



# Land at Cemetery Road Snodland Kent

Design & Access Statement  
Full Planning Application  
March 2020

# Contacts

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Designed for life

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## 1.0 Background

# 1.0

- 1.1 Planning Application
- 1.2 Location
- 1.3 Structure of this Statement



# 1.0 Background

## 1.1 Introduction to the Planning Application

This Design & Access Statement has been prepared on behalf of Berkeley Homes (Eastern Counties) Ltd to accompany a full planning application which renews a planning approval for the erection of a pair of semi-detached cottages and undertaker's garage with associated residential and cemetery visitor parking at Cemetery Road, Snodland, Kent.

Consent was given by Tonbridge & Malling Borough Council for the scheme in 2008 (application ref TM/08/01912/FL), and this consent was renewed in 2011 by a further application (ref TM/11/02469/FL). A further renewal, incorporating minor changes, was granted planning permission in 2014 (ref TM/14/02399/FL) and again in 2017 (ref TM/17/01333/FL).

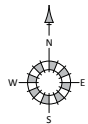
This application is the same as the approved scheme. The need for the hearse garage was created by the conversion of Cox's Barns, Paddlesworth Road, Snodland. The local funeral providers have requested that space be provided to accommodate three hearses to serve local requirements.

## 1.2 Location

Snodland is located 6½ miles (10.6 km) south of Rochester alongside the River Medway and 7½ miles (12.2 km) north west of Maidstone. The A228, Snodland Bypass, links the M20 (2 miles to the south) with the M2 (4½ miles to the north).

The site is within the boundary of the wider Holborough Lakes scheme, the development of which currently progressing. The vacant site is located immediately north of the town adjacent to the entrance to the cemetery. Although part of the Holborough development site (Holborough Lakes) to the immediate east, the site has more of a relationship with the adjoining Cemetery Cottage and cemetery.

A bus route serves the Holborough Lakes development, passing immediately past the site. Snodland railway station is located on the opposite side of the bypass with trains to Strood to the north and Maidstone and Tonbridge to the south.



Location of site


# 1.0 Background

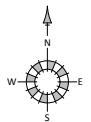
## 1.3 Structure of this Statement

This Design & Access Statement has been prepared in accordance with the requirements of the The Town and Country Planning (Development Management Procedure) (England) Order 2015 as amended and The National Design Guide (September 2019).

The National Design Guide sets out the three cross-cutting themes for good design from the NPPF (character, community and climate) and from that 10 characteristics that work together, in more detail, to create well-designed places, nurture and sustain a sense of community and positively address environmental issue affecting the climate.

This statement sets out the analysis of the existing site and context and the proposed concept for the development of the site.

-  Application site
- 1- Holborough Lakes Development Site
- 2- Cemetery
- 3- Snodland Community Centre



*Aerial photograph*



## 2.0 Site Description and Context

# 2.0

2.1	Site Description
2.2	Site Context
2.3	Local Facilities



## 2.0 Site Description and Context

### 2.1 Site Description

The site is approximately 0.11 hectares and is linear in shape, stretching north-south on the eastern side of Cemetery Road. There is a small embankment on the western side of the site along Cemetery Road which is proposed to be levelled to create access points into the site. Cemetery Road continues past the site providing access to the fields to the north.

The land rises north-westwards across the cemetery, with the application site sitting slightly lower than its surroundings. The site itself slopes up slightly from south to north and from west to east.

A public right of way passes across the southern side of the site, and a further public right of way runs along Cemetery Road. Both rights of way will be retained by the proposed development.

The site accommodates a large number of mixed trees, bushes and hedgerow, a number of which are retained by the proposed development as part of the boundary treatment for the scheme.



1- View from the byway near the gate into the cemetery looking south (Catherine Shelton Associates)

### 2.2 Site Context

The site is located opposite Snodland Cemetery, with Cemetery Cottage defining its entrance. There has been recent development along Cemetery Road, which has provided a number of two-storey residential properties arranged around a cul-de-sac. Snodland Community Centre lies to the south west of the site, with the sports courts and playing field close to the site's southern boundary.

The Holborough Lakes development lies to the north east of the site, where a new neighbourhood is being constructed around a series of freshwater lakes and landscaping. The road which provides access to the south western side of this new development area runs to the east of the site. Fields and open countryside lie to the north west of the site.



