

Land Off Victoria Road West

Littlestone-on-Sea - Design Statement



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S1	Suitable for Co-ordination
S2	Suitable for Information
S3	Suitable for Review & Comment
S4	Suitable for Stage Approval
A1, A2 etc.	"Approved and accepted as stage complete (C= Contractual/Complete)"
CR	Construction Record



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Section 1 Introduction

1.1 Overview

This document is submitted by Legal & General Modular Homes [LGMH] in support of the Reserve Matters Application [RMA] submitted to Folkestone & Hythe District Council for the proposed residential development at Land off Victoria Road West, Littlestone-on-Sea.

The RM application is for 80 dwellings including associated car parking and landscaping. The scheme will feature a range of Affordable Homes across various sizes.

This application seeks approval for the Reserve Matters Planning Application for the granted Outline Application considered under the Council's reference Y18/0768/FH.

Legal and General Modular Homes' vision for the Victoria Road West development is to create a sustainable community that is both a desirable place to live as well as a step-change in the model of residential project delivery in the UK. This development aims to act as a marker for the aspirations of both the residents, the wider community and for Littlestone. Victoria road West aims to create a new destination that will enhance the urban fabric of Littlestone and act as a benchmark for future projects in the local area.

The scheme features a balanced mix of housetypes ranging from two bed starter homes to four bed family houses across a range of tenure types, creating the infrastructure for a diverse and varied community.

The quality of the public realm and communal space are critical in the creation of any community. The proposals for Victoria road West seek to foster social interaction and resident engagement designed to provide interaction with the natural environment.

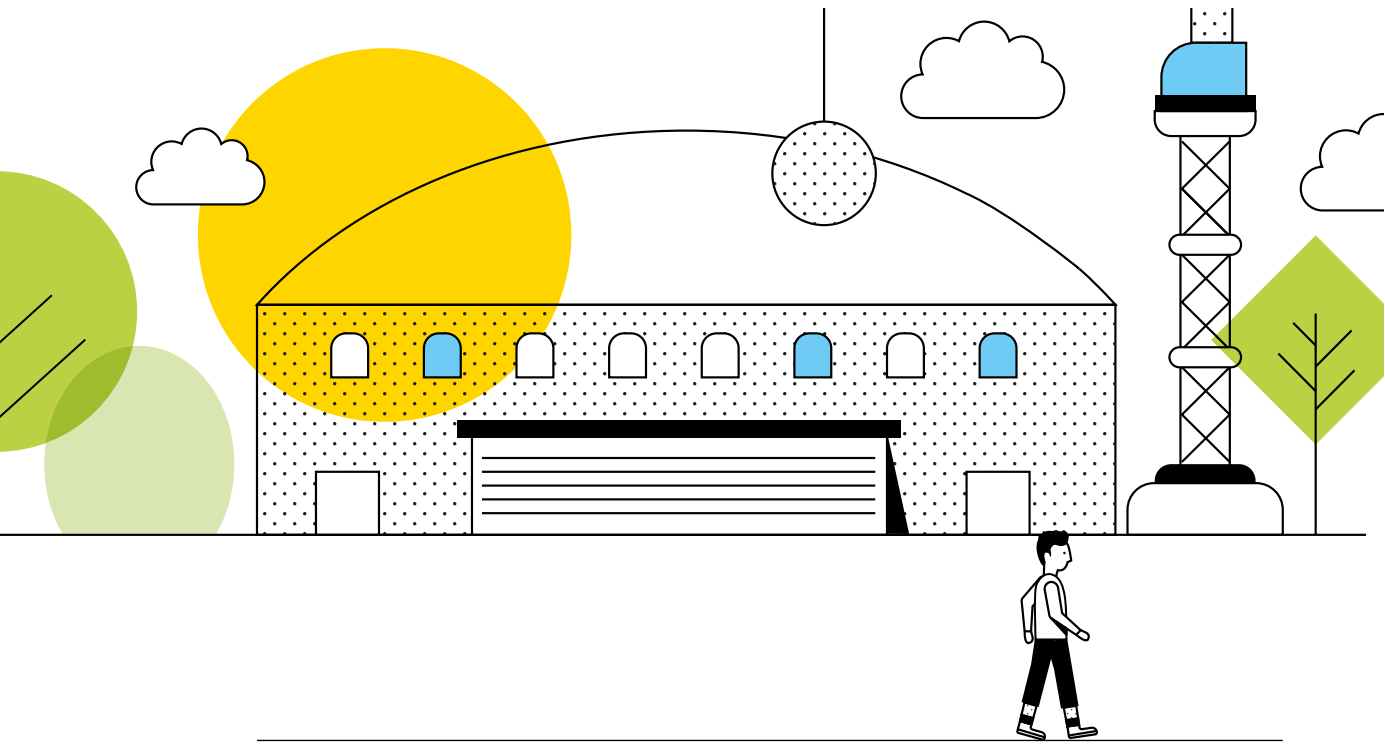
The site has several challenges and constraints that have been considered as part of this application, these include existing ground conditions across the site, drainage challenges and ecological mitigation.

The scheme has been designed for delivery through L&G's off-site manufacturing and turnkey delivery model providing innovative new homes whilst dramatically reducing the required construction period and the amount of on-site activity and disruption.

The design solution put forward in this application seeks to carefully consider the site constraints whilst leveraging the benefits of off-site manufacturing and prioritising placemaking to create the best possible design solution for future residents and the wider community.

L&G's Modular facility produces high quality, prototyped and accredited [NHBC, BOPAS & others], tenure blind products which have been manufactured to stringent quality control standards based on automotive and aerospace best practice manufacturing techniques. This is a step change in the construction industry at a scale never before undertaken and seeks to revolutionise housing provision in the UK.

Sustainable delivery sits at the heart of L&G Modular Homes' approach to residential development. This includes a fabric-first high-quality product led design, a reduction of all forms of waste and the efficient use of materials, a dramatic reduction in low efficiency construction activities and a placemaking led, community first approach to project design.



1.2 Purpose of the Design Statement

This Design Statement has been prepared in accordance with sections 62 and 327A of the Town and Country Planning Act. It has been prepared in accordance with the requirements set out in article 8 of the Development Management Procedure Order 2010 which consolidates the Town and Country Planning (General Development Procedure) Order 1995. Section 3 of the Planning Practice Guidance also sets out the requirement for design and access statements to accompany applications for certain types of permission and consent (enforced from August 2006) of which this application applies.

The structure of the document has been informed by general best practice within the industry as well as the guidance from the Commission on Architecture the Built Environment (CABE) 'Design and Access Statements: how to write, read and use them'. Despite CABE no longer being an active body, their guidance notes are still seen as industry leading and therefore relevant for this application.

This Statement responds to the National Planning Policy Framework (NPPF), which sets out the Government's vision for Sustainable Development and the overarching planning policies on the delivery of sustainable development and the fundamental importance of good design to achieve this.

It covers both the design principles and concepts that have been applied to the development and how issues relating to access to the development have been dealt with [Development Management Procedure Order 2010]

The following issues are addressed:

- the design principles and concepts that have been applied to the development.
- the steps taken to appraise the context of the development and how the design of the development takes that context into account
- the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account.
- what, if any, consultation has been undertaken on issues relating to access to the development, and what account has been taken of the outcome of any such consultation.
- how any specific issues which might affect access to the development have been addressed.
- that the proposals are based on a considered approach to masterplan design.

The statement sets out the design principles and concepts and provides a detailed narrative in relation to how the scheme addresses them in the following areas;

Amount
Explains and justifies the amount of development proposed.
Explains how the proposals respond to the physical, economic and social context of the application site and surrounding areas.

Layout
Explanation of the parameters setting out the way in which buildings, routes and spaces should be placed and orientated in relation to each other, including an explanation of how proposals will create safe and sustainable places and address crime prevention issues.

Scale
Explanation and justification of the parameters for the height, width and length of buildings in relation to their surroundings.

Landscape
Explanation and justification of the principles that will inform the future treatment of spaces in terms of hard and soft landscaping, and brief explanation of how the landscape will be maintained.

Appearance
Explanation and justification of the principles behind the intended appearance of the proposals, and explanation of how these principles will inform the final design of the scheme.

Access
Approaches to access and issues of access, both social and physical.

1.3 Site Location

This site is located to the south west of Littlestone, at the northern end of Victoria Road West and to the rear of properties fronting on to Queens Road.

The site is located on the western edge of Littlestone-on-Sea which itself is a predominantly residential suburb located to the south of the town of New Romney.

Littlestone-on-Sea is laid out on a grid street pattern, with Littlestone Road the main link between New Romney and the coast road.

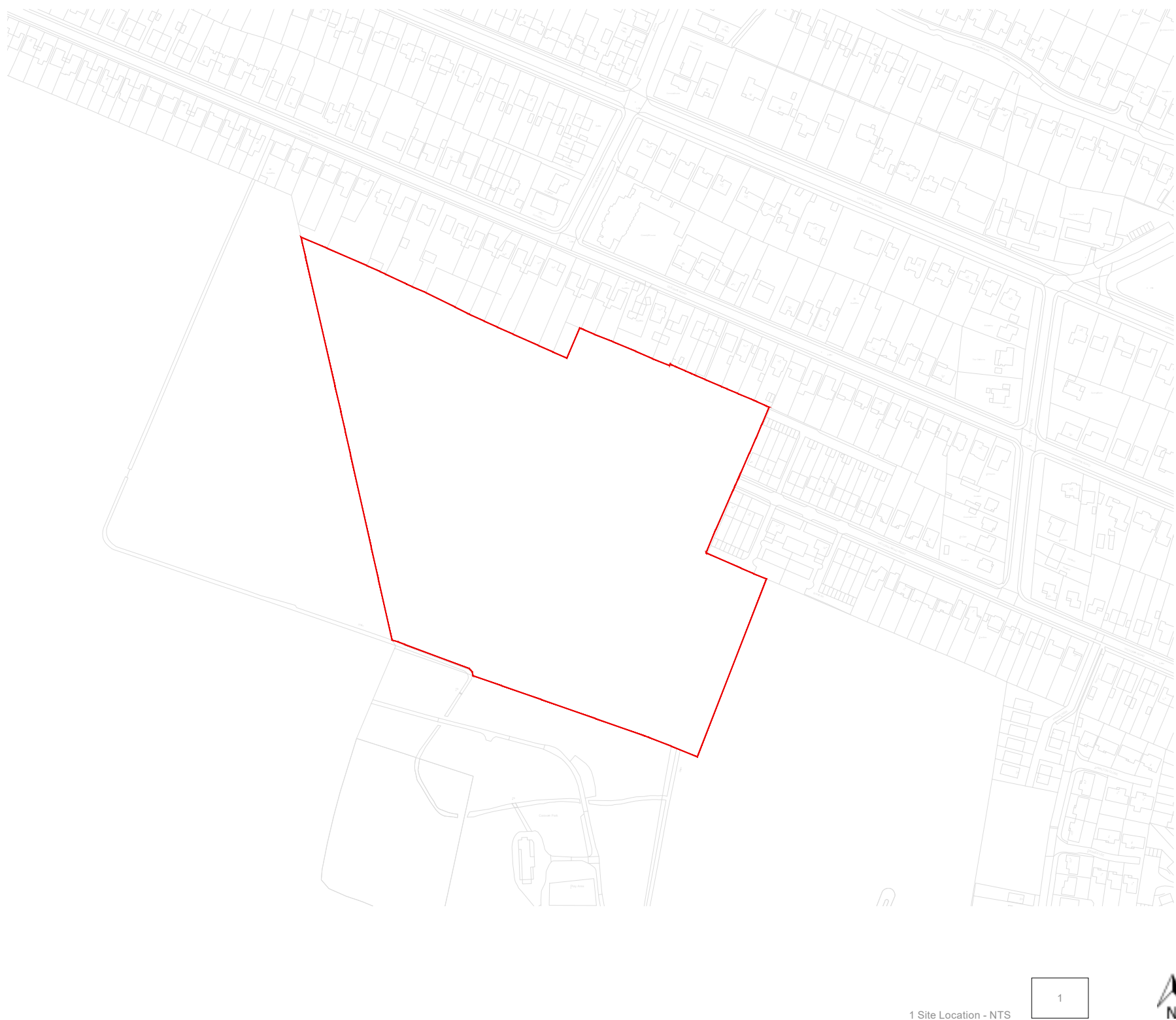
There are shops and services at the northern end of Littlestone Road near to the RH&D Railway station and also on Coast Drive to the south.

The application site extends to approximately 4.62 ha (including 1.61 ha of informal green space) and is located to the west on undeveloped farmland to the west of Littlestone Road at the northern end of Victoria Road West, from which point access would be obtained.

To the east the site is backed onto by the properties in Queen's Road and to the west is open farmland and the New Romney Caravan Park comprising some 130 static caravans.

The properties in Victoria Road West area are predominantly two storey houses, there are also two storey houses and chalet bungalows in Queen's Road. Further to the south on the beach frontage there are flats contained within five storey buildings.

Due to the reasons outlined above, the site is located in a prime area for urban redevelopment, and as such the proposed scheme is considered to be appropriate.



1.4 Legal and General Modular Homes

"Making the Housing Market Fairer for All"

Legal & General Modular Homes was set up to disrupt the housing market by delivering better designed and built homes using modern methods of construction. Acting as Developer or Main Contractor L&G Modular is working with Councils, Housing Associations and major landowners, as well as our L&G housing businesses, to address the chronic housing shortage in the UK. Our homes are high quality, energy efficient and can be plotted to create a range of different neighbourhoods from a common system of manufactured modules. Our digitally enabled design and manufacturing process will allow the business to deliver at pace and scale enabling rapid expansion as the market for MMC develops.

Based in our 550,000 sq ft factory in Sherburn-in-Elmet, we have spent the last three years developing, testing and accrediting our initial product range. We delivered our first homes to Silva Homes in 2019. At full production the Sherburn-in- Elmet factory will be capable of delivering 3,500 homes per annum.

Our Products

Our in-house design team lead both product development and place-making. Their capability includes master planning, architecture, engineering, product design/testing and sustainability. Our products are engineered to meet customer expectations for interior design and lend themselves to volume manufacturing and assembly. To underline our commitment to sustainability our homes are being designed to achieve EPC Standard A, which is currently achieved by circa 1% of new homes, and our manufacturing approach significantly reduces the amount of waste from the production and construction of our homes.

Our homes are designed for a wide range of applications, climatic conditions, topographical and ground conditions and can be configured and clad to suit location specific requirements and the local vernacular. In addition, 'sub-assembly' elements such as balconies and roof designs allow standard products to be adapted to allow better site utilisation as well as creating interest and variability across sites. Internally, modular units are fully finished in the factory including kitchens, bathrooms, paint and finishes.

As part of this approach we develop our designs to a greater level of detail than is traditional in house building. We have adapted the principles followed in other manufacturing industries such as automotive and aerospace to define the product design and manufacturing process. This is developed within our Product Life-cycle Management and Enterprise Resource Planning systems creating a full digital record of the design, manufacture and assembly of our products. Legal & General Modular Homes currently have 2 & 3 - bedroom houses and 1 & 2 bedroom apartments available for delivery and have plans to develop a 4-bedroom house and 1&2-bedroom bungalow and add alternative apartment configurations to our portfolio.

Our People

A key pillar of our disruptive approach to Modern Methods of Construction involves the development of our people, creating new capacity in an industry which has under invested in skills for some considerable time, achieved via:

Design Standardisation
Our design approach focuses on standardisation and simplification across the product range reducing the need for 'craft skills' in order to carry out basic tasks.

Manufacturing Standardisation
Our manufacturing approach, which has been developed from best practice in automotive and aerospace, provides our people with clear simple manufacturing instructions to follow and quality standards to achieve.

Training & Development
Our Modular Academy training programme equips our factory colleagues with the skills they need to follow these instructions, training them to achieve the quality standard & TAKT for each skill they acquire.

Our recruitment process for production operatives focuses on attracting a diverse range of people with the right mindset and behaviours rather than specific construction-based skills and by doing so we are truly able to grow capacity for the industry.

As well as growing and developing our factory team we have built in house design, manufacturing engineering and construction management teams. Attracting and developing these skills in a new industry has required team members to be flexible and adapt to the new challenges modular manufacturing presents, reading across the skills they acquired in other parts of the construction industry to 'meld' together their knowledge and experience to create the unique blend required to make MMC successful.

 **550,000**
sqft factory

 **3,500**
homes per year



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- 2.2 Context Material Palette
- 2.3 Understanding the Site
- 2.4 Constraints
- 2.5 Opportunities
- 2.6 National & Local Design Policy

Section 2 Assessment

2.1 Emerging Context

This application is for the Reserved Matters under the approved planning consent. As such the nature of development has been accepted. This development will provide a wide range of housing from two bedroom to four bedroom houses, providing much needed houses to the local area.

