



Moat Road, Headcorn

Design and Access Statement for
Outline Application
September 2023

Catesby Estates

Contents

Introduction	3
Site Photos	4
Planning Application Description	6
Context Analysis	8
Policy Context	12
Site Analysis	13
Design Evolution	16
Outline Application Matters	18
Open Space Performance Plan	20
Illustrative Strategies	22
Movement Plan	25
Building Scale	26
Principle Plan	28
Landscape & Ecology	30
Cross Sections	32
Architecture & Materials	34
Character Areas	35
Drainage Strategy	39
Climate & Sustainability	39
Conclusion	40
Appendices	41

Vision

“ For the Draft Allocation of Land at Moat Road (Policy SA310) Headcorn, Kent, we are striving to create a high quality residential development on the western fringe of Headcorn. The proposals contained in this document seek to demonstrate the care and consideration paid to the natural setting of this site, and to provide a new piece of open space that will benefit not only the residents of the development but the neighbouring areas in Headcorn. ”

Introduction

How To Use This Document

This Design and Access Statement (DAS) supports an Outline Planning Application for new residential development at the Draft Allocation of Land at Moat Road (Policy SA310) Headcorn, Kent.

This DAS should be read with all other information and plans submitted with the application including those listed below. A full suite of technical appraisals has been prepared and submitted with the application that 'test' the principle of up to 120 residential units, based on the formally submitted Framework Plan.

- Planning Statement
- Statement of Community Engagement
- Arboricultural Impact Assessment
- Landscape and Visual Appraisal including Landscape Strategy
- Ecological Appraisal including Biodiversity Net Gain Assessment
- Heritage Assessment
- Sustainability Statement
- Transport Assessment
- Flood Risk Assessment
- Utilities Assessment
- Air Quality Assessment
- Lighting Impact Assessment
- Acoustic Assessment

This DAS is compliant with the Development Management Procedure (England) Order 2015 (DMPO), and the Planning Practice Guidance (2014) (PPG, Paragraph 034 Reference ID: 14-034-20140306).

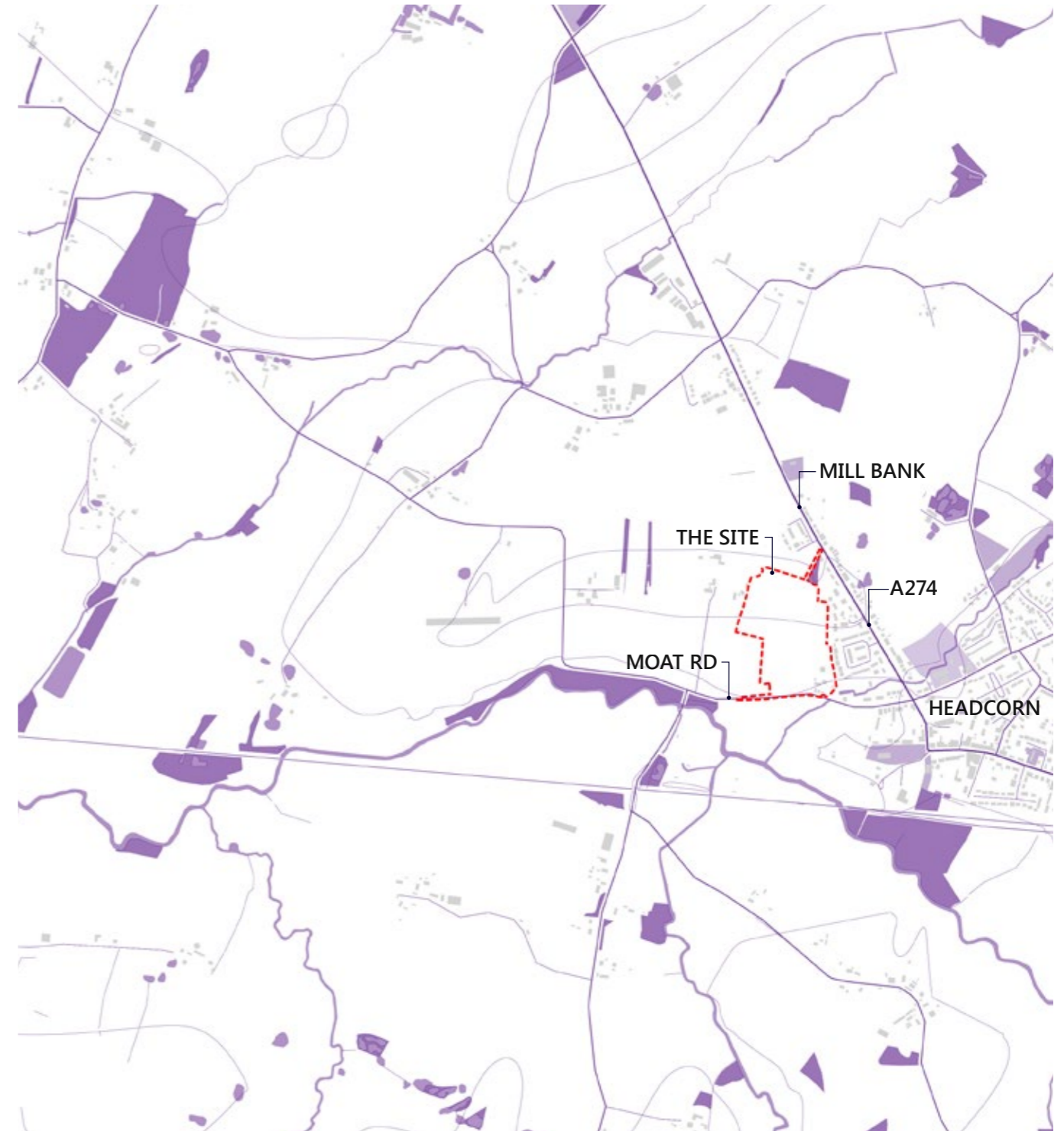
The DAS illustrates the design principles and concepts that underpin the application proposal and address the requirements set out in the PPG website 'Making an Application'.

Specifically, responding to the DMPO and the PPG requirements 'What should be included in a DAS', this DAS explains:

- The design principles and concepts applied to the proposed development;
- The steps taken to appraise the context of the proposed development and how the design has taken this into account;
- The applicant's approach to access and how the outcome of consultation with statutory bodies has informed the proposed development.

Specific to the outline application the DAS provides details on:

- The proposed uses, and the amount of development proposed for each use; and
- An indication of the areas where access points to the development will be situated, as required under article 5 (3) of the Development Management Procedure Order.



Illustrative Site Location Plan

Site Photos



Key Plan: Site Photographs Locations

Site Location and Description

The adjacent aerial plan confirms the Site boundary and therefore the extent of the Outline Planning Application proposals presented in this DAS.

The Application Site (hereafter referred to as the Site) is located on the western edge of Headcorn, a village and civil parish in the borough of Maidstone in Kent, England

The proposed site is located north of Moat Road and to the west of Mill Bank and Bankfields. The centre of the village is to the east of the site beyond the Mill Bank/ Moat Road/ Kings Road junction.

The village is 8 mi (13 km) southeast of Maidstone, on the A274 road to Tenterden.

The Site

The Site, the subject of the outline application, covers approximately 7.42Ha / 18.33 Ac, and comprises of fields lying north of Moat Road with disused and dilapidated buildings formerly part of Manor Farm to the south eastern corner of the site. *Photo 3*

The Southern boundary lies north of Moat Road with its tree/hedge boundary which screens the site from the road. *Photo 2 and 3*

The eastern boundary of the Site lies adjacent to the rear property boundaries fronting Bankfields, Mill Court and Mill Bank. *Photo 1*

To the south west corner a Sub station abuts the site. The rest of the western boundary is tree-lined. *Photo 6*

To the north, the boundary is tree-lined with a recent development Catkin Gardens located on the other side of the trees to the north.

Within the Site an existing pond is located adjacent the dilapidated farm buildings to the south east corner.



Planning Application Description

The application proposal is described as follows:

“Outline application (with all matters reserved except access) for the development of up to 120 dwellings (Use Class C3) including demolition of existing buildings, means of access into the site from Moat Road (not internal roads), associated highway works, provision of public open space, emergency / pedestrian access to Millbank and associated infrastructure including surface water drainage.”

The Framework Masterplan shown adjacent (and submitted as a stand alone plan), is the plan to be formally considered for approval as part of the Outline Planning Application.

Later sections of the DAS describes the design rationale and the main design components which underpin this Framework Masterplan. An Illustrative Masterplan is also included within the DAS.

Project Proposal

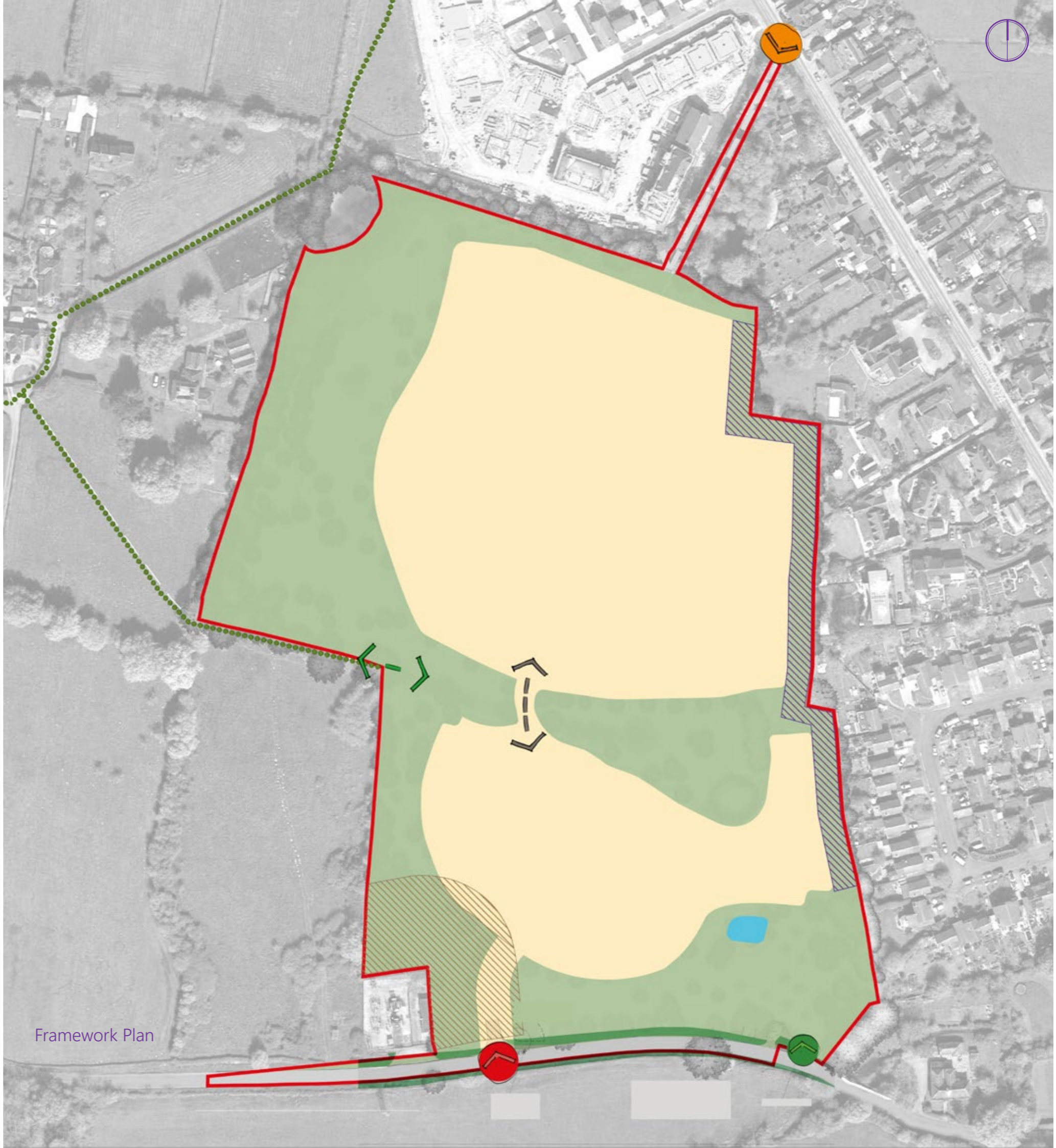
The proposals set out in this DAS are as follows:

- 7.42 hectare Site
- Up to 120 homes
- Significant areas of new publicly accessible open space including the provision of children's play facilities
- Access proposals
- Illustrative drainage proposals
- Landscape Strategy
- Ecology Statement

Key

- Site boundary = approx 7.42ha / 18.34ac
- Residential development up to 2 storeys (including incidental green spaces & access infrastructure = 3.97 Ha
- Open space (to accommodate existing trees/planting, amenity space, SuDS features, Children play, recreation footpaths, vehicle access, EA Flood Zones 2 and 3 associated with off-site River Beult)
- ↘ Main site access
- ↘ Emergency access, pedestrian and cycle access
- ↘ Pedestrian access and route from Moat Road
- ↔ Vehicle and pedestrian link between residential parcels
- ↔ Pedestrian access link to PROW
- Existing PROW
- Existing pond
- 10m Landscape and ecology corridor
- No residential dwelling - buffer zone to electricity sub-station

N.B. All land use zone areas allow for a limit of deviation 3m either side of the line, except for when immediately adjoining existing properties or protected vegetation / ecology sensitive areas



Context Analysis

Local Facilities and Services

A range of local facilities and services are found in Headcorn which includes: a nursery, primary school, library, village hall, post office, supermarket, convenience store, eateries and pubs, sports clubs, recreation grounds, churches, allotments, a doctors surgery, pharmacy and railway station offering excellent train links to various towns and cities. Additional facilities can be found in the nearby towns of Maidstone or Ashford.

