	Representatives from St Joseph's School were invited to participate in the Enquiry by Design exercises and in other consultation events. No proposals for future plans for the school have been submitted thus far.	No action required.
43	ACDP: Education Subcommittee (March 2004)	3.4	13	The village is enhanced with 2 schools. The SPG does not include proposals for St Joseph's, though it is considering a new hall. An all weather pitch at St Joseph's, which could be used out of hours by the youth club, is supported.	Noted.	No action required.
44	Conserve Aisham's Rural Environment (CARE): Alan Armstrong (06/05/04)	3.5	15	We do not oppose the proposals for opportunity areas.	The opportunity sites proposed in the SPG are the products of numerous Enquiry by Design consultation events and were derived from workshops involving community organisations, residents, government organisations and consultants. The opportunity sites are recognised as including some departures from the Local Plan. These opportunity sites have been included in the consultation exercises discussed in Chapter 4. Their status is set out in Section 1.2.	No action required.
45	ACDP: Parks and Open Spaces Subcommittee (May 2004)	3.5	15	Opportunity sites should not be included in the SPG and should be part of a separate consultation exercise.	See comment (25).	No action required.
46	ACDP: Parks and Open Spaces Subcommittee (May 2004)	3.5.1	15	The opportunity site at Hill Crescent is currently part of a children's play area. Housing will reduce local amenity.	As discussed in all consultation exercises, creating a quality environment for the central open space is paramount to delivering a successful and integrated village. The future development of the	No action required.
47	ACDP: Parks and Open Spaces Subcommittee (May 2004)	3.5.2	15	Open space should be retained through the centre of the village as it is a resource that contributes to quality of life. While it is not being used to its full potential now, housing is not necessarily the answer.		No action required.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
48	ACDP: Parks and Open Spaces Subcommittee (May 2004)	3.5.2	15	The open space is valued by the community. The land is currently not used to its full potential, and existing problems include: illegal extension of back gardens, vehicle use of green space, drainage & sewerage problems and lack of pedestrian pathways. These issues were originally addressed through the Doorstop Green Plans, which were curtailed because of funding issues. Paragraph 2 should make reference to the Doorstop Green Plans. Paragraph 2 should be amended to say "...perimeter of the space could be considered alongside the original Doorstop Green Plans."	Central Open Space was viewed as a key issue in consultation exercises and Enquiry by Design (EbD) workshops preceding the formal consultation on this SPG. At the EBDs, it became clear that the current function of the Central Open Space is not optimal, and that more constructive use of the space, which improves natural surveillance of activities and uses for a wide range of Aylesham residents (from young to old, existing and new residents) would be the preferred option. To maximise opportunity to allow the proposals to come forward, housing along the perimeter of the open space was suggested as an option. This housing allows for financing of early improvements to the public realm in Aylesham which will benefit existing residents, prior to the development of housing in the Northern Development Parcel, which will be phased in over several years. Without the development on the open space, it is uncertain whether the scale of improvements proposed for the Market Square, Central Open Space and other areas of public realm would be achieved. The option of leaving the open space alone is a loss of a fantastic opportunity to create what could be the most beautiful open village green in all of Kent. A greater level of assessment will need to be undertaken to deliver the final design, but the principles of fronts of houses overlooking the open space, substantial open spaces in scale and quality, links to the train station and minimisation of vehicular movements are critical to success of the space. General improvements will happen by virtue of development in the Northern Development Parcel, but it is not part of the early phase priority. There are other funding mechanisms for the open space, but early estimates of the costs of improvement of the open space exceed the available funding. The sale of 80-100 houses around the space allow for market square improvements and improvements to open space in the first phase, as part of an early win strategy.	Amend text to elaborate on status of Welfare Sports Ground: "The Welfare Recreation ground is currently the largest sports site in the Aylesham Area."
49	ACDP: Parks and Open Spaces Subcommittee (May 2004)	3.5.3	15	Improvements to the Market Square should not be dependant on regeneration or expansion, but development in the Northern Development Parcel should be used to fund improvements to the area.	Other suggestions for improvements to the Open Space (from the Doorstep Green Plans and others) have included lining the area with trees instead of homes. This would not allow for natural surveillance of the area to occur from overlooking properties and could well encourage more dumping of rubbish than currently occurs. Also, it would not create the regular shape to the open space (which reflects the formal character of the original village layout) that can be achieved through the housing proposals. The financing of improvements to the Open Space would also be hindered, as would the viability of improvements to the public realm throughout Aylesham (including the Market Square).	Amend text to say: "...suitable for mixed-used development, including small-scale...".
50	Kent County Council: Dick Feasey, Planning Policy Manager (10/05/04)	3.5.4	17	The Sports Development Unit has welcomed the treatment of open space issues and the strategy for this though would have liked more mention of the Welfare Sports Ground, for which proposals already exist for a new sports centre and improved sports pitches, as it is the largest current sports site in the Aylesham area.	See also comment (19) Agree.	
51	Aylesham Community Development Partnership, Housing & Social Committee	3.5.6	17	The live-work units proposed at Boulevard Courieres are questioned. Instead, affordable office or starter office space should be sited near the existing industrial estate. It could be a mix of office and residential flats or only flats. The design should be sensitive to existing housing. The viability of the live/work units should be explored.	The proposals for live-work units at the opportunity site on Boulevard Courieres were developed through Enquiry by Design workshops. As the SPG states, the scale and nature of the development is as of yet undetermined, and will be linked to the development proposed for Snowdown Colliery. Prior to detailed design of development opportunities, more comprehensive viability studies will be conducted.	
52	ACDP: Parks and Open Spaces Subcommittee (May 2004)	3.5.6	17		The live-work units could also include a mix of office and residential flats.	
53	ACDP: Education Subcommittee (March 2004)	3.5.7	17	The SPG does not recognise existing nursery school provision. There are new facilities at Aylesham Primary School and at the private nursery attached to St Josephs.	Noted. The masterplan does not include any future additional plans for nursery school provision.	No action required.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
54	ACDP: Education Subcommittee (March 2004)	3.5.7	17	The SPG does not mention future options for a secondary school, which would have to attract people from outside the village and also encourage students to stay in the village.	The County Council is the Education Authority and has responsibility for secondary education. It considered this issue last year and decided that, even taking account of the expansion proposals (which would generate an estimated 150 pupils of secondary school age) there would not be a sufficient number of pupils to support a new secondary school capable of offering the full curriculum. The County Council has, however, indicated that it is enthusiastic to consider the provision of non-school educational facilities. This has led to the Masterplan's proposal for an "Employment and Vocational Education Hub" at the former secondary school playing fields.	No action required.
55	Development Control Manager, Dover District Council (20/05/2004)	Fig. 6	19	The colours are difficult to differentiate between on the plan.	Agree.	Amend plan to change colour scheme.
56	ACDP: Parks and Open Spaces Subcommittee (May 2004)	3.6	19	Figure 6: The proposed housing development to the rear of Burgess Road is owned by Shepherd and Neame.	Noted. Any issues regarding landownership will be addressed during the land assembly phase.	No action required.
57	ACDP: Parks and Open Spaces Subcommittee (May 2004)	4	20	The community response at the public open meetings has been disappointing. The public must be encouraged to be more involved in the immediate future.	A wide range of stakeholders, including local residents, was invited to each of the Enquiry by Design consultation events. The full list of attendees of each of the events can be found in the individual workshop reports. Dover District Council supported extensive consultation on the draft SPG, including: <ul style="list-style-type: none"> distribution of the draft SPG and accompanying questionnaire to each individual residence in Aylesham; six weeks of public consultation, including two open weekends with attendance by Dover District Council, relevant consultants and members of Aylesham Parish Council; and Additional face-to-face interviews to ascertain opinions of residents who had not completed postal questionnaires. 	No action required.
58	ACDP: Parks and Open Spaces Subcommittee (May 2004)	4	20	The Central Open Space has been a main concern at each of the Ebd events. It is an important area and the design principles require the creation of a range of recreational opportunities, as well as improved visual and physical links to the station.	It is considered that local people have been given every opportunity to become involved in shaping the Masterplan but it is their choice whether or not to participate. There will, however, be further opportunities for local people to influence the details of the proposals through the planning application stages.	No action required.
59	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	4.3	20	Kent Police attended consultation events and is not mentioned.	The proposals in the draft SPG are derived principally from outputs from the Ebd events. The SPG includes proposals for a range of recreational uses and improved links to the railway station. Many organisations, stakeholders and local residents attended the consultation events. None of the organisations is listed individually in the SPG. The full list of attendees for each event can be found in the follow-up report for the individual consultations, which was distributed to all who participated.	No action required.
60	ACDP: Parks and Open Spaces Subcommittee (May 2004)	4.6	25	The central open space event marked out where built development would take place. More public consultation was needed in this area. The original Abercrombie vision is not an easily acceptable solution to many people in the village.	Extensive consultation has been conducted regarding all proposals in the SPG, including plans for the Central Open Space. See comment (19) and (20).	No action required.
61	Group of Private Individuals (1) (16/04/2004)	4.6	25	What is the building/property line that was marked out on the field?	The Central Open Space Event marked out the specific building line (to the back-edge of the footway) proposed in the draft SPG. It did not include the boundaries of the access road for new properties.	No action required.
62	Kent County Council, Sports Development Unit: Chris Methrell (10/05/04)	5	26	In paragraph 5.3, on page 30 right hand column top bullet point- is stated 'Sports Hall'. In paragraph 5.10, on page 40 right hand column roman numeral (i)- is stated Sports Centre. In the same paragraph numbered 5.10 on page 42 fourth bullet point- is again stated Sports Hall.	A Sports Hall is proposed for the Welfare Sports Ground.	Amend text in paragraph 5.10 to show consistency.
63	ACDP: Parks and Open Spaces Subcommittee (May 2004)	5.1	27	Improvements to the Market Square should be a priority regardless of the future building programme. The 'early win' should come from the first phase of houses in the Northern Development Parcel, not the housing near the Central Open Space. Good planning and landscape architecture could be a picturesque	See comment (47). Any financial surpluses from the initial phases of development in the Northern Development Parcel will be required to fund the essential infrastructure identified in the Local Plan.	No action required.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
64	ACDP: Parks and Open Spaces Subcommittee (May 2004)	5.1	27	and practical solution for the open space that would limit the view of rear or fronts of properties. Local people and schools could be involved in achieving a satisfactory result. The Central Open Space would be reduced in size from 8ha to 3.5ha by constructing homes on the edges of it. The resulting space would not be large enough for all of the proposed uses. It would also not solve the problem of vehicles on the green.	See comment (47). The proposed area for the Central Open Space is 4.6ha. Although the size of the Central Open Space would be reduced considerably it would still be a very large area capable of accommodating several uses. The rationale for the amount of open space provision is explained in detail in section 5.10. The precise siting of all uses of the Central Open Space will be determined at the detailed design stage. Improvements to the open space, which improve legibility for pedestrians and include more defined boundaries, will ensure that vehicular access to the Central Open Space is limited. An access road to the homes fronting the open space will provide necessary vehicular access. Further work is required to demonstrate the appropriateness of the currently proposed solution to the problems of drainage in the village.	No action required.
65	ACDP: Parks and Open Spaces Subcommittee (May 2004)	5.1	27	Surface water drainage and existing drainage problems in the Central Open Space need to be addressed.	Southern Water has indicated that increasing the capacity of the sewer linking to Darnbridge would be prohibitively expensive. They have completed an initial, technical appraisal of potential alternative solutions. This has suggested that the optimum solution would involve the provision of a storage tank in the central open space to store any overflow during intense periods of rainfall and then discharge as the flows in the system decrease. Concern has been raised by the local community about the impact of such a tank on the amenity of, and environment within, the central open space. In taking forward the design of a drainage upgrade, it must be demonstrated that the solution proposed: <ul style="list-style-type: none"> Does not harm the amenity of public areas within Aylesham Village; Takes adequate account of any environmental and visual impacts of the scheme; Provides a long term, sustainable solution to the problems of capacity in the system, taking into consideration the total drainage system, including the outfall; however, the Aylesham development should only be expected to finance works that would address the additional impact it causes and not to rectify an existing problem; Considers the appropriateness of the solution in terms of the total drainage system, including the sewer works and the final outfall; Takes account of the capacity requirements for the all foreseeable new development within the catchment of the total drainage system; Is cost effective; and Is deliverable within the timescale of the proposed development. The proposed upgrade must be implemented in conjunction with the other proposals for the Central Open Space.	Remove last two paragraphs of section 11.1 and add text as follows: Southern Water has indicated that increasing the capacity of the sewer linking to Darnbridge would be prohibitively expensive. They have completed an initial, technical appraisal of potential alternative solutions. This has suggested that the optimum solution would involve the provision of a storage tank in the central open space to store any overflow during intense periods of rainfall and then discharge as the flows in the system decrease. Concern has been raised by the local community about the impact of such a tank on the amenity of, and environment within, the central open space. In taking forward the design of a drainage upgrade, it must be demonstrated that the solution proposed: <ul style="list-style-type: none"> Does not harm the amenity of public areas within Aylesham Village; Takes adequate account of any environmental and visual impacts of the scheme; Provides a long term, sustainable solution to the problems of capacity in the system, taking into consideration the total drainage system, including the outfall; however, the Aylesham development should only be expected to finance works that would address the additional impact it causes and not to rectify an existing problem; Considers the appropriateness of the solution in terms of the total drainage system, including the sewer works and the final outfall; Takes account of the capacity requirements for the all foreseeable new development within the catchment of the total drainage system; Is cost effective; and Is deliverable within the timescale of the proposed development. The proposed upgrade must be implemented in conjunction with the other proposals for the Central Open Space.
