Cross Road, Deal

Design & Access Statement

April 2019

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masterplanning ■ environmental assessment ■ landscape design ■ urban design ■ ecology ■ architecture ■ arboriculture

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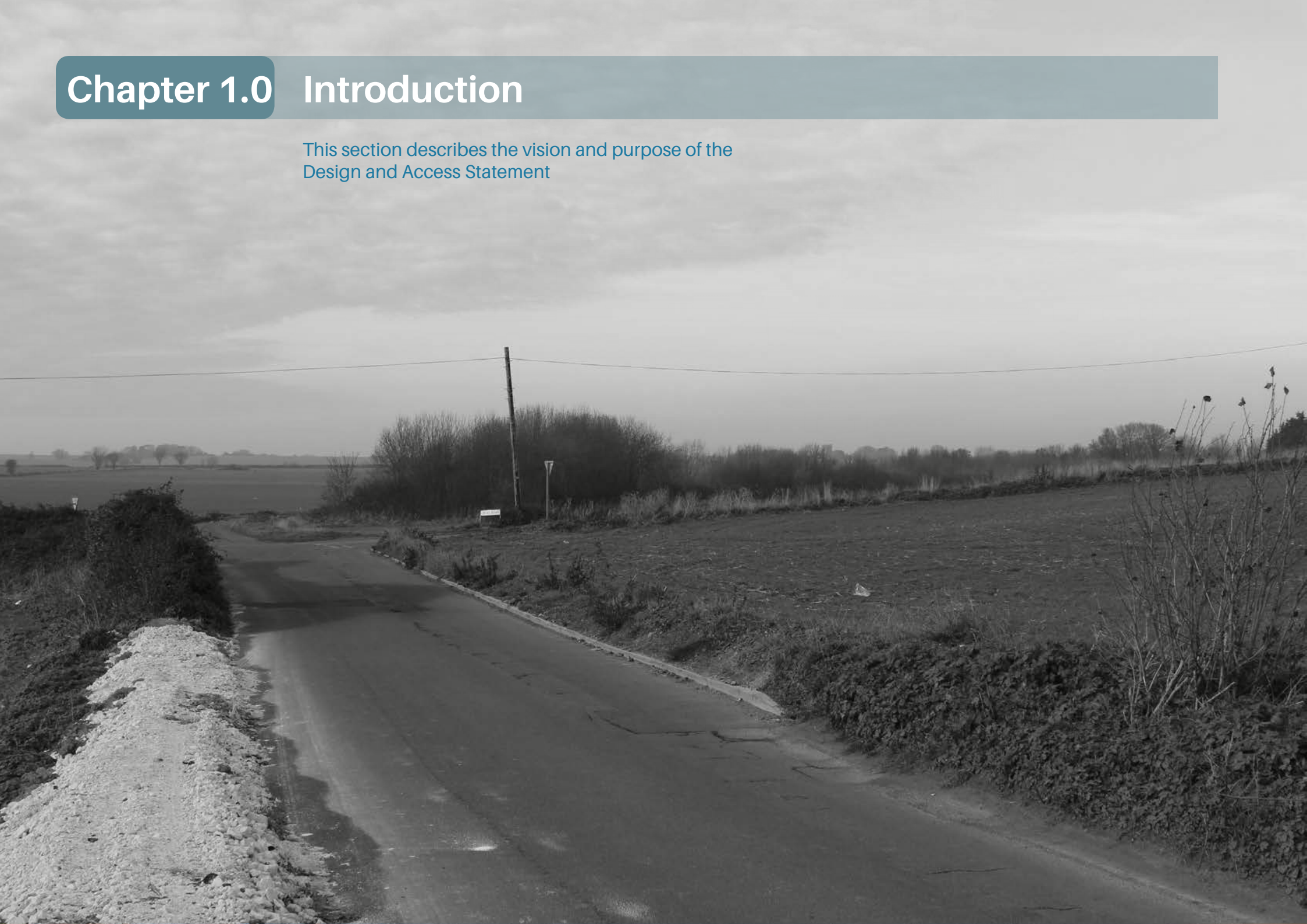
Chapter 1.0 Introduction

This section describes the vision and purpose of the Design and Access Statement



1 Introduction

Introduction

This Design and Access Statement (DAS) accompanies the outline planning application made by Gladman Developments Ltd for development of land off Cross Road, Deal.

The proposals are for the creation of a sustainable residential development delivering up to 100 new homes, open space and new pedestrian routes.

The planning application is submitted in outline with all matters reserved for subsequent approval with the exception of access. As such, detailed design will be addressed at reserved matters stage.

The site is situated on the south western edge of Deal adjacent to the Mill Hill area of the town and comprises 3.94ha of agricultural land to the east of Cross Road. Existing settlement lies to the north and east of the site. The location of the site is illustrated in Figure 1.

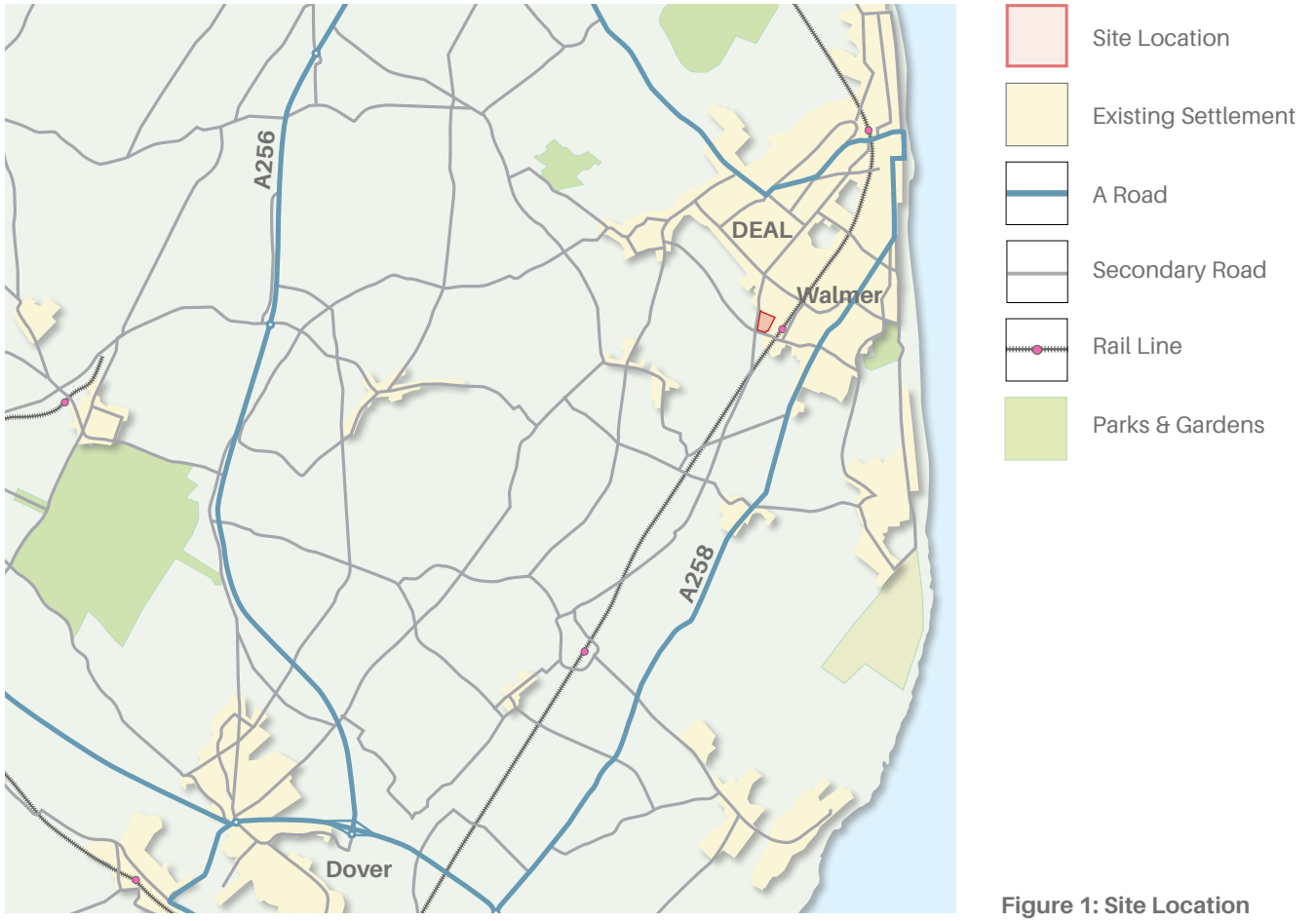


Figure 1: Site Location

1 Introduction

The Vision

The overall vision for the site is to provide a distinctive and high quality place, which complements the qualities and character of Deal.

The development will create up to 100 dwellings with a range of housing to meet the needs of the area, whilst respecting and enhancing the site's environmental assets. Housing will be set within a robust network of green infrastructure (GI) at the south western edge of Deal, which will help to integrate development within the landscape and create a distinctive sense of place.

A Development Framework Plan sets the parameters of the proposed development. The Masterplan in this document is illustrative and provides one option for how the site could be developed. The precise design and layout of the proposed development would be provided at the reserved matters stage.

Design Objectives

The vision responds to current conditions and future needs, with the overall aim of providing a high quality environment. There are a number of key design objectives which inform the Development Framework and Illustrative Masterplan and these are explained in detail:

- To deliver a high quality "place" which is sustainable, safe, and attractive; The Masterplan and DAS proposes a high quality built and landscaped design that incorporates best practice principles.
- To deliver a mix of housing - up to 100 new dwellings, offering 1-5 bedroom properties, comprising a range of house types.
- To provide settlement edge public open space, including tree planting, habitat creation, a children's play area and footpath connections.
- To establish a legible environment, with a choice of interconnecting attractive streets and pedestrian routes which provide excellent connectivity across the site into both Deal and the surrounding countryside.
- To adopt inclusive design, by making the place accessible for all.
- To promote sustainability and reduce energy consumption.

Identifying the distinctive components that define local character has informed a fundamental starting point for the design of the site.

Local character comprises a variety of design elements, from the way in which streets interconnect, how buildings are arranged, the use of common building materials, visual containment and boundary treatments, etc.

The site does not specifically seek to recreate, or generate what has gone before, but instead looks forward to contemporary sustainable design solutions which effectively integrate into the existing fabric of Deal by way of referencing common building materials, layout and street hierarchy.

1 Introduction

Building for Life 12

The scheme has been developed embracing the Building for Life 12 criteria developed by CABE and the Home Builders Federation. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for Life 12 criteria are used to evaluate the quality of schemes against this vision.

This Design and Access Statement contains the information required for the evaluation, and is set out to enable the evidence for the evaluation to be easily obtained. The twelve Building for Life questions are grouped under three headings, and are set out below:

Integrating into the Neighbourhood

1. Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?
2. Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?
3. Does the scheme have good access to public transport to help reduce car dependency?
4. Does the development have a mix of housing types and tenures that suit local requirements?

