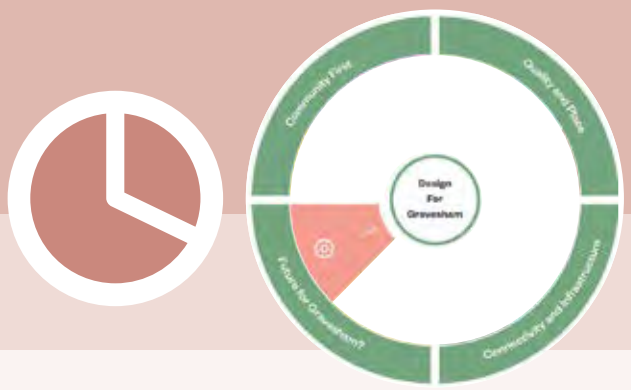
ILLUSTRATIVE MASTERPLAN | 1:2000

LEGEND

- Site boundary
- Primary street
- Secondary street
- Tertiary street
- Private lane/courtyard
- Public open space
- Existing trees
- New tree planting
- Sustainable drainage
- Public right of way
- Play space
- Viewing corridor

USES

Mixed and Integrated



NPPF CHAPTERS
2,5,8,12

"Well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be inclusive and to meet the changing needs of people of different ages and abilities. New development reinforces existing places by enhancing local transport, facilities and community services, and maximising their potential use."

(Para. 109, NDG 2021)

6.13 The development proposals include the following:

Residential – up to 120 dwellings (Class C3)

6.14 The proposed residential development envelope includes associated infrastructure such as access roads and parking provision. This area ensures the site can achieve up to 120 dwellings, allowing space for a mix of housing types, sizes and tenures to promote balanced communities.

Affordable Housing

6.15 It is proposed that 50% of the dwellings provided are to be affordable housing, in-line with national planning policy.

The proposed tenure split will be:

- 70% affordable rent
- 30% shared ownership

6.16 The precise mix of unit types, sizes and details of tenure arrangements are subject to consultation and agreement with Gravesham Borough Council. They should be provided as tenure blind clusters, dispersed across the site. Detailed design information regarding affordable housing provision will be submitted at the Reserved Matters stage.

Summary of Proposed Accommodation

Affordable Housing	up to 60 (50% of 120)
Market Homes	up to 60 (50% of 120)

Public Open Space and Green Infrastructure

6.17 2.44 ha of accessible public open space has been provided within the proposals which is an over provision of 1.52 ha.

6.18 One of the primary aims is to retain, enhance and protect existing landscape assets..

6.19 The public open spaces have been designed alongside the constraints of the site, where residential development is not feasible. They have been utilised for the provision of sustainable drainage, children's play space and biodiversity enhancement.

6.20 The public open spaces allow for the creation of a network of pedestrian and/or cycle routes to provide a sustainable movement network within the site, linking residential areas to the local centre on Wrotham Road and the existing pedestrian and cycle network.

6.21 Further details of the public open spaces are provided within the 'Public Spaces' and 'Nature' sections of this DAS.

LAND USE PARAMETERS | 1:2000

LEGEND

Site boundary

LAND USE PARAMETERS

Indicative area of land required for the proposed access, not within the residential land use
(subject to detailed design)

Proposed residential development (Use Class C3)
(including roads, footpaths, private drives, amenity and incidental open space and other associated infrastructure, subject to detailed design)

Proposed open space
(including amenity green space, children's play provision, orchard, landscaping, footpaths, drainage and other associated infrastructure, subject to detailed design)

Note: All features and areas are subject to detailed design and to a tolerance of 10m.

MOVEMENT

Accessible and easy to move around

NPPF CHAPTERS
8,9,12

"Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function."

Para. 75, NDG 2021)

6.22 The proposed layout shows the disposition of land uses and the proposed structure for movement within the development. A well-connected movement network, accessible by all users, is proposed which helps to ensure that all areas of the development will be accessible, easy to navigate, safe and secure. The proposed access and movement strategy will focus on the delivery of the following elements which are in accordance with the objectives of national and local planning policy:

- Proposed pedestrian and cycle movement network;
- Vehicular access;
- Street hierarchy;
- Street typologies; and
- Parking.

6.23 The location of the development, adjacent to the existing and established community of Meopham is a positive characteristic which has been maximised through the provision of direct and attractive pedestrian routes.

6.24 The proposed access strategies set out here clearly define the main routes and help to achieve a permeable layout.

ACTIVE TRAVEL STRATEGY

6.25 The development of an integrated pedestrian/cycle network within the site is seen as a key part of the movement infrastructure for the site. Pedestrians and cyclists are led into the site from links created between areas of existing and proposed residential development.

6.26 Cycle use is encouraged through the high degree of permeability within the layout. With low vehicular speeds proposed within the development, cyclists will therefore find it safe and convenient to use the streets for cycling.

6.27 The following measures to provide accessibility by foot and cycle are proposed and illustrated, where appropriate, on the Pedestrian and Cyclist Movement Strategy Plan:

- The development street pattern and travel connections within the site have been designed to encourage active lifestyles and the subsequent benefits to health and wellbeing. Internally walking/cycling routes are proposed around the site, connecting to Longfield Road via the site access, as well as a connection to the existing PRoW to the east of the site.
- An additional pedestrian connection is proposed from the site to the National Autistic Helen Alison School. This will be discussed further with the local highway authority, and the school, as the proposals progress.
- The development will provide connections to existing pedestrian infrastructure, along Longfield Road through a footway along the site frontage from the site access. There are a series of Public Rights of Way (PRoWs) surrounding the site which provide connections to local woodland and open spaces including Camer Park Country Park.
- Where possible pedestrian links will be suitable for use by disabled people;
- Particular attention will be paid to ensure surface material quality and sufficient active overlooking, to provide a sense of safety and security for users; and
- To ensure that vehicular movement corridors do not become a barrier to pedestrian/cyclist movements crossing points will be defined where appropriate, to enable all users to cross safely.

6.28 In summary:

- Cycleways will be 3m wide;
- Cycleways will be shared with pedestrians; and
- Cycleways are provided as dedicated routes along primary streets and separated from the highway by a verge.

INDICATIVE CYCLE AND PEDESTRIAN MOVEMENT STRATEGY | 1:2000

LEGEND

Site boundary

ACTIVE TRAVEL ROUTES

- Existing public right of way outside site boundary (Footpath)
- Existing public right of way retained and widened to accommodate cycles (Together with new cycle paths, it completes a circular route)
- Shared cycle/footpath (Through open space)
- Shared cycle/footpath (Through development block)
- Footpath (Through open space)
- Mown path (Through open space)
- Existing public right of way access retained
- Potential access/egress for cyclists and pedestrians only
- Potential access/egress for pedestrians only

PROPOSED VEHICLE ACCESS

6.29 A single vehicular access point is proposed via a priority junction taken from Longfield Road (B260) to the north of the site.

6.30 Given the access is situated within a national speed limit zone, speed mitigation measures are proposed to encourage lower speeds on Longfield Road including, but not limited to, extension of the 30mph speed limit further west, and potential gateway entry features such as 'dragon teeth' markings.

6.31 Additional parking is proposed near to the site access to facilitate parking associated with the local schools during the drop-off/pick-up periods, when required.

6.32 The internal layout of the proposed development will be designed in accordance with the guidelines of Manual for Streets (MfS) and MfS2, with the objective of producing an inclusive design which places people at the heart of the design process. The street pattern produces a hierarchy of highway and active travel routes which enables and encourages activity within the site with both leisure and functional routes, and connections to key services for site residents.

6.33 Routes are designed with desire lines considered, and levels of activity and overlooking buildings provide an increased sense of security for pedestrians, further encouraging active lifestyles and building a sense of community. Public spaces and amenities are located with reference to the meeting of transport corridors, creating logical and legible routes through the development.

6.34 The site will be designed to achieve a 20mph speed limit within the development to provides a safe environment for pedestrians, making crossing routes safer where pedestrians and vehicles are moving around one another.

STREET HIERARCHY

6.35 A clear hierarchy of streets is proposed creating an integrated movement network. Variation in the proposed street types aids in the creation of a legible and permeable development, whilst also providing for, and encouraging, pedestrian and cycle movement.

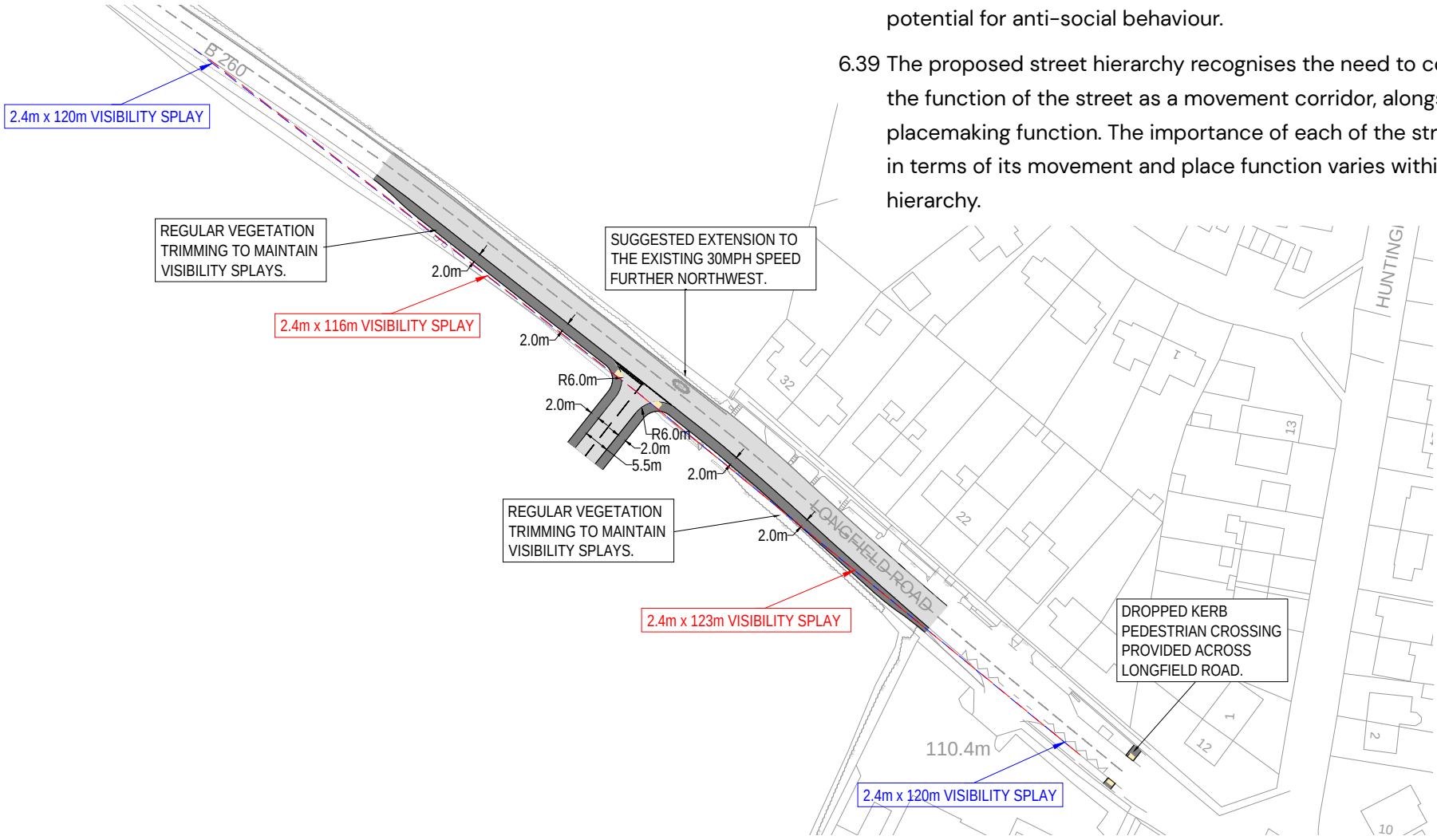
6.36 Streets will be designed as key aspects of the public space, the nature and form of which will vary according to their connectivity, function and location within the development proposals. The development proposals have been influenced by Kent Design Guide and Design for Gravesham - Design Code..

