



Illustrative car park layout showing compliance with Kent County Council's 'enhanced' parking standards

PARKING

The illustrative masterplan layout has been designed to provide vehicular parking in accordance with Kent County Council parking standard (Kent Design Guide: Interim Guidance Note 3 - Residential Parking (November 2008) and comply with the Manual for Streets 1 & 2.

There is no set criteria for determining what location a Site falls within. Ditton Edge could be categorised within both 'Suburban' and 'Suburban Edge/Village/Rural' locations. For completeness, Ditton Edge complies with maximum 'Suburban Edge/Village/Rural' location.

'Suburban Edge/Village/Rural' requires the following parking specification:

- 1 and 2 bed flat: 1 space per unit;
- 1 and 2 bed house: 1.5 space per unit (allocation of one space per unit possible);
- 3 bed house: 2 independently accessible space (allocation of one or both spaces possible);
- 4+ bed houses: 2 independently accessible space per unit (allocation of both spaces possible);
- Visitor parking: 0.2 spaces per dwelling (on-street areas);

- Garages do not count towards the provision set out above, but are provided for 4+ bed units across the Site;
- Allocation for cycle parking and storage will be made according to the requirement of the planning policy;
- Where possible, an appropriate mix of parking arrangements will be provided to provide flexibility and convenience;
- It is important that all parking is designed to the highest standards, creating a positive space and contributing to the scheme as a whole. Parking areas will also be safe and secure environments;
- The illustrative masterplan layout (as shown in chapter 5) accommodates Kent County Council's enhanced parking standards. The plan opposite illustrates how one of the courtyard development parcels accommodates the parking design standards in more detail.
- The illustrative masterplan accommodates Kent County Council's enhanced parking standards whilst responding to setting, context and contributing to place making.



Drainage strategy

DRAINAGE STRATEGY

An initial Flood Risk Assessment and Drainage Strategy Report has been prepared for the site. The report confirms the site is situated in Flood Zone 1, the lowest risk of flooding. Development proposals at this site will incorporate a Sustainable Surface Water Drainage Strategy - surface water from the site will discharge to the ground via the use of deep borehole soak-aways located across the site. A suitable Foul Water Drainage Strategy will also be incorporated to drain the proposed development. Foul sewerage will be discharged to the Southern Water network located in the residential developments located to the north of the site.

The solution for dealing with surface water run-off is through a network of Sustainable Urban Drainage techniques, commonly known as SuDS. SuDS look to

