



Grange Farm Development Brief

9th November 2004



1. INTRODUCTION AND AIMS OF THE DEVELOPMENT BRIEF

1.1 A requirement of the Local Plan is for a Development Brief to be prepared to guide the development of the site. Policy H1 in the Local Plan says that the site will be developed for 250 houses and a development brief is to be prepared. It goes on to state that “The site is to be developed in sectors well related to the existing highway network; maintain the setting of Grench Manor; 1.1 hectare primary school site to be reserved adjacent to Hazelmere Drive and the playing fields to the south; travel appraisal report required; no new access to be taken from Medway Towns Northern Relief Road.”

1.2 This development brief does not represent a planning application nor is it intended to prescribe the exact form of development, but rather identify a development strategy and key issues that must be addressed. It gives a clear indication of what type and form of development Medway Council wishes to see in this area. This guidance can be considered as one step in the process of the site’s development, following it’s identification in the Local Plan.

1.3 As part of the consultation process a community workshop was organised for the local community. This event took place at the nearby Featherby Road Primary School and included a drop-in event for the public to view an indicative proposal for the site followed by a workshop. People were invited to participate by giving their views on the proposed development. The meeting

notes of the workshop are attached at Part 7. A further period of consultation commenced on 26th July 2004 and finished on the 10th Sept 2004. The results are attached after Part 7.

1.4 This Development brief has the status of a supplementary planning document (SPD). As such it will not form part of a statutory plan, but as it is in conformity with the Medway Local Plan it will be given due weight when any planning application for the future development of the site is considered.

2. DEVELOPMENT VISION

- 2.1 The Council's vision for the Grange Road site involves the creation of a well-designed residential area which successfully meets the planning and urban design objectives set out in local and national government guidance. This vision is of **a place which is distinctive, safe and pleasant, easy to get around, welcoming, adaptable and resource efficient.**
- 2.2 The site's topography renders it visually prominent from the river and coastal path to the North and from all roads approaching the Grange Roundabout. As such, the development form created, particularly along the northern and eastern slopes, will impact significantly upon the wider landscape. Development of this site will define part of the urban

edge – in addition to forming a gateway – to north-eastern Gillingham.



The site



Grench Manor – Grade II listed



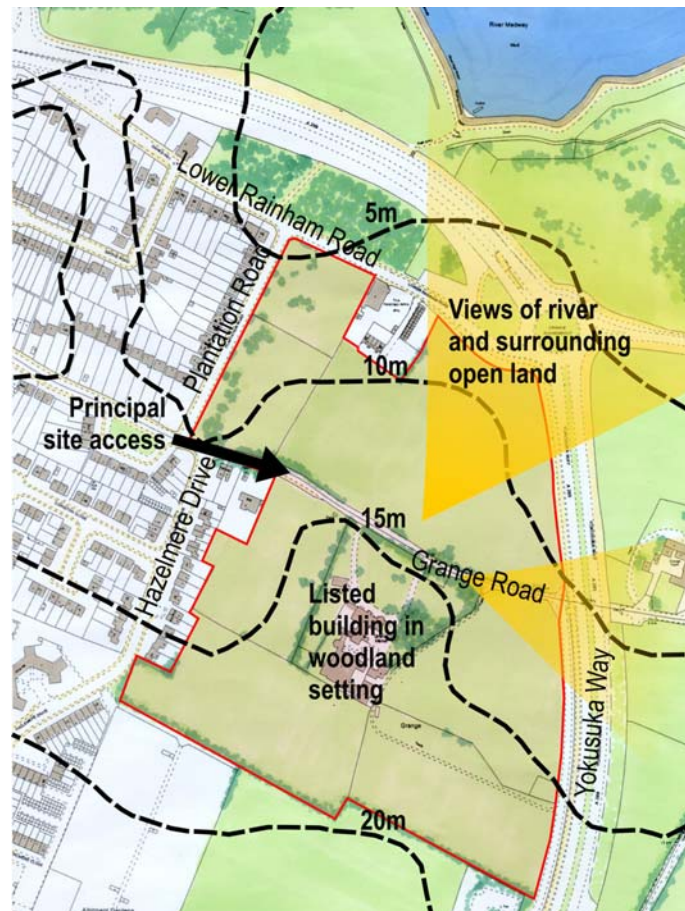
View of site from pedestrian crossing.



