

1 Adrian Street,

*Ambitious for the future, sensitive to the past*

Dover, CT17 9AT

Planning Statement.

4/30/2020

Incorporating technical reports

Holbrook Griffith Development  
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## Holbrook Griffith Development

### INTRODUCTION:

Holbrook Griffith Development Ltd (HGD) has been appointed by Emervest Limited to develop a planning strategy for the regeneration and redevelopment of the former nightclub (Karma) site and adjacent former car park at 1Adrian Street, Dover.

As part of this pre-application process, Emervest Ltd and Holbrook Griffith Developments Ltd have engaged in discussions with Tim Ingleton Head of Inward Investment at Dover District Council (DDC) as well as Dave Robinson of DDC Town Centre Regeneration Team and Luke Blaskett of DDC Planning Department. The conversations have centred on the comprehensive regeneration opportunities that the redevelopment of this site presents in support of the DDC adopted Core Strategy.

Conversations have also taken place around the importance in setting a standard of quality design and aspirational development, which takes into account the regeneration aspirations of central Dover, which the Council are in the process of delivering.

The designs and masterplan submitted have been prepared to address this important role of standard setting for the western edge of Dover Town Centre. By demolishing the existing utilitarian windowless brick building and replacing it with an elegant render and red brick apartment block which provides for 29 residential units, delivering a landmark building at the Western edge of Dover Town Centre.

The Report is structured as follows:-

#### **Application Site**

#### **Development Proposal**

#### **Relevant Planning History**

#### **Relevant Planning Policy Framework**

#### **Planning Appraisal**

#### **Conclusions and Summary**

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### **Application Site:**

The site is owned by Emervest Limited and is comprised of two plots of land under titles K212750 (1 Adrian Street) and title K461379 (the adjacent former car park).

K461379 was previously owned by Dover District Council, and was sold to Emervest Ltd in 2019 as a potential residential redevelopment plot.

The two plots combined measure 0.0532 Ha

The two plots are separated by a public right of way, owned and maintained by Kent County Council (KCC) Highways

### **Site Location:**

The site is well located on the edge of the centre of the town and within easy walking distance of the following;

- St James Retail Development - 3 minute walk (245 meters)
- Dover Seafront and Dover Marina Seafront hotel and Spa – 3 minute walk (245 meters)
- Dover Waterfront development Western Dock –9 minute walk (760 meters)
- Dover Ferry Port – 13 minute walk (1,078 meters)
- Dover town centre –4 minute walk (350 meters)
- Dover Priory train station – 8 minute walk (693 meters)

Dover itself is ideally located in East Kent being serviced by major transport infrastructure including;

- High Speed 1 (HS1) linking Dover to London in 1 hour 5 minutes
- Dover/Calais ferry service linking the UK to France in 80 minutes

The site is therefore highly sustainably located, with good connectivity locally, regionally, nationally and internationally.

### **Site Description:**

Plot (K212750) is a c1950 building which was built as a public house and dance hall. It is currently derelict after having been subjected to an arson attack and further vandalism in July 2018. The Adrian Street elevation of the building has also taken impact from a heavy goods vehicle and is temporarily hoarded up.

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Plot (K461379) is a former disused Local Authority car park. Prior to 1992 (with the construction of the A20 link road), the plot was previously occupied by a dense pattern of residential and commercial properties which extended east, well beyond the current redline of the plot.

The adjacent plot to the south, which currently houses the National Rail and Maritime Union, is a 1950's brick building with render detailing.

The site lies to the north of Snargate Street and to the west of York Street. As such it occupies a secondary position in relation to Dover Town centre.

Due to its relatively raised position, it has the ability to make a positive visual impact upon the perception of Dover from the A20.

The site does not lay within a conservation area but does lay within the setting of the Western Heights ancient monument and the Unitarian Chapel grade II listed building.