6.37 Incorporating nature, particularly tree planting, within the streetscene is a key principle in the design of new developments.

> ***"Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined52, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users".***
>
> (Para 136, NPPF Dec 2024)

6.38 The development and internal road network will be designed to encourage low vehicular speeds and streets will be defined by the building layout, so that buildings and spaces, instead of roads, dominate the street scene. The design will promote safe walking and high permeability through the site and aims to limit the potential for anti-social behaviour.

6.39 The proposed street hierarchy recognises the need to combine the function of the street as a movement corridor, alongside its placemaking function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy.



PROPOSED SITE ACCESS WITH VISIBILITY SPLAYS | 1:1250
See drawing number T25526.001 Rev D prepared by Hub

INDICATIVE STREET HIERARCHY STRATEGY | 1:1500

LEGEND

Site boundary

STREET HIERARCHY

- Primary A — Primary
- Residential Street — Secondary
- Village Street / Shared Surface — Tertiary
- Private Lane
- Focal space

Street Typologies

6.40 The following street typologies are proposed for inclusion within the proposals:

Primary Street:

- Providing direct access into the site via Longfield Road;
- Formal route through the development creating a strong continuous build line fronting the central green;
- Tree-lined main street with verge and a dedicated provision for pedestrians and cyclists;
- Provides access to secondary streets and private lanes, areas of play and landscaped open space;
- Provides changes in surface materials and hierarchy at key junctions through areas of the site to lower vehicle speeds, promote pedestrian priority and respond to the characteristics of the site.

Secondary Street:

- Tree-lined streets with verge to both sides and shared pedestrian/ cycle paths providing access to dwellings

Tertiary Street:

- Lower category routes with footways to both sides of the carriageway. Footpaths and shared pedestrian cycle routes.

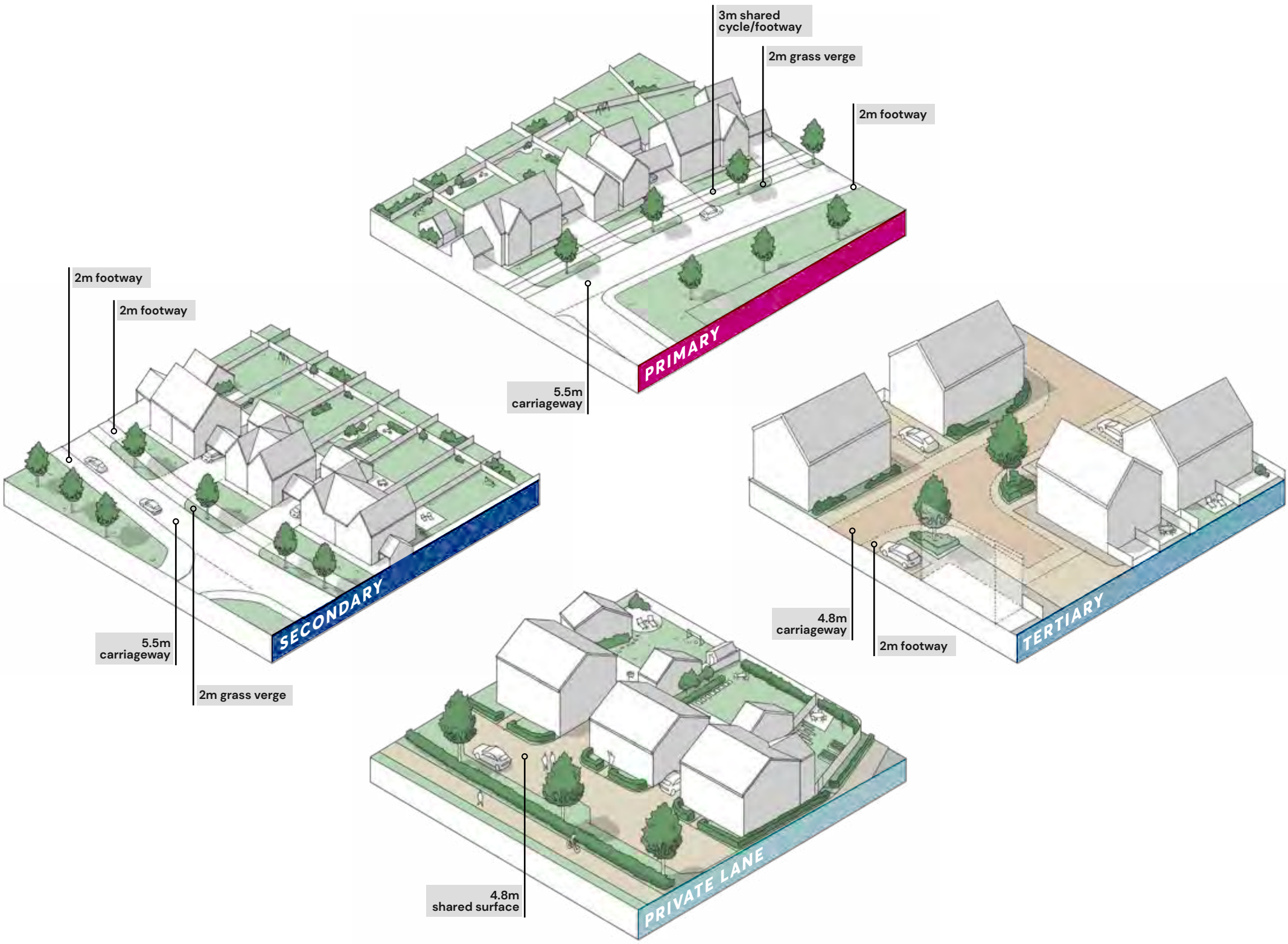
Private Lanes

- Shared surface perimeter routes providing direct access to dwellings; and
- Positioned alongside public open space and play facilities to encourage slower speeds.

Footpaths and Shared Pedestrian/Cycle Routes

- Network of pedestrian footpaths and cycle routes throughout the development connecting new/existing streets and public right of way.

6.41 Street lighting will be designed in conjunction with street tree planting to ensure safe and acceptable levels of lighting throughout the development.



PARKING

6.42 One of the key elements to creating a successful development is to ensure that the urban form and landscaping of the scheme are the prominent features of the development.

6.43 To achieve this, the way people park within the development needs to be carefully considered. Poorly planned parking can lead to behaviours such as kerb mounting which can dominate the street scene.

Car Parking

6.44 Parking will be designed in line with the current guidance contained within Manual for Streets and (MfS2) and Kent County Council's Parking Standards 2006 (SPG4) adopted by Gravesham Borough Council.

6.45 Key principles of the parking strategy includes:

- Parking will be provided in a location that is both convenient and well overlooked. It should be designed to be as unobtrusive to the street scene as possible, with screening provided by the use of hedges and planting, where appropriate;
- Allocated residential parking will predominantly be provided on-plot, within the plot's curtilage;
- Frontage parking will be avoided along the Primary and Secondary Streets so that cars do not dominate the street scene, where this is unavoidable frontage parking will be limited to small groups of bays, with landscaping and street trees breaking up runs of parking;
- Parking in front of a garage will provide space for the full length of the vehicle, plus an allowance for opening of a garage door where applicable. 6 metres will be provided in front of garages.

6.46 The proposals take into account vehicle parking standards as set out in the current KCC parking standards 2006 (SPG4) As such, the proposed development will provide the following:

- 1 Bedroom – 1 space per dwelling
- 2 & 3 Bedrooms – 2 spaces per dwelling
- 4+ Bedrooms – 3 spaces per dwelling.

Parking Courts

6.47 Flatted development will provide well overlooked landscaped communal parking areas and that are secure and conveniently located in close proximity to the residential units they serve.

6.48 As this is an outline planning application, it is anticipated that a future Reserved Matters application will apply a parking provision in-line with relevant standards at the time.

Garages

6.49 Garages count as formal car parking spaces with minimum internal dimensions of 7m x 3.6m for a single garage and 7m x 6m for a double garage.

M4(2): Accessible and Adoptable Dwellings

6.50 All new dwellings will be Building Regulations Approved Document M4(2) compliant. Parking spaces within private curtilages have been designed so that at least one standard parking bay can be widened to 3.3m if required.

M4(3): Wheelchair User Dwellings

6.51 10% (6 dwellings) of the affordable provision will be Building Regulations Approved Document M4(3) compliant. Standard parking space has an additional 1.2m clear access zone to one side and the rear to allow for wheelchair access.

Cycle Parking

6.52 Cycle parking spaces for individual dwellings should be provided within the curtilage of the dwelling, at a rate of 1 space per bedroom.

6.53 Where cycle parking is to be accommodated within garages then these should be of an appropriate size to ensure that there is room for both car and cycle parking.

6.54 For apartments secure cycle parking should be provided in a communal facility.

6.55 Cycle parking provision for flats and maisonettes is required at 1 space per unit..

Electric Vehicle Charging Points

6.56 It is proposed that provision for Electric Vehicle charging points will be included for each dwelling at Reserved Matters stage to comply with the current policy at the time.

Refuse and Emergency Access

6.57 The design allows good access for emergency services, and facilities for the safe access to and from buildings in the event of an emergency.

6.58 The proposed illustrative masterplan makes the necessary provisions for emergency and refuse vehicles to access all parts of the site, in line with the requirements of Part B of the Approved Building Regulations.

6.59 Refuse storage should be convenient with access to rear gardens with the requisite internal storage in line with MfS requirements.

BUILT FORM

A coherent pattern of development

NPPF CHAPTERS
8,9,11,12

"Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place."

(Para. 61, NDG 2021)

6.60 The design solution for the site reflects the variety in urban form that can be seen in Meopham and in particular the area surrounding the site.

6.61 The proposed illustrative masterplan has been designed around the constraints of the site as well as the relevant planning policies and standards, as identified in the previous sections of this DAS and summarised in the following paragraphs.