2- View from the byway to the west of the site near the cemetery gates looking north (Catherine Shelton Associates)



Aerial view of site

## 2.0 Site Description and Context



*Cemetery Cottage*



*Residential properties on Cemetery Road*



*Residential properties on Cemetery Road*



*Entrance to the cemetery and Cemetery Cottage*



*Snodland Community Centre*



*Holborough Lakes*



*Holborough Lakes*



*Holborough Lakes*

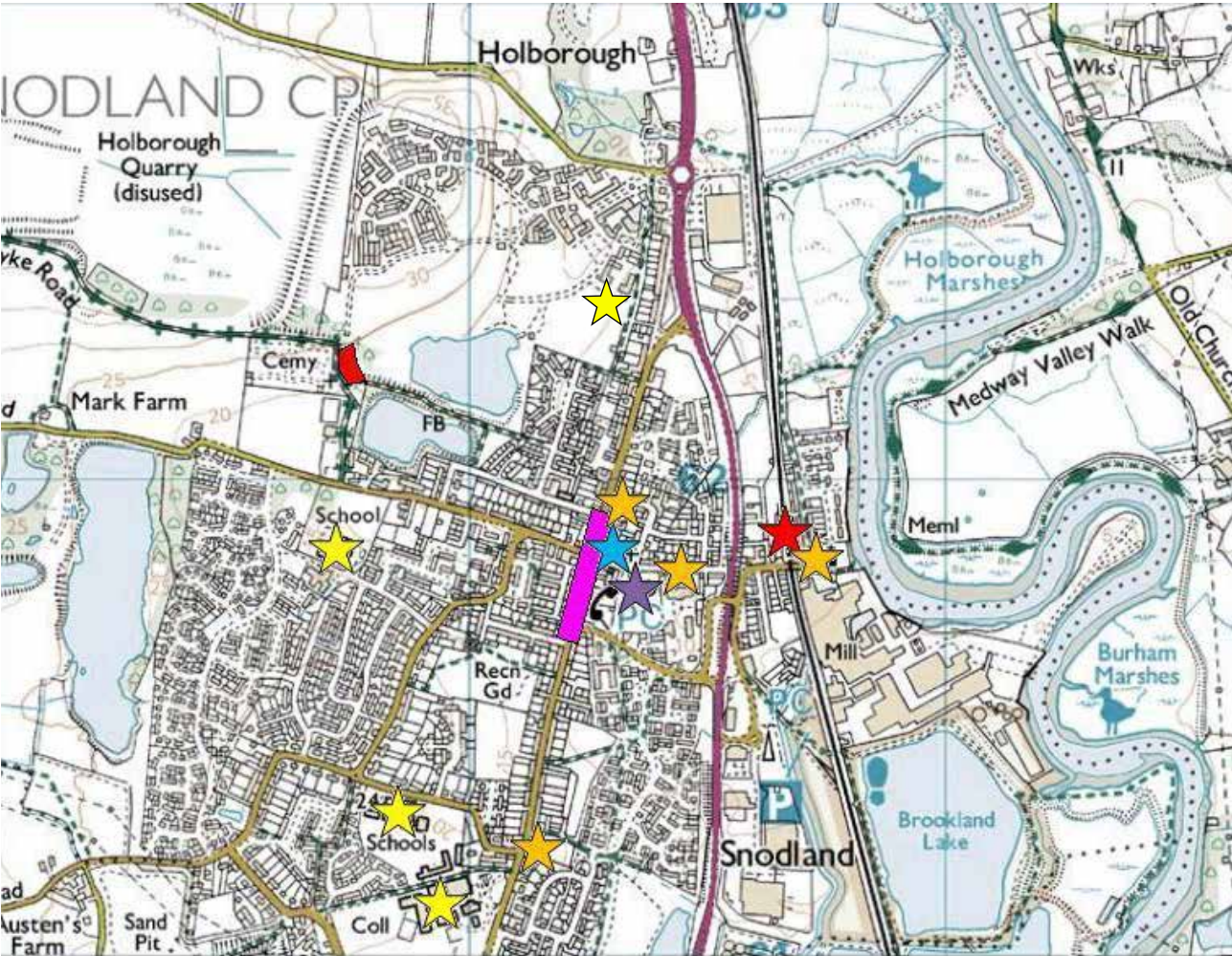
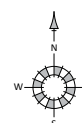
# 2.0 Site Description and Context

## 2.3 Local Facilities

The application site lies within approximately 700m of Snodland town centre, which provides a range of retail, service and community facilities. A range of other facilities, including schools and places of worship, are located within the vicinity of the site, as well as the new facilities which are being developed as part of the Holborough Lakes scheme.

The public rights of way which cross and are adjacent to the site provide recreational access to the countryside to the west and lakes to the east of the site.

As set out above, the site is served by a bus service which runs along the road to the east of the site, connecting the site with the Holborough Lakes development and the town centre. Snodland railway station is approximately 1km to the south east of the site, providing connections to Strood, and from there into London to the north, as well as to Maidstone and Tonbridge to the south.



### Key

- |             |               |                  |             |
|-------------|---------------|------------------|-------------|
| Site        | School        | Library          | Post Office |
| Town centre | Train Station | Place of Worship |             |

Local facilities plan

## 2.0 Site Description and Context

### 2.4 Local Vernacular

The nearby settlements of Offham, West and East Malling provide examples of local traditional Kent vernacular character, with helpful design cues for the proposed development. Key features, which are also reflected in the local context set out in Section 2.2, include:

- External walls constructed in brick, mainly red;
- Tile hanging is common, mainly red and plain;
- Plain clay roof tiles, reddish brown; and
- Roofs with clipped hips and barn style hips with bonnet tiles.