In terms of healthcare provision, Headcorn Surgery and Pharmacy is 1.3km east of the site at Grigg Lane. Regarding educational facilities, Headcorn Primary School is situated adjacent to Headcorn Library which at 0.48km equates to just a 7 minute walk from the centre of the site. There are three secondary schools within 12.8km of the site: Cranbrook School (11.1km south west), Lenham School (11.4km north east) and Cornwallis Academy in Maidstone (12.8 north west).

Accessible Location









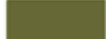




Moat Road runs parallel to the site's southern boundary and connects the Kings Road / A274 priority crossroads to the east with Hawkenbury Road (via Summerhill and Four Oaks Road) to the north west. The road is subject to a 30mph speed limit from the east (by the A247) and increases to the national speed limit upon approaching the south east corner of the site, adjacent to the farm sheds.

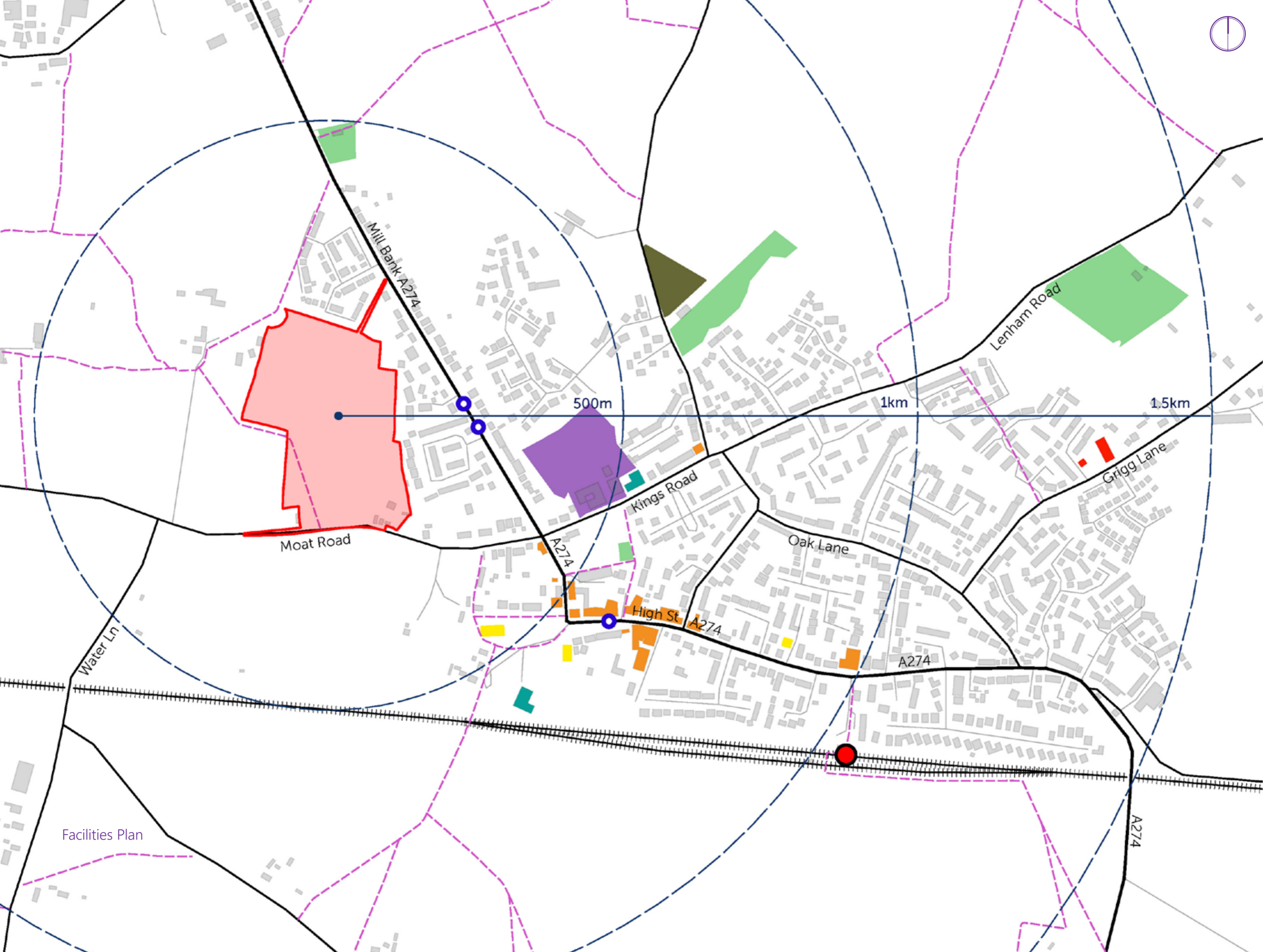
In terms of local buses, the nearest stops are along the A274 at both Mill Bank (550m from the site) and the High Street (670m from the site). The stops are served by the Arriva South East 12 bus which runs every 30 minutes during weekdays and hourly at weekends between Maidstone and Tenterden (via Headcorn Railway Station). The Nu-Venture 66 bus also serves both stops and operates a school service to the Cornwallis Academy.

Headcorn Railway Station is just over 1km south east of the site and operates twice hourly services to London Charing Cross (a 1 hour 10 minute journey). At peak times trains also serve London Cannon Street (a 1 hour journey). Additional trains operate separate hourly services to both Dover Priory (a 50 minute journey) and Ramsgate (a 1 hour 17 minute journey) via Canterbury West (a 40 minute journey).

Public Rights of Way connect the village to neighbouring settlements and beyond. A public footpath diagonally runs from the southern site boundary (off Moat Road) to the western site boundary (adjacent to Black Mill Farm) before joining onto Black Mill Lane and spurring west towards Summerhill, and north east towards Mill Bank (via the Catkin Gardens development under construction).

Key

-  Site Boundary
-  500m Direct Line Distances
-  Headcorn Railway Station
-  Railway Track
-  Public Rights of Way
-  Closest Bus Stops to the Site
-  Headcorn Primary School
-  Public Open Space, Sport & Recreation
-  Allotments
-  Headcorn Surgery & Pharmacy
-  Community Facilities
-  Local Retail
-  Places of Worship



Facilities Plan

Context Analysis

Local Context / Built Character Analysis

The settlement of Headcorn has a long history with various periods of settlement growth. As such, its built form and housing stock display a range of architectural details and characters largely influenced by the time of construction.

For example, the historic core of the village has a range of buildings of individual and group interest as confirmed by the conservation area designation and the number of statutorily listed buildings. These buildings display many characterful architectural details and materials distinct to the local area.

From the post war period to around the 1990s housing design drew less reference from local vernacular. However, recent development have sought to re-establish a local vocabulary in their design, particularly adopting materials, roof forms and window proportions that are related to the Kent vernacular.

The following describes the key design elements that can be utilised where appropriate in future reserved matters design approaches, but have also been used to influence the illustrative masterplan at this outline application stage.

Building / Plot Form

The village comprises mainly two storey dwellings, with the majority being two storey detached and semi-detached. Kings Road and the High Street are prime examples of historic and recent builds that are predominantly 2 storeys.

The historic High Street aside, most surrounding dwellings are detached or semi detached with limited terraced builds. The recent new builds such as Catkin Gardens and Oakley Grange are also predominantly 2 storeys detached and semi detached houses.

Moat Road

Consisting of old and new dwellings to the east of the site.

The older south side of Moat Road

- Semi detached
- Brick and boarded 'Kent' style houses
- Picket fence front boundary treatment
- Bay windows on feature gables
- Traditional massing with dual pitched roofs
- Side parked with on street parking also
- Long rear gardens with some rear developments

The newer builds across the street on the north side

- Detached houses
- Mainly 2 storeys tall
- Elevations are predominantly brick and tile hung with some boarding
- Traditional form of dual pitched roof
- Large front garden with hedgerow on back edge of road
- Frontage off road parking
- Large rear gardens

Headcorn Village, Kings Road, Mill Bank and High Street

Close to the site, Mill Bank and Kings Road

- Predominantly 2 storey
- Traditional formed dwellings with dual pitched roofs
- Detached and semi detached
- Frontage parking
- Large front gardens
- Medium/ large rear gardens
- Given the range of Victorian and more recent builds, a range of materials are seen on the face of these dwellings but include brick, boarding, render and tile hanging
- Plain tiled roof with some chimneys

High street dwellings are mainly above shops in 2 storey terraced buildings. More traditional materials such as brick and boarding are used. Dwellings are set on the back edge of pavement along the commercial end of the High Street. As the High Street merges with Station Road the dwellings go back to the Headcorn norm of larger front gardens with frontage or side parking.

New Builds

Catkin Gardens, to the north of the site is a new build by Bovis

- Traditional form house types with dual pitched tiled roofs
- Brick and tile hanging properties
- 2 to 2.5 storeys tall
- Close to back edge of pavement frontages
- Standard modern rear gardens sizes
- Detached and semi detached development
- Perimeter block form

Oakley Grange, located to the east edge of Headcorn is a new build by Crest Nicholson

- Traditional formed house types with dual pitched tiled roof
- More Kent styled materials to the façade with brick and boarding along the main roads with use of brick and tile hanging elsewhere
- Properties of 2 storeys
- Close to back edge of pavement frontages
- Standard modern rear gardens sizes on main streets
- Some frontage parking on minor streets
- Detached, semi detached with some terraced dwellings
- Perimeter block form and courtyard minor streets

Headcorn Village



Moat Road



Oakley Grange Developer - Crest



Catkin Gardens Developer - Bovis



Kings Road



Policy Context

Adopted Local Policy

Applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory Development Plan for Maidstone Borough Council comprises:

Maidstone Local Plan (2017);

The Core Strategy was adopted in October 2017 and sets out the priorities for the future of the district. It allocates several strategic sites and contains the Core Policies to guide future development between 2021-2031.

The Kent County Council Minerals and Waste Local Plan 2013-2030 Early Partial Review;

The Kent Minerals and Waste Local Plan 2013-30 was initially adopted July 2016 and amended in 2020. It sets out a vision and strategy for waste management and mineral provision up to 2030.

Kent Minerals Sites Plan;

The Kent Minerals Sites Plan was adopted in September 2020 and details locations in Kent which are suitable for quarrying essential minerals needed to support growth and the economy.

Neighbourhood Plans;

The site is not within a Made Neighbourhood Plan area.

Material Considerations

The National Planning Policy Framework (2021) (NPPF), The National Design Guide (2021) (NDG) and any Supplementary Planning Documents (SPDs) represent material considerations in determining all planning applications.

Emerging Policy

Maidstone Borough Council is currently reviewing their Local Plan which is at examination stage. Given this advanced stage within the Plan-making process and in accordance with NPPF paragraph 48, weight can be given to the draft policies within this plan in decision making.