Creating a place

5. Does the scheme create a place with a locally inspired or otherwise distinctive character?
6. Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?
7. Are buildings designed and positioned within the landscaping to define and enhance streets and spaces and are buildings designed to turn corners well?
8. Is the scheme designed to make it easy to find your way around?

Street & Home

9. Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
10. Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?
11. Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?
12. Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Chapter 2.0 Response to Context

This section demonstrates the steps taken to appraise the site and its context

2 Response to Context

Planning Context

A detailed assessment of the planning policy framework is set out in the supporting Planning Statement, which accompanies this planning application. This section focuses on the national and local planning policies and guidance most relevant to the design and access proposals for the development.

National Planning Policy Framework 2019

The NPPF sets out the government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is "a presumption in favour of sustainable development."

Section 7 of the NPPF 'Requiring Good Design' establishes the Government's commitment to good design and requires that developers address the following:

- Function well and add to the overall quality of the area;
- Establish a strong sense of place;
- Optimise the potential of the site to accommodate development;
- Respond to the local character and history;
- Create safe and accessible environments; and;
- (developments which) are visually attractive with good architecture and appropriate landscaping.

Dover District Local Development Framework

Dover District Council Core Strategy (2010) is the main document of the Local Development Framework. It sets out the Council's ambitions and priorities for the District. The policies of relevance to this Design and Access Statement include:

- Policy CP 4 - Housing Quality, Mix, Density and Design
- Policy CP 7 - Green Infrastructure Network
- Policy DM 5 - Provision of Affordable Housing
- Policy DM6 - Enhancing Sustainable Transport
- Policy DM15 - Protection of the Countryside
- Policy DM 16 - Landscape Character

There are also saved policies from the 2002 Local Plan, which are still in force. None are relevant to this DAS.

National Design Guidance

The following documents are still relevant and aim to inspire well designed schemes that will create attractive places and inclusive new communities. The following principal documents have informed the design proposals:

- Planning Practice Guidance (PPG), DCLG, 2014;
- Manual for Streets 2: Wider Application of the Principles, 2010;
- Urban Design Compendium 1 and 2, English Partnerships - Housing Corporation, 2000-2007;
- Building for Life 12 (3rd Ed.), Design Council, 2015.

Local Guidance

Documents of relevance to this application include the following:

- An East Kent Approach to Green Infrastructure and Recreation Report (2014);
- Dover Green Infrastructure Strategy (2014);
- Parks and Amenity Open Space strategy (2013);
- Review of Play Area Provision (2012-2026);
- The Landscape Assessment of Kent;
- Dover District Landscape Character Assessment (2006);
- Kent Design Guide.

This DAS generally follows the steps for creating a design set out in the Kent Design Guide, namely;

- Step 1: Understanding the site;
- Step 2: Generating the layout;
- Step 3: Designing for movement;
- Step 4: Getting the detail right.

Design guidance contained in the Kent Design Guide is also referred to at the relevant sections of this DAS.

2 Response to Context

Site Context

Deal is a coastal town in the district of Dover. The settlement is located approximately 9km north-west of Dover with the A258 providing a direct link between the two towns.

The site itself is located at the south western edge of Deal adjoining residential development along Lydia Road to the north and existing properties off Sydney Road to the east. Beyond Sydney Road to the east is a railway line and Walmer Train Station.

To the south of the site runs Station Road whilst Cross Road bounds the site to the west. Residential and commercial properties are evident along Ellens Road and Marlborough Road further west.

The wider landscape to the south of the site is largely comprised of agricultural fields interspersed with village settlements. A number of Public Rights of Way (PROW) transect the surrounding agricultural land. These include footpaths to the village of Ripple to the west and the Skylark Trail cycle route leads from Walmer Station and passes the site to the south along Station Road before heading south.

Figure 2: OS map

2 Response to Context

Existing Site Features

The site itself comprises an agricultural field bounded by Cross Road to the west and Station Road to the south.

The northern boundary of the site adjoins existing properties off Lydia Road. Fencelines and existing vegetation along the property boundaries define the site's extent. The eastern site boundary is defined by garden boundaries, with properties off Sydney Road backing onto the site.

Key landscape features within the site include boundary vegetation with intermittent sections of vegetation along Cross Road.

Site Location

Figure 3: Aerial Photograph

2 Response to Context

1.View from Ellens Road approaching Walmer
2. View across site from Cross Road / Ellens Road junction towards properties off Lydia Road
3. View across site to houses off Sydney Road

2 Response to Context

Historic Development

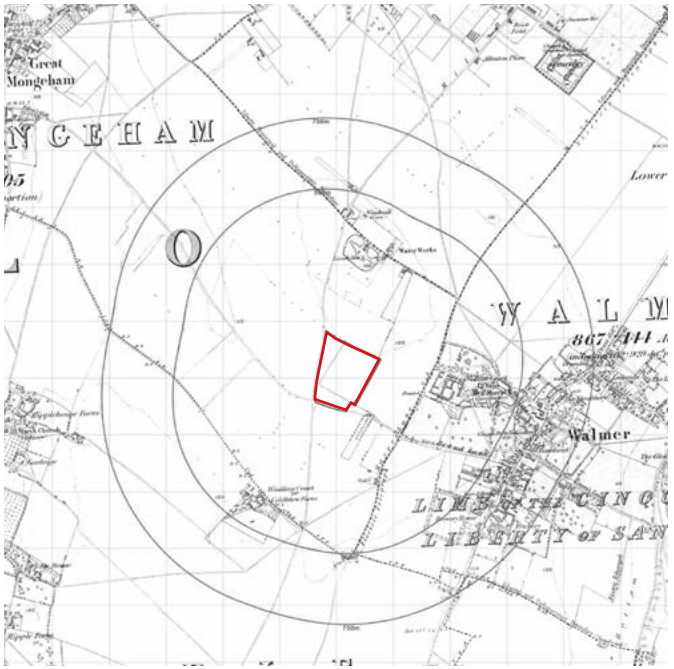
The historic maps opposite show the site in the context of settlement growth over the past 145 years. The road configuration has remained essentially unaltered over the mapping period, although it has evolved to accommodate the demand of modern vehicular traffic.

The earliest mapping of 1872, shows the site lying to the north west of the historic core of Walmer. Settlement at Walmer, Great Mongeham and Ripple are evident from the earliest mapping period, as is the windmill, waterworks and lime kiln on St Richards Road; the farmstead at Coldblow Farm; and Royal Marine Barracks at Lower Deal.

The 1938 map shows the railway to the east of the site and the expansion of settlement either side of the railway. This is marked by the regular perimeter block pattern characteristic of planned development to the north of St Richards Road as well as the continued infill development associated with the merging of Walmer, Lower Walmer and Deal. In addition, a distinctive regular grid pattern of linear streets emerges to the north of the site associated with the sanatorium and stone works situated to the west of the site. However, this largely disappears by the 1960 mapping.

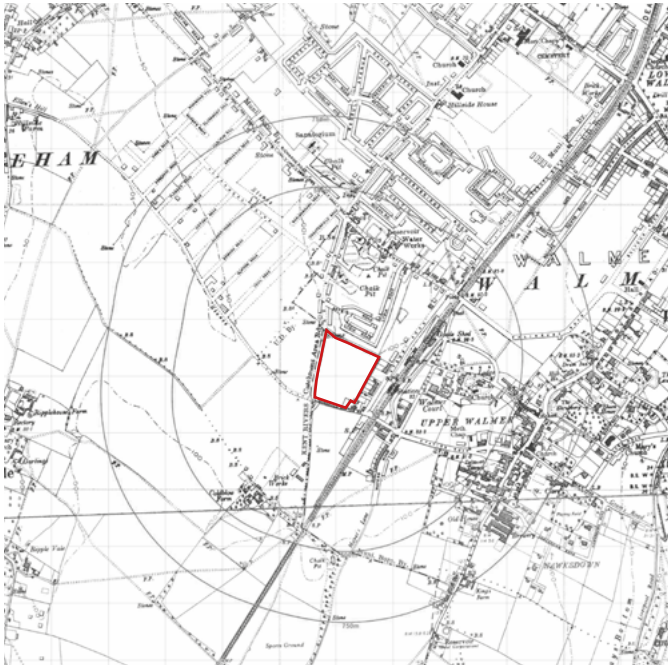
By 1960/1961 community facilities including recreation start to emerge, reflecting the settlement pattern evident today.

The historic development of the surrounding area has resulted in the site occupying a settlement edge location with existing development along the northern and eastern boundaries and Station Road running adjacent to the southern boundary. Development of the site would be a logical extension to the existing settlement.

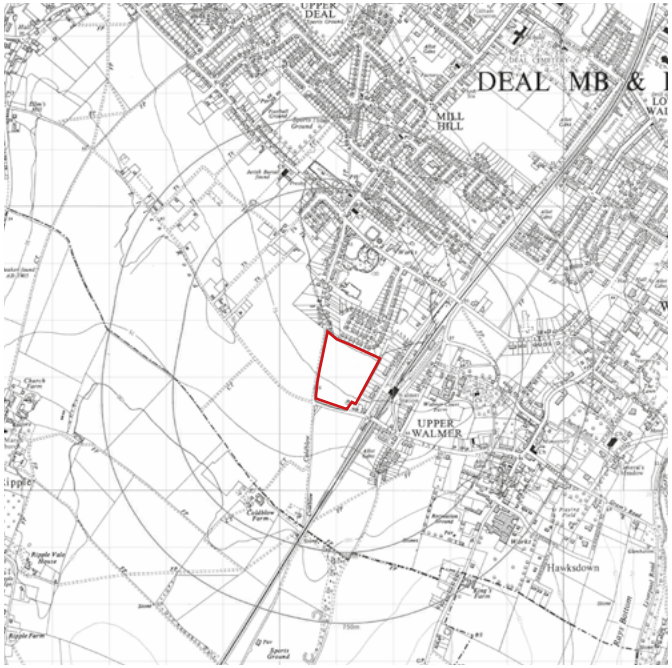


1872

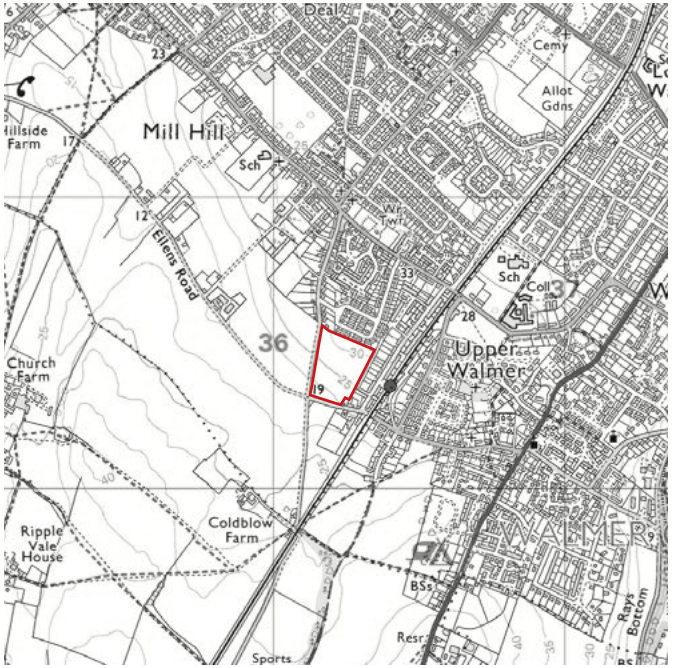
2 Response to Context



1938



1960-1961



Present

2 Response to Context

Local Character

Dover District's Core Strategy describes Deal as having *'an overriding seaside residential character.'* The site is located adjacent to existing residential development.