66	Kent Police: Eddie Hughes (Crime Reduction/Architectural	5.2	28	The Market Square illustration does not take into account usage by young people, shelter provided by shop frontages, proximity to sheltered housing and problems of surveillance caused by tree	All areas of public realm will be designed to be sensitive to nearby residential accommodation.	No action required.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
	Liaison Officer)			planting. An unsecured covered market will provide an all weather football pitch and will become a place for youngsters to congregate.	The draft SPG includes proposals for improvements to frontages on the Market Square, which will be informed by Secured by Design Standards. See comments (127) and (275). The proposals do include the removal of the perimeter hedging to improve accessibility and the trees that are illustrated are existing. Management and ownership of the areas of public realm will be central to their success. Developers will be expected to discuss long-term management of areas of public realm with the local planning authority prior to submission of planning applications. See comments (23) and (279).	
67	Group of Private Individuals (1) (16/04/2004)	5.4	32	Does the figure of 800-1,000 new houses refer to the Northern Development Parcel? How many extra houses will be built in other areas?	The figure of 850-1,000 homes refers to the development in the Local Plan allocation, the Northern Development Parcel. In addition to the Local Plan allocation, 80-100 homes are proposed. This is detailed on page 30 of the draft SPG.	No action required.
68	Group of Private Individuals (1) (16/04/2004)	5.2	28	The village needs adequate police cover.	The draft SPG includes many proposals for the physical regeneration of Aylesham village. These proposals must be supported by appropriate levels of social services. The relevant authorities have been involved in the process of preparing the Masterplan and it is for them to consider the implications for their service provision.	No action required.
69	Development Control Manager's Comment, Dover District Council	5.2	29	Two pairs of existing semi-detached houses on Attlee Avenue are not shown on the masterplan.	Agree.	Amend masterplan to show existing homes on Attlee Avenue.
70	Development Control Manager's Comment, Dover District Council	5.2	29	Houses on Dorman Avenue North are shown as existing, but do not actually exist.	Agree.	Amend masterplan to remove non-existent homes. Alter block structure of proposed development on Dorman Avenue North.
71	Development Control Manager's Comment, Dover District Council	5.2	29	The differentiation in colour between new properties and some existing properties is sometimes confusing.	Agree.	Amend masterplan to show all existing properties as aerial photos.
72	Development Control Manager's Comment, Dover District Council	5.2	29	Existing rear access to properties on Dorman Avenue South (near the copse near the school) is not shown.	Noted.	Amend masterplan to show access.
73	Development Control Manager's Comment, Dover District Council	5.2	29	The existing rear access track which gives right of way to the rear of houses in Cornwallis Avenue has been removed.	Noted.	Amend masterplan to show existing access.
74	Development Control Manager's Comment, Dover District Council	5.2	29	The masterplan has no proposals for the land to the rear of Kings Road properties, which already provides rear access to properties.	Noted. An access road has been considered to provide access to these properties. The gardens of properties backing onto the road will be increased as a result.	Amend masterplan to show access road.
75	Private individual (3) (02/04/2004)	5.2	29	The area behind Vale View Road that will be connected to the new Northern Development Parcel currently has 3 garages but is shown as landscaped in the masterplan.	Landscaping is proposed for the area, but garages and parking will be repositioned within the same area.	Amend plan to show reposition of garages.
76	Group of Private Individuals (1) (16/04/2004)	5.2	29	The access roads to the rear of these properties have been omitted from the plans.	It is unclear which properties are specifically referred to. Rear access to properties on Kings Road, Burgess Road and Bell Grove has been provided. Access to properties on Queens Road cannot be provided without reducing the size of the Central Open Space or reducing back garden size of properties on Queens Road. To provide additional parking options for Queens Road residents, parking has been provided on Dover District Council's land on Queens Road.	Amend masterplan to show area of parking on Queens Road.
77	Kent Energy Centre (28/04/04)	5.2/5.3	28-	Site design should make use of passive solar design. All units should have solar thermal incorporated into their design, in the case where this is not possible then allow for the retrofitting of active solar thermal services.	See comment (177).	No action required.
78	ACDP: Parks and Open Spaces Subcommittee (May 2004)	5.3	30	Housing needs: accommodation for single and disabled residents, first-time buyers and housing association properties with shared ownership schemes	Agree. The proposed development will be designed for a range of tenures. See the first and second bullet points on page 30.	No action required.
79	Kent County Council: Dick Feasey, Planning Policy Manager. (10/05/04)	5.3	30	The proposed improvements to the train station in paragraph 7.7 and connectivity with it could be given greater emphasis earlier in the document (e.g. in 5.3).	Noted.	Amend text : "improvements to the railway station".
80	Kent County Council, Education: Heather Knowler (10/05/04)	5.3	30	Agree Aylesham Community Primary (ACP) will need expansion and that discussion needs to be engaged in with us (KCC Education)	Noted.	No action required.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation																				
81	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	5.3	30	The map on p.31 shows areas of "new open space" at Hill Crescent and Coting Road adjacent to the Boulevard, which are in fact existing open space. The top of Boulevard/Hawthorn Close is shown as new residential but is existing residential.	Agree.	Amend plan to reflect "improved open space" at Hill Crescent and Coting Road. Amend plan to show 'existing residential' at Boulevard Courrieres/Hawthorn Close.																				
82	Aylesham Community Development Partnership, Housing & Social Committee	5.3	30	Dover District Council should seek to arrange a Section 106 agreement that protects local people from being excluded from a future housing or rental market.	See comment (27).	No action required.																				
83	Aylesham Community Development Partnership, Housing & Social Committee	5.3	30	An Aylesham "Social Housing Needs Survey" is needed. Dover District Council should require 30% social or key worker housing.	The Local Plan requires at least 15% of the housing in Aylesham to be affordable, which is comprised of a combination of socially rented and shared ownership homes. This was set below the Local Plan's District-wide target of 20% to take account of the existing higher level of social housing in the Parish compared with the District average. Since the time that the Local Plan was approved the Council commissioned a housing needs study. As a result of this study the Council decided it would seek a higher District-wide affordable housing target of 25%. A report to the Council to consider a further increase to 30%, based on an update to that study, will be submitted in the near future. The Masterplan proposes a target of 20% to take account of the District-wide increase. It is considered that this target would significantly help to address affordable housing issues and produce an inclusive development, while at the same time allowing a structural shift in tenure towards the District average. A target of 30% would not achieve such a shift. Based on the 2001 Census the tenure proportions would be: <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th>Owner Occupied</th> <th>Social</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>District</td> <td>72%</td> <td>15%</td> <td>13%</td> </tr> <tr> <td>Aylesham</td> <td>61%</td> <td>33%</td> <td>6%</td> </tr> <tr> <td>Expanded Aylesham (20% affordable)</td> <td>69%</td> <td>28%</td> <td>3%</td> </tr> <tr> <td>Expanded Aylesham (30% affordable)</td> <td>65%</td> <td>31%</td> <td>3%</td> </tr> </tbody> </table>		Owner Occupied	Social	Other	District	72%	15%	13%	Aylesham	61%	33%	6%	Expanded Aylesham (20% affordable)	69%	28%	3%	Expanded Aylesham (30% affordable)	65%	31%	3%	No action required.
	Owner Occupied	Social	Other																							
District	72%	15%	13%																							
Aylesham	61%	33%	6%																							
Expanded Aylesham (20% affordable)	69%	28%	3%																							
Expanded Aylesham (30% affordable)	65%	31%	3%																							
84	St Finbarr's Church: A.G. Cridland (07/05/2004)	5.3	30	The congregation of St Finbarr's Church has voted to not take part in the multi-faith project.	Noted.	Amend text to remove references to multi-denominational church.																				
85	St Finbarr's Church: A.G. Cridland (07/05/2004)	5.3	30	St Finbarr's Church is currently considering options of building a new church or residential community house.	Noted.	No action required.																				
86	ACDP: Parks and Open Spaces Subcommittee, Lawrence Knight (03/05/2004)	5.3	30	There has been a shift in policy that considers alternative proposals for the Welfare Sports Ground. Alternative proposals should be considered, including siting of the Sports Hall in the area adjacent to the Aylesham Community Project.	See comment (163).	No action required.																				
87	Kent County Council, Education: Heather Knowler (10/05/04)	5.3	31	The total site to be used by ACP has not been finally agreed, so the purple area shown is purely indicative.	Agree	Amend key to reflect this.																				
88	Kent County Council, Education: Heather Knowler (10/05/04)	5.3	31	St Joseph's RCPS - it looks as though this school's site has been expanded to link with the road. The piece leased for it by KCC is shown on page 31, but so is a further area which on the map on page 19 is shown as being in the ownership of Dover DC. I am not sure if the school already has access to / use of this area.	Noted. There are no proposals for St Josephs RCPS, and the land identified as school improvements lies outside the KCC leased area, and in the open space.	Amend plan to indicate that improvements are proposed in the Central Open Space, not at St Joseph's School.																				
89	Kent County Council, Biodiversity: Colin Godfrey (10/05/04)	5.4	32	Most of the new residential development is to be located in the northern development parcel. While the majority of land in this parcel is improved grassland and likely to be of relatively low value for wildlife, areas of scrub woodland and neutral grassland in the south-east corner are likely to provide locally important wildlife habitats. The illustrative plan suggests that these areas of semi-natural habitat will be lost to development.	See also comment (12). Noted. The development at Aylesham is intended to be sensitive to ecological habitats and wildlife resources. Extensive ecological analysis will be undertaken as part of the Environmental Impact Assessment submitted with the Outline Planning Application for the development.	No action required.																				

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
90	Kent County Council, Archaeology, Simon Mason (10/5/04)	5.4	32	The County Archaeologist has previously advised that ideally, within the area proposed for development, and in particular on the Northern Development Area, the archaeological evaluation should take place prior to determination so as to allow for preservation in-situ of any important archaeological remains that may be present. The County Archaeologist had agreed that outline permission could be granted provided that: <ul style="list-style-type: none"> evaluation is undertaken before determination of any detailed application; and there is sufficient scope to allow the development design to be adjusted to accommodate preservation in-situ, if so justified. 	See comment (5).	No action required.
91	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	5.4	32	The concept of parking courtyards is similar to Radburn designs of the 1950s and 60s. The parking areas were given over to children for play and offenders for auto crime.	See comments (255) & (275).	No action required.
92	Development Control Manager, Dover District Council (20/05/2004)	5.4	32	Will the lighting from the proposed MUGA affect nearby development?	It is not yet determined whether there will be floodlighting at the multi-use games area in the Northern Development Parcel. Lighting of all areas of public realm should be sensitive to nearby development.	No action required.
93	Development Control Manager, Dover District Council (20/05/2004)	5.4	33	The paragraph on SUDS should refer to Figure 15, not figure 22.	Agree.	Amend text.
94	Environment Agency: Barrie Neaves, Customer Services Manager (14/05/2004)	5.4	33	The Environment Agency welcomes the use of SUDS. The fact that the drainage can form a major structuring element of the landscape in the Northern Development Parcel is welcomed. Consideration should be given to incorporating SUDS wherever practicable. The EA would be pleased to advise on suitability of drainage proposals throughout the design process.	Noted. Advice throughout detailed design is very welcome.	No action required.
95	Environment Agency: Barrie Neaves, Customer Services Manager (14/05/2004)	5.4	33	Management issues which are often a barrier to successful implementation of SUDS should be resolved during the planning stage. Further information on SUDS is available on the EA website and in CIRIA C522 and C253.	Noted. Management considerations are fundamental to the success of SUDS. See also comment (23).	Amend last sentence: "The majority of the SUDS are likely to be built as part of the advanced infrastructure, and long-term management issues will be addressed during the planning stage. Soakaways and SUDS should avoid any made-up ground and contaminated land"
96	Environment Agency: Barrie Neaves, Customer Services Manager (14/05/2004)	5.4	33	Developers should be made aware that no soakaway or SUDS system should be sited in or allowed to discharge into land impacted by contamination or land previously identified as being contaminated, and not into areas of made ground.	Noted. This will be addressed at the detailed design stage. See also comment (94).	No action required.
97	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	5.4	33	There are no provisions for teenagers (ages 12-18) within the new neighbourhood parks on the northern development parcel. Access must also be provided for disabled residents.	The neighbourhood parks are designed to include play spaces for younger children as well as casual play spaces for all age groups. A multi-use games area is proposed in one of the neighbourhood parks, which would be designed for a wide range of age groups.	No action required.