Overview

Headcorn is identified a Rural Services Centre within the MBC Settlement Hierarchy set out in the adopted Local Plan and the emerging Local Plan Review. These Rural Service Centres are the secondary focus for housing development and are noted as highly sustainable settlements in Maidstone's settlement hierarchy. In respect of Headcorn, the emerging plan explains how the settlement has a range of services and community facilities that are accessible via active travel modes. As such, approximately 275 dwellings are proposed in Headcorn.

This site has been allocated under Draft Policy LPRSA310 for to deliver approximately 110 dwellings and is a new allocation within the emerging Local Plan. Several Conditions are required as part of the Draft site allocation policy. The design specific requirements are:

- The proposal should be informed by a Landscape and Visual Impact Assessment and Historic Impact Assessment;
- Development should be setback from Moat Road and the western boundary as well as being respectful to the adjacent residential properties;
- Density and typologies should be reflect the site's semi-rural nature;
- Distinct character areas should be defined;
- Lower densities should be located on the western portion of the site;
- East – West landscaping should be introduced;
- No less than 1.9 Ha of semi/natural open space shall be provided;
- No less than 0.8 Ha of open green amenity space incorporating a children's play area should be provided.

Within the NPPF, there is a presumption in favour of sustainable development. The NPPF also indicates that local planning authorities should seek to boost the supply of housing across England and make the most efficient use of land. The principle of this development is established via the Draft Allocation within an advance emerging local plan. The site is a natural extension to a sustainable and well serviced Rural Service Centre which will assist Maidstone Borough Council in meeting their housing targets. This proposal seek up to 120 dwellings and ensures that the site specific requirements as well as other policy requirements are met.

The design requirements are factored into the proposals and are detailed within the rest of this document and the application package. Given that this application seeks outline approval, full detail of some elements will form part of later detailed applications (Reserved Matters).

A full assessment of the application against the Development Plan, NPPF, SPDs, Neighbourhood Plan and the emerging Local Plan is provided in the Planning Statement that accompanies this outline planning application.

Specific design related policies would be adhered to.

- DM1 – Principles of good Design,
- DM2 - Sustainable Design,
- DM3 – Natural environment,
- DM13 – Density of housing development,
- DM19 – Open space and recreation,
- DM23 – Parking Standards and Appendix B,

This DAS and the design process follow the structure of the Kent design guide such as:-

- Understanding the site – Site analysis Clarity of the layout to generate the layout – Design in context by analysing the local and site context, early part of the DAS.
- Designing for movement – Access and street hierarchy, Access and movement strategy later in the DAS.
- Getting the detailing right – Development / POS use. Land use and principles plan later in the DAS.
- Achieving quality product at an early stage to get the planning process right – Team appointment for different disciplines who discussed the scheme with the planners/local authority.
- A review of how the outline application proposals perform against the Kent Design Guide is provided in Appendix A of this DAS.

Site Analysis



Constraints & Opportunities

A full range of technical assessments and analysis has been undertaken to understand the environmental and engineering features of the Site (These can be found in the stand alone reports accompanying this application).

The adjacent plan provides a visual summary of the environmental and engineering features on the Site, and the following bullets summarise the opportunities that have been considered and taken throughout the design process:

- Built development shall be set back from Moat Road and the western boundary.
- Provide a 10m landscape and ecology corridor along the eastern edge of the Site to provide a soft buffer between the rear gardens of neighbouring properties and the site development.
- Provide 40m buildings buffer to the neighbouring electricity sub station.
- Provide primary site accesses from Moat Road.
- Keep existing notable trees.
- Retain a public right of way link across the site, with part diversion to better facilitate development patterns.
- Keep development away from Flood zones 2 and 3.
- Retain existing pond to the south east corner.
- Emergency access link to the north to join Mill Bank.
- Retention of existing boundary trees and hedgerows wherever possible and provision of new landscape planting to enhance the character and quality of the development and the wider area, as well as enhancing ecology and biodiversity.
- Utilise the topography to locate sustainable drainage features in the lowest parts of the Site.
- Maintain a surface water flow route within open spaces but within a more controlled and designed solution.



Constraints & Opportunities

Landscape Analysis

The Environmental Dimension Partnership Ltd (EDP) has undertaken a Landscape and Visual Appraisal of the proposed development.

The Site is subject to a draft allocation within the Maidstone Local Plan Review, and therefore has been considered at a high level, and deemed to be a broadly appropriate location for future development.

The assessment of visual amenity finds that the Site is visually contained within circa 0.5-1km, with the greatest level of anticipated change likely for PROW users, residential receptors and road users to the west.

To the east and north, the existing settlement screens views of the proposals, and the generally flat landscape to the south means views are foreshortened; and existing vegetation (typical of the Low Weald) and built form has a notable effect on screening views. There may be some distant elevated views from the north, but these would see the proposals in the context of a wide panorama and would not materially impact the views given the existing context and would be very few and far between.

Residents of properties that abut the site boundary to the west, both those more established and newly constructed, have views into the Site and will, consequentially, experience some elevated effects. This is not a reflection on the quality of the proposals, which have been designed to mitigate change through boundary planting and the provision of sufficient offsets. Some residential dwellings to the east, south-east and south would experience change, but these changes are to views already impacted by built development, meaning the changes would not be out of context.

The assessment demonstrates the extent to which sensitive layout and strategic planting proposed in the masterplan would mitigate views, retain and reinforce the characteristic landscape fabric and pattern of the Site, and assimilate the proposed development into the settlement and rural landscape of the Site context. In addition, the LVA shows how the proposed development would make a positive contribution to visual, recreational and wildlife amenity.

Ultimately, the LVA concludes that the Site has the capacity for the development as proposed on the masterplan, and that there is no 'in principle' or policy, landscape or visual reason why the Site should not be developed as proposed.



Extract of Visual Appraisal Plan

Heritage

The following provides information on the potential heritage constraints and strategies for mitigation for the Site.

Potential Constraints

Potential heritage constraints to development have been considered through reference to the Historic Environments Record, designation records, historic maps, and a site visit.

Moated Site

A moated site is known to have been present at Moat Farm to the south-east of the Site, the extent of which is clearly depicted on the Headcorn Parish Tithe Map of 1841 below.



Extract from the Headcorn Tithe Map of 1841

The moat did not extend into the Site, but the area of the former probable feeder pond to the west lay in the south-eastern most corner of the Site. Built form has been excluded from this area, and any below ground archaeological remains present will not be disturbed.

Farm Buildings

Some farm buildings relating to Moat Farm lie within the south-eastern area of the Site. These have been assessed through a site visit, and are considered to possess minimal intrinsic heritage significance. They are now in a very dilapidated state, and do not warrant retention within the proposed scheme.



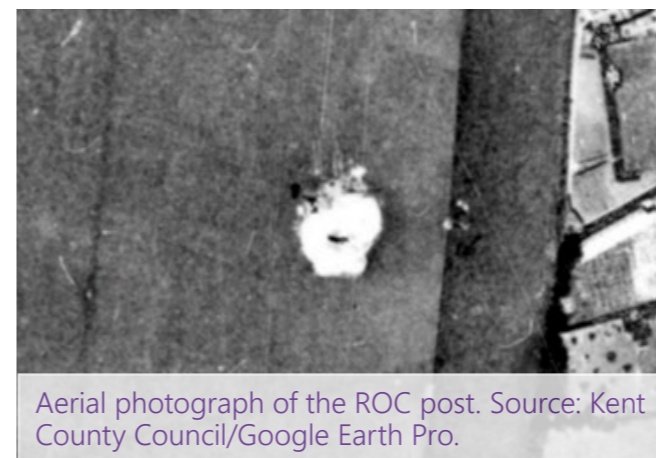
Structure within the Site

Royal Observer Corps Monitoring Post

A Royal Observer Corps Monitoring Post is recorded within the Site. This is recorded on the Historic Environments Record as:

“Site of ROC underground post for monitoring nuclear explosions and fallout. Built in probably 1961 and abandoned in 1968 due to defence cut backs.”

The above ground elements of this, which may have comprised concrete plinths, access hatch, air vents and monitoring equipment have been removed. Any surviving below ground remains are not considered to be of a significance which would represent a constraint to development, although recording of any surviving remains may be appropriate.



Aerial photograph of the ROC post. Source: Kent County Council/Google Earth Pro.

Other below ground archaeological remains

- The potential for other below ground archaeological remains is being considered through desk-based assessment, including consultation of the Historic Environments Record (HER), historic maps and a site visit.
- The HER plots the find-spots of three Roman artefacts within the northernmost part of the Site, namely a key handle in the form of a lion, an incomplete seal box lid, and a silver animal-form terminal from a ring or bracelet. All artefacts were found by the same individual and their precise find-spots are not recorded and therefore could have been found beyond the site. No associated features were recorded.
- There is no evidence to suggest that any prehistoric, Romano-British or later archaeological remains of a significance which would represent a constraint to development are present within the Site.

Setting

The Moat, a Grade II Listed house, lies to the south-east of the Site. This is a former farmhouse which is thought to date from the early or mid-16th century. It has a timber frame core which has since been concealed externally by brickwork and hung tiles.

Some of the buildings within the Site originated as part of the wider complex of the farm. However, the surviving buildings are of minimal intrinsic heritage significance and their dilapidated state visually detracts from the approach to the residence, although the house is separated from the Site by its grounds and boundaries which are well-vegetated with mature trees.

The proposed development respects the setting of the Grade II Listed, setting development back from the frontage of Moat Road, behind landscaping.

Design Evolution



December 2020 - Design and Technical Response to Reg 18 and SHLAA Papers

In December 2020 Maidstone Borough Council (MBC) had reached their Regulation 18b (Preferred Approach) stage in the preparation of the Local Plan Review process. At this time they requested additional evidence to support the draft allocation of sites within the plan. As such, the above plan was prepared alongside other technical evidence and submitted to the Council.

At this time the plan indicated the potential accommodation of 150 dwellings alongside significant open space provision.



February 2021 - Responding to Officer's Comments to Reg 18 and SHLAA Submission

In February 2021, MBC Officers provided comments on the December 2020 submission. Their main comments related to the need for an increase in the landscape buffer to the west, an increase in the depth of landscape planting and a related reduction in the number of proposed dwellings. Officer's also asked for further clarification on design characteristics, seeking distinct variation between the western development edge and the rest of the development area.

In response, the above plan was prepared which provided a significantly wider western landscape buffer and decreased the number of dwellings from 150 to 130. The illustration also added in additional landscape features within the streets.



October 2022 - Public Engagement

In October 2022 a public engagement website was launched and the public notified. The website described the proposals with videos and set out various plans including the illustrative layout above. At this time the proposals confirmed that a future application would be for up to 120 dwellings in response to the Council's Draft Local Plan Site Allocation Policy for the Site.

Particular comments relevant to the design approach related to the Site's eastern boundary where residents requested an increase in the separation distance between any future dwellings on the site and the Mill Bank and Bankfields properties.



November 2022 - Withdrawn Application Illustrative Masterplan

In direct response to the adjacent residents of Mill Bank and Bankfields properties, the application framework masterplan (Page 7) and the illustrative masterplan (above) have been adjusted to incorporate a 10m landscape and ecology corridor along the eastern boundary. The 10m corridor also supports the retention of existing trees located immediately along the shared site boundary. Page 22 provides an illustration of how this corridor may come forward at the reserved matters design stages.

Outline Application Matters

The following section provides information on matters of land use and amount and the proposed Site access arrangements. Later sections of the DAS provide illustrative material to support understanding on matters such as building heights; placemaking; drainage; climate and sustainability.

Land Use & Amount

Residential

- Approximately 53% of the Site (3.97 Ha) will comprise residential land use with the potential to accommodate up to 120 dwellings.
- At this outline stage the development of up to 120 dwellings on an area of 3.97 Ha creates an average density of around 30dph (dwellings per hectare).
- The community has shown support for bungalows on site, we have therefore sought to incorporate 5 number within the illustrative layout. The locations of these dwellings will be confirmed as part of the Reserved Matters submission.
- The development will provide a mix of dwellings in both size, type and tenure and will accord with the Council's housing mix policy.
- The precise mix will vary across the Site and will respond to a variety of influences that include market demand; location; and character at the time of RM submissions.

Affordable Housing Provision

40% of the total dwellings will be affordable.

Affordable housing will be tenure blind and 'pepper potted' throughout the development, their design will be indistinguishable from the market housing.