In general the site and surrounding landscape is flat and relatively open, with a mix of arable and pastoral fields, and minimal boundary hedgerows. The Romney/Hythe and Dymchurch tourist railway runs to the west of the site, and is flanked by blocks of mature woodland in this location. This woodland, along with housing that has developed alongside the railway, combines to create a portion of land (in which the site lies) that is enclosed on all four sides.

The site is located along the southern edge of Littlestone, adjacent to residential properties on Queen's Road to the north and Victoria Road West to the east. The site is currently a single pastoral field lying to the rear of houses on Queens Road and to the side of properties at the end of Victoria Road West. The field is currently dissected by a number of reed lined drainage ditches. A very small number of isolated small windswept trees are present within the north western part of the site.

In the wider context, the existing settlements of Hythe, Dymchurch, St Mary's Bay, New Romney, Lydd-on-Sea and Dungeness are spread out and define the coastline.

There are also a number of large and medium sized caravan parks that are located within and adjacent to the existing settlements such as the caravan park to the south of the site.

The coastline is a mix of sand dunes, shingle and mudflats which are of ecological importance.

There are no Public Rights of Way (PRoW) that pass through or are directly adjacent to the site.



2.2 Material Palette

Much of Littlestone comprises of residential estates of similar age and many of these are not particularly reflective of the traditional built character which is found in the centre of the neighbouring village of New Romney.

Properties are generally distributed along long straight boulevards running inland from the sea creating distinctive parallel linear patterns.

Within the vicinity of the site, Victoria Road West is characterised by neo Georgian terraced houses generally brick built, set back from the road with large front gardens, with parking to the rear.

Further east along Victoria Road, there are more traditional semi-detached properties.

Properties on Queen's Road define the northern site boundary and these include properties are bungalow and brick built with white weatherboard detail.

Elsewhere in Littlestone, properties are predominantly detached and two-storey or less, however there are some taller properties and flats on seafront along Grand Parade.

Many of the streets have a wide grass verge with street trees framing the view towards the sea. Low walls or hedgerows often define the boundaries between the footpath and the private frontage .

1	3	1 Local Street Pattern
2	4	2 Brick built context
		3 Brick Built context with large front gardens
		4 Large massing - flats on Grand Parade



2.3 Understanding the Site

The site has great potential to provide a marker for future schemes and key to achieving this is the creation of a scheme that relates to its context in a considered way.

Site Access

Fundamental to the success of a scheme is the entrance point and ensuring that it works for both the residents and existing road users. The current access to the site is off Victoria road West and this has been accepted as part of the Approved Outline Consent.

The site is sustainability located with easy access to both the existing community & amenities within Littlestone as well the wider public transport network.

Bus stops along Littlestone Road provide services to Dover, Ashford , Willesborough and Folkestone.

Edge Condition

The site features the following edge conditions:

North - Rear of properties on Queens Road
East - Victoria Road West
South - Agricultural Land & New Romney Caravan Park
West - Agricultural Land

The site has the potential to accommodate up to 80units, as proposed in the consented outline planning permission. However it only has very narrow street frontage adjoining Victoria Road West. This has been considered carefully in relation to the building layout, orientation, scale and massing.

Topography

The proposed site lies at 2.5m AOD within an area of low lying land adjoining the coast. Changes in levels are minimal across the site and wider landscape, which lies predominantly between 0-5m AOD. Subtle changes are located in isolated locations, forming sea defences within Littlestone on the coast to the east where the landform in isolated locations rise to approximately 10m AOD. It is likely that the site may need to be raised to ensure the site is viable.

Building Heights

The building immediately surrounding the site are predominately 2 storeys in height, with some single storey & 1.5 storey bungalows. There are some new three storey dwellings to the east of the site and larger apartment blocks along the sea frontage.

Dwellings will be positioned on-site to reduce overlooking to neighbouring dwellings.

Landscape/Greenery

There are no Public Rights of Way (PRoW) that pass through or are directly adjacent to the site. Existing farm access to the field is obtained from a gateway at the end of Victoria Road West.

The application site and it's context lies within an undesignated landscape adjacent to the existing edge of Littlestone and is judged to be of low landscape value. Development of the site for housing will result in an obvious and permanent change to the current agricultural character of the site. The change of use from agricultural to residential is considered acceptable in landscape terms, taking into account positive localised effects arising from the new landscape mitigation which will include new areas of attenuation and habitat creation.

The proposed scheme seeks to maximise this potential with a considered landscaping scheme, retaining trees/habitats where possible and enhancing others.

Ecology

The site is located within the Romney Marshes and Rye Bay Biodiversity Opportunity Area (BOA). Habitats on site are dominated by modified agricultural grassland which has been assessed to provide poor habitat suitability for wildlife.

Site surveys have been undertaken for several animal species and these are summarised within this document.

Aesthetic

The buildings within the surrounding context have little architectural merit whilst they feature a vast range of materials and styles. The proposed scheme seeks to provide and convey a cohesive and holistic vision and provide a level of unification to the broad range of aesthetic narratives in the area.

Amenities

The site is located close to a wide range of amenities which provides the opportunity for a reduction in car traffic from/ to the development.

2.4 Constraints

Analysis of the site and directly adjacent areas has identified the following constraints:

Topography

The topography of the surrounding area is predominantly flat with minimal variations in levels across the site. Site levels may need to be increase to ensure development is viable.

Flood risk

Land is within Flood Zone 2 & 3. Site levels may need to be raised to accommodate 1:100yrs + climate change

Biodiversity

Survey and protection measures for protected species including bats, badgers and nesting birds.

Easements

A very of easements are required across the site for the following:

- raising main
- existing culvert & sewers
- IDB maintained watercourse

Access

Vehicular access is of off a single entry points on Victoria Road West

Overlooking

Overlooking on Northern Boundary

2.5 Opportunities

The site offers the opportunity to contribute to the creation of a distinctive development, positively framing Victoria road West while benefiting from excellent accessibility, orientation and views.

Connection to Littlestone

Opportunity to create pedestrian routes through the site to the surrounding area

Placemaking and Community

The location and boundary conditions contribute to the opportunity to do something different here.

Cycling Infrastructure

There is the potential to provide a cycling friendly development

Parking

Potential for reduction in car dominance and creation of pedestrianised or low speed/volume car areas.

Tree Lined Avenue

Potential to extend area of greenery through the site

Varied Streetscape

Provide a mix of building scales and typologies

Landscape

Integration of soft landscaping throughout the site and especially to southern boundary, blurring the boundary to the ecology area.

SUDS

Integration of sustainable drainage features throughout the site, creating multifunctional areas that will function as both attenuation and habitat creation.

2.6 National & Local Design Policy

This section summaries the relevant planning policy for the scheme and the context within which the proposal have been designed. This section focuses on;

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- Saved District Local Plan policies

National Planning Policy Framework (NPPF)

Within the National Planning Policy Framework (NPPF) the following polices have been highlighted as being of utmost importance.

Paragraph 130:

Planning policies and decisions should ensure that developments:

1. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
2. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
3. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
4. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
5. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
6. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 132:

Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

Paragraph 134:

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design⁵², taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Planning Practice Guidance (PPG)

The PPG provides more detailed design guidance to supplement the NPPF, including the following sections:

The importance of good design:

This section sets out that achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations.

What planning objectives can good design help achieve?

This section outlines that the following issues should be considered:

- Local character (including landscape setting);
- Safe, connected and efficient streets;
- A network of green spaces (including parks) and public places;
- Crime prevention;
- Security measures;
- Access and inclusion;
- Efficient use of natural resources; and Cohesive and vibrant neighbourhoods.

What is a well designed place?

This section outlines that well designed new or changing places should:

- Be functional;
- Support mixed uses and tenures;
- Include successful public spaces;
- Be adaptable and resilient;
- Have a distinctive character;
- Be attractive; and
- Encourage ease of movement.

How should buildings and the spaces between them be considered?

Plans, policies and decisions can effectively manage physical form at a variety of scales. Where appropriate the following should be considered:

- Layout – the way in which buildings and spaces relate to each other;
- Form – the shape of buildings;
- Scale – the size of buildings;
- Detailing – the important smaller elements of building and spaces; and
- Materials – what a building is made from

Which planning processes and tools can we use to help achieve good design?

In the evolution of planning applications and proposals there are established ways in which good design can be achieved. These include:

- Pre-application discussions;
- Design and access statements;
- Design review
- Design codes;
- Decisions on applications; and
- The use and implementation of planning conditions and agreements.

Are there design issues that relate to particular types of development?

The qualities of well designed places are similar across most developments. However it is useful to consider what they can mean in practice for particular places or development types:

- Housing design;
- Town centre design; and
- Street design and transport corridors.

Shepway Core Strategy Local Plan

The Shepway Core Strategy Local Plan was adopted as part of the statutory development plan for the district in 2013. The Core Strategy sets out the long term vision for the district to 2031. The following policies are relevant to design.

- Policy DSD: Delivering Sustainable Development
- Policy SS1: District Space Strategy
 - Policy SS3: Place Shaping and Sustainable Settlements Strategy
 - Policy CSD1: Balanced Neighbourhoods for Shepway
 - Policy CSD4: Green Infrastructure of Natural Networks, Open Spaces and Recreation
 - POLICY CSD8: New Romney Strategy

Shepway District Council's Places and Policies Local Plan Submission Draft (October 2018)

The spatial strategy for the district is set out in the 2013 Shepway Core Strategy Local Plan. The Core Strategy establishes the overarching development requirements and strategic policies for the district as well as strategic allocations and broad locations for development. The Places and Policies Local Plan allocates sites to meet the remaining Core Strategy requirement, taking into account development that has already taken place since the start of the plan period in 2006. The Places and Policies Submission Draft Local Plan identifies the application site under Policy RM2, Land off Victoria Road West, Littlestone, for residential development with an estimated capacity of 70 dwellings

- Policy SD1: Sustainable Development
- Policy BE1: Built Development
 - Policy CQ5: Local Landscape Areas

Policy RM2 Land off Victoria Road West, Littlestone

This emerging policy states:

'Land off Victoria Road West, Littlestone is allocated for residential development with an estimated capacity of 70 dwellings. Development proposals will be supported where:

- Vehicular access to the site is from Victoria Road West, and solutions to parking issues along this road are forthcoming
- The development has at least 4 self / custom build plots
- Existing watercourses on site are integrated into the development
- A surface water drainage strategy forms a fundamental constituent of the design concept for the site, and is submitted to the satisfaction of the statutory authority
- The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
- Provision is made for open and play space on site or nearby, and reinforces the integration and connectivity of green infrastructure as per Core Strategy Policy CSD5
- Mitigation measures should be employed to prevent adverse effects on the nearby Ramsar, SAC and SSSI, and where possible provide biodiversity enhancements
- Appropriate and proportionate contributions are made to medical facilities in New Romney through a site specific S106 agreement or CIL

This site is located to the south west of Littlestone, at the northern end of Victoria Road West and to the rear of properties fronting on to Queens Road. The site is open countryside and appears to be part of a larger grassed site used for grazing animals, with limited features. The site adjoins the settlement boundary and would be a logical continuation of the existing pattern of urban development in the area, which predominantly consists of long, wide, linear roads running to the coast. Although

it is on the edge of development the site is in a sustainable location and within walking distance of the facilities and services of New Romney and Littlestone.

Adjoining the site to the north are the residential gardens of properties fronting on to the south side of Queens Road, with a boundary featuring a mixture of hedgerow and fencing. Development here is predominantly modern but with a mixture of dwelling types and sizes. To the east is Victoria Road West, separated from the site with a farm gate and fencing, development here is very uniform being predominantly two storey and neo Georgian in appearance. Immediately to the south and west is open grazing land with no existing boundaries.

The site includes land with archaeological potential, and development should ensure that it avoids or significantly mitigates the impact of 'significant' flood risk as raised by the Strategic Flood Risk Assessment on part of the site. The site is 2.9ha in size and is considered suitable for 70 dwellings with the opportunity for some self and custom build plots, depending on the size and layout. While a larger site than this was submitted for consideration in the SHLAA, this area was significantly reduced to avoid encroachment into open countryside.'

[extracts from Outline Planning Permission]

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Section 3 Design Proposal

3.1 The Vision

The UK still has a chronic need to deliver more housing at scale and Legal and General are involved in delivering 80,000 new homes over the next five to ten years across a broad range of tenure types. A long term approach underpins the investment L&G have made in modular technology as we strive to reduce inequality and improve access to good quality housing and neighbourhoods for the widest set of social and economic groups. With a capacity for 3,500 modular homes a year we are on a journey to help make the housing market fairer for everyone.

We are working to transform the delivery of desirable new residential communities in the UK through the industrialisation of the supply of volume housing. Underpinning each decision taken is a belief and passion for innovation and great placemaking. The communities and neighbourhoods that we design are all underpinned by the cutting-edge product platforms that we use to create great quality, highly efficient homes that reduce waste, site activity and disruption.

The design proposal for Victoria road West leverages these benefits to create a sustainable and thriving community that is both a desirable place to live and an innovative step change in residential scheme delivery. The development is intended as a marker for aspirational living seeking to enhance the urban fabric of Littlestone and act as a benchmark for future projects within the local area and beyond. We have focused on character and detail, encouraging social interaction and resident engagement with the natural environment. The contemporary character of the development is set against this context forming a characterful, rich and distinctive new neighbourhood for Littlestone.

- 1 Derwenthorpe, Studio Partington
- 2 BiGard, Zanderroh Architects
- 3 Recreational water features and play areas
- 4 Accordia, Cambridge - Feliden Clegg Bradley
- 5 New City Centre in Kibera by White Arkitekter
- 6 The Avenue, Pollard Edward Thomas

1	4
2	5
3	6



3.2 Illustrative Masterplan

The Illustrative Masterplan provides an indication of densities across the site and identifies the situations where landmark buildings may be used to close a vista or turn a corner etc.

In addition information is provided with regard to building scale and the appearance of the development both in terms of its architecture and landscaping.

The purpose of the Illustrative Masterplan is to provide a template for the detailed design stage of reserved matters applications. It sets out the key urban design principles that the development will seek to adopt.

[Extract from Outline Design and Access Statement]

During the design phase of this reserved matters application consideration has been given to the illustrative masterplan and associated information that was consented at the outline planning stage. The following pages will go into more detailed about how the design relates to the illustrative design and will provide a narrative for design decisions.



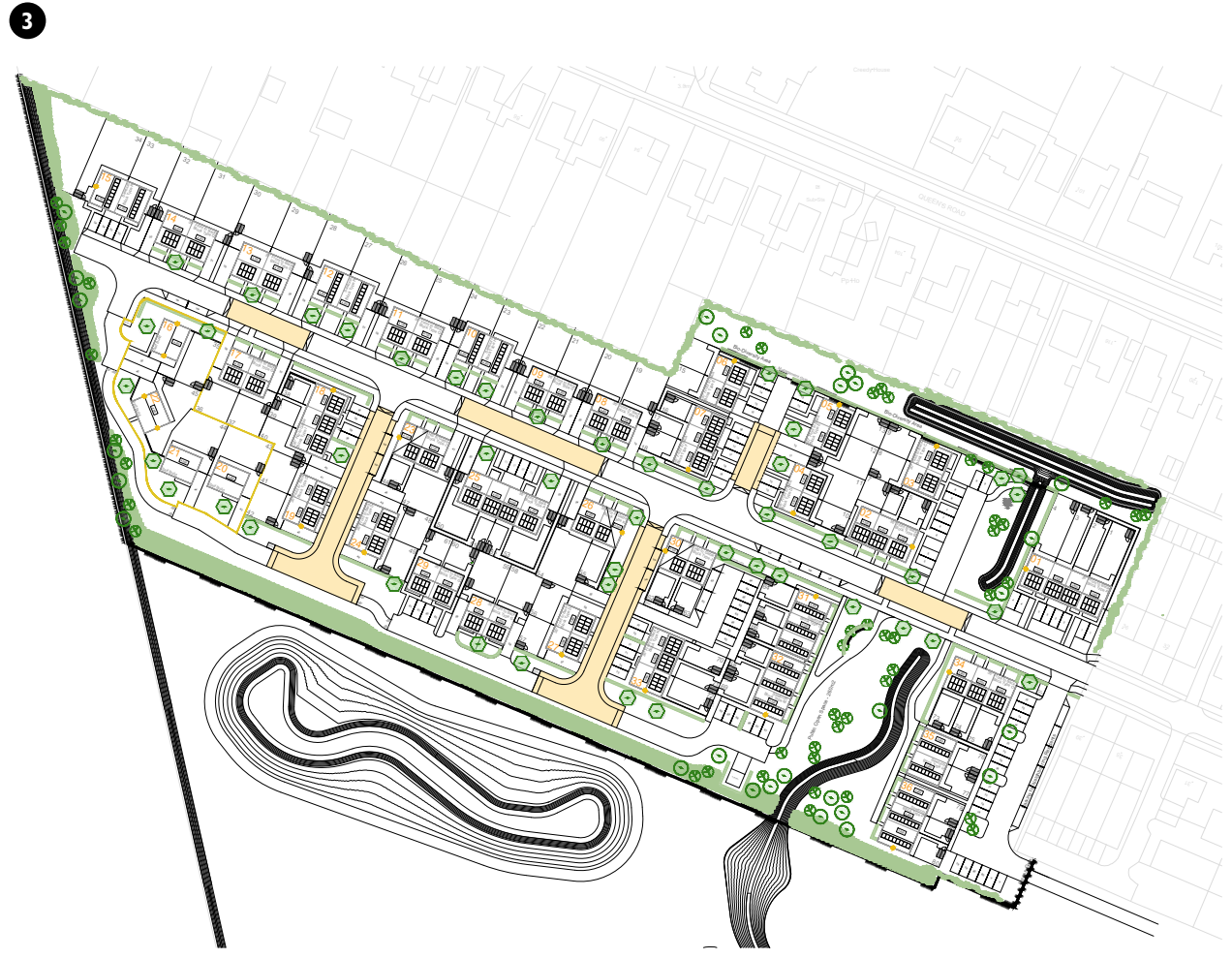
3.3 Design Evolution

. The masterplan has undergone an evolution from the first sketch scheme proposed for the site. The initial designs focused around plotting efficiencies and site topography but through dialogue with the LPA and design reviews, the design evolved to one that maximises the site whilst responding to the site context.