98	Environment Agency: Barrie Neaves, Customer Services Manager (14/05/2004)	5.5	34	The recognition that the central open space offers potential to improve pedestrian and cycle access to the station is welcomed. Aylesham offers tremendous potential to reduce car dependence and lessen the environmental impact of transport.	All new development will accord with current accessibility requirements.	No action required.
99	Group of Private Individuals (1) (16/04/2004)	5.5	34	The open space has a mixture of wildlife. Can you assure us that the building of houses will not drive these creatures away?	Noted.	No action required.
100	Kent County Council, Biodiversity: Colin Godfrey (10/05/04)	5.5	34	The central open space is a significant area of amenity grassland. While, for the most part, its value for wildlife is likely to be low, an area of calcareous grassland / scrub running along the eastern boundary is of ecological interest. The loss of some of the amenity grassland to development would be acceptable providing measures were in place to enhance the biodiversity value of the remainder of the site.	See comment (89) and (23).	No action required.
101	Group of Private Individuals (1) (16/04/2004)	5.5	34	Figure 11 shows a group of trees near the amphitheatre. If that is the proposed site for the sewage tank, why isn't it marked on the plan?	The Outline Planning Application for the development will be accompanied by an Environmental Impact Assessment, which will include ecological surveys and mitigation measures to protect existing habitats. See also comments (23) and (103).	No action required.
102	Group of Private Individuals (1) (16/04/2004)	5.5	35	Proposals to build on the open space will increase traffic movement in Bell Grove and Burgess Road. The roundabout between Burgess Road and Bell Grove has been removed. This will increase the level of traffic substantially and will not be acceptable.	It has not yet been agreed whether a tank is the best solution, yet alone determine its exact location. The planting shown on Fig. 11 is indicative. See comment (65).	No action required.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
103	Development Control Manager, Dover District Council. (20/05/2004)	5.5	35	There is an opportunity in the central open space for positive habitat creation.	with the new route to the rear of the housing fronting the COS to provide rear parking access to houses in Bell Grove and Burgess Road.	Add bullet point "potential for a wildlife refuge or habitat creation".
104	Environment Agency, Barrie Neaves, Customer Services Manager. (14/05/2004)	5.5	35	As the Central Open Space is a comparatively large area, wildlife refuges should be investigated as an option for the space.	Agreed.	
105	Group of Private Individuals (1) (16/04/2004)	5.5	35	The open space is well used, so why do you have to change things?	See comment (47).	No action required.
106	ACDP Roads and Traffic Subcommittee (undated)	5.5	35	Will buildings on the open space mean that the proposals have to go to a Public Inquiry?	Residential units lining the central open space are not within Local Plan proposals, and, as such, cannot be adopted as part of the Supplementary Planning Guidance. If approved by the District Council, these Masterplan proposals will become material considerations for determining future planning applications. A public inquiry could only be held if the District Council was to refuse a planning application and there was a subsequent appeal, or an application was called in by the Secretary of State – this is only likely when significant issues of more than a local nature are at stake.	No action required.
107	Goodnestone Parish Council: Merrilyn Lee, Clerk (19/05/2004)	5.5	35	The Parish Council would prefer to shield existing property from the open space with trees rather than with housing.	See comment (47).	No action required.
108	Environment Agency, Barrie Neaves, Customer Services Manager. (14/05/2004)	5.5	35	The concept of housing fronting the open space to improve community ownership and reduce the risk of environmentally damaging activities is commended.	Noted.	No action required.
109	Group of Private Individuals (1) (16/04/2004)	5.5	35	Where will the kick about area be? Will children be able to play ball games?	See comments (47) and (64)	No action required.
110	Group of Private Individuals (1) (16/04/2004)	5.5	35	The back fences on the field have been called unsightly. Why can Eclipse stack salvaged cars on their property?	The draft SPG establishes principles for the open space that will provide a well-used, overlooked space that will be suitable for all members of the community to enjoy. There is no planning condition to control outside storage on the Eclipse recovery site.	No action required.
111	Group of Private Individuals (1) (16/04/2004)	5.5	35	The Catholic Primary School has bordered the open space with a mesh fence.	The fence was erected prior to the development of the Masterplan. The Masterplan does propose improvements; see Fig. 12.	
112	Group of Private Individuals (1) (16/04/2004)	5.5	35	With imagination, we can improve the open space without building houses. We could plant a line of trees on the outside of the field.	See comment (47).	No action required.
113	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	5.5	35	Hiding vehicles from view makes them vulnerable. There is little informal surveillance shown in the illustration.	See comments (255) and (275).	No action required.
114	Kent County Council, Transport: Stephen Dukes, Transport Policy and Regeneration & Projects (10/05/04)	5.5	35	Objections to the formalisation of the vehicular access to the rear of the existing properties around the Central Open Space have not been addressed in Section 5.5 of the draft SPG. There are potential issues around the maintenance and misuse of the proposed rear access routes along with issues of personal safety and security as it is likely that these routes will not be overlooked by the properties. Their provision also seems to go against the general principles set out in Section 8 of the SPG.	The vehicular access provided to properties on Burgess Road, Kings Road and Bell Grove has been included in proposals because of comments from village residents who desired to maintain rear access to their properties. Careful treatment of these access routes will be critical to ensure safety and security. Design of these routes will be progressed in consultation with the highways authority to ensure appropriate standards are maintained.	No action required.
115	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	5.5	35	The Parish council opposes any building on the open space. The open space will be reduced by more than half. The view from the railway station will be impaired by houses lining the open space. Plans should be produced that show how the park would look without houses and tree screening.	See comment (47).	No action required.
116	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	5.5	35	New houses on the open space will produce extra traffic.	There are proposals for up to 100 houses to be built on the COS, the traffic these houses may generate will be low in the context of wider traffic flows in the village. Consideration of local impacts will form part of a Transport Assessment.	No action required.
117	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	5.5	35	The chalk land would be disturbed. A flora and fauna inspection should be undertaken.	See comment (23).	No action required.
118	Aylesham Parish Council:	5.5	35	Options for the area include a kick about area, kite flying area.	Noted. Many of these uses are incorporated into the draft SPG.	No action required.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
	Heidi Golden, Clerk (07/05/04)			teenage park/facilities, wild flower meadow, amphitheatre, pathways with signs to central part of village, seating/picnic area.	The precise design of the Central Open Space will be determined at future detailed design stages.	
119	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	5.5	35	Building on this area is a departure from the Local Plan.	See comment (47).	No action required.
120	ACDP: Parks and Open Spaces Subcommittee (May 2004)	5.5	35	Any built development on the open space would be a departure from the local plan.		
121	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	5.5	35	80-100 houses, a sewerage holding tank, an amphitheatre, a wildflower meadow, pedestrian links and a bus link, together with play areas will potentially compromise the visual impact of the area.	See comment (23). The Environmental Impact Assessment will include an analysis of the visual impact of the proposed development.	No action required.
122	ACDP: Parks and Open Spaces Subcommittee (May 2004)	5.5	35	The Central Open Space would be reduced in size from 8ha to 3.5ha by constructing homes on the edges of it. This would not solve the problem of vehicles on the green. A defined access road behind existing properties with natural boundary screening could overcome this problem. New properties would require front vehicle access, which would contradict the requirement for a traffic free zone in the neighbourhood park.	See comments (47) and (64).	No action required.
123	ACDP: Parks and Open Spaces Subcommittee (May 2004)	5.5	35	Many of the design proposals listed were found in the original Doorstep Green Plans and were not derived solely from the Ebd process.	Agreed. The draft SPG builds on numerous studies and plans that have been formulated by organisations and Aylesham residents in the past.	Amend text to reflect that Doorstep Green Plans have been prepared.
124	Kent County Council, Biodiversity: Colin Godfrey (10/05/04)	5.5	36	Figure 12 identifies a potential site for a wildflower meadow, which is welcomed. Through appropriate management, there is the potential to link this with the existing area of calcareous grassland, providing a continuous area of wildlife habitat along the eastern and south-eastern boundaries of the central open space. The opportunity exists to further extend this towards the proposed village green. The creation of a continuous area of wildlife habitat could potentially mitigate habitat loss from other parts of the site and result in a biodiversity gain.	Agree. See comments (23) and (103).	No action required.
125	Kent County Council, Transport: Stephen Dukes, Regeneration & Projects (10/05/04)	5.5	36	It is still unclear in Figure 12 whether the residential access road on the south side of the Central Open Space continues adjacent to St Joseph's Primary school to allow vehicular access to the new station access road. In Figure 25 this does not appear to be the case.	Noted. See comment (228).	No action required.
126	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	5.5	36	A bus link on the open space will cause a disturbance. A better location would be the existing road on the other side of the railway bridge.	The bus link to the station is to improve overall integration of public transport in the village. The link would be designed to minimise speeds and therefore disturbance within the central open space.	Add text to Figure 12 – "Future bus link to station to improve public transport integration"
127	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	5.6	37	Laminated glass fronts to the shops would be as strong as new security shutters.	Noted. The improvements would be in accordance with Supplementary Planning Guidance "Security Measures for Retail and Commercial Premises" (2002), which indicates that external shutters are not a preferred option.	Add to end of section 7.7, Bus Routes: "The potential to add a bus link on the new road to the edge of the central open space will help to improve public transport integration in Aylesham. The design of this route will be such that buses will pass through the space slowly and as un-intusively as possible."
128	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	5.6	37	New seating areas should be considered with regard to proximity to sheltered housing and over-the-shop accommodation.	Detailed design for all areas of public realm will consider local impacts.	Amend text to say "refurbishment of existing shops, including new options for security, with potential for a new infill development at the corner of Dorman Avenue South;"
129	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	5.6	37	The Market Square should be refurbished before a single house is built.	See comment (47).	No action required.
130	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	5.6	37	No mature trees should be removed from the area.	Detailed design and future planning stages for the public realm, including the Market Square, will include additional landscape and environmental surveys. Efforts will be made to retain existing ecological resources. Where this is not possible, mitigation measures will be required. See also comments (23) and (89).	No action required.
131	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	5.6	37	The Market Square should reflect the heritage of the village.	Agreed.	Amend text in 6" bullet to include "possibility of public art which could reflect the heritage of the village".

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
132	Development Control Manager, Dover District Council (20/05/2004)	5.6	37	Public art should be mentioned as an option for key locations.		
133	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	5.6	37	The housing opposite the Old Library could cause a disturbance to local residents in sheltered housing accommodation. The buildings could have an impact on the character of the surroundings.	All new development will be subject to further testing and evaluation, as described in comment (23). New housing will be sensitive to surrounding developments.	No action required.
134	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	5.6	37	Disabled access must be retained to the shops once the car parking spaces are in place.	New development will be in accordance with accessibility requirements.	No action required.
135	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	5.6	37	A no-parking zone in front of the Co-op would aid emergency vehicle movements around the area; car parking for the store should be in the rear of the store.	Agreed. See Figures 13 & 14. Whilst there is limited on street parking provided at the Market Square, the majority of parking is provided to the rear of the buildings. Emergency vehicle access is not expected to be a problem at the Market Square.	No action required.
136	Aylesham Community Development Partnership, Housing & Social Committee	5.6	37	If expansion to Eastry Court may be required in the future, the whole site should be designated. Therefore the live-work units proposed at Boulevard Courrieres should be eliminated.	See comment (51).	No action required.
137	ACDP: Parks and Open Spaces Subcommittee (May 2004)	5.6	37	The old 'Health Centre' should be refurbished for use as a drop-in day centre, including light meals, health & hygiene care, Age Concern entertainment, maintenance & hire of disability equipment, general meeting place. Disability Access to the Post Office Parking to the rear of the Post Office Shuttle transport service for the elderly Provision of additional rubbish bins and encouragement of general cleanliness and tidiness by shopkeepers.	The Health Authority has not yet made plans for the old health centre. The old health centre has the potential for a variety of types of redevelopment. However, at this stage it is unclear what the Health Authority plans to utilise the centre for. Parking is proposed to the rear of the post office (see Figure 8). All new development will be in compliance with current access standards. Environmental improvements to the Market Square are also included in proposals on page 37.	No action required.
138	Aylesham Community Development Partnership, Housing & Social Committee	5.6	37	The covered market should be removed from the plan to the market square, as it has the potential to attract teenagers and young people.	The covered market and other Market Square improvements were considered throughout the Enquiry by Design process. Detailed design proposals would be advanced through further consultation. See also comment (127).	No action required.
139	Aylesham Community Development Partnership, Housing & Social Committee	5.6	37	The covered walking areas outside the Co-op and near the post office will attract children and teenagers. Retractable blinds, internal "grills", laminated glass and redesigned paved walking areas should be used.		
140	Group of Private Individuals (1) (16/04/2004)	5.6	37	If money can be generated for a travellers' site in Snowdown, it should be found to improve the Market Square.	This matter is entirely separate to the proposals for Aylesham. Kent County Council is the authority responsible for the site and funded the improvements.	No action required.
141	Group of Private Individuals (1) (16/04/2004)	5.6	37	There will be a need for residential dwellings for the elderly. Where will this be?	See comment (137).	No action required.