The affordable units will provide an appropriate mix of affordable rented, social rent, shared ownership and first homes to be agreed with the Council's housing officer.

Green Infrastructure

Around 3.29 Ha of the Site (44%) will be provided for the accommodation of multi-functional green infrastructure (GI) areas. This area will include public open spaces; recreation and children's play; footpaths; existing and proposed landscape planting; Landscape buffers, Existing pond, SuDS features, vehicle accesses.

The breakdown of proposed open space typologies in relation to the Council's policy requirements, is provided on the following pages.

Site Access

A site access strategy was previously agreed with Kent County Council. Vehicular and pedestrian/ cycleway access to the Site will be via a primary access onto Moat Road via a new simple priority T junction. As shown adjacent.

Visibility splays are based on recorded 85th percentile speeds from the ATC results, which represents the speed for which only 15% of traffic exceeds. Therefore, this presents a higher starting position than using the average speed of traffic and is the required speed for assessing visibility splays.

The visibility splays in both directions are shown from an 'x' distance of 2.4m to 'y' distances of 120m using the formula as set out in the national guidance document Manual for Streets 2 (MfS 2). The 'x' distance represents the distance a driver is approximately positioned back from the giveway

line. The visibility splays are shown on the adjacent drawing.

A large refuse vehicle has been tracked in and out of the site access in all directions to ensure there is adequate manoeuvring space for a vehicle of this size.

As set out above in the existing conditions there is currently no footway connecting the site into the village away from the current public rights of way. Therefore a new footway between the site access and the existing provision in the village will be constructed. This would be supported by the introduction of a give way arrangement at the bridge in a very similar layout to the existing scenario on Ulcombe Road which is north-west of the village centre.

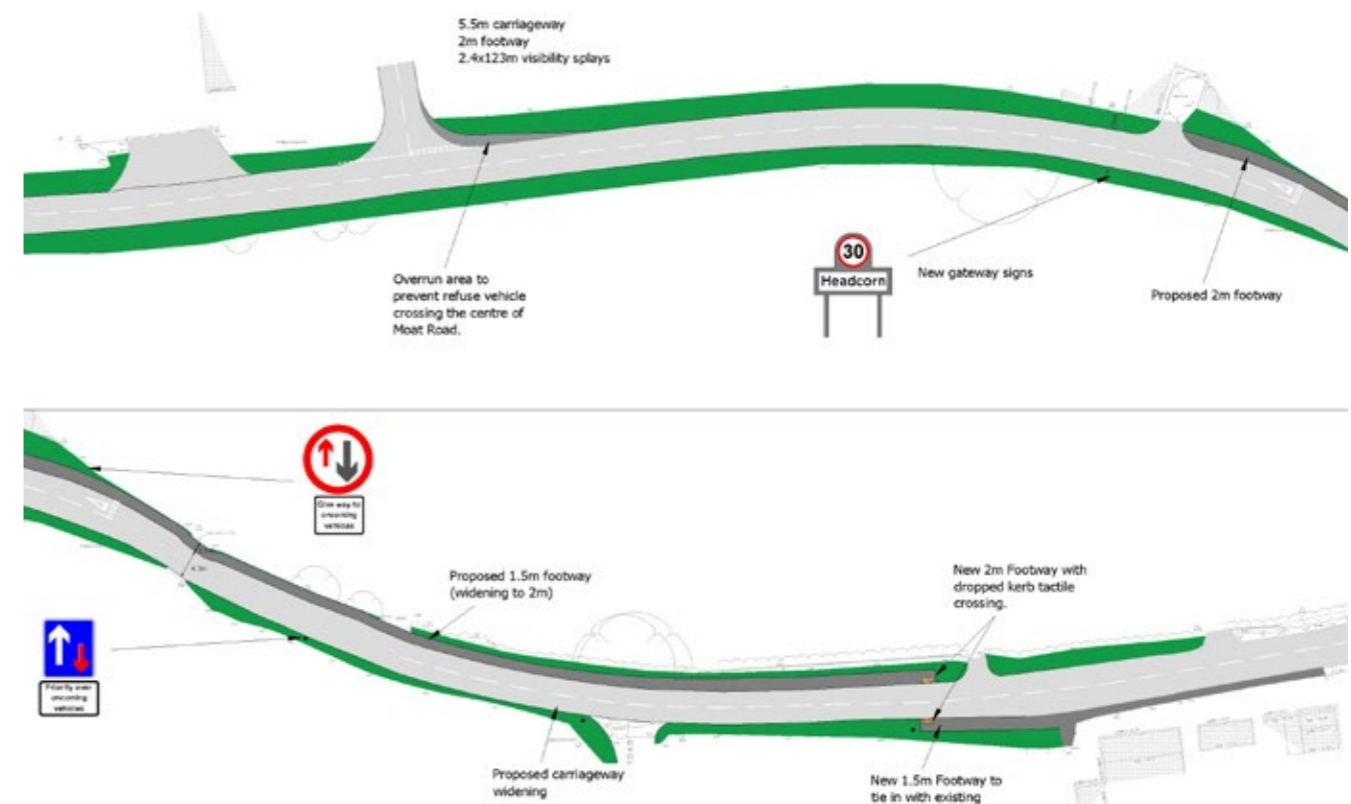
The drawing shows that forward visibility splays in accordance with the recorded speed of traffic are

achievable and that the existing mean speeds with additional speed reducing measures would support an extension of the existing 30mph speed limit to the west of the site access.

The scheme will widen the carriageway east of the bridge to enable the provision of the footway. Importantly the scheme is deliverable within the public highway and land under the control of the applicant. The scheme would be fully funded by the promoter/ developer and is viable.

The scheme was subject to an independent safety audit which was carried out by Mott MacDonald (reference 414214-TPN-ITD-001-B, 13th November 2019).







The Site also benefits from a right of access along an existing track to the north onto the A274 which would provide pedestrian/ cycle connectivity and emergency access.



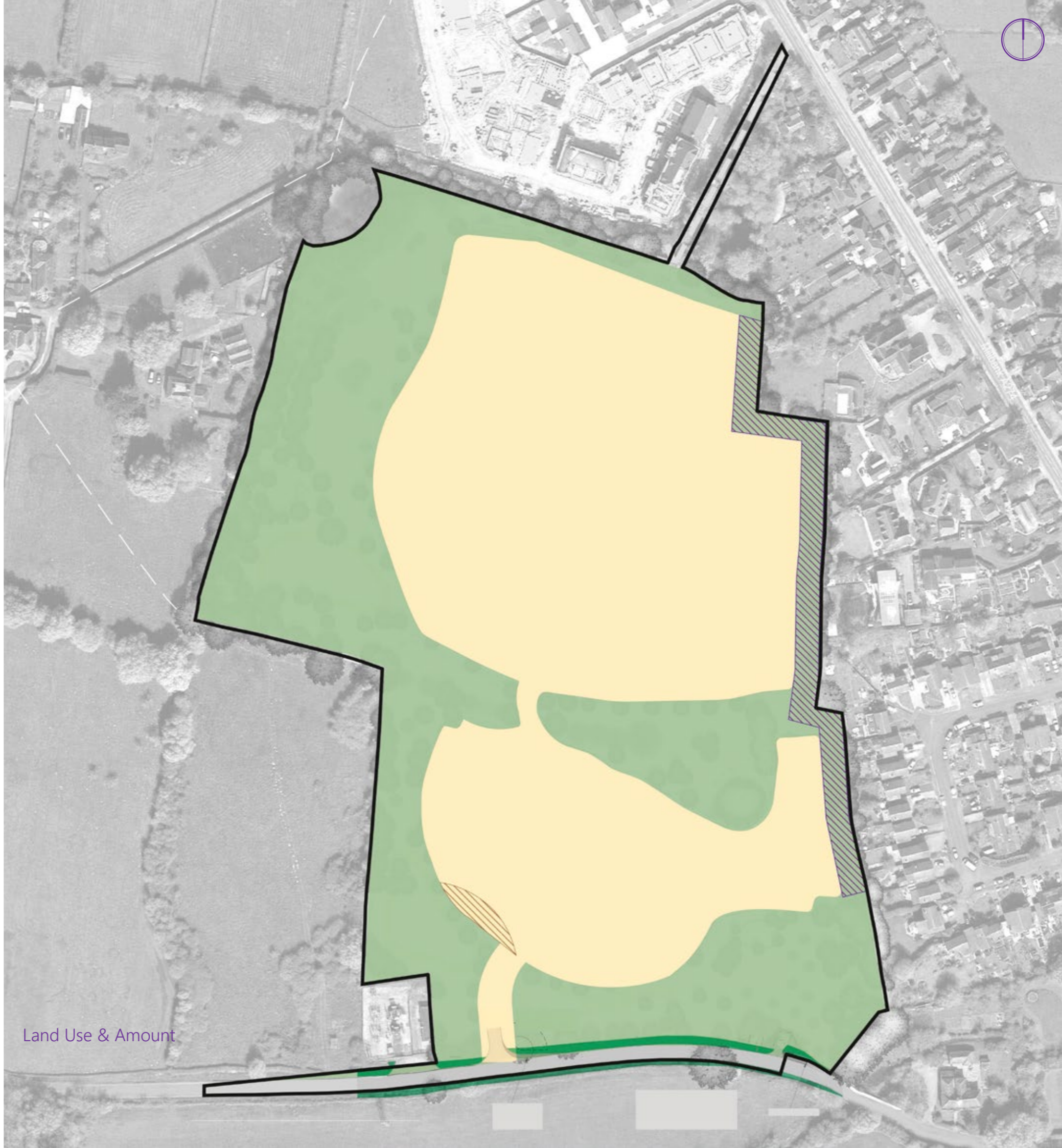
Highways drawings please refer to full size submitted access drawings



Key

-  Site boundary = approx 7.42 Ha / 18.33 Ac
-  Residential development up to 2 storeys (including incidental green spaces & access infrastructure = 3.97 Ha
-  Open space (to accommodate existing trees/planting, amenity space, SuDs features, Children play, recreation footpaths, vehicle access, EA Flood Zones 2 and 3 associated with off-site River Beult)
-  Existing ponds
-  10m landscape and ecology corridor
-  No residential dwelling - buffer zone to electricity sub-station

N.B. All land use zone areas allow for a limit of deviation 3m either side of the line, except for when immediately adjoining existing properties or protected vegetation / ecology sensitive areas



Land Use & Amount

Open Space Performance Plan

The overall total open space provision on Site totals 3.29 Ha (approx 44% of the Site). This includes proposed amenity green space, natural and semi-natural open space and within both of these the accommodation of existing landscape, public footpaths, sustainable drainage features, trees and hedgerows and ecology areas.

The emerging policy LPRINF1 : Publicly accessible open space and recreation as well as emerging policy LPRSA310 confirms the expected quantity standards for open space provision and the various typologies.

Applying the policies, up to 120 dwellings at an average household size of 2.4 delivers an on-site population of potentially 288 residents. The adjacent table sets out the how the emerging policies apply to the Site, and the adjacent plan illustrates the indicative distribution of the proposed features, such that the whole site has good access to a variety of features.

Elements such as publicly accessible outdoor sport and allotments / community gardens are proposed to be delivered by way of financial contributions for off-site provision / enhancements. This approach is proposed as the site does not offer an appropriate location for either provision nor does the size requirement generated by the on-site population support the provision of meaningful facilities.

The final open space strategy and details will be refined at the RM application stage.

Open Space Type	LPRINF1 Standard (ha / 1000 population)	LPRINF1 Standard for 120 dwellings	Policy LPRSA310 Requirements	On Site Provision	Notes
Amenity green space	0.7	0.20	No less than 0.8Ha to include Children's play	1.18	
Provision for children and young people	0.25	0.07			
Publicly accessible outdoor sports	1.6	0.46	0.46	0	Financial contribution towards provision
Allotments and community gardens	0.2	0.06	0.06	0	Financial contribution towards provision
Natural / Semi-natural areas of open space	Contribution towards maintaining borough-wide target of 6.5 ha per 1000 head of population	1.87	No less than 1.9ha	2.11	
	TOTAL	2.66	3.22	3.29	



Key

- Site boundary = 7.42 Ha / 18.33 Ac
- Development Area = 3.97 Ha / 9.81 Ac
- Highways 0.16 Ha / 0.39 Ac
- Amenity Green Space = 1.18 Ha / 2.92 Ac (Including Children's Play)
- Natural and Semi-Natural Open Space = 2.11 Ha / 5.21 Ac
- ★ Approximate Location of Children's Play Provision within Amenity Green Space

Illustrative Strategies

Illustrative Masterplan

The Illustrative Masterplan adjacent shows one way in which the principles and strategies outlined throughout the DAS can be applied to the Framework Masterplan, and confirms that up to 120 new dwellings can be accommodated creating a high quality environment.