Grange Road tree-enclosed

3. CONSTRAINTS AND OPPORTUNITIES

- Protect the woodland setting of the Grade II listed Grench Manor and the chapel remains
- Attenuate noise and visual impacts of traffic along the A289 dual carriageway
- Maximise views towards the river from publicly-accessible spaces and the countryside vista to the east across Yokusuka Way.
- Protect and enhance the sloping landscape character which should not be hidden in the urban form.
- Emphasise this gateway location along the urban edge of north-east Gillingham
- Where appropriate, at the rear of the site, create new frontages (A number of properties back onto the site, presenting opportunities)



- Extend the leafy character of site from central section along Grange Road towards the site edges.
- Mixed-use elements have been explored but owing to the site location on the edge of the

urban area have been found not to be feasible or appropriate.

Maximising river views



Harmonising with the existing built environment



Protecting the setting of Grench Manor



4. DESIGN PRINCIPLES

A clear design statement is required.

4.1 A design statement must be submitted along with development proposals for this site, as required by Planning Policy Guidance 1. This should explain and illustrate the design principles and design concept, demonstrating how these respond to the local plan policies and the urban design principles set out in this brief. A clear and rational site appraisal – design principles – analysis – design solution process should be followed, taking account of the site’s character and wider context.

4.2 Established urban design principles are also explained in government guidance documents, such as ‘By Design’ and ‘Better Places to Live – a companion guide to Planning Policy Guidance 3: Housing’ (DETR, 2001). The objectives and principles set out in the Kent Design Guide

(2000) should also be taken into consideration in helping to create a locally distinctive place.

- 4.3 In addition, any **detailed** proposal should include:
 - a sustainability statement demonstrating how the proposed design will provide for sustainable construction and help to promote sustainable urban living, and
 - a design code demonstrating how the detailing and materials will contribute to a good quality public realm.
- 4.4 Reference shall be made to the SEEDA Sustainability Checklist where relevant.

Landscape

Integrate development sensitively with the landscape to create a place with its own identity

4.5 The key to the creation of a locally distinctive development in this location will be to work with the natural forms of the existing landscape: emphasising the slopes whilst maximising views north towards the river and towards the open land to the east. Consideration should be given to the views of building elevations as seen from outside the site as well as from within. Potential exists to create an interesting and varied roofscape which emphasises the slopes. It is necessary and critical that a well landscaped green boundary is retained along the side of the dual carriageway similar to that which currently exists to the south of the site.

Grench Manor

4.6 The grade II listed Grench Manor, and its woodland setting on the high plateau, should continue to provide the central focal for the area. The listing applies to all buildings within the curtilage and the grade

If listed chapel remains. The open space hierarchy, layout, orientation and scale of the development should refer to the manor in order that it remains the central focus and its traditional setting continues to be reflected. The proposed School is no longer required but its playing fields would have provided important open space to contribute to the setting of the Listed building. Loss of this open space would require additional consideration to make good this shortfall.

Trees

4.7 A number of existing trees merit being retained, and may well help to inform the design and to retain local distinctiveness. A full tree survey must be carried out to identify these. New planting and landscaping should be fully integrated into the overall design and link in to the wider context. This should help particularly to soften the edges of the development and allow it to sit more harmoniously alongside

the relatively green setting to the immediate east and north.

Layout: Urban Structure

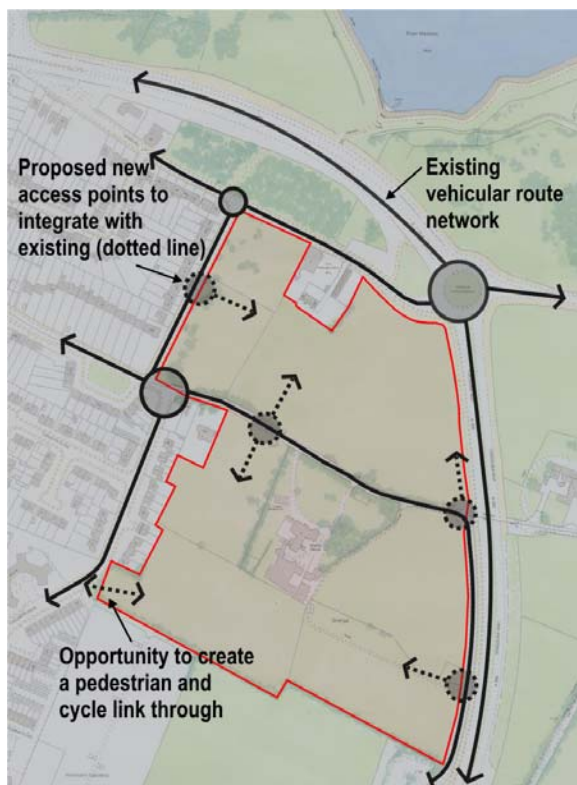
A place that is easy to get to and move through

