

Otterpool Park, phase one event

This is a transcript of the afternoon session of the Otterpool Park public information events held on Friday 26 March 2021.

SPEAKERS

Andy Cameron, Poppy Carmody-Morgan, Liz Smith, Katja Stille, Tim Gabbitas, Chair Phil Laycock, Andy Jarrett, Mark Hanton

Chair

Good afternoon. And thank you for joining our webinar today, which is a virtual consultation event designed to introduce you to the proposals for phase one at Otterpool Park, which will be a distinctive and self-sustaining garden town providing up to 10,000 homes and jobs in an attractive green environment. Today, we have a team of experts from Otterpool Park LLP, and the consultants working on the project who are going to share their plans with you via a series of presentations. They will also be explaining how you can engage with plans for phase one and also give your feedback via the Otterpool Park website. We have the following members of the team joining us today from Quod, Tibbalds, Purcell, Mark Hanton Studio, WSP, ACA and also Otterpool Park. So, following the presentations, there will also be an opportunity to submit questions to the project team. We would invite you to submit questions using the question function which you can find on the control panel on the right-hand side. Or if you're using a tablet, you will find it on the top of your screen. We will make sure that as many of these as possible are put to the project team. Do not worry if your questions are not answered live, we will be keeping a record of all the questions posed and will compile a summary of frequently asked questions which will be published on the Otterpool Park website after the event was closed. The webinar will also be recorded and will be made available for all of you to view from the website following the event. So to start and to provide an overview of the outline application, and phase one's fit with the overall scheme. I would like to hand over to Poppy Carmody-Morgan of Quod. Thank you.

Poppy Carmody-Morgan

Thanks very much, Phil. Hello, everyone. And I'm Poppy Carmody-Morgan from Quod, the planning consultants and I going to begin our presentation with some planning background. Okay, so now outline planning application for the delivery of the new garden town settlement Otterpool Park was submitted back in February 2019. And that application master plan contained up to 8,500 new homes within a new garden community, which would be supported by new jobs and social infrastructure, such as schools health care and community provision, as well as green spaces and natural buffers to help nestle the new garden town within the existing landscape. And since the submission of the outline application, the application has been through an extensive period of public consultation, as well as

engagement with a whole host of organisations and stakeholders to shape their proposals. And for those that are provided feedback to date or attended our exhibitions previously, thank you very much for your comments. And we look forward to continuing to work with you on the next stage of the process. And also, just to let you know, as mentioned on the screen, that part of our recent work has also involved discussions around the policy support for the new settlement with independent examination of the policies that underpin the principle of the new settlement in this location taking place either side of Christmas.

Okay, and on this slide. This gives you a bit of detail about how we are proposing to structure the planning permission for Otterpool Park. So we're going to have tier one, which is the outline planning application, which I'm sure many of you are familiar with. At tier two, this would be a detailed master plan and design code for each phase. And at tier two, this is where we would provide a greater level of detail than tier one. But it must accord with the details that we get approved at tier one. And then tier three would be the reserved matters applications that we need to gain consent for before we could start on site. And these will seek detailed approval for matters reserved at the tier one outline application stage. For example, details of the access appearance, landscaping, layout and scale. But those tier three reserved matters applications will need to be in accordance with the previous tier one and tier two approvals.

And then I just wanted to give you a bit of an update on the next steps. So the tier one outline planning application that we submitted in 2019 will be updated to reflect the discussions that have taken place and continue to take place this year. And as part of this update, we're keen to share with you some more details around the phase one of the new development, which will see the first homes delivered alongside new road and green infrastructure to create a successful first step on a journey of delivering this exciting new settlement. So the purpose of this consultation is to move on from the conceptual strategic diagrams that you will have seen to date to provide now a bit more detailed look at the proposals and give everyone a better understanding of what we hope phase one will look like and get your views on this. So now we're going to share with you a brief video. Thank you.

VIDEO PLAYS

Chair

Now I'm going to continue the presentations, and I would like to introduce you to Katja Stille who's going to talk about the master plan. Thank you.

Katja Stille

And I will provide you an overview of the master plan for phase one. And just before I start to say and reiterate really what Poppy has said that the master plan for Phase One is very much being developed within the parameters and the principles set out for the whole of the town. I mean, I'm sure you all know what Otterpool Park is. And I just want to kind of say and highlight

that it is really in a very highly accessible location in terms of public transport. And that is something we are really trying to build on in our plans for the phase one master plan.