Development to the north of the site along Lydia Road and Astrid Road consists predominately of mid 20th century semi-detached dwellings, while along Cross Road also to the north of the site bungalows are the dominant house type. Properties along these roads tend to be set back beyond front gardens and feature on plot parking. Along Lydia Road and Astrid Road, open space at the corner of roads is also a feature.

Properties along Sydney Road, which adjoins the site to the east, generally date from the late 19th / early 20th century. Properties tend to be large 2 - 2.5 storey semi-detached dwellings set back beyond walled front gardens. Parking is predominately provided on street. The east side of Sydney Road was developed much later and features terraced, semi-detached and detached late 20th century properties with a mixture of on street and on plot parking.

Lydia Road and Astrid Road

- A Semi-detached 2 storey properties
- B On plot parking
- C Front gardens
- D Open space / properties set back at corners

Sydney Road

- A Linear layout along Sydney Road
- B large 2 - 2.5 storey semi-detached properties
- C Walled front gardens
- D Newer properties on east side of Sydney Road, some with on plot parking

2 Response to Context

Traditional Character, Details & Materials

The appearance of new buildings should be of a form, scale and height that is appropriate to the site and its context. As stated within the Kent Design Guide, good design means: *'enhancing local character'* by *'reinforcing local patterns of development and landscape while not ruling out innovation'.*

An essential ingredient of responding to local character will be through the use of a selected palette of locally evident materials, colours, textures and finishes. Whilst the detailed design will create a modern 21st century place using modern techniques for construction and design, the use of local building materials will be supported. This will illustrate local character as a strong theme within the design.

The following photos illustrate architectural details found locally.

2 Response to Context

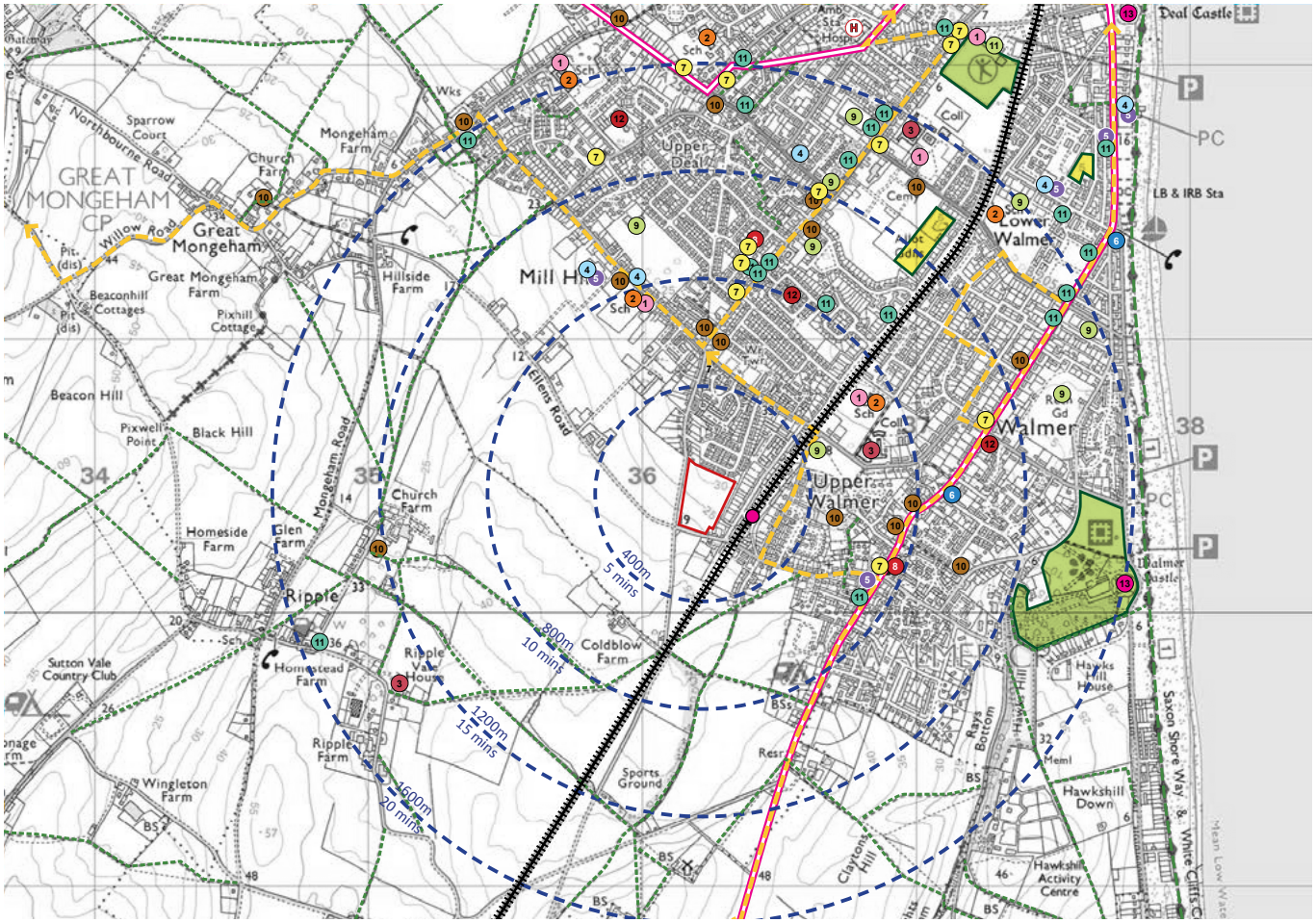
Movement, Access & Facilities

The site is sustainably located with easy access to local facilities, public transport links, employment areas, a primary school and the Public Rights Of Way network, as illustrated on the facilities plan at Figure 4. Further facilities are provided in Deal town centre to the north east of the site.

There are frequent bus services between Deal and Dover, with the nearest bus stop located on Station Road and Station Drive approximately 100m to the east of the site. Walmer Railway Station is located approximately 100m to the east of the site on Station Drive and provides a number of direct services to Central London, Ashford, Deal, Sittingbourne, Faversham, Margate and Ramsgate.

1. Local shops along Beauchamp Avenue
2. St. Mary's Primary School
3. Walmer Train Station

2 Response to Context



- Site Location
- Hospital
- Pre School
- Primary School
- Secondary School / College
- Doctors Surgery
- Pharmacy
- Dentist
- Local Stores
- Post Office
- Sports & Recreation / Gymn
- Place of Worship
- Hospitality
- Social Clubs
- Tourism
- Parks & Gardens
- Allotments
- Bus Route
- Rail Line & Station
- A Road
- Long Distance Route
- Public Right of Way

Figure 4: Facilities Plan

2 Response to Context

Landscape & Visual Appraisal

A Landscape and Visual Appraisal (LVA) of the proposed development has been carried out. The report concludes that a residential scheme can be accommodated without any unacceptable landscape or visual effects. The conclusions of the LVA are summarised below:

- The site is located within the National Character Area 119 *'North Downs'*. The proposals address Strategic Environmental Objective 4 of the NCA profile, namely: *'Plan to deliver integrated, well-managed multi-functional green space....'*

- At the county level, the Landscape Assessment of Kent locates the site within 'The East Kent Arable Belt' character area. At the local level, the Dover District Council Landscape Character Assessment locates the site within the 'Eastry Arable and Woodland Clumps' landscape character area. The development will provide an opportunity to address the landscape strategy, namely 'enhance' and 'create' through the retention and provision of additional boundary hedgerows and tree planting.

- With regard to the character of the site itself, the proposals will result in the replacement of agricultural land with new housing and associated open space. Overall public access and tree cover will increase as a result of the development.

- The Development Framework has been defined by landscape and visual constraints to propose appropriate mitigation measures.

- Sensitive visual receptors in close proximity to the site predominately consist of the residents of properties immediately adjacent to the site. Close range views of the proposals will be immediately apparent to these receptors. Sensitive receptors further from the site include residential properties to the south of the site at Coldblow and a number of properties to the south-east along Station Road. These receptors have partial and oblique views of the site, screened to some extent by intervening vegetation.

- Users of the PROW network surrounding the site would have partial views of the new development experienced at a distance and perceived in the context of the existing residential edge of Deal.

- Users of the Skylark Trail Cycle Route pass adjacent to the site. Views will be seen from a relatively short section of the route and softened as proposed planting on the site boundaries and within the POS matures.

- Users of Cross Road will experience full views of the proposals, comprising close range views of built form set beyond a strip of POS and buffer planting.

- Views of the proposals from places of employment along Ellen's Road and Marlborough Road will be glimpsed and experienced in the context of the existing developed edge of Deal.

- Users of the Riding School located to the south of the site would experience views. However, new built form will be set back beyond an area of POS and tree planting, serving to soften views.

- Whilst there would inevitably be some adverse landscape and visual effects at completion effects would not give rise to any unacceptable landscape and visual harm.

2 Response to Context

1 PHOTO VIEWPOINT 1: View looking north towards the site from Coldblow Road.

2 PHOTO VIEWPOINT 2: View looking east towards the site from Ellens Road

Viewpoint locations

2 Response to Context

Topography

Figure 5 illustrates the topography of the local area. The general topography of the wider area consists of ridges of higher land to the south west which fall away towards the coastline to the north east and east.

The topography of the area in which the site lies is described by the Dover District Landscape Character Assessment (2006) as a *"distinct pattern of ridges and valleys"*. Within the vicinity of the site this includes ridges of higher land to the south of the site, such as towards the village of Ringwould.

The landform of the site itself generally slopes from north to south. A high point of 30.5m Above Ordnance Datum (AOD) located along the site's northern boundary adjacent to properties off Lydia Road and a low point of 18.5m AOD is located in the south western corner of the site adjacent the Cross Road and Station Road junction.

Site Boundary
120m - 130m AOD
110m - 120m AOD
100m - 110m AOD
90m - 100m AOD
80m - 90m AOD
70m - 80m AOD
60m - 70m AOD
50m - 60m AOD
40m - 50m AOD
30m - 40m AOD
20m - 30m AOD
10m - 20m AOD
0m - 10m AOD
Below 0m AOD

Figure 5:Topography Plan

2 Response to Context

Designations

The site is not subject to any local or national designations such as a National Park or AONB. The Kent Downs AONB is located approximately 2km to the south east of the site at its nearest boundary.

Figure 6 opposite illustrates the designations within the local area. These include:

- Three Scheduled Monuments;
- A number of listed buildings within the historic core of Walmer, Ripple, Upper Deal and Great Mongeham
- Conservation Areas at Walmer, Upper Deal, Great Mongeham and Ripple.
- A registered Park and Garden.

