

3 INVOLVEMENT

3.3. Scheme development pre-planning following pre-application comments

Pre-application scheme



Car parking relocated to north side of the site utilising an undercroft parking arrangement.

Main entrance to the development moved to a more visible and prominent location along the east-west wing.

Relocated car parking allows for the entire south portion of site to be designated for green amenity space for residents; orientated toward the most favourable aspect for daylight and along the quietest road bounding the site.



Elevation treatment developed to respond more closely to vernacular of the Conservation Area;

- Alignment of dormer windows
- Proportion and arrangement of window transom and glazing bars
- Canopies added to entrances along Windmill St
- Suggested tone and arrangement of brick stock more accurately represented
- Black Railing to perimeter of foregarden.

Public Consultation scheme



3 INVOLVEMENT

3.4. Policy

National Planning Policy Framework (2021)

The revised NPPF was updated on 20th July 2021 and sets out the government's planning policies for England and how these are expected to be applied.

The Government's policy, as set out in the NPPF, is to boost significantly, the supply of housing. Paragraph 60 reads:

"To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay."

In June 2019 the PPG was updated to include a section on Housing for Older and Disabled People, recognising its importance. Paragraph 001 states:

"The need to provide housing for older people is critical. People are living longer lives and the proportion of older people in the population is increasing. In mid-2016 there were 1.6 million people aged 85 and over; by mid-2041 this is projected to double to 3.2 million. Offering older people a better choice of accommodation to suit their changing needs can help them live independently for longer, feel more connected to their communities and help reduce costs to the social care and health systems. Therefore, an understanding of how the ageing population affects housing needs is something to be considered from the early stages of plan-making through to decision-taking" (emphasis added).

Paragraph 003 recognises that "the health and lifestyles of older people will differ greatly, as will their housing needs, which can range from accessible and adaptable general needs housing to specialist housing with high levels of care and support." Thus a range of provision needs to be planned for.

Local Development Plan

The Development Plan comprises of the Gravesham Core Strategy (2014).

GRAVESHAM CORE STRATEGY (2014)

The Gravesham Core Strategy forms part of the statutory development plan for Gravesham Council. The relevant policies in relation to the redevelopment of the site for older persons' housing are listed below:

- CS01: Sustainable Development
- CS02: Scale & Distribution of Development
- CS05: Gravesend Town Centre Opportunity Area
- CS11: Transport
- CS14: Housing Type & Density
- CS15: Housing Density
- CS16 Affordable Housing
- CS18: Climate Change
- CS19: Development & Design Principles
- CS20: Heritage & The Historic Environment

SUPPLEMENTARY PLANNING DOCUMENTS

The proposal will also give due consideration to the following Supplementary Planning Documents (SPD):

- Residential Layout Guidelines Supplementary Planning Guidance
- Kent Design Guide

3 INVOLVEMENT

3.5 Housing Need

A NATIONAL NEED

It has been widely acknowledged that the UK has a housing crisis. Not enough homes are being built to meet the needs of the population.

People are living longer lives and the proportion of older people in the population is increasing. The 2014-based Subnational Population Projections identifies that England’s population will grow by 4,427,000 individuals aged 60 and over between 2014 and 2030, this equates to an increase of 35.56%.

National Planning Policy includes Planning Practice Guidance on ‘Housing for older and disabled people’ to assist Councils in preparing local planning policies for the delivery of housing to meets the needs of its older residents. This sets out that providing housing for older people is ‘critical’.

Offering older people a better choice of accommodation to suit their changing needs can help them live independently for longer, feel more connected to their communities and help reduce costs to the social care and health systems.

A LOCAL NEED

The age profile of the population can be drawn from the 2018 population projections from the Office for National

Statistics. This advises that Gravesham Council area had 18,450 persons aged 65 and over in 2018, accounting for 17% of the total population. This demographic is however projected to increase by 6,354 individuals, or 34%, to 24,804 persons by 2043. The population aged 65 and over is expected to increase to account for 22% of the total population of the Borough by 2043.