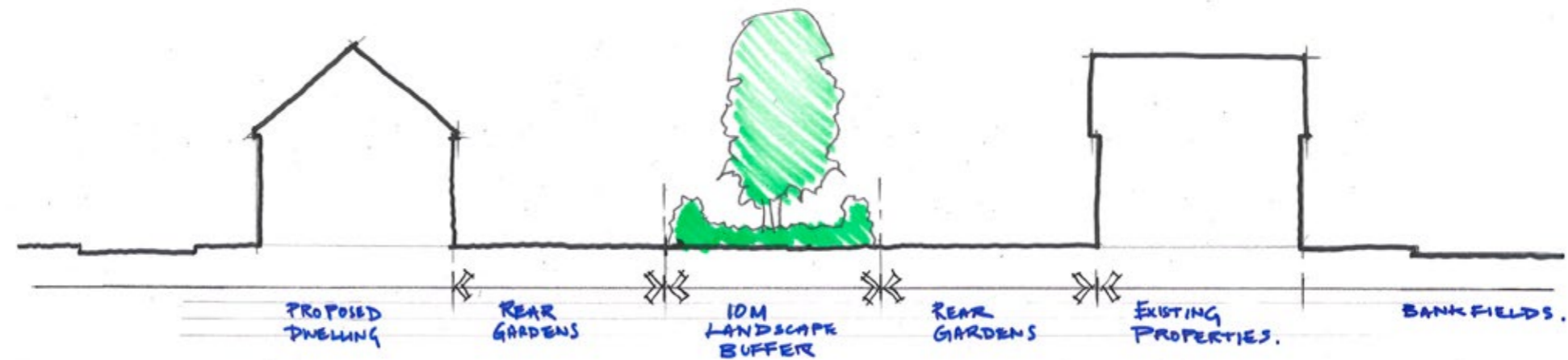
At this outline stage, the layout ensures the most efficient use of the Site while also appropriately responding to the settlement form of this part of Headcorn and the wider landscape characteristics.

The illustrative layout has the following features:

1. A landscape led residential development comprising up to 120 dwellings at densities and heights appropriate to both the village setting and adjacent agricultural landscape.
2. A range of market house types and sizes with policy compliant parking provision.
3. Up to 40% affordable housing (48 dwellings) comprising a mix of 1 and 2 bed apartments, 2, 3, and 4 bedroom houses. These will be designed tenure blind and distributed throughout the development.
4. New vehicular accesses from Moat Road into the Site, with an emergency link proposed to the north.
5. Approximately 3.29 Ha of multi-functional public open space, accessed via a network of pedestrian routes.
6. The provision of a children's play feature.
7. Accommodation of sustainable drainage systems positively designed into the open spaces to support ecological and landscape quality and function.
8. Built development set back from Moat Road and the western boundary.
9. Low residential density and typologies reflect the site's semi-rural setting
10. The layout of new dwellings and roads respects the amenities and setting of adjacent residential properties.
11. The residential elements will be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping and street scenes.
12. Lower densities and built form on the western portion of the site to reflect its adjacent to open countryside.

13. The layout and form of buildings designed to mitigate the rising topography with east to west landscaping introduced to break up the overall visual massing.
14. The layout is designed so as to ensure that the substation adjacent to the SW corner of the site does not adversely affect the amenities of future residents.
15. Site design and layout is informed by a local historic impact assessment.

The following pages illustrate the strategies proposed for the Site to support a high quality development at the reserved matters design stages.



Site section to show buffer and development relationship to existing properties at Bank Fields (NTS)



Illustrative Masterplan

Movement

The street hierarchy within the development is simple and easy to navigate. The access from Moat Road will form the primary street within the development. At various points along the primary street, secondary streets terminating in private drives will provide connections to dwellings along the development edges. The streets will be provided to adoptable standards for movement and accessibility of both vehicles, pedestrians and cyclists.

Other street types may be appropriate for the development, and these will be put forward and agreed through the reserved matters (RM) submissions.

Main Street

The main street connects each development parcel from South to North.

It is intended that this street type will incorporate generous amounts of landscape verge. This will support the accommodation of tree planting and the overall attractiveness of the street.

A footway will also be accommodated between the verge and the proposed property boundaries which will extend to 3m wide where appropriate in order to accommodate shared footway / cycleway

Key spaces, or junctions along the routes will be characterised with changes in materials, and landscape planting, generally including tree planting.

On street parking will be discouraged along these routes other than in formal pull in bays should they be desirable.

Some variation in width of the street would be appropriate in locations along the route to further support natural traffic calming.

Secondary Streets

These streets generally serve very low traffic numbers and as a result can adopt more variation in their design. It may also be possible for some of these streets to be shared surface in treatment.

This would feature parking to the side of proposed dwellings, and out of sight of the public realm.

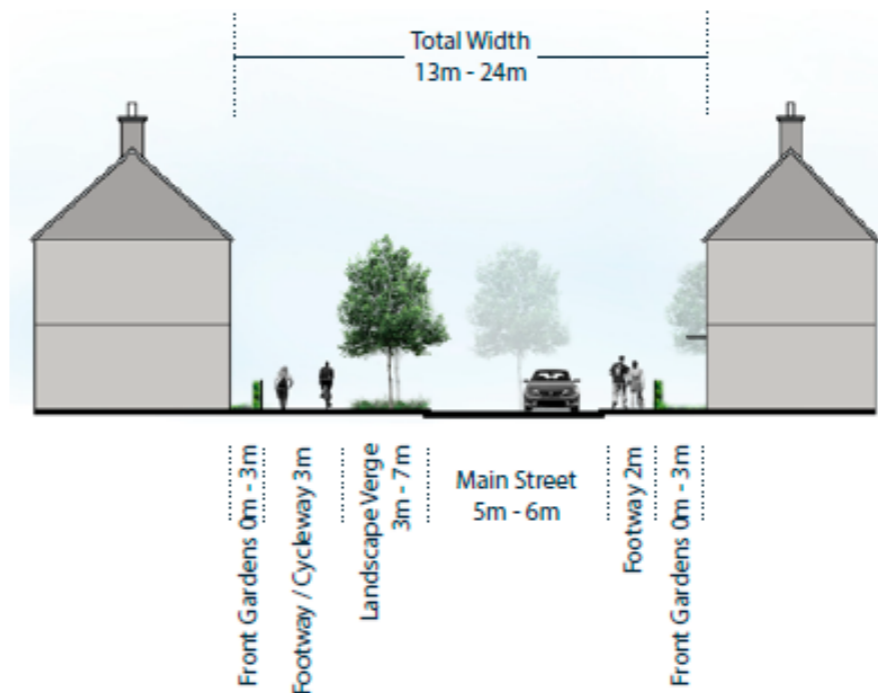
Traffic speeds will be kept low through carefully positioned landscape planting, deflections in alignment and forward visibility. Parking bays or incidental visitor parking can also assist with keeping traffic speeds low priority movements.

Courtyards / Lanes/ Private Drives

Other street types will also support the function of the Site.

A typical lane that would be appropriate adjacent to open spaces areas. The exact design details of will follow at the RM stage.

Indicative main street cross section



Indicative side street cross section (parking to side of dwelling)



Indicative lane cross section



Movement Plan

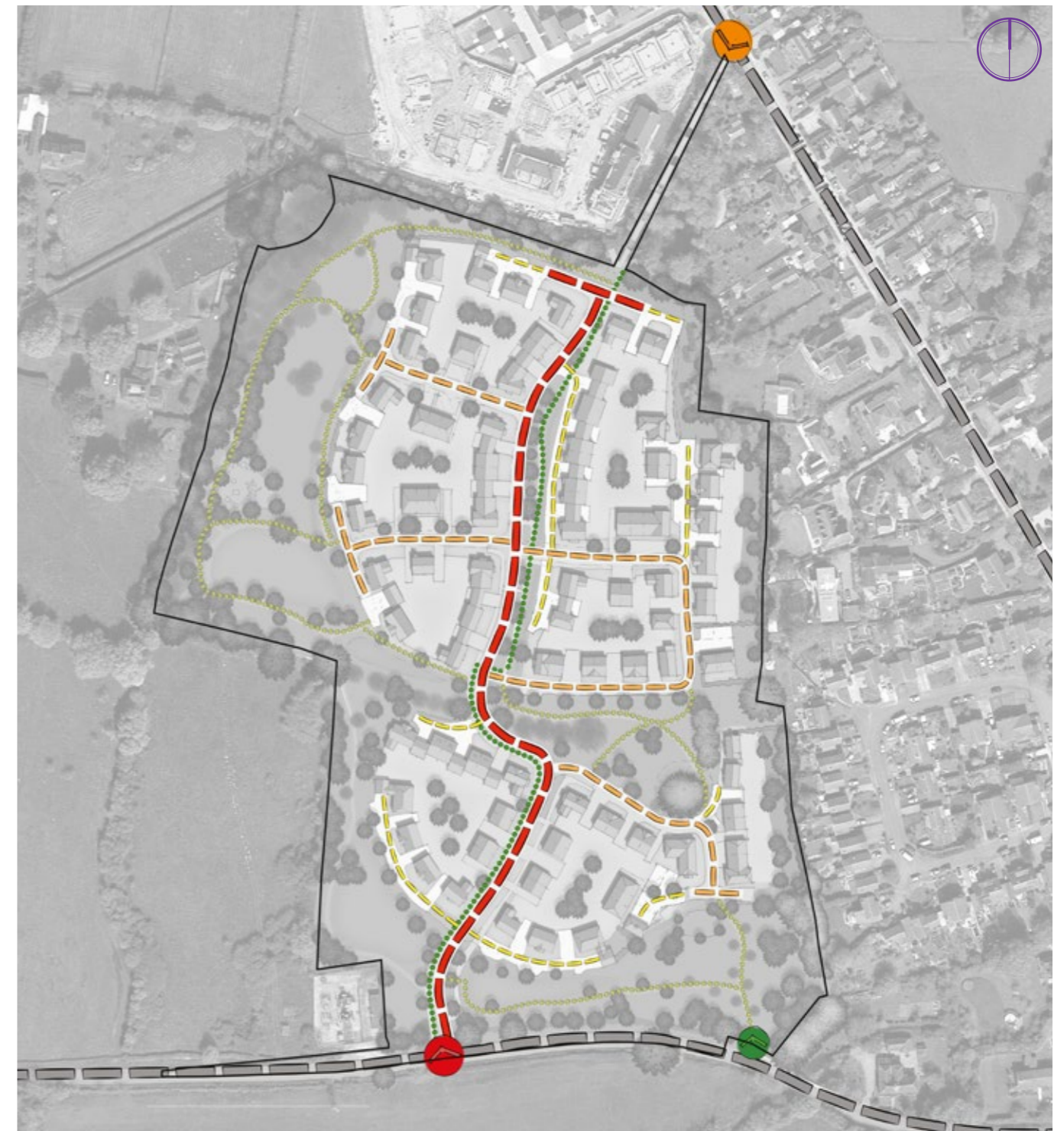
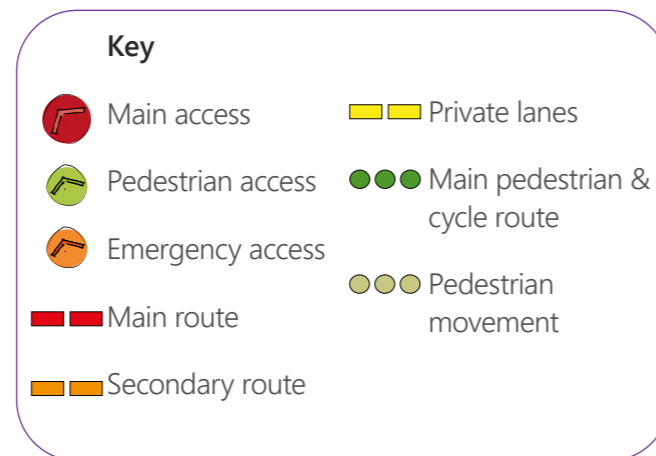
Parking Provision (part of movement)

Parking details will be provided at reserved matter stage, however the illustrative masterplan allows for the following:-

The Kent Design Guide Review: Interim Guidance Note 3 summarises the required parking at new residential sites. The standards are summarised in Table below.