An appraisal of the potential effects of development upon built heritage assets has been undertaken by Wyg.

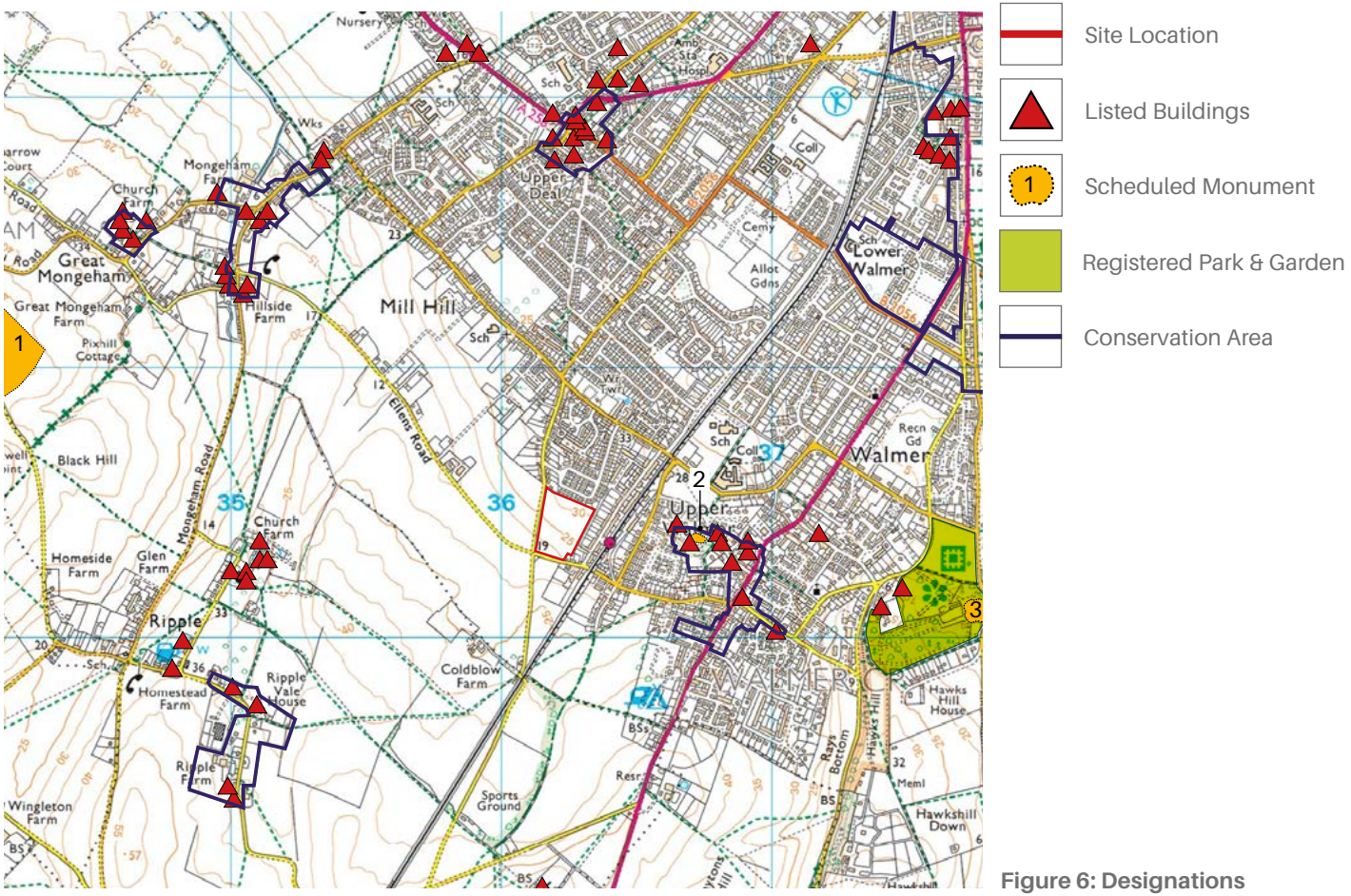


Figure 6: Designations

2 Response to Context

Nature Conservation & Ecology

An Ecological Appraisal for the site has been prepared by FPCR Environment and Design. The key findings and recommendations of the study are summarised below.

The nearest section of the Thanet Coast and Sandwich Bay Ramsar Site / Special Protection Area (SPA) is located approximately 2.1km north-west of the application site, whilst the nearest section of the Thanet Coast and Sandwich Bay SPA is located approximately 3.5km north of it; Dover to Kingsdown Cliffs Special Area of Conservation (SAC) is located approximately 3km south-east of the application site; Sandwich Bay SAC is located approximately 3.7km to the north-east; and Lydden & Temple Ewell Downs SAC is located approximately 9km to the south-west.

As the study area falls within the zone of influence of some of these sites, appropriate mitigation will be implemented, including the provision within the development of areas of greenspace, which will ensure the integrity of the nearby European Sites will be maintained.

Habitats within the application site are generally of restricted value due to the predominance of arable farmland. Surveys have shown that common and widespread bat species use the boundaries around the site for foraging and commuting.

The application site is likely to support a bird assemblage consisting of species typical of urban edge and farmland environments, but no significant populations of any notable species were recorded. Small numbers of slow worm Anguis fragilis and common lizard Zootoca vivipara have been recorded around the site margins, and suitable habitat will be provided within the less formal areas of greenspace to provide additional habitat for both species.

Development will result in the loss of arable farmland and semi-mature grassland. Prior to mitigation, proposals would result in the loss and degradation of habitat and an increase in artificial lighting that would impact on bats through loss of foraging and commuting across the site which would be of site significance. There would also be a site level adverse impact on breeding birds and reptile species, before mitigation.

Where possible the design of the scheme has sought to retain and integrate habitats of nature conservation value, such as the trees, grassland and scrub around the margins, into the proposed green infrastructure. The retained habitats will be managed sympathetically and supplemented by the creation of new habitats that will provide a contribution to the biodiversity of the local area and regional and national targets.

Woodland, including a community orchard, and species-rich grassland will be created. Within the flood alleviation and drainage scheme, an attenuation pond and wetland areas will be provided. Additional enhancements will include bat roost boxes, bird nest boxes and log piles.

2 Response to Context

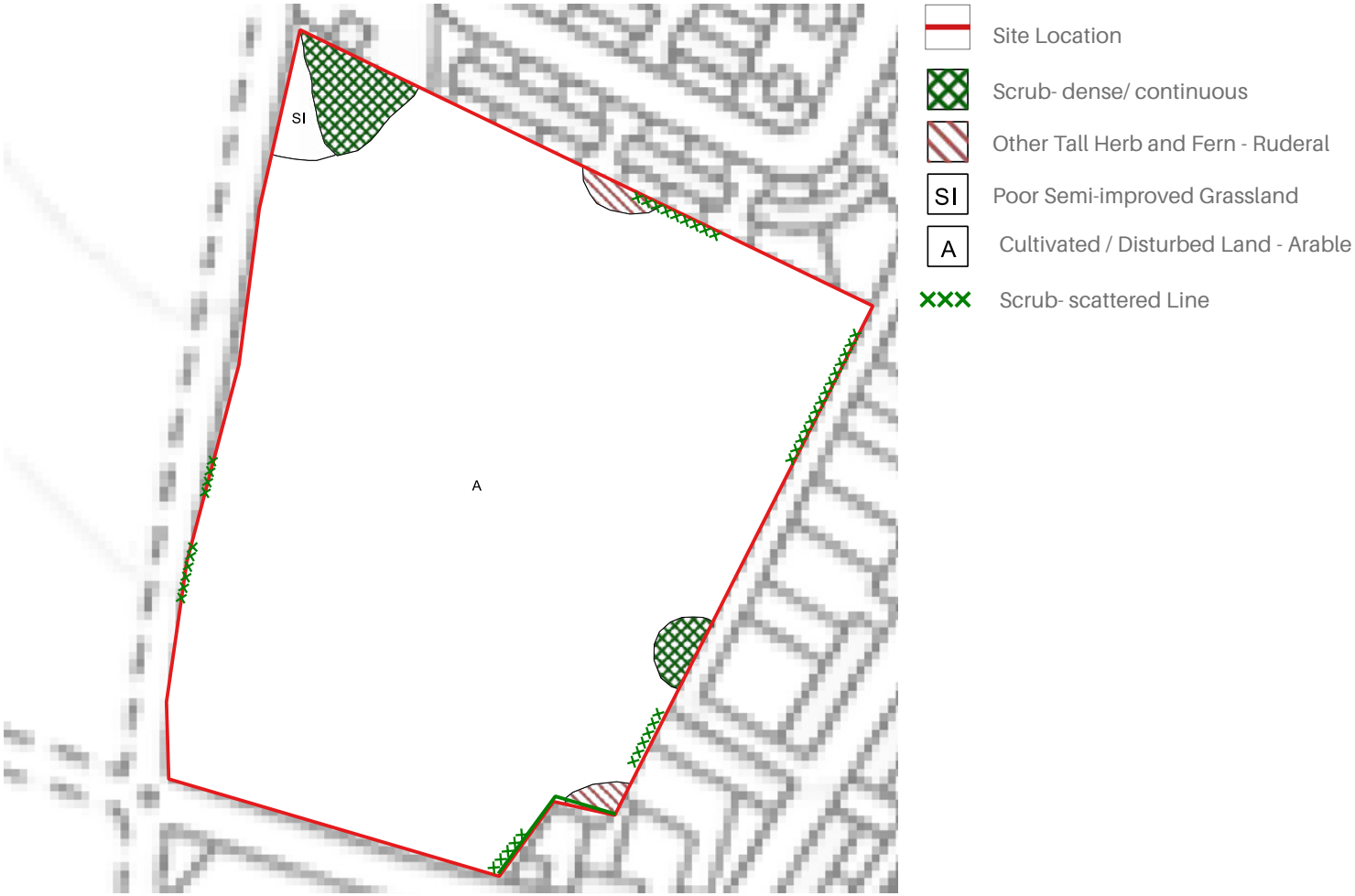


Figure 7: Phase 1 Ecology Plan

2 Response to Context

Arboriculture

An Arboricultural Assessment has been carried out by FPCR Environment and Design Ltd in accordance with guidance contained within British Standard 5837:2012 'Trees in Relation to Design, Demolition and Construction - Recommendations'. The guidelines set out a structured assessment methodology to assist in determining which trees would be deemed either as being suitable or unsuitable for retention along with recommendations for considering the relationship between existing trees and how those trees may integrate into designs for development.

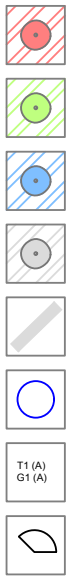
In summary, the report concludes:

- The site consists of a single arable field parcel with residential houses to the north and east with Cross Road forming the western boundary and Station Road forming the southern boundary.
- Due to the nature of the site, tree cover was confined to the boundaries of the site.
- A mixture of native and non-native species were found, with hawthorn Crataegus monogyna, elder Sambucus nigra and holly Ilex aquifolium being the dominant species across the site.