Notably however the number of individuals aged 80 and over, who are generally more likely to be frail and in need of long-term assistance, is expected to increase more sharply over the same period. In 2018 there were 5,237 persons aged 80 and over. The number of people in this age range is forecasted to increase by 2,903 individuals, or 55%, to 5,237 persons between 2018 and 2043.

The Redevelopment Principle

The site is located just outside the Gravesend town centre boundary and comprises the site of the former police offices. These functions have been reallocated to the other sites in the police estate and the land has been cleared save for the high, brick perimeter walls since 2016. The land and has a negative visual impact on the setting of the Conservation Area and the adjacent Listed Buildings.

The site is specifically referenced in the supporting text to Policy CS05: Gravesend Town Centre Opportunity Area. The site is a longstanding regeneration opportunity for the Authority and has an extensive planning history detailing proposals for the comprehensive redevelopment of the site accordingly.

Despite the above, the site has been vacant for a prolonged period and the historic permissions have not been forthcoming for over a decade. This is because the revenue generated by the scheme is not sufficient to off-set the high build costs from features like the underground car park.

The proposal is far more deliverable than the historic planning permission and would be built out quickly should planning permission be granted. It will make efficient use of previously developed land in a sustainable location close to the town centre. It will provide much needed 1 and 2 bed retirement living apartments and help free up family housing elsewhere within the Borough. The principle of residential development on the site is considered acceptable.

AREA	AGE GROUP	2018	2043
Gravesham	65-69	4,943	5,738
Gravesham	70-74	4,815	5,767
Gravesham	75-79	3,455	5,159
Gravesham	80-84	2,754	4,110
Gravesham	85-89	1,620	2,471
Gravesham	90+	863	1,559
Gravesham	All ages	106.385	111.743