4.8 The principal site access will be via the existing Grange Road. The Council will not allow any new vehicular access from Yokusuka Way. Another vehicular access may be created from Lower Rainham Road in the north-western corner of the site. This will provide a greater level of connectivity to the existing road network and reduce the impact of traffic at the Grange Road junction. Potential may exist for another secondary access from Plantation Road. These new routes should link up to Grange Road to increase permeability within the site and limit the 'dead end' cul-de-sac effect. See

diagrams showing existing route networks and suggested new access points.

A clear urban structure that is easy to understand and pleasant to walk through

4.9 A clear hierarchy of routes, from main road to footpath, should be designed to aid local legibility and encourage pedestrian movement. This will involve creating direct routes, which are overlooked by habitable rooms and provide for well-connected public spaces. Where possible, routes should follow natural desire lines, consider predominant views, and create attractive vistas.



Possible vehicular route network



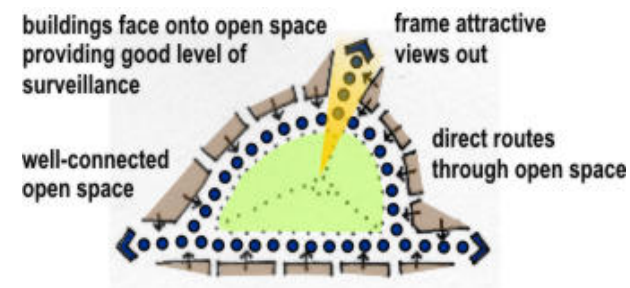
Existing pedestrian network

Integrating public open spaces and amenity areas into the development

4.10 Selecting the most suitable locations for public spaces, such as open spaces and play spaces, is critical in creating a well-structured development layout. These should be in accessible and focal locations.

They should be well integrated into the route network and overlooked by adjacent properties in order to increase natural surveillance and promote activity.

4.11 The setting of Grench Manor provides an ideal focus and a raised plateau on which to locate the principal public space. This could also serve as a platform for views towards the river whilst protecting the setting of the manor.



Ensuring that streets are safe and inviting

4.12 Barriers to pedestrian, cyclist and mobility-impaired movement should be avoided along all routes and in all public spaces.

Roads should be designed for maximum vehicle speeds of 20mph, avoiding the need for traffic calming devices such as speed humps and chicanes. This can be controlled by perceptual methods of road design that lend a feeling of constraint through building enclosure.

4.13 The use of standard road layouts, as set out in Design Bulletin 32 will be discouraged. Developers should make particular reference to Better Places to Live guidance in designing their layout.

4.14 Efforts should be made to retain as much of the distinctive rural lane character of Grange Road as is possible, in particular the stretch adjacent to Grench Manor which provides an attractive tree-enclosed vista.

Parking provision should not overwhelm the development's visual appearance

4.15 Cars should not dominate the space or inconvenience pedestrians and cyclists. Some on-street car parking is acceptable, particularly as a means of accommodating visitors, and slowing vehicular traffic.

4.16 The provision of parking within the front curtilage of houses can result in houses being set back too far from the road. This can weaken the definition of streets and result in a scheme which is dominated by wide roads and car parking. Alternative car parking arrangements should be provided as a part of the scheme proposals:

- Widening of roads in selected locations for parallel parking bays
- Shared parking courts within the blocks (see diagrams)

- Free standing garages located elsewhere on plots
- Driveways and garages placed at the side of houses
- Shared parking integrated within open spaces in the street system

See 'Better Places to Live' for further guidance.



Front curtilage parking can result in over wide streets and the need for 'add-on' speed controls

Density and Mix

Housing density that makes efficient use of land

- 4.17 An average net residential density of 30 dwellings per hectare is the minimum requirement for the Grange Farm site. Increased densities, however, should not be at the expense of public and private amenity spaces and quality of the environment.

Creating a place with variety and choice

- 4.18 Development should incorporate a mix of housing types, sizes and tenure to provide for the development of a mixed community. The benefits would include creating a more balanced demand on local community facilities, such as schools, and assisting community surveillance with people coming and going throughout the day. Such a mix can also contribute to the

creation of a more attractive residential environment by enabling a greater diversity of building forms and scales.