		Description
1 & 2 bed houses	Standard	1.5 spaces per unit
	Form	Allocation of one space per unit possible
3 bed houses	Standard	2 independently accessible spaces per unit
	Form	Allocation of one or both spaces possible
4 bed houses	Standard	2 independently accessible spaces per unit
	Form	Allocation of both spaces possible
Visitor Parking	Standard	0.2 per unit
	Form	On-street areas

Garages are additional to amount given above only.



Movement Plan

Building Scale

Building Heights & Scale

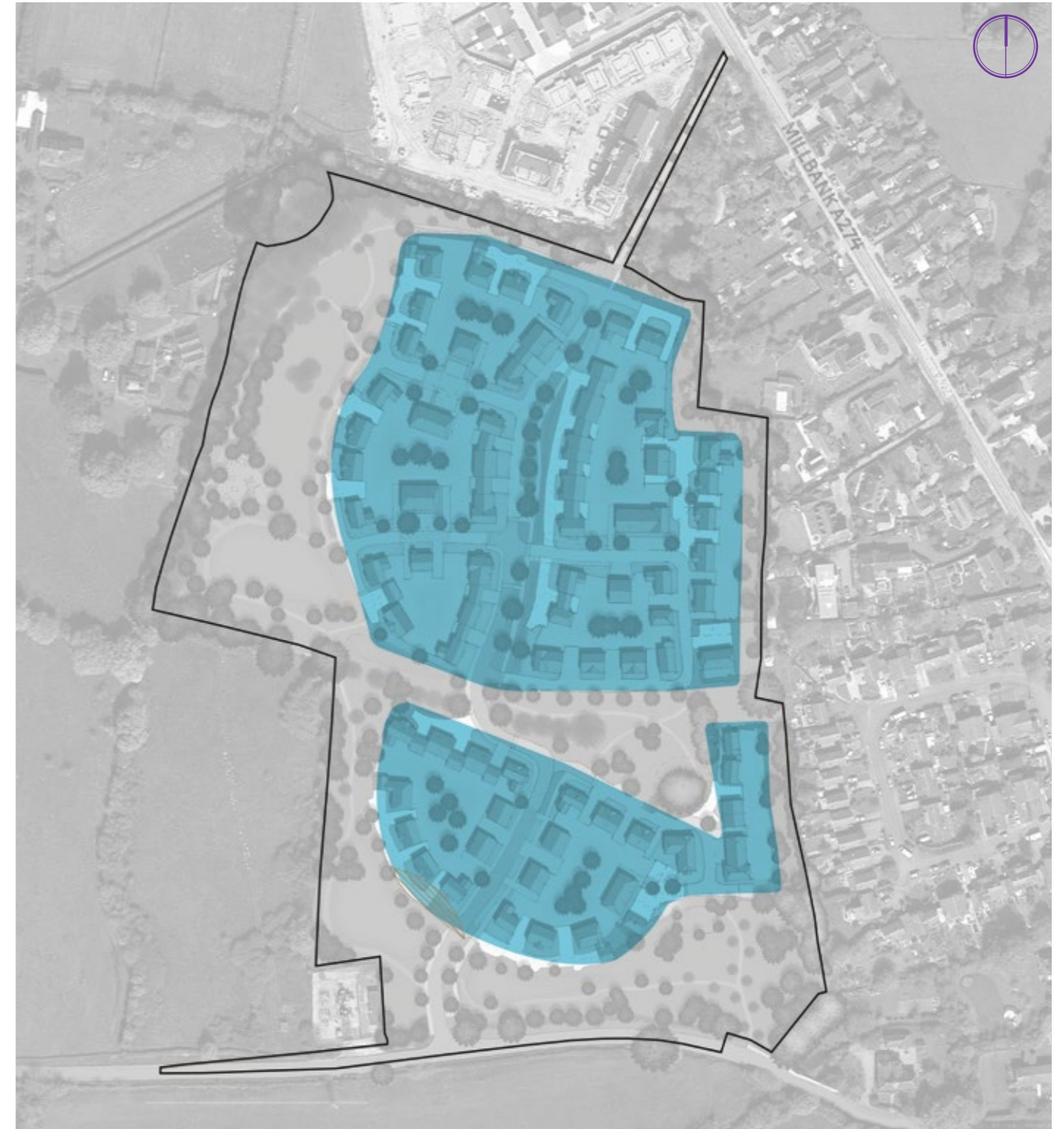
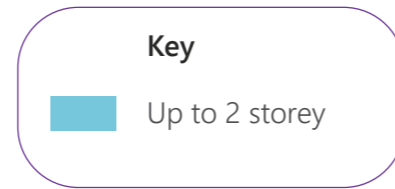
Based on the built and landscape context, local character and proposed use, the application masterplan indicates one maximum building height zone.

The majority of the Site can support up to two storey dwellings. This directly reflects the dominance of two storey dwellings in the local area. It is expected that within the two storey zone, some single storey or chalet bungalow style properties would be appropriate.

The exact location will be determined at the Reserved Matters (RM) layout stage.



Building Scale



Building Heights & Scale Plan

Principle Plan

Place Making

To support the delivery of high quality environments at the RM design stages, this section of the DAS provides a set of design instructions / principles to guide the design approach supporting character and layout. This section provides information on:

- Urban Form
- Layout Principles
- Street Types and Characteristics
- Urban Grain

Urban Form

The adjacent plan identifies locations in the Site where specific design guidance is beneficial to inform the layout and character of development at the RM stage.

The Illustrative Masterplan shows one way these principles can be applied to achieve a high quality development.

General Principles for the Site

As general principles:

Perimeter blocks will be the dominant block type across the Site.

Dwellings will have active frontages to the public realm with private amenity areas contained to the rear. This approach reinforces and makes clear the line between privately owned plots, streets and public spaces.

Gateway Principles

At the entrances to the Site, landscape treatments, both soft and hard will be enhanced.

Dwellings will be set behind the landscape space at the entrance.

Primary Frontage Principles

The primary street frontage will positively address the Main Street

The building line will generally be parallel to the street with some small variations in building line (dwellings pushed forward) at junctions. This will create a visual rhythm in the street and enhanced legibility around junctions.

Where the primary frontage relates to a public realm space the building line will frame the space.

Dwellings will be tighter in their plots to create continuity along the street.

Parking will be located to the side or rear of dwellings to minimise their visual impact on the street.

The street will contain a landscape verge containing street trees either on one or both sides. Vehicle crossing points should be carefully positioned to reduce the number of times the landscape verge is crossed.

Feature Buildings

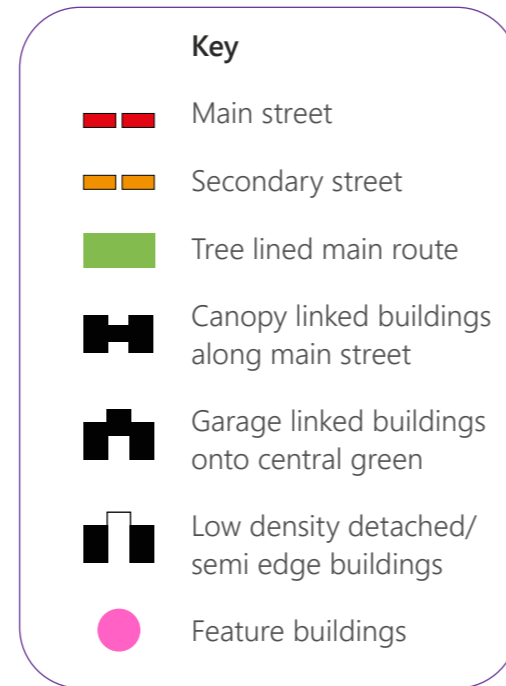
Feature buildings are located in positions that terminate views or vistas along the primary frontage and support legibility. As such they will:

Adopt a different architectural style or treatment; and / or Scale.

Public Realm Spaces

At important street nodes within the site, soft or hard public realm spaces will be created. These spaces will support legibility, add further interest to the street scene and help orientation within the site. It is important that street trees are incorporated into these spaces.

Principle Plan



Place Making Diagram

Landscape & Ecology



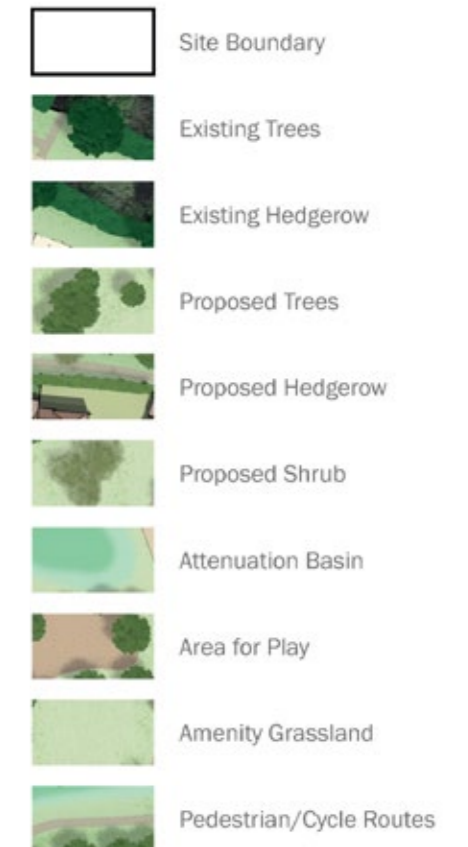
The design approach for the Site has been carefully informed by advice on landscape and visual matters. A number of specific measures have been incorporated (plan adjacent) to ensure that the development is responsive to the Site and its contextual locations, and to support the creation of a new community park and well-integrated settlement edge.

Measures include:

- Existing roadside hedgerow along Moat Road to be substantially retained and enhanced, providing a visual and perceptual buffer to the road and landscape beyond.
- Substantial areas of Public Open Space provided along the entire southern and western boundaries of the site to aid integration into the site's landscape setting.
- New areas of woodland to provide landscape structure and biodiversity interest are proposed along the western boundary adjacent to the existing hedge.
- Drainage features providing visual and biodiversity interest to be provided in the southern part of both the northern and southern field parcels.
- Physical and visual offsets to the existing substation will be provided, enhancing long term screening and noise reduction.
- An enhanced hedgerow boundary along the southern part of the western site boundary to provide soft development edge when viewed from the west, in particular from Black Mill Lane.

- The combination of the development layout and substantial areas of POS will provide betterment compared to the existing transition from settlement to countryside.
- Existing boundary planting and hedgerows will be substantially retained and enhanced, with the development having been designed to link to and emphasise green corridors through the site and future development.
- The principal east to west green corridor (centred on the existing trees and hedgerow) will break up the development in any open views from the south.
- Planting to provide amenity to existing residents.
- Street trees along internal access roads and within gardens / parking courts to break up built development massing and provide urban green infrastructure.
- Feature trees within built development areas provides visual focus and key habitat focal points.

As part as of the LVIA, photo montages were produced as a separate document to assess the views.



Existing waterbody and surrounding vegetation retained outwith the site boundary.

Significant western green buffer accords with the aspirations of the draft allocation.

Significant area of Public Open Space along western boundary of the site ensures good integration with the wider landscape. The maturing growth of the vegetation will also help screen views from the west at Black Mill Lane and beyond.

Sustainable drainage systems provide landscape and biodiversity value.

Additional planting within southern part of western boundary to increase screening provided by the existing hedgerow.

Realigned PRow through the site.

Sustainable drainage systems provide landscape and biodiversity value.

Screen planting provided to soften the appearance of the substation.

landscape buffer between the site and the Bovis development to the north ensures physical and perceptual separation.

Selective infilling of eastern site boundary to increase screening and filtering to existing residential properties.

10m landscape buffer along eastern site boundary to existing residential area. This buffer will provide offset for amenity purposes and also biodiversity value.

Central area of Public Open Space provided around enhanced existing vegetation and trees. New tree and shrub planting as well as wildflower grassland margins.