*Examples of Kent vernacular*



## 3.0 Design Framework

# 3.0

- 3.1 Introduction
- 3.2 Emerging Local Plan
- 3.3 Design Policy and Guidance
- 3.4 National Design Guide
- 3.5 Other Design Guidance
- 3.6 Opportunities and Constraints



## 3.0 Design Framework

### 3.1 Introduction

The adopted documents of the Tonbridge and Malling Local Development Framework form the statutory development plan for the site. Material considerations include the relevant policies of the National Planning Policy Framework (NPPF), the Council's Supplementary Planning Guidance and National Design Guidance. The key opportunities and constraints, as identified in Section 2, are also summarised as these were key design drivers in the development of the scheme.

### 3.2 Emerging Local Plan

Tonbridge and Malling Borough Council (TMBC) have drafted a Local Plan which is currently with the Planning Inspectorate awaiting the first hearing which is due to begin in May 2020. The draft plan updates policies but also allocates new sites in order to meet their housing need. The draft plan has been consulted upon, however as it has not been through its examination and hearing process, the draft plan holds limited weight in the decision making process.

### 3.3 Design Policy and Guidance

#### National Policy

The NPPF was published in 2012 and updated in 2018 and again in 2019 and sets out national guidance relating to design. Paragraph 124 states that the Government attaches great importance to the design of the built environment, and that good design is a key aspect of sustainable development. Paragraph 127 explains that planning decisions should aim to ensure that developments function well and adds to the overall quality of the area throughout their lifetime; establish a strong sense of place; optimise the potential of the site to accommodate development; respond to local character and history and reflect the identity of local surroundings and materials; create safe and accessible environments; and are visually attractive as a result of good architecture and appropriate landscaping.

#### Local Policy

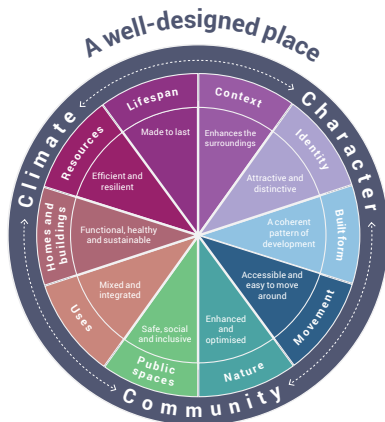
The scheme was originally designed and approved in 2008, and was guided by policies in the Tonbridge and Malling Core Strategy (2007) and the Kent Design Guide (2006). Since then, the Managing Development and the Environment DPD was adopted (in 2010), and the latest consent for the scheme was previously renewed in the light of the updated adopted policy. The proposed development has thus already been tested and approved against current adopted local policy so the same stance should be taken for the renewal of this permission.

The last decision for this scheme in 2017 explains that the key local design policy relating to the scheme is Core Strategy Policy CP24 which seeks to ensure a high standard of development. The policy states that all development must be well designed and of a high quality in terms of detailing and use of appropriate materials, and must through its scale, density, layout, siting, character and appearance, be designed to respect the site and its surroundings. All development should accord with the detailed advice contained in Kent Design, Secured by Design and other Supplementary Planning Documents and, wherever possible, should make a positive contribution towards the enhancement of the appearance and safety of the area.

Emerging Policy taken from the Local Plan 2019, in particular policy LP1 states that Growth should be sustainable and accord with the policies in the development plan and then will be approved without delay unless material considerations indicate otherwise. The development proposed accords with National and Local policy including the NPPF's promotion of sustainable development, lies in a sustainable location and is designed to a high quality and therefore should be approved without delay.



## 3.0 Design Framework



### 3.4 National Design Guide

The National Design Guide was published by the Ministry of Housing, Communities and Local Government in September 2019. It is a response to the 'Creating Space For Beauty' interim report by the Building Better, Building Beautiful Commission published in July 2019.

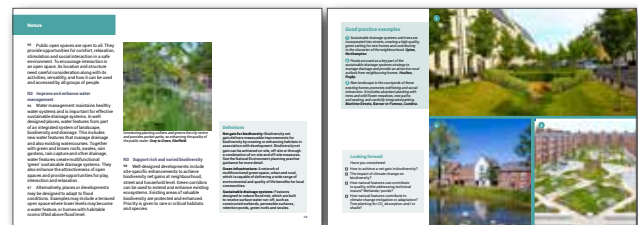
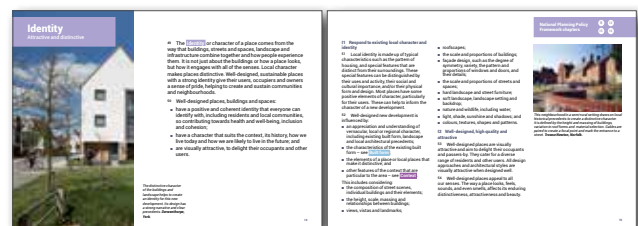
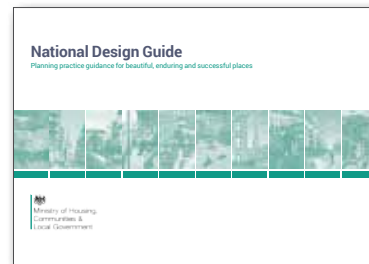
This guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

The National Design Guide addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities in the form of ten characteristics. The choices made in the design process contribute towards achieving these characteristics and shape the character of the place.