142	Group of Private Individuals (1) (16/04/2004)	5.6	37	The new shops with flats above in the Market Square will need parking facilities.	Agreed. New and improved parking is provided behind the foodstore and local shops. Residential parking would be accommodated within this area.	No action required.
143	Goodnestone Parish Council: Merrilyn Lee, Clerk (19/05/2004)	5.6	37	An improved Market Square will allow Goodnestone Parishioners to enjoy shopping and socialising in Aylesham.	Agreed and welcomed.	No action required.
144	Goodnestone Parish Council: Merrilyn Lee, Clerk (19/05/2004)	5.6	37	The health care of the community must be cared for.	Agreed. The Primary Care Trust is currently drafting proposals for a new Health Centre.	No action required.
145	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	5.7	39	The entrance to the new health centre should be further towards the Catholic Church, and not on the bend at Queens Road.	Detailed design proposals for the new health centre are currently being drafted by the Primary Care Trust and its architects. It is important that the new health centre relates to the Market Square, the central open space and nearby residential properties on Queens Road. It would be expected that frontages onto the Market Square would be in accordance with the design principles set out in Chapter 9.7. Figs. 12 and 13 in the Masterplan indicate possible design solutions that follow these principles. In both illustrations the access is shown to be from Queens Road because it is highly unlikely that the Highway Authority would agree to an access close to Market Square.	Amend text: The new Health Centre relates to the Market Square, the central open space and nearby residential properties on Queens Road. It is expected that frontages onto the Market Square would be in accordance with the design principles set out in Chapter 9.7, as illustrated in Figs. 12 and 13.
146	Kent County Council, Education: Heather Knowler (10/05/04)	5.8	39	The first paragraph of item 5.8 indicates the expansion of ACP to 3FE; this should really say "up to" 3FE, as we may not need to go all the way.	Agree.	Amend text.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
147	Kent County Council, Education; Heather Knowler (10/05/04)	5.8	39	Agree rest of the item, as this is basically the outcome of discussions with our architect. Particularly agree reference to discussion on agreeing a 'masterplan' for the school.	Noted.	No action required.
148	Kent County Council, NE Kent Area Office; Steve Darling (10/05/04)	5.8	39	The following wording should be included in section 5.8: "A School Travel Plan will need to be submitted with the eventual planning application, as required by PPG13; this will also help achieve the Core Objectives outlined in Section 6 (Sustainability)".	Noted.	Amend text.
149	Kent Energy Centre (28/04/04)	5.8	39	New community buildings to include renewable technology. This will have direct impact on the utility bills for the premises and the sites will be able to sell back energy in periods of low demand and plough this sales revenue into environmental education. Recommend installation of PV into these sites.	Noted. Where possible, this will be addressed in detailed design proposals. See also comment (177).	No action required.
150	Conserve Aylesham's Rural Environment (CARE); Alan Armstrong (06/05/04)	5.8	39	There is no reference to secondary school provision. A new secondary school would work well with expansion of job opportunities and reduce commuting to school.	See comment (54).	No action required.
151	Campaign to Protect Rural England; T Glyn Thomas, Chairman (08/05/2004)	5.8	39	The Education Authority should reconsider its approach to provision of secondary education facilities. If there is a substantial increase in Aylesham's population, the Education Authority should be open to the option of a secondary school.		
152	ACDP; Education Subcommittee (March 2004)	5.8	39	The ACDP supports the plans for Aylesham Primary School. Does the allocation meet legal requirements by KCC for school facilities?	Noted. KCC has reviewed the proposals for Aylesham Primary School, and contributed to the Enquiry by Design process as well as commented on the draft SPG.	No action required.
153	ACDP; Education Subcommittee (March 2004)	5.8	39	The copse near the school is a matter of concern and is a rubbish tip.	See also comments (80), (87) and (147). Noted. See comment (10).	No action required.
154	Kent Police; Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	5.8	39	Kent County Council has been working with Kent Police to take forward principles of 'Secure by Design' to school building projects. These principles should be adopted for the new build and environs of the school.	Noted. Collaboration between Kent Police and Kent County Council will be encouraged throughout the future detailed design proposals for the school.	No action required.
155	ACDP; Parks and Open Spaces Subcommittee (May 2004)	5.9	40	The opportunity site for live/work units is designated open space and would be a departure from the local plan.	See comment (51).	No action required.
156	Kent County Council; Dick Feasey, Planning Policy Manager (10/05/04)	5.10	40	There is no mention under Section 5.10 of the draft SPG regarding the role that Aylesham Wood has to play in the Open Space Strategy for Aylesham. There are also some discrepancies in the potential pedestrian access routes to Aylesham Wood shown in Figures 15 and 23.	Noted. Aylesham Wood is a valuable resource and should be recognised as such. Agreed, one pedestrian access route is missing from Figure 15.	Amend Figure 15 (page 41) to include second pedestrian/cycle link to Aylesham Wood. Amend text on page 42; add bullet point reading "improved pedestrian and cycle links to Aylesham Wood".
157	Kent Wildlife Trust; Keith Nicholson, Planning & Conservation Officer (05/05/04)	5.10	40	Aylesham Wood is arguably the richest element of environmental capital within the Aylesham Context and the Kent Wildlife Trust is surprised more is not made of the proximity to the Wood within ecological and recreational terms.		Amend last paragraph on page 42: "The potential exists for improved pedestrian and cycle links to Aylesham Wood, which is a rich ecological and recreational resource for residents and visitors to Aylesham."
158	Kent County Council, Sports Development Unit; Chris Metherell (10/05/04)	5.10	40	I am pleased that this Masterplan has got a paragraph that deals with the issues of the open space requirements. However, it would have been equally pleasing if there had been a short paragraph specifically on the Welfare Sports Ground as it is the largest current sports site in the Aylesham area.	The Welfare Sports Ground is referred to in 3.5.2 (p.17), 5.3 (p.30) and 5.10 (p.40). Also see comment (50).	No action required.
159	Kent County Council, Sports Development Unit; Chris Metherell (10/05/04)	5.10	40	I am comfortable with the statement that there is to be no more formal pitches provided as a result of the redevelopment.	Noted.	No action required.
160	ACDP; Parks and Open Spaces Subcommittee (May 2004)	5.10	40	The open space in and around Aylesham should not be viewed as 'surplus', but should be retained and revamped with amenities. The Northern Development Parcel will require 3.7 hectares of formal playing fields.	The draft SPG strives to make best use of existing open space by improving the quality and functions of the space. Several new children's play areas are proposed, as well as improvements to the central open space. The two MUGAs proposed would provide high quality facilities not currently available in the village. Current national planning guidance on open space provision in PPG17: Planning for open space, sport and recreation indicates that quality of open space is as important as quantity. Section 5.10 sets out the rationale for the open space provision in the SPG. The provision of 3.7 hectares of open space in the Northern Development Parcel is not considered appropriate in this instance. Additionally, the two MUGAs add	No action required.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
161	ACDP: Parks and Open Spaces Subcommittee (May 2004)	5.10	40	Play areas: secure and safe areas, upgraded equipment for disabled users, play areas in the Central Open Space	Agree. These matters would be addressed as a matter of course in the design and planning application stages.	No action required
162	ACDP: Parks and Open Spaces Subcommittee (May 2004)	5.10	40	Upgrade sports facilities at the Welfare ground to include a sports hall. If future improvements do not come forward, a new purpose built venue would be required. Tennis Courts & new changing room facilities for youth teams Youth & Teenage facilities: expansion of youth club, putting green, teen 'assault course' on Central Open Space Support for setting up a new Local Heritage Centre.	See comment (10). The Central Open Space is capable of accommodating several different facilities, as indicated in Section 5.5 "Design Principles". The exact proposals will be determined through the planning application process. A local heritage centre would be a welcome addition to community provision in Aylesham. The former library building at Market Square, which is not currently identified in the Masterplan, should be re-used for community/commercial rather than private use, in order to help bring more activity to the area, and would lend itself to such use.	Identify the former library building on Fig. 13 and add bullet point to Section 5.6 to identify the building as suitable for community/commercial use.
163	ACDP: Parks and Open Spaces Subcommittee (May 2004)	5.10	40	The Welfare Sports Ground proposals should be considered separately as they are not under the control of the Ebd proposals.	The proposals mentioned in the SPG reflect discussions with the Welfare Sports Ground and reflect expansion and renovation proposals already in existence. The pedestrian access indicated through the old Police Station is not in current proposals, but includes provision of a Sports Hall and changing facilities.	No action required.
164	Group of Private Individuals (1) (16/04/2004)	5.10	40	The Welfare Sports Ground is owned by the Coal Industry Social Welfare Organisation. How can you alter the area?	The Masterplan proposals should be considered as a whole. It is intended that the outline planning permission will be for a comprehensive development of all the Masterplan proposals and will control phasing to address issues such as this. See comment (23).	No action required.
165	Group of Private Individuals (1) (16/04/2004)	5.10	41	Two play areas will be removed in the new plans, with one sited at the Market Place. If the Market Place improvements do not happen, then both play areas will be lost.	Noted. Precise issues relating to access and security would be addressed at detailed design stages for expansion of the school. Improvements to the school playing fields could be conditioned by Dover District Council to ensure that playing field designed allowed for the school to remain secure but allow out-of-hours access to the playing fields.	No action required.
166	Kent County Council, Education: Heather Knowler (10/05/04)	5.10	41	Children's play area indicated on the ACP site. We would need discussion regarding access and security.	See comments (95) and (96). SUDS corridors do provide an opportunity for enriching the ecological resources of the area. This will be considered through the Environmental Impact Assessment submitted with the planning application (see comment (23)).	No action required.
167	Kent Wildlife Trust: Keith Nicholson, Planning & Conservation Officer (05/05/04)	5.10	41	SUDS corridors should incorporate ecological techniques as well as engineering, horticultural and public safety considerations. Gaps in the Village Edge hedgerows can be closed, the northern hedgerow can be replicated on Spinney Lane to the south of the village and the species content of all hedgerows can be enriched.	The specific design for the MUGAs has not yet been determined. These details will be progressed at future design stages for the development. As with other elements of the proposals, these designs will be discussed with KCC.	No action required.
168	Kent County Council, Sports Development Unit: Chris Metherell (10/05/04)	5.10	42	Before offering comment on the Multi Use Games Areas (MUGA), I would want to know precisely what the surface is going to be, what the sizes are, and what sports are imagined to be going to play on them. This is due to some sports requiring a different surface to other sports depending on the type and standard of play.	Noted, this is sensible.	Add to 11.1 – "Installation of a possible upgrade to the system could be carried out during the refurbishment of the Central Open Space to minimise any disruption to the village residents and of the Space itself."
169	Southern Water: David Nuttall, Network Development Planner (29/04/04)	5.10	42	Refurbishment of the central public open space should be carried out after or in conjunction with the proposed sewerage works proposed for within the open space	Noted.	No action required.
170	Kent County Council: Dick Feasey, Planning Policy Manager (10/05/04)	6	43	The Masterplan has the potential to make the village a more sustainable environment than at present and more so than many new residential developments elsewhere. By making it easier to walk and cycle and slowing down the traffic, there should be less need for car use within the village. Besides traffic management, improved local employment opportunities, sports, recreation and community facilities, will all help to minimise travel and the impact on the wider area. The Sustainable Urban Drainage Systems is also welcomed.		

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
171	Kent County Council; Dick Feasey, Planning Policy Manager (10/05/04)	6	43	The draft does not include any reference to the potential impact of development upon potential archaeological resources and how the mitigation of the impact should be treated. We have made a number of suggestions to ensure that there is no negative impacts on biodiversity (see notes appended).	See comment (5).	No action required.
172	Kent County Council; Archaeology: Simon Mason (10/5/04)	6	43	There is considerable potential for significant archaeological remains to be present on any land which has not been substantially disturbed by previous development. Normally these remains are found at shallow depth and would therefore be vulnerable to most forms of ground modification involved with development.		No action required.
173	Kent County Council; Archaeology: Simon Mason (10/5/04)	6	43	The draft does not include any reference to the potential impact of development upon potential archaeological resources and how the mitigation of the impact should be treated.		No action required.
174	Kent Wildlife Trust; Keith Nicholson, Planning & Conservation Officer (05/05/04)	6	43	The Wildlife Trust applauds the sustainable development objectives of the development concept.	Noted.	No action required.
175	Kent Police; Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	6	43	Crime prevention through environmental design should be considered at every stage.	Noted. See comment (275).	No action required.
176	Environment Agency; Barrie Neaves, Customer Services Manager (14/05/2004)	6	43	The recognition of the importance of sustainability issues is welcomed.	Noted.	No action required.
177	Environment Agency; Barrie Neaves, Customer Services Manager (14/05/2004)	6.4	44	The Environment Agency welcomes policies to ensure development in Aylesham achieves BREEAM 'very good' standard, although this should be set as a minimum and achievement of 'excellent' standard should be encouraged.	Agree. All new development will be required to achieve BREEAM standard 'Very Good', and will be encouraged to achieve BREEAM 'Excellent'. Where appropriate, specific sustainability/energy measures will be encouraged. Appendix 3 includes the BREEAM checklist, and page 44 includes high-scoring options for how developers can meet these requirements.	Amend text to reflect encouragement of 'excellent' rating. Amend final sentence of Section 6.4: "Information on other ways of achieving BREEAM targets can be found on www.bre.co.uk. A summary of requirements..."