And so Otterpool Park as a whole, it's really guided by these key themes. And you might have heard that before in previous consultation events, so it's countryside, connected and creative. And those were the overarching themes for the whole of the town. And it's not just kind of looking at how Otterpool as a town relates to the countryside around it, but really trying to kind of bring countryside, nature, open space into the town and interface one so that access to nature and countryside becomes a day to day part of living in this new town.

Connected really relates back to the accessibility that to public transport, Westenhanger station, but also creating a town that is very well connected through sustainable modes of transport to walking and cycling, so that people can easily move around within the town and take advantage of all the new spaces and facilities that come forward. And it is also important in this case to consider obviously how the town is connected and phase one is connected to the existing communities and the wider kind of network, and creative really builds on the creative work creative workspaces, artists and it is a word that always reminds us of building communities, bringing communities together and creating space for a lot of different people, different offices, different workspaces, artists and so on.

So these three key themes are what is guiding our phase one vision. And just as a kind of broad reminder to show you where phase one is actually located. And it is located to the west of Stone Street, taking on board the race course area and the castle and creating a really fantastic open space around that area. In the north we have Westenhanger station and to the south we have the A20 and all of this will be connected with walking and cycling routes to make sure it works as a whole.

Phase One vision is as you've seen in the video, so I don't really need to reiterate that a lot. But it is trying to build a high quality, distinct environment that is built around the heritage and the history of the area. But that is also really drawing on the existing landscape features the racecourse, lake, and the river, as well as kind of the landscape and ecology, qualities that already exist on the site is well connected, as I mentioned, and it really will be a place for mixed community for kind of working and living. And that brings together a lot of different people from the young, the older, intergenerational living, everything that we actually, you know, a community, a comprehensive community that create can create a new town. The vision for the town centre is really a key part of phase one. And we are paying a lot of attention to it because the town centre is not just important for phase one, but for the whole of the town, it will be the place where the community comes together. But they do that daily shop, where they access services, where they come to meet friends and family for dinner, or a coffee. And it is where the working takes place. So it's really, really important that we get that right.

We've located the town centre, so it takes advantage of the close proximity to Westenhanger station, but also the existing Racecourse lake and the castle. So it's really trying to build an identity from what we already have on the side.

This is the emerging framework plan of phase one. And as you can see, phase one is really created around the Castle Park and the centre and the castle in the north, the station you can see in the corner over here. And then the heart of the town centre, located just south of the racecourse. Like as I said, the castle park which Mark would talk a little bit more about in a minute, is the centre of phase one, really the heart of it, that was an absolutely incredibly important space for the wider town. And you can see that we have built phase one around a number of green links leading to the to the west to the wider town and to the southwest. And also building in linear parks that create north south links attractive for walking and cycling. And really linking onto the station the centre as well as the first primary school, the yellow blocks are the primary school so we have one in the East down south of the town centre, one in the West. And then further in the next phases, there will be a secondary school too.

So you can also see how our framework is set out really make the most of the castle and the views to the castle. In developing these plans, we have worked very closely with the team from Arcadis. The ecologists and the engineers looking at the water management so that we really create a kind of very rich environment in terms of bringing together the water, the landscape, and the activities of the people in the locations where we need them. And we've been trying to work very hard with the ecologists also to be very respectful of the existing ecology and create corridors. For example, there's one here that is shaped around existing reed beds, for example, in that location. But it's not just about the big open spaces and the green corridors. It's about bringing the landscape into the paths and taking it along the streets with street trees creating smaller incidental spaces, an example which is shown here and a bit larger on the right of the slide. So making sure that landscape and water become a day to day part of the people living and working in this new town. It is really important also to pick up some of the kind of key routes and we will have open spaces and play facilities as well but I will come back to that later. First of all, I will hand over to Liz to talk a little bit more about the heritage.

Liz Smith

Thank you Katja Hello everyone. So my name is Liz Smith. I'm a partner at Purcell. We're a firm of conservation architects and heritage consultants we specialise in work to some of the most significant and unique heritage buildings in the UK and across the globe and we're really delighted to be leading on the development of the detailed site wide heritage strategy for Otterpool Park because there is an incredibly rich history across this site there's been many many centuries of development of human-led development even though it is a it is a countryside site and there are features from the archaeology of the roman villa, iron age

barrows and of course Westernhanger castle itself right in the centre of the phase one site area. here it is strategy is considering both this building and the site wide assets to ensure that they can be appropriately preserved but also really enhanced and celebrated within the master plan.

