

Figure 3

Daytime Noise Contours



Signs and symbols

- Main building
- Auxiliary building
- Road
- Line
- Site Boundary
- 55 dB Limit Line
- Railway
- Railway axis
- Emission line
- Surface
- Geometry bitmap

Noise level
Leq, 16hr
in dB(A)

33 <	<= 33
36 <	<= 36
39 <	<= 39
42 <	<= 42
45 <	<= 45
48 <	<= 48
51 <	<= 51
54 <	<= 54
57 <	<= 57
60 <	<= 60
63 <	<= 63
66 <	<= 66
69 <	<= 69



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Job Title:

Land at Five Oak Green,
Tunbridge Wells

Client:

Rydon Homes

Drawing Title:

Daytime (0700 - 2300)
Noise Profile

Drawn:

JPM

Scale:

1:2000

Checked:

SWA

Date:

October 2019

Figure:










Figure 3.1

Figure 4

Night Time Noise Contours



Signs and symbols

-  Main building
-  Auxiliary building
-  Road
-  Line
-  Site Boundary
-  55 dB Limit Line
-  Railway
-  Railway axis
-  Emission line

Noise level
Leq,8hr
in dB(A)

33 <	<= 33
36 <	<= 36
39 <	<= 39
42 <	<= 42
45 <	<= 45
48 <	<= 48
51 <	<= 51
54 <	<= 54
57 <	<= 57
60 <	<= 60
63 <	<= 63
66 <	<= 66
69 <	<= 69



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Job Title:

Land at Five Oak Green,
Tunbridge Wells

Client:

Rydon Homes

Drawing Title:

Night Time (2300 - 0700)
Noise Profile

Drawn:

JPM

Scale:

1:2000

Checked:

SWA

Date:

October 2019

Figure:

Figure 3.2

TECHNICAL NOTE

Project Title: Land at Finches Farm, Five Oak Green, Tunbridge Wells

Report Reference: JNY10379a-01

Date: 24/05/2021

Supporting Transport & Highways Information

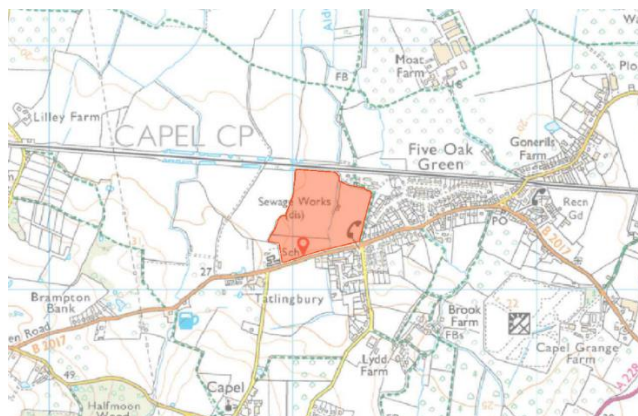
Introduction

- 1.1 This Technical Note (TN) has been prepared to provide additional supporting information in respect of Transport and Highways relating to land at Finches Farm, Five Oak Green Road for the development of 140 dwellings. This TN provides an overview of the site's location, accessibility, proposed access and potential impact on the local highway network.
- 1.2 This TN also reviews the proposed strategic highway improvements known as the A228 Colts Hill Bypass scheme that are identified within Kent County Council's Local Transport Plan and Tunbridge Wells Local Plan and the affect this proposal is considered to have on these proposals.

Site Context

- 1.1 The site is located on land to the north of Five Oak Green Road (B2017) at the western extent of the village of Five Oak Green within Tunbridge Wells Borough Council, and to the north east of Tunbridge Wells town centre.
- 1.2 The site is bound to the south by Five Oak Green Road (B2017), to the west by Capel Primary School and agricultural land, to the north by a railway line and to the east by a private access road and residential dwellings. Details of the site's location is shown in **Figure 1** below.

Figure 1: Site Location Plan



Accessibility

Walking & Cycling

- 1.3 Footways are present on both sides of Five Oak Green Road (B2017) and provide access to the Five Oak Green village centre. There are no formal pedestrian crossing points within close proximity of the site on Five Oak Green Road (B2017), however the road is considered to have a sufficiently low level of traffic which would provide sufficient gaps for pedestrians to cross.
- 1.4 There is also an existing PRow route along the eastern boundary of the site which starts from Five Oak Green Road and continues northward.
- 1.5 There are no dedicated cycle routes nearby the site, however it is considered that the local highway network would be suitable for on road cycling.

Public Transport

- 1.6 The site is served by four existing bus services passing within the vicinity of the site. Bus routes 205, 207, 268 and HRCS2 pass the site on Five Oak Green Road (B2017). The nearest bus stops are located at the eastern end of the site, within 300m of the centre of the site.
- 1.7 The closest rail station to the site is Paddock Wood Rail Station, which is approximately 4.5km from the site. The main destinations from this station include Ramsgate, London Charing Cross, Strood, Dover Priory and Tonbridge.
- 1.8 Paddock Wood Rail Station can be accessed in approximately 12 minutes by utilising the 205 bus service.

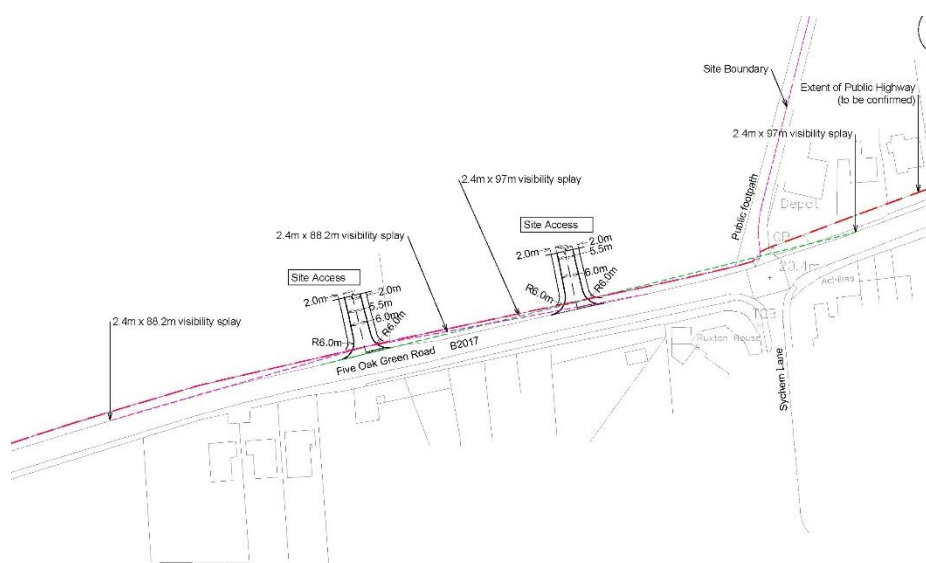
Local Facilities

- 1.9 The site benefits from being within easy walking distance of the local facilities within Five Oak Green including Capel Primary School, Five Oak Green Village Store with Post Office, George and Dragon PH, Gym/ Leisure facility & Bus stops.