178	Kent Energy Centre (28/04/04)	6.4	44	The recommendations for achieving the energy segment of BREEAM is not imaginative and relies upon perpetuating energy use rather than reducing demand or generation. This is contrary to the sustainability agenda.	There are varying estimates on approximate costs of achieving BREEAM 'Very Good' and BREEAM 'Excellent', but it is evident that the increase in sustainability rating adds to developers' build costs. As the housing market in Aylesham has not been tested, and is likely to change over the course of the build programme, the BREEAM standard has been selected as 'Very Good'. However, the situation will be monitored by the Council, and, if appropriate, higher BREEAM standards could be conditioned as part of future planning applications.	
179	Dover District Council; Shaun Cline, HECA Officer (21/04/04)	6.4	44	It is encouraging to note the draft masterplan is proposing to attain a BREEAM standard of 'Very Good' for the Aylesham development. However I believe that we are missing an opportunity to achieve an 'Excellent' energy rating. It is not clear from what is written on page 44 of the draft masterplan what measures are proposed; my checklist for sustainable/energy measures would read as possible: <ul style="list-style-type: none"> • Orientate housing to make best use of passive solar energy. • Solar Water Heating panels should be installed to supply 75% of domestic hot water demand. • Incorporate PV (photo-voltaic) roof tiles on South facing elevations. • CHP (Combined Heat & Power) could be provided where building density permits. • Take opportunities to provide GSHP (Ground Source Heat Pumps) to supply base load under floor heating. 	See also comment (149).	
180	Aylesham Community Development Partnership; Housing & Social Committee	6.4	44	Design features and energy efficient housing in Allerton, Bywater, Yorkshire, Sheerwood Energy Village, Nottingham and Cresswell, Derbyshire should be evaluated.	Energy efficient housing will be encouraged, and it is likely that examples from elsewhere will inform developers' decisions in Aylesham. See also comments (177) and (293).	No action required.
181	Dover District Council; Councillor Paul Dawkins (29/03/04)	6.4	44	Dover District Council should request developers to investigate the viability of rainwater harvesting.	The SPG sets high standards for sustainable principles of development in Aylesham. Water consumption levels will be reviewed throughout the progress of the development and must be sufficiently low to achieve BREEAM 'very good' ratings. Rainwater harvesting is suggested in Section 6.4 as a means of achieving a BREEAM 'Very Good' rating.	No action required.
182	Kent Police; Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	6.5	44	Theft and criminal damage on building sites is a problem for builders. The document does not mention how this problem will be handled.	Noted. This is appropriately dealt with in a Construction Code of Practice, submitted at the planning application stage.	No action required.
183	Environment Agency; Barrie Neaves, Customer Services Manager (14/05/2004)	6.5	44	The first paragraph should indicate that the impact of the construction process is 'limited'.	Agreed.	Amend text

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
184	Kent County Council, Transport: Stephen Dukes, Regeneration & Projects (10/05/04)	7	46	The SPG should encourage developers to carry out a full Transport Assessment and produce a Travel Plan that aims to reduce the amount of travel by car.	See comment (23).	No action required.
185	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7	46	There is an opportunity to divert RR16 past the railway station, along the new link between Ackholt Road and Railing Road.	Agreed.	Add to key in Figure 23 RR16 (light blue) SUSTRANS cycle route and show an option to divert it via the Central Open Space past station and over other railway bridge. Add blue circles with dotted black lines to key = improved connections with pedestrian routes. Change red dotted arrow to = Rural primary pedestrian routes.
186	Highways Agency: Howard Moore, Network Strategy (10/05/04)	7.2	47	The Highways Agency welcomes the approach recommended for improvements to the trunk road network at the junction of the B2046 with the A2. The Highways Agency would expect that trunk road improvements would be funded by 'the developer' under an agreement under section 278 of the Highways Act 1980. An early approach to trunk road issues is recommended to determine an appropriate funding mechanism and likely scale/cost.	Noted.	Also add existing SUSTRANS cycle route RR16 in pale blue to Figure 22. No action required.
187	ACDP Roads and Traffic Subcommittee (undated)	7.2	47	The primary route from the Snowdown site to the A2 should go past Womenswold. This would not require a new road.	Transport Assessment for Snowdown should address this further. The primary route for most traffic to Snowdown will be via this route with only HGVs accessing Snowdown using the local plan route via Spinney Lane and Cooing Road. However, the traffic proposals associated with any redevelopment of the former Snowdown Colliery will be resolved through a planning application for that site. Current possible solutions have only been included in the Masterplan in order to give an overall indication of the approach and to demonstrate that solutions for the two projects are compatible. This should be made clear in the Masterplan.	Amend Schemes list accompanying Fig. 17 to identify those measures that are only necessary to support redevelopment at the former Snowdown Colliery and to clarify that they are included only to illustrate overall traffic solutions. "The improvements described above are those considered necessary if proposed development in Aylesham and the former Snowdown Colliery goes forward. Not all of the proposed transport improvements are related solely to new development at Aylesham."
188	ACDP Roads and Traffic Subcommittee (undated)	7.2	47	We have not been consulted about highways.	See comments (19), (20) and (59). Highways and vehicular access have been included at each stage of the consultation process.	No action required.
189	Development Control Manager, Dover District Council (20/05/2004)	7.2	47	The text can be removed from Figure 16 since there is a key.	Noted.	Amend plan.
190	Conserve Adisham's Rural Environment (CARE); Alan Armstrong (06/05/04)	7.2	47	Fuller consideration should be given to improved access to the A2 from Snowdown/Aylesham via Spinney Lane.	Spinney Lane between Cooing Road and B2046 is very narrow and increased usage should not be encouraged. Any significant widening would have a harmful affect on vegetation, wildlife and the landscape.	No action required.
191	Conserve Adisham's Rural Environment (CARE); Alan Armstrong (06/05/04)	7.2	47	Capacity and safety upgrades on the B2046 are welcomed, as is a village traffic management scheme for Adisham.	Noted.	No action required.
192	Womenswold Parish Council: Carol Baker, Clerk (07/05/2004)	7.2	47	The junction at the Womenswold/Denne Hill Farm crossroads requires improvements if future serious accidents are to be avoided.	Transport Assessment will address this further. See comments (23) and (187).	No action required.
193	Womenswold Parish Council: Carol Baker, Clerk (07/05/2004)	7.2	47	Light traffic should be deterred from using the C195, Nonnington Road, and improvements should be planned for the additional traffic that will use this route through Woolage Village.	Transport Assessment will address this further. See also comments (202) and (203).	No action required.
194	Kent County Council, Transport: Stephen Dukes, Regeneration & Projects (10/05/04)	7.2	48	The suggested upgrade for the B2046/Dorman Avenue North junction, shown on Figure 17, is either a roundabout or traffic signals. This should be restricted to the former as traffic signals in a remote rural location such as this would be inappropriate and could have implications for road safety.	Agreed.	Change text for Fig. 17) to say: 5) Junction Upgrade – Improvements to junction to increase capacity (i.e. Roundabout)
195	Womenswold Parish Council: Carol Baker, Clerk (07/05/2004)	7.2	49	'Carriageway edge treatment' is planned for some roads in Womenswold. What is this, and where would it take place?	Transport Assessment will address this further. Carriageway edge treatments may include formalising areas where the verge is currently over run by vehicles.	No action required.
196	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.2	49	I am surprised and slightly confused to see the phrase 'traffic calming' used for Spinney Lane, Aylesham Road and Cooing Road (schemes 9, 11 and figure 19), given that these roads form part of the proposed HGV route from Snowdown. The phrase brings to mind speed cushions and road narrowings, which may not be entirely appropriate. I would much prefer to see the phrase 'traffic management', which gives more flexibility to the types of measures	Agreed.	Text for Figure 17, points 9 & 11 change Traffic Calming to "Traffic Management" Figure 19, change Traffic Calming to "Traffic Management"

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
197	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.2	49	that could be used. 'Traffic calming' would be a better phrase for the schemes in the surrounding villages, whereas in fact 'traffic management' is used.	Agreed.	Text for Figure 17 – Change 13) to Traffic calming scheme in Snowdown Village
198	Goodnestone Parish Council: Merrilyn Lee, Clerk (19/05/2004)	7.2	49	The proposals for the B2046 are inadequate. All of the junctions between Aylesham and Wingham should be improved, particularly in visibility standards.	Many junctions have already been identified as needing improvements. The Transport Assessment will address this further. See also comment (23).	No action required.
199	Goodnestone Parish Council: Merrilyn Lee, Clerk (19/05/2004)	7.2	49	The Council would like a new and dedicated route for commercial traffic from Snowdown Colliery to the A2.	Transport Assessment associated with a planning application for Snowdown Colliery will address this further, however it is considered that the planning, transport and economic cases for this will be extremely difficult to prove. See also comment (187).	No action required.
200	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.2	49	Scheme 12 appears to have some of the old text still showing.	Agreed.	Amend text.
201	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.2	49	Underneath the list of schemes, "Transport Impact Assessment" and "TIA" are referred to. The correct terminology is "Transport Assessment" and "TA".	Agreed.	In the key for figure 17, replace transport impact assessment with Transport Assessment and TIA with TA.
202	Wingham Parish Council: Mrs M Richards, Clerk to the Parish Council (19/04/04)	7.2	49	The Parish Council is most concerned that the additional traffic engendered by the proposed development at Aylesham will have a detrimental affect on the village of Wingham, which already suffers from the heavy traffic using the B2046.	Additional traffic will be created from the development at Aylesham but traffic management and calming measures will be implemented in consultation with local residents to mitigate any negative impacts.	Add to end of text on Figure 17 (page 49) "It is recognised that additional traffic may have an environmental impact on surrounding villages. Traffic calming will be designed to discourage use of routes through villages as alternatives to the primary network but where unavoidable, traffic calming will be designed to ensure that any additional traffic passing through villages does so safely."
203	Wingham Parish Council: Mrs M Richards, Clerk to the Parish Council (19/04/04)	7.2	49	Acknowledges the contribution of the scheme to problems of through traffic in nearby villages. On P49, mention is made of a Traffic Management Scheme in Wingham. Could you inform the Council what is envisaged in this scheme and how, (paragraph 4), it will deter traffic from Aylesham from using the route through Wingham. Paragraph 5 states that an analysis has been done of the preliminary prediction of traffic distribution. What is the predicted increase in the volume of traffic through Wingham?	Traffic management will be designed at the Detailed Design Stage. Predicted traffic increase information will be available following the completion of a Transport Assessment.	No action required.
204	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	7.2	50	The Parish Council is concerned about impact of traffic from development at Aylesham and potential development at Snowdown. There is a need to address residents' concerns about excess traffic up the B2046 via Spinney Lane.	Refer to Figure 20.	No action required.
205	Campaign to Protect Rural England: T Glyn Thomas, Chairman (08/05/2004)	7.2	46	CPRE supports the Strategic Highway Access proposals, but questions whether the upgrading of the B2046 and Aylesham will be adequate and what the effect of development at Snowdown would be on the road network.	Overall approach is to maintain the rural character and minimise upgrading whilst providing sufficient capacity. This will be analysed further in the TA and supporting technical assessments will be presented.	No action required.
206	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.3	51	In fig 22, the B2046 / Cooling Road junction should have a big green circle.	Agreed.	Change both junctions of Cooling Road with B2046 and Spinney Lane to Big Green Circles (junction improvements)
207	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.3	51	Traffic calming is shown along Spinney Lane and a traffic calming 'event' in Cooling Road.	Agreed.	Figure 22: Change orange circle to "Traffic Management" in Key.
208	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.3	51	What does the blue line with arrows signify? (e.g. Boulevard Courriers).	Blue line = Traffic calming to existing road network	Figure 22: Add 'Blue line = Traffic calming to existing road network' and take text off actual diagram.
209	Group of Private Individuals (1) (16/04/2004)	7.4	52	If adequate parking is critical, given the extra cars on the road, how will this be sustainable?	Agreed. Adequate parking (not oversupply) is critical to avoid problems of displaced parking.	No action required.
210	ACDP Roads and Traffic Subcommittee (undated)	7.5	52	The nearby roads are too dangerous for walking or cycling.	Traffic management and calming will be implemented as far as possible to improve safety for pedestrians and cyclists.	No action required.
211	ACDP Roads and Traffic Subcommittee (undated)	7.5	52	The road from Aylesham to Snowdown was proposed as an official cycle route at the Open Space and Communities workshop on 2 June 2003. This is not possible if the volume of traffic is increased with vans and H.G.Vs. The route via the cemetery junction would be the lorry driver's choice.	Transport Assessment will address this further. The SPG includes measures to improve pedestrian and cycle access on the link between Snowdown and Aylesham.	No action required.