So here we're seeing Westernhanger castle as I say it stands within the centre of the phase one master plan and it is a really beautiful stunning historic site with origins back to the 13th century, many many centuries of development since and it's now both the grade one listed building and a scheduled ancient monument so holds some of the some of the most special heritage designation and protection that you can get in the UK.

The castle has a very rich history of occupation by royalty, by nobility and there are many other structures that have been built around it including some magnificent mediaeval barns shown on this plan many other features across the site and across the landscape it also was well set within a historic deer park and although this has been affected by centuries of modern development including most recently Folkestone racecourse, vestiges of that historic deer park very much still remain these include a causeway which once created the entrance way up to Westernhanger castle you can see the diagram here there are also lakes and historic water features within the deer park itself and some of those are still evidence shown in blue on the diagram here.

We also know from map evidence and also some evidence on the site that there were Tudor gardens and orchards closer to Westernhanger castle so we know quite a lot about this historic deer park, although it's very much been affected by Folkestone racecourse which is driven the causeway through it and also affected by some of the buildings associated with the racecourse.

We've been working in the heritage strategy to understand much more about the history of the Westernhanger castle site and we really want to celebrate that significant history that exists around Westernhanger castle and across the phase one master plan and we want to do that by celebrating Westernhanger castle and representing Westernhanger park as the new green heart of the community this capture has already touched on this green hearts can lend a landscape led but also heritage led identity to the local area as the centre of the new garden town. Katja has already shown this plan but it really does demonstrate how Westernhanger castle becomes a really important historic asset within the centre of Westernhanger park we are presenting that historic deer park and creating a publicly accessible green space which respects the memory and heritage of the historic deer park around Westernhanger castle and which once existed on the site and provides a new setting and context for the heritage assets at Westernhanger castle and the barns.

You've touched on the fact that the new access routes as well as the celebration of the historic causeway will be created through this park and that some of the modern buildings associated with the Folkestone racecourse will be removed so there will be fantastic views opened up towards the castle from the surrounding town centre and that's indicated on the slide so we really think that the park will once again relate to the castle and will also hold a new relevance as a valued public amenity space at the heart of the local community celebrating heritage respecting the memory of the deer park and the castle and really creating a vibrant town centre based on the historic monuments that exist around it.

Thank you very much for listening I'll now hand you over to Mark Hanton who will speak a bit more about the landscape design thank you.

Mark Hanton

Thank you Liz and good afternoon everybody. I'm a local based landscape architect and I'm looking at the castle park design.

So the castle park, this is this is one of five large linked public taking spaces within the wider master plan. The park is located in phase one and there's two key functions: firstly it will be a destination town park with a range of user activities to promote community aspects of the wider masterplan objectives and secondly it will be a setting to Westenhanger castle, which as we have heard is a fantastic heritage asset and inside the park design is based on three pillars of heritage, landscape ecology and creativity and culture. And the following images illustrate those overlapping layers of the park. So the first image considers heritage the park seeks to reveal, recreates and incorporates a number of historical features which have been touched upon by layers, but I reiterate here in relation to the landscape design. These include the castle, this will be revealed through selective felling of scrub trees around the front and side of the castle so it can be viewed and appreciated by a much larger area will become the focal element of the whole park. Within the immediate setting, we are hoping to reflect the moat and have a new bridge across it to the south that links to the creation of a new interpretive 16th century walled garden. This will be a major public attraction providing opportunities for community involvement through school learning garden clubs, etc. They're in front of the new gardens will be all melted lawns to create a really strong formal setting to the castle from the south, where people can relax, play and events can be held.

We are reestablishing three tree Avenue approaches to the castle. This includes two smaller routes from development areas to the east and west. But more importantly, we are reviving the former Causeway which runs northwards from the A20. This will be the main pedestrian entrance to the park and link to the castle. We hope that this route will be more than a path and will become a journey through a number of different character areas within the park. The lake is historic feature retained and will have dual ecology and low impact community

functions. In terms of more recent history the former Racecourse is celebrated through the retention of the winner's circle, which will contain a new castle-themed play area.