Across the site a total of seven individual trees, five groups of trees and four hedgerows were surveyed during the arboricultural assessment. All tree stock on site was considered to be of low arboricultural quality and therefore classified as category C in terms of retention value.

In order to facilitate the proposed development no significant tree loss will be required to construct the built development. A proportion of low quality hedgerow and one low quality individual tree will require removal in order to facilitate the proposed access point. These losses are considered to be minor and adequately mitigated for by the new planting scheme proposed by the development. New planting will add to the arboricultural value of the site and ameliorate the overall arboricultural quality of the area.

The proposed development should be considered an opportunity, in terms of arboriculture to improve and increase the tree cover in the local area without the loss of any arboriculturally significant trees.



Category U - Trees/Groups Unsuitable for Retention (BS 5837:2012)

Category A - Trees/Groups of high quality (BS 5837:2012)

Category B - Trees/Groups of moderate quality (BS 5837:2012)

Category C - Trees/Groups of low quality (BS 5837:2012)

Hedgerow (colour indicates BS 5837:2012 category)

Root Protection Area (The RPA has been altered where appropriate to reflect underground constraints)

Individual/Group number and BS 5837:2012 category

Indicative Shade Pattern (in accordance with BS 5837:2012 where appropriate

2 Response to Context

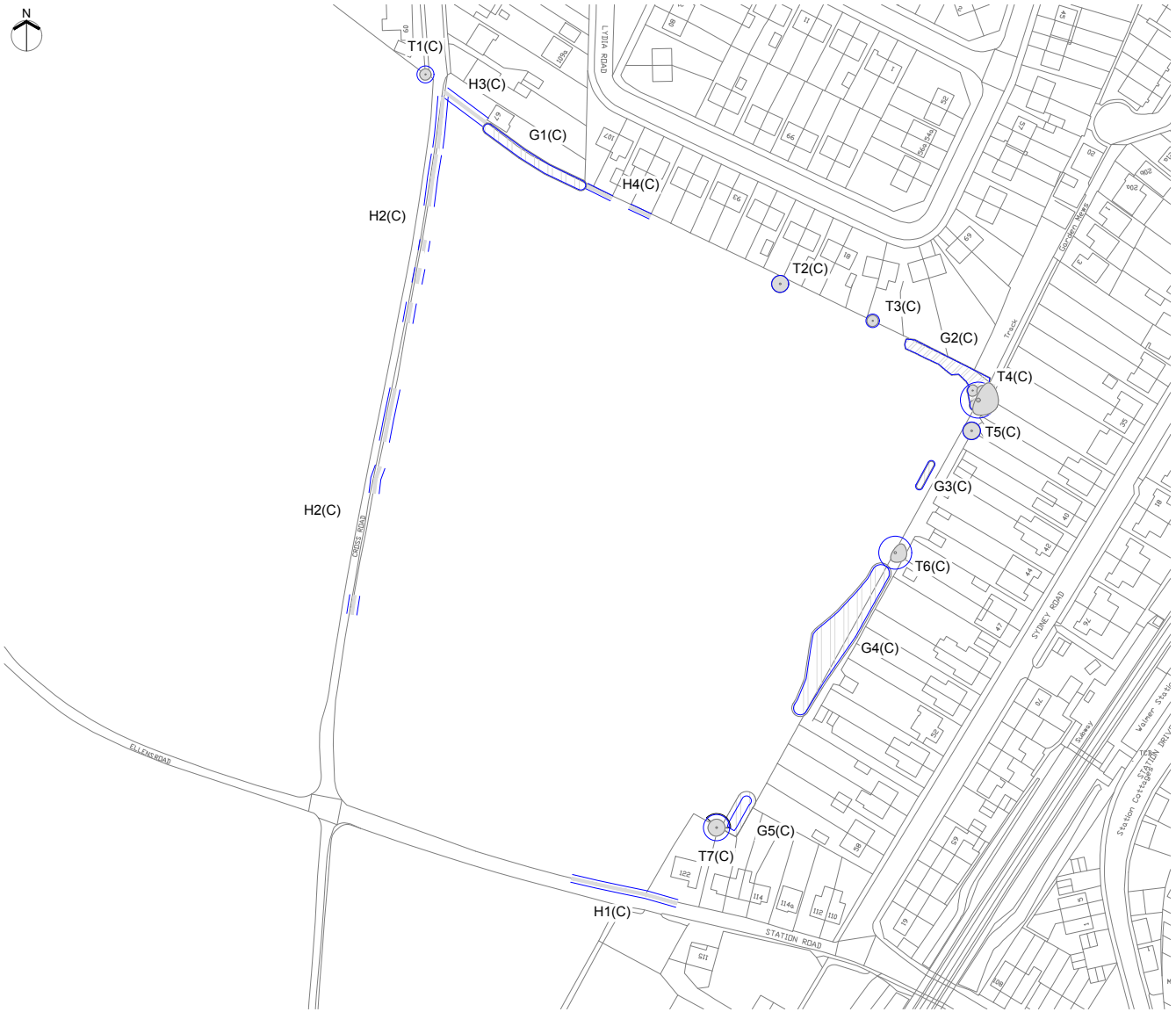


Figure 8: Tree Survey

2 Response to Context

Water & Drainage

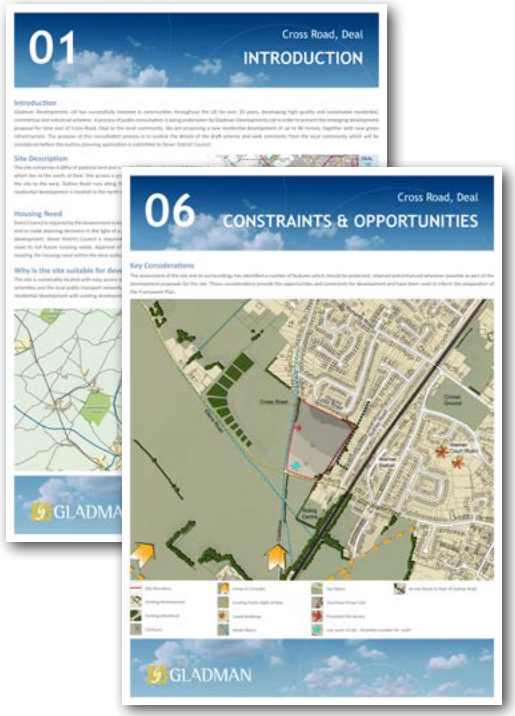
The outline planning application is accompanied by a Flood Risk Assessment (FRA) and the development will incorporate measures to deal with storm and surface water drainage which are in accordance with all current national and local guidance.

Public Consultation

Gladman Developments has engaged in a process of community consultation, which has informed the development of the proposals for the site.

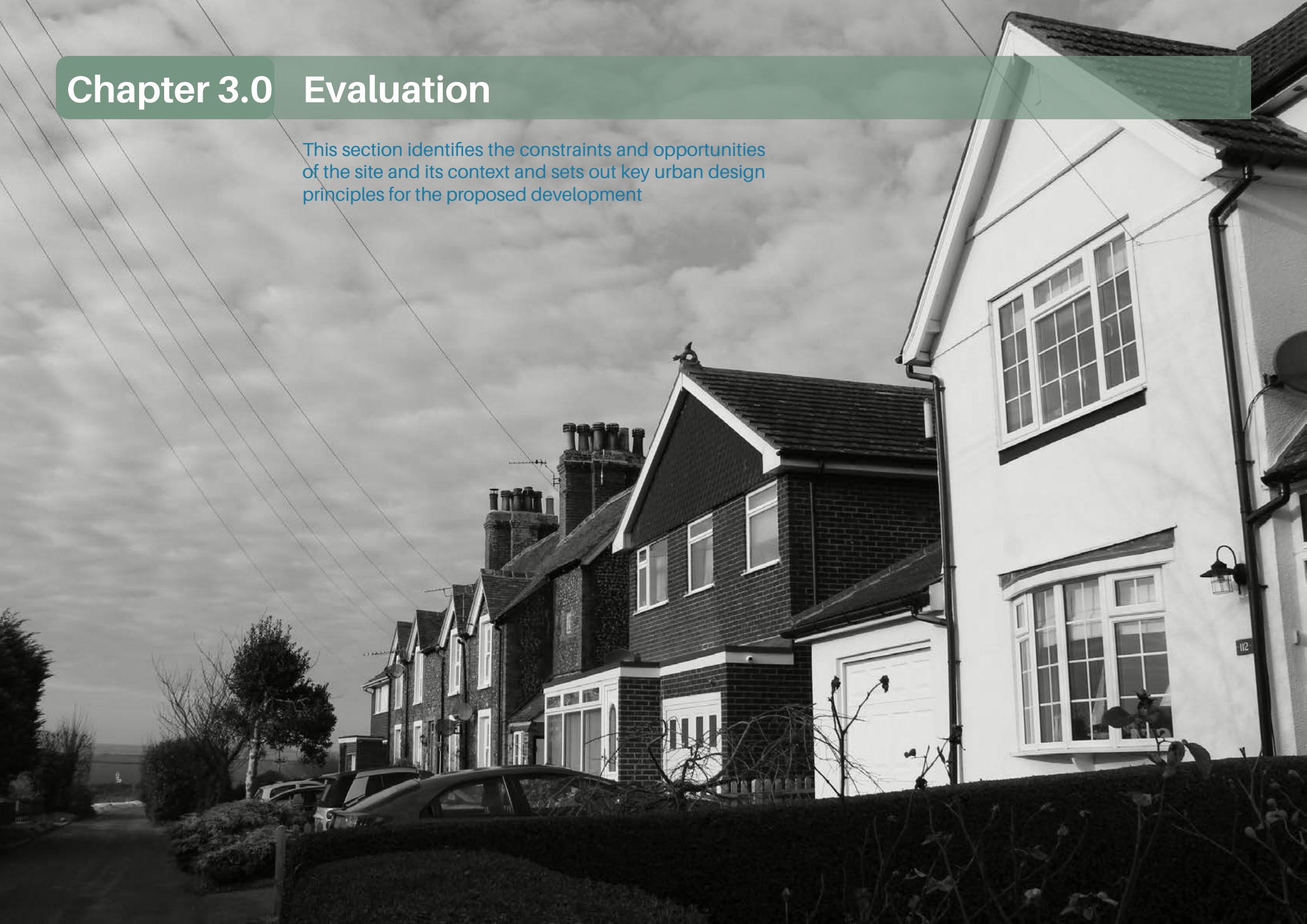
A leaflet covering the application proposals was delivered to businesses and residents in the vicinity of the site for information.

Full details of the consultation and information presented, which includes the consultation boards opposite, are set out within the Statement of Community Involvement accompanying the planning application.



Chapter 3.0 Evaluation

This section identifies the constraints and opportunities of the site and its context and sets out key urban design principles for the proposed development



3 Evaluation

Constraints and Opportunities

Figure 9 highlights the key on-site and off-site features which have informed the decision making process and continuing evolution of the design proposals. In summary, the site has relatively few constraints to the type of development proposed. The key constraints and opportunities are categorised and outlined below.