212	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	7.5	52	Jitties contribute to the ease with which burglary and car crime can be committed. We must not copy mistakes of the past. The SPG does not identify possible closure of troublesome jitties.	The masterplan does not propose new jitties. The jitties increase the pedestrian network within the village, although safety and security of some jitties is an issue which is recognised as a problem on page 54. The SPG includes proposals for upgrading jitties through the use of lighting which is sensitive to surrounding development and improved maintenance programmes.	No action required.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
213	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	7.5	52	There is no reference to good practice recommended by SUSTRANS in relation to safer walkways and cycle routes.	This will be addressed at the detailed design stage.	No action required.
214	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.5	53	Regional Route 16 of the National Cycle Network appears to have been removed altogether. It should be reinstated with its own colour key to differentiate from other cycle routes, with perhaps a dotted version to show where it could be redirected past the railway station. Figure 23 indicates pedestrian/cycle links at the end of Coleridge Gardens. This is not possible as the land adjoining the site is privately owned.	Agreed. See comment (185). Noted. The link via Coleridge Gardens will be removed.	No action required.
215	Private individual (2) (30/03/2004)	7.5	53	The green and red dotted lines both have the description 'primary pedestrian routes'. The red dotted line should be called 'public rights of way'.	Agree. See comments (185) and (218).	No action required.
216	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.5	53	Some colours and symbols are not represented in the key:- • yellow line and arrow • thin orange lines (jitties?) • light blue line and arrow • blue circles with black outline	Agreed.	Add to key of Figure 23: Orange line = jitties – pedestrian links Light Blue = RR16 cycle route Blue Circle with dotted black line = improved access for pedestrians
217	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.5	53	Existing public rights of way have been omitted. Any diversion of these paths will need to be carried out through the normal legal procedures prior to development being carried out.	The existing public right of way have been labelled incorrectly as primary pedestrian routes. The red dotted line actually shows public rights of way. Other missing public rights of way will be added.	Amend plan to show public rights of way.
218	Kent County Council, East Kent Public Rights of Way Office: Melvyn Twycross (14/04/04)	7.5	53	The existing footpath to the south west could be improved to attract visitors using the National Trail.	See comment (156).	No action required.
219	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.5	53-54	Figures 23 and 24 do not appear to show a direct cycle route between Market Square and the railway station. There appears to be no direct cycle routes across the Central Open Space. In the absence of any formal cycle facilities there is a distinct possibility that pedestrian routes would be used with the obvious conflicts that this would generate.	Agreed.	Add a cycle route through central open space next to pedestrian link arrow by changing keys in Figures 23 & 24 to say Pedestrian and Cycle link between Market Square and station.
220	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.5	54	Suggested change of wording in bottom paragraph on left hand side: "This should also include the setting up of a walking bus scheme..."	Agree	Amend text.
221	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.5	54	The second sentence of the first paragraph should read "Also, passing close by the village is Regional Route 16 of the National Cycle Network, that runs between Canterbury to the north and Dover to the south".	Agree	Amend text.
222	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.6	54	In the last sentence of the first paragraph, the word "Cycle" should be removed from the phrase "Regional Cycle Route 16".	Agree	Amend text.
223	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.6	54	In fig 24 there appears to be a missing section of the existing X90 route along Dorman Avenue North and Cornwallis Avenue.	Agree	Amend drawing.
224	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.7	55	The Parish Council objects to the potential bus route along the Central Open Space. Rating Road provides adequate road access to the railway station, and there is an existing bus route for the K10. The proposed bus route may cause a disturbance to residents.	The potential bus link is to provide good public transport integration with the station. Newer Bus vehicles are designed to be as un-intrusive as possible.	No action required.
225	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	7.7	55	If the bus companies have not found it a viable proposition to run services through the Northern Development Parcel, and with reduced rail services, how will this be beneficial to the community?	The proposed bus routing does pass through the northern development parcel (see Fig. 24) although the route may need "pump priming". Improved Public Transport integration should be beneficial to the community to enable them to reduce their reliance on the car, and reduce vehicular traffic by switching to more sustainable methods. The bus companies will need to check viability. See comment (240).	No action required.
226	Group of Private Individuals (1) (16/04/2004)	7.7	56	The community bus along the eastern edge of the open space introduces traffic into an area that should be traffic free and reduces the area of open space. A bus route into Burgess Road would encourage other vehicles to use the route as a short cut. The existing route along Rating Road is a logical and safer solution.	The possibility of a bus link is to provide integrated transport with the station. If the bus link is implemented the route should be reviewed and, if under-used, then removed.	No action required.
227	ACDP: Parks and Open Spaces Subcommittee (May 2004)	7.7	55	Concerns raised regarding the proximity of the new station access road to St. Joseph's primary school, which appears to have been	Agreed, these issues will need to be addressed at the detailed design stage. The relationship between the school and parking is	Add new station link road to Figure 25 as an access road. Add to last but one sentence at end of section 7.3.
228	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.7	56			

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
	Transport Policy and Regeneration & Projects (10/05/04)			omitted from Figure 25, have not been addressed. The relationship between the proposed increase in parking for the station and school 'drop-off' facilities is also not made clear. There should be some acknowledgement in the SPG that the provision of the new station access road and station parking will have to resolve any potential conflict with access to St Joseph's primary school by parents and their children.	as existing. No increase in parking for the station is proposed.	"...Implementation of the link will rely on the satisfactory resolution of the complex junction arrangement at the Ackholt Road end "and with St. Josephs School and the station."
229	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.7	56	In the 4 th paragraph on the right hand side, reference is made to 'Comex South East', who no longer holds the rail franchise in Kent. A suggested alternative phrase would be 'the local train operator', as at the time of writing the next franchise is not known.	Agree	Amend text.
230	Network Rail: Chris Price, Town Planner (06/05/04)	7.7	56	Network Rail supports the proposals for creating a better interchange and possibility of a new/refurbished station subject to technical, operational and commercial viability. Network Rail however has no funds to contribute to these schemes.	Noted. The Local Plan requires the developer to make a financial contribution towards the Station improvements.	No action required.
231	Network Rail: Chris Price, Town Planner (06/05/04)	7.7	56	Trees should be sited so as not to overhang Network Rail's boundary to prevent trespassers and young children from accessing the railway. This also aids in preventing wet leaves from falling on lines and creating operational difficulties. If deciduous trees are planted, they should be well away from the railway boundary.	Noted. Detailed landscaping and design for the Central Open Space will take into account site constraints near the Network Rail boundary. Safety and security is a primary concern and the designs for the open space will be progressed in consultation with Network Rail to ensure that specific issues are addressed.	No action required.
232	Network Rail: Chris Price, Town Planner (06/05/04)	7.7	56	If additional security is needed near the railway as a result of new developments in the adjacent area, it would be helpful if the Council conditioned planning consents on the grounds that developers provide improved security fencing where this is considered necessary by Network Rail.	An important aspect of the proposals is improved pedestrian and cycle access to the railway station. These footpaths will be designed to minimise Network Rail's safety and security concerns.	No action required.
233	Network Rail: Chris Price, Town Planner (06/05/04)	7.7	56	Open spaces (recreational or play areas) adjacent to the railway or increased use of footpaths near the railway are not encouraged by Network Rail as they create an increased risk of trespassing and vandalism onto railway lines. If there is no alternative, Network Rail would fulfil its statutory duties with regard to fencing, but would expect the Council to pay for any additional fencing that is deemed necessary. The improved open space will have more intense use.	Agree.	No action required.
234	ACDP: Parks and Open Spaces Subcommittee (May 2004)	7.7	56	Public Transport Retention & expansion of Public transport through bus and rail networks Promote community bus		
235	Campaign to Protect Rural England: T Glyn Thomas, Chairman (08/05/2004)	7.7	56	The proposals for the railway station are needed, and the link between the station and the Market Square is supported. Dover District Council should resist any reduction in services.	The District Council has made representations to the Strategic Rail Authority to resist reductions in services whilst strongly seeking the extension of CTRL domestic services to Dover.	
236	Conserve Aisham's Rural Environment (CARE): Alan Armstrong (06/05/04)	7.7	56	The Strategic Rail Authority has initial plans to reduce services to Aylesham. DDC should resist these proposals.		
237	ACDP: Parks and Open Spaces Subcommittee (May 2004)	7.7	56	The station is located on the edge of the village with no formal footpaths or lighting. The Doorstep Green Project was due to address these issues. Most of the improvements suggested by the SPG are welcome.	The SPG includes proposals for improved lighting at the station, as well as improved pedestrian and cycle links to the railway station.	No action required.
238	ACDP: Parks and Open Spaces Subcommittee (May 2004)	7.7	56	Housing along the open space would not necessarily mean that there would be natural surveillance to improve security for people travelling to the station. Lighting along new pathways and a well-structured park would assure safety.	Noted. See comment (275).	No action required.
239	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	7.7	57	In the 3rd paragraph "pomp-prime" should read "pump-prime".	Agree	Amend text.
240	Steegecoach in East Kent: Jeremy Cooper, Commercial Manager (21/04/04)	7.7	57	We are pleased to see that the need to get "pump priming" money from developers to improve bus services has been recognised and we hope therefore that extension and improvement to route X90 will be possible as a consequence.	Noted.	No action required.
241	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	8	61, 63, 65, 67, 69, 71, 73.	A disclaimer appears to have been inserted at the bottom of each table, stating that the highway layout will be designed in accordance with the technical appendix of Kent Design. However in the main table they are still advocating some quite dramatic relaxations of "KCC Standards" with their own "Desired Aylesham Standards" (e.g. crossroads are permitted, which tend to have higher crash records than staggered junctions). Therefore, the statement at the bottom	The Aylesham standards have anticipated changes to the Kent Design Guide and in all cases fit with the minimum standards. If the new KDG is not adopted the Aylesham standards will be negotiated at the detailed design stage.	Replace the comment at the bottom of each table with the following text: ** The layout of the proposed development has been designed in accordance with the proposed Kent Design Guide, currently under consultation at KCC.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
			75, 77	and the detail in the main table appear to be at odds with each other. Again, I would expect the Dover Highway Unit to comment upon this in more detail.		
242	Conserve Aylesham's Rural Environment (CARE); Alan Armstrong (06/05/04)	8.2	60	Three and four storey buildings on Dorman Avenue North are not in keeping with the scale and nature of the project and would intrude on Adisham's skyline.	The variation in heights of buildings allows for a wider range of tenures to be accommodated. Dorman Avenue North is intended to be a gateway boulevard into the heart of Aylesham, and three storey dwellings will front onto the Avenue. This type of development echoes the vision set out in the original Abercrombie plan.	Amend text on p.60: "Four storey development will be considered only in specific key locations: <ul style="list-style-type: none"> the junction of Dorman Avenue North and the new Central Boulevard; corners (if apartment blocks) Market Square mixed use development. Four storey development consists of three storey houses or buildings with use of roofspace or the addition of dormer windows"
243	Aylesham Community Development Partnership, Housing & Social Committee	8.2	60	Three and four storey houses on Dorman Avenue North are opposed. The scale and height would not be suitable in the village and is a reminder of urban estates of the 1950s/60s. There are issues of ownership of space around apartments.	Four storey development is only proposed in select key locations to provide focal points for the development. These include the corner of the B2046 and Dorman Avenue North, possibly at the southernmost part of the Northern Development Parcel and also at corner locations.	
244	Campaign to Protect Rural England; T Glyn Thomas, Chairman (08/05/2004)	8.2	60	Four storey buildings would be out of character with the surrounding countryside and remain evidence of the history of the coalfield. Has the Kent Architecture Centre been involved?	The Kent Architecture Centre was invited to each of the Enquiry by Design consultation events and input from the Kent Architecture Centre has been solicited throughout the development of the SPG.	Amend plan on p.79 to indicate locations where four storey development would be possible. Indicate that development at the junction of Dorman Avenue North and the B2046 would be two storeys high.
245	Aylesham Community Development Partnership, Housing & Social Committee	8.2	60	Dorman Avenue North is the main access into Aylesham, and high density on-street parking is opposed. Children will be crossing this busy road. A safe and secure parking area should be designated.	There is no on street parking proposed for Dorman Avenue North. Safe and secure parking for residential dwellings on Dorman Avenue North will be provided in mews or courtyards.	No action required.
246	Kent County Council, NE Kent Area Office: Steve Darling (10/05/04)	8.2	61	I am particularly concerned about a 0.9m cycle lane being proposed for Dorman Avenue North. This is simply too narrow and is unacceptable – the minimum width should be 1.2m. Research has shown that cyclists in lanes narrower than this will feel intimidated and threatened by traffic, and they are likely to be counterproductive.	If spaces allows for it then this will be revised at the detailed design stage.	Remove 0.9m width of cycleway from table 1 on page 61 Replace with 'A standard to be agreed with the Highways Authority and fitting within the existing space constraints.'
247	Southern Water: David Nuttall, Network Planner (29/04/04)	8.5	66	We would support the wording of the final paragraph. Detailed design will need to be reviewed, not just taking into account the requirements for sustainable surface water disposal but also the future maintenance of any system utilised. The future maintenance of any facilities must be considered at the earliest possible stages of design.	Noted.	No action required.