Throughout the design evolution there have been a number of key drivers;
Public Open Space
Character Zones
Variations in built form
Integration of SUDS/Swales

This features have led to a design that not only provides a varied place to live for it's residents but provides connection to both green and blue infrastructure

- 1 July 2021
- 2 November 2021
- 3 March 2022



3.4 Proposed Masterplan

Our vision for the Victoria road West development is to create an exemplar sustainable community that is both a desirable and delightful place to live. This development acts as a marker for aspirations of both the residents and council members of Littlestone. Victoria road West aims to create a new landmark destination that will enhance the urban fabric of Littlestone and act as a benchmark for future projects within the town and local area.

The proposal has been driven by Legal and General Modular Homes' vision for the scheme, site constraints, required mix and communication through the original outline planning process. The layout can be described through the following aspects;

Raised Levels

In order to ensure that development can work both commercially but also technically, levels across the site have had to be raised. This has been done in such a way to mitigate any impact on the neighbouring properties.

Parking

The site features a combination of parking on side driveways, frontage parking and parking courts depending upon the house typology and location. This arrangement has been undertaken with advice from a highways specialist and alongside discussions with the LPA.

Landscape

The scheme features a variety of landscape spaces including front gardens, tree lined streets and the southern green edge. The houses have been designed to sit together in harmony with the natural environment, broken up by strategical places greenery.

Character Areas

The proposal features three character areas that vary according to their location within the site, connection to the surrounding context and housing requirement. Within these areas the scale, height, aesthetic and relationship of the dwellings vary. These character areas can be defined as Victoria Road West Frontage, The Lanes, and Green Edge.

Victoria Road West Frontage

Victoria Road West Frontage will comprises a range of semi-detached and terraces properties, Properties will be set back from the road with front gardens. A grass verge and tree planting is proposed to the street to reflect the exiting local character.

The Lanes

The Lanes will provide subsidiary links with the rest of the development joining with Victoria Road West. Built form to be lower density than Victoria Road West, typically detached and semi-detached dwellings with private frontages. Shared surfaces are utilised to provide a pedestrian friendly environment and reduce traffic speeds.

Green Edge

An area of green space is proposed along the southern perimeter and will include native hedge planting. The built form is a lot more loose in this area with detached and semi-detached houses. It will provide multifunctional benefits providing new footpaths/emergency access through informal open spaces culminating in a central public open space.

Properties adjacent to the rural edge will be no higher than 2 storey and they will face onto the proposed open space.

Public Open Space

A key feature of the site is the public open space with integrated blue green and blue infrastructure. The open space stretches across both sides of the main avenue and provides amenity for the residents. Houses overlook these spaces to ensure that there is a degree of natural surveillance, whilst providing an active street frontage

[Includes extracts from Approved Outline Design & Access Statement]

- 1 Entrance connecting to Victoria Road West
- 2 Victoria Road West Frontage
- 3 The Lanes
- 4 Green Edge
- 5 Ecological Area
- 6 Drainage system
- 7 Retained access to neighbouring field
- 8 Self Build Plots
- 9 Central Green Space
- 10 Buffer to existing properties
- 11 Bio-diversity area



1 Proposed Masterplan - NTS

3.5 Character

Victoria Road West Frontage

This area features a majority semi-detached dwellings with side parking aligned along an avenue, that acts as the continuation of the existing carriageway. This area does feature some short terrace runs that acts to break up the overall massing and add variation to the street scene.

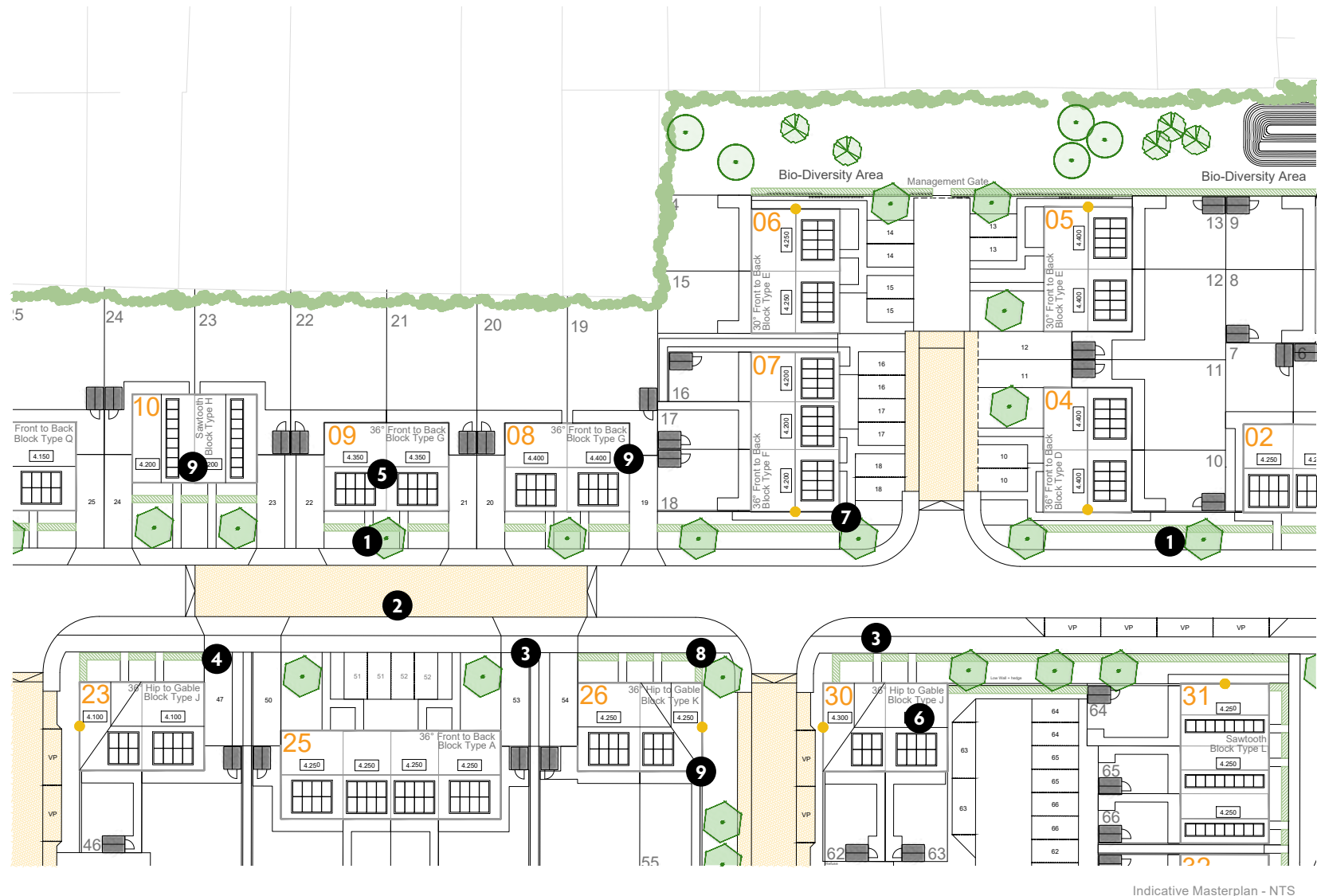
Landscaping is a key feature of this character zone, with street trees & low hedges to the northern edge of the carriageway, and the southern side featuring low hedge planting.

A centralised green space has been placed at the heart of the development, providing all residents with access to Public Open Space

Materiality varies along the avenue with a variety of render and brick proposed. These material choices act to ground the houses to their context but also to give them some individuality.

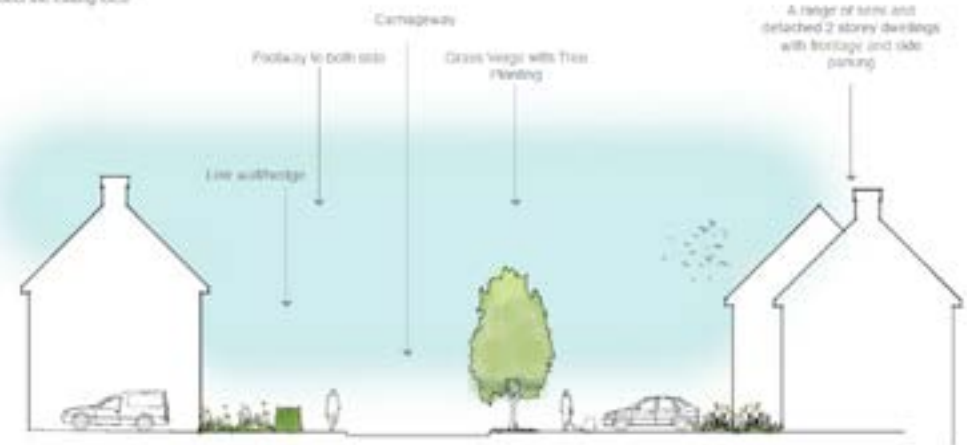
A variety of Roof profiles have been used, including Sawtooth, front-to-back and, hip-to-gable, to ensure that there is variation to the built form along the avenue.

The parameters within the outline permission [shown opposite] have been used as reference for the design.



1 Victoria Road West Frontage

Victoria Road West Frontage will comprise a range of semi and detached properties. Properties will be set back from the road with front gardens. A grass verge and tree planting is proposed to the street to reflect the existing local character.



- 1 Tree Planting
- 2 Carriageway
- 3 Footpath
- 4 Low Hedge
- 5 Two Storey dwellings
- 6 Semi Detached
- 7 Side Parking
- 8 Frontage
- 9 Variation in Roof Design

3.5 Character

The Lanes

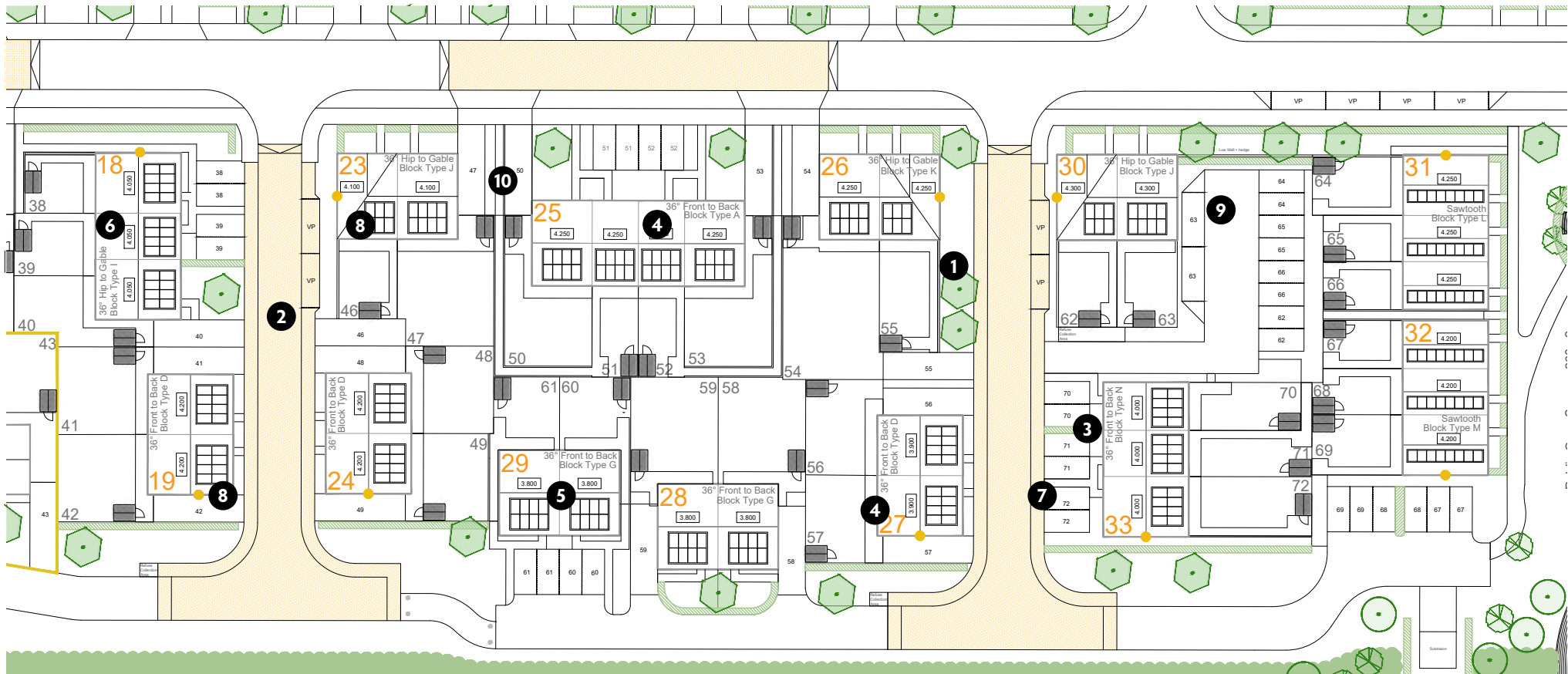
These areas provide linkages to the green edge from the main access route and feature a narrower surface profile, with shared surface streets and less formal arrangement. This area features pedestrian friendly reduced traffic speed area.

Front gardens and landscaping are reduced in this area to enforce the "shared surface mews style" nature of the two connections.

A variety of parking is proposed to ensure continued variation even within the same character zone.

The roofscape varies along this area, breaking up the massing and providing intrigue to the street scene.

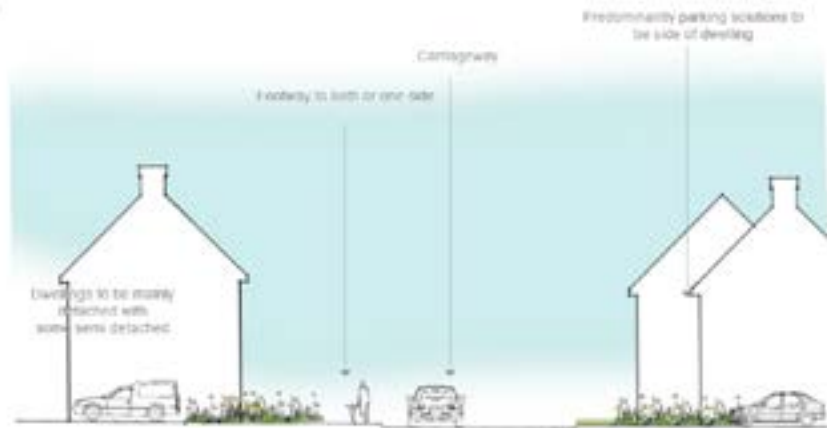
The parameters within the outline permission [shown below] have been used as reference for the design.



Indicative Masterplan - NTS

The Lanes

Lanes will provide pedestrian access with the roof of the segment paving with Victoria Road West. Street trees to be a density than Victoria Road West, typically detached and semi-detached dwellings with private frontages, mews, and some shared surfaces to provide a pedestrian friendly environment and reduce traffic speeds.



