

PROPOSED SITE LAYOUT AMENDMENTS

The adjacent diagram illustrates the intended alterations to the previously submitted scheme, following advice from Historic England and Swale Borough Council.

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N
- Key
- 1 Extended car barn
 - 2 Rear access through extended car barn to utility
 - 3 2 additional resident's spaces
 - 4 Building to follow topography, sloping up to the large barn
 - 5 Width reduced to lessen impact and potential overlooking on property opposite
 - 6 Large cat-slide to large barn, reducing visual impact from Mutton Lane. Building to utilise level change
 - 7 South easterly principle aspect - to avoid overlooking
 - 8 Building width shortened to reduce overall mass, potential for side windows to avoid overlooking
 - 9 Gable ends to be removed to allow for more of a barn / farmstead aesthetic to be achieved
 - 10 3 bed residence
 - 11 4 bed residence



Site Layout Amendments Diagram (Base site plan presented at meeting on 05.07.23)

04

Land Adjacent to Queen Court Farm, Ospringe

Design

DESIGN STRATEGY



The proposed site layout has been carefully designed and developed to take on board comments received from the Historic England meeting on 28th June 2023, as detailed on page 18. The above diagram illustrates the design strategy for the site layout including both vehicular and pedestrian access points.

As advised by Swale Borough Council during pre-application meetings, the setting of the neighbouring listed buildings is to be greatly improved, with the removal of the unsightly existing structures on the site. The derelict land is to be landscaped and redeveloped to provide a modest residential development on land to the east of the listed barns.

6no. dwellings are proposed to be located around a central courtyard, with a mix of 4no. 4 bed properties and 2no. 3 bed properties. The dwellings are to follow the topography of the site, stepping up to the large barn, located to the south east of the site.

A new vehicular access off Water Lane is proposed, this will provide access into the gated development and its car barns. The proposal screens car parking from the surrounding land, by utilising car barns, which are located at one of the lowest points of the site, allowing a lesser impact on the building's setting. Provisions for cycle and refuse storage are positioned alongside the car barns, taking advantage of the lower site levels.

LAYOUT

The layout of the development has been carefully designed, with emphasis on improving the setting of the neighbouring listed buildings. This is achieved by removing the existing derelict buildings from the site and carefully landscaping and redeveloping the land. In order to reduce impact on the nearby listed buildings, the proposed residential development has been located towards the south eastern corner of the site. This allows for a landscaped open space to the north of the listed buildings.

The setting of the development has been the principle point of focus during the design of the proposed site layout. As detailed on page 9 in this document, Queen Court Farm lies within the North Kent Plain where courtyard farmsteads are predominant, with buildings located around two or three sides of the courtyard. There are also large regular multi-yard farmsteads and historic farmsteads and their buildings are an integral part of the rural landscape. The layout of the proposed residential dwellings has therefore been arranged around a central courtyard and set within a carefully landscaped open-space.

The car parking has been designed to sit within enclosed car barns, so that the cars are not visible from the surrounding area, this also serves to protect the setting of the nearby listed buildings.

The development provides 6no. dwellings, with a mix of 4no. 4 bed properties and 2no. 3 bed properties, with associated landscaping and amenities. The proposed housing is designed to be carefully integrated into the site's existing topography. The buildings are designed to step upwards towards the large barn, which is located in the south eastern corner of the site.



Site Layout Plan

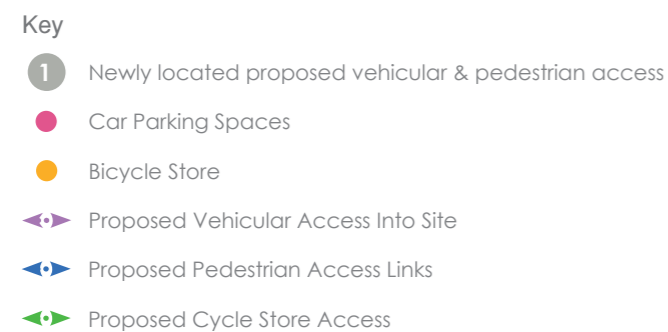
ACCESS STRATEGY

The adjacent diagram illustrates the proposed vehicular and pedestrian access within the development. It is proposed that a new vehicular and pedestrian access off Water Lane will serve the development. The new access will be formed with a 5.5m wide carriageway for the first 15m, to allow all vehicles to pass. The access road will then reduce to 4.2m width, continuing to allow two-way vehicular movements.

The new access point has been designed to accommodate refuse vehicles, with adequate space provided for large vehicles to manoeuvre within the new entrance courtyard. The road will be set at a min.13.3m AOD over the culvert to the dry swale, to ensure vehicular access to the dwellings in the event of flooding. The bellmouth to the access road and the car barn courtyard will be surfaced with stable block paving (Marshall's Tegula or similar approved). The rest of the access road will be surfaced with tar spray and chip finish, to resemble an informal gravelled drive.