And a further pocket Park is created where the former Racecourse crossing the causeway to the south near the A20 and will be themed around the racing history of the site. We've also taken inspiration from the racing watch towers and we're seeking to create a series of bullies around the park based on these structures. Designer these will be worked out with local artists, and they will have multifunctional uses of objects of interest interactive features and information centres that will encourage users to explore the path. Now the next image considers landscape and ecology. So the northdown acts as a distant backdrop to the park with the land falling as a shallow Valley across the site. The East River. Much of the site is currently recently farmed and quite intensively forever. There are a number of key existing landscape features contained within the park area. And these includes the lake that have already discussed but also connected floodplain area that links the lake through the Stour River. These features are incorporated as part of a much larger environmental such strategy that creates a series of linked wetlands through the site. The River Corridor which has been squeezed within an inch of its life will be widened through new wetland areas enhanced with riverine type balancing. around those wetland areas the park counts we have a store one of Meadow grass and informal groups of broad-stature trees, akin to the site's historic Deer Park use. There are a number of mature trees on site, we will be supplementing this stock with hundreds if not 1000s of new trees. And these will be based on a palette of indigenous species that reinforce local distinctiveness. So the key to success of any Park is the accessibility of people to enjoy us. And as you can see here where the orange represents surface roots and spaces. There is a comprehensive pedestrian network across the park and linking to key strategic movement routes further afield. These paths will be signposts and look to incorporate heritage and wildlife based trails. And finally, the last image illustrates a range of user activities throughout the park some of which I've talked about already, but to list a few for player is included in a large neighbourhood war themed player park by the lake a full size cricket pitch with a clubhouse that potentially could act as a community hub for a broader range of club based uses. There's informal and formal landscape community areas is heritage and ecology trails, water base activities, community orchards, and so on. So back to the overall slide which shows all the different layers mapped on and in summary, so the immunity provisions described will ensure that this is a destination part that will provide significant meaning benefits to the local and wider community. The way the part builds up upon existing valued landscape framework will ensure that significant ecological environmental benefits are seen, as well as a stronger and more distinctive local landscape character. And the way the part looks to historical elements of the site of the building blocks and structure to the park will undoubtedly promote a strong and very unique sense of place. So this is where I shall end and hand you back to Katja who will be talking about living and working in phase one. Thank you.

Katja Stille

When talking about living and working, it's obviously not just about coming home to sleep and going to work the next day. To create a community we need a lot of different facilities. We need schools we need community space, we need help centres we need leisure facilities. We need nurseries for the smaller children, we need space for working eating, drinking, socialising and some retail space. So within phase one within the town centre, we're very keen to kind of bring in all these different elements and plan them in so that this town can grow and develop over time and become a really successful place. And the town centre and you will have heard a lot of discussion about town centres and high streets particular kind of given a pandemic. And to make a town centre centre of a community successful we need to create a lot of different reasons for people to come together and use the town centre. And that is, for example, to kind of take your children to the school access library space that come together for community classes and community events in the square and in the internal spaces. But also access letter sentence letter facilities or do your day to day shopping. To create a community is also to provide a home for many, many different people, many different residents. And so there will be 22% of affordable homes, there will be family homes, there will be more urban areas and there will be more kind of suburban and leafy areas within the town. And we are looking at co living intergenerational living and certain custom build houses. So really creating a wide variety of different housing topologies and different tenures. And then the next slides slides I'm going to show you a little bit more of how these different uses are arranged within phase one. So again, in the north, you can see the station and then Westenhanger park and the castle Park which Mark just described and all the outdoor facilities the outdoor spaces obviously provide a lot of facilities and leisure facilities and room for recreation already or for the community to come together at the cricket pitch. But it is all it's about internal spaces. And so the community spaces library space help centre we really see them being located in the heart of the town centre, which is just to the south of the lake. So that users community users in those spaces can spill out occupy the town square, while still enjoying views to the land across the lake. We're looking at two primary schools. As I pointed out earlier, the one to the south of the town centre is really kind of a step away from the from the town centre facilities. So very well integrated so people can kind of drop children, then pop into the town centre to kind of run some errands meet someone or go to work. And then also we're looking at the kind of leisure centre that provides more the indoor kind of leisure and sporting facilities. So looking at it on the area, it is again looking at lots of different activities that make kind of life valuable on a day to day basis. And it is about kind of learning in the school words to the east in the background there and then there's another one just off the picture. It is about coming together and sitting on the lawn that Mark just described and having picnics looking out over the lake. It is about a large variety of different workspaces ranging from studio spaces to maker spaces to offices. And I mean also we have heard a lot about how many people are actually going to go back to the offices so that's what we are really really aware of. So creating shared office spaces and that keep people can pop into once or twice a week by they might be working from home. It is also important in the town centre and those locations which just mentioned is really the place to meet friends or do your shopping at hopefully a lot

of smaller independent shops. Really located around the town centre in this location, always overlooking the lake and having that direct connection to the castle Park. So it's really phase one, we really kind of bring together all the different elements that then filter through to the rest of the town, different communities, different sizes of units, and different types ofologies. For those that want to work, as I said more, or live in a more urban environment to those that kind of prefer more suburban leafy environment on the western side of the park, really kind of thinking about the community as a whole. And not just about creating a place for people to sleep for work, but bringing everything together in a rich and mixed used community and environment, which we can bet on.