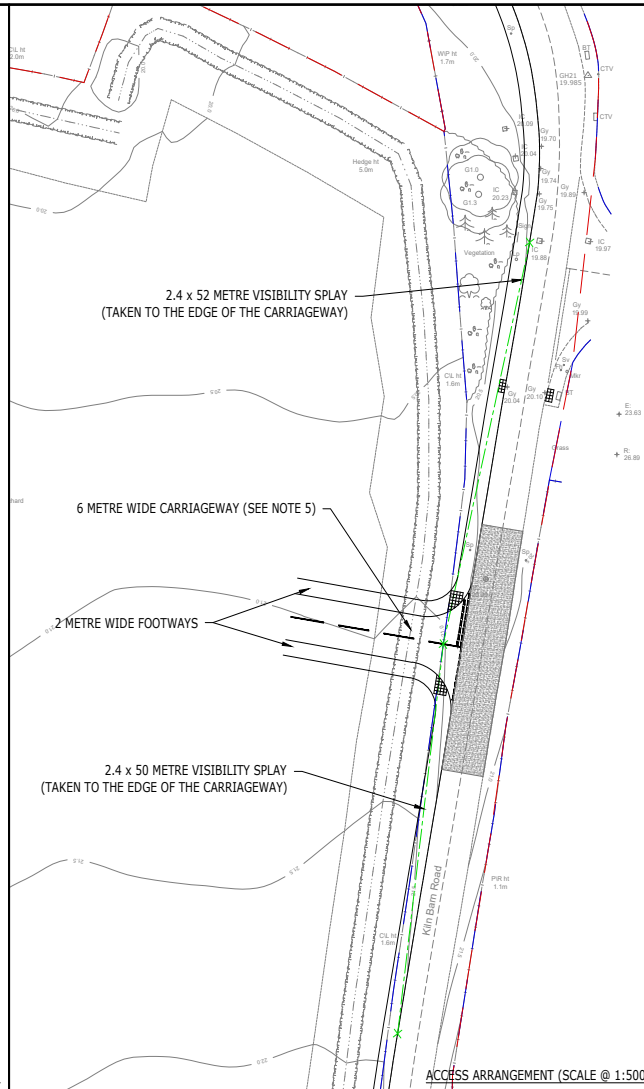
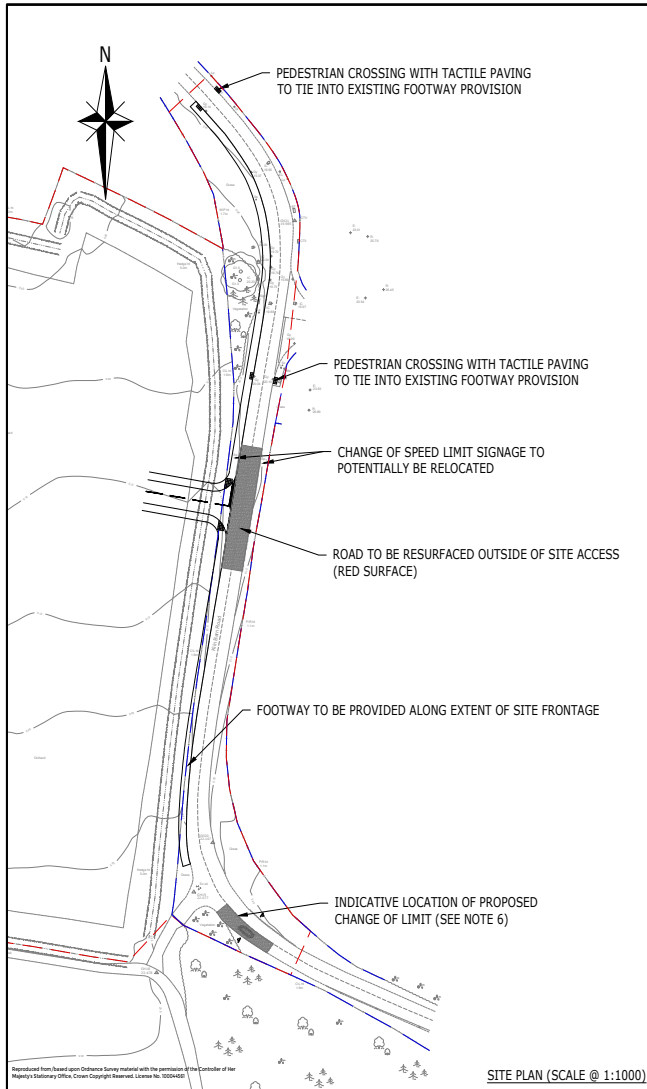
replicate natural systems with low environmental impact to drain away surface water through collection, storage and cleaning, which is released slowly back into the environment at a 'greenfield rate'. Techniques are likely to include filter drains, permeable surfaces and attenuation ponds.

As well as providing an environmentally friendly and efficient method for dealing with surface water, SuDS can also create new ecological habitats and enhance local biodiversity. SuDS can also create new landscape features and green links within a scheme.

The plan opposite has been prepared to illustrate the drainage strategy for the site based on the submitted illustrative concept masterplan.