- 1 Tree Planting
- 2 Shared Surface
- 3 Low Hedge
- 4 Two Storey dwellings
- 5 Semi Detached
- 6 Terrace housing
- 7 Frontage Parking
- 8 Roofscape variation
- 9 Parking Court

3.5 Character

Green Edge

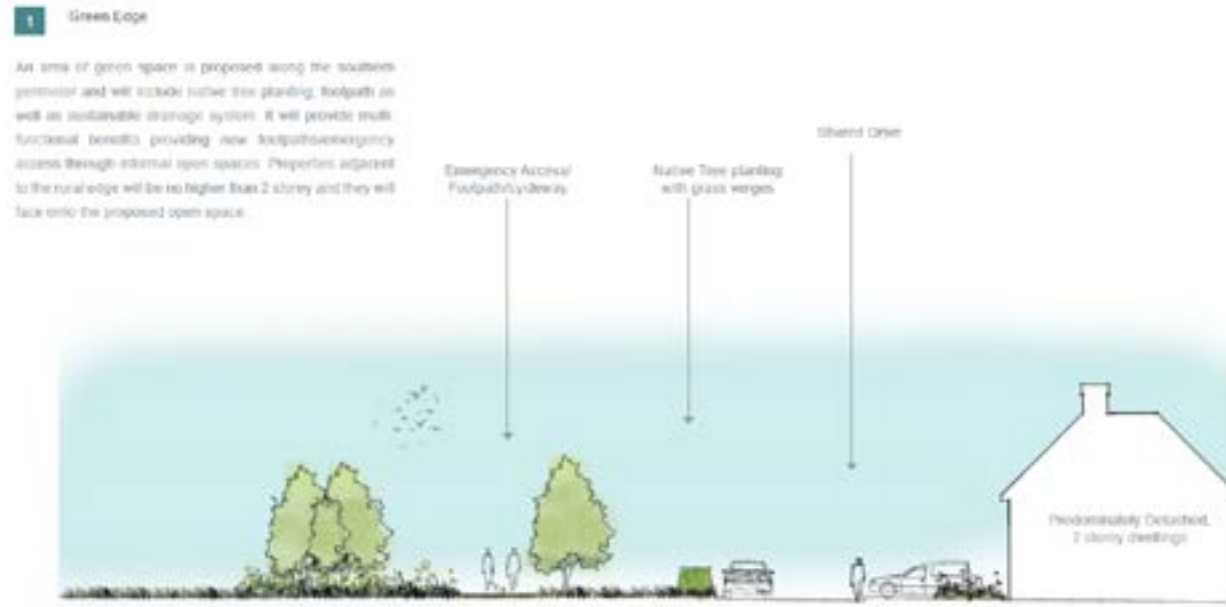
The green edge is characterised by shared surfaces and private drives alongside a green buffer to the ecological area.

The dwellings are plotted in a more loose arrangement with larger front gardens and a variation of parking arrangements. Here dwellings have a variation in building orientation and building lines have been stepped to reinforce the green character zone.

This area features pedestrian linkages to the main public open space, which bring both green and blue infrastructure into the scheme from the southern boundary

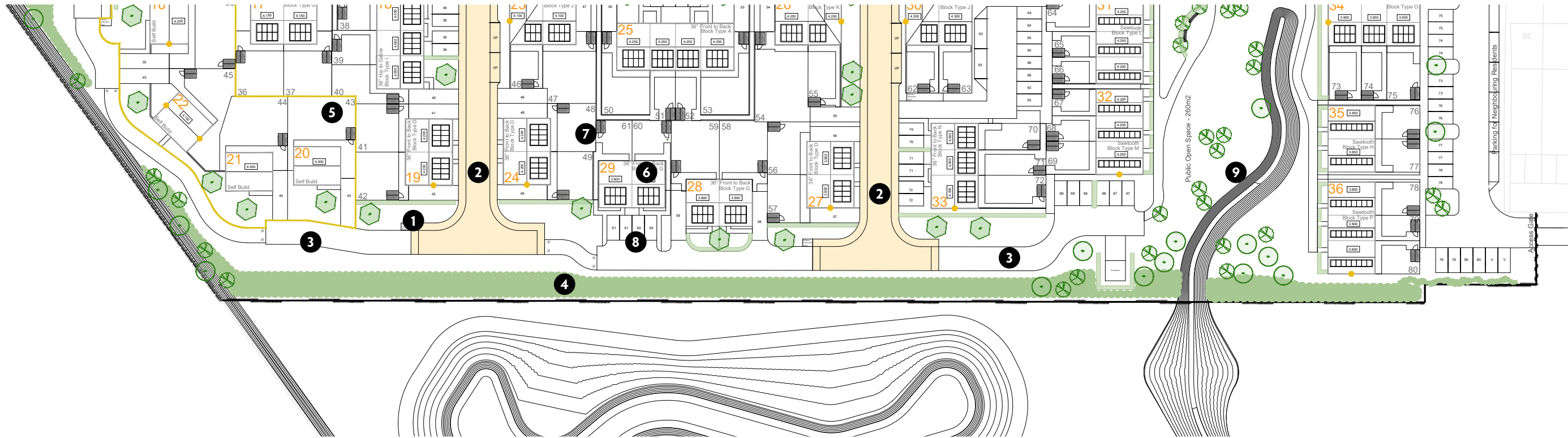
Materiality varies along the green edge with a variety of render and brick proposed. These material choices act to ground the houses to their context but also to give them some individuality.

The parameters within the outline permission [shown opposite] have been used as reference for the design.



- 1 Tree Planting
- 2 Shared surface
- 3 Private Drive
- 4 Green buffer to ecological area
- 5 Two Storey dwellings
- 6 Semi Detached
- 7 Terraced Units
- 8 Frontage Parking
- 9 Central Public Open Space

Indicative Masterplan - NTS



3.6 Type of Homes

The development features purely houses across four typologies including:

- Two Bedroom
- Three Bedroom
- Four Bedroom
- Self Build Plots

These typologies are split across the site in semi-detached, terraced or detached configurations as shown on the plan opposite.

The houses consists of two storeys with pitched roofs.

2bed	- 17
3bed	- 51
3bed M4(3)	- 2
4bed	- 6
Self Build	- 4
Total	- 80

1 Indicative Masterplan - NTS

1



3.7 Tenure

The development will feature a mix of tenures, including private market, shared ownership and social rent.

The Section 106 agreement sets out the requirement for affordable houses which is set at 22% total (60% Rented 40% Social Rent), which will be included on the site.



3.8 Photovoltaics

The scheme has been designed to be as sustainable as possible within the constraints of the site, in order to reduce the developments impact on the environment from both the construction but also long term running of the dwellings. As such photovoltaic panels have been utilised on each dwelling and apartment building to reduce householder energy consumption.

The general arrangement is circa 8 panels per housetype. Please refer to Housetype drawings to see indicative panel layout. The exact arrangement and requirement will be defined during the technical design stage.



3.9 Materials

The scheme has been designed alongside a palette of materials that reflect the aspirational and contemporary urban nature of the scheme. The predominate materials are brick, render and concrete tile roofs.

The houses are defined by a masonry/rendered aesthetic and varied roofscape which through the repetition of the house blocks create a holistic layout.

The elevations have a refined simplicity and strong geometry with well-proportioned windows. The masonry creates a robust and low maintenance facade, which ties in with the neighbouring houses.

Dark grey tiled roofs across the houses complete the material palette for the scheme.

A mixture of hard landscaping/public realm materials will be used across the scheme. Block paving is used alongside Macadam to break up the streets, ensuring that no one materials become dominant. All proposed materials are hard wearing and readily available if amendments are required.

To add further variation to the scheme, there are three front door colours proposed, Blue, Red and Grey. These are allocated across the development so that the units continue to be tenure blind.

- 1

2

3

4

5

6

7
- 1 Officers Field, Osprey Quay - HTA Architects

2 Brick materials

3 Roof Tile material

4 Concrete Settl Paving 'Charcoal'

5 Concrete Settl Paving 'Cedar'

6 Concrete Pin Kerb to soft planting areas

7 Concrete Kerb & Macadam to road edge



North Elevation:

1 Glazing

Full height glazing to provide daylight into both ground and first floor rooms

2 Windows

Dark Grey. Uniform across the scheme in an contemporary aesthetic

3 Masonry

Contemporary colours chosen to complemetn the render colour

4 Entrance Doors

- Three colour used across the scheme to provide variation to the units and streetscene

5 Photovoltaics

Integrated panels - dark grey to match tiles

6 Roof

Dark Grey tile

7 Brick Detailing

Soldier course banding has been used to differentiate materiality and provide variation to the street scene

8 Roof Detail

Roof pitches to meet Kentish Venacular at 36 degrees as standard

9 Render

Three render colours are proposed across the site to add variation to the streetscene

10 Boundary Treatments

A combination of timber fences and brick walls are used to provide enclosure to spaces.

11 Defensible Space

Dwellings feature a range of defensible spaces including front gardens or low hedg

12 Canopy

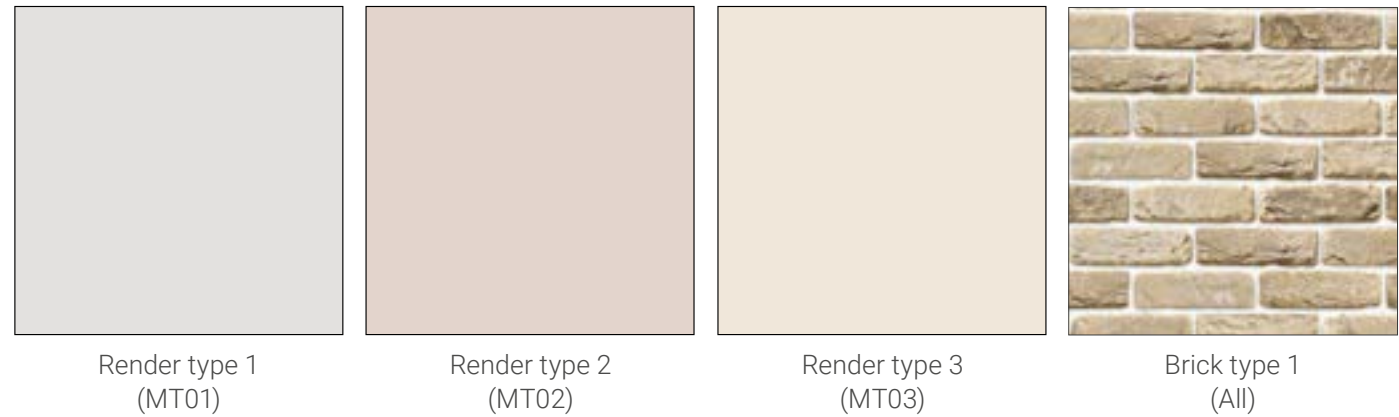
Each dwellings has an Dark Grey canopy to designate the entrance and provide shelter to residents

* housetype design varies across the site and images are indicative of a specific plot. Please refer to site wide drawings for site wide materiality and detailing.

3.9 Materials

The scheme features a variety of materials, chosen to provide intrigue, variation and character to the development. Each character zone features it's own arrangement and palette. The breakdown of materials across the site can be seen on the drawing opposite.

- Proposed Tree Planting
- MT01 - Brick Details
- MT02 - Brick and Render Type 1
- MT03 - Brick and Render Type 2
- MT04 - Brick and Render Type 3
- Gable Window Location (Included in module)
- Front Door - Colour - Red
- Front Door - Colour - Blue
- Front Door - Colour - Grey



1 Indicative Masterplan - NTS



3.10 Streetscenes



North Elevation:



North Elevation Continued:

The scheme has been designed with a range of materials, roof profiles and street arrangements to create distinct character zones and add variation across the scheme.



South Elevation:



South Elevation Continued:



South Elevation Continued:

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SECTION Content

- 4.1 Street Hierarchy
- 4.2 Walking & Cycling
- 4.3 Access to Public Transport
- 4.4 Deliveries & Emergencies
- 4.5 Car Parking Strategy
- 4.6 Cycle Strategy
- 4.7 Access & Security
- 4.8 Refuse Strategy
- 4.9 Fire Strategy
- 4.10 Site Levels
- 4.11 Drainage
- 4.12 Maintenance

Section 4 Masterplan in Detail

4.1 Street Hierarchy

The layout and hierarchy of streets within the Victoria road West development establishes an understandable and coherent public realm where streets are lined with buildings of a scale and in keeping with the individual character and typology of each street. The main route through the site is formed by a tree lined avenue, connecting Victoria road West to the rear of the site. The proposed buildings form a strong and active frontage towards the primary street. Off this main route are smaller secondary "lanes" and tertiary streets that through the use of materials, unit typology and street widths define the hierarchy of the spaces.

4.2 Walking&Cycling

The site is currently easily accessible by both foot and bicycle and these routes will be continued throughout the site. The tree-lined Avenue is provided through the site in a north-south direction with foot-ways and traffic calming measures provided in order to create an environment to encourage walking and cycling.

The development site links directly with the existing pedestrian footways on Victoria Road West, providing a natural connection, between the new and existing footways. There are good quality wide footways on the local network beyond Victoria Road and Victoria Road West, including the roads of Park Road, Queen's Road and Grand Parade and Littlestone Road.

Walking will offer the greatest potential to replace short car trips, particularly under 2km. With the majority of the village (including the shops, amenities and public travel facilities etc...) and residential areas falling within 2km catchment of the site, walking will be an attractive option to both residents and visitors to the development.

Cycling also has the potential to substitute for short car trips, particularly those under five kilometres. Cycling routes from the site would be via the local on-road network, which is flat and relatively quiet in terms of traffic, making cycling safer and more accessible. Destinations which fall within a 5km catchment of the site include the entirety of Littlestone and surrounding villages.

National Cycle Route 2 (NCN2) which is the nearest to the site, is a long-distance route, linking Dover to St Austell in Cornwall, via the south coast of England. This route runs near to the site along Cockreed Lane which is approx. a 3.1km cycling distance north- west of the site. NCN2 also offers connection to National NCN11 which links the National Cycling Network throughout Kent.

4.3 Access to Public Transport

Littlestone is well served by public transport with a network of both bus and train services operating throughout the day.

Bus stops on Brook Street, Gowthorpe, Park Street and the bus station are within a 600m walking distance of the site. There are a total of 11 daytime services per hour (in all directions) operating via the bus station.

The nearest bus stops within Littlestone to the site and approximate walking distances are shown below:

- Madeira Road (on Littlestone Road close to Madeira Rd) approx. walking distance of 450m,
- Grand Parade (referred to Queen's Road stop), approx. walking distance 550m,
- St Andrew's Road (on Littlestone Road close to St Andrew's Road) approx. 550m.

As well as the regular bus services shown in the table above, there are the S1, FG51 and HG54 school services, with 1 of each serving the St Andrew's Road stop in the AM peak, going west on Littlestone Road and heading northwards to Saltwood and Folkestone, with the reverse in the PM peak. There is also the 553 school bus, with 1 bus servicing the St Andrew's Road in the AM Peak heading east on Littlestone Road and going south to Rye with the reverse in the PM peak.

In summary, existing public transport services are likely to provide a realistic travel option for residents of the proposed development, for wider regional travel options.

[Extracts taken from Outline Transport Planning Statement]



4.4 Deliveries & Emergencies

Delivery Approach

Each house will be accessible by postmen and delivery drivers via the main street network.

Emergency Vehicular Access

The main emergency access route to dwellings is via Victoria Road West. Emergency vehicles are able to use various areas for parking, whilst level access is provided from the road network to each unit. There is a secondary emergency access loop that can be used if required.

The fire strategy for the site is covered later in this statement.



4.5 Car Parking Strategy

Our approach to the car parking strategy is to promote sustainable means of transport as far as possible. A travel plan was developed for the site during the outline stage. The vast majority of units have side drive parking, whilst some frontage parking that is all off-street. Visitor spaces have been provided throughout the scheme.

We have followed the guidance set out in *Kent Design Guide Review - Interim Guidance Note 3* for Suburban Edge.