248	Development Control Manager, Dover District Council (20/05/2004)	8.5	66	Are the streets along SUDS one or two way?	Residential Access Streets with SUDS have an option of being either one or two way streets.	No action required.
249	Development Control Manager, Dover District Council (20/05/2004)	8.5	66	Integral garages should be 'linked' garages. The garages are set back 6m from the back of pavement, not the homes.	Agree.	Amend text to reflect distinction.
250	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	8.6	68	Trees, when in full leaf, are effective barriers to natural surveillance.	Noted. See comment (275).	No action required.
251	Development Control Manager, Dover District Council (20/05/2004)	8.7	70	A range of setbacks (from 2m-5m) is allowed to give a softer village edge. Further explanation is needed to clarify that this is intended to encourage variety as opposed a choice of one distance within the range.	Agree.	Amend text to reflect rationale for the range of setbacks.
252	Development Control Manager, Dover District Council (20/05/2004)	8.7	70	The sketch shows an inappropriate urban-type feel with pavement on the opposite side of the street from the homes.	Agree.	Amend sketch to indicate that the village edge near the north of the Northern Development Parcel (along the hedgerow) will have a footpath on the development side only.
253	Kent County Council, Transport: Stephen Dukes, Regeneration & Projects (10/05/04)	8.7	71	The combination of a 4.8m carriageway width and casual on-street parking for Village Edge roads set out in Section 8.7 of the draft SPG could result in access difficulties for the emergency services and this needs to be addressed. Casual on-street parking may also lead to the erosion of any verge provided in front of the existing hedgerows. An option may be to provide areas of reinforced verge for casual parking that still allows vegetation to grow.	Agree.	Page 70, end of paragraph one.... Additional casual on street parking will be provided on opposite side of the street ADD "in a different material such as a reinforced grass verge surface".
254	Conserve Aylesham's Rural Environment (CARE); Alan Armstrong (06/05/04)	8.7	71	Plans for a perimeter street with buildings on one side only are supported. The ownership and maintenance of the existing hedgerow that defines the edge of the development is in question, however.	The hedgerow is owned by the District Council and the long-term maintenance of it, and other areas will need to be resolved at the planning application stage. See comment (23).	No action required.
255	Kent Police: Eddie Hughes (Crime Reduction/Architectural	8.8	72	The parking courtyards seem safe initially, but details raise questions: who will gate the courtyards, how will the gates be controlled? If noone takes ownership, the gates will remain open.	The specific details of gated courtyards will be addressed at the detailed design stage by developers. Potential methods of securing the courtyards include keypads or magnetic cards for	No action required.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
	Liaison Officer)			Courtyards with more than one entrance will become rat runs. The courtyards will be difficult to manage without lighting. Because of lack of ownership, the areas are taken over by young people.	residents to open the gates. As only a limited number of properties can be accessed via the gated and secure courtyards, the courtyards do not have issues of lack of ownership.	
256	Development Control Manager, Dover District Council (20/05/2004)	8.8	72	The windows required to provide secondary accommodation above garages may create overlooking problems. Is the garage width large enough to achieve staircase/cycle access?	The Masterplan proposals are conceptual. The concept itself is acceptable but the practicalities of providing garages with such potential will have to be tested at the detailed design stage. It is likely that such garages can only be provided in a limited number of locations within the development.	Amend text to include "This is subject to overlooking concerns and planning considerations at the detailed design stage".
257	Kent County Council, Transport, Stephen Dukes, Regeneration Policy and Projects (10/05/04)	8.9	75	Table 9 (Section 8.9) of the draft SPG sets formal on-street parking around Market Square as parallel bays. This should be amended to also allow perpendicular or angled parking bays to enable disabled parking bays to be located close to the shops located on the south side of Market Square.	Noted.	Amend text in table to: "Formal on-street: Yes in 2.0m x 6.0m parallel bays, disabled parking bays (on south side of Market Square) to be at least 3.0m x 6.0m (or 3.6m where they do not share an unloading area)."
258	Aylesham Community Development Partnership, Housing & Social Committee	8.10	76	Housing on the open space should be restricted in height to no more than a chalet/bungalow design where upper floor and roof space are used for bedrooms. Three storey buildings are opposed as being out of place and detrimental to the idea of improving the open space.	Agreed. Housing on the open space is intended to be 2 storeys.	Amend diagram on page 79 to indicate that housing along the open space will be 2 storeys. Delete the final sentence of Section 8.10 as it is no longer appropriate.
259	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	9	78	The Parish Council would like to see properties no higher than two storeys in keeping with the rest of the village.	The draft SPG includes proposals for a variety of dwelling types to accommodate a mix of units and sizes. To accommodate this mix, different heights of units are proposed. Design principles for all development are intended to be sensitive to existing village residences. Three and four storey development is proposed for higher density areas along parts of Dorman Avenue North and in the Northern Development Parcel.	No action required.
260	Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	9	78	The community must have input into the internal designs of properties once developers have been appointed.	Further consultation will be undertaken at the detailed design stage. Planning applications submitted by developers will be subject to standard consultation requirements but, other than meeting the Eco Homes standard the planning authority does not have control over internal design.	No action required.
261	Group of Private Individuals (1) (16/04/2004)	9	79	The Abercrombie plan details 2-storey houses. The proposed development has 3 and four storey properties that are out of character with the rest of the village.	See comment (242).	No action required.
262	Group of Private Individuals (1) (16/04/2004)	9	79	If more people are under one roof, is it more cost effective to build?	The cost effectiveness of each development is dependant on a number of variables, and the cost effectiveness of apartments or flats as opposed to houses is affected by many factors.	No action required.
263	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	9.1	78	This creates Radburn style parking areas. The seclusion afforded by such block structures creates an environment where burglars attack the rear of premises.	See comments (255) and (275).	No action required.
264	Development Control Manager, Dover District Council (20/05/2004)	9.2	80	Village edge should be two storeys. 'Discouraged' should be replaced by an 'X'. Integral garages are actually 'linked garages'.	Agree.	Amend text.
265	Development Control Manager, Dover District Council (20/05/2004)	9.2	81	The garages may be shown too large on the plan; 6.5m is required for turning, is there enough room for manoeuvring between the garages?	Detailed design of the individual blocks will ensure that vehicle turning circles can be accommodated.	Amend plan to reflect accurate garage size.
266	Development Control Manager, Dover District Council (20/05/2004)	9.4	82	The second bullet point indicates that the vernacular is shallow-pitched roofs whereas the pitch of existing roofs is not particularly shallow.	Noted.	Remove reference to shallow pitched roofs.
267	Development Control Manager, Dover District Council (20/05/2004)	9.6	85	Balconies should not be included as an option of special treatment as they are not a local feature.	Agreed.	Remove "such as balconies" from the second bullet point.
268	Group of Private Individuals (1) (16/04/2004)	9.6	86	Can you confirm that chimneys will be fitted to keep in character with the rest of the village? Will this be cost prohibitive?	Yes, the use of chimneys will be required, as stated on page 86. Detailed specifications for chimney treatments will be assessed at more detailed planning stages. Cost should not be prohibitive; there are many examples of modern development incorporating chimneys.	No action required.
269	Development Control Manager, Dover District Council (20/05/2004)	9.7	86	Security measures should accord with the Council's SPG, 'Security Measures for Retail & Commercial Premises'.	See comment (127).	No action required.
270	Development Control Manager, Dover District Council (20/05/2004)	10.3	90	Kent Design standards include garage dimensions sufficient to incorporate bicycles. Has this been taken into account?	See comment (272).	No action required.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
271	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	10.3	90	Who will restrict access to courtyards, and how?	See comment (255).	No action required.
272	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	10.3	90	The information on cycle parking does not make reference to secure cycle parking.	Agreed.	Remove existing text on cycle parking in section 10.3 and add text "There should be two elements of cycle parking: public and private. Public cycle parking - should be provided at locations likely to be destinations for cyclists, e.g. the station, the market square, the recreational ground, the community project and any future employment areas. The cycle stands should be covered and secure. The Local Cycle Forum should be consulted to agree the exact location of the public cycle parking.
273	Kent County Council; Transport: Stephen Dukes, Regeneration Policy and Projects (10/05/04)	10.3	90	The text for cycle parking in Section 10.3 of the draft SPG seems to be incorrect. This should emphasise that secure cycle parking facilities should be provided convenient to the cyclist's ultimate destination. This should also preferably have a measure of protection from the weather and be relatively easy to maintain. For residential developments secure cycle parking facilities should also be provided. Where garages are provided these should be of a sufficient size to allow for the secure storage of cycles as well as a car.		Private cycle parking should be provided for residential developments; on plot cycle parking should be built into the design of new houses. For flats, secure convenient cycle parking should be provided in communal areas in line with the minimum required parking standards for new developments.
274	Kent County Council; NE Kent Area Office: Steve Darling (10/05/04)	10.3	90	The paragraph for 'cycle parking' appears to be the wording from the above paragraph 'On Plot Parking'. I would like to see the correct wording to comment upon.		
275	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	10.4	90	This section heading does not represent the Association of Chief Police Officers award scheme 'Secured by Design'.	Agreed.	Rename 10.4 "Safety and Security". Add the following text to the section: "The design and management of the public realm significantly contributes to the safety and security of a development, and can contribute to crime prevention and minimising the fear of crime. Development should be designed in consultation with the Kent Police Authority. Development should have regard to Secured by Design Standards. Further details can be found on www.securedbydesign.com and Circular 5/94 "Planning Out Crime" (1994).
276	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	10.4	90	There are advantages and limitations of natural, informal and formal surveillance. Buildings that front onto the public realm do not automatically improve surveillance. The rear courtyard design will not put eyes on the street. Mixing uses requires careful assessment.		Development within Aylesham should conform to the following principles: <ul style="list-style-type: none"> Casual Surveillance: opportunities for casual surveillance should be created through the sensitive positioning of building entrances and car parking. Development to Front Streets and Open Space: all principal windows and entrances of development blocks should front onto streets and/or public open spaces. Active Frontages: Public open space should be overlooked and bordered by active frontages to provide animation and natural surveillance of the public realm. Lighting: Lighting schemes throughout the public realm should guide people to and along the major routes and minimise potential hiding places. Lighting schemes should be sensitive to the site's ecology, as well as to surrounding residential areas, and must avoid causing light pollution. Controlled Access: Private areas of car parking and servicing should have controlled access."
277	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	10.4	90	A variety of styles, including cul-de-sacs, when properly designed, can provide security.	An integrated network of streets has the positive benefit of increased levels of overlooking from adjoining properties and natural passive surveillance of street activity, both in terms of traffic and pedestrian movement.	Amend text to remove reference to cul-de-sacs.
278	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	10.4	90	Too many pedestrian and cycle routes will create rat runs.	Pedestrian and cycle routes through the village create greater legibility and assist in achieving sustainability goals. A traffic management strategy for the village (Figure 22) demonstrates the proposals to make Aylesham a more pedestrian-friendly environment.	No action required.
279	Kent Police: Eddie Hughes (Crime Reduction/Architectural Liaison Officer)	10.4	90	There is a need to work with communities to have well-managed open space.	Agreed. Management and community involvement create successful and vibrant places. Planning applications will be expected to include long-term management plans for public areas. Future detailed designs for the open space will be the subject of additional consultation exercises. See comment (23).	No action required.
280	Environment Agency: Barrie	11	92	Figure 27 requires a key.	Agreed.	Add key showing – pink = proposed sewer to new development.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
281	Neaves, Customer Services Manager (14/05/2004) Aylesham Parish Council: Heidi Golden, Clerk (07/05/04)	11.1	91	A flora and fauna inspection of the open space should be undertaken. There are concerns that a sewerage tank in the open space would be detrimental to the species in the area. There are also health and safety concerns as a school is nearby. Piping under the B2046 to join with Dambridge Wastewater Treatment Works in Adisham would be a more viable option. It appears from Southern Water's point of view that the developers will design and build the sewers. There is limited capacity in the existing sewerage network. Any foul water will be discharged through the existing sewer system and put additional pressure on the existing network. There is concern about proposals for a storage system tank in the central open space, as it will impact on the quality of the open space. The ACDP opposes the location of the overflow sewerage tank in the open space as depicted on page 92. The area has ecological value that should be preserved. Disturbance of soil will destroy a natural habitat. Dover District Council and Southern Water should consider other options: either a tank within the Northern Development Parcel as a holding facility, or a tank on the other side of the railway. Southern Water has a large bore water pipe crossing the railway by the B2046 Bridge, which would provide the option of locating the tank either in the road across the railway or in the adjacent field.	See comment (65). Piping under the B2046 would be economically unviable due to the distances of pipe laying involved.	red = new stormwater drainage tank, Purple = existing sewer, blue line = underground gas, electricity and mains to serve new development, Purple dotted line = move existing overhead power lines to under ground mains. No action required.
282	ACDP: Parks and Open Spaces Subcommittee (May 2004)	11.1	91	There is limited capacity in the existing sewerage network. Any foul water will be discharged through the existing sewer system and put additional pressure on the existing network. There is concern about proposals for a storage system tank in the central open space, as it will impact on the quality of the open space.	See comment (65).	No action required.