CAR PARKING AND CYCLE STRATEGY

A total of 20no. car parking spaces will be provided, which includes 3no. parking spaces per dwelling and 2no. visitor parking spaces. One parking space per dwelling will be provided with an electric vehicle charging point. Cycle storage will be provided in a communal secure store located within the eastern car barn. (For further information please see RGP Transport Consultants' drawings which accompany this application.)



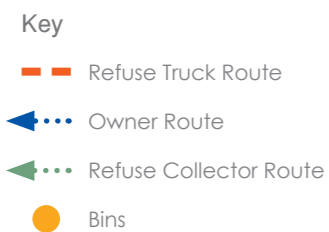
Access and Parking Strategy Plan

REFUSE STRATEGY

Refuse storage to accommodate both general waste and recycling is provided for each property within a refuse store located in a dedicated area within the north eastern car barn. This will be collected by the local authority via the new access road and entrance courtyard, which has been designed to accommodate a manoeuvring refuse vehicle. It is proposed that the refuse truck will enter the site via the route shown. The refuse collector can then access the bins via the route indicated.

It is proposed to provide an area for the adequate separation and storage of recyclable waste within each of the new dwellings. The residents can access the refuse store from their homes via the routes indicated on the adjacent diagram.

The refuse vehicle route, refuse collector route, pedestrian routes from dwellings and refuse collection points are indicated on the adjacent diagram.



Refuse Strategy Plan

SCALE

The proposals seek to replicate a separate farmstead courtyard that is subservient to Queen Court Farmhouse and the listed barns.

The development will comprise a mixture of single and two-storey buildings, arranged around a central courtyard. The courtyard is set 300mm above the entrance courtyard, to encourage the owners to park their vehicles in the car barns, rather than informally outside each dwelling, as this would detract from the farmstead context. A small ramp provides level access to the main courtyard which will have a mixture of hard and soft landscape finishes.

- Key
- Existing - Retained
 - Existing - Demolitions
 - Historical Asset
 - Proposed - 1 Storey
 - Proposed - 1 Storey + dormer
 - Proposed - 2 Storey
 - Existing - Queen Court Farm barns
 - 1 Nailbourne Channel Dry swale
 - 2 Slopes upwards
 - 3 Main access
 - 4 Queen Court
 - 5 Grade II barn
 - 6 Main access
 - 7 Landscape enhancement opportunity



LANDSCAPE & VISUAL APPRAISAL

A Landscape and Visual Appraisal undertaken by The Landscape Partnership accompanies this planning application.

The courtyards will have sensor controlled low-level exterior lighting, to assist residents and minimise light pollution. There will be no external lighting to the access road.

FLOOD RISK

A Flood Risk Assessment undertaken by Odyssey accompanies this planning application.

DRAINAGE

A Drainage Strategy Report has been produced by Odyssey and accompanies this planning application.

