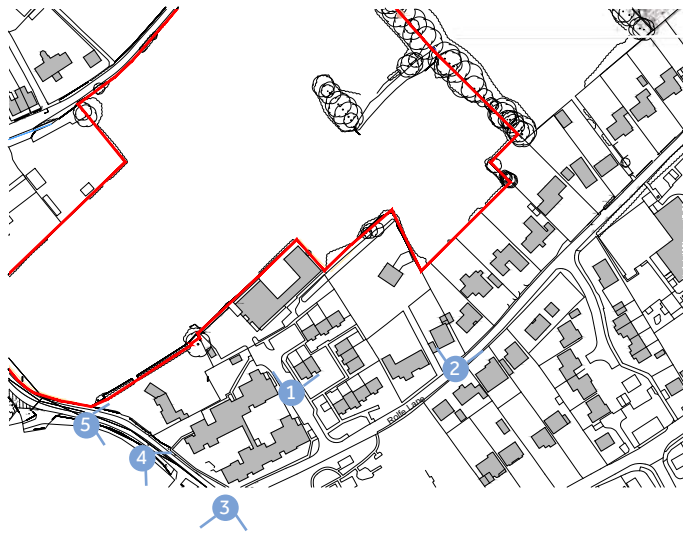






Y10/0698/SH (2010)
Refer to P.8 for Key Development Areas



Key plan



Y15/0164/SH (2015)
 Y19/0048/FH (2019)
 Refer to P.8 for Key Development Areas



Key plan

Cockreed Lane

- / Mixed typology of detached and terraced homes
- / Mainly red tile with terraced slate tiled
- / Off street parking with driveways and front gardens
- / Mixed tile hanging and render
- / Mainly 2 storey dwellings with bungalows to the north of Cockreed Lane.
- / Provides access to two new developments with mixed modern styles and materiality
- / No predominant style



ASSESSMENT 2.7 Vernacular Study



Land at Dorland Development

- / New house types
- / Mix red tile and slate
- / White and dark UPVC windows and panels
- / Red and yellow buff brick mix
- / Shaded blue, White and dark weatherboarding
- / Mixed terraced, bungalows and detached properties
- / Modern Dutch style homes
- / Off street parking and driveways with garages



Mulberry Place Development

- / New house types
- / Mix red tile and slate
- / White and dark UPVC windows and panels
- / Red and yellow brick mix
- / Shaded blue, White and dark weatherboarding
- / Mixed terraced, bungalows and detached properties
- / Modern Dutch style homes
- / Off street parking and driveways with garages



Ashford Road

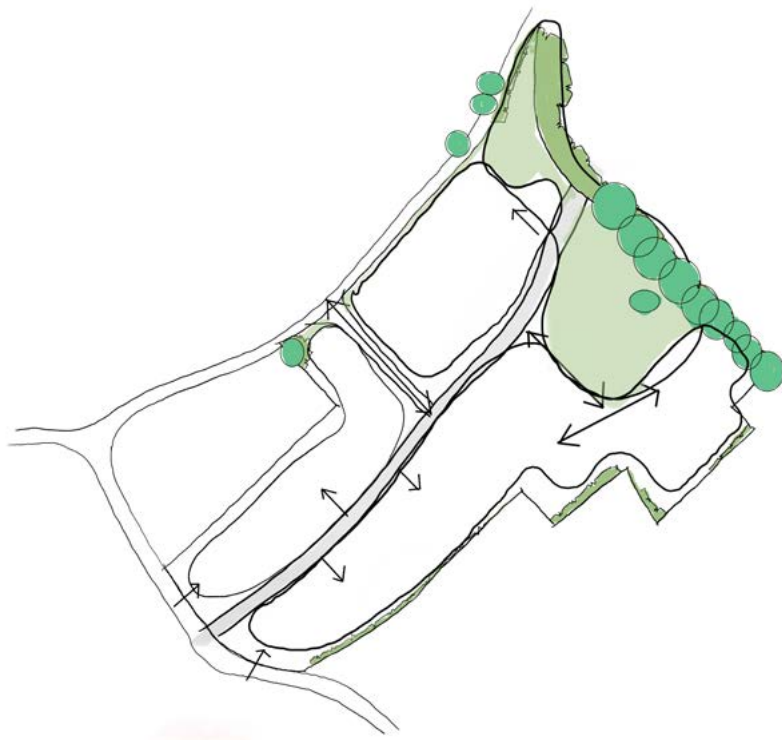
- / Mixture of modern and post modern features.
- / Red and yellow buff brick
- / Mixed typology of bungalows, detached & apartment dwellings
- / Off street parking and driveways with garages