#### The 10 characteristics of the National Design Guide

Well-designed places have individual characteristics which work together to create its physical distinctiveness. The ten characteristics highlighted in the National Design Guide help to nurture and sustain a sense of community and work to positively address environmental issues affecting climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework. The ten characteristics which are set out in the Design Guide and will be considered in the design development of this scheme are:

- Context
- Identity
- Built form
- Movement
- Nature
- Public spaces
- Uses
- Homes and Buildings
- Resources
- Lifespan



### 3.5 Other Design Guidance

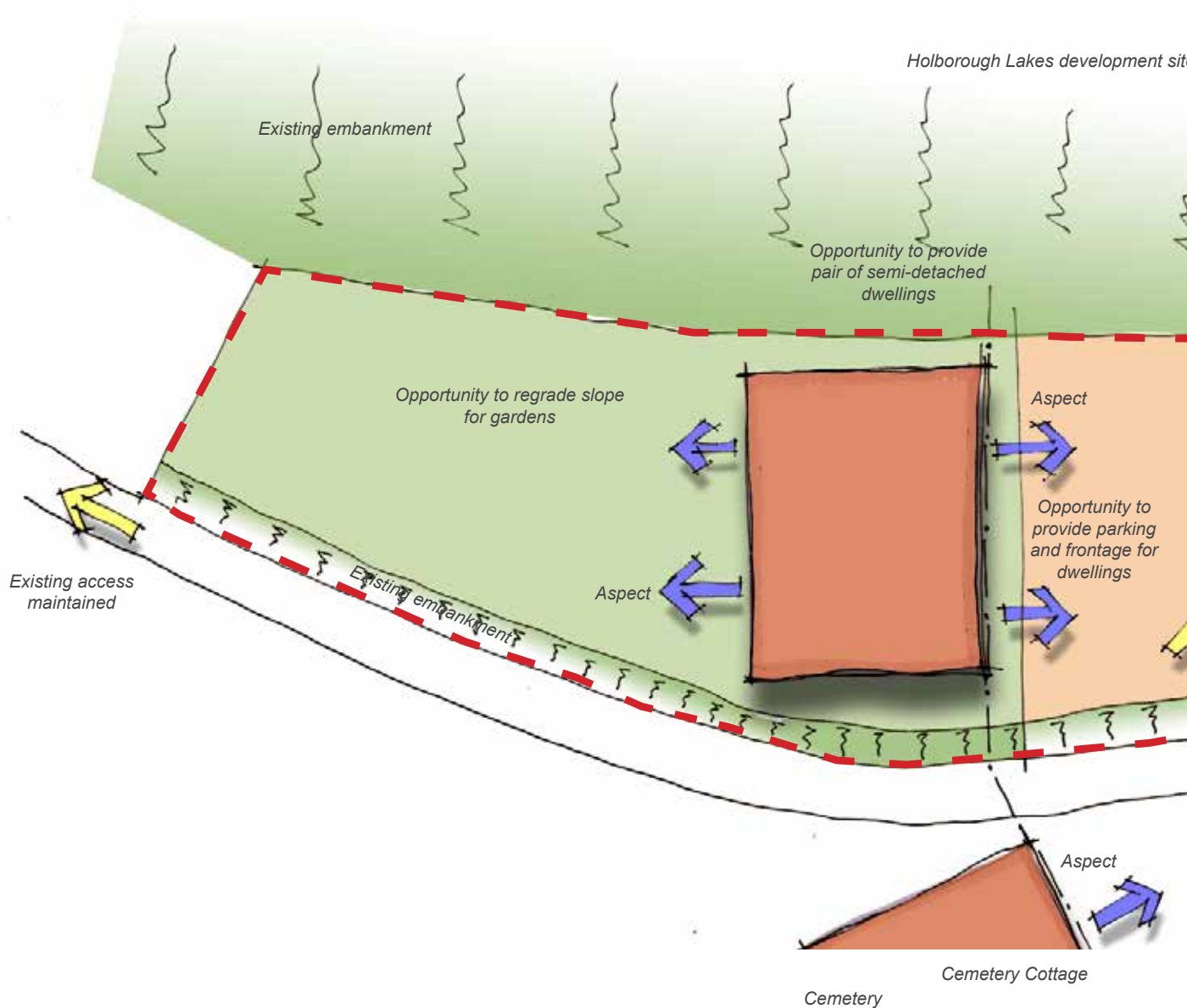
Further detailed design guidance is provided by the Kent Design Guide (2006) and the Snodland Character Areas Appraisal (2011). In addition to local guidance, a range of national guidance is of reference the scheme as follows:

- Manual for Streets (2007) (MfS 2, September 2010)
- By Design: Urban Design in the Planning System – Towards Better Practice (May 2000);
- Better Places to Live: By Design (CABE, September 2001);
- Planning and Access for Disabled People: A Good Practice Guide (March 2003);
- Building for Life (Building for Life Partnership, 2012)
- Safer Places – The Planning System and Crime Prevention (Office of the Deputy Prime Minister and the Home Office, 2004);
- Secured by Design;
- Urban Design Compendium (English Partnerships, 2000); and
- Laying the Foundations: A Housing Strategy for England.

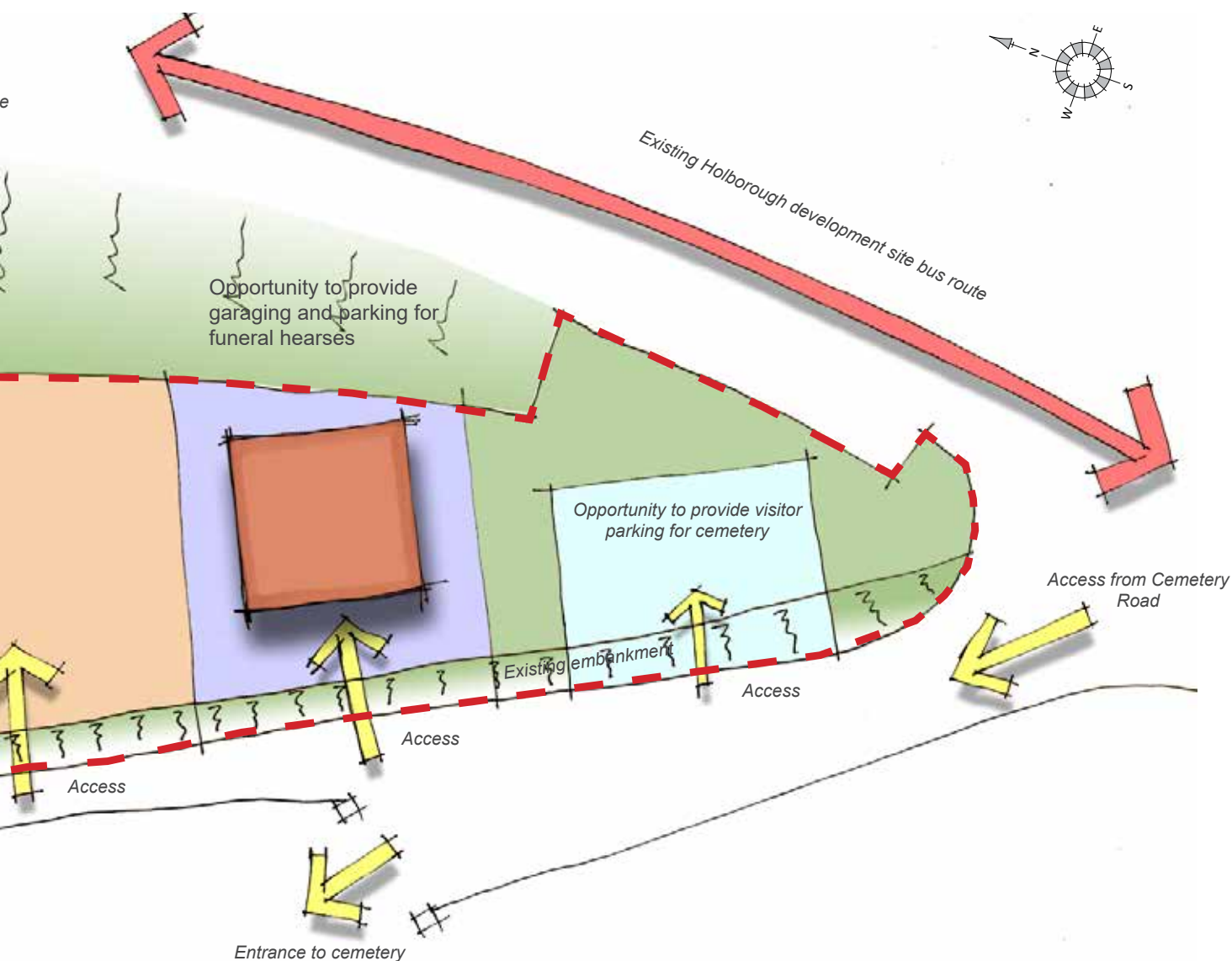
## 3.0 Design Framework

### 3.6 Opportunities and Constraints

The application site's opportunities and constraints were analysed as part of the development of the consented scheme, and are summarised on the plan below.