The current use and the physical construction on both of the plots do not currently enhance either of these heritage assets and are in fact, undeniably detrimental to the setting of both.

From Town Wall Street the views can be characterised as follows:

- Club Karma building - Looking west, a blank expanse of windowless brick structure in poor repair. The top floor still shows evidence of the structural damage caused by the fire in 2018. Rising behind the site further west is the mass of the Western Heights, which act as a backdrop to the site.
- The former car park on Adrian Street is underutilised and surrounded by poorly maintained landscaping giving an impression of a deserted edge of town site. This is enforced when combined with the visual appearance of the derelict site to the east of York Street.
- From the south, the Club Karma site is partially hidden by the office building on Snargate Street, occupied by the National Union of Maritime and Rail and Transport workers (NMRT)
- From the south the former car park site affords unflattering and non-historic views onto the poorly maintained Unitarian Church

From Snargate Street the views can be characterised as follows:

- The site remains hidden for much of the approach into Dover heading East.
- The site does appear as one approaching the Hertz car park on Snargate Street, the site is also partially masked by Maritime House, Snargate Street.

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- Currently, the existing building and car park contribute very little to the sense of place or arrival into Dover.
- Set directly to the east are long views onto Dover Castle. The site does not directly affect these long views, but does have the ability to frame the long view

### Of the sites not under the ownership of Emervest Ltd

- Maritime House is a 1950's office block with redbrick elevations and white render detailing.
- The buildings on Adrian Street are a mixture of apartments and terraced housing built in red brick. The housing has a plinth constructed in Kentish rag stone and as such uses a simple layering of materials to establish character and design impact.
- The apartments use a simple device of redbrick with simple render banding.
- Both Maritime House and the apartments on Adrian Street set a strongly orthogonal design context for this part of Dover.
- The apartments rise up over four levels, whilst the terraced housing is single storey with a room in the roof, with a gabled dormer which has some stepped brick detailing.
- The apartments dating from the early part of the 20th Century, whilst the terraced houses are late Victorian.
- The Unitarian church on Adrian Street is a Victorian building constructed over two and half stories in yellow stock brickwork and is in a neo classical style. To the west of the building is a 1970's single storey building constructed from brown brick and is particularly poorly executed and maintained.
- The Chapel itself is showing signs of structural movement as evidenced by the temporary buttressing to the south. The building as a whole is poorly maintained and does not act as an attractive or welcoming building at the entrance to Dover.
- The walls enclosing the chapel plot are constructed from flint.

Refer to appendix B for photographic survey.

### **Development Proposal**

This section describes the development and defines the principle components of the scheme.

The application is accompanied by drawings and plans and sections and a comprehensive design and access statement.

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The application for full planning approval seeks consent for the following

- Two adjacent buildings over 5 and 6 storeys
- A basement level remote working shared office space B1/B2
- 29 one, two and three bedroomed residential units
- Two separate main entrances to serve each building
- A separate shared bin store
- A separate shared cycle store
- Terrace space at 5<sup>th</sup> floor for 3 penthouse apartments

For the schedule of apartments and areas please refer to the table in appendix C

### **Planning History**

In terms of specific planning on each of the sites, the following list outlines the available information from the Dover District Council planning website;

04/01198 Approved 2004 – display of illuminated sign

06/01190 Approved 2007 – demolition of existing building and redevelopment of 15 flats

13/01098 Withdrawn 2014 -demolition of existing building and redevelopment of 15 flats

### **Relevant Planning Policy Framework**

The adopted local plan is the Dover Core Strategy 2010. Arising from this document is the Land Allocations local plan adopted 2015, which fleshes out some of the Core Strategy policies with respect to specific sites. The emerging Local Plan is currently under preparation and proposed public engagement was scheduled for July 2018, however this is running late. The new Local Plan is expected in 2021.

In the meantime, Dover District Council is driving forward with the Town Centre Regeneration. This strategy is ‘bearing fruit’ with the delivery of St James retail centre and the commencement on site of the Western Docks redevelopment.