The requirement is set out below:

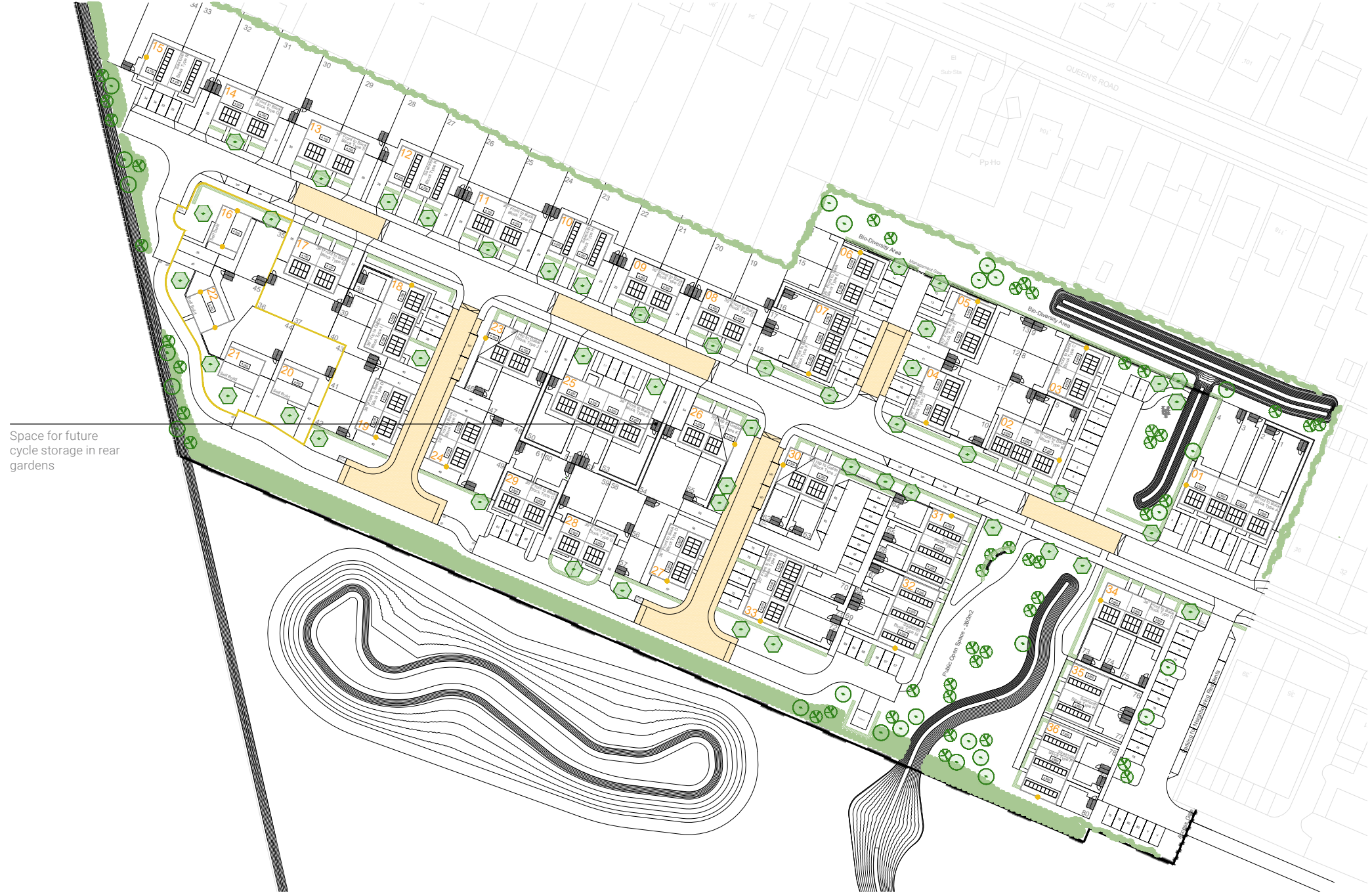
Unit Size	Parking Space	Number	Total	Provided
2bed	1.5	18	27	34
3bed	2	50	100	102
4bed	2	12	24	24
Visitor	0.2	80	16	16
			167	176

A total of 170 car parking spaces is proposed across the site in line above the provision set out in KCC guidance. The majority of spaces are allocated with visitor spaces left un-allocated.



4.6 Cycle Strategy

Our proposal is to provide space for future cycle storage within the rear gardens of each house. This will be accessed externally from the house meaning that resident will not have to go through the house to access their garden.



Space for future cycle storage in rear gardens

Future cycle parking and storage

1 Indicative Masterplan - NTH

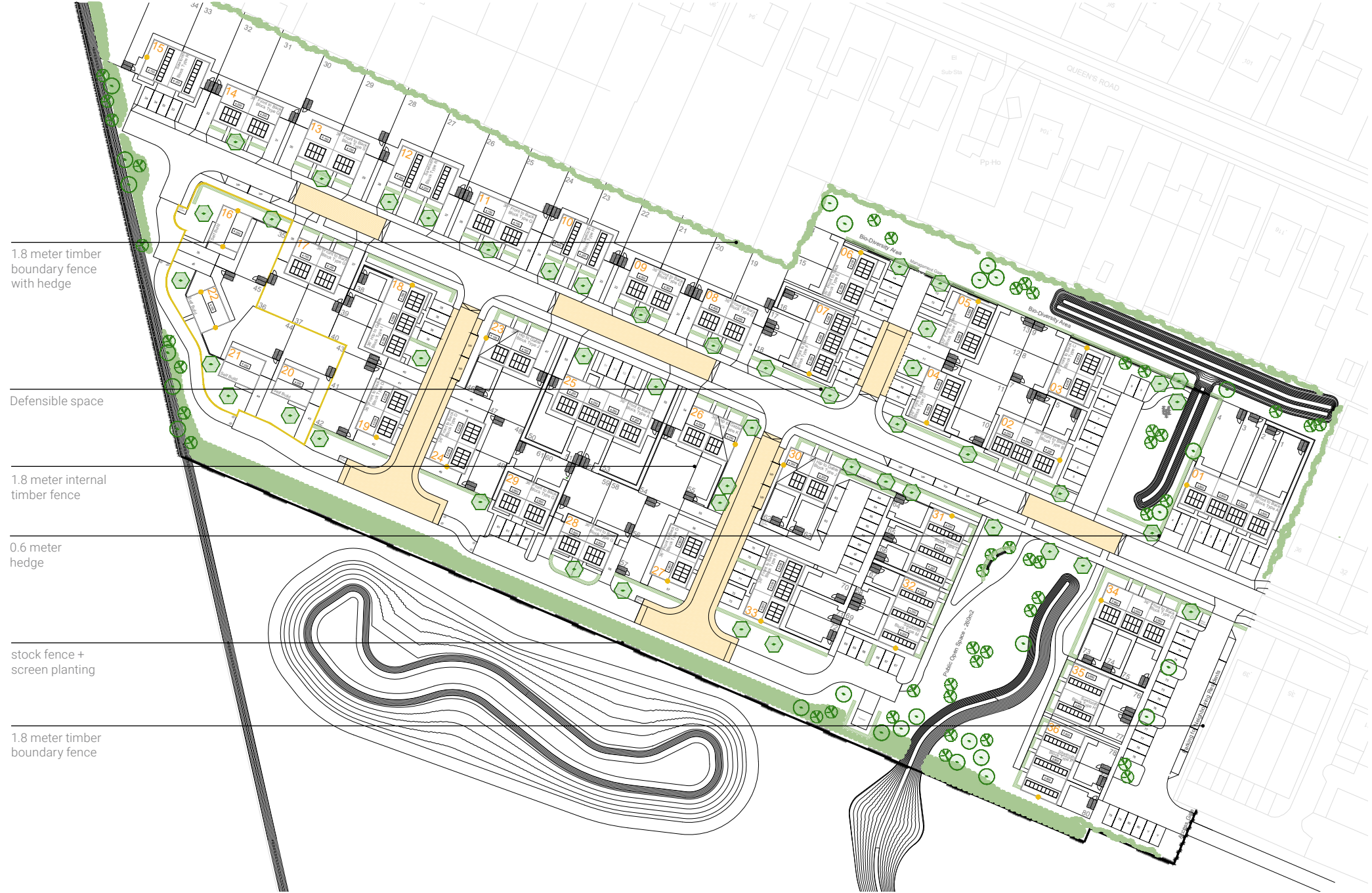
4.7 Access & Security

Site security and access is fundamental to the design of the scheme.

Houses have an element of defensible space in front of them, whilst the site boundary has the following access conditions:

- North - boundary to neighbouring houses - 1.8m timber fences with a hedge in front.
- East - boundary to neighbouring houses - 1.8m timber fences
- South - stock-proof fencing, with screen planting is employed along ecological area
- West - stock-proof fencing

Ground floor windows and entrance door, including terrace doors, will be PAS24:2016 or equivalent.



1.8 meter timber boundary fence with hedge

Defensible space

1.8 meter internal timber fence

0.6 meter hedge

stock fence + screen planting

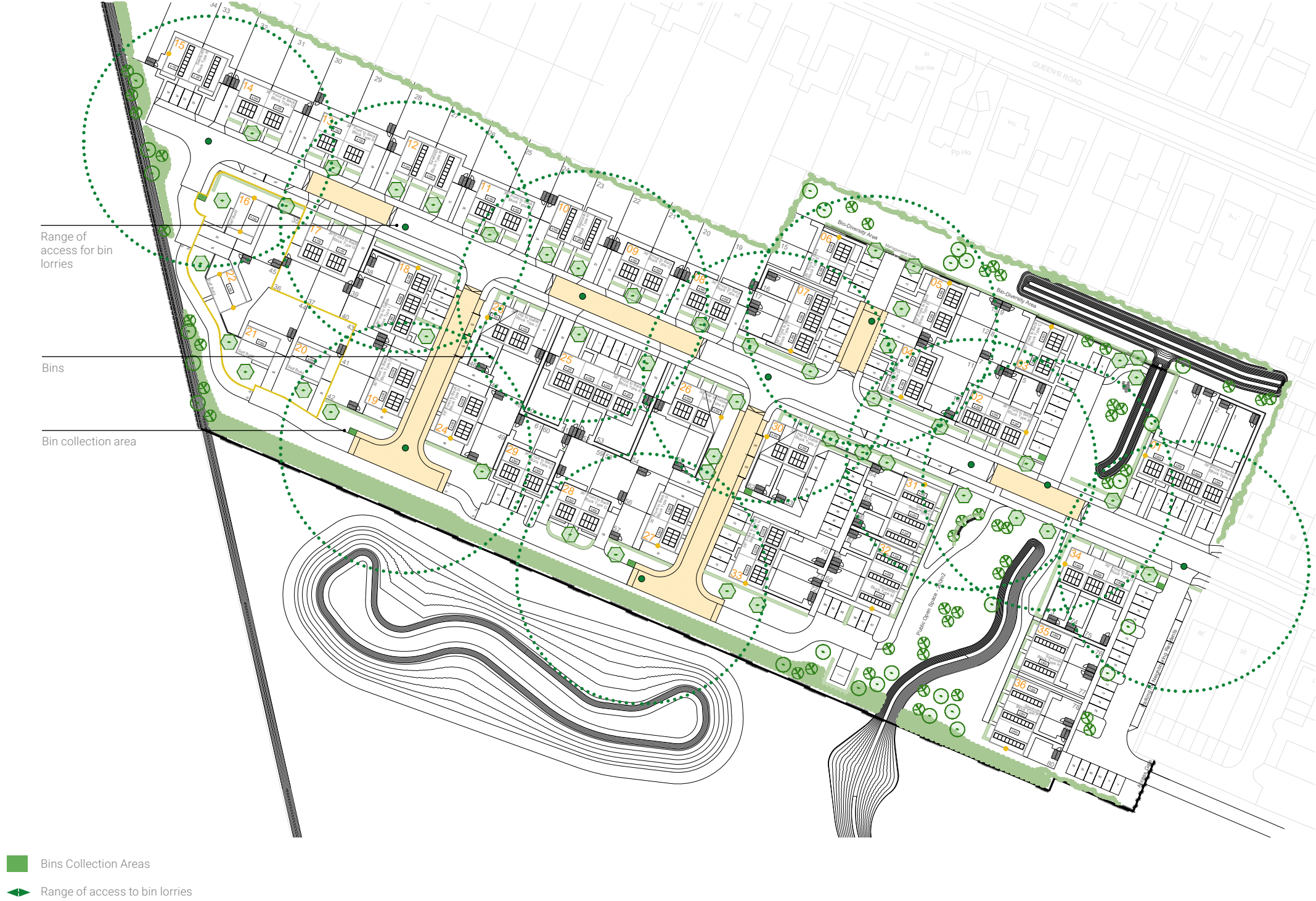
1.8 meter timber boundary fence

1 Indicative Masterplan - NTH

4.8 Refuse Strategy

A refuse strategy has been developed for the site to ensure that collections can be achieved. The houses have an area for bins located within their rear gardens. Routes between rear gardens and the highway have been considered to ensure that bins can be placed for collection.

Swept path analysis has been undertaken for a refuse vehicle within the site to ensure that access can be gained to all locations. Areas on private drives or in other areas that the refuse lorry cannot get too, Bin collection points have been provided to ensure residents can get their bins collected.

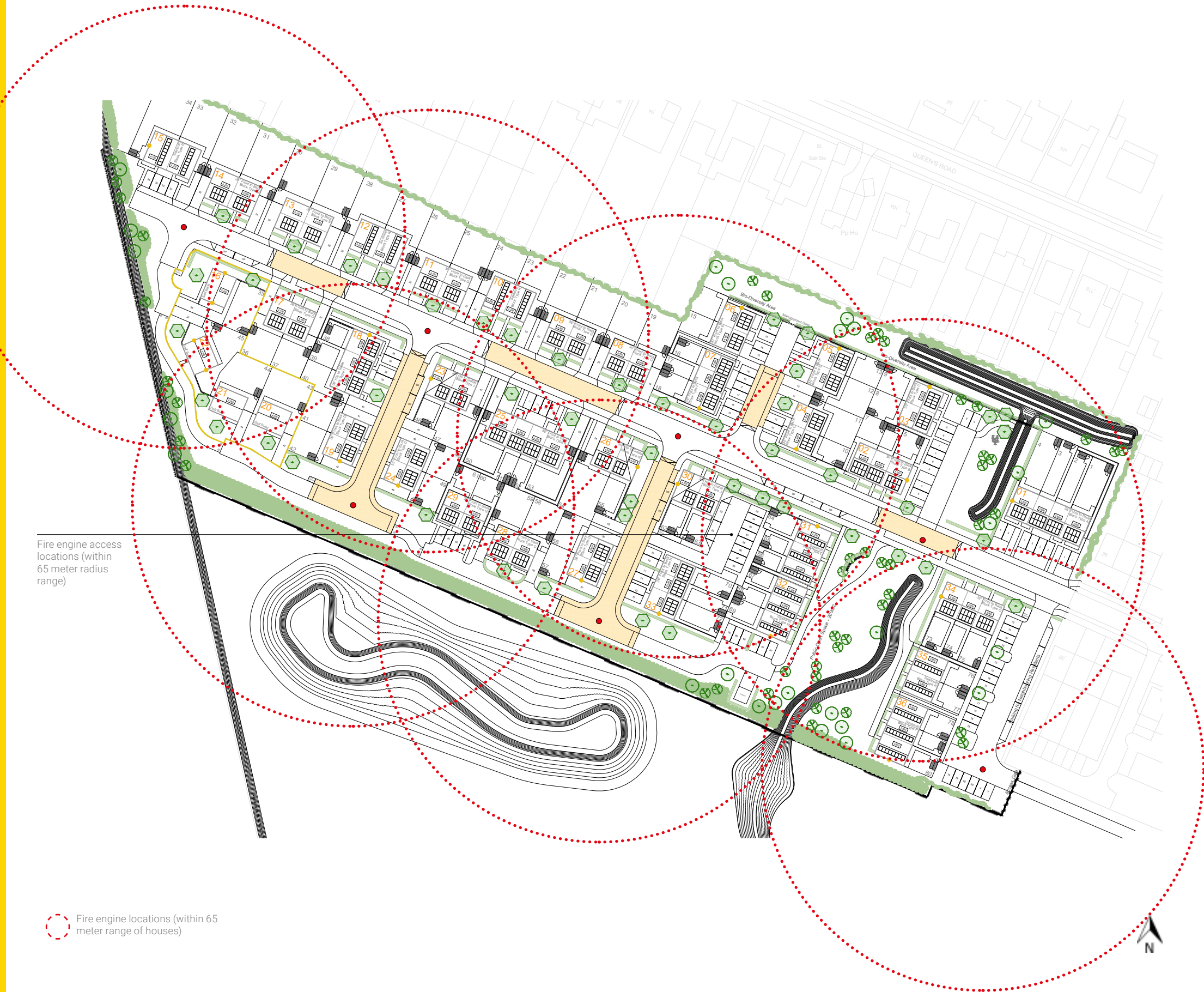


4.9 Fire Strategy

The Fire Strategy for this scheme has been developed based on the guidance found within Approved Document B, as well as other relevant guidance such as BS 9999:2008 and BS 9991:2011.