PLACEMAKING

6.62 The site layout principles achieve legibility by aligning with principles of the Design Code "Design for Gravesham" SPD, Kent Design Guide and local design guidance by including the following;

- The proposed layout has adopted the principles of best practice in urban design, comprising an arrangement of outward facing perimeter blocks that present strong frontages to the public realm. This results in the creation of inner 'core' of secure private rear gardens.
- The layout and design of streets ensures visual interest, creating internal vistas and views through to the wider surrounding context. Vistas along streets and green corridors should be positively addressed by well-placed buildings and landscaping.
- In addition to providing a secure and legible form of development, the perimeter block layout ensures a permeable movement network is created through a clear hierarchy of streets.
- The development proposals have been landscape-led. Provision for tree-lined primary and secondary streets which connect with key internal viewing corridors integrating active travel routes whilst maintaining key outward views.
- Placemaking principles will complement the proposed character area strategy, which is informed and inspired by the local village context as set out in Section 3.
- Informal areas of open spaces, accommodating play spaces, community orchards and sustainable drainage strategies (SuDS) are located throughout the site. These are integrated within, and are well connected by, the proposed landscape framework.
- The Primary street provides a formal tree-lined link with regular spaced trees and a wide grass verge to one side and dedicated cycle/pedestrian paths.
- Buildings at the development entrance will be arranged and designed to create a sense of arrival.
- Buildings are proposed logically where they overlook areas of public open space and provide natural surveillance. These are important on wider streets and open spaces to provide a sense of enclosure, create identity and define key streets and public spaces.
- Building typologies, heights, massing and density will be part of the proposed character area strategy, whereby differences in scale, massing and arrangement of dwellings will provide contrast between the character areas of the proposals. The design elements proposed in each area are informed by the assessment of the local character areas.
- In response to the identified local village characters, the differing built form typologies and arrangements across the proposed character areas will provide contrasting levels of enclosure. Informal, lower density built form with space between dwellings arranged around the green will provide a sense of openness. This will contrast with the streets, which include features such as more continuous frontages and formal build lines set closer to the road, to create a greater sense of enclosure.
- The use of landmark buildings at key junctions, marker buildings at secondary corners and focal buildings to terminate street vistas will enhance the legibility of the development and aid wayfinding. These will incorporate variations in height, materials, frontage treatments and architectural detailing.
- Key frontage located along the edge of 'Central Green' providing an open gateway to the site and when entering the village from the west.

6.63 In summary, in response to the site's location the following principles have been established to ensure the development delivers a clear and distinguishable character:

- Landscape-led design;
- Dwellings to address the public realm, with defensible private space to the rear of plots;
- A well-defined hierarchy of streets to aid users to orientate themselves within the site;
- Use of focal points to define legibility;
- Dual aspect buildings at street corners to provide a positive frontage to both elevations and provide good levels of natural surveillance;
- Linked green spaces which offer meeting points and safeguard pedestrian and cycle connections; and
- Safeguard existing landscape and ecology components.

LONGFIELD ROAD

EVENDEN ROAD

HUNTINGFIELD ROAD

The Helen Allison School

Meopham Primary

Long distance views towards St John The Baptist's Church

N

0 100m

INDICATIVE PLACEMAKING STRATEGY | 1:2000

LEGEND

Site boundary

PLACEMAKING

- Tree-lined street
- Landmark/Gateway building (Addressing key corners & gateways)
- Dual aspect/corner-turning building (Addressing secondary corners and junctures between street types)
- Focal building (to terminate a street vista)
- Green gateway
- Focal space
- Village green
- Play space
- Key view/vista within the site
- Key view/vista to local context
- Key frontage
- Key open space
- Community orchard

PLACEMAKING

The site layout principles should achieve legibility by including the following (as shown on the Placemaking Parameter plan):

Block structure

Development parcels will each form a series of perimeter blocks where the dwellings face outwards onto the streets and spaces around them. This results in the creation of an inner 'core' of secure and private rear gardens. The street hierarchy on the Framework Plan provides the basis for reasonably shaped blocks, avoiding wherever possible the creation of difficult triangular corners.

Vistas along streets and green corridors should be positively addressed by well placed buildings or at development zone edges by a tree or hedgerow. Termination at a garage fence, wall or driveway will not be acceptable.

Detailed layouts should:

- Avoid exposing rear gardens to views of the street;
- Avoid exposing blank side elevations to the public realm, through steps in building lines, or using inappropriate house types at corner junctions;
- Resolve corners successfully to ensure that the function of all space is considered, such that boundary treatments reinforce the public realm and the extent of private ownership.

Gateway buildings

Clearly defined entrances to create a sense of arrival and/or transition from one character area to the next.

This can be done in a number of ways:

- The use of distinctive buildings;
- Increased building heights;
- Walling and/or railings;
- Distinctive planting;
- Change in architectural design and/or use of building materials;
- Pushing forward the building line:
- The use of symmetry and articulating elevations; and/or
- Employment buildings must contribute positively to the gateway.

Landmark / focal buildings

The use of distinctive buildings, building features and/or landscape elements to address key corners, key junctures between street types and terminate views along streets and spaces.

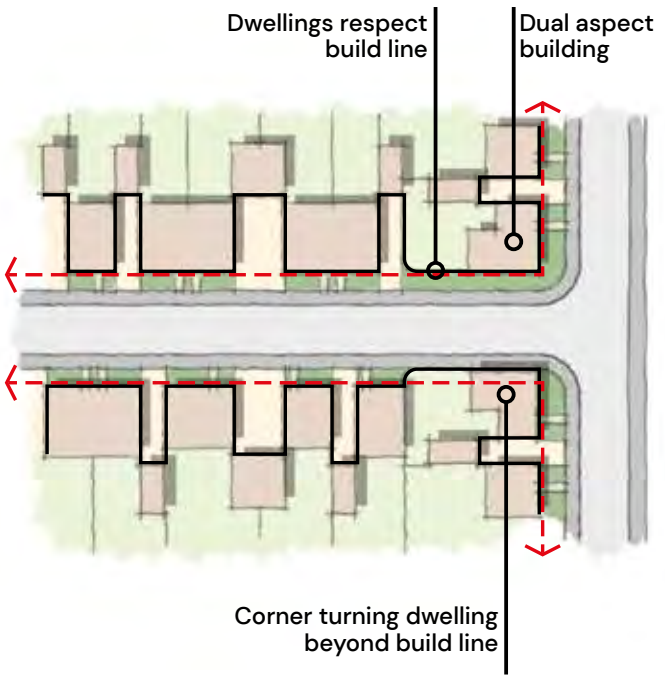
These buildings will be treated differently to other buildings by:

- Using distinguishing features and materials or generally be of a larger scale and form; and/or;
- Terminate the ends of tertiary streets.

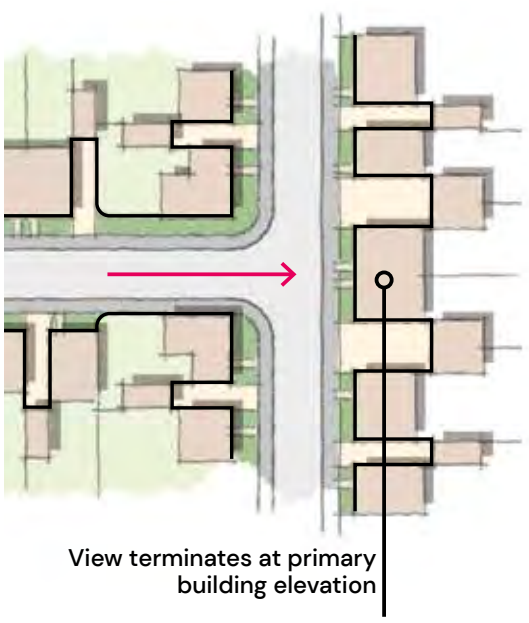
Open spaces also form focal points within the layout and would typically include pocket parks and elements within them including distinctive trees, other planting and/or public art.

Views and vistas

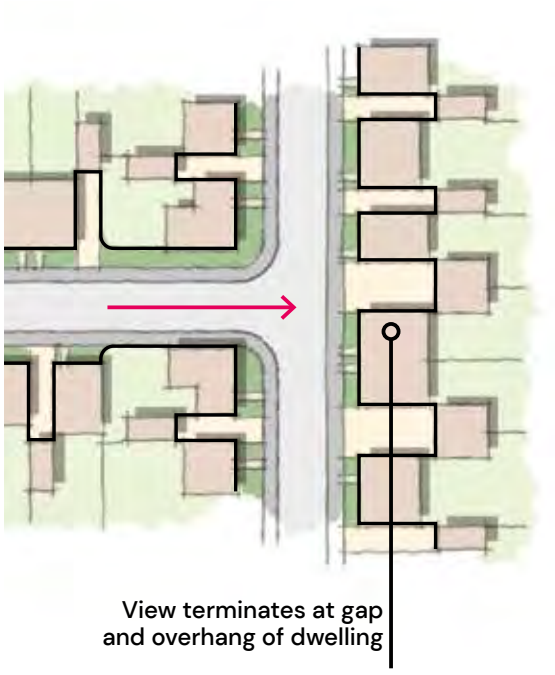
- Key vista maintained through a framed corridor to Saint John the Baptist Church.
- Key internal view through development to the eastern public open space providing a visual connection to the newly created Camer parkland.
- Urban structure will be established that allows for the creation of views and vistas along streets to open space to help people navigate themselves through the development.



CORNERS SET OUT TO AVOID EXPOSED REAR ELEVATIONS



BUILDINGS SET OUT TO POSITIVELY ADDRESS VIEWS ALONG STREETS



BUILDINGS DO NOT TERMINATE VIEW ALONG STREET

Continuous frontages

Where continuous or common building lines are proposed, such as along proposed streets with apartments or terraced properties, frontages are to be formal and located close to back of footways. This will assist in providing a sense of enclosure and define and reinforce a clear change in street hierarchy.

The use of car ports and first floor accommodation above parking will further define continuous frontages and minimise blank walls and gaps between buildings.

Building heights and roofscapes are to vary to provide interest in the street scene, In addition chimneys should be used to add further interest, referencing the local context.

Corner turning and marker buildings

Buildings that turn corners will be dual fronted, addressing the junction and two aspects. This avoids the creation exposed blank facades that helps with orientation and wayfinding with the building used as a reference point to establish a sense of place and identity.

The front door will address the higher order street, with the use of bay windows on the exposed side elevation encouraged.

Frontage boundary treatments will wrap around corners to define the extent of private ownership and provide privacy to windows in side elevations.

Private gardens, garages and/or driveways will not be used to turn corners.

Key building groups and frontages

Important groups of buildings in key areas of the development that cluster around open spaces and/or are located at key corners and streets.

Key building groups and frontages will be set out in the following forms:

- Formal - generally more continuous and consistent, consisting of apartments, terraced houses and semi-detached/linked properties - located along the primary route and around key open spaces;
- Informal - very informal and less consistent building line, consisting of semi-detached and detached houses.

Terraced house types

- It is preferable to access mid-terraced dwellings directly from rear parking courts rather than paths/alley ways from the building frontage or side.
- Simple traditional gable roofs with no variation in ridge or eaves heights are to be avoided. Articulation of the roofscape is encouraged by using: tiered ridge and eaves heights that responds to the topography; use of dormer windows; parapet roofs; and use of chimneys.