Proposed Development & Traffic Impact

- 1.10 The potential for development could see up to 140 residential dwellings on land to the north of Five Oak Green Road (B2017).
- 1.11 Access to the site would be taken from two new priority junction arrangements off Five Oak Green Road (B2017) providing access to separate parcels of development. The two proposed access arrangements are shown in **Figure 02** below.

Figure 02 – Proposed Access arrangement



- 1.12 As part of the access arrangements, 2-metre wide footways would be provided on both sides of access road and link to the existing footways along Five Oak Green Road (B2017).

Trip Generation & Distribution

- 1.13 To predict the vehicle trips that would be attributable to the proposed site, comparable TRICS sites for C3 private houses have been selected from the TRICS database and are summarised in the table below.

Table 1: Vehicle Trip Generation, Circa 140 Dwellings

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr	Dep	Two-way	Arr	Dep	Two-way
Vehicle trip rate (per dwelling)	0.154	0.384	0.538	0.363	0.157	0.520
Vehicle Trips	22	54	76	50	22	72

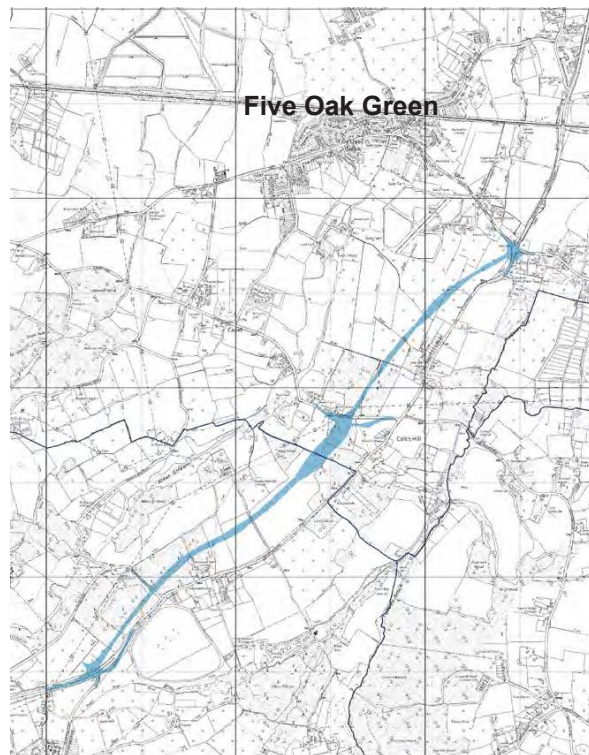
- 1.14 **Table 1** demonstrates that a development of circa 140 residential dwellings could be expected to generate 76 two-way vehicle trips in the morning peak and 72 two-way vehicle trips in the evening peak.
- 1.15 In terms of traffic distribution, it is predicted that 60% would travel east of the site and 40% west, this would equate to 46 two-way trips in the AM Peak east of the site and 30 two-way

west of the site. This level of traffic over a one hour period is considered minimal and whilst a detailed review of impact on the local highway network would be undertaken as part of a Transport Assessment to support the application on the site, it is not considered that this level of traffic would require any significant off site mitigation or have a severe impact on the highway network conforming to NPPF.

A228 Colts Hill Relief Scheme

- 1.16 The A228 Colts Hill Relief Scheme is identified in Kent County Council's LTP4 and Tunbridge Wells Borough Council Local Plan and is expected to be constructed with the support of Growth Infrastructure Fund, an extract of the proposed routing is provided in **Figure 03** below.

Figure 03 – A228 Colts Hill Relief Scheme



Extract from Tunbridge Wells Borough Council Local Plan Exhibition information

- 1.17 Whilst the A228 Colts Hill Relief Scheme is required to relieve existing congestion on the A228 in the local area and will in turn improve the flow of traffic through Five Oak Green, the level of traffic that will be generated by the proposed development will not have a severe impact on the local road network or the A228 and as such the development is not reliant on the delivery of this scheme.

A close-up photograph of bright green oak leaves with serrated edges, set against a clear blue sky. The leaves are in sharp focus, showing some natural imperfections like small holes and spots.

Land at Finches Farm, Five Oak Green

VISION DOCUMENT

June 2021





“ The Parish of Capel is a great place to live. We want to make sure it stays that way and, over time, gets better for young and old, parents and children, workers and residents alike.

We need a Neighbourhood Plan because there are a number of pressures on the area which need to be shaped and controlled. We want homes that are affordable for our teachers, nurses, and other key workers. We want our children to be able to afford to stay here and for our elderly residents to be able to downsize and stay in their communities. We want our roads to be safe and transport to be clean and well used. We want flooding to be a thing of the past and to keep our green spaces for everyone to enjoy, preserving the Greenbelt and our rural heritage.

We are a small, vibrant community, confident of our identity and proud of where we live.

INTRODUCTION

This document has been prepared to share our initial thoughts and ideas for the land at Finches Farm, Five Oak Green Road. It's purpose is to engage with the local community and Parish Council to explore how it can play a part in the future of the village.

Rydon Homes is promoting land at Finches Farm, Five Oak Green Road, for residential led development including land for expansion of Capel Primary School, flood attenuation and substantial areas of open space within the Tunbridge Wells Local Plan. (edged red on the aerial photograph).

We are now in the early stages of creating a vision and masterplan for the site and are looking to engage with key stakeholders to explore how the development of the site can benefit the community.

To understand the site's physical constraints and opportunities we have undertaken some initial technical studies to understand the issues for the site which are set out later in this document.

We have also started to explore some ideas of how the site could come forward for development, how it might look and some of the benefits it could bring.



FIGURE 01 Aerial photograph of the site



Photographs of the site looking north east across the site with Capel School left (TOP) and north towards Finches Farm from Five Oak Green Road (BOTTOM)

THE SITE

The site is located on the western edge of the existing village urban area. It is easily accessible from the Five Oak Green Road and within walking distance of the facilities in the village, in particular the Capel Primary School.

The site comprises two fields which form part of Finches Farm. The fields are defined by a mix of hedgerow and tree planting with a watercourse running north to south through the centre of the site. The boundary of the site is shown edged red on Figure 02 and measures 10.8 hectares / 26.7 acres.

The land was formerly used for arable farming but is not currently being actively farmed.

The site is bounded to the south by Five Oak Green Road with residential development further south. To the north the site is the mainline railway which is on an embankment with Finches Farm and a property called Greensite to the north east. To the east of the site is existing housing in Nortons Way and properties fronting Five Oak Green Road.

The western boundary of the site is defined by mature vegetation with agricultural land further west. To the south west of the site is Capel Primary School.

The site gently slopes down from southwest towards Finches Farm.

There is a public right of way which runs along the eastern boundary of the site which forms the access to Finches Farm and connects Five Oak Green under the railway to the wider countryside and the Medway Valley Walk further north of the village .