- 4.19 25% of the total on-site housing stock should be affordable homes - fully integrated with market housing and not obvious through location, segregation or the design and style of buildings. Small groups of affordable units should be located throughout the development. This should include a mix of types and sizes informed through the council's housing needs survey.

Layout: Urban Grain

- 4.20 It is likely that the housing layout will be in the form of irregular perimeter blocks which follow the site contours and fit in around the retained features. Good examples of how such layouts might work can be seen

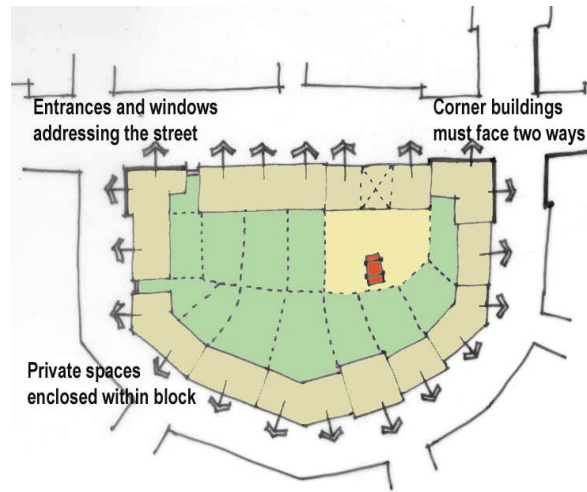
at Poundbury in Dorset and Thorley Lane in Bishop Stortford. Details of both are contained within *Better Places to Live*, a companion guide to Planning Policy Guidance 3: Housing.

Arranging dwellings within the block structure to address the public realm

- 4.21 Providing a safe and attractive environment, at 30 or more dwellings per hectare, will rely on observing the following urban design principles:
- All properties must front onto the street, with main entrances along the front façade to maximise levels of street activity.
 - Other building elevations visible from the public realm must include windows for overlooking / natural surveillance of adjoining public spaces.
 - Back gardens or inner courtyards of private or communally shared space

should be enclosed by the backs of buildings.

- Relatively continuous building frontages should be created along streets, making any back gardens less accessible to intruders, and distinguishing clearly between public and private space.
- Back gardens must generally back on to other gardens, not on to publicly accessible space such as streets or footpaths.
- Tailored designs should be used to ensure that corner buildings face two ways and, where appropriate, emphasise the corner. Featureless / windowless side elevations will not be acceptable. Shallower building depths can often be used to allow sunlight and daylight to penetrate corner spaces. Increased building heights can also add emphasis where necessary.



Example block illustrating principles in para. 4.21

The arrangement of dwellings towards the edges of the site

4.22 One of the greatest challenges in developing this site will be to design the north-eastern and eastern edges. Dwellings will need to be positioned and designed to form an attractive and clearly defined urban edge which deals with the noise and visual impact of traffic on Yokusuka Way without simply relying on inward-looking designs. Attention to form

and detail as well as careful and generous landscaping along these highly visible edges will be critical in forming positive impressions of the area.

4.23 Table A suggests possible layouts for the site edges.

Scale: height and massing

Buildings should respect the scale of their neighbours, site topography and views

4.24 The predominant building height in the wider area is two-storeys, with the exception of bungalows along Plantation Road and part of Grange Road. Those bounding the site along Hazelmere Drive are two storey detached and semi-detached houses. Development should in general keep to a two-storey building height.

4.25 However, this should not preclude a degree of variety, with scope to include sympathetically-designed three-storey buildings at certain locations. This can contribute to creating a distinctive skyline and enhance the overall street scene, but must not disguise the natural topography, block important views, nor disrupt the overall harmony of the area.

Creating a safe and comfortable environment through appropriately-scaled housing

4.26 Building heights and massing should be appropriately scaled to create a welcoming street environment. Imaginative design responses may be necessary to solve particular problems. In some circumstances upper floors may overhang or bays may project to emphasise corners or to increase opportunity for overlooking of public space. Variety in massing, form

and roofs can contribute significantly to the overall variety, character and a sense of security in the public realm.



Variety of heights and massing can produce an interesting streetscape

4.27 The Council will look for the creation of interesting streetscapes and will not permit square box-type housing which bears little relation to the Grange Farm setting, nor fail to contribute to the creation of a distinctive place.

Appearance: details and materials

Creating a high quality development and 'streetscape' that is accessible to all

4.28 A richness and sense of quality can only be achieved through careful consideration of the detailed design of the buildings and the spaces between them. This includes the way in which the internal spaces within dwellings relate to the public realm, how windows, doors and other building elevation components are designed, how the landscape elements are integrated into the development, and what materials, colours and finishes are used.