Landmark building terminating street vista
Up to 2.5 storey along 'Central Green frontage
Focal space
Central Green
Dual aspect building to street corner
Focal space
Shared cycle/footway
Play on the way
Up to 2storey along rural edge
Play on the way
Frontage overlooking public open space
Tree lined secondary street
Children's play
Retained view of Saint John the Baptist Church from the existing public right of way

INDICATIVE SKETCH AERIAL VIEW OF THE PROPOSED DEVELOPMENT

DENSITY

6.64 The proposed density of the development allows for the provision of parking, garden sizes and amenity space, in-line with the Design for Gravesham Design Code and ensuring the efficient use of land whilst helping to assimilate the proposals into the surrounding areas.

6.65 The proposed development will achieve an average density of 37 dwellings per hectare (dph) across the site, in accordance with Policy CS15. This is an average density, with lower densities proposed to the outer green edges (south and west) and higher densities proposed within the central areas of the site.

6.66 The mix of densities will be achieved through the considered use of building types. Two storey detached and semi-detached dwellings will be located to the site's south and western edges, whilst the central areas and areas fronting onto 'Central Green' will feature terrace properties, apartments and dwellings up to 2.5 storeys.

BUILDING HEIGHTS

6.67 The massing of the proposed development varies across the site according to the nature of the public realm to be created. The majority of residential development will be 2-storey, reflecting the surrounding built form of Meopham. Use of building heights (up to 2.5-storeys) will be used where appropriate to aid legibility and provide articulation within the street scene, in particular along the 'Central Green' frontage and internal streets.

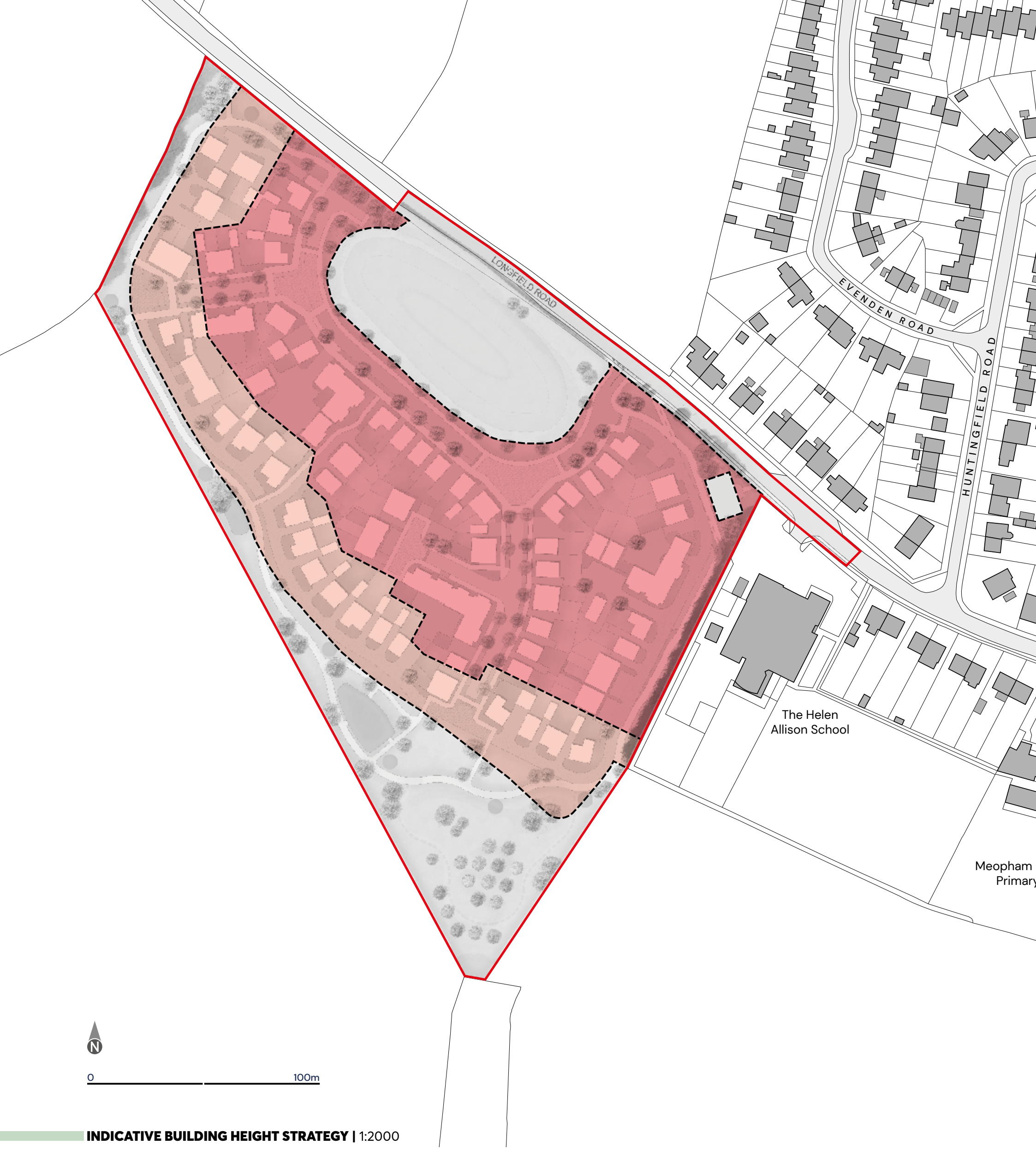
6.68 Variety in the heights and massing of the residential buildings will be achieved through the use of a range of house types and sizes, ranging from smaller 1 and 2 no. bed apartments, through to larger 4 and 5-bedroom detached houses.

6.69 The development will articulate the design principals of the Design Code: 'Design for Gravesham' and create a varied roofscape by utilising a mix of eave and ridge heights, dormer windows and a varied use of building form, roof pitch and dwelling orientation.

CONTINUITY AND MASSING

6.70 Key development frontages, such as those overlooking areas of public open space and following the primary movement route, will be particularly prominent and critical to the appearance of the development.

6.71 Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development. These frontages should be designed as a composition, with consideration also given to the spaces they adjoin, in order to provide a cohesive approach.



INDICATIVE BUILDING HEIGHT STRATEGY | 1:2000

LEGEND

Site boundary

BUILDING HEIGHTS

Up to 2.5 storey

Up to 2 storey

HOMES AND BUILDINGS

Functional, healthy and sustainable

NPPF CHAPTERS
8,12

"Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them."

(Para. 120, NDG 2021)

6.72 The proposals will comprise a distinctive character and a strong sense of place, informed by important site features and the existing valued qualities of the local area.

6.73 The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment.

6.74 House frontages could be carefully designed with generous windows from habitable rooms, clearly defined and attractive front doors and planting to act as buffer between the pavement and window.

6.75 Internal habitable rooms could have high levels of natural daylight and connect well to gardens and terraces. Where apartments are proposed, private amenity space such as balconies or communal amenity space should be provided.

6.76 Affordable housing will be well-integrated with a tenure blind approach so there is no discernible difference between private and affordable dwellings.

6.77 Refuse storage should be convenient with access to rear gardens with the requisite storage.

6.78 The design allows good access for emergency services, and facilities for the safe access to and from all buildings in the event of an emergency.

HOUSING STANDARDS/ACCESSIBILITY

6.79 The development proposals as shown on the illustrative masterplan meet the policy requirement for M4(2) and M4(3) accessibility/adaptability standards for new homes, with all new homes provided as M4(2) standard (120 dwellings) and 10% of affordable homes being M4(3) standard (12 dwellings).

6.80 The illustrative masterplan and proposed density also comply with Nationally Described Space Standards (NDSS).

ENCLOSURE

6.81 The layout is based on best-practice block structure principles. Block structure ensures frontages and open spaces are overlooked, well surveilled and public private realm is clearly defined.

6.82 Along with surface materials, boundary treatments will enhance the development area, demarcate ownerships and define public and private realm.

IDENTITY

Attractive and distinctive

NPPF CHAPTERS
8,12,15,16

"The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses."

(Para. 50, NDG 2021)

OVERARCHING CHARACTER OF DEVELOPMENT

6.83 Meopham is fortunate to have so many buildings of importance in the village with three designated Conservation Areas with special architectural and historic interest. Buildings of varying eras and architectural style provide for a rich and distinct character.

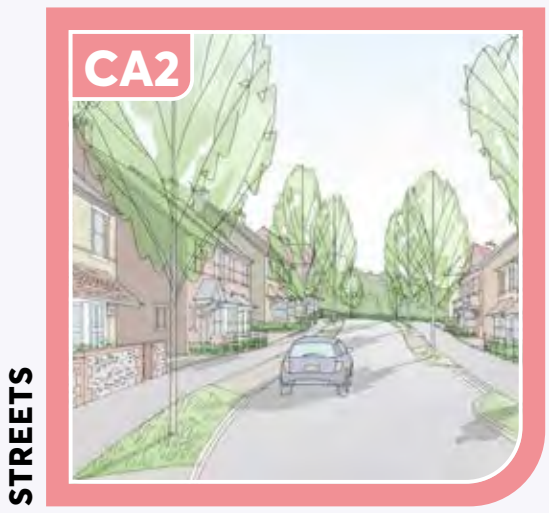
6.84 The proposed development will take inspiration and design cues from the village itself and identified areas of local character, as set out in Section 3 of this document, helping to reflect the distinctiveness and unique local character of Meopham, bringing forward proposals that complement the existing village context.

6.85 Sources of design inspiration include the urban grain, built form, materiality and detailing of the village greens at Hook Green and Meopham Green, together with the contrasting character of the village streets around the local Conservation Areas.

6.86 In response to the local character appraisal in Section 3, the site has been divided into two proposed character areas, each with a clearly defined character relating to the site's context and surroundings. The following pages describe how the character areas should be designed in such a way to help create a varied and diverse townscape. The character areas are detailed below as follows: :

- CA1: Green Edge
- CA2: Streets

6.87 A future Reserved Matters application for the development will ensure the proposals comply with the relevant design principles of the Design for Gravesham Design Code to provide a development that is contextually appropriate and complements the distinctiveness of the local area.



INDICATIVE CHARACTER AREA STRATEGY | 1:2000

LEGEND

Site boundary

CHARACTER AREAS

Green Edge

Streets

CA1

Green Edge

CHARACTER AREA LOCATION

Varied roofscape with gables and hipped being predominant

Symmetrical semi-detached dwelling with boxed dormer windows

Tree planting dominates the frontage to soften the built form and reinforce the 'green' character

Use of flint knapping and brick quoins included in the mix of proposed boundary treatment materials

Shared 3m wide cycle/footway providing well connected active travel routes

INDICATIVE SKETCH VISUALISATION ACROSS 'CENTRAL GREEN'

CA1

Green Edge

Local Precedents

CHARACTER SUMMARY

The edges of the development provide an opportunity for the provision of significant amounts of new green infrastructure, landscape buffers and a soft transitional edge to the settlement. The edges will provide a pedestrian and cyclist network of paths around the development and ensure safe and attractive routes that connect to the wider footpath network. Outward facing informal arrangements of building with a lower density providing surveillance over informal open space.