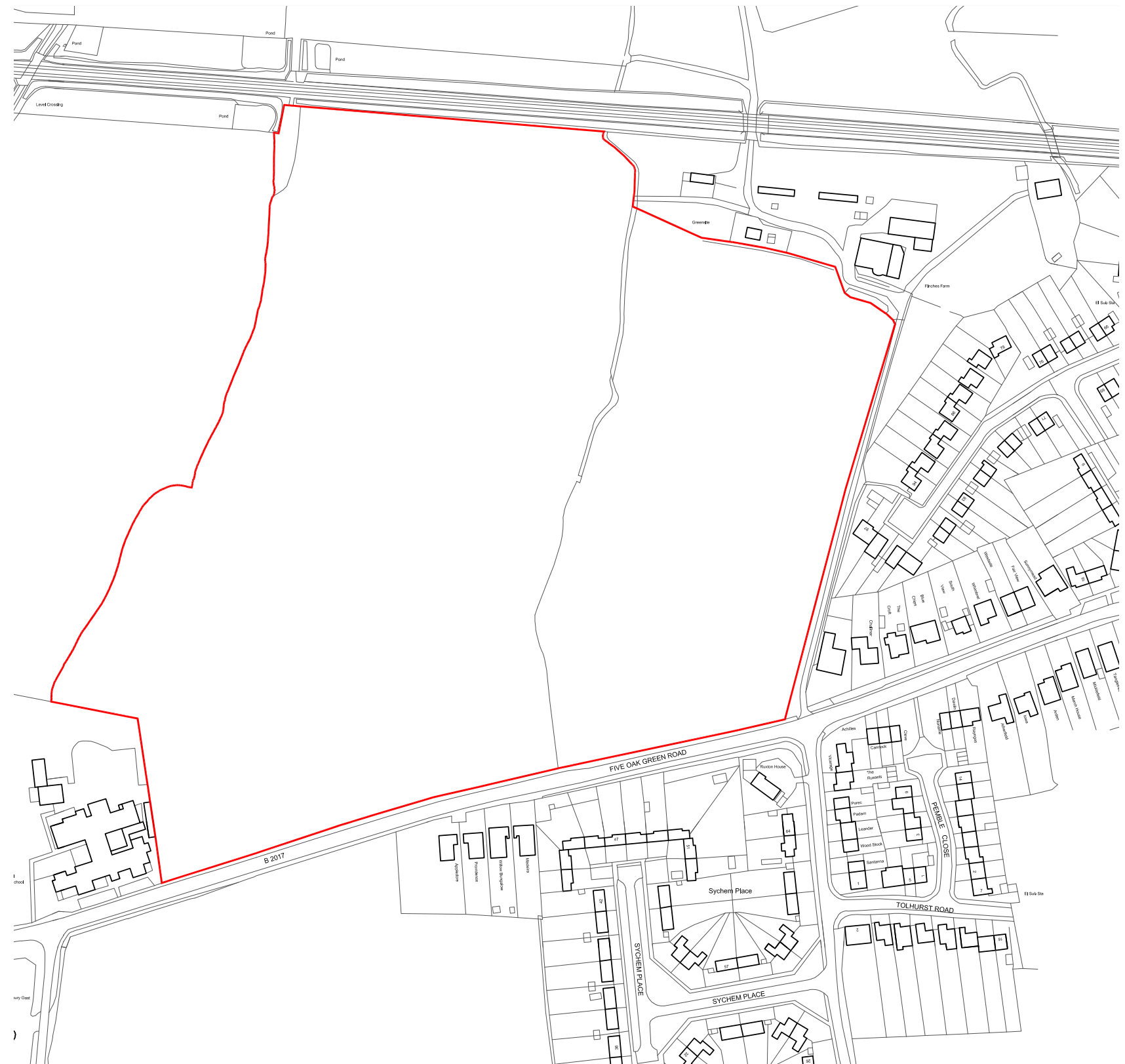


FIGURE 02 Plan showing the extent of the site

BACKGROUND AND PLANNING CONTEXT

A review of the background and planning context for the site has been undertaken. There are a number of relevant policies which need to be considered.

The development plan for Tunbridge Wells Borough Council currently comprises:

- Tunbridge Wells Borough Local Plan (2006)
- Tunbridge Wells Borough Local Development Framework - Core Strategy Development Plan Document (2010)
- Tunbridge Wells Borough - Site Allocations Local Plan (2016)
- Selected other Material Considerations:
- National Planning Policy Framework ('the Framework');
- Planning Practice Guidance;
- The emerging Tunbridge Wells Borough Local Plan
- The Emerging Capel Neighbourhood Plan (CNP)

Tunbridge Wells Borough Local Plan

The council are currently preparing a new Local Plan for Tunbridge Wells borough which will provide the basis for determining the suitability of development proposals across the borough to 2038.

Much has changed since 2010, when the current strategic plan (the Core Strategy) was adopted, in particular the increased levels of housing and economic development need.

The role of the Local Plan is to set out the spatial vision and strategic objectives for the borough, as well as the development strategy needed to meet those objectives. It details overarching place shaping policies for each parish and settlement within the borough, as well as specific site allocations to deliver the strategy, and detailed development management policies to be applied to all new developments across the borough.

It aims to strike a balance between:

- growth to meet current and future housing needs
- safeguarding the borough's important natural and historic environments
- Consultation took place on Issues and Options for the new Local Plan in 2017 and on a Draft Local Plan in autumn 2019. Response reports setting out all duly made comments have been published.

Having considered comments from these earlier consultations and undertaken more evidence work, the Borough Council has now published its Pre-Submission Local Plan.



Capel Neighbourhood Plan

Neighbourhood planning is a new way for communities to have a say in the future of the places where they live and work. It gives the power to produce a plan that directs development in your local area. It helps the community choose where they want new homes, shops and offices to be built.

The Capel Neighbourhood Plan Working Party was formed in June 2020. The Working party created the initial questionnaire, distributed it, analysed the results and drafted the preparatory document for the Vision for Capel. The responses to the questionnaire identified three key issues that the parishioners of Capel would like TWBC to consider during the development of the Local Plan. These were:

1. Green Belt Protection and Sustainable Development

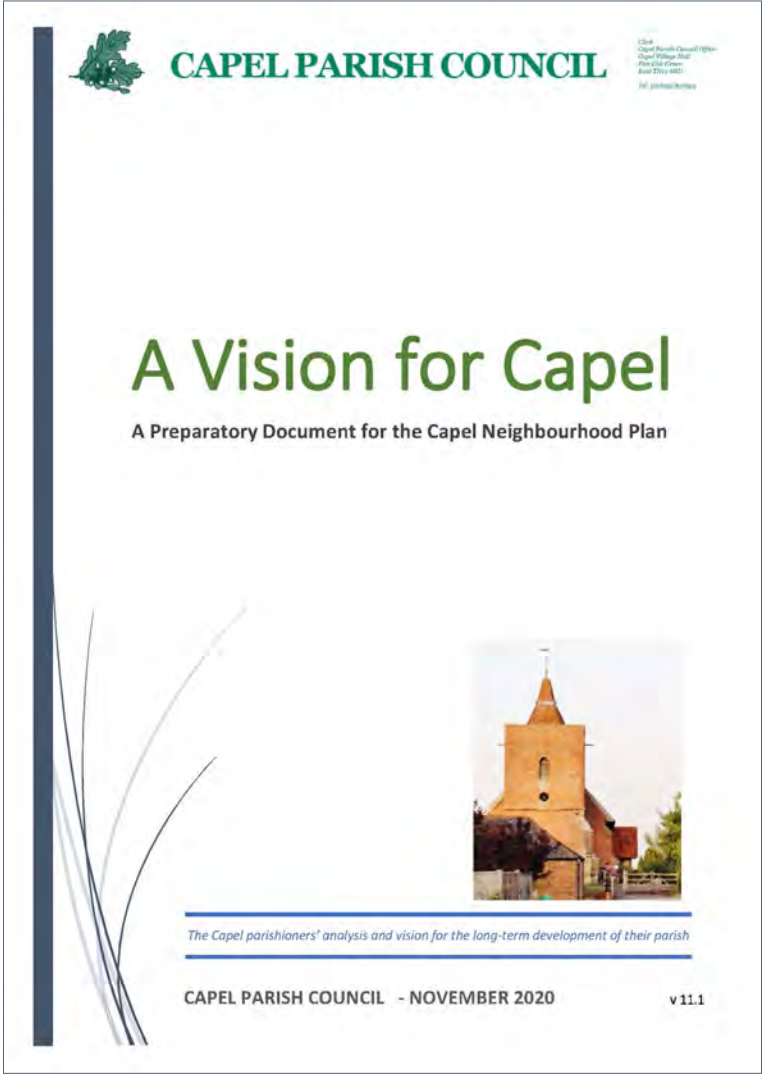
There was clear opposition to the ‘Strategic Sites’ within the parish put forward in the draft version of the Local Plan consulted on by TWBC in 2019. However, most parishioners were not opposed to all housing development within the parish.

Conclusion: Find alternatives to changing the Metropolitan Green Belt boundary and ensure the most sustainable options are chosen for housing development.

2. Flooding Issues

Given the repeated flood incidences within the parish over the last 20 years, most recently in February 2020 this was not surprising. This report seeks a way in which the responsible authorities can work together to mitigate future flood risk.

Conclusion: Further improve flood measures and defences to mitigate flood risk.



3. Traffic Issues

Traffic volume and speed have long been a source of complaint in this parish which is situated along two arterial/distributor routes the A228 and the B2017 both of which have long needed upgrade. This report seeks to suggest a way forward in tackling these issues alongside some smaller scale traffic issues within the parish.

Conclusion: Find ways of reducing traffic speeds and volume through the parish while improving non-vehicular routes between Capel Parish and its neighbours.

The land at Finches Farm has potential to assist in meeting the objectives of this vision, by:

- Providing an alternative sustainable location for development, within walking distance of existing facilities and services, thus reducing the potential increase in traffic. There would also be potential for contributions towards bus services and traffic management in the local area
- Providing an alternative location for housing which is contained in landscape terms by existing development, the railway and the primary road network
- Potential to improve drainage and flood capacity in the village reducing the potential for flooding in surrounding housing areas

Rydon Homes are keen to work with the Parish Council and local community to see how the development of the site can contribute to the village and help deliver it's vision.

LANDSCAPE

Allen Scott Landscape Architects have provided initial advice on landscape character and visual amenity in connection with the site.

The initial landscape assessment found that the site has varied landscape sensitivities but is generally considered “Moderate” in landscape terms.

Key sensitivities relate to the nearby heritage assets and the location of the site being on the edge of settlement and part of the transition to open countryside.

It is considered that with careful design and layout, development could be located within the site so to reduce potential effects on the landscape and public views and could help provide a more sympathetic transition / settlement edge.

Appropriate development on the site would need to include the following:

- Retention of the majority of the existing landscape features such as hedgerows, trees and watercourses.
- Potential enhancements through the creation of new buffer areas, tree planting, hedgerows and public paths that connect to the existing PRoWs and footpath network.
- Ensuring an appropriate graduation in scale of the built development to create an appropriate setting and sympathetic transition from urban to rural.

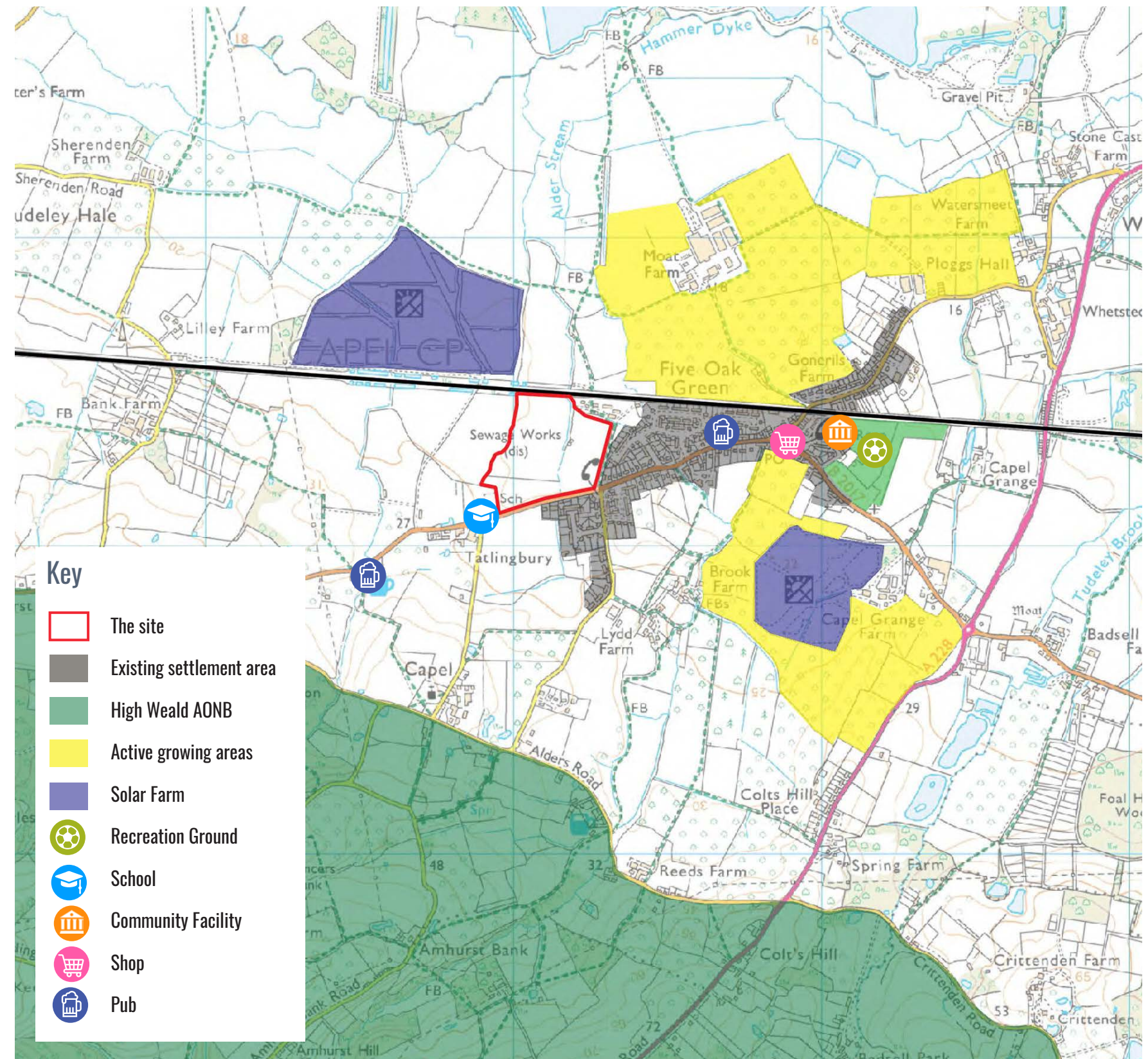


FIGURE 03 Plan showing the site in context

ACCESS AND MOVEMENT

Initial assessment of the site in terms of transport and accessibility has been carried out by RPS which concludes that the site represents a location that is accessible by sustainable and active travel modes.