Large area of Public Open Space in south-eastern corner of the site provides area for recreation and buffering to existing residents. This treatment complies with the aspirations of the draft allocation for the site.

Landscape Plan



Cross Sections

The following cross sections illustrate a full north to south cross section through the site with proposed development in place, as well as a more detailed look at the landscape led frontage to Moat Road.

Substantial areas of public open space are provided to the south of the Site which have enabled generous distances between proposed dwellings and Moat Road, as illustrated on page 34. Enhanced hedgerow planting and new green/blue infrastructure set within the open spaces provide visual screening to Moat Road, alongside recreational and biodiversity interest.

As shown by the long cross section (page 33) the proposed development is designed to work closely with the existing topography of the Site and minimise the need for excessive ground remodelling. The central open space serves to enable the retention of the existing mature tree belt, accommodates the existing steeper ground level incline, and also serves as a landscape backdrop between the southern and northern dwelling clusters in wider views. Proposed street trees also provide an additional layer of screening and integration when viewing the development from the south.

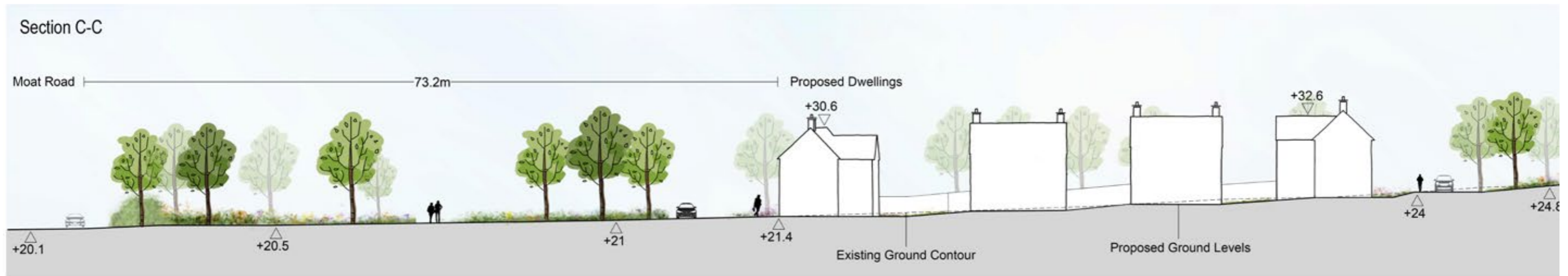
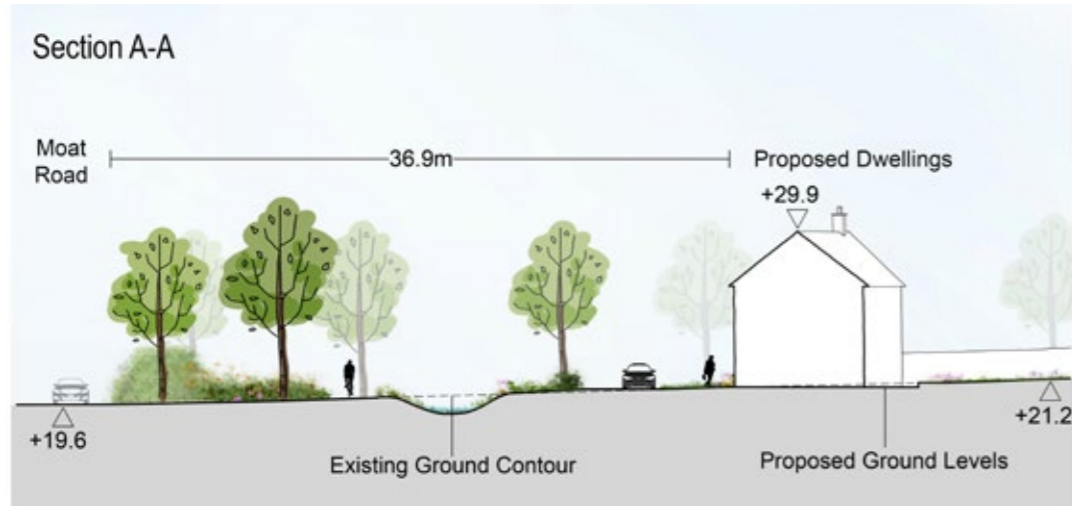
Long North to South Cross Section Location



Long North to South Cross Section A-A



Moat Road Frontage Cross Sections



Architecture & Materials

Detailed elevational treatment is not proposed at this stage, however, several cues can be taken from the existing village:

There is more consistency in style evident in the older buildings in Headcorn, up until the inter-war period. From then until very recently, developments varied and paid some reference to the 'Kent' style.

Recent developments, however, have sought to re-establish a local vernacular, picking up on traditional materials, roof forms and window proportions. The development should adopt a limited palette of materials, consistent with local vernacular architecture, i.e. a mixture of red brick, weather boarding and some tile hanging.

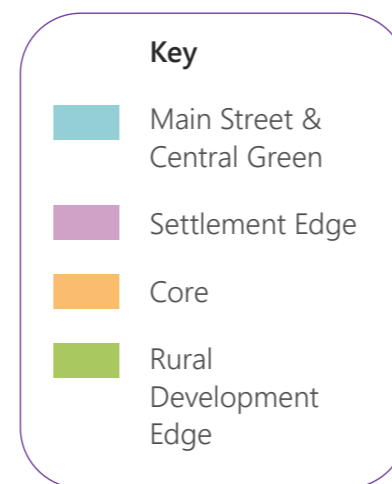
Kent design guide to be used as reference for future applications.

Pitched roofs, covered with a mixture of tiles and slates. Roofs may be hipped and gables.

Frontages following a consistent line along primary streets, with front boundaries demarcated by picket fences, hedges or railings. Occasionally larger houses may be set back from the street edge with a deeper front garden or to satisfy forward visibility requirements.

Where the development fronts onto a wooded boundary or open countryside, a more rural feel is appropriate. Eaves heights might be dropped on some buildings, and the frontage should follow a more varied alignment, allowing for the greenery of the boundary to infiltrate the informal gaps between buildings.

Although detailed elevational treatment is not proposed at this stage however Indicative Character areas are shown on the adjacent plan.



Character Areas Plan

Character Areas

Settlement Edge

- Predominantly 2 storey
- Detached and semi detached forms no more than 3 units joined
- Dwellings generally orientated to the street and to back or occasionally side on to the 10m landscape and ecology buffer along the eastern boundary of the Site
- A mix of dwelling types, sizes and in places roof orientations will add further variety and interest to the street scene
- Consistent building lines similar to existing streetscapes locally
- Buildings in this area of the site face inwards backing onto existing rears of properties on Bankfields & Mill Bank Road
- Strong frontage alignment onto the street & open spaces
- Minimal front gardens, due to large rears



Suggested materials for Settlement Edge

 Facing Materials	<p>Red brick</p> <p>Timber boarding with a range of colours</p> <p>White fixtures</p>	
 Roofing Materials	<p>Brown & dark plain tiles</p> <p>Chimneys</p>	
 Boundary Treatments	<p>Formalised boundaries with a mix of soft planting and low level picket fencing</p>	
 Landscape Materials	<p>Vegetated gardens with path and minimal frontage opening onto the street</p>	

Street Scene A



Precedent Images






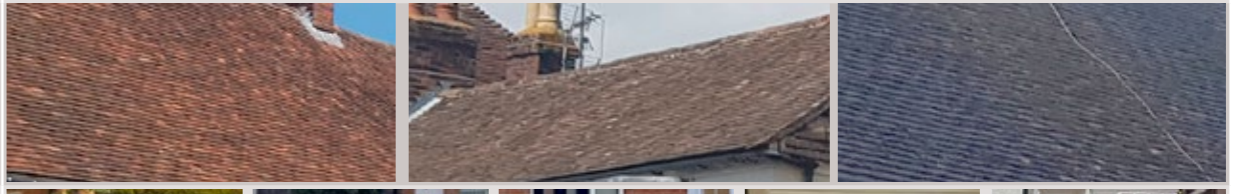



Character Areas

Main Street & Central Green

- Predominantly 2 storey
- Predominantly semi-detached, dwellings and apartments to form a more continuous frontage to the street. Where possible/ appropriate linked semi-detached will also be encouraged
- Medium density development will be encouraged within these zones
- A mix of dwelling types, sizes and in places roof orientations will add further variety and interest to the street scene
- New tree planting within the open spaces and along the street edge will further enhance the public realm experience
- Servicing to occur to the front of dwellings from lanes or streets. Parking to be generally recessed behind the building line
- Frontage onto the street
- Minimal formalised front gardens



Suggested materials for the Core, Main Street & Central Green

 Facing Materials	<p>Red & orange brick Tile hanging & render White fixtures</p>	
 Roofing Materials	<p>Red plain tile Mixed plain tile Brown plain tile</p>	
 Boundary Treatments	<p>Formalised boundaries with a mix of soft planting, hedges, timber or estate railings. Some instances of no treatments opening due to gardens opening up onto the street</p>	
 Landscape Materials	<p>Small front gardens within the core, larger front gardens on the green, with paving materials to match the street</p>	

Street Scene B



Precedent Images




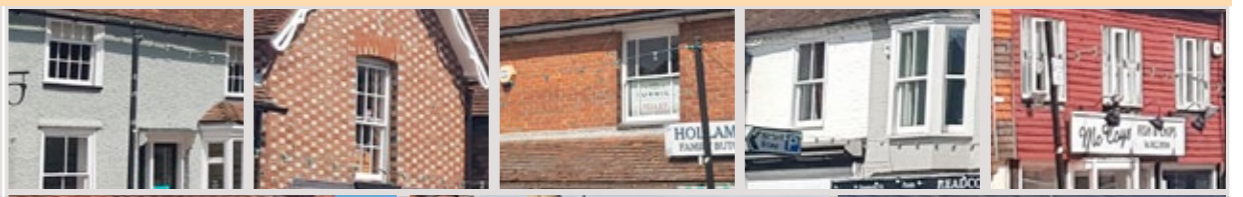





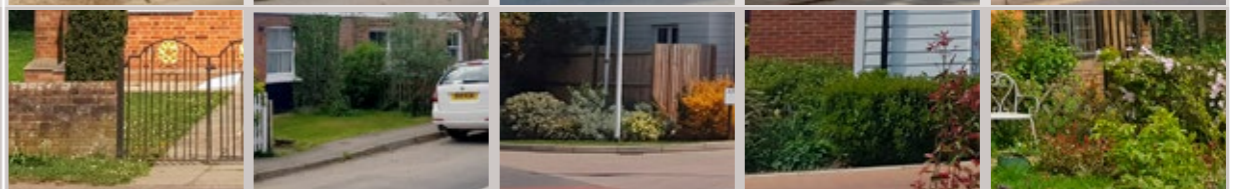
Character Areas

Core

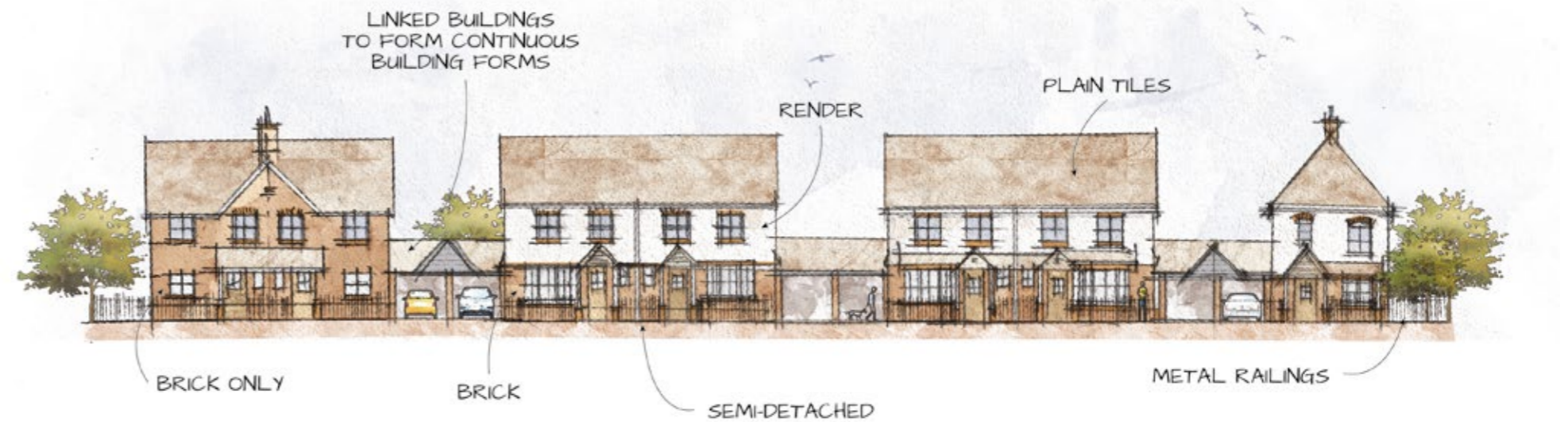
- Predominantly 2 storey
- Mix of Detached, semi-detached and terraced dwellings and apartments
- Medium density development will be encouraged within these zones
- A mix of dwelling types, sizes and in places roof orientations will add further variety and interest to the street scene
- Servicing to occur to the front of dwellings from lanes or streets. Parking to be recessed behind the building line or frontage parking in secondary streets
- Frontage onto secondary lanes that service core parcels
- Regulated building forms following angular and liner arrangements along the street
- Architecture and materials to be of similar to Main Street & central green, creating a holistic blending of styles and vernacular