### 3.0 Design Framework



Site Opportunities Plan



# 4.0

[illegible]

## 4.0 Proposals

### 4.1 Introduction

This section sets out the proposed development which is the same as the scheme consented in 2017.

### 4.2 Use

The proposed development consists of:

- Two semi-detached cottages;
- Associated parking for residents
- A garage facility for the local funeral director's hearses; and
- Visitor parking for the cemetery.

The principle of developing the site for these uses has already been established by the existing planning permission. The site will deliver residential units as part of the wider Holborough Lakes scheme, as well as much needed additional parking for the cemetery and a facility to replace the loss of previous hearse parking.

### 4.3 Layout

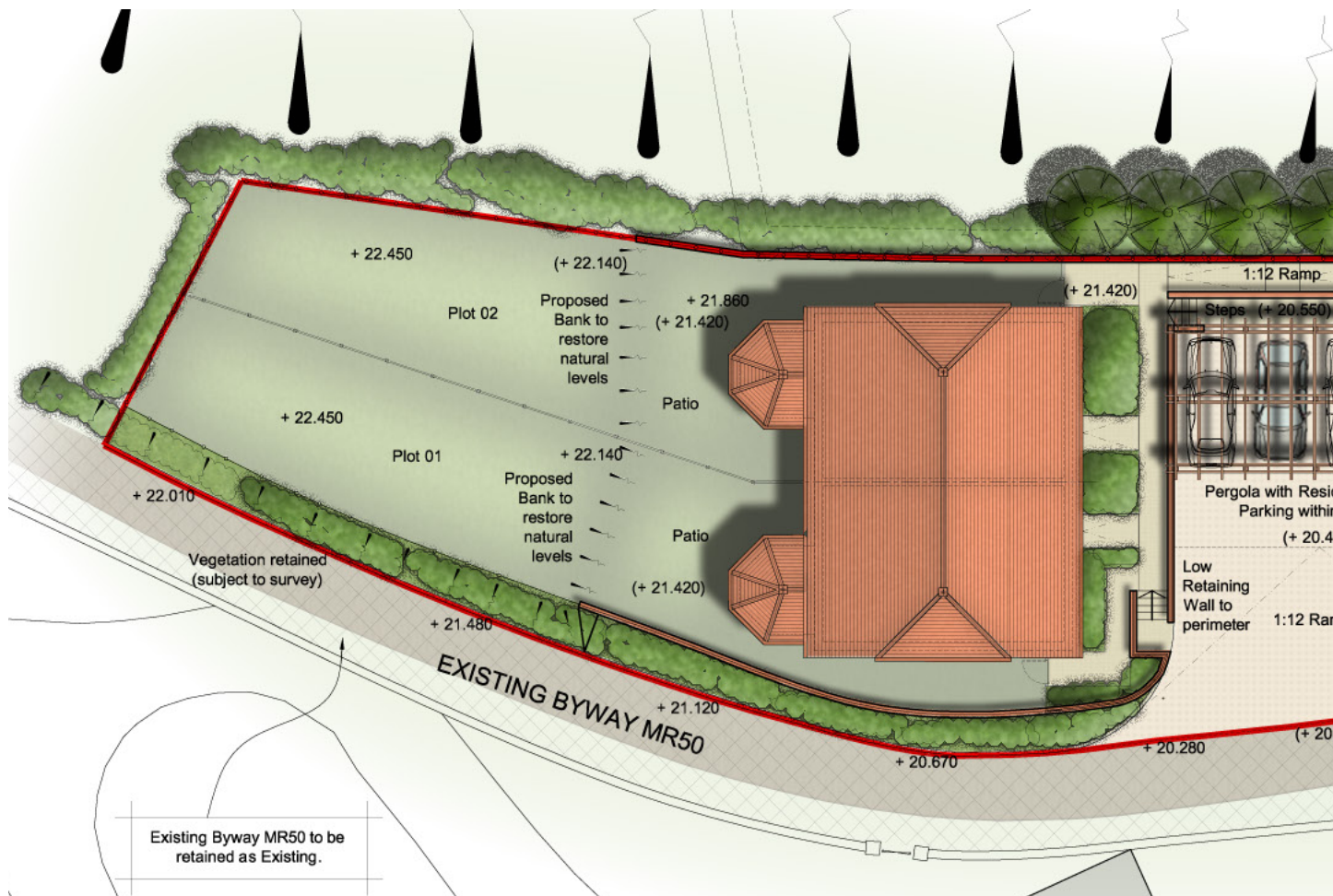
The layout for the scheme is the same as that already approved.

The existing slope of the site and the access to the cemetery determined the positions of the houses, garages and parking. The existing small embankment on the western side of the site will be levelled to allow access at three points along the western boundary. The existing access to the fields to the north will be maintained.

The southern part of the site will provide parking for four cars as additional parking for visitors to the cemetery. The central part will accommodate the garage and parking for three funeral hearses. Hearses will be able to reverse turn across the access road.