Now I'm handing over to Tim Gabbitas to talk a little bit more about the movement strategy.

Tim Gabbitas

Thank you Katja. Good afternoon, everybody. My name is Tim Gabbitas, I'm a director and the head of development planning for WSP. And we work have worked on numerous transport strategies for masterplans have a similar scale and type to Otterpool, across the UK and internationally. And I'll just talk to you a little bit about the evolving transport strategy for Phase One of Otterpool Park. So obviously, access and momement is absolutely critical to the success of a new development. And that's no different here at Otterpool park. But what we have here is a blank canvas. And therefore we have an opportunity to learn from the mistakes of the past in terms of how people move about both to and from Otterpool Park, but also within it.

And also, we're developing this very much in light of current and emerging policy at a both a local, regional and national level, of course. And so the mobility vision is ambitious for Otterpool in terms of what we would like to achieve, and it's really centred around both sustainability and around active and healthy lifestyles. I've said there, you know, the vision for Otterpool Park encompasses an inclusive way of living grounded in net zero carbon principles. And you'll be very familiar with the current government focus on net zero carbon over the next years and decades in the UK. So we're looking at an integrated approach for Otterpool Park across housing placemaking energy and transport strategies. And you can see on this slide some of the guiding principles that we have adopted when considering transport for the development. So I've mentioned the net zero carbon is embedded in what we're proposing. But we're also looking at innovation and technology. So smart infrastructure designed to ensure a dynamic, inclusive and efficient function around mobility. Linked to that we're looking at data from mobility services, which can be shared amongst residents amongst workers who are based in the development to improve their choice of travel options, and to ensure the operation of the transport system for Otterpool Park is runs as optimally as it can do. We're also concerned with safety, as well as sustainability, convenience and accessibility. And what we're looking to do here is primarily is to support a low private car ownership development. Now that isn't to say, of course, that people won't want to have cars and that there won't be

traffic in Otterpool Park. We do realise and appreciate that it's not realistic. However, we do have the opportunity here to put in place a transport strategy from day one that will encourage people to use their cars less or perhaps even not own a car themselves and utilise public transport, walking, cycling and other modes of travel that are more sustainable and lead to healthier lifestyles. And the street designs that we are developing recognises that and it recognises the different the different activities occurring throughout Otterpool Park and how they connect to one another. So walking, cycling and active travel, we believe firmly remain the best options for those short urban journeys, both within Otterpool Park and also to neighbouring local areas. We need to ensure that the mobility strategy functions for all users within Otterpool Park whether young or old, whether you're working there, whether you're living there, whether you're visiting the development and one way of doing that is to create what we've called mobility hubs. And I'll come on to that a bit later in terms of what we mean by that. But the idea was that they provide a choice and a range of highly accessible alternatives to private car usage throughout all areas of phase one. And in addition to that, we're looking at how we can encourage and promote sustainable movement of freight for deliveries and servicing activity. And finally, I've mentioned the importance of tailoring provision to support the function of the street recognising that certain travel options will not suit everybody. So moving on, this diagram really shows in terms of development, the mistakes that have been made in the past, whereby certainly from the 1950s 60s, development in the West was really planned primarily around vehicles initially, with people being a bit of an afterthought. And then actually the creation of places where people want to spend time, coming much later, and having to be fitted sort of retrospectively. And what we believe is really, we need to reverse that, and plan for places first, to create wonderful spaces and destinations for people to enjoy that work for people with vehicular traffic, coming much further down the pecking order in terms of what we want to promote and accommodate. So that requires a change of behavioural change away from the traditional approach to travel. And understanding how we can influence and facilitate that from day one in Otterpool Park, encouraging people to ditch the use of their cars, and to use public transport and active travel services very early on, which allows for that creation of better places, better environments and better connectivity for people. And ultimately, that means the number of motor vehicles can be reduced, which has clear benefits. So focusing on active travel, as has been mentioned before, by catch it and others, the routes and networks of active travel routes through phase one are absolutely critical to the success of the mobility, strategy and vision. And so on this plan, you can see highlighted a series of routes that connect through phase one and beyond it to adjacent areas. So we're looking at a series of urban cycle and pedestrian routes, which you can see highlighted in orange. And they tend to work through the more built up areas of phase one in terms of development. But in addition to that, you can see a quite comprehensive network in the green dashed lines of what we've called Green routes, which are routes that offer a more rural feel free countryside and Parkland. And may well be far more attractive to walkers, pedestrians, and cyclists trying to get from A to B. In addition, you can see highlighted along the bottom of that plan, the A20 corridor, which we