Of particular significance will be the 'Central Green' which forms an open gateway into the development and when travelling into the village from the west. This focal space provides opportunities for ecological benefits and areas for social interaction. Perimeter built form will enclose the open space, reinforcing local distinctiveness whilst assisting legible wayfinding with a destination for residents and the local community.

Integration of the attenuation basin and landscape feature within the central green and regular tree planting to both sides of the primary carriageway will help aid in creating a welcoming and distinctive entrance.

Key Characteristics

- Lower density development comprising of dwelling types and designs that achieve a consistent theme;
- Soft landscaping will be a dominant feature of the street overlooking public open space;
- Irregular building lines and informal edges of development;
- 2.5 storey dwellings located around the 'Central Green' and 2 storey dwellings to the rural edges of development with dual aspect dweelings located at junctions;
- Semi-detached and detached dwellings with minimal variation in dwelling types and discrete parking spaces and garages mostly set back to the side of dwellings;
- Dwellings along the rural edge will focus on wide double fronted, symmetrical and asymmetrical detached. Symmetrical semi-detached dwellings which present a unified wide frontage to the built form;
- Roofscapes will be varied and create interest throughout the street scene with a use of gables and hipped roofs with boxed dormers and chimneys to key buildings; and
- Frontages vary between 2-4M with hedgerow planting behind flint knapping with brick quoins to form the boundary treatment with space for trees to fall within private ownership.

Potential Materials Palette

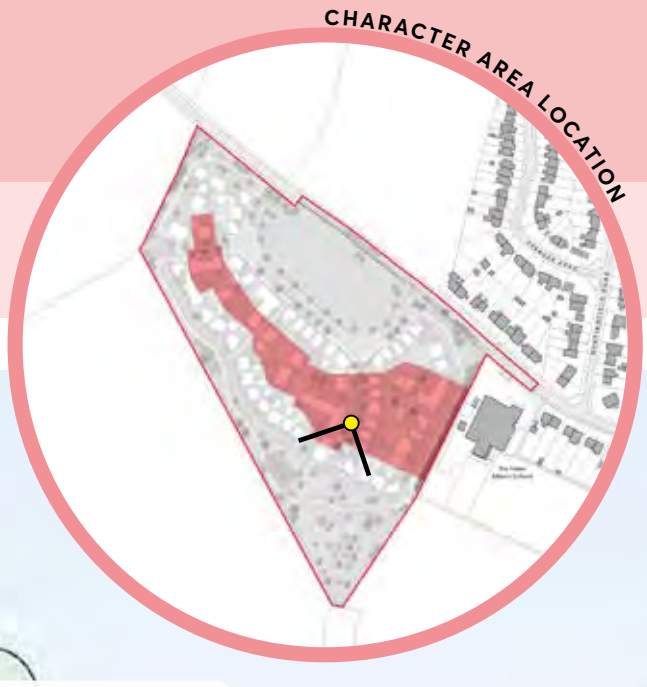
- Elevational treatment predominately red brick and brown/buff with red/grey roof tiles and chimneys
- Cladding to facades in the form of black/white boarding and hanging tiles
- Brick heads and cills with brick soldier course
- Occasional use of full and half rendered facades
- Minimal brick detail
- Flint knapping with brick quoins to form the boundary treatment.

Potential Materiality

CA2

Streets

INDICATIVE SKETCH VISUALISATION ALONG INTERNAL STREET



Variation in roofscape at corner plot

Regularly spaced tree planting to reinforce formality

Regular and formal building line

Side windows for surveillance of private driveways

Regular use of chimneys to punctuate the roofscape

Street frames vistas towards green infrastructure or key views

Dedicated 3m wide shared cycle/footway

Use of flint knapping and brick quoins included in the mix of proposed boundary treatment materials

CA2

Streets

Local Precedents









CHARACTER SUMMARY

Transitioning between the Central Green and rural edges, a network of streets will connect the areas of development. The streets will have a clear identity; dynamic spaces acting more than just thoroughfares and helping to shape the character and encourage social activity and facilitating movement of vehicles, pedestrians and cyclists. The sense of enclosure, regular building lines and formality of layout created by the streets will contrast to the open character of the Green Edge Character Area.

Key Characteristics

- Higher density development comprising of dwelling types and designs that achieve a consistent theme;
- Regular and formal building lines;
- Storey heights will be limited to between 2 to 2.5 storeys;
- Street typologies including streets with dedicated footways, cycleways and shared surfaces;
- Changes of surface materials will occur at squares and road junctions indicating different categories of streets and aid in wayfinding;
- Apartments, terraced, semi-detached and detached dwellings with a range of parking typologies deployed;
- Roofscapes will predominately pitch front to back with variation limited to corner plots and vistas and focal buildings;
- Flint knapping with brick quoins to form the boundary treatment with frontages varying between 1-2M to help emulate the typical village character; and
- Landscaped swale corridors with regular tree planting will run along the primary and secondary streets in-between the carriageway and footway/cycleway.

Potential Materials Palette

- Predominately red and brown/buff brick with red/grey roof tiles and chimneys;
- Stone heads and cills with stone string coursing and contrasting brick quoining to window surrounds;
- Occasional use of full and half rendered facades; and
- Flint knapping with brick quoins to form the boundary treatment.

Potential Materiality

PUBLIC SPACES

Safe, social and inclusive

"The quality of the spaces between buildings is as important as the buildings themselves. Public spaces are streets, squares, and other spaces that are open to all. They are the setting for most movement. The design of a public space encompasses its siting and integration into the wider network of routes as well as its various elements. These include areas allocated to different users – cars, cyclists and pedestrians – for different purposes such as movement or parking, hard and soft surfaces, street furniture, lighting, signage and public art."

(Para. 99, NDG 2021)

LANDSCAPE STRATEGY

6.88 The landscape strategy has been shaped to create a soft, well-integrated edge to the settlement and a clear transition to the surrounding countryside. Existing vegetation along the western boundary will be retained and strengthened, while new structural planting along the southern edge will provide screening and reinforce the rural character. Development is set back from this boundary, with an informal building line and a generous green buffer to soften views and maintain openness.

6.89 A network of green corridors and tree-lined streets will connect a series of informal open spaces, including a main area of public open space positioned along the southern boundary to form a natural edge to the countryside. Sustainable drainage features, such as swales and attenuation basins, will be integrated into these spaces, delivering visual interest, biodiversity benefits, and climate resilience.

6.90 The strategy also introduces new habitats, including species-rich grassland and specimen trees, to diversify the landscape and enhance ecological connectivity. Public Rights of Way will be retained and improved, with new pedestrian and cycle links providing access to the wider network. Over time, the maturing landscape framework will soften built form, filter views, and create a high-quality setting that reflects local character and supports biodiversity net gain.

Key:

- Site boundary
- Existing boundary trees/woodland retained
- New native hedgerows
- New tree planting (Street trees)
- Boundary buffer planting
- Community orchard with local orchard tree varieties
- Primary road
- Footpath
- Secondary road / Parking Court
- Shared surface / Home zone
- Gravel footpath within public green space
- Close mown path within public green space
- Species rich grass
- Private amenity lawn
- SuDS Basin with wetland meadow mix and marginal planting
- Natural play and seating elements within attenuation basin
- PROW
- Long distance view

Informal play area along the footpath

Internal access roads will be planted with appropriate street trees, considering species diversity, resilience and eventual sizes for their location, in addition to pedestrian character and microclimate benefits. Tree pits design to support adequate soil volumes and growing conditions for establishment and future growth. Front gardens to be defined by a suitable mix of native and non-natives shrubs, considering seasonal character and biodiversity values such as nectar-producing species

Equipped play and seating area offering a range of play and seating opportunities, considering inclusive design principles

Existing trees and hedges to be retained

New native hedgerow along Longfield Road boundary

New native hedgerow with trees along the southern boundary, with tree planting located behind will create a strong, defensible boundary to the development

Community orchard, planted with local orchard tree varieties set within a species-rich grassland

Existing trees and hedges to be retained

Set back development and vegetated boundary with layered hedgerows and trees to soften views and reinforce the rural transition to the open rolling countryside south-west of the Site

VIEW TO ST JOHNS THE BAPTIST CHURCH

SuDS attenuation basins and swale features with planting which is tolerant of both wet and dry conditions;
Close mown path with seating around the SuDS attenuation basins

Shared surfaces to prioritise pedestrian walking experience in coordination with transport engineering advice. Integrating green infrastructure seating and signage at detailed design

Informal path through public green space

ILLUSTRATIVE LANDSCAPE STRATEGY | Not to scale

See drawing number 1774_P01 prepared by Tyler Grange

OPEN SPACE TYPOLOGIES

6.91 A number of different types of public open space will be provided throughout the site in order to cater for a range of uses and recreation provision as recommended in Gravesham Open space standards (2016)

6.92 The recommended open space standard per 1000 population is shown with the below open space typologies table which demonstrates a policy compliant provision of both Passive and Active open space within the proposed development. This will include A new linear park along the eastern edge will create a generous green buffer, incorporating layered planting of hedgerows, trees, and species-rich grassland to soften views and maintain a rural edge.

Proposed Development: 120 dwellings @ 2.3 population per dwelling = 276 site population*				
Open Space Typology	**Quantitative Standard (ha per 1000 population)**	**Requirement for the site ***	**Provision**	**Shortfall/ Over-provision**
Amenity Green Space	0.92ha	0.25ha	1.64ha **	**+1.39ha**
Children and Young People	0.03ha	0.01ha	0.05ha ***	**+0.04ha**
Allotments	0.41ha	0.11ha	0.20ha ****	**0.09ha**
TOTAL			1.89ha **	+1.52ha

* *Population projection based on 120 dwellings with a household occupancy rate of 2.3 people per dwelling*

** *Not including SuDS (0.55ha)*

*** *1no. LEAP, 1no. LAP*

**** *Provided as a Community Orchard*

PLAY STRATEGY

6.93 Key to the delivery of accessible public open space is the provision of spaces for Children and Young people. A 'playable landscape' approach is proposed within the development, with play opportunities embedded within the site masterplan, with a series of destinations created and joined by a network of footpaths and cycleways.

6.94 A hierarchy of play spaces is proposed across the development. A mix of non-prescriptive play features and 'natural' play opportunities will be situated at key locations throughout the site, together with a larger more inclusive play area.

6.95 The formal play provision will be provided from a mix of Local Areas of Play (LAPs) and Locally Equipped Areas for Play (LEAPs).

6.96 In addition to these formal play areas, the pedestrian routes will also offer a varied activity network aimed at adding interest to the route. Utilising landform, planting and natural features, the activity trails will provide opportunities to experience risk and promote challenges for a wide range of users both young and old.

6.97 The equipped areas of play proposed will be:

- Safely overlooked by adjoining properties and main circulation routes;
- Maintained to ensure quality and safety of play equipment is of highest standard;
- Accessible, with well-lit access for pedestrians and cyclists; and
- Located in logical well used and visible corridors to promote legibility and aid orientation.