BOUNDARY TREATMENT

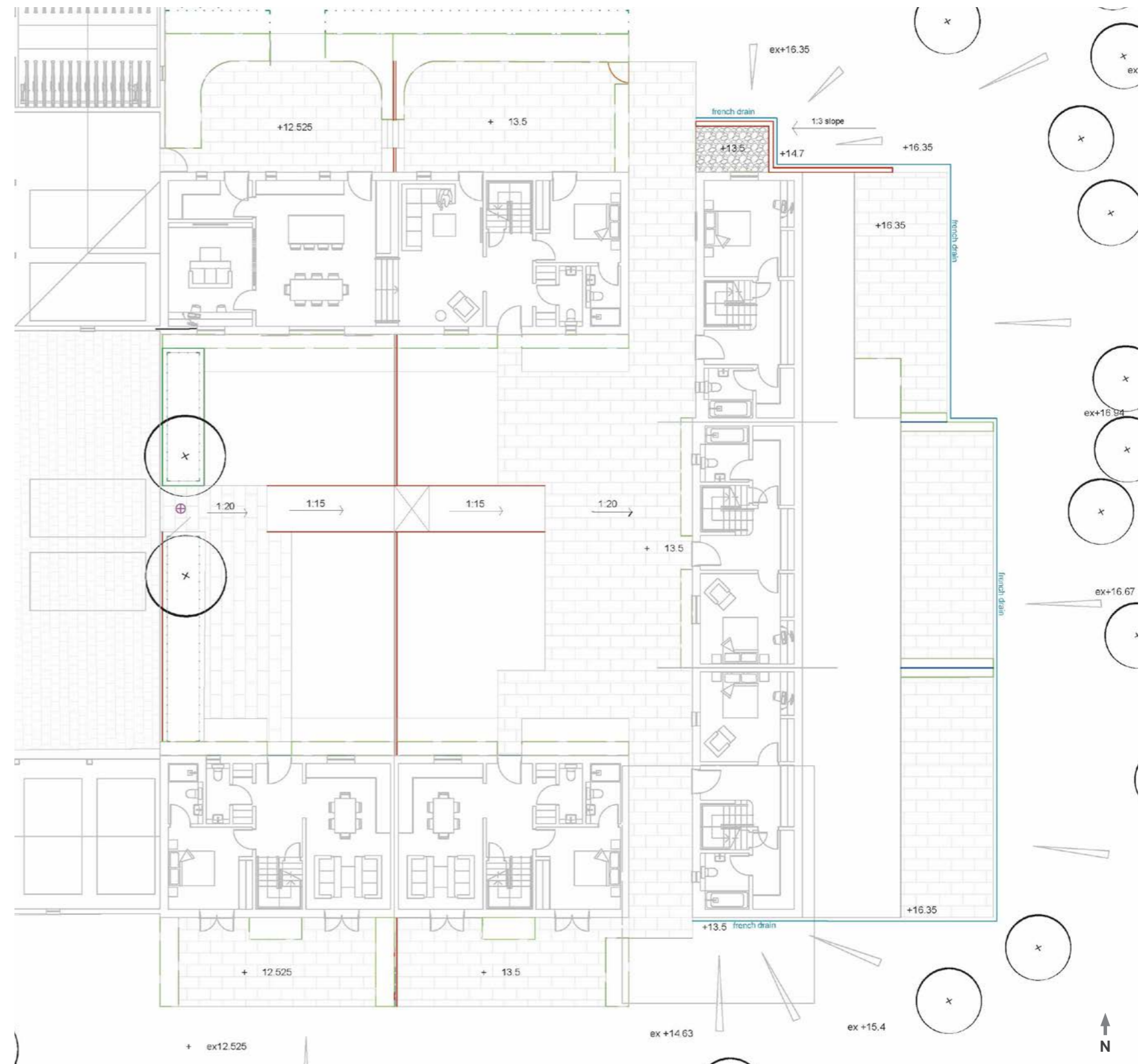
The development will be screened from Water Lane by a single-storey car barn. A brick wall will extend the enclosure between the courtyard and access road, with a pair of 5-bar timber gates to define the entrance. Due to the existing site topography, the proposals indicate retaining walls to the rear of some of the dwellings (particularly 2-5 inclusive), as the site rises towards Mutton Lane. The walls will be built in red brickwork, to match the new dwellings.

INCLUSIVE ACCESS

The detailed design of the proposals will ensure that all aspects of the design and construction of the proposed dwellings will satisfy all the mandatory requirements of the Approved Documents to the Building Regulations that are currently applicable, plus all appropriate British and European Standards, Codes of Practice etc.

The principal design standards pertaining to accessibility and means of escape that will be followed will include, for example, BS 8300:2009 (Design of buildings and their approaches to meet the needs of disabled people), the latest edition of the Building Regulations Part B (Fire Safety), Part M (Access to and use of buildings) and Part K (Protection from falling, collision and impact), this list is not exhaustive. The detailed design of the proposals will also take account of how the design, the provision of facilities, fixtures and fittings, plus the selection of materials will influence any obligations imposed by other legislation affecting the on-going management of the completed development.

Other good practice guidance to be considered will include: The Code for Lighting 2001 (Society of Light and Lighting - CIBSE), the Department for Transport (Inclusive Mobility), the ODPM (Planning and Access for Disabled People), and DRC Codes of Practice.



Extract of the Landscape Architects proposal

SUSTAINABILITY

The proposals will incorporate sustainable construction techniques. Actions that will be taken to address sustainability issues in the detailed design include:

- » Reducing waste during construction and the embodied energy in building materials.
- » Protecting the natural habitats during and after the construction phase.
- » Achieving at least a 50% reduction in Dwelling Emission Rate compared to the target fabric energy efficient areas as required under Part L1A of the Building Regulations 2013 (amended)
- » A reduction of carbon emissions of at least 50% compared to the target emission rates required under Part L of the Building Regulations.
- » Encouraging waste minimising and recycling in the home, including storage for segregated waste for recycling in the replacement dwellings utility area.
- » Installing water meters to the replacement dwelling and water saving devices, such as low-flush WC's to minimise the water usage and waste.
- » Encouraging the use of alternatives to car travel and providing dedicated cycle storage.
- » The slate roofs to the car barns will incorporate 'Thermoslate' or similar approved solar photovoltaic collectors, to provide a sustainable energy source for the common areas.
- » Refurbishment of an existing derelict outbuilding and re-using it for a more suitable use.