We are aware that the proposed regeneration of Flying Horse Lane is in at pre-application and will be submitted for detailed planning in July 2020. Furthermore, we are aware that there have

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been approvals of residential developments in Cambridge Terrace, Castle Street and the Nelson Public house within the last year.

As such Dover District Council are actively progressing the redevelopment of Dover Old Town. Our clients are supportive of this important regeneration programme and have prepared this application with regeneration of the Town Centre in mind.

We believe that our proposals for Adrian Street represent a positive contribution to the regeneration strategy being pursued by Dover District Council. The visibility of the site, particularly when approached from the east, warrants a high level of design. The importance of a quality development in a 'post Covid 19' environment that is capable of being delivered is particularly important in order to foster future investment confidence, much needed housing and kick-start to economic regeneration post the current UK 'lockdown' status.

## CORE STRATEGY 2010

In terms of the adopted core strategy 2010 the site falls within the following broad policy areas

- The preface to the Core Strategy states clearly that the purpose of the adopted policies is to develop a regeneration programme with particular focus on the town centre. The preface makes clear that public and private sectors working together towards a common goal of regeneration are the only way that the goals of the Core Strategy will be delivered.
- The site lies adjacent to the northern part of the policy area "Dover Waterfront – CP08" which is referred to in a positive light in the following policy statements;

CP08 states planning permission will be granted provided:-

- Any application for redevelopment is preceded by, and is consistent with, a masterplan for the whole site which has been agreed by the Council;
- ii. The proposals relate to the whole allocated development or if less, do not in any way prejudice the implementation of the whole development;
- iii. The opportunity is taken for exhilarating, dramatic and locally distinctive design which is capable of becoming a modern day symbol of Dover and includes a landmark building at Wellington Dock, a foreground building on the north side of the A20 and responds to the multiplicity of viewpoints from which it will be seen;
- iv. Access proposals, including another-ground connection between the northern and southern parts of the site, maximise walking and cycling and enable the development to operate in conjunction with the town centre and other visitor attractions.

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Under the current adopted 2010 local plan the site has the following characteristics,

- The site lays within the boundary of the town centre demise
- Lays outside flood zone 2 and 3
- Lays within the A20 Trunk Road Dover Air Quality Management Area (2004) amendment (2009)
- Does not lay within the A2 safeguarding or any other safeguarding routes
- Is not allocated for employment
- Has no specific allocation for housing
- Lays within no areas of specific environmental policies
- It is not a designated heritage asset, does not lay within a conservation area
- In terms of archaeology refer to specific heritage assessment.

The Core Strategy also incorporates the broad objective to “foster population growth, particularly working age families” as well as “deliver sufficient additional housing to broaden the range and improve the quality and market perception of the districts (especially Dover’s) housing offer and meet the changing needs of the population”

CP4 underlines the importance of housing to Dover and states that developments over 10 units “should identify the purpose of the development in terms of creating, reinforcing or restoring the local housing market in which they are located”.

The strategic housing assessment outlines a housing mix across the district to suit the projected forming households as follows;

Dwelling Type	%
1 -bedroom homes	15%
2-bedroom homes	35%
3-bedroom homes	40%
4-bedroom homes	10%

Under the adopted Core Strategy, the following development management policies apply to the site.



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- DM02 Protection of employment land and buildings
- DM5 affordable housing and revised supplementary policy
- DM11 location of development and managing travel demand
- DM12 road hierarchy and development
- DM13 parking provision

Whilst there are no specific areas of guidance in the land allocations plan, in respect of the specific site the following information can be extrapolated and is relevant to the Adrian Street site, which lies within the Dover Waterfront broad allocation.