LAYOUT & LANDSCAPING

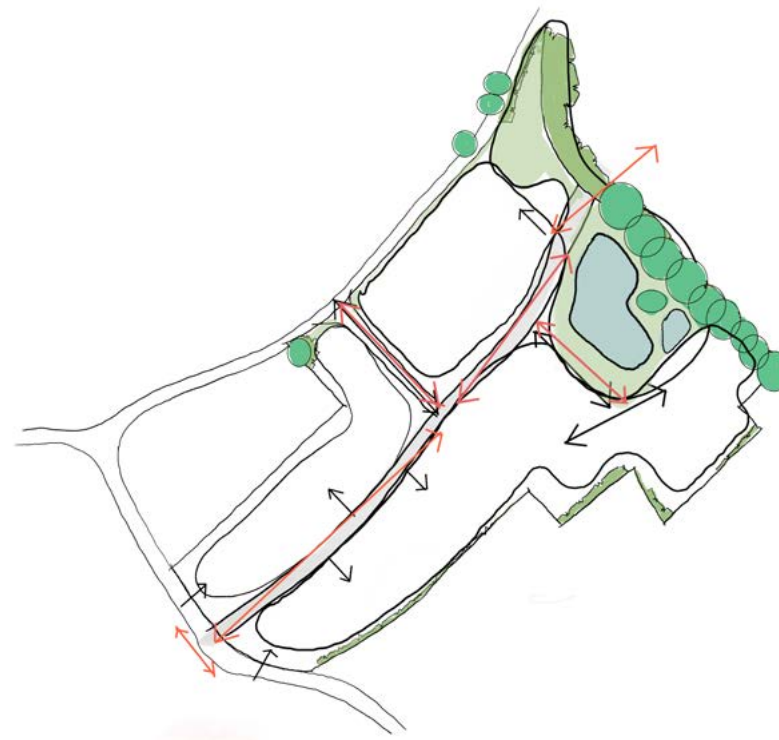
3.1

Concept Diagrams



(Diagram 1)

The overall site is divided into three different zones which will each have their own access points. The majority of the traffic is foreseen to come Northbound along Ashford Road. A primary road that will act as the support spine for the master plan will supply most of the access to the different areas. A new access road to Cockreed Lane will allow emergency access but will still remain as a secondary external connection.



(Diagram 2)

To promote biodiversity and maximise the benefits of natural amenity the proposal seeks to establish a well-connected green space, buffers, and edges. Green buffers to the South East will soften the impact of the development to sensitive boundaries as well as incorporate the sewer easement outlined previously.

Proposed new suds and green open space will settle next to the mature tree line and compliment the existing vegetation that once divided the top corner pocket of the site. Pedestrian footpaths will provide primary access to dwellings whilst allowing users to take advantage of the new green spaces.



(Diagram 3)

Based on the character of the surrounding area, and the more recent development, the brief for the general approach for the housing is to continue the organic pattern of development. Plots will be clearly defined with parking on plot, a mixture of soft landscaped front gardens and hard landscaped parking bays, and generous rear gardens with separate access.

LAYOUT & LANDSCAPING

3.2

Pedestrian Links & Public Realm

The proposed master plan incorporates the mature tree lines and existing vegetation, (See Site Opportunities and Constraints) The objective is to retain the sites green features throughout the proposed layout. The pedestrian access and roads will enhance the urban realm and other links to the wider context beyond.