still see is an important movement corridor for pedestrians and cyclists. And so we're looking carefully at how we can accommodate safely those active travel users along what is and will continue to be an important strategic corridor for vehicular traffic as well. And moving on to vehicular traffic in terms of those routes for cars and other traffic. You can see here the sort of key network of primary streets working their way through phase one. The A20 corridor you'll no doubt be familiar with which is highlighted there in blue along the bottom of the screen. In the sort of burgundy colour, you can see additional new primary streets that will be created to provide access to the town centre and up to Western hangout station. And connecting that to the A 20 is a new road called Otterpool Avenue. And then in orange, you can see other important secondary streets that provide access to other residential communities and neighbourhoods across phase one. And below that, of course, there are numerous other what we call tertiary streets which are much more local streets providing access to individual residential properties, which are not highlighted on this plan, but will also be accessible for the most part by vehicular traffic. So I mentioned public transport and obviously phase one is incredibly important in terms of public transport, because Westenhanger station sits within phase one of Otterpool Park and the station becomes perhaps the most important gateway to the new development and is a key focal point for activity and interchange between different travel modes, including bus, cycling, walking, but also taxis cars and other mobility services as well. And you can see here, Westenhanger station is highlighted in the top right of this plan, but also highlighted on this plan on our new bus routes that are proposed, you can see the dotted line running along the A20 corridor at the bottom of this plan is where the existing bus routes run between sort of Sellindge and Ashford to the west, and then down towards Hyde and Folkestone to the southeast. But the two new services that will run through Otterpool park are shown in purple coming from the North West, which is the Otterpool loop north, which winds its way along to the 820 and then up through the town centre to Westenhanger station station interchange, and then event eventually finding its way back down towards Hythe. And a second Southern loop will come up from the south shown in red there. And again, that will join the purple northern loop and run through the town centre connecting to Westenhanger station. And that really means that all the bus services running through Otterpool Park provide that very important connection to both the town centre which is obviously that hub of activity and uses and to Westenhanger station, which is going to be a key gateway and transport hub. And the blue circles around those bus stops show that all the bus services running through this area would be within walking distance within a 400 metre walking distance of bus stops to ensure everybody has full accessibility to those public transport services. In terms of parking, as I mentioned earlier, we are looking at a low car ownership and usage development a lot of cool but at the same time, we recognise that there will be a need for parking and people will want to drive. And so it's about getting the balance right and also allowing for flexibility. So we're looking to manage car use. And part of that management process and strategy is to provide the right amount of parking availability. And that means that not all dwellings within Otterpool Park will have access to a car parking space. And we're looking to promote that and we're looking to promote certain units in

certain areas with high levels of accessibility to things like the railway station or bus stops or the town centre will be suitable for car free development. Other larger units family units located in slightly less accessible parts of the master plan further away from the town centre and the railway station will have a greater need for owning and using a car. And the parking strategy will of course, reflect that. In terms of how we accommodate that parking, again, we're looking at a flexible approach. And we're considering rather than perhaps on plot parking, which can affect the density that can be achieved of housing. But we're looking at communal parking areas, sort of car bonds or courts, as well as an element of on street parking in a way where we can monitor and managed parking demand through time as trends in parking usage and car usage changes. And by putting parking off plot that gives much greater flexibility to convert parking to other uses in the future when private car ownership levels drop as we're expecting them to do based on current and emerging trends. I mentioned earlier mobility hubs. And these are very important to the mobility strategy for Otterpool Park. And we're proposing a three-tier system of these primary hubs which are larger facilities offering more components, which will be provided in key areas for travel activities such as the station at Westenhanger at the town centre. Secondary hubs will be provided in areas around other key destinations such as schools and parks. And we'll also have a wide range of options but perhaps will be slightly smaller to reflect the less the lower levels of demand in these hubs and areas. And then finally at the community level. So for individual residential communities across multiple will have smaller hubs which will serve local residents within individual neighbourhoods and mobility hubs are not a one size fits all we've said there they are tailor made solutions in terms of both what is offered and how many and how much. So the scale of the services and the types of services and they are not all about mobility. They can also include non-mobility components to serve the community, such as cafes, flexible workspace, Amazon Prime style lockers that create useful focal points for local communities and really allow a range of activities. And we've undertaken a series of surveys and the responses from those surveys across Kent and London. demonstrates that three quarters of people are very open to these types of mobility hubs and the services that they can offer. And if they are provided would seriously consider using them. And almost half of respondents wanted an element of technology to give them accurate and real time information on travel options. And the digital element of the travel strategy comes in into play there. And the final slide really is showing where those mobility hubs will be located across the phase one development. So you can see there are a series of primary hubs indicated by the red stars up in the northeast part of this phase by the station and also in the town centre. The secondary hubs in blue around the primary schools in zones five and nine. And the community hubs in parcels 267 and eight there, which are primarily residential neighbourhoods. And what this enables people to do, of course, is to access things like cycle hire schemes, scooter schemes, car clubs with electric car vehicles very easily to reduce that reliance and need for private car ownership. I'm not going to hand over to Andy Cameron, he's going to talk a little bit about the emerging street design for phase one.