- Overall requirement (2010) for housing in Dover was 6,500
- Which after existing allocations and applications have been taken into account, leaves a requirement of 1010 dwellings
- Of which 580 remain to be identified within the local plan
- The allowance for windfall housing has been set at 914 dwellings

The updated January 2019 figures arrived at through the Standard Housing Need Assessment requires Dover to provide 598 dwellings per annum at total of 2990 over 5 years.

With a 5% buffer applied this brings the 5YHLS requirement to 3140 dwellings.

DDC currently claim, based on current deliverable sites, that they have a 5.56 Housing land supply.

The 2015 Land Allocations Local Plan identifies the site as laying within the Town Centre and on the edge of the waterfront area. The policies which are outlined here are summarised best in the policy as follows; “Where new development has a key role in creating or restoring the character of Dover in the future” and to “create new forms and styles of architecture that would rejuvenate and regenerate the urban area”.

The site also lays within the area of change, which lays adjacent to York Street and Townwall Street.

An ‘area of Change’ is defined within the Land Allocations Adopted Plan 2015 as ‘areas which are in need of renewal or do not fulfil their potential, and yet are not allocations within the plan as not enough planning work has been undertaken to define the parameters of any future allocation’.

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As such, this proposal takes forward this key site within the area of change in order to renew this part of Dover so that it may fulfil its potential and support other key developments within the town centre.

### **Planning Appraisal**

This section explores the development with regards to the relevant policy framework and should be read in conjunction with accompanying plans and statements. It will appraise the following planning considerations.

- Principle
- Character & Appearance (Heritage and Archaeology)
- Residential Amenity of Future Occupiers
- Residential Amenity of Neighbouring Occupiers
- Parking and Highways
- Servicing
- Flood Risk
- Sustainability
- Planning Obligations

### **Principle**

The application proposes a new housing development on the site of a derelict and defunct former nightclub.

The site does not have any specific site policy in either the core strategy or the Local Allocations adopted plan 2015 it does lay within an identified Character area and Area for Change.

As a site within the Town Centre Character area, within which it lays is characterised as having the key role of restoring and enhancing the character of Dover.

As a site within an Area of Change, the development has the ability to renew this area and fulfil its potential to enhance and restore Dover Town Centre. The regeneration of the site will halt the historic antisocial behaviour experienced by local residents from its previous uses and deliver a much safer environment in which to live, which in turn will foster the growth of an urban community.

The proposal responds to the Broad objective of the Core Strategy to foster population growth, particularly in working age families and support forecast (growth) in the local economy focused upon Dover, in line with the settlement hierarchy.

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The proposed residential development supports policy CP03 and with regard to policy CP04 is designed to be a locally distinctive landmark development, which improves the quality and market perception of Dover and the prospect of living in the Town Centre.

With regards to the Strategic Housing Market Assessment, the development prioritises 2 bed apartments over 1 bed apartments in line with the 2008 SHMA. The number of 3 bed apartments is limited on the site due to its Town Centre location being less attractive to the market demographic for 3 bed properties. The focus on 2 bed apartments has enabled the development to have a density above the expected 40 dwelling units per ha for a town centre location.

With regard to the mix of affordable to market housing, the client is currently assessing the economic impact of the market correction that Covid 19 will have on the Gross Development Value of the development. Given that the market correction has only just begun to take place, the client is in the process of making this assessment with its advisors. Current draft assessments indicate that the market correction, combined with the demolition costs associated with the development, will be unable to fully support an affordable housing content of 30% as outlined in DM05.

As these assessments evolve and the UK stabilises, we will confirm our position in relation to affordable housing content of the development (during the assessment of the planning application).

Therefore, in light of the above, the development would mean the enhancement of an existing brownfield site which provides much needed housing in the Town Centre of Dover. This would foster population growth and improve the perception of the housing market in Dover, whilst supporting the forecast economic growth. This being in support of the adopted local plan objectives, we believe the proposal can be seen as acceptable in principle.

### **Character and Appearance**

Further detailed analysis is provided in the design and access statement as well as the Heritage Assessment and Desktop Study.