The northern part of the site is best suited for the location of the dwellings with parking in front. The parking area will be covered by a pergola, enabling the softening of the area through the introduction of planting. Steps and a ramp will provide access from the parking area to the dwellings. The slope to the rear of the dwellings will be regraded to provide a level area immediately behind for a patio area.

The proposed layout and orientation of the cottages will deliver a consistent building line which continues the frontage established by the buildings at the entrance to the cemetery.



## 4.0 Proposals

### 4.4 Amount and Scale

As explained above, a triple garage will be provided for the parking of hearses. The garage will have a footprint of approximately 71 sq m and a ridge height of approximately 6m.

The pair of semi-detached cottages are of the same scale as previously approved, and each provide 93 sq m of total floor area. The cottages are two storey buildings, in keeping with local character.

At the southern end of the site, 4 parking spaces will be provided for visitors to the cemetery. The pair of semi-detached three bedroom houses will be provided together with associated parking (4 spaces) at the northern end of the site.



Proposed site layout

## 4.0 Proposals

### 4.5 Appearance

The appearance of the proposed development is the same as that already approved.

The two dwellings and garage will employ the traditional Kent vernacular style, but appear subservient to the style of the adjacent entrance to the cemetery and Cemetery Cottage. The roofs will be half-hipped clay tiled with feature finials. The first floor storey will be tile hung whilst the ground floor storey will be brickwork.

### 4.6 Landscaping

The landscaping proposals for the scheme are the same as already approved.

The proposed landscaping strategy seeks to deliver the following design principles:

- Screening with tree and native mix planting;
- Promoting a legible road hierarchy that clearly demarcates pedestrian and vehicular priority. This is achieved through the use of various surface materials;
- Creation of high quality amenity space. Proposed trees adding to softening and screening the surrounding built form;
- Reduction of the impact of hard standing through the use of tree and shrub planting; and
- Introduction of planting beds with low ornamental shrubs in front of houses to create defensible space and visual amenity.

The site will be carefully landscaped to differentiate between the different areas of the site and to take advantage of the existing slopes. Consideration will be given to appropriate planting to provide privacy for the dwellings and to enhance the environment at the entrance to the cemetery.

The visitor parking at the southern end of the site will be set into the slope with planting atop the low retaining walls. Planting will be provided adjacent to the garaging for the hearses to soften it's form.

The private car parking area will be block paved and provided with a pergola over. Retaining walls will be brick to blend with the proposed houses. Slab paved paths and steps will differentiate between vehicle and pedestrian movement.

The following principles will guide the choice of a suitable soft landscaping palette:

- Site conditions;
- To be appropriate to the area and the context of the existing vegetation structure. To be native species wherever possible;
- To realise the landscape strategy for the public and private realm;
- To be robust enough for the proposed uses of the site and its construction; and
- To be relatively maintenance free once established and minimise the use of water.

The hard landscaping palette will be based on the use of materials to inform movement around the site, whether paving, kerbs and edging or boundary treatments.



*Proposed street elevation*

## 4.0 Proposals

### Typical planting palette

Ash	Fraxinus Excelsior
Beech	Fagus Sylvatica
Field Maple	Acer Campestre 'Streetwise'
Hornbeam	Carpinus Betulus 'Festigiata'
Black Poplar	Populus Nigra
Silver Birch	Betula Pendula
White Willow	Salix Alba
Hawthorn	Crataegus Monoyna
Honeysuckle	Lonicera Nitida 'Twiggy'
Red Hedger	Escallonia 'Apple Blossom'
Japanese Aralia	Fatsia Japonica
Lavender	Lavandula Angustifolia 'Hidcote'
Pendulus Sedge	Carex Pendula



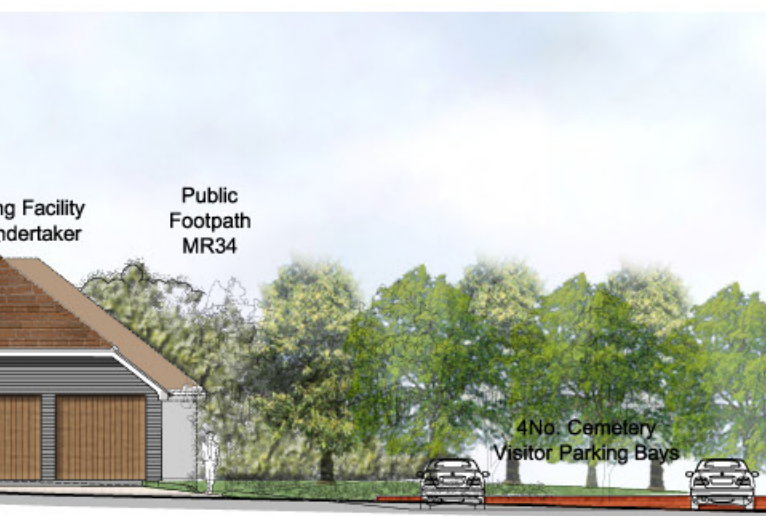
*Lavandula Angustifolia 'Hidcote'*



*Crataegus Monoyna*



*Carpinus Betulus 'Festigiata'*



*Proposed front elevation*

## 4.0 Proposals

### 4.7 Access

Access for the proposed development is the same as that which is already approved. Three access points are proposed from Cemetery Road to provide access to the three different elements of the scheme. Each access accommodates the appropriate turning radius for the required vehicle movements.