Physical and Environmental

- Existing vegetation along the site boundaries of Station Road and Cross Road would be retained wherever possible;
- The proposed layout should respond to existing local character and the surrounding built context in terms of mass, scale and appearance;
- LV overhead power lines traversing the site require underground diversion;
- Low points to the south of the site would be potential locations for an attenuation basin / basins.
- Existing habitats such as the mature trees and hedgerows would be retained and new habitats created wherever possible e.g within areas of open space, attenuation areas.

Views

- Potential views from countryside to the south of the site should be considered;
- Central area of the site is more visible;
- Views from adjoining residential properties should be considered.

Access

- Vehicular access is available directly off Cross Road;
- Areas of open space provide opportunities to create informal pedestrian routes within the site.

Social and Neighbourhood

- The creation of new public open spaces and pedestrian routes would be available to new and existing residents.

The site is located immediately adjacent to existing residential areas and provides an excellent opportunity for an appropriate housing development which respects existing local character.

3 Evaluation

- Application Boundary - Area: 3.94 ha
- Existing Development
- Existing Vegetation
- Contours
- Views to Consider
- Existing Rights of Way
- Listed Buildings
- Water Mains
- Gas Mains
- Overhead Power Line
- Proposed Vehicle Site Access
- Low point of site - potential location for SUDS
- Access route to rear of Sydney Road

Figure 9: Constraints and Opportunities Plan

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Chapter 4.0 Design Proposals

This section describes and illustrates the design proposals and demonstrates how they respond to the constraints and opportunities identified in the previous section

4 Design Principles

Design Evolution

The development proposals have been guided by an iterative design process, which has been informed by consultation with key stakeholders. This process has comprised environmental and technical work including an analysis of landscape, ecology, water and drainage, heritage and movement.

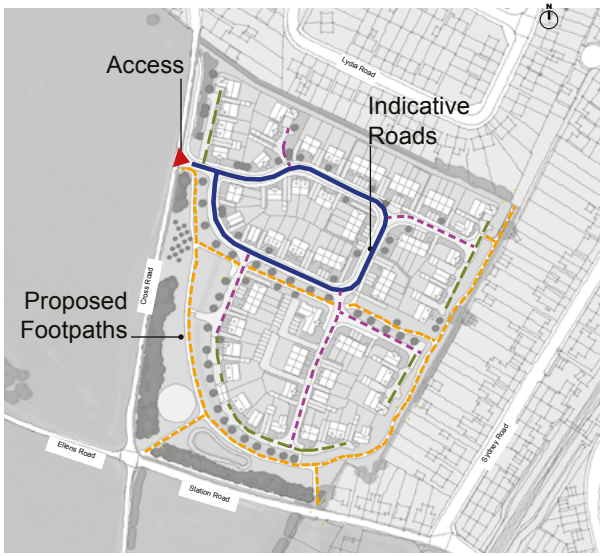
It has also considered the development's relationship with Deal and the surrounding context. Identifying the distinctive components that define local character has been a fundamental starting point for the design. The design specifically does not seek to recreate, or generate a pastiche of what has gone before, but instead looks forward to contemporary sustainable design solutions which effectively integrate into the existing fabric of the town through incorporation of vernacular building materials, layout and street hierarchy.

The principal components or the 'building blocks' of the scheme were gradually built up, layer by layer, into a series of design approaches for the site and ultimately a design concept as illustrated on the following pages.

Density/Urban Form

- *A linear corridor of public open space is proposed along the site's southern and western boundaries;*
- *Development on the edges of the developable area will be lower density creating a filtered edge to the proposals.*

4 Design Principles



Access/Movement

- *A vehicular access point will be provided from Cross Road;*
- *Creation of a primary street as part of a legible street hierarchy;*
- *Provision of a footpath around the site perimeter and connection to Skylark Cycle Trail to the south of the site.*

Green Infrastructure

- *Built development set within robust framework of multi-functional Green Infrastructure;*
- *Areas of public open space provide opportunities for informal and formal recreation and habitat creation;*
- *Equipped play area located within the proposed linear corridor of public open space;*
- *Existing vegetation retained where possible within landscape buffers and setbacks;*
- *New planting along site boundaries where appropriate, within areas of open space, on plots and along streets.*

Topography/Drainage

- *An attenuation area will be provided within open space to the low lying area in the south west of the site;*
- *The attenuation areas would be designed as attractive, safe landscape features and to maximise benefits to wildlife.e.g through provision of planting.*

4 Design Principles

Development Framework

Use & Amount

The development proposals are illustrated by the Framework Plan, which indicates the parameters of the development. The plan identifies the following:

- The application site boundary;
- The means of vehicular access into the site (See Transport Assessment for details);
- The location and extent of proposed land uses;
- The amount of built development (net developable area).

The outline planning application covers an area of 3.94Ha and comprises the following elements:

- Residential Development (2.74Ha)
- Green Infrastructure (1.20Ha)

Residential Development 2.74Ha

The development provides land for up to 100 houses with associated streets, private gardens and parking space. Housing will be set within an attractive network of connected streets and surrounding greenspace. Character streets will create variety and a sense of identity within the layout.

The housing mix will be determined at the detailed stage, but it is expected to include a broad range of house types, as found within the local townscape, that will allow for modern living and for a wide demographic. The development will also include the provision of affordable housing.

The average net density for housing blocks will be approximately 36 dwellings per hectare. Generally, lower densities will occur along the southern and western edges. Higher densities will be primarily located along the main vehicular route.

Green Infrastructure 1.20Ha

One of the key elements of the design vision is to create an attractive, multi-functional landscape setting for the development. The green infrastructure (GI) will deliver functional well designed spaces that will enhance biodiversity and landscape character as well as providing play and recreation opportunities. The GI would include the following:

- Existing retained habitats and features (e.g existing boundary vegetation) as supported by the Kent Design Guide;
- Equipped children's play area;
- An attenuation basin in the south west of the site;
- Green buffer along site's southern and western boundary;
- Green corridor of public open space along the site's southern and western boundaries;
- New footpaths through the open space within the site.

4 Design Principles

Application Boundary - Area: 3.94 ha

Residential Area - 2.74 Ha
(Up to 100 dwellings at 36DPH)

Proposed Indicative Roads

Proposed Vehicle Access

GREEN INFRASTRUCTURE (1.20 ha)

Proposed Pedestrian Links

Existing Vegetation - 0.24ha

Public Open Space - 0.88ha

Proposed Woodland

Proposed Trees

Proposed Play Area - 0.03Ha

Proposed Attenuation Pond

Proposed Swale

Proposed Community Orchard

Figure 10: Development Framework Plan (NTS)

4 Design Principles

Illustrative Masterplan

The purpose of the Illustrative Masterplan is to demonstrate how the detailed design could come forward and is based upon the framework of land uses that are set out in the Development Framework.

- Site boundary
- Proposed residential dwellings
- Proposed public open space
- Proposed equipped play area
- Proposed community orchard
- Proposed vehicular access
- Indicative vehicular route and avenue tree planting
- Proposed attenuation area
- Proposed Woodland
- Proposed pedestrian links

Figure 11: Illustrative Masterplan (NTS)

4 Design Principles

Access and Layout

The arrangement and the design of streets is the underlying element of place making and the creation of attractive places. Vehicular access will be provided along Cross Road (See Transport Assessment and Access Plan, right). These would serve as shared pedestrian and cycle accesses on a day-to-day basis. The key urban design principles that are expected to be adopted at the detailed stage are the following:

- To create a series of 'street types' that have different functions and design characteristics which will deliver changes in character across the layout;
- To provide streets and routes that are safe, direct and well connected which will deliver a legible environment.
- To maximise pedestrian and cycle connectivity with the existing urban edge of Deal, Public Rights of Way and the surrounding countryside;
- A layout that encourages people to walk and cycle and to use the Primary Street;
- To establish active and animated street frontages with an attractive public realm.
- Ensuring that all users (pedestrians, cyclists, car users, buses) can move safely, and calmly through the streets, with particular emphasis on non-car-users and less mobile people.
- To control, and seek to reduce, vehicle speed by urban design methods;
- To establish a legible environment of streets, routes, crossing points, surfaces, materials and edges.
- To provide safe and convenient access into the development.

Street Pattern

An irregular pattern of streets, similar to that found within Deal, will deliver streets that are more direct and easier to navigate around as well as creating development (perimeter) blocks that are practical and efficient in their design. It will also allow the opportunity to introduce feature houses and incidental green spaces as streets intersect.

It is important that all streets cater for the needs of pedestrians and cyclists as priority, but also for the movement of car users, as well as refuse, recycling and emergency vehicles. The detailed street design should not be overly engineered. It needs to consider all users, so that streets are safe, attractive, accessible and easy to move through.

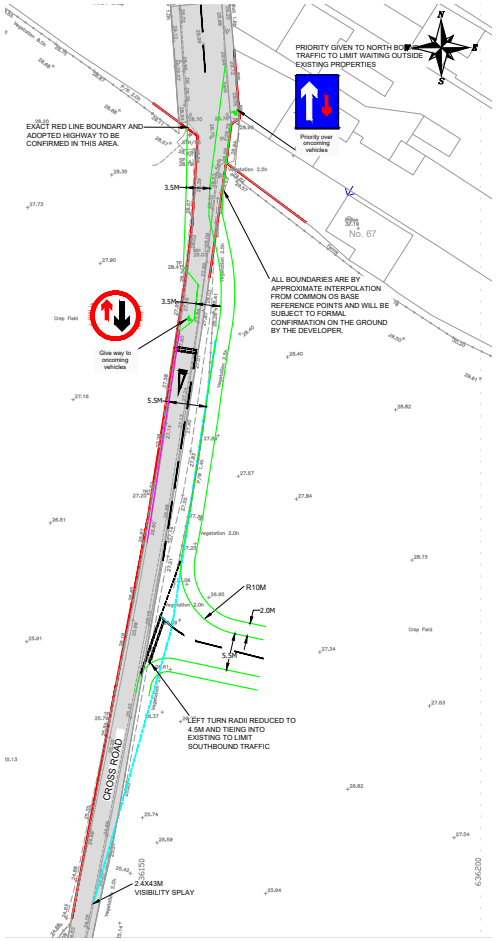


Figure 12: Access Arrangement (NTS)

4 Design Principles

Indicative Street Types

A hierarchy of higher order and lower order streets will be adopted. This helps residents and visitors understand the place and provides contrast and character.

The higher order Primary Street will accommodate a series of feature spaces and feature buildings, whilst a lower order street such as a Green Lane, will be more intimate in character. Street types, will have different characteristics in terms of width, building form and landscape treatment. This will generate a series of “character streets” that are distinctive and legible.

These will be as follows:

- A Primary Street
- Secondary Streets
- Green Lanes

There is further opportunity to create different street types at the detailed stage. It is possible that Green Lanes arrangements may not be adopted. An aspiration is that some of the Green Lanes could be designed as shared surface streets.