Access

It is proposed that access to the site would be provided via two simple priority junctions with Five Oak Green Road, with vehicles exiting the site required to give way. The access points would be positioned to ensure maximum visibility to approaching traffic.

Walking & Cycling

The site benefits from existing pedestrian footways on Five Oak Green Road into the village to access services and facilities.

There is a public right of way which follows the track on the eastern boundary of the site which links Five Oak Green Road to the wider countryside to the north of the railway line.

There is an opportunity to provide a new safer and wider pedestrian route along Five Oak Green Road within the site to connect between the centre of the village and the school.

Public Transport

There are a number of regular bus services which operate between Five Oak Green and the wider area including regular routes to Tonbridge and Paddock Wood. There is also a bus service (506) which runs from the village centre to Maidstone.

Traffic management

Five Oak Green Road is a part of the strategic highway network in the area and much of the road is subject to the national speed limit. This is reduced to 40 mph for the section of road between the primary school and Sychem Lane although traffic speeds are often much higher. Due to its width the road has had chevrons painted in the centre which push the cars to the edges of the carriageway, and the pedestrian environment is poor and feels unsafe. The speed limit is then reduced to 30mph heading east through the village.

There are a number of residential properties on the southern side of the main road which do not have capacity to turn within their boundary and as a consequence have to reverse into or out of their plot causing a traffic hazard.

As part proposals for the site, there may be potential to extend the 30mph limit back to the school. There may also be an opportunity to provide a “gateway” feature to highlight the change in speed and introduce other measures to manage traffic speeds.

Transport Assessment / Travel Plan

A subsequent proposal would be subject to a comprehensive Transport Assessment which further assesses the impact of the development of the local road network; the means of accessing the site as well as identifying any transport mitigation or enhancements that can be delivered alongside development.

A Green Travel Plan would also be prepared which outlines how opportunities for the take up of sustainable travel opportunities would be maximised. Measures are likely to include provision of travel vouchers, promotion of Bikeability training; personal journey planning; and the promotion of car-sharing schemes. The Travel Plan will have an overarching target that seeks to reduce single-occupancy by 10% over a period of 5-years, with its performance monitored through regular independent surveying.

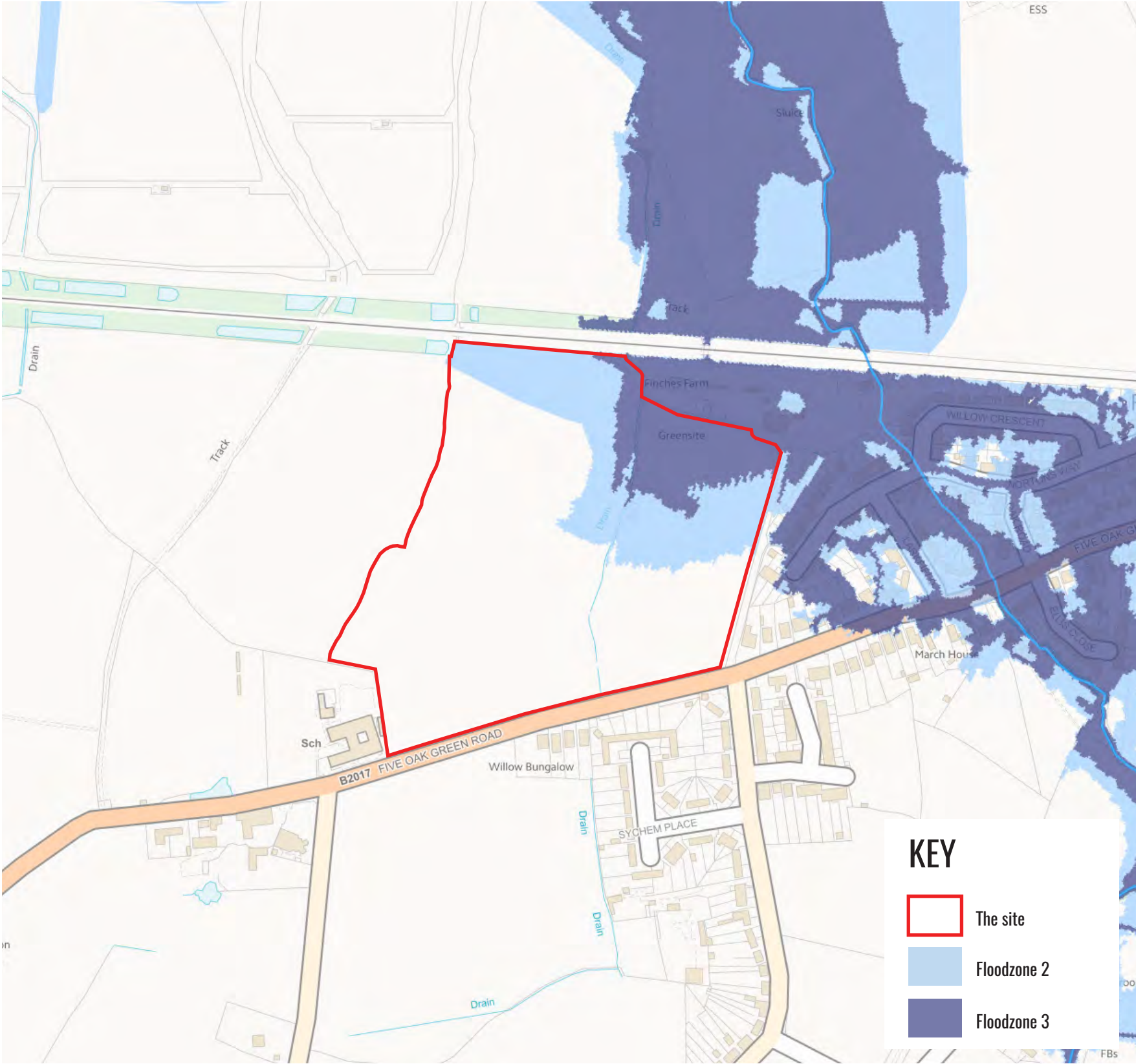


FIGURE 04 Plan showing flood risk in the location of the site (Source: Environment Agency Floodmap for Planning)

DRAINAGE

The majority of the site lies outside of the active floodplain and is suitable to accommodate residential development. There are also opportunities for wider flood mitigation for the village.