Existing parking for the cemetery is limited, so the development will include the provision of four visitor car parking spaces opposite the entrance to the cemetery, and garaging and parking for funeral hearses.

As set out above, a bus route lies adjacent to the site, which provides access to the town centre and the Holborough Lakes development site. The site's sustainable location also means that there are opportunities for walking and cycling to a range of local facilities. The two existing public rights of way are retained by the scheme.

The proposed dwellings will be provided with two private car parking spaces each. Both stepped and ramped access will be provided from the parking level up to the entrance doors to the dwellings. Each home will have access to an electric car charging point. One cycle space will be provided for each home.

Each home will have fixed units within the kitchen to store recyclable waste with a combined capacity of 40 litres. 5 litres of food waste recycling space will also be provided.

FTTP (Fibre To The Premises) will be provided to all homes. Each home will be SkyQ ready without wiring modification. Cat 5/6 connections will be available in all living spaces and bedrooms.

### 4.8 Designing Out Crime

The layout of the development has been designed to prevent crime and the fear of crime in accordance with government guidance set out in "Safer places – the Planning System and Crime Prevention" (Office of the Deputy Prime Minister, April 2004) as follows:

- Residential parking areas are overlooked by the cottages that front on to them so that they feel safe, both in the daytime and at night;
- The scheme avoids the creation of exposed back gardens to minimise the risk of unauthorized entry to properties from the rear; and
- There is a clear demarcation of public and private space.

### 4.9 Berkeley's *Our Vision*

As with the approved scheme, the proposed development delivers a sustainable scheme, with a range of features:

- Siting of development in a sustainable location which offers a range of opportunities for walking, cycling and public transport;
- Development of residential buildings with south facing facades to maximise natural daylight and solar gain;
- The use of energy efficient methods will be considered in the design, running and long term maintenance of the development;
- All of the internal light fittings will be either LED or low energy;
- The sourcing of materials locally where appropriate will minimise pollution generated by the transport of supplies;
- Where appropriate recycled materials will be considered for specification in the new development;
- Waste management, water consumption and energy consumption strategies will be put in place to reduce the impact of the construction site. Berkeley will put in place a Considerate Constructors Scheme;
- Each home will incorporate water efficiency fixtures and fittings to ensure a water efficiency of 105 litres/person/day;
- Dual flush WCs, spray or aerated taps, for wash hand basins, and low water use showers, washing machines and dishwashers will be specified for the development, to minimise the consumption of water;
- Recycling storage will be separated from general rubbish storage and will be compliant with current travel distance requirements;
- Where available, all domestic-scale appliances and any white goods will be A rated or higher under the EU Energy Efficiency Labelling Scheme. The fire performance of refrigeration appliances will meet EN60335-2-24;
- FTTP (Fibre To The Premises) will be provided to all homes. Each home will be SkyQ ready without wiring modification. Cat 5/6 connections will be available in all living spaces and bedrooms;
- Each home will have fixed units within the kitchen to store recyclable waste with a combined capacity of 40litres. 5 litres of food waste recycling space will also be provided;
- One cycle space will be provided for every home and each home will have access to an electric charging point (either private or communal) within 50 metres of the home via a safe pedestrian route; and
- All houses will include rainwater butts and apartments will incorporate an appropriate system for collecting rainwater for use in the units or landscaped areas.

## 5.0 Conclusions

### 5.1 Conclusions

The development of the application site for two cottages, visitor parking for the cemetery and a hearse garage was approved in 2008, 2011, 2014 and 2017. The proposed development is the same as the previously approved application.

As with the previously approved schemes, the proposed development complies with national and local planning policy and guidance, including the National Design Guide, as follows:

- The scheme optimises the use of the site, providing much needed local facilities related to the cemetery as well as residential development;
- The proposals respond to and respect the local context in terms of scale, design, layout, character and appearance. The scheme delivers residential development along a consistent building line with the adjacent Cemetery Cottage, and proposed buildings which draw on the analysis of local characteristics in terms of architecture, detailing and materials;
- The scheme creates a safe and accessible environment, including ramps to ensure that the scheme is accessible to people with mobility impairments;
- There is a clear demarcation of public and private space provided by a high quality landscape strategy, and active residential frontages onto the residential parking area;
- Existing public rights of way and vehicular access to the north are protected by the scheme; and
- The scheme seeks to deliver a sustainable development including through maximising passive solar gain and natural daylight, minimising resource use and protecting the environment.