Proposals must demonstrate a coherent, integrated and sustainable approach to the detailed design of the development

4.29 The detailed aspects of the design of this development should (amongst other things)

- provide well-integrated boundary treatments which create a clear distinction between private and public space without visually 'divorcing' the two. The creation of quality brick walls as opposed to fencing is advocated.
- allow main entrances to front onto the street
- arrange windows so as to provide passive surveillance of the entire public realm
- avoid blank building elevations facing the public realm
- integrate a generous level of soft-landscaping and tree-planting (particularly to the edges) to soften the new development and allow it to merge successfully into its present surroundings
- create a distinctive place where the architecture takes cues from the local vernacular and translates it into a contemporary design

- provide variety of form and texture to add to visual interest, local distinctiveness, legibility and sense of safety
- use sustainable locally-sourced materials wherever possible and take account of overall life-time energy and costs of construction and maintenance
- take account of ease of maintenance of public spaces, and carefully balance the need for active maintenance against the need for an attractive environment.
- Attention to detail is required, in particular, along the Yokusuka Way edges to mitigate against noise.

the design process.

Sustainability

- An evaluation of the environmental performance of a development (such as Building Research Establishment Environmental Assessment Method or BREEAM) should be considered as part of

Table A: Possible layouts along site edges

Boundary	Issue	Possible layout
<i>Hazelmere Drive</i>	<i>Rear gardens</i>	<ul style="list-style-type: none"> ▪ <i>Houses and gardens to back onto existing rear gardens in order to hide existing untidy boundary and create a new frontage within the site</i>
<i>Yokusuka Way</i>	<i>Busy dual carriageway with parallel access road serving Sports Club; land slopes up from here towards Grench Manor</i>	<ul style="list-style-type: none"> ▪ <i>Innovative designs are sought to provide a robust green edge that also provides variety in built form; visual importance must be balanced with security and noise attenuation considerations.</i> ▪ <i>Development should not turn its back to this edge.</i> ▪ <i>Houses can shield back gardens from traffic noise</i> ▪ <i>Non-habitable rooms can be situated along the eastern elevations</i>
<i>Lower Rainham Road / Grange Roundabout</i>	<i>Major roundabout east of The Hastings Arms; short steep slope forms the verge or boundary</i>	<ul style="list-style-type: none"> ▪ <i>Houses might be set significantly back from the road and roundabout with generous level of landscaping. Possibility of pedestrian access should be investigated.</i>
<i>Lower Rainham Road: West of The Hastings Arms</i>	<i>Short stretch at approximately the same level as the road</i>	<ul style="list-style-type: none"> ▪ <i>Houses should address Lower Rainham Road.</i> ▪ <i>Building should address both frontages at corner of Plantation Road / Lower Rainham Road</i>
<i>Plantation Road</i>	<i>Bungalows along west side of road with 5m (approx) front gardens</i>	<ul style="list-style-type: none"> ▪ <i>Housing should front onto Plantation Road.</i> ▪ <i>Housing should be set back if two storey; 3 or more storey buildings to be unacceptable.</i> ▪ <i>Account taken of maintenance access to adopted foul sewer with 6m easement</i>

5. Contributions

Educational facilities.

- 5.1 The Local Plan policy for Grange Farm reserves a 1.1 hectare site for a primary school adjacent to Hazlemere Drive and the playing fields to the south. This site would only be sufficient to accommodate a one form entry primary school.
- 5.2 Since the local plan was produced, significant changes have been made to the national curriculum and it is now preferable to develop two form entry schools where possible. This can greatly assist in meeting curriculum requirements.
- 5.3 As a result the site at Grange Farm is no longer required for education purposes and

instead it is intended to enlarge the nearby Saxon Way and/or Woodlands primary schools to two forms of entry.

- 5.4 Grange Farm will nevertheless be required to contribute to the cost of new school places arising from the development in accordance with the adopted guidelines for pupil product ratios as follows:
- 0.5 primary places per unit for units with two or more bedrooms
 - 0.2 secondary places per unit for units with two or more bedrooms.

The cost will accord with the current index issued by the Department for Education and Skills.

Healthcare

- 5.5 The Medway Primary Care Trust (NHS) have identified a need to improve the Woodlands Road medical practice to

provide for the capacity required to secure this development. A contribution of £70,000 shall be made from this development to be spent specifically on the Woodlands Road medical practice. A Grampian planning condition or a 106 agreement would be put by the authority on any subsequent planning application to ensure no development is undertaken until the contribution has been paid to the authority. Any contributions to implement the project will be confirmed at the planning application stage.