The Heritage Assessment and Desktop study conclude there is no harm to the setting of any of the heritage assets.

Due to the prominent location of the site adjacent to the A20, Townhall Street and York Road, the development will be a gateway building to Dover.

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The current Genus Loci of the site is defined by;

- The current poor condition of the former nightclub on the site
- The current vacant former car park plot adjacent
- The poorly maintained Unitarian Church opposite
- The mishmash of architectural styles along Adrian Street
- The visually intrusive nature of the allotment plots on the lower slopes of the Western Heights to the west
- The unkempt hedge line along the south of Adrian Street

As such, the area is not currently fulfilling its potential to enhance the perception of Dover at the entrance to the town.

The 1970's redevelopment of this area to construct York Street and widened Townhall Street de-naturalised the dense urban fabric of this part of the Town by;

- Demolishing the dense urban blocks to the south and east of the Unitarian Church
- Thus replacing a dense urban fabric and tight road network within which the Unitarian Chapel was set, with open views on to 20<sup>th</sup> century dual carriageway roads and associated verges, pavements and car parks
- Creating new vistas onto Dover Castle and the Western Heights, which were not previously visible due to the historic street layout

In addition, bombing and building clearance prior to the 1970's removed much of the building evident on historic maps to the south of Adrian Street.

As a result, the tighter urban grain which is typical of the historic parts of Dover as evidenced in the historic record has been broken and replaced with an opened up and disjointed character to the detriment of the Genus Loci.

What remains is a disparate collection of buildings, with little in common to bind them together into a cohesive location distinct and recognisable within the urban fabric of Dover.

What remains can be characterised as follows;

- Adrian Street running west-east provides two distinct and strong perspectives onto
  - Dover Castle to the east
  - Western Heights to the west.

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- The buildings either side of Adrian Street act as a frame to these perspectives and give the views onto Dover Castle and Western Heights relative scale within the urban landscape
- The Unitarian Church built 1819 by Thomas Read, is an octagonal building built in yellow brick with white render basement banding. The main worship space is lit by a matching pair of venetian sash windows over a storey and a half. The remaining windows in the original building are arched sash windows.
- The 1970's construction of York Street encroached onto the setting of the building and as a result, a section of the gardens which were part of the overall design were demolished.
- By way of compensation a meeting hall was constructed in 1971. This extension is flat roof construction in brown brick with white casement windows and has white render banding.
- Both the original church building and the extension are in a poor state of repair which adds to the general air of dilapidation in the locality.
- The apartment block 10 -20 Adrian Street to the west of the Unitarian Chapel and to the north side of Adrian Street, is a flat roof construction in red brick with white render banding and white painted cantilevered concrete balconies. Changes in level are protected by black wrought iron balustrades. The building is arranged over a basement and three storeys.
- The south facing elevation of this building looks directly onto the former nightclub site which the proposed development will replace.
- West of the apartment block area terraced row of houses which rise steeply with the profile of Adrian Street. The terraced houses have a steep pitched slate roof with dormers at first floor, the ground floor is elevated above street level with a half basement which serves to take up the level difference between the road level and the ground floor. The half basement is clad in ragstone and the ground floor is red brick with white painted concrete pelmet moulding at window cill level.
- The eastern most part of Adrian Street is dominated by visually intrusive structures associated with the allotments.
- To the south of Adrian Street, Maritime House is a 1930's office block with redbrick and white render banding detailing.
- Maritime House lays in the foreground of the development when viewed from Townwall Street
- Given the existing character of the locality and existing buildings, the proposed development approaches the design of the two plots as follows;