CREATING A SAFE PLACE TO LIVE

6.98 One of the design objectives of the National Planning Policy Framework (NPPF) states that developments should:

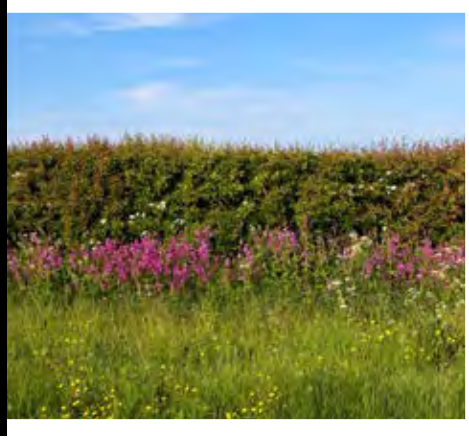
"... places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and fear of crime, do not undermine the quality of life or community cohesion and resilience"

(Para. 135 (f), NPPF 2024)

6.99 The design proposals for the development are based on an understanding of best practice guidance and reference has been made to the relevant documents including "Safer Places: The Planning System" and "Manual for Streets as well as ACPO "New Homes" guidance.

6.100 Well-designed public lighting increases the opportunity for surveillance at night and will be integrated into future reserved matters applications.

6.101 Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.



Sustainable Drainage

100m

LONGFIELD ROAD

EVENDEN ROAD

HUNTINGFIELD ROAD

The Helen Allison School

Meopham Primary

N

0 100m

INDICATIVE OPEN SPACE TYPOLOGIES | 1:2000

LEGEND

Site boundary

POS TYPOLOGIES

Amenity Green Space

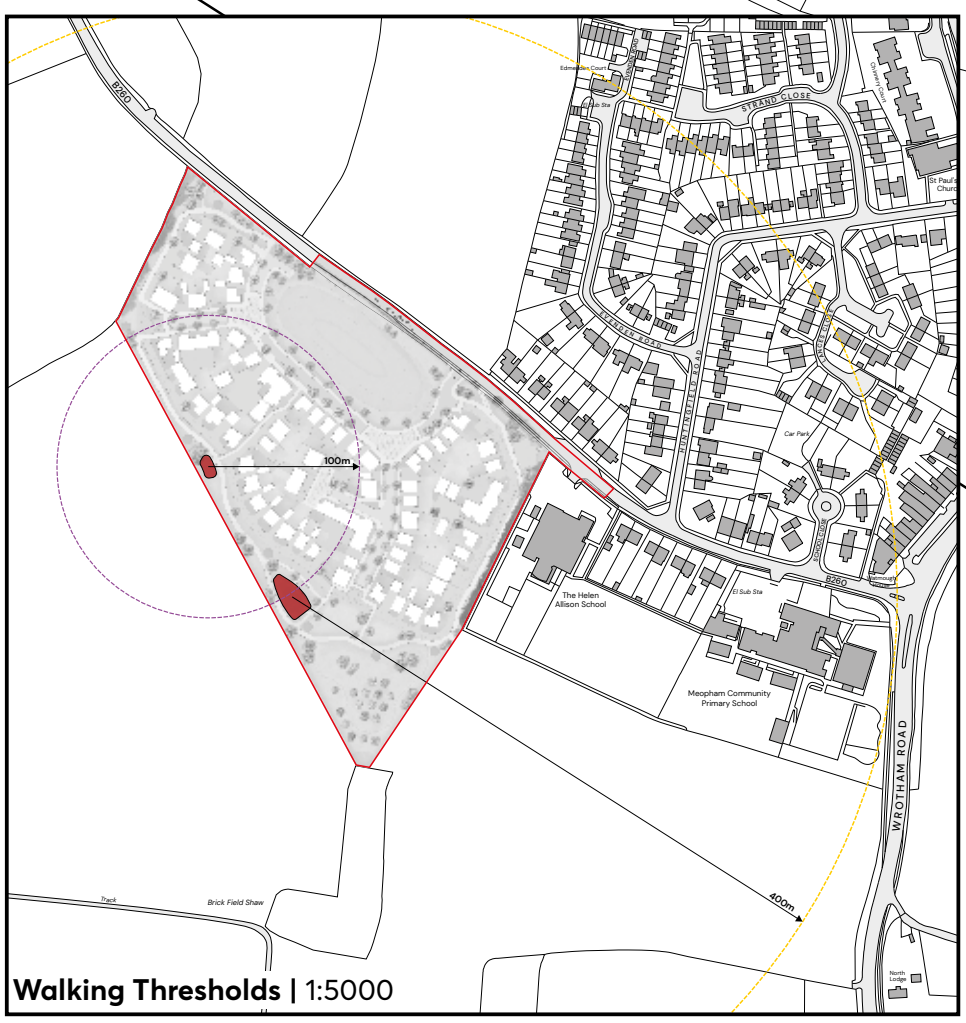
Children and Young People

Community Orchard

Walking Thresholds

LAP
100m

LEAP
400m - equivalent to 5min walk



Walking Thresholds | 1:5000

NATURE

Enhanced and optimised

NPPF CHAPTERS
8,12,14,15

"Nature contributes to the quality of a place, and to people's quality of life, and it is a critical component of well-designed places. Natural features are integrated into well-designed development. They include natural and designed landscapes, high quality public open spaces, street trees, and other trees, grass, planting and water."

(Para 90, NDG 2021)

6.102 Alongside well-designed public spaces, proposed water management and planting strategies offer the opportunity to enhance and optimise the development proposals, providing resilience to climate change and supporting biodiversity.

RETENTION AND MANAGEMENT OF EXISTING VEGETATION

6.103 Existing vegetation forms an important part of the site's structure and the proposed development's character. As with any proposed development, the retention and enhancement of existing vegetation should be a priority.

6.104 The scheme has minimised the impact and loss of existing vegetation, limiting removal to where it is necessary to facilitate new infrastructure. This includes localised stretches of hedgerow removal to accommodate the new site access.

NEW STRUCTURE OF PLANTING

6.105 Planting within the scheme will be utilised to enrich biodiversity, assist in place making and create identity within the development. Along with the elevational treatments of the buildings, the landscape materials and planting proposals will reinforce the different character areas within the scheme and provide continual reference to the surrounding landscape.

6.106 The proposed new structure of planting forms important links as part of the green infrastructure network connecting into the existing landscape, hedgerows and tree belts. The range of planting provided will incorporate a number of ecological enhancements to improve the biodiversity of the site overall.

6.107 Particular attention will be given to the definition of the road network within the development parcel hierarchy through suitable provision of street trees. The importance of incorporating street trees, as well as tree planting within other components of the green infrastructure, is reiterated in para 136 of the NPPF:

"Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users".

(Para 136, NPPF Dec 2024)

ECOLOGY AND BIODIVERSITY NET GAIN (BNG)

6.108 The developmental area within the Site is mostly restricted to the northern half of the site. The more ecologically valuable habitats such as the hedgerows, are to be retained and enhanced as part of the Schemes commitment to achieving 10% biodiversity net gain (BNG). To achieve this, a neutral grassland mix has been proposed within existing cropland areas, as well as a new planted hedgerow along the western boundary of the site. With the proposed retention, enhancement and creation regime, a gain of at least 20% BNG is expected within the development, surpassing the 10% requirement.

SuDs attenuation basin (dry)

SuDs attenuation basin (dry)

Marginal planting

Marginal planting

DRAINAGE STRATEGY

6.109 The integration of a comprehensive Sustainable Drainage System (SuDs) has been considered from the outset and shaped the masterplan development. The aim of SuDs is to maximise the existing potential of the site to attenuate and clean water, while providing valuable amenity by creating and integrating landscaped features and promoting a greater diversity of flora and fauna.

6.110 SuDs manage surface water run-off rates by mimicking natural drainage characteristics to achieve a sustainable drainage solution that balances water quality, water quantity, amenity and biodiversity.

6.111 Well-designed SuDs also provide opportunities for communities to enjoy the dynamic nature of the water environment and the different habitats that may be sustained by it. The proposed SuDs has therefore been considered at the outset, with the water management strategy being an integral part of the overall masterplan for the development.

6.112 The development proposals will be in accordance with the new national SuDS guidance. The SuDS hierarchy will be followed through the provision of water butts and rain gardens to collect the first 5mm of rainfall and encourage water reuse in all dwellings. BRE365 soakage testing completed across the site, has confirmed surface water flows will discharge into the ground through the provision of soakage features.

6.113 In order to effectively manage water flow, primary attenuation storage will be achieved via 1no soakage basin located in the northern part of the site, adjacent to Longfield Road. This basin will deliver approximately 4,150m3 of storage. This will be a ‘dry’ feature so as not to comprise soakage rates, and therefore during dry periods will form part of the useable green infrastructure for the site, albeit not included in POS calculations.

6.114 The basin will ensure sufficient storage is provided on site. Additional SuDS features including permeable paving, swales and rain gardens which will be included across the site and integrated into streets and areas of open space.

RESOURCES

Efficient and resilient

NPPF CHAPTERS 12,14

"Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050."

(Para. 135 NDG, 2021)

6.115 The NPPF states at para. 8 that the planning system has three interdependent and overarching objectives:

- An **economic** objective – to build a strong, responsive and competitive economy;
- A **social** objective – to support strong, vibrant and healthy communities; and
- An **environmental** objective – protecting and enhancing the natural, built and historic environment

6.116 To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind.

6.117 At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The presumption in favour of sustainable development is at the heart of the planning system, as set out in Para. 11 of the NPPF, and within the masterplan development principles.

Sustainable Building Techniques

6.118 The proposals will be delivered in line with current building regulations, and where appropriate, will be built with sustainable building construction techniques. Sustainable construction measures could comprise a combination of the following measures:

- Improved energy efficiency through careful building siting, design and orientation;
- Sustainable Drainage systems (SuDs);
- Considering fabric efficiency in the design of buildings;
- Use of building materials capable of being recycled; and
- An element of construction waste reduction or recycling.

Building Regulations

6.119 The proposed development should accord with the very latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements. Detailed information regarding the proposed construction methods proposed to achieve buildings regulation compliance will be submitted at the detailed design stage..

Materials and Waste Recycling

6.120 Materials selected for construction, including hard and soft landscaping elements, should be carefully chosen to ensure that they are high-quality, durable and that 'whole life costs' are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

Siting and Building Orientation

6.121 Dwellings should be carefully sited to ensure that they are sheltered from prevalent winds and benefit from passive solar gain as much as possible.

6.122 Passive solar gain can enhance the energy and environmental performance of dwellings. Orientating streets in an east-west direction can increase solar access to dwellings and gardens, whilst avoiding overshadowing from adjacent dwellings. Individual houses which are orientated east of south will benefit from early morning sun, and those orientated to the west of south will benefit from late afternoon sun, which can reduce the need for additional heating during the evening period.