283	ACDP: Heidi Golden (07/05/04)	11.1	91	The ACDP opposes the location of the overflow sewerage tank in the open space as depicted on page 92. The area has ecological value that should be preserved. Disturbance of soil will destroy a natural habitat. Dover District Council and Southern Water should consider other options: either a tank within the Northern Development Parcel as a holding facility, or a tank on the other side of the railway. Southern Water has a large bore water pipe crossing the railway by the B2046 Bridge, which would provide the option of locating the tank either in the road across the railway or in the adjacent field.	See comment (65). Unfortunately due to topography of the area locating tanks elsewhere is potentially unviable.	No action required
284	Kent County Council, Transport: Stephen Dukes, Policy and Regeneration & Projects (10/05/04)	11.1	91	Section 11.1 of the draft SPG makes reference to the provision of a storage tank and the local concerns about its location under the Central Open Space. Consideration could be given to locating this storage tank on the other side of the railway within the existing industrial estate. This would overcome local objections and also provide better access to this element of the sewerage system.	See comment (65)	No action required.
285	Southern Water: David Nuttall, Network Development Planner (29/04/04)	11.1	91	From a preliminary review of the site contours, it appears that an on-site pumping station may be required to discharge sewage to the existing sewerage system. If this is required, an appropriate site will need to be located within the proposed development for the pumping station. The final paragraph makes reference to the design of the proposed storage tank within the central public open space. It is essential, if this option is to be progressed, that the works are carried out in advance and in conjunction with any proposed improvements to the Central Public Open Space.	Agreed - If a pump is required a location for this will need to be found within the proposed development. This will be at the detailed design stage. Agreed – phrasing of the tank installation should be in line with refurbishment of the Central Open Space. See comment (65)	No action required.
286	ACDP: Heidi Golden (07/05/04)	11.1	91	Water recycling schemes, in addition to SUDS, should be explored for old and new parts of the village.	See comment (299).	No action required.
287	ACDP: G. Horsfall (07/05/2004)	11.1	91	There is strong public feeling against locating an overflow tank in the Central Open Space. Such a tank would disturb the chalkland. There would also be a smell of sewerage from the ventilation system of the tank. The avenue of trees in the SPG would not be planted as trees cannot be planted on top of the tank. Additionally, a tank would require periodic excavation, so nothing permanent could be put over the tank. It is likely this will not be the last expansion of Aylesham, and the sewerage upgrades should take into account possible future expansion of the village. Another option has been presented by Southern Water that is not included in the SPG. This consists of three pipes laid side by side in the open space. The pipes will have ventilation shafts that protrude from the ground and will create a smell generated by methane gas. The effect of this proposal is the same as the proposal of the tank and creates the same undesirable consequences. If the present sewerage system is at full capacity, will the addition of	See comment (65).	No action required.
288	ACDP: G. Horsfall (undated)	11.1	91	It is likely this will not be the last expansion of Aylesham, and the sewerage upgrades should take into account possible future expansion of the village.		
289	ACDP: Supplement to Sewerage Report (undated)	11.1	91	Another option has been presented by Southern Water that is not included in the SPG. This consists of three pipes laid side by side in the open space. The pipes will have ventilation shafts that protrude from the ground and will create a smell generated by methane gas. The effect of this proposal is the same as the proposal of the tank and creates the same undesirable consequences. If the present sewerage system is at full capacity, will the addition of		
290	Group of Private Individuals	11.1	91	If the present sewerage system is at full capacity, will the addition of	This will depend on the rainfall intensity, but in theory yes. The tank	No action required.

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
291	Goodhewstone Parish Council: Merrilyn Lee, Clerk (19/05/2004)	11.1	91	one property put the system over capacity? The thought of sewage being released at off peak times is not acceptable. An alternative should be found or the pipe to the Dambridge Pumping Station should be enlarged for the entire route.	See comment (65). See comment (65).	No action required.
292	Environment Agency: Barrie Neaves, Customer Services Manager (14/05/2004)	11.1	91	Further development at Aylesham would generate significant additional wastewater flow to Dambridge Wastewater Treatment Works, which would further degrade the water quality in the Wingham River. Specific funding must be made available for the upgrade of Dambridge WWTW to meet the Environment Agency's requirements for improved effluent quality. This should be included in the design proposals on p. 35.	This is alluded to in the analysis of comment (65). The proposals for the upgrade to the sewerage system required to accommodate the expansion of Aylesham need to be developed with a full understanding of the operation of whole of the existing system, including the sewer works and the outfall. Only then can the most environmentally and economically sustainable solution to provide increased capacity in the system be defined.	Text added to section 11.1 to require that a sustainable and long term solution be implemented, taking into consideration the total drainage system, including the outfall. However, the development should only be expected to finance works that would address the additional harm it causes and not to rectify an existing problem.
293	EDF Energy: John Park, Commercial Strategy Manager (15/04/04)	11.2	91	Our Company would work to improve the electricity network in Aylesham and we were keen to demonstrate our willingness to contribute to the success of this project by providing the 'model village' with a 'model network' which would have modern remotely operated equipment providing a high level of reliability of supply to the village. However I was very disappointed to see that our contribution has been completely ignored and that the only reference to electricity supply appears under chapter 11—Services & Utilities paragraph 11.2 which is not only short but factually incorrect in content.	A discussion has been held with John Parks from EDF Energy, who are incumbent electricity supplier for the area, to agree revised text for SPG.	Remove text from section 11.2 and replace with: "EDF energy (previously Seeboard) are incumbent suppliers of electricity in Aylesham and want to provide a 'model network' for electricity supply to the village – in theory this means that no houses would ever be without electricity supply, because if there was a fault, remote access would allow energy supply to be switched to an alternative immediately without having to access the site. It is understood that further capacity will be required for development in the area. A small site for a primary sub station will be required to serve future development, (this does not have to be within Aylesham). All electricity supply can then be provided underground. Further study and early consultation with all parties will be required. Renewable energy resources are actively supported by EDF energy. Individual renewable resources for developments, such as solar panels for hot water systems in new homes, are something EDF encourages, as this can significantly reduce energy input to heating water."
294	Kent Energy Centre (28/04/04)	11.2	91	This has a focus on adaptation to the electricity demand rather than mitigating. The sustainability checklist suggests sourcing from alternative methods	Developers should be aware of designing eco-friendly housing.	Add paragraph to section 6 to say – "Housing developers should be encouraged to design eco-friendly housing so that consumption of energy resources is minimised from the start."
295	Southern Water: David Nuttall, Network Development Planner (29/04/04)	11.4	91	Please remove the phrase "although discussions with Southern Water have suggested that it may be more sensible for the new development to be served from their existing reservoir on the northern edge of the village". Whilst there is the potential for the proposed development to be served by Southern Water, the development does lie within the area of responsibility of Folkestone and Dover Water Company, who have the statutory duty to supply the development.	Agreed. The confusion should be removed by taking out the comment all together.	Remove text as requested. Add to end of section 11.4: "Further future developments within the area should be discussed between statutory supply companies as far as possible so upgrades can be incorporated into the work necessary for development at Aylesham, causing minimal disruption in the long term."
296	Folkestone & Dover Water Services Limited: David Walton, General Manager (29/04/04)	11.4	91	There is an inference that Southern Water provides this essential service to the site. Clearly this is possible but would have regulatory impact and assumes that it is possible to supply without significant investment. I am aware that both issues could be problematic.		
297	Folkestone & Dover Water Services Limited: David Walton, General Manager (29/04/04)	11.4	91	Although the reservoir is adjacent to the majority of the proposed development, it is within Folkestone & Dover Water Services Ltd licensed operating area. Accordingly there would be regulatory challenges to be overcome. Additionally the reservoir could not serve the residential areas without construction of a booster station. Practically you would expect to utilise existing infrastructure to serve the non-residential developments within the existing village and on its southern extremities.		
298	Folkestone & Dover Water Services Limited: David Walton, General Manager (29/04/04)	11.4	91	We anticipate being able to supply from existing infrastructure all but the most northerly development parcel (i.e. north of Dorman Avenue North). To serve the whole we would need to reinforce a relatively short length of main.		
299	Folkestone & Dover Water	11.4	91	There needs to be some initial high level water supply planning to	Agreed.	Add text in Section 6.4: after water consumption paragraph –

Rep	Respondent	Section	Page	Comment	Analysis	Recommendation
	Services Limited: David Walton, General Manager (29/04/04)			ensure the successful development of the area, especially given that the area to the north of Dorman Avenue North could be developed in smaller parcels over a fairly lengthy period.		"Sustainable Urban Drainage System (SUDS): This can be introduced by developers in areas of new housing. It is a more natural way of managing rainfall in a sustainable way that will not contribute to problems associated with flood risk and assists in promoting bio-diversity."
300	Development Control Manager, Dover District Council (20/05/2004)	11.5	91	Have mobile providers been contacted about future plans for masts?	Mobile service providers have not been specifically contacted regarding the SPG. Any future development of mobile communication masts must, however, be in accordance with standards set out in PPG8: Telecommunications and the Dover District Local Plan (specifically policy TR13).	No action required.
301	Group of Private Individuals (1) (16/04/2004)	Appendix 1	96	There is a need for more grass pitches. The school playing field will not be used since it should be locked for security.	See comment (166).	No action required.
302	Group of Private Individuals (1) (16/04/2004)	Appendix 1	97	If adequate means of wastewater disposal must be available before each phase of the development is occupied, does that mean the sewage tank must be in place before the Northern Development Parcel is started?	Construction of any tank in Central Open Space should be carried out in line with refurbishment of Central Open Space. The phrasing of such works is subject to further analysis in order to confirm when infrastructure provision will be required. Given that the existing drainage system is over capacity, it is likely that improvements to the system would form part of an early phase of work. See comment (169).	No action required.
303	Group of Private Individuals (1) (16/04/2004)	Appendix 1	98	Bullet (iii) is omitted. Bullet (iv) finishes mid-sentence.	Policy AY7 is quoted directly from the Dover District Local Plan (Adopted 2002). Item (iii) is missing from the original document. Item (iv) is not incomplete, it is finished in item (v).	No action required.
304	Environment Agency: Barrie Neaves, Customer Services Manager (14/05/2004)	Appendix 2	102	The SPG includes little recognition of ecology of the area. Section 8 of the Sustainability Checklist refers to Biodiversity Action Plans, which should be addressed in the masterplan.	Agreed – further reference to this matter would be beneficial. Detailed ecological and environmental assessments will be completed as part of the Environmental Impact Assessment submitted with the planning application- see also comment (23).	Add text to section 5.10. "The new proposals for the open space network will be sensitive to existing wildlife habitats, and designs will strive to enhance biodiversity wherever possible, using the Kent Biodiversity Action Plan as a guide".
305	Environment Agency: Barrie Neaves, Customer Services Manager (14/05/2004)	Appendix 2	102	More prominence should be given to the natural habitat and how it can be protected or enhanced.	Agreed. See comments (23), (108) and (304). Appropriate mitigation measures will be set out in the Environmental Statement.	No action required.
306	Kent County Council, Biodiversity: Colin Godfrey (10/05/04)	Appendix 2	102	The sustainability checklist in Appendix 2 (para 8.7.1 Conservation) calls for a baseline survey of species, habitats and significant natural features to be carried out. This is essential to ensure that the potential impact on biodiversity can be adequately assessed and satisfactory mitigation or compensatory measures can be developed. The following general principles should be considered for the northern development parcel: <ul style="list-style-type: none"> Retaining and sympathetically incorporating habitats and features of local importance for biodiversity into the overall scheme design Ensuring that biodiversity enhancement measures relate to all areas of open space, including the neighbourhood parks Wherever possible, creating wildlife corridors to link areas of semi-natural habitat Ensuring that design of Sustainable Urban Drainage Systems is consistent with providing local biodiversity gains Where appropriate, incorporating wildlife enhancement measures such as green roofs and bat bricks into the built environment.	Noted. See comment (275).	No action required.
307	Kent Police: Eddie Hughes (Crime Reduction/ Architectural Liaison Officer)	Appendix 2, 9.7.2	102	Some of the design concepts make it difficult to achieve 'Secured by Design' standards. The Government is determined to increase community safety through the planning process.	Future development at Aylesham will strive to meet BREEAM excellent ratings. The BREEAM assessment incorporates measures of external lighting energy efficiency. Whilst detailed lighting specifications are not provided in the SPG, developers will be required to meet BREEAM standards.	Add to text box on page 43: "-. Street design and furnishings (including lighting) should uphold sustainability principles whilst providing for a safe environment.
308	Kent Energy Centre (28/04/04)	Appendix 3	106	External lighting should be of energy efficient standard with limited upward lighting transmission.	See also comment (149).	Amend final paragraph of 10.2: "...highway illumination purposes. This often results in out of scale, ugly fittings and poor lighting quality for the pedestrian. Designs should be selected that minimise light pollution yet provide sufficient lighting to ensure pedestrian and vehicular safety, which are of paramount importance."