The site

Five Oak Green has been subject to a large number of flooding incidents dating back to at least 1960. Many of these events have resulted in roads being blocked and properties being flooded. The most recent flooding to be experienced by the village was the event on the 9th February 2020. 40 properties were reported to have been flooded as a result of a heavy rainfall event (28mm over 60 minutes).

This event quickly overwhelmed the Alder Stream, surrounding ditches and highway drains. It is also believed that the Southern Water sewer surcharged and led to further flooding.

The frequency of flooding in Five Oak Green means that this is a sensitive location and any new development must adequately assess the risk of flooding whilst not increasing the risk of flooding to the existing community.

The majority of the site lies within the Environment Agency Flood Zone 1 category where there is a low level of flood risk posed. The north western part of the site lies within Flood Zone 2 and 3 which limits which is a constraint to its development for residential purposes.

A sustainable drainage strategy will be developed which will limit the surface water run-off from the development to the existing Greenfield run-off rate (see Figure 05). This will be achieved by attenuating the source of the flows using new Sustainable Drainage features (SuDS), such as swales and ditches which would capture and convey surface waters before releasing them at a rate that replicates natural systems. This will not only control surface water runoff, but also provide positive ecological and visual improvements.

The main attenuation basins will be designed to deliver sufficient capacity to collect and temporarily store water during periods of heavy rainfall, before releasing them at a controlled rate into the wider drainage network beyond the site.

Potential wider benefits for the village

Kent County Council are looking into a variety of options to provide further mitigation measures to improve the flood risk to the village of Five Oak Green.

The site has not been identified as contributing to flooding in Five Oak Green and therefore the opportunity exists to provide betterment to the existing situation.

A high-level optioneering exercise has been undertaken to investigate opportunities for reducing the flood risk to neighbouring properties through development of the site. Some of the potential options are provided below which could be explored in greater detail with KCC, the EA and the South East Rivers Trust.

Extended Floodplain Compensation

There is scope within the red line boundary of the site to extend and deepen the area of floodplain compensation to enable flooding in Five Oak Green caused by the backwater effect of the opening under the railway embankment to be diverted into an area of lower lying land. Sensitive design could enable any flood water to be stored within a flood alleviation basin with restricted discharge back into the central watercourse.

Extended Floodplain Compensation and Connecting Flood Relief Swale

Although not within the current red line boundary, additional land within the wider ownership of the client has potential to provide a flood relief channel between Finches Farm and the railway embankment which could improve conveyance between Five Oak Green and any extended floodplain compensation scheme.

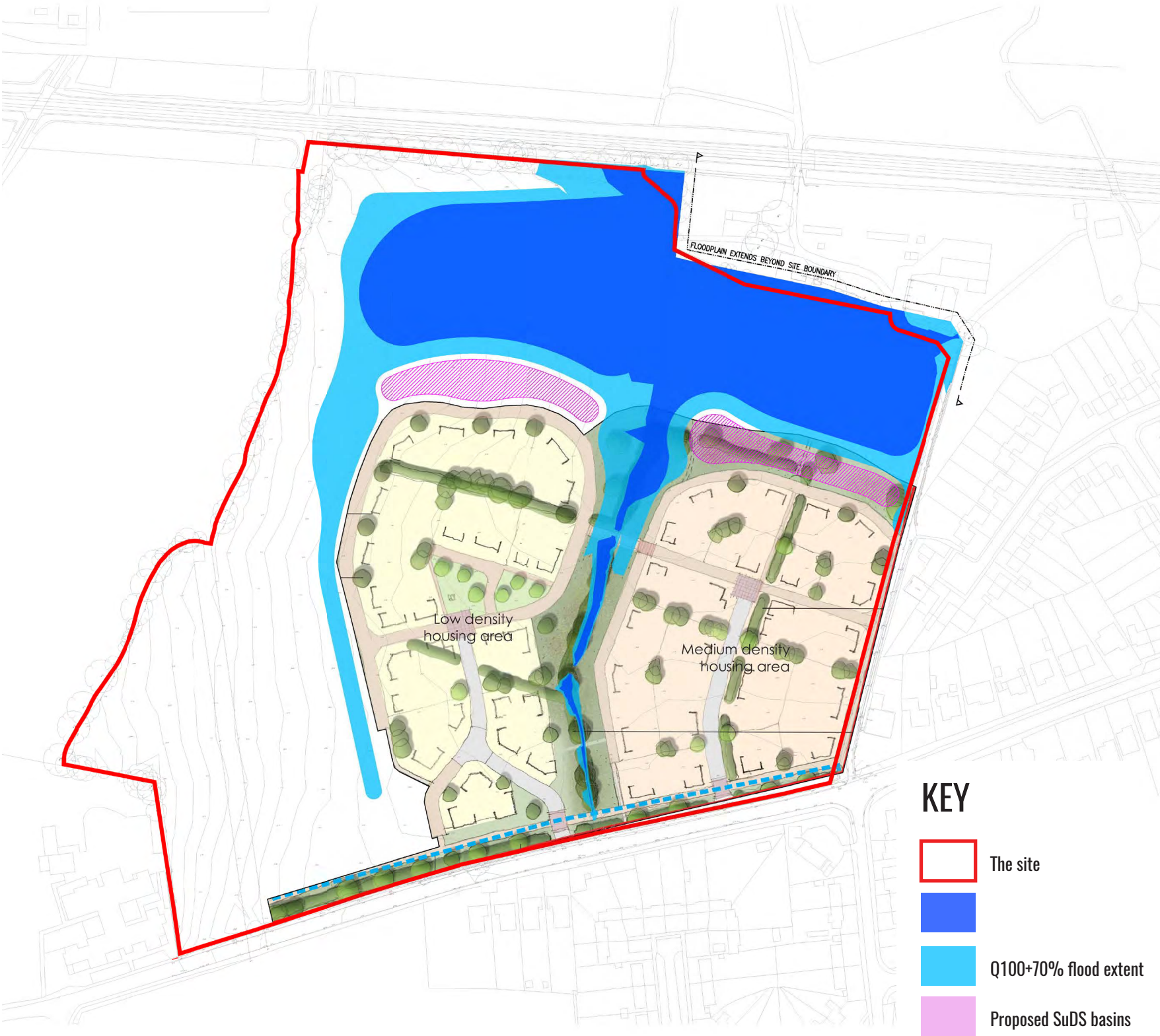


FIGURE 05 Indicative drainage strategy including potential for additional surface water attenuation within the site (Stuart Michael Associates)

HERITAGE

There are several heritage assets close to the site and their setting will need to be carefully considered to minimise any impact.

An initial heritage assessment has been carried out by Orion Heritage Ltd to understand the potential impact of new development on heritage assets in the locality of the site.

The site has fairly tenuous links to the setting of the heritage assets within the main village area of Five Oak Green due to lack of proximity and connections. Those at Tatlingbury Farmhouse, Barn and Oasthouse are relatively close to the site and consequently, may have agricultural connections. However, it is considered that the provision of a significant buffer together with sensitive design of the buildings and landscaping can mitigate the impact of the proposed scheme to both of these assets.

Capel Primary School, whilst connected by proximity to Tatlingbury, is of a different era and design. Despite this, it is likely that a functional connection was intended, providing education for local children. Although Capel Primary School is close to the site, contemporary maps suggest that its position was based on convenience and availability of land rather than being deliberately related to the fields.