The proposed new main road that travels through the site will provide access to other areas as well as routes to the North of the site for further development.

The vegetation buffer to the South East boundary will respond to sensitive areas as well as incorporate the sewer easement.

The new dwellings will front the roads with driveways and parking bays immediately off the main spine road.

The spine road design speed is 20mph and the transition into the more private mews areas includes changes of level and surface to promote pedestrian and cycle priority

- Emergency Access 
- Main Road 
- Pedestrian Routes 





LAYOUT & LANDSCAPING

3.3

Accommodation Schedule

The proposal provides a varied mix of property types and sizes ranging from 1 bed flats to 3 bed houses. There is a mix of private and affordable tenure dwellings along with wheelchair standard flats. The street scape has been designed to include a range of massing with detached and semi detached properties balanced with larger terrace blocks. Where flats are provided they are within smaller blocks with dedicated front doors for all flats to the street to continue. Where flats are provided they are within smaller blocks with dedicated front doors for all flats to the street to maintain the same approach to frontage as the houses adjacent.

SUMMARY OF HOUSETYPES AND MIN PARKING REQUIREMENTS									
HT	Name	BEDS	Count	area-sqm	area-sqft	PARKING REQ	visitor parking	TENURE	
F1w	F1w	1B2P	2	60.0	645.8	2.0	0.4	aff	
FOG02	FOG02-1 bed	1B2P	2	54.0	581.3	2.0	0.4	aff	
F2a	F2a	1B2P	6	55.0	592.0	6.0	1.2	aff	
F1a	F1a	2B3P	2	73.0	785.8	2.0	0.4	aff	
F2b	F2b	2B4P	6	73.0	785.8		1.2	aff	
HT10	HT10-mid	2B4P	9	79.5	855.7	9.0	1.8	aff	
FOG01	FOG01	2B4P	2	72.0	775.0	2.0	0.4	private	
HT9	HT9	2B4P	2	86.1	926.8	2.0	0.4	Private	
HT1	HT1-end	2B4P	24	71.6	770.5	24.0	4.8	private	
HT1	HT1-mid	2B4P	15	71.6	770.5	15.0	3.0	private	
HT10	HT10-end	2B4P	8	79.5	855.7	8.0	1.6	aff	
HT7	HT7	2B4P	11	103.3	1112.3	16.5	2.2	private	
HT6	HT6	3B5P	5	115.6	1244.3	7.5	1.0	private	
HT2	HT2	3B5P	12	96.1	1034.0	18.0	2.4	private	
HT8	HT8-alt roof1	3B6P	4	105.9	1139.9	6.0	0.8	private	
HT8	HT8	3B6P	7	105.9	1139.9	10.5	1.4	private	
			117	1302.1	14015.2	130.5	23.4		

residents parking as drawn	
Name	Count
parking-space-residents	173

visitor parking as drawn	
Name	Count
parking-visitor parallel	24
	24

LAYOUT & LANDSCAPING

3.4

Access Roads

The proposed main road provides access to a future development to the North. (See site and opportunities) This road also provides primary access to the East and an access road to Cockreed Lane. The master plan provides a fluid and responsive design to terrestrial access whilst responding to the existing parameters.

The access roads lead through the site to create primary roads to provide circulation throughout different connections. Additional private driveways and secondary access roads lead off to additional units.

Visitor parking bays are indicated and are spread evenly across the site.

- Emergency Access Only 
- Primary Road 
- Secondary Road 
- Main Road 
- Access Road 
- Visitor Parking 





LAYOUT & LANDSCAPING

3.5

Refuse and Cycling storage strategy

The layout has been designed to ensure all plots have independently accessed allocated parking which is generally on plot to the frontage, or located to the rear in well monitored parking mews courts. Visitor parking is spread across the development and located along the access roads as part of the public realm to avoid spaces being permanently claimed by residents.

Refuse collection has been fully considered with frontage street-side collection generally provided, with some plots benefiting from refuse collection points within 30m of the bin store location, and suitably positioned within reach of the collection lorries.