Open Space provision.

- 5.4 The calculation of the open space requirement will be dependent on the resulting population of the proposed development as expressed by both the

number of proposed dwellings and the occupancy/dwelling ratio as set out in the adopted Medway Local Plan 2003 p 214-216 and policy L4. Paragraph 7.5.18 of the adopted local plan assumes that, 1 bedroom properties will be occupied by 1.33 persons, 2 bedroom properties will be occupied by 2.44 persons and 3+ bedroom properties will be occupied by 3.59 persons. Policy L4 defines the formal recreation area and local open space for children's play and casual recreation as per the resulting population arising from the proposed development. Regard for formal open space provision in the vicinity will be had when determining the open space requirements. Where existing formal open space provision exceeds N.P.F.A minimum requirements, an informal open space element will be sought on site in lieu. If

sheltered and/or special needs housing for the elderly is proposed, the formal open space and children's play/casual space will not be required, though an informal open space will be sought on site in lieu of the normal formal open space requirement. Structural open space planting should be themed depending on it's location to reflect (a) the historic nature of Grench Manor (an amenity and horticultural theme) (b) the River Medway and the rural fringe (a biodiversity and nature conservation theme).

5.5 Discussion shall take place with the developers to secure, via a 106 agreement where necessary; i) financial contributions for the up grading of off-site open space. ii) financial contributions towards the provision of open space and equipped play facilities

on site. iii) a management scheme for the maintenance of the open space.

5.6 Financial contributions for off-site

Highway Works

A Grampian planning condition or a 106 agreement would be attached by the Planning authority to any subsequent planning permission to ensure no development is undertaken until the contributions are paid to the authority or the works are provided. These will include:

- A cycle route along the frontage of the site.
- A contribution towards the cycle network-running west along Grange Road, then northwards along Court Lodge Road to join to the A289 will be required. This will take the form of a contribution towards appropriate signage and any other minor alterations.

- A transport assessment to address 'rat running' and demonstrate whether or not there is justification for traffic calming measures along the roads in question
- Improvement to the Lower Rainham Road/Plantation Road junction – to include provision of a mini-roundabout;
- The provision of a mini-roundabout on Grange Road at the intersection with Plantation Road and Hazelmere Drive to include crossing points associated dropped kerbs and tactile indicators and footway.
- Provision of a footway along Lower Rainham Road adjacent to the site.
- Contribution towards upgrading the bus shelter, provision of raised kerb for access for those with mobility difficulties and towards real-time information display.
- Potential traffic calming along Plantation Road/Hazelmere Drive and Woodlands

Road subject to consultation with local residents.

Affordable housing.

There is a need to provide for people who need homes but can not afford to buy on the housing market. This can be provided from units for sale; rented or shared ownership dwellings provided at a subsidised cost. The level of affordable housing is set at 25% in accordance with policy H3 of the Local plan. A housing needs survey has been carried out and net housing need was assessed between 1998 – 2006.

6. Implementation.

6.1 In order to assist in the preparation of a high-quality scheme for the development of the site, staff in the Development and Environment Directorate of the Council will be pleased to discuss draft proposals with prospective developers and provide additional information. Medway Council welcomes applications to develop the site in accordance with the provisions of the Development Brief and the wider policies of the adopted Local Plan. Applications in outline or fully detailed should be of sufficient detail to show how they comply with Local Plan policies and the principles contained within this Brief. Applications should include the following;

- Sections through the site and its surroundings showing ground levels and heights of built form, including boundary acoustic attenuation, both before and after development has been completed;
- Detailed design statement for the site in all aspects of the development of the land;
- A site appraisal and analysis and isometric drawings of the proposed completed development;
- Details of site construction access roadways and routes.
- Plans and elevations detailing the built form and orientation of all buildings, pedestrian links, car parking, earthworks, and landscaping.
- A noise survey along the boundary with Yokosuka Way
- A contaminated land survey.
- Proposal details for a sustainable urban drainage system (SUDS)

Utilities and Services

- Utilities for residential development include the supply of water, gas and electricity and the drainage of foul and surface waters. New development can place increased demands on the correct functioning of these utilities both in the new development area and in the surrounding areas.
- In relation the development of land at Grange Farm it will be expected that prospective developers will have been in consultation with the statutory undertakers

responsible for providing these services before submitting any planning applications. Also the details of any planning application shall illustrate how the provision of new services will successfully integrate with those existing in an holistic manner for the entire area covered by this development brief. Any offsite works that have been found to be required to upgrade existing or provide new utilities infrastructure will be expected to form part of the planning application details, if they do not constitute permitted development under the relevant part of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995.