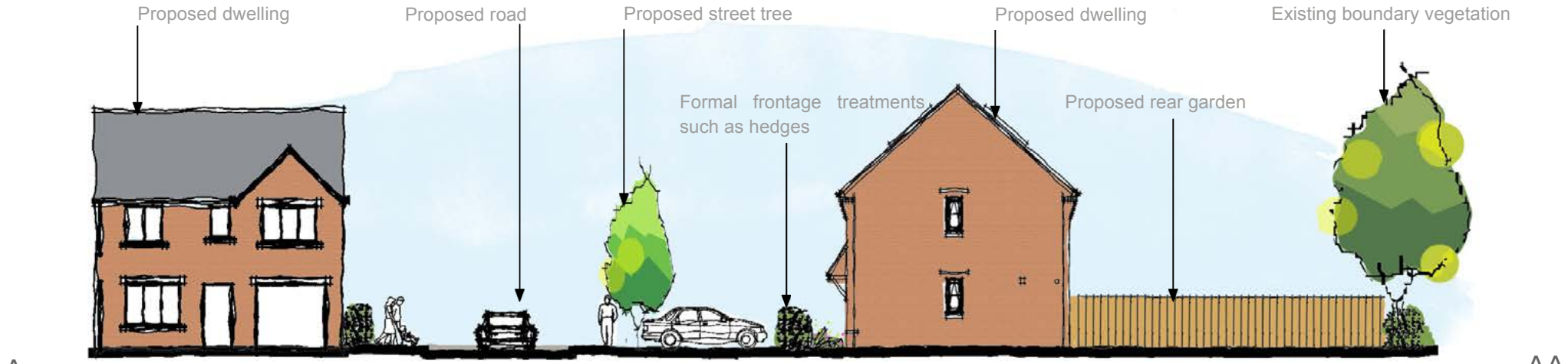
Figure 13: Access and Movement

4 Design Principles

Primary Street

The key characteristics of the Primary Street are as follows:

- It will need to function as a higher order street providing the main vehicular route around the site;
- It will need to accommodate safe movement for all (pedestrians, cyclists and vehicles);
- The Primary Street will circulate through the core of the development providing access to the Secondary Streets;
- Feature spaces should be flanked by distinctive buildings to establish landmark spaces within the layout;
- In general, it should have a semi-continuous building line with the use, for example, of linked terrace properties and appropriate and consistent frontages;
- Properties should face the street with parallel frontages, which will be relatively shallow;
- Its character should be defined by the use of street trees and formal plot boundary treatment.



HIGHER DENSITY AREA TYPICAL SECTION

4 Design Principles

Secondary Street

The key characteristics of the Secondary Street are as follows:

- They should connect with the Primary Street and provide circulation into the core of the layout and the perimeter (housing) blocks;
- Secondary Streets will need to accommodate safe movement for all (cyclists, pedestrians and vehicles);
- In general it is expected they will have narrower carriageway widths than the higher order streets;
- They should exhibit a more informal arrangement of buildings with a more varied building line. This should include a greater variation in setbacks and the use of deeper frontages;
- Parallel frontages should be used as well as some buildings oriented with their gables onto the street. This will break up the building line and add character;
- It is expected that there will be a more varied plot arrangement with less linked terrace dwellings and a higher proportion of semi-detached and detached properties.

4 Design Principles

Green Lanes

The key characteristics of Green Lanes are as follows:

- The most minor routes and streets within the development;
- They are likely to have the narrowest carriageway within the layout and serve a relatively small number of properties;
- Green Lanes should lie on the edge of the layout, or opposite areas of green space;
- The aspiration is that these are designed as 'shared surface' streets;
- Building arrangements should be informal in character with some buildings located with their gables onto the street;
- There should be a higher proportion of detached properties, with larger plots and deeper frontages (front gardens), which will produce lower density arrangements;
- In many cases, Green Lanes should converge into private drives or shared private drives serving a handful of properties.

LOWER DENSITY GREEN EDGE TYPICAL SECTION

4 Design Principles

Housing plot arrangements

The plot design will be based on efficient plot depths and widths. Buildings will follow best practice approaches of being at the front of the plot close to the footway, to encourage active well surveyed streets.

Definition of public and private realm

For residential properties, smaller gardens will occur to the front of the dwelling with larger gardens to the rear. Residential plot design will be guided by density and the scale and form of buildings i.e. whether it's a detached or terrace house, and by the parking arrangement for that plot.

Privacy is required for residents and this should be carefully balanced with the need for visual outlook onto streets and public spaces. The scale, height and the form of new buildings will be well considered, not only in terms of shading and privacy of neighbouring plots, but where dwellings are close to existing properties.

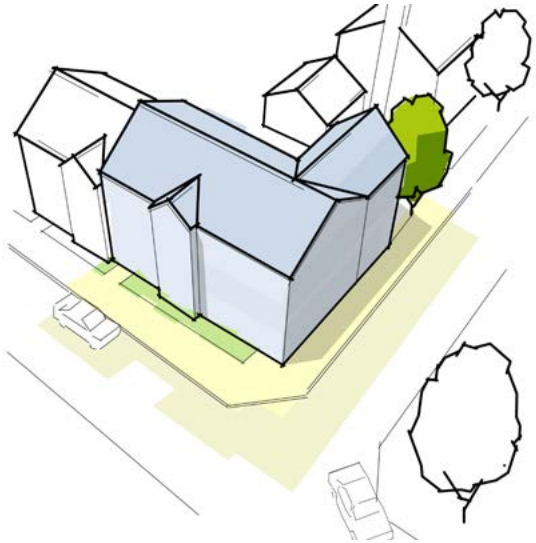
Corner Plot Arrangements

The connected grid will create street intersections. In these locations buildings should wrap around the corner to maintain good enclosure of the street and to provide an active well surveyed edge.

'Corner' buildings could become keynote buildings and will provide opportunities for views within the layout. The corner arrangements should allow for variations in design, but should include the use of 'L' plan, 45 degree, and wide plan forms with their gables onto the street.

Landmark Buildings

The use of landmarks or a gable end facing onto the street in an otherwise straight line of buildings will provide identity within the layout. The subtle use of materials, colour and massing will also contribute to this effect.



Example of corner-plot arrangements

4 Design Principles

Views & Focal Spaces

The creation of views within the layout is important. This will be introduced by arranging the building line so that it channels and frames a view, and by using keynote buildings to terminate a street view. This will provide character and encourage a sense of identity for residents. The use of views and landmarks will help people to navigate around the place.

Streets and blocks should be designed so there are views of the surrounding context. This will help deliver a design that responds and relates to its setting.

Attractive views can be generated through the richness of the streets and the built form. Variations in building designs and materials, and the use of street trees, for example, will create visual interest within the layout. Reference should be drawn from local examples with modern architecture based on traditional character encouraged.

The adjacent figure provides an indication of potential arrival and feature space locations and views throughout the development.

Figure 14: Focal Spaces Plan

4 Design Principles

Sustainability

The proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well-being.

The following is a series of guiding principles for sustainable design and construction. It is expected that these, as well as others, should be explored as part of the detailed design.

- Arranging buildings within the plot to maximise solar gain and light penetration. Wherever possible locating dwellings with south facing fronts so as to maximise sunlight.
- Designing the internal layout of dwellings to provide for modern living approaches and the potential for lifetime home standards.
- Providing flexible building and house design e.g expansion of living areas and storage needs.
- Maximising storage space within the building, and the plot, with appropriate space for recycling, refuse, cycle storage, composting and rainwater harvesting.
- The use of energy efficient appliances, heating systems, energy controls and management.
- Improved insulation and glazing.
- The potential use of recycled construction materials and aggregates, and the preference for using environmentally friendly and more sustainable materials and products.
- The use of permeable surfaces and paving as part of a surface water strategy.
- Conservation of natural resources on site such as hedgerows and trees.
- The planting of grassland and native woodland and hedgerows, which encourages biodiversity and sustainable drainage.
- Controlled water demand through methods such as: low flow showers and baths; dual flush toilets; water efficient white goods; and rainwater harvesting through water butts or tanks.

4 Design Principles

Density

The site adjoins existing residential development at the south western settlement edge of Deal. The proposed development would provide connections to Cross Road.

The Kent Design Guide considers that *'the scale and massing of new development should reflect existing characteristics, not by simply replicating surrounding layouts but by identifying clues from the surroundings.'* Following consideration of the form of the development, scale of the development, the degree of connectivity and local context and character, the average density across the site is proposed to be 36 dwellings per hectare (dph). This would deliver up to a total of 100 new homes.

Typically, the housing density determines part of the character of the streets, the design of the development blocks and the types of houses. In order to respond to the immediate site context, there will be a range of higher and lower densities to provide opportunities for different plot arrangements and house types. Generally, higher densities will be achieved along the higher order primary streets, which will consist of more linked buildings to reinforce the character of this street as the principal routes through the development. Lower density development would be largely located to the south and west of the site along the rural edges.

Lower densities would typically be used where the site adjoins the countryside to create a softer edge

Higher densities would typically be used along the higher order Primary Street

Scale

In order to reflect local character, the majority of buildings within the site would not exceed 2 storeys and be a maximum of 9.0m in height from ground level to ridge.

Taller buildings (2.5 storey houses) should be used selectively and would be a maximum of 10.5m in height from ground level to ridge. In general these should occasionally occur in higher density blocks. The use of these buildings will be for good design reasons. Taller buildings, can, for example, add a vertical emphasis to a street, or help enclose a feature square. They could also be used as keynote buildings to encourage legibility.

4 Design Principles

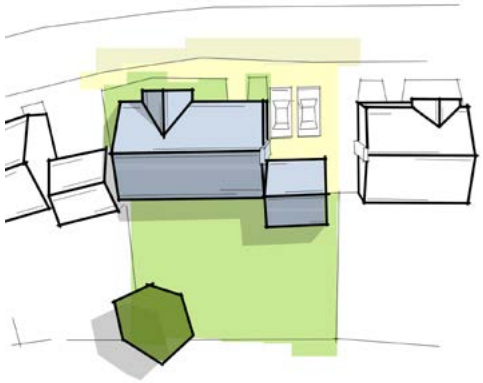
Parking

New homes should be designed so that they have sufficient parking spaces based on the local authority standards, together with appropriate visitor parking. In accordance with The Kent Design Guide, *'Parking provision should be determined by locality and the availability of other forms of transport.'*

The aim is that there will be a range of parking solutions that are based upon national and local design guidance. This should comprise a combination of the following:

- garages and car ports;
- on-plot driveways;
- on-street, either parallel or front on parking; and
- shared courtyard parking.

The key design principle is to locate vehicles so that they do not dominate the streetscene, but at the same time ensure that owners can see them, and that they have easy access to them. Careful detailing in terms of the plot arrangement, frontages and landscape will help to sensitively integrate vehicles into the layout.