Surface water attenuation pond



NOTES

1. PROPOSED JUNCTION IS SUBJECT TO SWEEP PATH ANALYSIS AND CAPACITY ASSESSMENTS.
2. IN ACCORDANCE WITH KENT DESIGN GUIDE, JUNCTION IS SPACED 30 METRES FROM THE NEAREST JUNCTION (MEASURED CENTRE LINE TO CENTRE LINE).
3. VISIBILITY SPLAYS BASED ON ATC SPEED SURVEY RESULTS AND MP'S CALCULATIONS.
4. AREAS BETWEEN CARRIAGEWAY EDGE AND VISIBILITY SPLAYS TO REMAIN CLEAR OF OBSTRUCTIONS 0.6m OR HIGHER.
5. INITIAL SECTION OF ROAD TO 6 METRES WIDE UP UNTIL INTERNAL LOOP ROAD (SUBJECT TO INTERNAL LAYOUT), AND THEREAFTER WILL BE A MAXIMUM WIDTH OF 5.5 METRES.
6. SPEED LIMIT TO BE RELOCATED AS PER THE DRAWING TO BEST ENDEAVOURS.
7. ROAD MARKINGS TO BE PROVIDED IN ACCORDANCE WITH TRAFFIC SIGNS MANUAL CHAPTER 5.
8. AS PER THE ADVICE CONTAINED WITHIN KENT DESIGN GUIDE, THE PROPOSED SITE ACCESS HAS BEEN LOCATED FURTHER THAN THE MINIMUM 15 METRES OF THE NEAREST JUNCTION.

KEY

- INDICATIVE OWNERSHIP BOUNDARY
- HIGHWAY BOUNDARY (AS CONFIRMED BY KENT COUNTY COUNCIL)

DRAFT

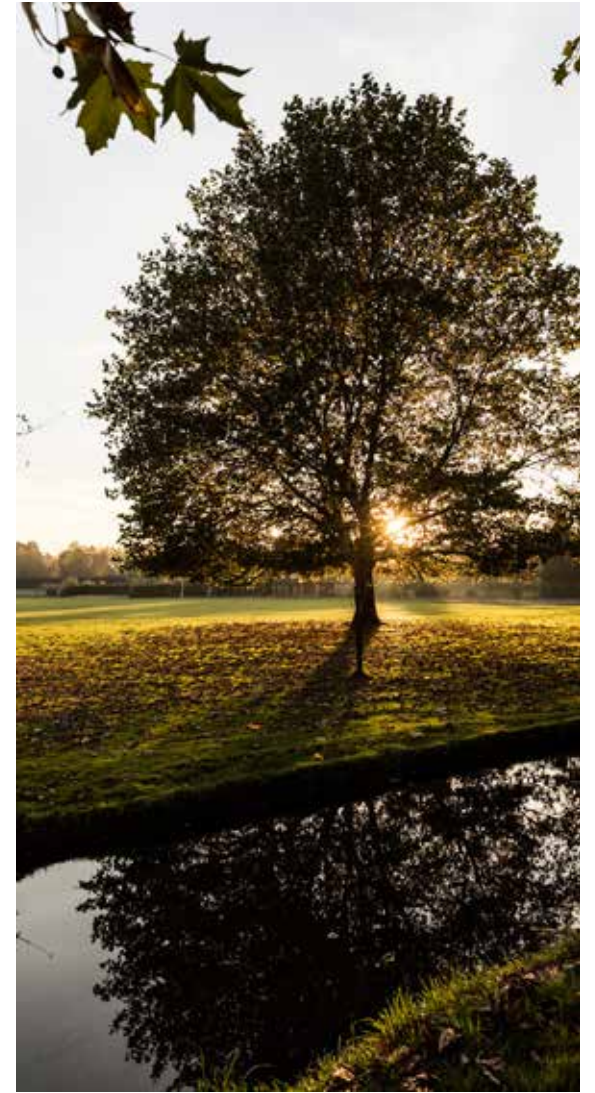
A	REVISED AND REVISIONS	PR	ATB	231	08/18
Rev	Description	Drn	CHK	App	Date
<p>ARDENT CONSULTING ENGINEERS</p> <p>Third Floor The Hallmark Building 22-26 Ludlow Street London EC3M 5SE</p> <p>Tel: 020 7630 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk</p>					
Client					
EAST MALLING TRUST					
Project Title					
LAND AT KILN OFF KILN BARN ROAD, DITTON					
Drawing Title					
PROPOSED ACCESS ARRANGEMENT VIA KILN BARN ROAD					
A3 Scale	Date	Designed by			
A5 SHOWN	26.10.18	PR			
Drawn by	Checked by	Approved by			
PR	ATB	-			
Drawing Number					Rev
182600-003					A