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- To recreate the urban density that existed prior to the 1970's road construction scheme, in so far as possible by building on both plots
- To recreate the relationship between a dense urban fabric and the south elevation of the Unitarian Church that existed prior to 1970's redevelopment and urban clearance.
- In doing so, screen the poor-quality single storey flat roof construction to the Unitarian Church from wider view from the south, so as to diminish its detrimental effect at the entrance of Dover.
- To use the vocabulary of red brick with white banding to act as a unifying palette of materials
- To develop the orthogonal and stepped geometry found in the locality to form a unifying "spine" on the south side of Adrian Street.
- Uses the steeply rising nature of Adrian Street to establish a landmark building which creates its presence in the vertical plane whilst maintaining a proportional relationship in height to the rising roofline along Adrian Street, York Street and Albany Place.
- By establishing a vertical plane on the south side of Adrian Street, the building provides a frame to the long distance perspectives onto Dover Castle and the medium distance perspective onto the Western Heights whilst maintaining the existing ever changing urban foreground which characterises the setting of the ancient monuments
- By removing the existing derelict building, the framed perspectives east and west are significantly improved and enhanced by the removal of a visually detracting element within the setting of the historic monuments.
- The building therefore creates a landmark building which unifies the character of the area whilst providing focused long perspectives onto Dover Castle and the Western Heights.
- With regard to the setting of the Unitarian Church, the removal of the poorly maintained and visually detracting car park and replacement with the new development re-introduces the historic relationship that the Church would have had originally with the urban block that existed until the 1970's
- The new development by re-establishing a built block between Townwall Street and the Unitarian Church also re-establishes in part, the partially hidden historic relationship between the church and Townwall Street
- By re-establishing the relationship, the new development creates a developing perspective view onto the Unitarian Church as one turns into York Street
- The view onto the development from Townwall Street replaces the vacant former car park and derelict former Nightclub. The building from this

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perspective steps to the west and creates a visually interesting landmark with the use of red brick and white render banding.

- The heritage assessment and archaeological desktop study show that;
  - The setting of the Western Heights is not detrimentally affected by the proposals
  - The setting of Dover Castle is not detrimentally affected by the proposals
  - The setting of the Unitarian Church is not detrimentally effected by the proposals
- The proposal therefore will respect the building types found locally, will establish a landmark building at the entrance to Dover and form a harmonious and unifying relationship with existing buildings within the locality. The building increases the amenity and fulfils the potential of this gateway area by improving the perception of the housing offer in Dover at a key location.

### **Residential Amenity of Future Occupiers**

The 29 units are designed to Nationally Described Space Standards

The development therefore provides 29 quality housing units at the edge of the town centre

The Air Quality report shows that the units are not effected by pollution from the adjacent A20 link road and that air quality falls within acceptable standards for residential dwelling.

The majority of the units have Dual aspect and enjoy views to the sea/ Dover Castle and the Western Heights.

There is a mixture of 1,2and 3 bed units

The units on the 5<sup>th</sup> floor benefit from outside terraces and panoramic views

The units are provided with lifts to all floors

All the units benefit from built in storage

All Flats will be provided with super-fast Broadband to ensure the ability

- Work from home
- Remote learning

Secure parcel delivery for both buildings

Secure by design reception areas including;

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- Voice and video comms to each apartment
- Colour CCTV with recording facility

Individually metered apartments

Intelligent LED lighting systems

USB chargers and power outlet sockets throughout

As such the development provides residential units which fulfil the material considerations of residential amenity.

### **Residential Amenity of Neighbouring Occupiers**

The accompanying daylight/sunlight report shows that the impact from the new development lays within the acceptable parameters of the BRE guidelines and there is no detriment to adjacent properties in respect of Daylight and sunlight.

In terms of privacy the distance between the buildings measures 13.5 m which within an urban environment is an acceptable distance by which privacy can be maintained.

The development replaces the existing nightclub with residential use, which will eliminate the noise and unsociable behaviour experienced regularly by many local residents with the former late-night use.

The development also brings into use a currently vacated site, which will reduce to a minimum the instances of vandalism of the building and abandoned vehicles on the former car park. The creation of active frontages on Adrian Street and the adjacent walkway will further increase natural surveillance of the public rights of way and therefore increase general security within the area.