KEY :	
	Shed
	Refuse Location
	Bike Store in Shed
	Bike Store in Car barn/Garage
	Residents allocated parking space
	Visitor parking space



Private plots



Affordable plots

APPEARANCE & SCALE
4.1

Scale

The scale of the proposed scheme is predominantly 2 storey, with standard domestic heights throughout, in line with all of the surrounding built up area.

Appearance

The contextual study identified a varied architectural style in the immediate surroundings with an emphasis on traditionally styled buildings with pitched tiled roofs, brick facades and simple detailing.

The external appearance of the proposed new houses has been carefully considered against the surroundings in order to create a visually sensitive scheme with traditional Kentish rural character.

The palette of materials for the houses includes three brick types, two roof tiles and four complimentary colours of weatherboarding, and each is applied in varying combinations across the suite of house types in order to create a dynamic and active street frontage throughout the development.

Hard and soft landscaping including surface materials, planting and boundary treatments have been devised by Lloyd Bore. Refer to submitted drawings for further info.



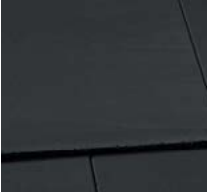
Forterra Burwell Buff



Forterra Lindum Cottage Red Multi



Michelmersh Freshfield Lane First Quality Multi



Marley Edgemere – Anthracite



Redland Duo Plain - Rustic Red



James Hardie - Hardie Plan Grey Slate



James Hardie - Hardie Plan Light Mist



James Hardie - Hardie Plan Cobblestone



James Hardie - Hardie Plan Arctic White



Plot 65
FOG 2



Plot 66 - 69
F1A x2 & F1W x2

APPEARANCE & SCALE

4.2

Secure by Design

The scheme design has been developed with safety and security as a key factor. Active frontages are provided throughout with external areas benefiting from passive surveillance from habitable rooms. The large open spaces to the north are edged by the public realm of the street frontage with properties overlooking. At corners along the spine road the plots feature dual aspect rooms with windows in flank elevations to ensure there are no areas left unmonitored.

Parking is generally on plot along with well overlooked mews parking to the perimeter areas.



Plot 102-104
HT1x2 & HT2



Plot 15 & 16
HT8 & HT7



Plot 53 & 52
HT8 & HT7



Plot 115
HT9

APPEARANCE & SCALE

4.3

Sustainable Design

- Pentland Homes are committed to ensuring sustainable procurement methods, and will be registered to a Considerate Constructors Scheme.
- Construction Site Impact will be limited, with water and energy consumption monitoring and responsible sourcing of materials
- Energy efficient lighting, and heating will be specified and a full detailed lighting proposal will ensure light pollution is avoided.
- Water and Energy Metering will be provided
- A Sustainable Urban Drainage Scheme is proposed
- FHDC policies on water use reduction will be fully complied with
- Collection of Waste for Recycling is accommodated
- Features of ecological value will be protected and a full mitigation scheme carried out.
- High fabric energy efficiency



SUMMARY

05

Conclusion

The principal for developing the site, including its social and economic benefits have been previously established as part of the wider plan for New Romney.

The application site sits within one of the key development proposals outlined by Policy CSD8 of the Shepway Core Strategy which allocates parts to the North of New Romney for urban expansion. The development is also to play a part in the designated development of around 300 new dwellings (Class C3) including 30% affordable housing.

For further detail on the planning context of this site please refer to the Planning Statement by TAD Planning.

The approach to the highways design has been formulated in partnership with RCP for Transport and further detail can be found in the Highways proposal and report accompanying the application.

The proposal has been formulated based on further advice on trees and ecological information, please refer to the Arboriculture assessment by Sharon Hosegood Assc and Ecological impact assessment by Native Ecology.

By retaining and enhancing the natural features of the site, following an organic approach to layout, and utilising contextually appropriate form and materials for the proposed new houses, we are confident that the proposal will continue and improve upon the positive impact of the expansion programme at New Romney.