Finches Farmhouse setting would be impacted by the proposed development. However, the connection between the heritage asset and the site is weakened by intervening buildings. The farmhouse is located c. 100m to the north east of the north eastern corner of the site and this, together provision of a landscaped buffer in the north eastern area of the proposed development will mitigate the impact of development within the site.

The aerial photograph (RIGHT) shows that the site was formerly used for growing fruit, forming a working part of the village infrastructure.



Historic aerial photograph showing the former orchard areas within the village including the site



FIGURE 06 Plan showing the location of Listed Buildings in the village in the locality of the site

Listed Buildings

- 1 Finches Farmhouse
- 2 Capel County Primary School
- 3 Tatingbury Farmhouse
- 4 Tatingbury Farm Barn
- 5 Tatingbury Farm Oasthouse
- 6 Stream Cottage



Tatingbury Oasthouse (TOP) and Capel County Primary School (BOTTOM)

ECOLOGY

Initial ecological investigations have found that the site currently has limited ecological value and provides a range of opportunities for biodiversity enhancement.

The proposals will include provision for a minimum biodiversity net gain of 10% as required by legislation. The proposals will seek to provide a substantial improvement on current ecological value of the site through the inclusion of:

- bird and bat boxes
- wildlife friendly sustainable urban drainage features,
- enhanced and new hedgerows;
- hard landscaping and boundary treatments which considers the movement of hedgehogs and amphibians.



FIGURE 07 Opportunities for biodiversity enhancement

NOISE

A noise assessment carried out on the site found that, with appropriate mitigation, noise levels within the site would be considered acceptable for new residential development.

Stuart Michael Associates Limited (SMA) has undertaken a noise assessment including the potential for residential development within the site as shown on the masterplan found later in this document. This noise assessment considered the constraints from on-site observations.

The dominant noise sources in the local area is from the adjacent Road, the B2017, which is to the south of the site and the railway to the north which is on an embankment.

From the noise measurements and modelling it is evident that the whole of the development site experiences noise level below 50 dB during the daytime and noise levels below 45 dB during the night time.

To minimise noise disturbance, the use of double glazed windows with increased sound reduction in the northern part of the site is advocated.

Concerning noise levels in private gardens, all plots within the development site will experience daytime noise levels below 50 dB except the southernmost plots adjacent to the site access road, which will require mitigation to achieve noise levels below 50 dB. The mitigation can be in the form of a brick wall or a high density closed board fence at the properties western boundary.



FIGURE 08 Plan showing the noise levels within the site

OUR VISION

Our vision for the site is based on the opportunities which it can bring to the village through its development.

“ *To reinforce the unique history and character of the village with a balance of new housing and community landscape.*

To meet the requirements for future growth for the village and the needs of the local community by offering a range of high quality housing, public open spaces and facilities with good connections to the local area. The development will use best practice in urban, landscape and environmental design to provide a high quality living environment that responds to it's surroundings and context.



FIGURE 09 Vision for the site



DRAFT MASTERPLAN

To illustrate our vision for the site we have produced a draft masterplan which shows how the site could be laid out with areas of public open space, access, housing, drainage and additional land for the school.











The initial masterplan has the following design rationale:

- Retention of the existing landscape features within the site and on it's edges
- Potential reinstatement of historic field boundaries to enhance the character of the site
- Biodiversity improvements with new native planting across the site
- Extent of development mirroring the existing edge of village south of the road
- Connections to the existing public right of way with new recreational walking routes within the site
- Development set back from the main road with improved landscape planting reduce its visual impact
- Improved pedestrian connections between the school and the village
- Significant areas of public open space to retain the open character of the site and protect the setting of the heritage assets
- Sustainable Drainage (SuDS) across the site to deal with surface water for the site and improve drainage for the wider area

Masterplan components

- 1 An area of land for potential expansion of the school which could provide car parking/ drop off facilities and additional areas for play
- 2 Landscaped buffers to Finches Farm House and Capel Primary School
- 3 A new dedicated pedestrian link between the school and the village with landscape improvements to Five Oak Green Road
- 4 New vehicular access into the site from Five Oak Green Road
- 5 Two new areas of residential development which could provide up to 140 new homes at lower density of circa 30-35 dwellings per hectare
- 6 A network of new footpaths within the site connecting to the existing Public Right of Way and Five Oak Green Road
- 7 An area of land lowered to provide improved sustainable urban drainage for the site and wider area
- 8 Significant areas of natural greenspace with potential for natural play, dog walking and biodiversity improvement such as wildflower and native tree planting

Key to plan

-  Site boundary
-  Existing public right of way
-  Potential new dedicated pedestrian link to school
-  Additional recreational footpath routes within the site
-  Existing development
-  Natural greenspace
-  Housing (low density)
-  Housing (medium density)
-  Potential area for school expansion land
-  Drainage basins

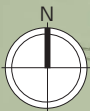


FIGURE 10 Draft masterplan



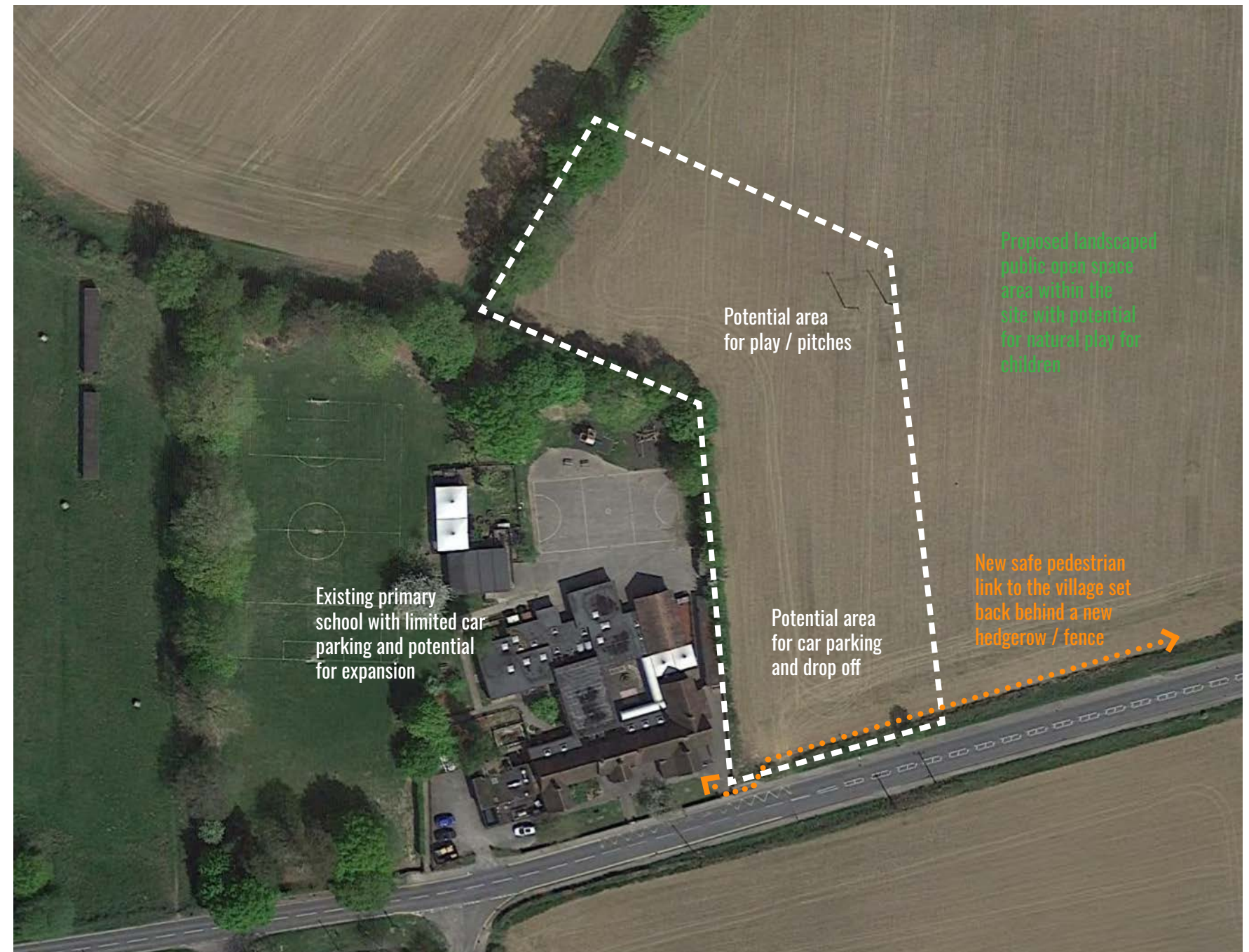
OPPORTUNITIES AND BENEFITS FOR THE VILLAGE