The introduction of 29 quality residential apartments on Adrian Street will, by its very nature, raise the offer in Adrian Street by transforming it from a part residential part night time economy mixed use, to a modern, quality residential road with community facilities available in the Unitarian Church.

The proposed development does not include any assigned car parking spaces or provide for car parking; as such the development will not increase the traffic load on Adrian Street.



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As such the development considerably improves the residential amenity of the neighbouring properties on Adrian Street.

### **Parking and Transport**

Adrian Street is a 30mph road as are the other roads within the locality

Adrian Street is steeply sloped rising to the west

There is on street parking on Adrian Street

There is abundant, under used, off street parking spaces at Albany Place providing 94 parking spaces, which offers paid parking between 9am to 5pm six days a week. Evening and Sundays provides free parking.

The site lays within easy walking distance of local services and transport hubs as follows

- St James Retail Development - 3 minute walk (245 meters)
- Dover Seafront and Dover Marina Seafront hotel and Spa – 3 minute walk (245 meters)
- Dover Waterfront development western Dock –9 minute walk (760 meters)
- Dover Ferry Port – 13 minute walk (1,078 meters)
- Dover town centre –4 minute walk (350 meters)
- Dover Priory train station – 8 minute walk (693 meters)

The nearest bus services are available at the town centre bus stop. The Pencester bus station serves bus services 62, 15, 61, 61A, 88, 88A, 89, 90, 91,91A, 92, 92A which serve Folkestone, Canterbury, Deal and local villages as well as districts within Dover itself.

The site lays within Dover which itself is ideally located in East Kent being serviced by major transport infrastructure including;

- High Speed 1 (HS1) linking Dover to London in 1 hour 5 minutes
- Dover/Calais ferry service linking the UK to France in 80 minutes

The site lays within the town centre area and as such it is proposed that under Core Strategy development management policy DM13 that the development does not include any car parking.

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This proposed town centre development is able to rely on sustainable transport methods including walking, cycling and public transport due to its central location. The development is provided with communal secure cycle parking.

### **Servicing**

The development is provided with communal bin storage, which is accessed independently of the main entrances into the two buildings.

The development is provided with communal cycle parking which is accessed independently of the main entrances of the two buildings.

Each floor is serviced by a lift providing ease of access to all apartments.

### **Flood Risk**

The site is positioned in flood zone 1 and as such does not require a flood risk assessment.

### **Sustainability**

Summarise land contamination report

The site is within close walking distance to transport hubs and local services and has been designed to promote sustainable methods of transport including walking, cycling and public transport both local regional, national and international.

The site therefore contributes to sustainable lifestyles of the residents and this part of Dover.

### **Planning Obligation's**

Dover District Council does not have an adopted CiL policy

It is understood that section 106 contributions will be sought for

- Primary education
- Secondary education
- Open space contributions

These contributions will be negotiated during the planning application process.

### **Conclusion**

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Dover District Council has, since the adoption of the 2010 local plan and the subsequent completion of St James, expressed a clear view that the regeneration of Dover is of utmost importance to the Council. They have now embarked upon a twin track initiative by which they aim to significantly improve the urban design and living experience of Dover Town Centre and Waterfront so as to act as a catalyst to the step change in Dover fortunes that they desire.

These initiatives include;

- Town centre public space regeneration scheme in and around Market Square
- Joint venture working with local landowners and developers

The development is situated within a part of Dover which is identified as an area of change and on the edge of the town centre which is the focus of regeneration development.

As such, the proposed development is the redevelopment of a former car park plot and a derelict building and delivers a landmark building at a key location, on the edge of Dover town centre in support of Dover District Councils aspiration to regenerate the centre of town.

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Appendix A: site location and land ownership

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Appendix B

Photographic survey

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Appendix C

Schedule of accommodation

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