6.123 Dwellings/areas of the development that could potentially benefit from passive solar gain or the future installation of solar panels (i.e. are orientated within 30 degrees of south) are identified on the Potential Solar Gain Plan, presented opposite. The final location and numbers of dwellings benefiting from solar gain will be set out at the detailed design stage.

Landscape Design and Microclimate

6.124 The strategic use of tree planting can mitigate against some of the impact of colder northerly winds. Where possible the development has been designed to be self-sheltering.

Sustainable Drainage

6.125 Development has been located away from areas of surface water and fluvial flooding. Surface water run-off rates will be managed by the use of Sustainable Drainage systems (SuDs) on-site, to ensure that the development does not impact on the surrounding area.

LIFESPAN

Made to last

NPPF CHAPTERS
8,12,14,15,16

"Well-designed places sustain their beauty over the long term. They add to the quality of life of their users and as a result, people are more likely to care for them over their lifespan."

(Para. 151, NDG 2021)

A SENSE OF OWNERSHIP

6.126 The proposals create areas that are attractive and with clearly defined public and private areas that relate well with one another to help promote a sense of community identity. The development should enable residents to take pride in their surroundings, which in turn will help create a sense of shared ownership and social responsibility.

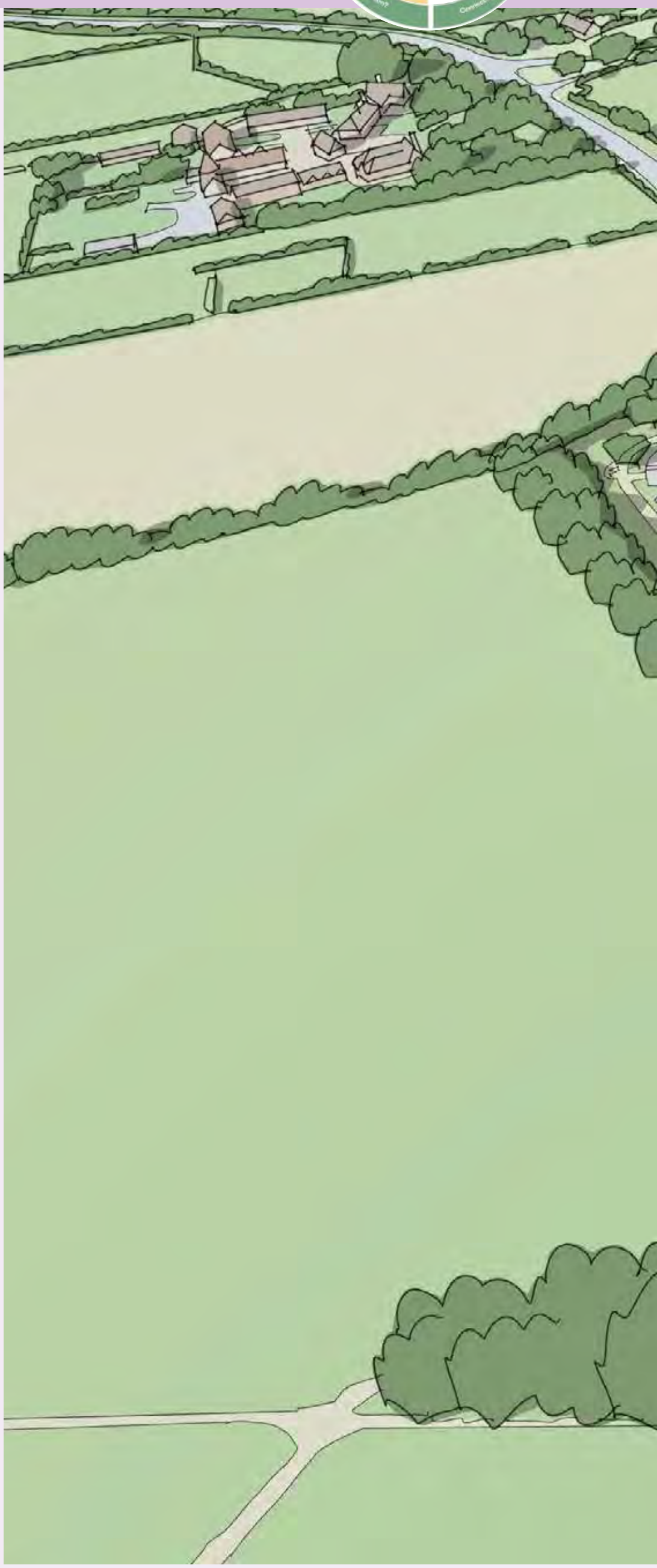
ADOPTION AREAS

6.127 When completed, responsibility for long term management and maintenance will typically be separated into areas including:

- Highway adoption areas;
- Public open space areas (put forward for local authority or management company maintenance, subject to relevant S106 agreement);
- Private property ownership; and
- Shared maintenance areas such as shared private drives.

ADAPTING TO CHANGING CIRCUMSTANCES

6.128 The development can potentially accommodate a range of changing needs of the users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live.



7
CONCLUSION

"Well-designed places and buildings come about when there is a clearly expressed 'story' for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context. This 'story' will inform and address all ten characteristics. It is set out in a Design and Access Statement that accompanies a planning application."

(Para. 16, NDG 2021)

7.1 This Design and Access Statement has set out a clear explanation of the design process, community engagement and consultation process undertaken with the local community and other key stakeholders. The design process has also included a comprehensive and thorough assessment of the site and its immediate context, and the development of a clear set of principles to guide the design of the site.

7.2 The plans and design approach, together with the supporting illustrative strategies, demonstrate how the vision for Land south of Longfield Road can be delivered to meet the three key NPPF objectives of sustainable design:

- **A social objective;**
- **An economic objective; and**
- **An environmental objective.**

7.3 The proposed development provides a unique opportunity to create a new community building on the legacy and distinctive character of Meopham.

DESIGN PROPOSALS

7.4 The masterplan is founded on best practice urban design principles, including those set out in the Design Code: Design for Gravesham and local design guidance, community integration and sustainable development, with strong links to the wider area

7.5 The development will be a highly desirable place to live for the 21st Century and beyond, reflecting the desirable elements of the local vernacular. The proposals respect the local character but also move the community towards a more sustainable future.

7.6 Development of the site will accord with the principles of high-quality design and best practice to create a townscape that is both varied, and yet sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community.

7.7 The development proposals will offer the following main benefits:

- The delivery of up to 120 new homes in a range of dwellings types, sizes and tenure, offering an accessible and acceptable choice of lifestyles;
- 50% affordable housing;
- The creation of an integrated and sustainable residential community with a sensitive relationship to the existing settlement;
- Retention of existing mature vegetation and creation of a new green infrastructure;
- Delivery of new open spaces for the benefit of both new and existing residents;
- Provision of a development that is well-connected, readily understood and easily navigated with delivery of a new access point from Longfield Road along the northern boundary of the site;
- Active and passive recreation provision, including play on the way trails providing opportunities and spaces for adventure play throughout the development;
- A well-connected network of attractive streets and spaces incorporating greens and squares;
- The creation of legible routes through the development, complementing existing routes and providing sustainable transport choices;
- Development on the site will accord with the principles of high-quality design and best practice to create a residential development that is both varied, and yet sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community;
- The creation of a strong landscape structure, including community orchard, responding to the local area, and enhancing and optimising the immediate locality;
- An active travel strategy, including cycle and pedestrian routes through the development;
- Retention of the public right of way;
- Promoting the objectives of sustainable development through layout and design; and
- High quality design in line with Kent Design Guide and Gravesham Design Code.

LONGFIELD ROAD

EVENDEN ROAD

The Helen Allison School

Meopham Primary

Long distance views towards St John The Baptist's Church

Track

Brick Field Shaw

N

0 100m

Appendix A
Design Code Compliance Checklist

8
Appendix

Compliance checklist

Applicants will be expected to submit a completed Compliance Checklist with their application. This should be included with the Design and Access Statement when this is required.

The Compliance Checklist will be used by the planning authority to aid with the assessment of the planning application.

Applicants are encouraged to use the Compliance Checklist at an early stage and throughout the design process.

Applicants are expected to provide an explanation with each answer given.

Item	Description	Mandatory parameters only	Mandatory and partial interpretative parameters	Both mandatory and interpretative parameters	N/A
1	Do the 4 main threads (Community First, Quality and Place, Connectivity and Infrastructure and Future for Gravesham? underpin the design proposals?			✓	
2	Are the design proposals accompanied by a vision? Has the vision being clearly set out in the Design and Access Statement?			✓	
3	Has the applicant engaged meaningfully with the local community throughout the design process **as set out in the mandatory and interpretative parameters of Design Principle 4.1?**			✓	
4	Do the design proposals positively respond to Gravesham's unique identities **as set out in the mandatory and interpretative parameters of Design Principle 4.2?**	✓			
5	Do the design proposals promote a place-specific and contextural approach **as set out in the mandatory and interpretative parameters of Design Principle 4.3?**	✓			
6	Do the design proposals follow the guidance for public space **as set out in the interpretative parameters of Design Principle 5.1?**			✓	
7	Has the proposed play space been designed in line with **the mandatory and interpretative parameters of Design Principle 5.2?**	✓			
8	Have the proposed surface finishes been designed using high quality, robust materials promoting accessibility for all **as set out in the mandatory and interpretative parameters of Design Principle 5.3?**	✓			
9	Have inclusive design and accessibility been considered from the outset in line with the **mandatory and interpretative parameters of Design Principle 5.4?**		✓		

Appendix A

Design Code Compliance Checklist

1. The design proposals are underpinned by the 4 main threads. Section 6 of the Design and Access Statement (DAS) is set out to follow the design principles of the Design For Gravesham Design Code and how the design proposals respond to the 4 threads.

2. The vision for the design proposals is set out on Page 4 of the DAS.

3. A process of community engagement was carried out as part of the design evolution of the proposals. This process is explained in Section 5 of the DAS.

4. A thorough assessment of the site's context and local character was carried out to ensure that the design proposals enhance and contribute to Meopham's local identity. Particular attention was paid to the historic character of the village, and around the conservation areas of 'Hook Green', 'The Street, Meopham' and 'Meopham Green', as areas being distinctive to Meopham's local identity. The assessment of context and local character is set out in Section 3 of the DAS.

5. The design proposals are place-specific and contextual. The proposals are informed by the analysis of site context, policy context and the site itself, as set out within the DAS. Relevant local character areas have been analysed within the DAS to ensure that the design proposals respond to context. Design proposals respect and enhance the setting of heritage assets, principally the adjoining Conservation Area and views towards Saint John the Baptist Church.

6. Relevant guidance for public space has been followed. Public spaces are proposed to be framed by buildings which front onto the public space. The urban design strategy has been designed around pedestrian movement and desire lines, with public spaces located along key routes to add interest to journeys and to aid wayfinding. A future Reserved Matters (RM) application will fully consider detailed design elements such as street lighting, orientation, building heights, street furniture, planting and street trees.

7. Proposed play space has been designed for its setting, being well-located in accessible locations with high levels of natural surveillance from surrounding dwellings. The proposals include informal and incidental play embedded within the design. A future RM application will meet Play England's recommendations.