Andy Cameron

Thanks very much, Tim. And good afternoon, everyone. My name is Andy Cameron. I'm an engineer and designer, I run my own practice. But I'm part of the team here at multiple working on the design of streets and the spaces in between buildings. I just wanted to share with you today, some of our initial thoughts on what the streets might be like.

In particular, the Otterpool Avenue, which is Tim mentioned is one of the main streets that will come into phase one. It's going to be a busy street, lots of people, lots of bicycles, some vehicles, some parking. And we're starting to evolve our thinking on that note, and I thought it'd be useful to share, you know, some of the images of what it could be like based on other places. So to start with this is a place called Hennef in Germany, and it has a busy High Street, there will be active uses on the Otterpool Avenue. We're in a similar way looking at putting a median, a central stone strip down the street, which actually helps to slow vehicles down. If we can put the light and columns in the middle of the street as well again, that narrows the carriageway to make vehicles travel more slowly. And that central strip allows people to cross where they want. They don't have to wait for the particular crossing or a light change. It really all helps to make it more of an active place. And this street in the image is 20 miles an hour, which is the speed we're aiming for Otterpool Avenue.

This is another example. This is actually a new place, a new town that I've been involved in for 20 odd years, called Poundbury down in Dorchester. And it's still being built these things can take time, but this is the main street called Queen Mother square. And again, this is a busy street, but it's designed with pedestrian desire lines for front. So the routes for people to walk and cycle stand out in the square. And the highway geometry, the signs and the lines that we often see in our towns and cities are emitted. Because we know if we take those out, we can help by encouraging people to walk in cycle. But also, it makes drivers travel a little bit more slowly. And speeds in this space are down to under 10 miles an hour. Now, because of the way it's been designed, we want to bring some of that thinking to Otterpool Avenue. This is the same street on approach. You get a sense of the scale, the buildings are three and four storeys along here, which might be similar to parts of Otterpool Avenue Avenue it's going to be the busier part of town. But the way in which the public realm is designed with trees with green spaces, we call them courtesy crossings. But picking up on those routes for pedestrians make it you know a place for active travel. First and foremost. This is another new place in Finland, a place called Tanpura. Where we're drawing upon the example here of a tree lined Avenue is how Otterpool Avenue is going to feel again, 20 miles an hour. But what you're looking at here is the segregated cycle way for bicycles for cargo bikes for E bikes for scooters, which we're going to replicate in a very similar way along Otterpool Avenue. And as far as possible, we create these as continuous cycle routes, not just in phase one, but reaching out to the other parts of the development and beyond to the countryside and the other locations that Otterpool will connect to. And as a final example, from grass, you know some of the spaces might be surfaced differently. If we start to take away the white lining and big road for

for large vehicles, that it becomes a much slower environment. But as you see here, the colour of in that space denotes you know, where pedestrians where cyclists go. And we know that's really important in terms of inclusivity, we're starting to talk to some of the access groups in the area now about how we make these places, you know, really designed for everyone. So as part of this process, we're starting to set out some criteria for all the streets in Otterpool. We think a maximum of 20 miles an hour is appropriate in order to make it good for walking and cycling. There's a real emphasis on designing for pedestrians and cyclists first. And we've started discussions with Kent County Council about the design of those spaces. As I mentioned, many of them will be treelined. And we're looking for good materials, you know, not just a standard asphalt, but things that are going to make this feel like a quality place. And then the little chart on the far right, is really about the different types of streets we're going to create. At the top. There are greenways, which are segregated routes for pedestrians and cyclists. We've then got smaller streets, which might be like news and lanes or home zones, right through to secondary streets, primary streets, such as Otterpool Avenue, and then the A20, will come down to 30 miles an hour at the southern end of phase one, again over time. So those are our initial thoughts on street design. I'm now going to pass to Andy Jarrett, in one moment. Thank you.