Suggested materials for the Core, Main Street & Central Green

 Facing Materials	Red & orange brick Tile hanging & render White fixtures	
 Roofing Materials	Red plain tile Mixed plain tile Brown plain tile	
 Boundary Treatments	Formalised boundaries with a mix of soft planting, hedges, timber or estate railings. Some instances of no treatments opening due to gardens opening up onto the street	
 Landscape Materials	Small front gardens within the core, larger front gardens on the green, with paving materials to match the street	

Street Scene C



Precedent Image






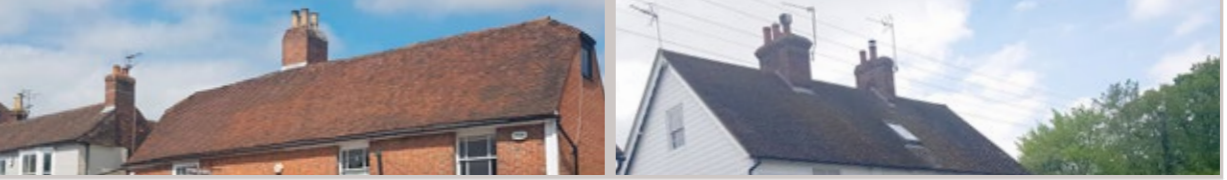

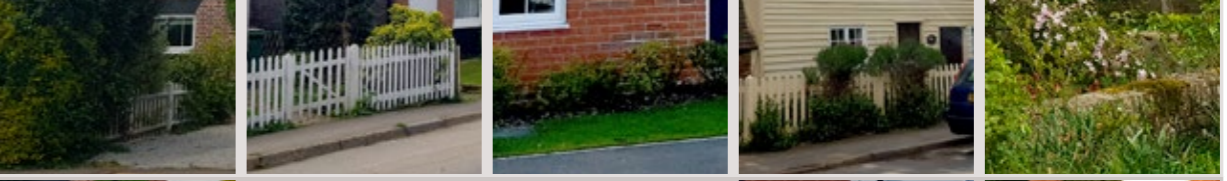


Character Areas

Rural Development Edge

- 1 to 2 storey dwellings appropriate
- Dwellings set within larger plots to support enhanced landscape planting
- Predominantly detached dwellings with opportunities for occasional bungalows/ chalet bungalows to further enhance the transition between development and the wider landscape to the west
- Dwellings serviced from either rear gated mews style lanes or from private drives / lanes to the front. In both options parking is to be discreetly located, and lanes to be well landscaped
- Cleft timber post and rail fencing could be used alongside hedgerow and tree planting to clearly delineate the development edge from the public open space
- Public realm lighting to be sensitively located and low level to avoid light spill into the wider landscape



Suggested materials for Rural Development Edge

 Facing Materials	Red & orange brick Tile hanging & render White fixtures	
 Roofing Materials	Red plain tile Brown plain tile Chimneys	
 Boundary Treatments	Soft planting boundary treatments/low-level fencing	
 Landscape Materials	Vegetated with paved or gravel driveways	

Street Scene D



Precedent Images



Drainage Strategy

Drainage

The extreme south and southeast of the site are located in Flood Zones 2 and 3 associated with the River Beult and Hoggs Stream. The development area of the site has therefore been limited to the area of the site located in Flood Zone 1, the lowest probability of fluvial flooding.

Should flooding of Moat Road occur during an extreme flood event, a secondary emergency Site access is provided to the north of the Site to ensure that the site remains accessible.

With respect to surface water drainage, the indicative surface water drainage strategy has been designed to ensure that off-site surface water discharges will be reduced post-development.

On-site attenuation for the 100 year storm with an appropriate allowance for climate change will be provided. This attenuation will be provided in a range of sustainable drainage features, which will not only provide attenuation but also provide significant water quality benefits.

Climate & Sustainability

Responding To Climate Change

Maidstone Borough Council has a Biodiversity and Climate Change Action Plan. This plan sets a range of target areas and associated actions in order to move towards becoming close to carbon neutral by 2030 and to protect and enhance biodiversity in the district.

The following summarises matters relating to:

- Environmental Protection and Enhancement
- Mitigating and Adapting to Climate Change

Environmental Protection And Enhancement

Through a range of design measures the development aims to protect and enhance the local environment by:

- Utilising sustainable materials in the building design to reduce the environmental impacts of construction.
- Prioritising sustainable transport including walking and cycling.
- Making positive connections to existing pathways towards key destinations in and around Headcorn.
- Providing EV charging infrastructure for dwellings and adequate cycle storage provision for each dwelling.
- Protecting and enhancing on site ecology and biodiversity net gain. This also helps to reduce the impact of climate change on Site habitats as well as providing carbon sequestration and localised cooling effects.
- Provision of sustainable waste management measures through construction and operation of the site to reduce pollution, minimise waste and encourage recycling.

Mitigating And Adapting To Climate Change

The development will incorporate measures to reduce carbon emissions thereby mitigating the effects of climate change and adaptation measures to ensure the long term resilience of the development to the effects of climate change. Measures include:

- Buildings designed to reduce carbon emissions meeting the requirements, delivering at least 31% reduction in carbon emissions beyond Part L 2013 through a range of fabric, energy efficiency and low carbon renewable energy measures.
- Orientation and design of homes to allow the installation of Solar PV on all homes.
- Reducing carbon emissions to deliver Net Zero Ready homes and allow residents the ability to live Net Zero through the purchase of certified renewable energy.
- Specification of water efficient fittings to reduce water consumption to 110 litres per person per day in line with the government's higher water efficiency standard.
- Development of new homes in Flood Zone 1 and provision of a surface water drainage system designed to mitigate a 1 in 100 storm event, including a 40% allowance for climate change.
- Homes designed to take into account increasing annual temperatures set out in the UKCP18 climate projections to minimise overheating.

Conclusion

Land north of Moat Road has been robustly assessed in terms of its planning, environmental and physical context. It has been shown that the site is suitable to accommodate housing development to meet the borough's identified needs.

The analysis of the Site and the illustrative proposal demonstrated how a well-designed, high quality development of up to 120 homes can be achieved, responding to the context of the Site.

This Design and Access Statement positively confirms that the Site is sustainably located, available and capable of delivering a residential development scheme.



Appendices

Checklist from Kent Design Guide for Creating the Design

This checklist is intended as an aide memoir for the design process. It is not exhaustive, but should cover the key issues relating to most development scenarios.

It can be used as a framework for discussing a proposal with local planners.

Step 1 Understanding the site

- Has everyone involved in the design visited the site?
- Has the site been surveyed?
- What are the key characteristics of the site's context?
 - Urban
 - Coastal town
 - Suburb or urban fringe
 - Rural area or village
- Has a site appraisal been carried out?
- Did this include a movement and access appraisal?
- Has a statement of design principles been prepared?
- Is a flood risk, contamination assessment, archaeological survey or tree survey required?

Does this cover :

- how the site was analysed?
- how the design concept has evolved as a result?

Has an outline sustainability strategy been prepared? Does this cover how the development might contribute to:

- Developing on 'brownfield' or recycled land rather than on 'greenfield' sites
- Promoting more mixed-use development to reduce commuting
- Planning to reduce car use
- Reusing buildings and minimising waste during the construction process
- Designing buildings which are adaptable for different uses over their lifetime
- Designing and adapting buildings that use less energy to build, heat and light
- Using materials that take less energy to produce and are easy to recycle

- Provision of recycling facilities for waste in the home and neighbourhood
- Use of water saving devices and natural drainage to prevent depletion of the water table
- Reducing long term maintenance costs
- Community development

Step 2 Generating the Layout

Are existing features being removed to accommodate the layout?

- Historic buildings or structures
- Walls or other means of enclosure
- Existing road, paving or hard surfacing
- Soft landscaping
- Mature trees
- Existing vegetation
- Hedgerow
- Water features (ponds, drainage ditches, brooks)
- Paths, and informal pedestrian desire lines
- Utilities infrastructure (drainage, power lines, underground services etc)
- Topsoil or other land form

Do any of these contribute to local distinctiveness or character?

- has the current pattern of movement around the site affected the design of the layout?

What spatial types have been adopted for the network of streets and open spaces within the layout?

- Industrial, commercial and mixed use area
- Street
- Avenue
- Crescent
- Square

- Green
- Lane
- Mews
- Courtyard
- Private development
- Culs de sac
- Homezone

Does the layout provide for:

- Active streets with buildings fronting public spaces
- Ease of movement without the car dominating
- Connection with the existing street network
- A clear and understandable pattern of movement
- Safety and security for all users
- A human scale of development in a walkable neighbourhood
- Variety in form and function
- Access to local facilities
- Has the impact of the development on the surrounding context been assessed?
- Has an Environmental Impact Assessment been produced?
- Has a Transport Assessment been produced?
- Has adequate parking been designed into the scheme in a way that does not dominate the development?
- Have opportunities for illegal or inconsiderate parking been eliminated?

What measures have been taken in the layout to protect new and existing residents from:

- Crime and disorder

- Loss of privacy
- Impact of noise
- Potential pollution
- Does all external space within the development have a future owner and a use?

Is new public open space within the development :

- accessible by pedestrians, cyclists and the less mobile
- overlooked by buildings and at the heart of the layout
- well sited for sunlight, shade and a good quality environment
- meeting the needs of residents outside the site
- linked to the availability and quality of existing public open space, and maximising opportunities to enhance this
- designed with young people in mind
- capable of accommodating kick-about areas
- to include play equipment
- to include seating
- designed for dog walking

Does new green space within the layout:

- Incorporate features of existing landscape
- Work with the landscape grain
- Allow the extension of the site's bio-diversity

Does new landscaping within the site:

- Contain predominantly native species
- Extend the use of distinctive local materials

- Has a strategy for the aftercare of all new public space within the layout been developed and agreed with future maintenance providers?
- Has the layout been designed to maximise sunlight, daylight and solar gain?

Does the layout accommodate a mix of uses?

- Residential
- Retail
- Commercial
- Industrial
- Leisure
- Public buildings

- How does the development complement the broad mix of uses contained in the area of the site?
- Does the development provide new facilities likely to be used by people living outside the site?
- How does the scale and massing relate to the site's existing context?
- Are there opportunities for landmark buildings within the layout?
- Are any tall buildings proposed? (See page111)

Step 3 Designing for Movement

Have the movement needs of different users been considered?

- Pedestrians
- Cyclists
- Horseriders
- People with disabilities
- Cars

- Public transport
- Taxis
- Service vehicles
- Emergency services

What highway design has been adopted for each of the spatial types contained within the layout?

- Local Distributor Road
- Major Access Road
- Minor Access Road
- Minor Access Way
- Lane
- Shared Private Drive
- Path
- Homezone

What measures have been taken to keep vehicle speeds low?

- Arrangement of buildings – narrowings
- Junction design – turning restrictions
- Junction design – pedestrian tables
- Highway geometry – gateway features
- Highway geometry – restriction of forward visibility and bends
- Lateral shifts
- Roadway surface texture

- Has the road and pattern of movement layout been subject to a safety audit?



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