Key areas addressed by the Fire Strategy design for this development are as follows:

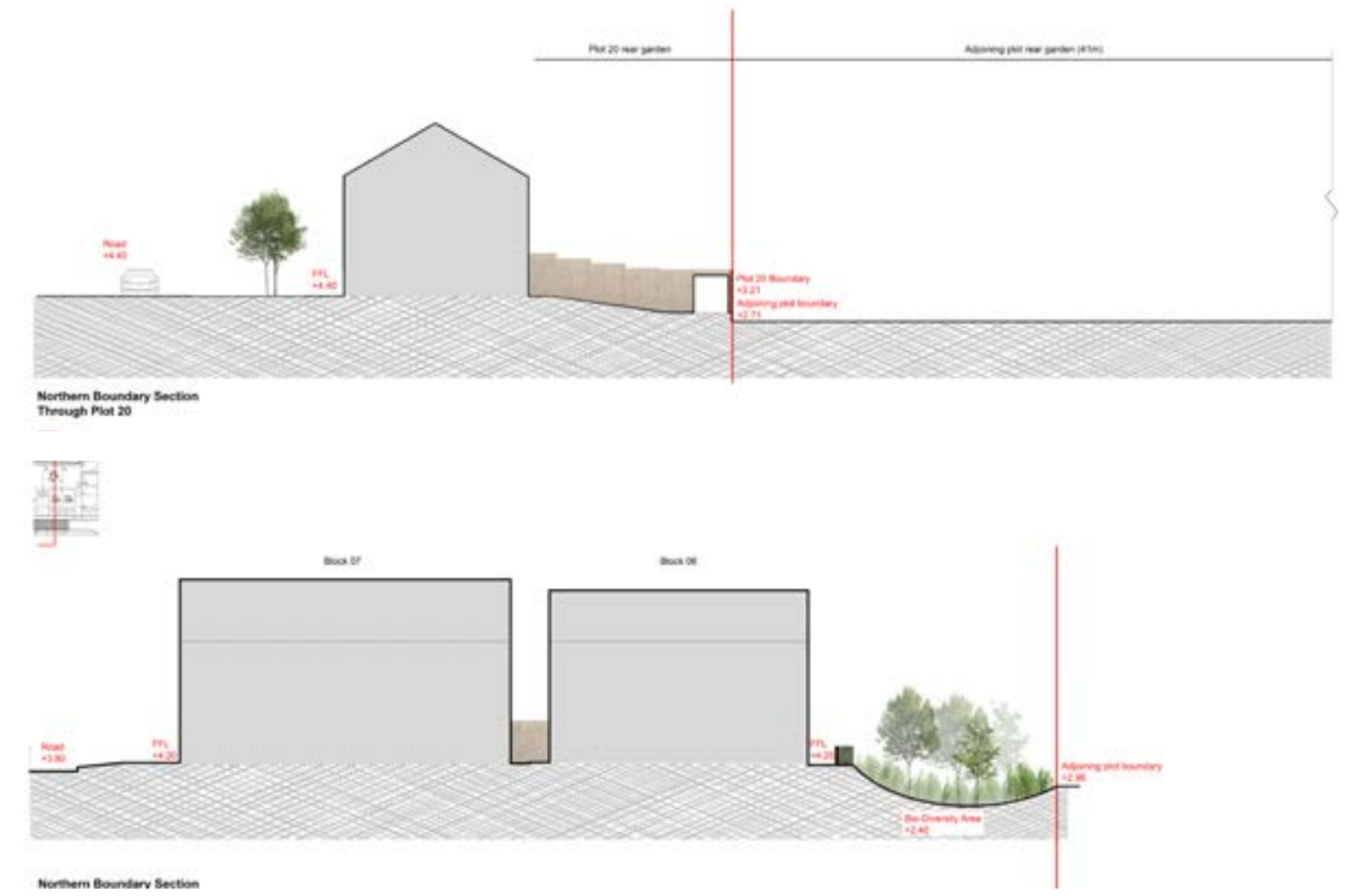
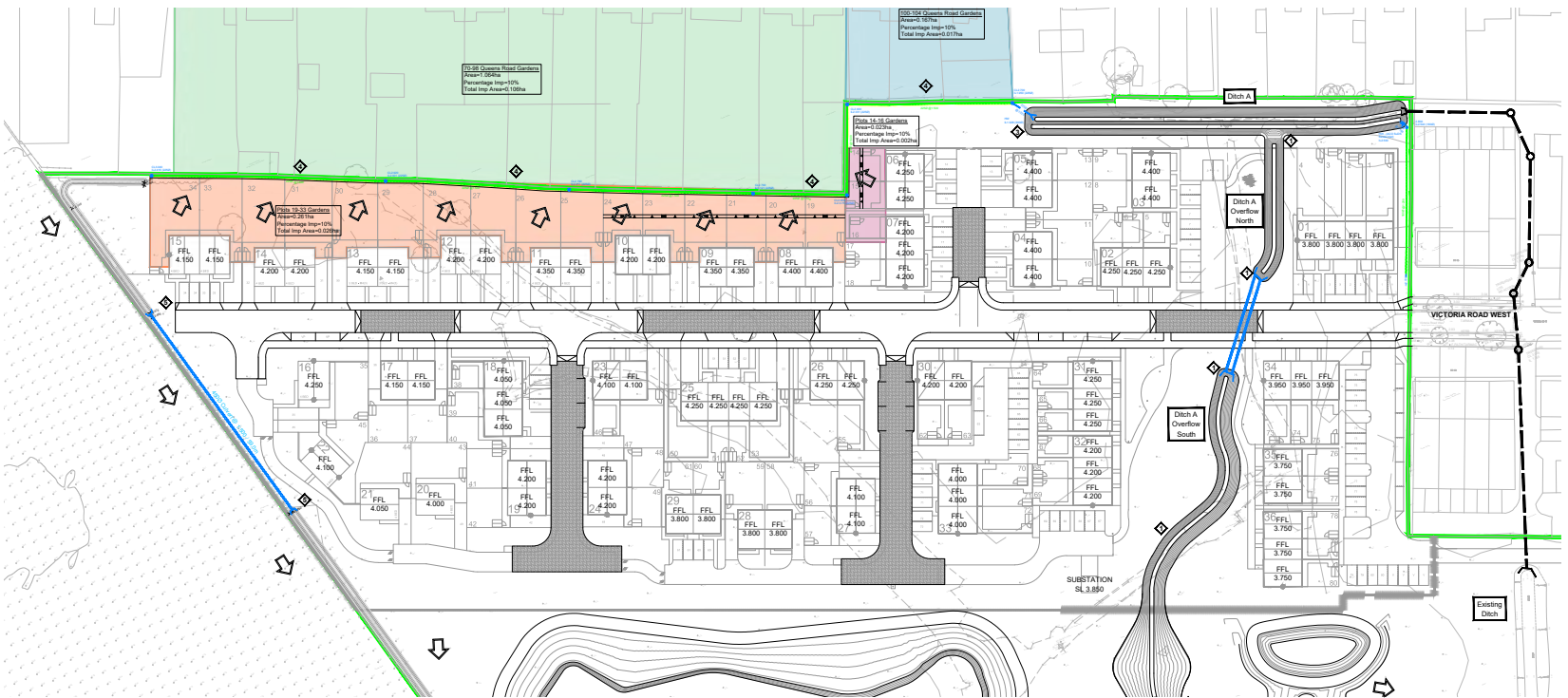
- Means of escape
- Compartmentation and fire spread
- Smoke control
- Fire suppression
- Fire spread control
- Detection and Alarm
- Fire fighting access



4.10 Site Levels

Site levels are required to be raised due to the site being within a flood zone and due to the shallow nature of groundwater and underlying strata, which tends to be running sands. There is also an issue of constructibility and safety of the construction workers that will be working on this site that requires some level raising. Proposed Finish Floor Levels have been provided to show the required increases (as shown opposite). We have also undertaken some key site sections through the northern boundary to show the set back to existing resident dwellings.

In order to mitigate impacts upon neighbouring residents we have moved units away from the northern boundary, as discussed with the LPA during the application process.



*site levels +/- 150mm and subject to detail design

4.11 Drainage

Overview

We have commissioned civil engineers with the purpose of demonstrating that the detailed design makes consideration of the rerouting of existing ditches and overland flow routes without detriment to existing properties to the north. The proposals respond to the principles outlined within the Flood Risk Assessment (FRA) that was undertaken by Herrington Consulting Ltd for the Vendor in April 2019. These responses are detailed in 0058-RLL-00-XX-TN-C-002 - Technical Note – LLFA Response to Overland Flow Routing which has been submitted alongside this application.

Ditch Infilling

At the most northern part of the ditch shown above the base level is 2.30 mAOD, which falls in a south easterly direction to a level of 1.89 mAOD in the centre of the site (see Appendix A). Based on the FRA that was undertaken by Herrington Consulting Ltd and as shown on the *Overland Flow Routing drawing* ditch A at the northern part of the site is to be enhanced to convey flows through the site without ponding within localised low alleviating the problem described above.

Western Agricultural Land beyond the Site Extents

We have had further topographical survey undertaken and the findings are included withing Appendix A of this report. It can be seen that the levels in this agricultural field do not consistently slope in a single direction towards the site but rather fall in a north to south direction with localised high a low spots. Nevertheless, as an additional precaution it is the intention to drag a ditch along the sites western boundary to encourage any flows towards the ditch at the south.

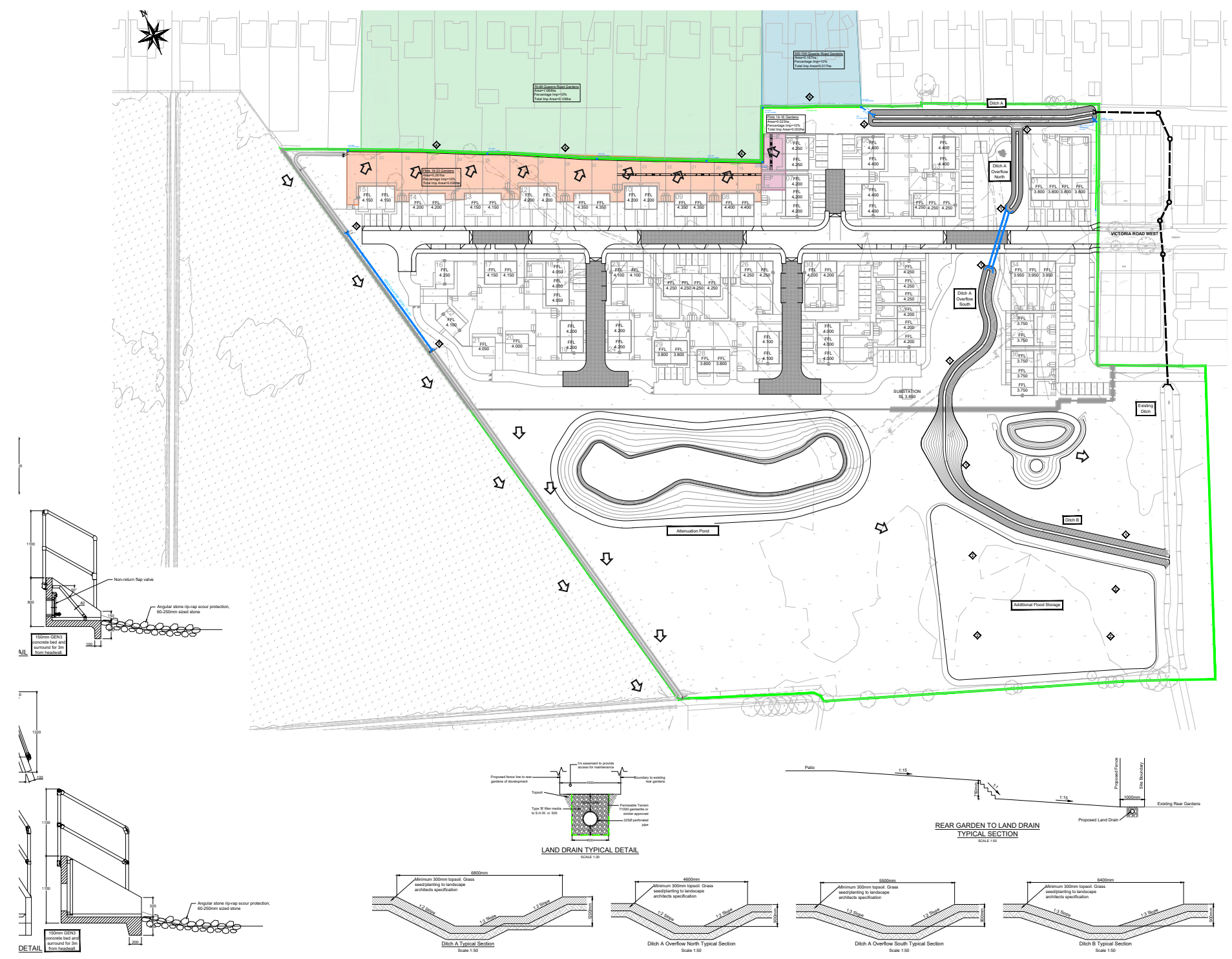
Flood Risk Mitigation Methods

Whilst it is noted that ditches are to be infilled and placed over with proposed properties, the ditches that have been proposed are intended to replace them whilst increasing the overall attenuation storage volume and enhance the flow routing through the site in a more controlled manner.

Land Raising

As shown on the Overland Flow Routing drawing we are proposing the inclusion of land drainage in the rear gardens of the properties described, which will connect into ditch A as to prevent any runoff entering the existing properties gardens.

*the above information is an extract and the fully detailed can be found in the below information submitted alongside this application.
0058-RLL-00-XX-TN-C-002 - Technical Note – LLFA Response to Overland Flow Routing
0058-RLL-00-XX-DR-C-1015 Overland Flow Routing drawing



4.12 Maintenance Strategy

The maintenance strategy for this development is an integral part of the overall scheme and has been considered carefully as part of the product development process.

All houses and apartments will be provided with a 10 year NHBC Warranty

The houses will be maintained by the individual owner, but the external façades have been chosen to help reduce the amount of maintenance required.

Bollards, fencing and landscaping will be used to shield any sensitive façades to minimise any potential damage and reduce the need for any additional maintenance.

Maintenance information for roof valley gutters will be provided within the home user guide to ensure they are maintained to the required standard

All windows will be accessible for easy cleaning. The window system will be developed to facilitate cleaning.

All house provided will be covered by an NHBC Warranty which provides 10 years of warranty which will cover all defects to the property.



1 House Typology

1

SECTION Content

- 5.1 Overview
- 5.2 Landscape Masterplan
- 5.3 Hard Landscaping Strategy
- 5.4 Planting Strategy
- 5.5 Boundary Treatments
- 5.6 Street Trees
- 5.7 Landscape Maintenance
- 5.8 Ecology Strategy

Section 5 Landscape & Public Realm

5.1 Overview

This report documents the landscape proposals for a new residential development at Victoria Road West, Littlestone. The proposal seeks to development existing agricultural land into much needed affordable housing, focused on creating a high quality place and community integration.

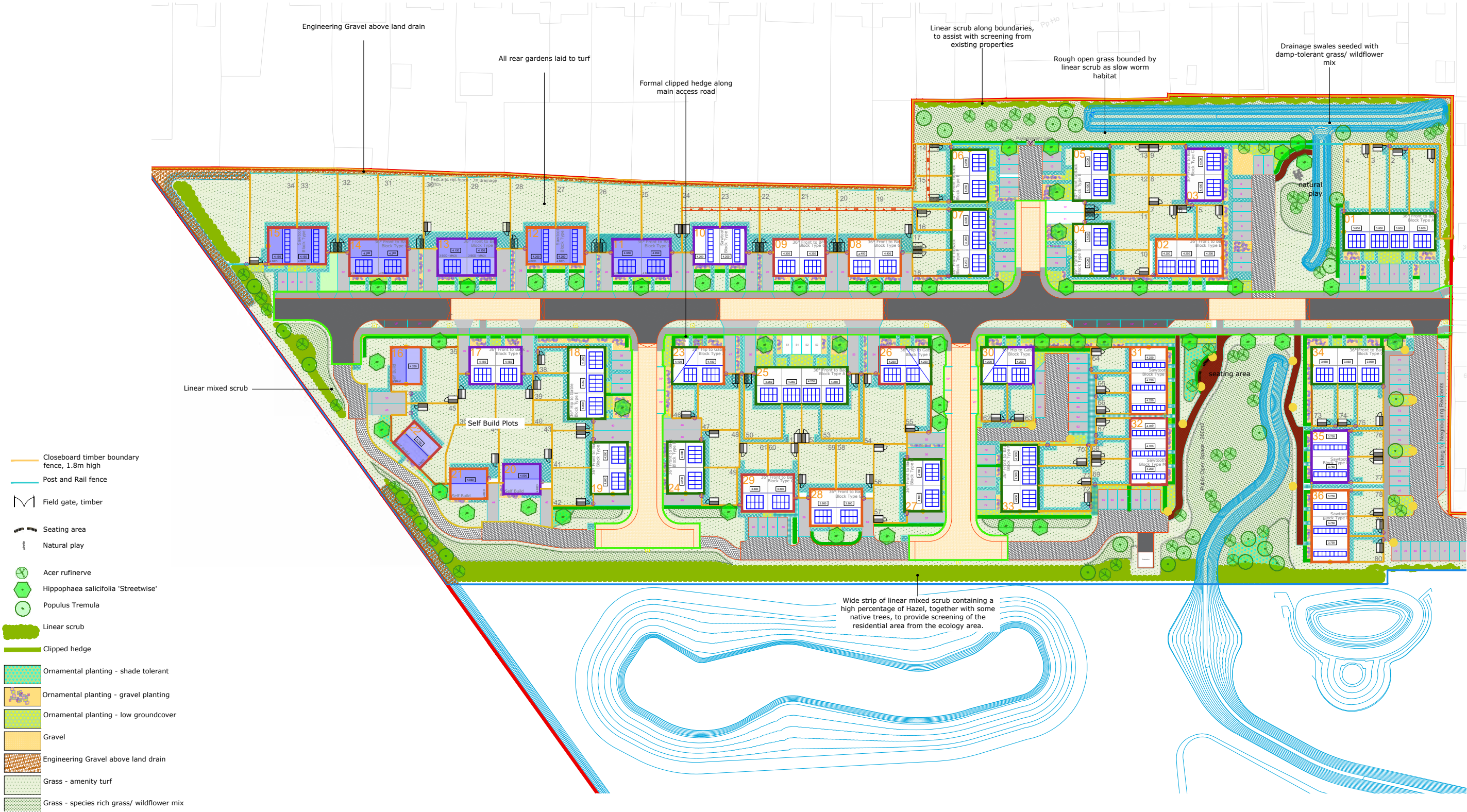
5.2 Landscape Masterplan

The landscape masterplan has been developed in line with the consented outline application as well as the existing site conditions. The scheme features a variety of soft landscaping species to ensure continued.