Fabric U-Values

- Fabric first approach
- Assessment of Thermal Bridging details
- Attention to the details on site



Enhancing Biodiversity

- Increasing no of species planted on site, creating net gain for biodiversity
- Creation of outdoor amenity space for enjoyment and appreciation of natural environment using tools such as nest-boxes and plants that attract butterflies



Embodied Energy

- Use of materials of low embodied energy
- Use of materials from sustainable sources including recycled materials
- Use of non-oil based products
- Ability to re-use and recycle materials at the end of the building life



Energy Efficient Buildings

- Maximising natural light
- Use of mechanical and electrical equipment such as condensing boilers, low energy lighting lamps
- External light fittings will be operated by a daylight sensor and passive infra-red movement detectors to limit light pollution and minimise energy use
- Use of high thermal performance insulation
- Smart electric metering to allow monitoring of energy use
- 2-zone controls to underfloor heating



Reducing Water Consumption

- Dual flush toilets
- Low water use spray or aerated taps
- Water saving white goods
- Installation of water butts



HERITAGE ASSESSMENT

A Statement of Heritage Significance & Impact has been undertaken by Dr. Lee Prosser, and the report is submitted with this application.

ECOLOGY

Ecology Solutions limited have undertaken a walkover survey (dated June 2022) & their report is submitted with this application.



Queen Court Farm (Grade II*)



Listed barn gable opening details



Listed Grade II* Barn



One of the existing barns



View of the Old Barn from Mutton Lane



The Old Barn: details of materials and openings

MATERIALS

The proposed material palette takes its inspiration from the traditional Kent farmstead & the site's location within the Ospringe Conservation Area. Locally this includes Queen Court Farm, & The Old Barn (on the corner of Mutton Lane and Vicarage Lane).

Car barns

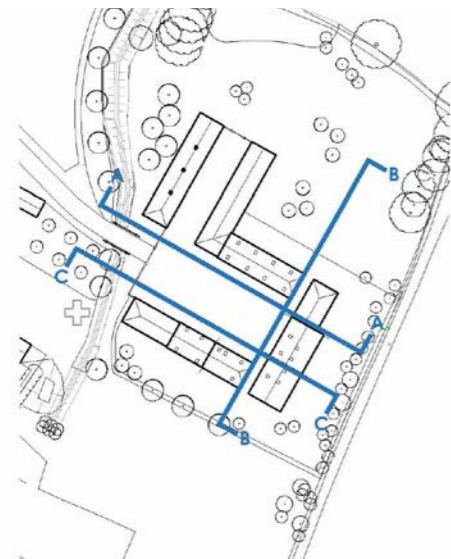
Red facing brickwork plinth to black timber weatherboarding with slate shallow pitched roof

The car barns will therefore mimic a subservient cart range, very common in agricultural settings.

Dwellings

Primarily red facing brickwork plinth to black timber weatherboarding with clay tile pitched roof. A section of the large barn is proposed to be red brickwork with slate tiled roof as indicated in Elevation B-B.

All materials will be sourced locally, where possible.



Key Plan



Proposed Elevation A-A



Proposed Elevation B-B



Proposed Elevation C-C

05

Land Adjacent to Queen Court Farm, Ospringe

Use & Amount

USE AND AMOUNT

Use

These proposals seek to provide seven dwellings, with separate car barns (to include provision for refuse & bicycle storage).

Amount

The adjacent Schedule of Accommodation illustrates the amount of accommodation that will be provided by the development.

The proposal provides a total of 20no. car parking spaces (including 2no. visitor spaces, in accordance with Swale Borough Council - Parking Guidance.

The proposal provides a total of 30no. cycle spaces, in accordance with Swale Borough Council - Parking Guidance.

Plot U1 (4B6P)	
Ground Floor	123.1 sq.m
First Floor	88.9 sq.m
Total	212.7 sq.m
Plot U2 (3B5P)	
Ground Floor	40.0 sq.m
First Floor	63.1 sq.m
Total	103.5 sq.m
Plot U3 (4B7P)	
Ground Floor	41.5 sq.m
First Floor	85.1 sq.m
Second Floor	29.5
Total	156.1 sq.m
Plot U4 (4B7P)	
Ground Floor	41.5 sq.m
First Floor	85.1 sq.m
Second Floor	29.5
Total	156.1 sq.m
Plot U5 (3B5P)	
Ground Floor	60.4 sq.m
First Floor	44.4 sq.m
Total	104.8 sq.m
Plot U6 (4B7P)	
Ground Floor	60.4 sq.m
First Floor	53.8 sq.m
Total	105.5 sq.m

Note: All areas are gross internal areas

06

Land Adjacent to Queen Court Farm, Ospringe

Conclusions

CONCLUSION

These sensitive proposals present the opportunity to create a modest development of 6no. bespoke family homes, and also give the opportunity to address the poor context of a unique group of listed buildings. The development will allow the historic context and setting to be enhanced, to better reveal the significance and importance of these important heritage assets.





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