Proposed access arrangement

ACCESS

Vehicular access to the development will be provided via a new T-junction arrangement at the eastern site frontage on Kiln Barn Road, serving an internal loop road. The access will be supported by proposed coloured surfacing on Kiln Barn Road and the potential extension of the existing 30mph speed limit past the site frontage. Emergency access can also potentially be facilitated either further south on Kiln Barn Road or via the existing public right of way within EMT's land to the south west. Pedestrian access will be facilitated by a new footway along the western edge of Kiln Barn Road supported by dropped kerb crossings to the opposite footway, along with the retention/improvement of the existing public footpath through the site linking to Brampton Field. The on-site layout will include roads designed as per KCC's current design standards, along with elevated parking provision to reflect the suburban edge/rural location of the site.

The proposals also include potential off-site highway improvements at three signal-controlled junctions on the A20, which can be delivered either by the developer, or secured as financial contributions towards any wider highway improvements the local highway authority may seek to implement to address existing strategic capacity issues.



ECOLOGY

The site is not within or adjacent to any statutory or non-statutory nature conservation designation. The closest designations are Ditton Quarry Local Nature Reserve and Local Wildlife Site, which are to the east. Best practice measures during construction will avoid significant adverse effects, while on-site open space will provide recreational resources for new residents.

The majority of the site consists of a commercial pear orchard, which is of low intrinsic ecological interest. Of relatively greater interest in the context of the site are the community allotment and semi-improved grassland in the west, but these are of low importance overall. Surveys recorded use of the site by bats and birds. The existing trees and hedgerows are to be retained and enhanced wherever possible, while the following specific enhancements for wildlife are proposed:

- Species-rich native hedgerows and wildflower grassland;
- Ponds and attenuation features to encourage wildlife;
- Buffer zones and screening to prevent light spill on bat commuting and foraging routes;
- Bat boxes to provide new roosting opportunities;
- Bird boxes for new nesting opportunities;
- Hibernacula to encourage reptile and amphibian species;
- ‘Hedgehog gateways’ in garden fences to encourage wildlife dispersal;
- Log piles to encourage Stag Beetles and other invertebrates;
- Overall this series of enhancements will deliver net gains for wildlife at the Site.



DITTON

St Peter's Road

Brampton Field

Scott Close

Kiln Barn Road

Cherry Orchard

Kiln Barn Road

Ragsstone Court

Kiln Barn recreation ground

Ditton quarry nature reserve

Illustrative masterplan



6 CONCLUSION

SUMMARY OF THE PROPOSALS

The proposed residential development at Ditton Edge described in this Design and Access Statement has been derived following a rigorous, site-specific, design approach following extensive analysis and consultation with stakeholders.

This proposal will deliver a mix of new and much needed housing in the borough, including affordable housing, at a sustainable location. A range of house types including 1 and 2 bedroom apartments, along with 2, 3 and 4 bedroom houses are proposed.



Generous areas of public open green space and new planting will be included across the scheme. The open and integrated green spaces throughout the development will support biodiversity and provide formal and informal public recreation areas for all ages.

The design includes key inherent features to encourage walking, cycling and sustainable methods of transport to create a healthy, high quality place for people to live. A new network of public footpaths and cycle route will link into the existing network and surrounding countryside. The key elements of the development include:

- A mix of housing including affordable housing, providing up to 300 new homes;
- Substantial new areas of public recreation and open space providing both formal and informal areas for all ages and areas for nature conservation;
- A new network of public footpaths, cycle routes linking to the existing network and surrounding countryside;
- A new access from the existing Kiln Barn Road including new pedestrian crossing.