Generous private gardens have been provided for each home, as well as appropriate frontage that provides privacy and access to each home. Tree lined shared surface streets form a key part of the central master plan enhancing pedestrian priority and overall character of the development.

The master plan provides as much soft landscape and greened areas as possible with the aim to connect to the larger master plan and natural surrounds. A key feature of the site is the central open space with integrated swales bringing both green and blue infrastructure into the development.

Species selection has been carefully coordinated with the ecologist to provide both seasonal and biodiversity interest. The scheme makes use of varying mixes to achieve a diversity in species selection, colours, seasonal interest and height where required. It incorporates wild flower grass with high bio-diversity potential with a bias towards native pollinator plants in relevant locations.

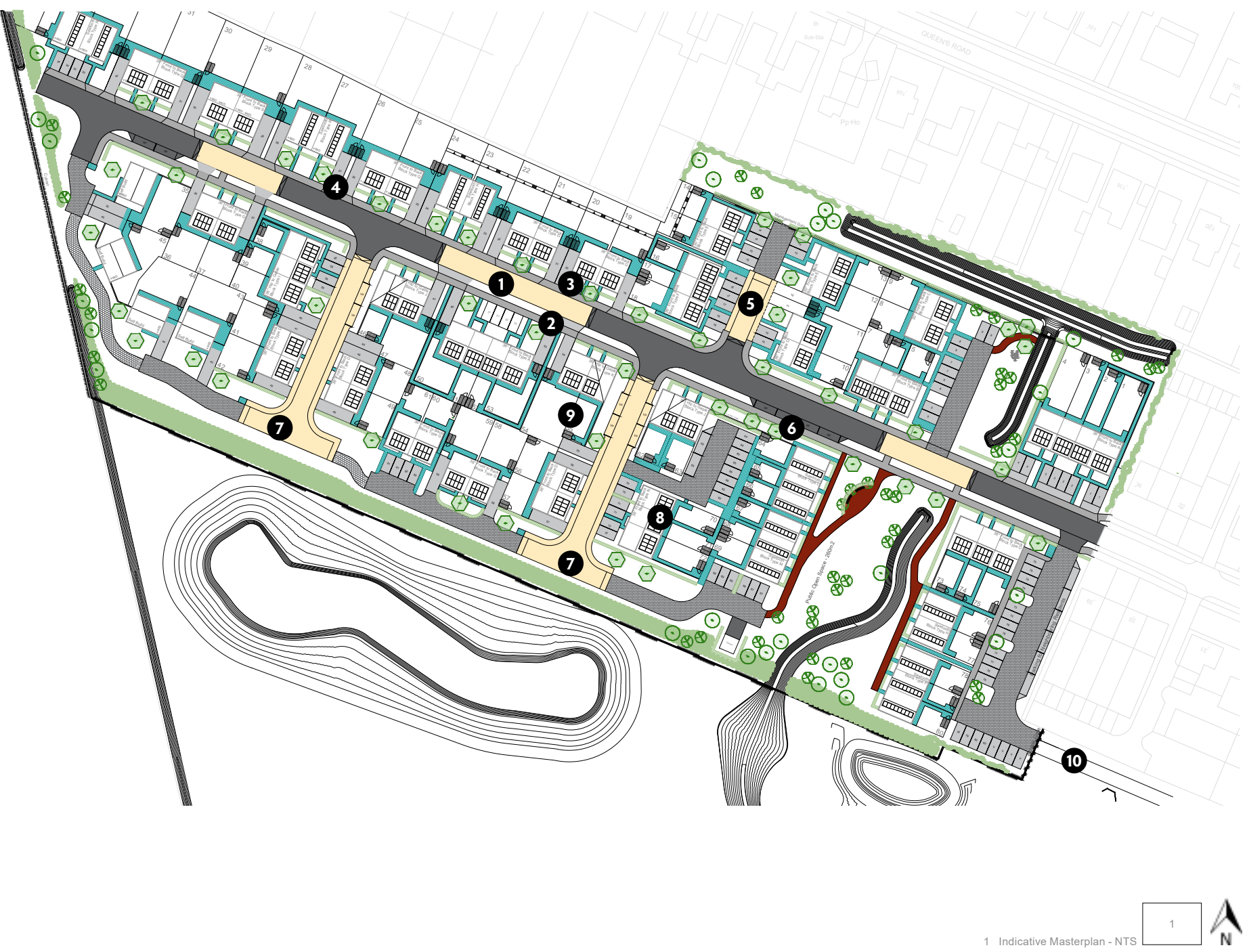


5.3 Hard Landscape Strategy

The hard landscape strategy is governed by a series of differing typologies:

- 1. Vehicular Raised tables to reduce speed - to highways adoption standards
- 2. Pedestrian Footways - to highways adoption standards
- 3. Property Entrance Thresholds - The ground floor property entrances will consist of concrete slab paving which will clearly identify private and public space throughout the hard landscape.
- 4. Parking - Tarmac
- 5. Tarmac Road - to highways adoption standards
- 6. Shared surface - block paving
- 7. Garden Access Paths - Concrete slab paving
- 8. Patio - Concrete slab paving
- 9. Stone access road to neighbouring field

Please refer to drawing:
0058-LGMH-00-PL-DR-A-1016-S3-P01 - Hard Landscaping Plan



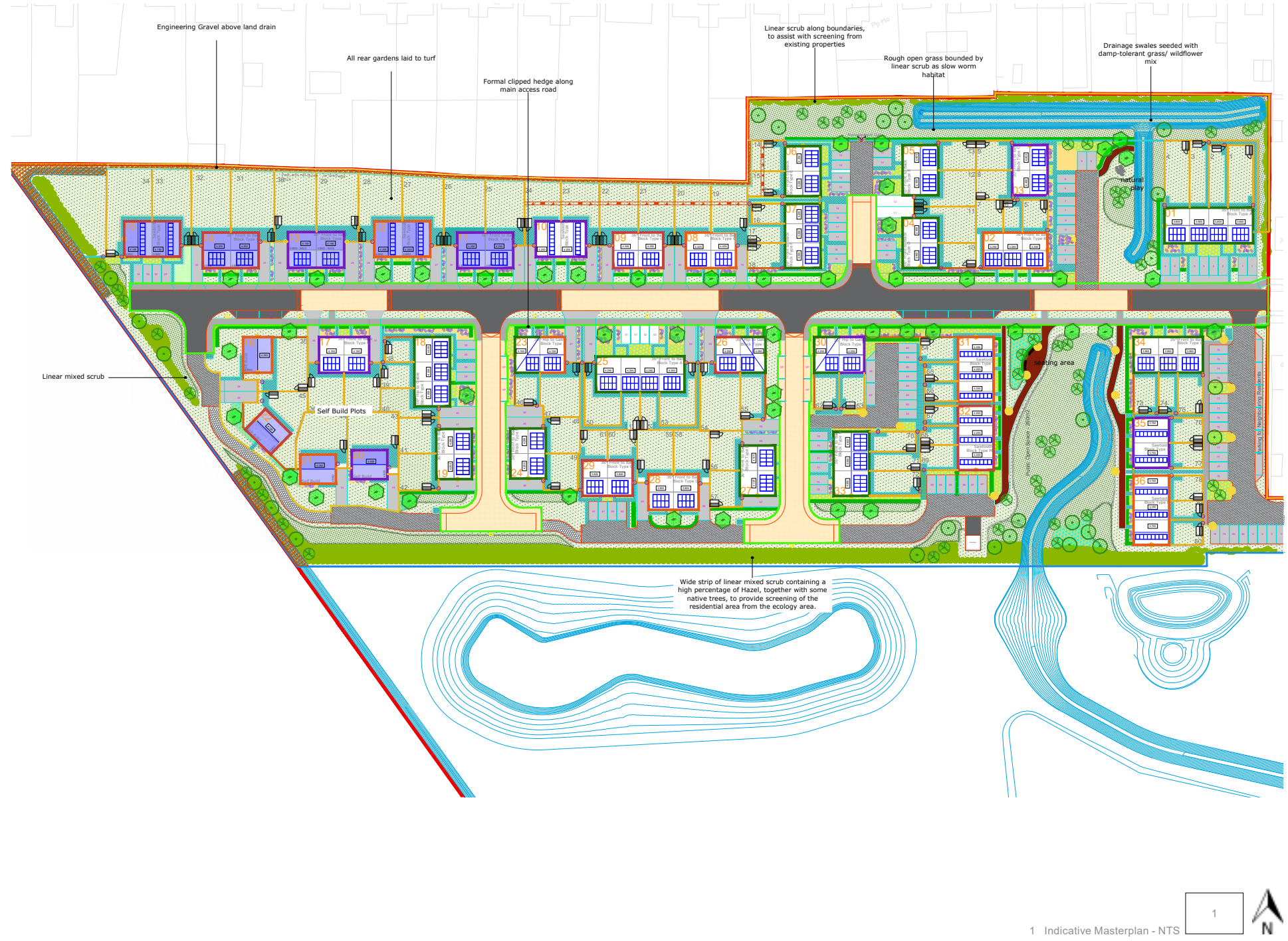
- 1 Raised Tables (Adoptable)
- 2 Pedestrian Footway (Adoptable)
- 3 450x450mm Standard Flags - Natural or similar
- 5 Block Paving (Adoptable)- Bracken or similar
- 7 Shared surface
- 10 250mm Hard Stone Surface without edging/kerbs



5.4 Planting Strategy

The soft planting landscape strategy will be separated into planting groups which will create functional and logical typologies to provide seasonal colour, new habitats, defensive barriers and ornamental interest. These groups include:

- Trees
- Clipped Hedge
- Linear Scrub
- Oranamental Planting - share tolerant
- Oranamental Planting - gravel mix
- Oranamental Planting - low ground cover
- Species rich grass/wild-flower mix
- Species rich grass Swale mix
- Amenity Grass



1 Indicative Masterplan - NTS

- 1

Trees
Acer rufinerve
Hippophaea salicifolia 'Streetwise'
Populus tremula
- 2

Clipped Hedge
Elaeagnus x ebbingei
Elaeagnus x ebbingei 'limelight'
Ligustrum ovalifolium
- 3

Linear Scrub
Prunus spinosa
Crataegus monogyna
Corylus avellana
Euonymus europaeus
- 4

Oranmental Planting - Share Tolerant
Vinca minor & varieties
Hydrangea cultivars
Bergenia cordifolia
Euphorbia cultivars
Brachyglottis 'Dunedin Group'
- 5

Oranmental Planting - Gravel Mix
Hydrangea macrophylla 'Blackberry Pie'
Stipa calamagrostis
Stipa tenuissima
Rosmarinus officinalis 'Benenden Blue'
Erigeron glaucus
Armeria maritima & cultivars
Lavandula cultivars
- 6

Oranmental Planting - Low Groundcover
Rosmarinus officinalis Prostratus Group
Ceanothus thyrsiflorus repens
Artemisia 'Powys Castle'
Vinca minor & varieties
Helictotrichon sempervirens
- 7

Species Rich Grass/Wildflower mix
Pollinator and Nectar Mix (MixPN)
- 8

Species Rich Grass Swale Mix
EM8 - Meadow Mixture for Wetland
- 9

Amenity Grass
Turfgrass Growers Association










5.5 Boundary Treatment Strategy

The boundaries to the site will be secured by a series of fence structures, ranging in materiality. The boundary to the neighbouring properties will be protected by a 1.8m high timber fence. This treatment type will also provide the internal boundary between units.

Defensible space will be provided in front of all units, in form of soft planting in various arrangements.

The border to the ecological area will feature stock proof fencing with substantial soft planting to ensure that the residential developed is screened from this area.

- 1 1.8m Timber Boundary Fence
- 2 Defensible Space
- 3 1.8m Internal Timber Fence
- 4 1.8m BrickWall
- 5 0.6m Hedge demarcation
- 6 Stock fence + screen planting

- | | |
|--|--|
|  Proposed Tree Planting |  BT04 - 1.8m brick wall |
|  BT01 - 1.8m Closeboard Fence |  BT05 - 1m post and rail fencing |
|  BT02 - Timber Post & 3-Rail fence, with stockproof mesh attached |  BT06 - Hedgerow Planting |
| |  BT07 - Private Gates with key lock |



1 Indicative Masterplan - NTS

- 1 1.8m Brick Wall
- 2 1.8m Timber Fence
- 3 Defensible Space
- 4 0.6 meter hedge demarcation
- 5 Stock fence + screen planting



5.6 Street Trees

High quality public realm and considered private space are critical to the creation of a community. The key to achieving this aspirational; and contemporary design is the implementation of tree lined streets and incidental pockets of greenery throughout the scheme. Whilst the current site has a small number of existing trees within it, they are poorly maintained and ill-considered in both layout and diversity.

In order to make the site developable, a contemporary urban model is required which will result in some of the existing trees being removed however every effort will be made to retain the areas of greatest ecologically importance.

In order to enhance the green infrastructure a tree lined avenue has been created, which acts as the main access route and further grounds the site to its context and ensures that a holistic built and natural environment is achieved. This avenue is the most prominent feature of the site and will set the tone for the rest of the site and how residents and visitors interact with both the urban fabric and each other.

The provision of trees within the highway are paramount to the aspirational concept for the scheme as well as its long term success for not only Littlestone but the surrounding area. Trees within a development and specifically within prominent areas, such as main access routes provide a number of fundamental benefits;

- There are clear Health and Well-being benefits to providing street trees. Studies have shown that trees in the landscape have a positive impact on people – helping to reduce stress and reducing fatigue. Research has also shown that street trees make people “feel friendlier, more co-operative, less sad and less depressed”.
- Studies have shown that there is a correlation between the ‘greenness’ of an urban space and reduced crime. This is attributed to the fact that such green spaces encourage greater community use than non-green spaces.
- The provision of roadside trees will help replace a small number of the trees that will be lost to the development of the site. It will also provide an opportunity to increase the total diversity of tree types on site. The Avenue will also enable the development of a green corridor that links the wet woodland in the south to an area of green space immediately to the north of the site.
- Avenue trees will provide shade and help cool the air during hotter periods. Research has also shown that street trees can help improve local air quality, including reducing particulates and ozone.
- “Lock-down” has seen an increase in residents searching for houses with areas of green space, including trees.

Given the above it is felt that the provision of trees and greenery within highways of the Victoria road West development are of paramount importance and will make a significant contribution to the development of this part of Littlestone, whilst acting as a marker for the future developments within Littlestone District and beyond.



1 Proposed Massing - Liddle Road, London by Maccreanor Lavington
2 - Urban Trees - Townsend Landscape Architects
3 - Green Street - Evolution South - Maccreanor Lavington

5.7 Landscape Maintenance

The maintenance of the scheme as it progresses both on site and following completion will be critical to its success. Every effort is being made in the detailed design of the project to choose the correct species but this effort will be wasted with poor maintenance.

At the Masterplan stage it is key to establish the principles of maintenance and the review procedures that the chosen Landscape Contractor will be required to undertake. Detailed landscape maintenance specifications and a landscape management plan will be submitted and they will encompass the following:

Review Procedure

Timing and responsibility of reviews and method of reporting to ensure the correct communication channels are set up at the start of the project.