The development of the site could provide a number of opportunities for the village. We are keen to work with the community and Parish Council to see how we can develop these ideas and deliver them.

1 Improvements to primary school

There is an opportunity to provide additional land for the primary school which could be used to improve its facilities and accommodate growth. This could include provision of a new staff car park, a drop off facility for parents and deliveries and additional areas of play /sports pitches.

The expansion could free up other land within the school boundary for additional built form to accommodate additional classrooms and facilities.



2 New dedicated footpath from the village to the school

A new dedicated path could be provided through the southern edge of the site, set back from the road behind the existing hedge / fence. This would provide a much safer route away from the fast moving traffic.



3 Improvements to drainage and reduced flood risk for the village

As part of the development of the site, there is potential to remodel parts of the site including a large area in the north eastern part of the site which can assist in reducing the flood risk to existing development east of the site.



4 Public open spaces for play, walking and events



Large areas of informal public open space within the site could be used for a variety of activities including;

- Meeting friends and relatives
- Natural play areas for young children
- Informal play / kickabout areas
- Picnics
- Exercise and dog walking
- Community events
- Education on issues such as ecology, history or health and wellbeing

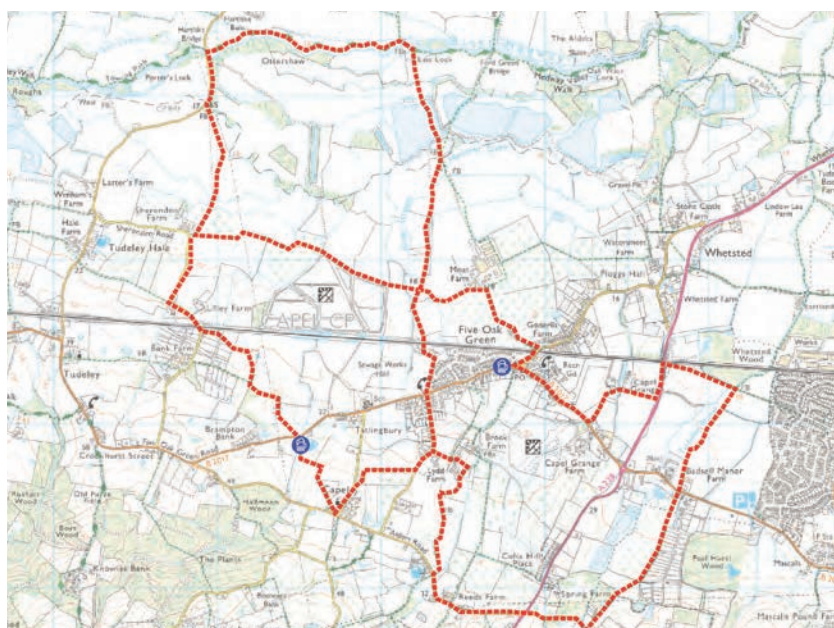


5 Information and display boards



There are opportunities within the areas of public open space to provide signage boards which could provide information for visitors and the community on aspects such as ecology and wildlife, history and wayfinding.

6 Heritage trails / circular walks



The village could use the site as part of a series of circular walks for local people and visitors to the village. The village and public houses are popular destinations for walks in surrounding area.

This could be achieved using information provided on the Parish Council web site, leaflets, social media and display boards within the site or village.

Walks could be informal or organised and help promote exercise, education and support local facilities such as the public houses or shops. The walks could utilise the new school car parking area and information boards.

There are opportunities within the areas of public open space to provide signage boards which could provide information for visitors and the community on aspects such as ecology and wildlife, history and wayfinding.

7 Affordable homes



It is recognised that in highly sought after locations to live, such as Five Oak Green and Capel, being able to stay in the village and afford your first home or moving to a larger family home is challenging.

With the current average house price in the village at £295,500, this is well above the national average (£245,443).

As part of any new housing development, an element of affordable housing will be provided. It is envisaged that the design of the affordable homes will be of the same quality as market housing and will be integrated into the scheme as a whole. The mix of affordable housing will include both socially rented and shared ownership.

In accordance with Local Plan, a minimum 30% of the proposed dwellings would be provided as affordable homes on the site.

8 Bungalows and homes for the elderly



It is recognised that there are limited opportunities for people to downsize to smaller units or bungalows as their needs change.

There is an opportunity to provide a both smaller units and bungalows within the site which could help older people remain in the village, close to their families and continue to play an active part in its community for longer.

9 A range of housing types for local people



New housing can provide a variety of new homes from smaller 1 and 3 bedroom apartments up to larger 4 and 5 bedroom housing.

10 Long term management



The ownership and long term management of aspects of the development could be gifted to the Parish Council who could maintain the quality of the place.

The community could develop new ideas for the spaces and how they will be used both now and in the future.

Contributions could be secured as part of the development process to assist in the funding of maintenance and long term management.

11 12 13 Other benefits?



The proposal could of course provide a range of financial contributions to be agreed through a S106 legal agreement. These could include:

- i. School Improvements;
- ii. Footpaths / cycleways;
- iii. Community buildings / facilities;
- iv. Traffic calming.

Rydon Homes would be keen to discuss the potential for the scheme to make proportionate financial contributions that help to address identified needs within Five Oak Green.

We are keen to work with the community and Parish Council to understand what other opportunities the development could assist in delivering.

CONCLUSION AND NEXT STEPS

We are at still at the start of the process and have identified a number of key stages to bring the site forward.