7. Public Consultation Events.

7.1 The Council in considering the future development of the land around Grange Farm was keen to know what the residents would like to see in this area. As residents who live and work in this area they will be intimately involved.

7.2 The Council held a two stage Community Planning Workshop on 16th June 2003 at the Featherby School hall. Stage one started at 3.30 p.m. till 6:30 pm and was a 'drop in' point for local residents to view the draft plans and to leave their written views and suggestions. Stage two was a formal planning workshop at 6:30 pm till 9.00 p.m. at the same school hall.

7.3 The aim of the workshop was to:

- a) Help develop our understanding of the main issues and opportunities facing the area.
- b) Generate ideas and a shared vision for the future.
- c) Create interaction between interest groups.

7.4 The following is a summary of the discussion.

Group 1

- **Transport**

- Plantation Road currently suffers from too much traffic (and access Lower Rainham Road) Rat-run
- Issue of traffic knowing where to go (lost HGV's)

- Problems raised by proposed housing
- Road condition poor and dangerous, especially to Hazlemere Drive
- Traffic now a problem – new housing makes worse (construction – traffic issue)
- Need to take into account emergency service needs – new road.
- Opportunities for re-designing Grange Road roundabout (direct road onto the roundabout)
- Site to deal with own parking demands
- Football 'day' generates more parking issues (Hazlemere and beyond)
- School and children – need to be considered in safety terms
- Can existing bus service cope with extra demand? Current service 'variable'
- Current pedestrian access seen as ok – to riverside

- **Open Space**

- Local space nearby is noisy, mis-treated, intimidating young people – run risk with new space created
- 'Open Corridor' – links Manor with river and waterside (vehicles and people)
- Traveller proof

- **Community Facilities**

- (Hall, doctors surgery, shop) – to support school? Multi-functional
- Site to minimise intrusion on existing houses and amenity – Closer to dual carriageway
- Improve existing community facilities through contributions from development

- **Housing Mix (for all)**

- Spread around but needs attention to how it relates to existing housing

- No flats
- In-keeping – 2 storey across site
- Over-looking privacy and views important combination of forms (developers proposals)
- Must consider wider picture and impact

Group 2

- Concern about traffic volume
- Concern over speed in Plantation Road
- Need for traffic priority – junction Plantation Road & Lower Rainham Road
- Need to address water pressure issues.
- Need to address possible sewage problems
- Need to consider displaced parking
- Need to consider parking for pub and school
- Would like to see a doctors surgery and chemist

- Would like facilities for youth
- Need to consider security measures
- Need to consider traffic in Plantation Road – avoiding it
- Need to consider road strengthening
- No flats in Plantation Road
- Need to consider encroachment from Travellers
- Need to consider larger open spaces
- Need to consider noise boundary/children straying
- Would like to see spread out of affordable housing
- Would like to see rustic play equipment
- Would like to see attached to planing permission a construction traffic conditions – temporary access from Lower Rainham Road for construction traffic

Public consultation on the draft Grange Farm Development Brief.

After the two stage-planning event on the 16th June 2003 a draft Development Brief was written and underwent a further period of public consultation which commenced on the 26th July 2004 and finishing in the 10th September 2004. Site notices were located in the area surrounding the site and a public notice was placed in the local press. Below is a précis of the letters received and response. 8 individual letters and a petition with 279 signatures were received. Issues raised include the principle of development, density and traffic issues but these were all considered prior to the local plan being adopted.

Name of respondent and comments.	Response.
Cllr Last	
The number of houses is too high.	The density figures for this development are in accordance with government guidance
Because the site is a green field site density should be less to reflect the open character of the land.	See comment above. Amendment made to draft brief to ensure a more open boundary treatment. This will reduce the developable area.
The school site should be kept back for later education development.	A two form entry school model is now preferred as opposed to the one form entry originally envisaged on this site. The required capacity can be provided by extending either Saxon Way or Woodlands to two form entry.
Need to have a bus	Noted, but it would

stand or turning area at the Junction of Grange Road and plantation Road and Hazelmere Drive.	be unsafe to site such a facility close to a junction. Alternative options will be explored which can be secured at the detailed stage.
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John Fairman CPRE.	
There would be a loss of a green and pleasant aspect and increase in traffic would increase the loss of amenity.	The issue of development weighed against the retention of open land was considered at the local plan inquiry and the inspector accepted the principle of development.
Traffic would impact heavily along Plantation Road.	A traffic survey would assess any problems with traffic in this area and the developer would need to demonstrate that traffic could be safely accommodated. It is noted that current traffic volumes are very low.
The roundabout onto Yokosuka way is dangerous and the development would exacerbate this danger.	Improvements will be sought in the light of a detailed transport assessment.