General Operations

The following principles will need to be established: Working notice, reinstatement procedures, the use of any specialist firms/methods for the control of mammalian pests in line with the environmental health policy of the Local Authority and the use rain water for irrigation means, depths required, watering times and removal of arisings as part of any operation on site. The protection of areas affected by maintenance operations and the safety of Maintenance & Management operatives and members of the general public will need to be explained in a method statement.

The Landscape Maintenance Contractor shall give 3 working days notice to the Client before the application of herbicide, the application of fertilizer, watering and each site maintenance visit. The Landscape Maintenance Contractor shall reinstate to its original condition any damage or disturbance to soil structure, planting, grass, fencing, hard landscaping, structures or buildings. The Landscape Maintenance Contractor shall employ specialist firms/ methods for the control of mammalian pests in line with the environmental health policy of the Local Authority.

The Landscape Maintenance Contractor shall use portable mains water when watering and will ensure that the planting is wet to the full depth of topsoil, will not damage or loosen plants. With compacted soil loosen or scoop out, to direct water to root zone. Watering is to be carried out as necessary for the continued thriving of all planting, unless specified otherwise

The Landscape Maintenance Contractor will dispose of arisings as follows; biodegradable arisings to an approved tip, grass cuttings to an approved tip, tree roots and stumps to an approved tip, shrub and tree pruning to an approved tip and litter and non-biodegradable arisings to an approved tip. Extraneous rubbish not arising from the contract work will be collect and removed from site. The Landscape Maintenance Contractor is to protect areas affected by maintenance operations using boards/tarpaulins. Do not place excavated or imported materials directly on grass.

Existing Established Trees

Remove dead, diseased, decaying and damaged wood. Major pruning only to be undertaken after discussion with the Client. Note that permission will be required to carry out any tree surgery works to the trees that are subject to a tree preservation order. This permission is to be obtained from the Local Authority Tree Officer prior to any works being carried out. Replacement planting, if requested by the Local Authority, is to be with species of local provenance.

Semi-mature, Advanced Nursery Stock and Standard Trees The planting, establishment, pruning and ongoing maintenance of these trees will need to be clearly specified. Prune to remove dead, dying, diseased branches. The Maintenance Contractor is to advise Landscape Architect of any major works required and if necessary obtain an assessment from an approved arboriculturalist. Remove suckers from base. Check condition of stakes and ties. Adjust as necessary to prevent rubbing of bark and to ensure tree is upright. Firm up trees which have suffered frost heave or are affected by strong winds. Ensure that

sufficient water is applied to maintain healthy growth. Dependant on location, apply N.P.K. slow release fertiliser (at rates recommended by the manufacturer) on annual or two-yearly basis.

Ornamental Shrub Planting

The planting, establishment, pruning and ongoing maintenance of these shrubs both generally and specifically will be clearly specified. The intention is to encourage the establishment of planting to provide continuous cover using a balanced mixed shrub layer.

Keep all beds weed free by hand weeding and/or use of approved herbicides. Fork over beds as necessary to keep soil loose with no low or high spots. Clear soil and/or mulch from adjacent hard surfaces. Until review period (year 5) apply a 15:15:15 N.P.K. slow release fertiliser during March/ April in accordance with manufacturers recommendations.

Prune shrubs to remove dead, damaged or diseased branches, dead flower heads, etc. Prune to maintain shape appropriate to the species with additional shaping or height maintenance as specified in the tables. Apply sufficient water to maintain healthy growth. Maintain beds rubbish and litter free.

Amenity Grass Areas

The planting, establishment and ongoing maintenance of grass areas and any proposals for replacement will need to be clearly specified. Generally maintain turf in a manor appropriate to the intended use to a height of 30mm. Maintain a healthy vigorous sward, free from disease, fungal growth, discolouration, scorch or wilt. Prevent water logging and compaction. Repair damage due to trampling, abrasion or scalping during mowing. Within ornamental turf and lawns maintain reasonably free from moss, thatch, weed, frost heave, worm and mole casts with edges neat and well defined. Litter and fallen leaves remove regularly to maintain a neat appearance. Before mowing The Landscape Maintenance Contractor is to remove litter, rubbish and

debris. Following mowing the Landscape Maintenance Contractor is to leave a neat and even finish, without surface rutting, compaction or damage to grass. Neatly trim around obstructions and sweep clear and remove arisings from adjoining hard areas. Do not use mowing machinery closer than 100mm to tree stems. Use nylon filament rotary cutters and other hand held mechanical tools carefully to avoid damage to bark.



5.8 Ecology Strategy

The site is located within the Romney Marshes and Rye Bay Biodiversity Opportunity Area (BOA). Habitats on site are dominated by modified agricultural grassland which has been assessed to provide poor habitat suitability for wildlife.

An early stage Biodiversity Net Gain calculation has shown that the site easily exceeds the minimum 10% as set out in Government and local guidance.

There are three ditches located on the site which have been damaged by cattle and contain little aquatic vegetation.

Site surveys have been undertaken for several animal species and these are summarised as follows:

Bats:
8 species of bat have been identified which use the site but none which are named as an Annex II species which would be offered extra protection. No potential roosting features have been identified. The site will be enhanced to create suitable habitat for bats and the external lighting design will be in accordance with current best practice to minimise light spill from the development.

Great Crested Newts:
1 pond located 160m from the SE of the site boundary has been shown to support GCN whilst the ditches on site have been shown not to support GCN. A Natural England GCN Mitigation Licence will be obtained to allow pre-development works to be undertaken on site. Precautionary methods will be employed to avoid impacting on GCN during these works. The provision of a wetland habitat area and restoration of marshy ground to the south of the development will provide a significant enhancement on site for amphibians such as GCN.

Reptiles:
A low population of reptiles has been identified along the northern boundary of the development. Precautionary working methods will be implemented in this area to avoid impacting on reptiles in this area.

Wintering Birds:
Curlew have been identified on site and these are included in the Spec 1 of European Birds of Conservation Concern. The area to the south of development is to be enhanced (the creation of wetland habitat as described above) which will see a significant increase in terms of habitat suitability for wintering birds. Other measures will ensure that this area is not disturbed by residents and their dogs and mitigation measures will also be applied during the construction phase.

Landscape Proposal
The landscape proposals have been closely coordinated with the project ecologist to ensure that the correct plant species are being selected as well as providing suitable habitat for a variety of species.

Hedgehogs
Gaps in the garden fences will be incorporated within the detail design to allow Hedgehogs to permeate through the site and to the surrounding area.

Bat & Bird Boxes
Bat boxes and Swift boxes will be provided along the southern part of the site, over looking the ecology mitigation area. These will be placed on the appropriate facade as Indicatively shown opposite.



* final provision to be confirmed with site ecologist during detailed design



- Bat Boxes
- Swift Boxes
- Hedgehog highway

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SECTION CONTENT

- 6.1 Overview
- 6.2 Two Bedroom
- 6.3 Three Bedroom
- 6.4 M4(3) Units
- 6.5 Four Bedroom
- 6.6 Self-Build Plots
- 6.7 Built Form
- 6.8 As Built - Externals
- 6.9 As Built - Internals
- 6.10 Sustainability

6.1 Overview

The houses are also intended to be built using modular off-site fabrication.

Each house is made up of one or two modules per floor and will be constructed from a number of standard, factory built modules.

There are five homes used in the range covering two, three & four bedroom to cater for a variety of resident needs and settings. The modular units delivered to site by truck and then craned into place and linked together, before services are connected.

Significantly, the external envelope and roof are completed using traditional construction techniques enabling the homes to be unique to each site and respond to local context.

House modules are constructed using a cross laminated timber structure which has many benefits in the sustainable sourcing of material and reduced embodied energy.

The are a collection of traditionally built units to provide accommodation outside the current modular range. These include specialist M4(3) units and larger 4bedroom units.

Houses are arranged in short terraces or as semi-detached dwellings with private defensible space facing the street. Generous windows with high window heads maximise daylight internally.

Rear gardens have street access to allow future cycle storage and garden waste to be brought to the front of the house for collection.



6.2 Two Bedroom House

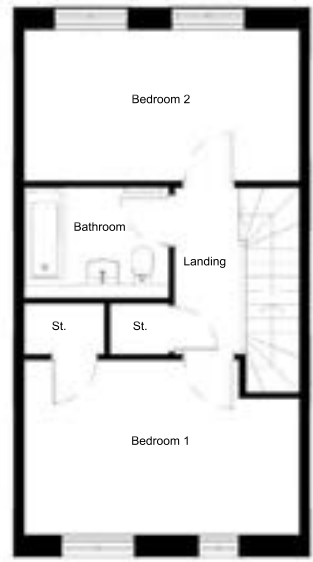
The Malden is designed to suit a typical small family and its traditional layout and design will be familiar to most occupiers.

- Two storeys, two bedroom single family dwelling (2bed-4person),
- Comprised of 1 module per storey, giving a total of 2 modules per dwelling,
- GIA 80.5m2, 866.5sqft,
- 2% Improvement on Nationally Described Space standards (NDSS 2B4P - 79m2)

* housetype design varies across the site and images are indicative of a specific plot. Please refer to site wide drawings for site wide materiality and detailing.



Ground Floor Plan - Mid



First Floor Plan - Mid

6.3 Three Bedroom House

The Enfield's open-plan layout has generous rooms and high ceilings designed for family living. Windows have been aligned with the entrance doors to give a sense of light and space. The services intake is placed close to the boundary to facilitate easy connection to site wide services.

The 'Enfield' house type has the following basic attributes:

- two storeys, three bedroom single family dwelling (3bed-5person),
- Comprised of 2 modules per storey, giving a total of 4 modules per dwelling,
- GIA 103m2, 1108.7sqft,
- 10% Improvement on Nationally Described Space Standards (NDSS 3B5P - 93m2)

* housetype design varies across the site and images are indicative of a specific plot. Please refer to site wide drawings for site wide materiality and detailing.



Ground Floor Plan - End (Right)
Blank Gable

First Floor Plan - End (Right)
Blank Gable

6.4 M4(3) Unit

The M4(3) layout has generous rooms and high ceilings designed for family living. It has been designed as M4(3) Adaptable as required under Part M of Building Regulations. Windows have been aligned with the entrance doors to give a sense of light and space. The services intake is placed close to the boundary to facilitate easy connection to site wide services.

The 'M4(3) Units house type has the following basic attributes:

- two storeys, three bedroom single family dwelling (3bed-5person),
- traditional construction
- GIA 124.26m2, 1337.52sqft,
- 34% Improvement on Nationally Described Space Standards (NDSS 3B5P - 93m2)

* housetype design varies across the site and images are indicative of a specific plot. Please refer to site wide drawings for site wide materiality and detailing.



Ground Floor Plan - End (Left)

First Floor Plan - End (Left)

6.5 Four Bedroom House

The Four Bed take a lot of design influence from the 'Enfield' with open-plan layout has generous rooms and high ceilings designed for family living. Windows have been aligned with the entrance doors to give a sense of light and space. The services intake is placed close to the boundary to facilitate easy connection to site wide services.

The '4Bed' house type has the following basic attributes:

- two storeys, four bedroom single family dwelling (4bed-6person),
- traditional construction
- GIA 120.52m2, 1297.32sqft,
- 13.7% Improvement on Nationally Described Space Standards (NDSS 4B6P - 106m2)

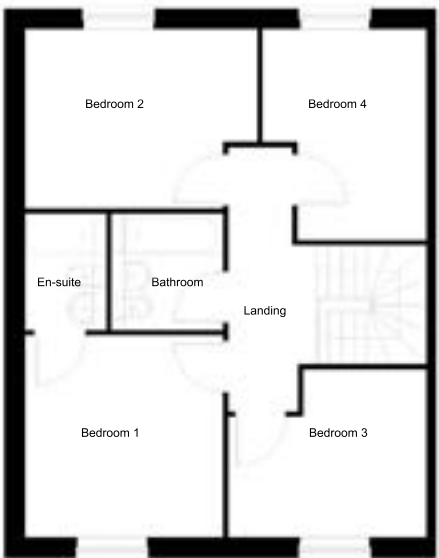
* housetype design varies across the site and images are indicative of a specific plot. Please refer to site wide drawings for site wide materiality and detailing.



North Elevation:



Ground Floor Plan - End (Left)



First Floor Plan - End (Left)

6.6 Self-Build Plots

As part of the outline permission there is a requirement for 4 self-build or custom build plots ensure suitable provision for a range of dwelling types in accordance with policies RM2 & HB4 of the Places & Policies Local Plan.

We have provided 4 detached plots as part of this application to fulfil the requirement above. These plots have been shown as 4bed units (opposite).

The '4Bed' house type has the following basic attributes:

- two storeys, four bedroom single family dwelling (4bed-6person),
- traditional construction
- GIA 120.52m2, 1297.32sqft,
- 13.7% Improvement on Nationally Described Space Standards (NDSS 4B6P - 106m2)

6.7 Built Form

To ensure variation and individuality across the scheme there are differences to the built form mentioned below.

Configuration

Across the site the dwellings are proposed in arrangements of detached, semi-detached and terraced. These block typologies have been arranged in specific locations that are suitable for the character areas defined within the site.

Roof Style

In discussions with the LPA and to break up any streetscenes a series of roof styles/profiles have been proposed:

- Front to Back - 30degree
- Front to Back - 36degree
- Sawtooth - 44degree
- Hip to Gable - 36degree

Materiality

Two main facade materials have been proposed, which are Brick and Render. Within this there are three colours of render used in a variation of locations and arrangements to continue that individual nature of the plots.

Private Demise

A variety of spaces and boundary treatments are proposed to demarcate private demise/ownerships. These include timber fences or brick walls to rear gardens and low planting or hedging to front gardens

- 1 Roof - Front to Back - 36degrees
- 2 Roof - Sawtooth - 44degrees
- 3 Roof - Hip to Gable - 36degrees
- 4 Confirguation - Semi-Detached
- 5 Confirguation - Terraced
- 6 Materiality - Brick
- 7 Materiality - Render
- 8 Premise Demise - Timber Fence
- 9 Premise Demise - Low Hedge



6.8 - As Built - Externals

The houses are also intended to be built using modular offsite fabrication. Each house is made up of one or two modules per floor and will be constructed from a number of standard, factory built modules.

Significantly, the external facade and roof are completed using traditional construction techniques enabling the homes to be unique to each site and respond to local context. House modules are constructed using a cross laminated timber structure which has many benefits in the sustainable sourcing of material and reduced embodied energy.

Littlestone Road

Littlestone is a brand-new neighbourhood in the heart of historic Selby in North Yorkshire. Offering a mix of high-quality 2/3-bedroom houses and 1/2-bedroom apartments, these new homes have been delivered in partnership with Selby District Council bringing new life to a former derelict site in the heart of the market town.



6.9 - As Built - Internals



6.10 Sustainability

Modular Construction

The core of our dwellings are manufactured off-site. This modular approach allows us to substantially reduce the amount of time we are present on site – and helps to minimise disruption to our neighbours. It also substantially reduces the amount of construction traffic that is generated – as there is a reduction in the delivery of materials and removal of waste – plus a reduction in the number of people needed on site.

Affordable Homes

Our proposed housing solution has also been designed to help reduce ongoing utility costs.

Low Water Consumption

Our standard house types have been designed to consume 12.5% less water than the upper threshold set out in part G of the Building Regulations

Low Energy and Carbon

Our dwellings are designed to minimise energy consumption and reduce carbon emissions. All our dwellings have an Energy Performance Rating (EPC) of 'A' – putting them in the top 1.4% of new houses construction in England in terms of carbon emissions. We achieve this through the use of site design (e.g. orientation, efficient building form), high performing fabric, excellent air tightness, quality fabrication and installation methods, energy efficient fittings (e.g. lighting, fans etc.) and the use of photovoltaic panels.

Well-being

Our dwellings are designed to promote well-being. We ensure that issues such as indoor air quality, thermal comfort and indoor acoustic environmental are all addressed in the dwellings we provide. For example, all the timber-based products we use within our modules meet Emission Class 1 requirements with regard to formaldehyde content. Further site wide well being will be achieved through the utilisation of the proposed green space located throughout the site.

On-site Workspace

All our homes are designed to accommodate home working. This has the potential to reduce the travel impacts of the residents.

Promoting the use of Recycled Materials

A significant amount of material used within our modules comes from recycled sources (e.g., the plasterboard and screed board we use contains approximately 90% recycled material). We can also increase the amount of recycled materials used in the external areas of the site – for instance products are available that enable recycled plastic to be used as a bitumen substitute in tarmacked roads.

Secure by Design

We will ensure that the scheme is developed in line with the principles set out in Secure by Design.

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