8. Surface finishes will be robust materials, fit for purpose and promoting accessibility. Materials will reflect the local context and complement the proposed architecture and placemaking principles. Materials will be used that aid wayfinding and bolster the identity of the development whilst at the same time providing contrasts between the proposed character areas. A future RM application will provide a detailed hard landscaping strategy.

9. Inclusive design was considered from the outset of the design process, with a proposed public realm that is safe and encourages public interaction. Appropriately wide pedestrian and cycle ways are proposed through the scheme, linking open spaces and external connection points to provide a network of safe routes and spaces. A future RM application will provide details on an inclusive design strategy, including features such as dropped kerbs for level access, seating areas and street furniture.

Appendix A

Design Code Compliance Checklist

Item	Description	Mandatory parameters only	Mandatory and partial interpretative parameters	Both mandatory and interpretative parameters	N/A
10	Has the proposed street furniture been designed in line with **the mandatory and interpretative parameters of Design Principle 5.5?**				✓
11	Does the proposed lighting create a safe and welcoming environment **as set out in the mandatory and interpretative parameters of Design Principle 5.6?**				✓
12	Has the proposed wayfinding been designed in line with **the mandatory and interpretative parameters of Design Principle 5.7?**	✓			
13	Has the proposed community-led art been integrated in the public realm and designed in line with **the mandatory and interpretative parameters of Design Principle 5.8?**				✓
14	Does the proposed development pattern, grain and scale follow the **mandatory and interpretative parameters of Design Principle 5.9?**			✓	
15	Does the proposed height reflect the existing local character **as set out in the mandatory and interpretative parameters of Design Principle 5.10?**			✓	
16	Have the proposed tall buildings been deisgned **as set out in the mandatory and interpretative parameters of Design Principle 5.11?**				✓
17	Does the proposed density reflect the existing local character **as set out in the mandatory and interpretative parameters of Design Principle 5.12?**	✓			
18	Does the proposed development respect the existing building line **as set out in the mandatory and interpretative parameters of Design Principle 5.13?**			✓	
19	Have thresholds and frontages been integrated within the proposed architecture and landscape and designed in line with the **mandatory and interpretative parameters of Design Principle 5.14?**				✓
20	Does the development respect and respond to the prevailing roof form **as set out in the interpretative parameters of Design Principle 5.15?**				✓

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10. N/A

11. N/A

12. The layout strategy of the design proposals has been designed to ensure legibility of the development with clear wayfinding through the site. A future RM application will provide a detailed wayfinding strategy.

13. N/A

14. The design proposals have been informed by a thorough analysis of existing local character and urban grain. The proposed character areas respond to the identified local character in terms of scale, urban grain and pattern, in particular the historic streets around the village and the conservation areas of 'Hook Green' and 'Meopham Green'

15. The scheme design proposes dwellings with typical building heights of 2 storeys, with a maximum height of 2.5 storeys, in response to the local character of the village. 2.5 storey dwellings are principally used to terminate vistas and focal plot buildings.

16. N/A

17. The density of the scheme in in-keeping with the local residential character, with house types and building heights to suit the site's surrounding built context.

18. There is no existing discernible building line to the frontage of the site. The proposed development acts as a gateway into the village when travelling from the west along Longfield Road. The proposed building line is set back from the Longfield Road to allow a green setting to development.

19. N/A - A future RM application will include details of design points on thresholds and frontages.

20. N/A - A future RM application will include detail on the proposed roofscape, including materiality, orientation, form and sustainability. It is anticipated that the roofscape across the design proposals will be in-keeping with the village, with a high level of coherency to the local character.

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Design Code Compliance Checklist

Appendix

Item	Description	Mandatory parameters only	Mandatory and partial interpretative parameters	Both mandatory and interpretative parameters	N/A
21	Have the proposed elevations been designed to respond to the scale and proportions of the surrounding character areas **as set out in the mandatory and interpretative parameters of Design Principle 5.16?**		✓		
22	Have proposed materials been chosen in line with the **mandatory and interpretative parameters of Design Principle 5.17?**		✓		
23	Do the proposed dwellings meet the requirements set out in the **mandatory and interpretative parameters of Design Principle 5.18?**		✓		
24	Have the proposed dwelling been design taking into account aspect, orientation, daylight and sunlight as set out in the **mandatory and interpretative parameters of Design Principle 5.19?**				✓
25	Has private and communal amenity been designed in line **mandatory and interpretative parameters of Design Principle 5.20?**				✓
26	Have proposed balconies been designed in line **mandatory and interpretative parameters of Design Principle 5.21?**				✓
27	Has the development been designed to respond to existing or planned public transport accessibility and to promote active travel in line with **mandatory and interpretative parameters of Design Principle 6.1?**			✓	
28	Have streets been designed to follow **mandatory and interpretative parameters of Design Principle 6.2?**			✓	
29	Has vehicular parking been designed to follow **mandatory and interpretative parameters of Design Principle 6.3?**	✓			
30	Have servicing requirements been incorporated into the design of the public realm and proposed buildings in line with **mandatory and interpretative parameters of Design Principle 6.4?**				✓
31	Has cycle parking been designed to follow **mandatory and interpretative parameters of Design Principle 6.5?**				✓

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Design Code Compliance Checklist

21. Whilst detail such as elevation design will form part of the a future RM application, this Outline DAS includes a placemaking strategy whereby the design proposals indicate the anticipated key frontages, focal buildings and corner turner plots. These design elements ensure that the proposals positively contribute to street legibility, key views through the site and visual interest.

22. Whilst detail on materials will form part of the a future RM application, the analysis of local character included within this Outline DAS includes a study of the pallet of materials found around the village and makes proposals as to where these, or similar, materials could be used within the character areas of the proposals.

23. Whilst details on plot sizes and housing mix will form part of a future RM application, the Illustrative Masterplan within the DAS shows how scheme proposals could come forward at detailed design stage. This illustrative masterplan utilises plots that meet the Nationally Described Space Standards (NDSS), and also indicates a scheme that ensures all dwellings can be Building Regulations M4(2) compliant, with 10% of dwellings being Building Regulations Approved Document M4(3) compliant.

24. N/A - A future RM application will include detail on aspect, orientation, daylight and sunlight.

25. N/A - A future RM application will include detail on private and communal amenity.

26. N/A - A future RM application will include detail on balconies.

27. The site is within walking distance of existing bus stops which provide regular services to local centres including Gravesend and Sevenoaks. Meopham railway station is located around 1km from the site and provides direct railway links to London Victoria and Dover. Details of the site's context are set out in Section 3 of the DAS.

28. A clear street hierarchy and a variation of street typologies have been proposed for the development and are set out in Section 6 of the DAS. Street trees have been included along key routes, along with the integration of sustainable drainage systems (SuDS). Roads for adoption have been designed to the Highways Authority design guidance and the Highways Authority have been consulted throughout the design process. It is proposed that pedestrians and cyclists are given priority over vehicles through the development. Further detail on streets will be included within a future RM application.

29. Whilst details on vehicular parking will form part of a future RM application, the Illustrative Masterplan within the DAS shows how scheme proposals could come forward at detailed design stage. This illustrative masterplan includes for adequate parking provision that complies with the parking standards adopted by Gravesham Borough Council.

30. N/A - Details on servicing, refuse/recycling storage, etc will form part of a future RM application.

31. N/A - Details on cycle parking will form part of a future RM application.

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Design Code Compliance Checklist

Item	Description	Mandatory parameters only	Mandatory and partial interpretative parameters	Both mandatory and interpretative parameters	N/A
32	Has the development been designed to conserve, enhance, connect and improve the use and access of the Borough's blue and green infrastructure in line with **mandatory and interpretative parameters of Design Principle 6.6?**			✓	
33	Have the proposed open spaces been designed in line with **mandatory and interpretative parameters of Design Principle 6.7?**			✓	
34	Has biodiversity been considered, protected and enhanced in the design proposals in line with **mandatory and interpretative parameters of Design Principle 6.8?**	✓			
35	Have Sustainable Drainage Systems (SuDS) been integrated in the design proposals in line with **mandatory and interpretative parameters of Design Principle 6.9?**			✓	
36	Has planting been proposed in line with **mandatory and interpretative parameters of Design Principle 6.10?**	✓			
37	Have new trees been proposed in line with **mandatory and interpretative parameters of Design Principle 6.11?**	✓			
38	If the development sits along the Gravesham Riverside, does the proposed design follow **mandatory and interpretative parameters of Design Principle 6.12?**				✓
39	Have buildings and spaces been designed to improve energy efficiency and resilience in line with **mandatory and interpretative parameters of Design Principle 6.13?**				✓
40	Have the design proposals consider retrofit of existing buildings in line with **mandatory and interpretative parameters of Design Principle 6.14?**				✓
41	Does the development contribute towards the provision of a rich-mix of opportunities in line with **mandatory and interpretative parameters of Design Principle 7.1?**				✓
42	Has development carefully considered management and maintenance throughout the design process in line with **mandatory and interpretative parameters of Design Principle 7.2?**				✓

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32. Proposed open space has been designed to be safe, inclusive and enjoyed by all members of the community. Green and blue infrastructure has been integrated into the design proposals, with SuDS features along streets and a green infrastructure strategy that brings nature into the heart of the proposals. Details of the green infrastructure proposals are set out in Section 6 of the DAS.

33. Public open space has been proposed across the scheme, with development around a central green space and further high quality green space to the site's green edges. All play spaces benefit from natural surveillance from surrounding dwellings. Details of the open space proposals are set out in Section 6 of the DAS. Details on plant species and landscape details will form part of a future RM application

34. An Ecological Impact Assessment has been carried out as part of this application as an initial assessment of the biodiversity value of the site. This has informed the design proposals and the scheme is committed to achieving a minimum 10% Biodiversity net gain (BNG).

35. Sustainable Drainage Systems (SuDS) hierarchy has been utilised and is an integral part of the design proposals, with the use of swales, rain gardens and SuDS basins. Further detail on the SuDS strategy, including permeable paving, opportunity for blue roofs and grey water harvesting will form part of a future RM application.

36. Whilst a detailed landscape and planting strategy will form part of a future RM application, it is proposed that planting design maximises species diversity with wildlife friendly and native species, tolerant of a changing UK climate. It is not proposed to use artificial grass for any external spaces.

37. A survey of existing trees on site was carried out and informed the design process. It is proposed to retain all existing trees where possible, with any loss limited to those required for access and infrastructure. Development is proposed to respect A future RM application will include a tree protection strategy for the construction phases of development.

38. N/A

39. N/A - Details on energy efficient and resilience will form part of a future RM application. Detailed proposals will ensure the development creates buildings and spaces that reduce their environmental burden and the long term financial burden for occupiers. Energy efficiency will be maximised and the effects of climate change will be fully considered.

40. N/A

41. N/A

42. N/A - Details of the management and maintenance of the development will form part of a future RM application. It is anticipated that public open spaces will be put forward for local authority or management company management, subject to a relevant S106 agreement. Responsibility for long term management and maintenance of other areas of the site will typically include highways adoption areas, private property ownership and shared maintenance areas such as shared private drives.

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