Parking to side of dwellings

Calming Traffic

Calming and slowing traffic is an important part of delivering streets for people, and encouraging walking and cycling. To slow vehicles, and to encourage users to drive with caution, it is expected that some, or all of the following methods will be used:

- Changes in the carriageway surface with the use of 'unexpected' road surface materials;
- A section of the kerb to be built out to create a wider footway and a narrower carriageway;
- The use of well designed 'shared surfaces' to create streets for all; and
- Carefully restricting forward visibility through the arrangement of buildings, the building line and landscape treatment. As stated within The Kent Design Guide, 'Buildings close to the highway help restrict visibility' .

Care will be needed to ensure that some methods, such as 'shared streets', are used in appropriate locations, and that they are inclusive in their design, with a particular focus on materials and demarcation.

4 Design Principles

Safer Places & Crime Prevention

The development will embrace the guiding principles for safe design and crime prevention set within the Planning Practice Guidance (PPG) and those advocated through the Secured by Design (SBD) police initiative, including guidance such as SBD Homes 2016. Secured by Design principles reflect the established principles of designing out crime. Creating a sense of place where residents and legitimate users are able to go about their daily routine without unduly fearing crime or insecurity is a key element of this initiative. The Kent Design Guide considers the design of safe and secure layouts for new development and states: *'A balance must be struck between providing the natural surveillance needed to keep public paths and spaces feeling safely overlooked and the privacy needed to prevent visual intrusion from public spaces into private areas.'*

Sustainable communities are founded on safe and secure places. Reducing crime, preventing crime and community safety are the essential elements of Safer Places. The following lists some of the main principles that will be embraced and adopted by the proposed development.

- The detailed layout of streets, blocks, plots and landscape will be designed so that it avoids opportunities for crime and anti-social behaviour.
- The place will have a well-defined movement framework, with direct clear routes for all. Routes will be active, well-lit and well signed.
- The layout will create perimeter blocks with 'active frontages' and 'active routes'.
- Blank facades and gables onto the street will be avoided. Gables will have windows or doors that overlook the public realm to encourage 'eyes on the street'.
- Buildings and properties will have a 'defensible space' with a clearly defined boundary between private and public space. The use of landscaping treatments (fencing, shrubs, hedges and trees etc) will be used to help define boundaries and define space.
- Private and public space will be well defined so that the ownership is clear to all.
- Restrict public access and opportunities for access to the rear of buildings and avoid secluded and poorly surveyed footways and alleyways, especially to the 'backs' of properties.
- All public spaces will be well defined, purposeful and active. They will be welcoming and attractive.
- Active greenspaces for equipped play will be overlooked, with some natural surveillance and will be 'open' in their design with clear sight lines and good visibility.
- Cars will be parked where they are close to homes/ buildings.
- Encouraging 'community ownership' through a variety of means such as; 'character streets'; feature spaces; shared surfaces; street furniture; and landscape design.
- Ensuring that homes are as secure as possible, with a particular focus on the design and specification of windows, doors, gates and rear fences.
- On-plot gates could be used for driveways. Secure entrance gates could be used where shared parking courts are proposed.
- Ensuring that the place is well managed and well maintained, with a high quality public realm and a green infrastructure which is attractive and enduring.

4 Design Principles

Green Infrastructure

The proposed development seeks to deliver long term landscape, biodiversity, recreation and sustainability benefits through the conservation of site habitats and the introduction of new public open space, habitats and landscape enhancement.

The development's GI totals 1.20ha which equates to approximately 30% of the total site area. The GI comprises the following key landscape features, which are highlighted on the indicative perspective on the following page:

- Provision of a linear corridor of POS to the south and west of the site;
- Provision of incidental green spaces within the site;
- An equipped children's play area, which would be designed and located to be easily accessible and overlooked whilst providing a stimulating environment for play;
- Street tree and on plot planting;
- Retention and enhancement of existing vegetation along the site boundaries to help integrate built form within its landscape setting;
- An attenuation pond in the south west of the site;
- Avenue tree planting along the southern edge of the developable area; and
- An area of orchard planting within the green corridor along the western boundary.

The Kent Design Guide considers the contribution of existing features associated with the site and states: *'Existing sound and healthy trees and hedgerows can play a vital part in reinforcing a 'sense of place' in new developments and will bring benefits to the scheme in terms of amenity, biodiversity and saleability.'*

The future management and maintenance of the GI is important to ensure the ongoing protection of landscape habitats, in particular the woodland and hedgerows.

A New pedestrian routes through POS
B Attenuation areas
C Equipped children's play
D Informal green space and habitat creation

4 Design Principles

Trees

Focal tree planting will be located along the main street and at the entrance gateways to the development. Elsewhere, a comprehensive use of street trees will be adopted as a key design principle, and this will establish a distinct character for the development. Within the open space, larger growing tree species will be used including a higher proportion of native species.

Trees will be located to enhance visual interest and to provide identity as well as being used as landmark features, which, for example, may provide a centre piece to an area of open space. Trees will help to soften the built form, provide shade and create ecological habitats.

For all new street trees, attention will be given to siting and selection of species. The long term growth and spread will be well considered, as well as their relationship with buildings, streets and public areas. It is essential that suitable trees grown for urban locations are specified, with a narrow compact form, and a medium height. Where practical, choice of species will reflect those typically present elsewhere within the town.

Water & Drainage

The proposed drainage strategy for the development will be to introduce an attenuation area to the south west of the site. This will reduce the risk of flooding both on and off site and will be used to manage the surface water runoff from the proposed development. The line of drainage will follow the natural fall of the land. Careful integration of this feature into the site will create potential habitats for wildlife and promote biodiversity, providing valuable open space and amenity value.

Walking & Cycling

The development framework creates a number of potential walking and cycling routes through a connected pattern of streets, footpaths and connections to Cross Road and the Skylark Cycle Route, and beyond to the local PROW network. This overall strategy is intended to encourage the community to walk and cycle, and will promote healthy active living. It is also in accordance with the Kent Design Guide which encourages linkages to the existing networks of footpaths and cycleways. To this effect the guide states: *'Developments should be 'permeable' and 'linked to the surrounding network, allowing pleasant, safe, direct routes for pedestrians and cyclists.'*

Routes will serve all significant desire lines within the site and street design will include footways to provide priority for pedestrians and cyclists in terms of movement and crossing points.

4 Design Principles

Appearance

Whilst the development does not advocate pastiche or historic solutions, The Kent Design Guide considers the style, materials and finish of new development and considers that *'development should result in a palette of new materials that are attractive, durable and complement the character of the site's context.'*

The scale, materials and boundary treatments used in development should be appropriate to their surroundings and the design details of the Character Area in which the development is proposed. Harmonious variety in design details within developments is encouraged to maintain the tradition of visually interesting streetscapes which is a characteristic of Deal.

It is important that the new development has some connection with local character and place making. This is achieved through an analysis of street character, built form and materials. One of the most obvious ways of achieving a response will be by using traditional building materials, especially the use of colour and boundary details. This will be the guiding rationale for the development.

At this design stage, these photographic examples give an indication of the type of design treatments that are anticipated and the general appearance of the built form. The materials selected for the development would provide a modern interpretation of the traditional materials shown here. This includes tile roofs, eaves details and stone and render materiality. Boundary treatments could include stone walls, timber fences and hedgerows. The emphasis will be upon well detailed buildings which are built on a human scale. Although colour does not have to be bound by tradition, careful consideration should be lent to the context. The Kent Design Guide states: *'The most successful colours are generally variants of those found naturally in Kent's building materials such as browns, earth reds and creamy sandstone or flint grey'.*

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Chapter 5.0 Building For Life 12

5 Summary- Building For Life 12

Building For Life 12 Summary

The following section provides a summary of the evaluation against the 12 Building For Life questions, and links to the evidence that supports the evaluation. If the standard is met for each question then a green light will apply.

Integrating into the Neighbourhood

1) Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Evaluation: The proposed development provides pedestrian routes around the site and pedestrian connections to Cross Road and Station Road. Lower density development in the south and the retention and provision of structural planting along the southern and western boundary would help integrate built form within its landscape setting. Development will also be set back from Cross Road and the rear of properties off Sydney Road.
Score: Green light

2) Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Evaluation: The site enjoys good links to facilities within the surrounding area as well as towards the centre of Deal, which contains a wide range of facilities. The development will also provide new areas of public open space and an equipped play area.
Score: Green light

3) Does the scheme have good access to public transport to help reduce car dependency?

Evaluation: The site is in walking distance to a number of bus stops and Walmer train station. These provide connections towards the town centre of Deal and towards Dover.
Score: Green light

4) Does the development have a mix of housing types and tenures that suit local requirements?

Evaluation: The accommodation mix would reflect the needs and aspirations of the local community. The design would include a range of dwelling sizes across the site, to provide a mixed community. The tenure mix would reflect the local community, and would provide a balanced and robust mix of tenures.
Score: Green light

5 Summary- Building For Life 12

Creating a place

5) Does the scheme create a place with a locally inspired or otherwise distinctive character?

Evaluation: At a detailed level, features would be included in the design, to develop local distinctiveness. This could include selected use of traditional materials and planting of species with local provenance.
Score: Green light

6) Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

Evaluation: The scheme exploits the existing landscape by retaining planting where possible. The attenuation area is located at the low point of the site.
Score: Green light

7) Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

Evaluation: The scheme is based on a series of development blocks, which create a series of arrival spaces and vistas. There would be a clear definition of the private and public realm and properties would overlook the areas of greenspace.
Score: Green light

8) Is the scheme designed to make it easy to find your way around?

Evaluation: The layout for the scheme follows a simple approach with a distinct 'Primary Street', 'Secondary Streets' and 'Green Lanes' to allow residents and visitors to easily find their way around. The relationship with the green infrastructure would allow easy orientation.
Score: Green light

Street & Home

9) Are streets designed in a way that encourages low vehicle speeds and allows them to function as social spaces?

Evaluation: The building layout has defined the street network, so that highways and car parking do not dominate. Where main pedestrian routes cross streets the levels would be raised to give pedestrians priority, and to assist in calming traffic.
Score: Green light

10) Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Car parking would be integrated into the overall layout and design. Car parking would be primarily located to the side of dwelling to minimise detraction from the street scene.
Score: Green light

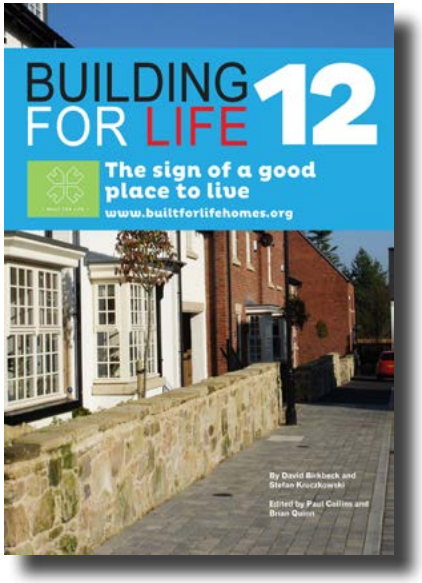
5 Summary- Building For Life 12

11) Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

The streets and the public spaces would all be overlooked by adjacent dwellings, allowing informal surveillance and safe routes.
Score: Green light

12) Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

The building layout will allow for bins and recycling stores to be located out of sight to minimise their impact on the streetscene.
Score: Green light



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