Richard and Emma Olsen	
Confusion over current information.	The dates on the front of the document are when it was last edited. These will be replaced by the date of adoption of the brief.
Boundary with Hazlemere Drive - Need clarification on number of dwelling to be built on the school site.	The school site will be developed in accordance with the density standards required by government policy guidance and good design practice.
Open space. – Would like information on layout of open space owing to the lack of school play fields this short fall should be made up.	The general approach is described in the brief and detailed proposals will be critically assessed against this.
Restricted Parking. – Overflow car parking will spill over onto Hazlemere Drive.	A full highway assessment will be made at the time of a full planning application and

	adequate parking provision will be made to avoid any overspill.
Services – Needs to be addressed	All service providers have been consulted on the draft brief and their requirements incorporated into it.
Outlook and being overlooked. – Concerned about loss of privacy to rear gardens.	A full assessment will be made at the time of a full planning application. Policies in the local plan safeguard the amenities of local residents.

Barton Willmore.	
Paragraph 4.5 the landscaped green boundary is onerous and unnecessary.	This landscaped green boundary is consistent with the council's approach to screening development from the dual carriageway and is considered necessary given the sites location on the edge of the urban

	area and the fact that the land rises away from the road.
Para- 4.6. No need to provide more open space as a result of the loss of the school playing fields.	The site originally reserved for the primary school was selected because it would contribute to the open setting of Grench Manor. Preserving the setting of this listed building and key vistas in and out of the site remains a legitimate requirement in order to ensure an appropriate design solution.
Para 4.17 There is no mention of the Councils Maximum density requirements.	It is not considered appropriate to set a maximum density for the site. The density of development should be established through the best design solution having regard to the characteristics of the site and adopted

Para 5.5 No reference to a specific amount needed for the up grading of off site open space.	This will be calculated when a full planning application is submitted and will depend upon the ultimate number of dwellings to be provided.
Para 5.6 It is unclear as to what is the frontage of the site in terms of a cycle route.	Please refer to the second bullet point at Para 5.6

J f Sheppard.	
At paragraph 4.7 trees are to be removed and some retained. This was not agreed.	This will be assessed with a full tree survey. Local Plan policies require a landscaping scheme to be submitted with planning applications on large sites.
The roads proposed would result in rat runs.	A full highway assessment will be made at the time of a full planning application.

	Measures will be required to avoid rat runs.
Conflict with foul sewers with proposed housing facing onto Plantation Road.	A full assessment will be made at the time of a full planning application. Adequate provision will need to be made to meet foul drainage demands of the development.
A road can not cross the 6-metre easement strip.	A full assessment will be made at the time of a full planning application. Roads can often be constructed across easement strips subject to the approval of the service provider.

Ms. Z Fincham.	
Object to the development of this land in principle.	The principle of development has been established in the local plan.
Over development of the countryside.	See notes above
Likes to look at fields and not	See notes above

housing development.	
Loss of Farm land	See notes above
Stability problem with building on this land.	A survey of this land will be carried out and any necessary measures implemented to maintain stability.
Building on the flood plain is unacceptable. It will result in subsidence and land movement to surrounding houses.	A survey of this land will be carried out and any necessary measures implemented to maintain stability. The advice of the Environment Agency has been sought regarding development in the flood plain.

There may be protected species of wildlife on this land.	No protected species have been identified in two ecological studies of the site. If such species are identified measures will be introduced to protect or relocate them.
The proposed development will lead to severe problem of noise for residence.	There is no evidence to show that this development will generate an abnormal level of noise, air pollution or other disturbance.
Traffic nightmare. Rat runs. Noise from traffic. Traffic congestion.	See comments above.

Brenda Windsor.	
Objections as previously set out in letter of the 30 th March.	Comments noted.
Object to loss of Greenfield land.	See comments above.

TD Windsor.	
Density of development is too high. This will create social problems.	See comments above.
Congestion, noise and air pollution from increase in traffic.	See comments above.