Andy Jarrett

Thank you, Andy. And good afternoon, everybody. My name is Andy Jarrett and the planning director at Otterpool Park LLP. This afternoon, I'm just going to say a few words really about what Otterpool Park is in terms of an organisation and what its role is. And then talk a little bit about our delivery programme. So Otterpool Park, LLP was constituted last year. Its wholly owned by Folkestone and Hythe District Council, and its role in life is to be the delivery vehicle for Otterpool Park. So it will be acting in the role of master developer.

What that means, essentially, is it needs to do a number of things. Firstly, it needed to assemble the land to make the whole project possible. We're a long way advanced in that respect. Certainly within the outline planning application, which represents about 85% of the project, we control most of the land. Homes England, as you may know, have a 8% stake to the south of the site. But otherwise, we control the land pretty much entirely. About half of that is freehold. And about half of it is controlled through option agreements with various landowners, which means that when we're ready, we can draw that that land down. So it provides quite a lot of certainty to the project and puts us in an enviable position. I think compared with a lot of other settlements of this type. The second function of the LLP is to ensure that planning permissions and other approvals that are required, are committed or granted. And that's something that we've worked on for some time now. Poppy's given you a bit of an overview as to the to the planning process. So we're involved in the current local plan hearing. We submitted an outline planning application nearly two years ago now. And we've also now as you can see working on the more detailed phase one of the scheme the third role is to organise and ensure that infrastructure is delivered in an appropriate and timely fashion.

And that is something where increasingly our focus is moving towards. And then the other role is to in due course sell land to house builders who will ensure that the development comes forward and that's really how we recoup our investment. So it's a pretty simple model. We borrow money to acquire the land, to gain the concerns and to deliver the infrastructure, and then we recoup our money by selling that land so that others can bring forward the homes and other uses a little bit about the programme, which as you might imagine, this isn't concise, it requires a lot of things to happen in a timely way.

The first important step for us is to secure the allocation of the land for development. And that's the process of the local plan. Many of you probably familiar the local plan is currently at the examination in public at the hearing stage. And we're hoping that ultimately, ultimately, the inspector, inspectors will find that to be favourable. And later in the year, we would hope that the local plan is adopted. In parallel to that, we are pursuing an outline planning application that was submitted two years ago, there's been quite a lot of interest in the scheme. And people have made many representations to it. And we're now working our way through that list and adapting the scheme. Where we can well, we think it's the right thing to do. Following that, we will submit a series of reserved matters, applications. And we're not quite sure quite how that would be divided up at the moment, but there will be chunks of infrastructure that require detailed consents, and the early ones of those we would hope to have planning permission for in 2022. But it will be an ongoing process depending on when the infrastructure is required. And right round terms, we hope that we will be on site in 2023. And with all being well, we would hope to the first homes will be completed and ready for occupation in 2024. So that's a very brief overview of what we do and how we operate. The current team at Otterpool Park is very much a local team, people that have been seconded from the District Council. And by large we have planning and surveying type skills. But we will be recruiting during the course of the next year or two to add to that team and to fill the gaps in the skill base, particularly around construction. So that's who we are and what we're hoping to do. And I'm now going to hand back to Phil, who will share the question session. Thank you.

Q&A SESSION FOLLOWED – ALL QUESTIONS SUBMITTED HAVE BEEN CAPTURED AND WILL BE PUBLISHED ON THE OTTERPOOL PARK WEBSITE OVER THE COMING WEEKS

Chair

We're, we're out of time. Thank you to everybody who's joined us this afternoon and shared your questions. We've received some, some really good questions, more than 80 questions and comment which is excellent. And there will be a consultation questionnaire which will be live on the website until the 23rd of April. We run out of time to answer your question, don't worry, they have all been captured, the project team will be able to respond to them after the event. As I mentioned in my introduction, today's virtual consultation sessions this afternoon, and this evening will both be the videos for these events will be uploaded to the Otterpool Park website in the coming days. I would remind everybody as well to please complete the

phase one consultation survey which is on the Otterpool Park website. And as I said, this will be live until the 23rd of April. Thank you again for joining us today. We very much appreciate your interest in this project. And you will be hearing from us shortly. Thank you.