4.1 Constraints

4.5m(h) boundary wall surrounding the site

Partial basement 1.5m below pavement level

fall across site 1.5m

WEST

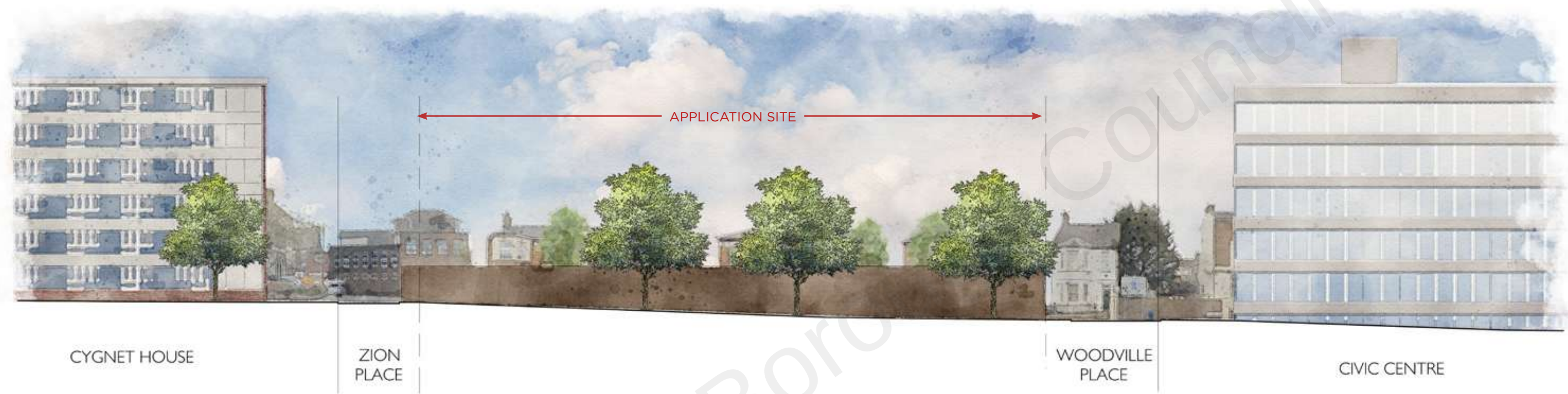
EAST

- Primary Road
 - Secondary Road
 - Tertiary Road

4 EVALUATION

4.1 Constraints

EXISTING STREET SCENE - EAST ELEVATION WINDMILL STREET scale 1:500



Section A-A



Building height map

4 EVALUATION

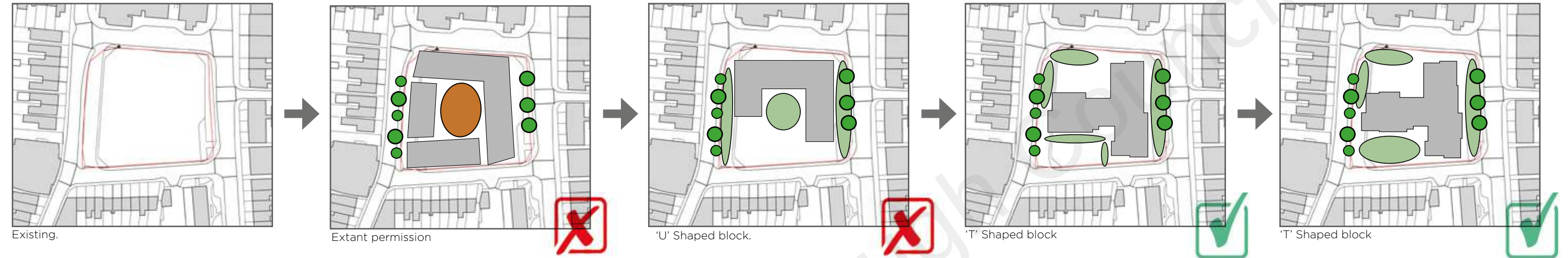
4.2 Opportunities



4 EVALUATION

4.3. Design Evolution & Concept

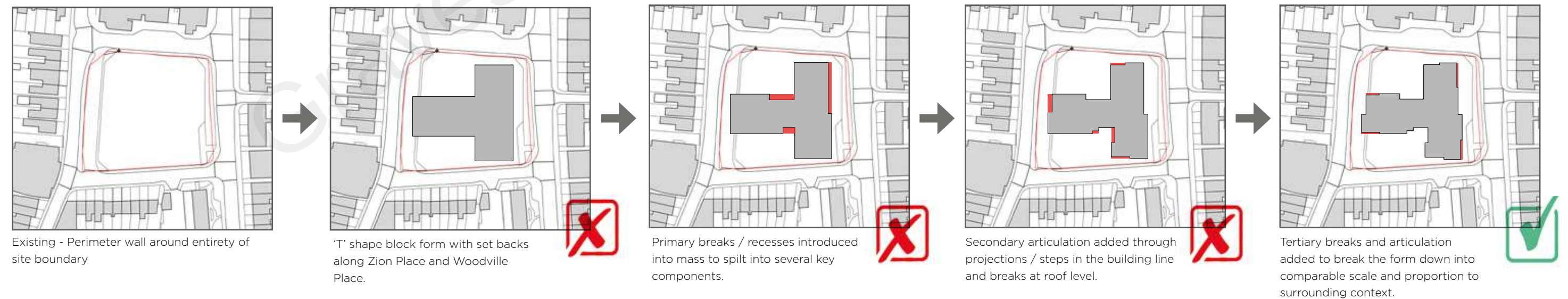
BUILDING DISPOSITION



PARKING / AMENITY



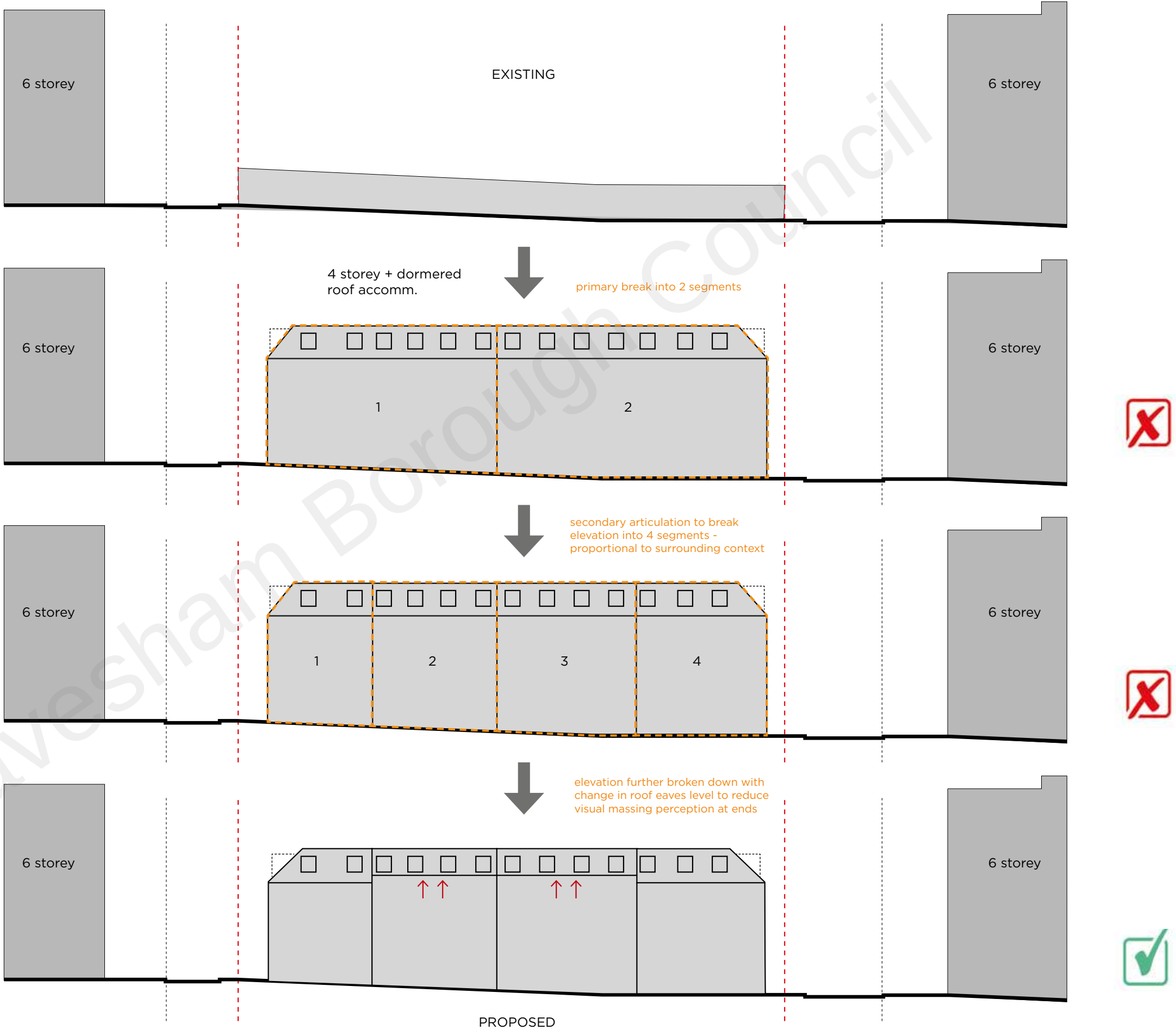
ARTICULATION



4.3. Design Evolution & Concept

Following a pre-application meeting with case officer, feedback was carefully considered and a number of revisions have been made to the design; including the design development that was undertaken between this meeting and the public exhibition. This is summarised as:

- Reduction of the number of parking courts from 2 to 1 with the use of undercroft parking to retain the number of parking spaces (25).
- Conversion of the car parking area on Zion Place to a south-facing communal garden
- Addressed concerns over the ‘flat elevations’ through the use of a greater amount of set-backs.
- Introduction of render and different coloured bricks stocks further break up the massing of and better reflects the character of the adjacent terraced properties.
- Reduction in the number of balconies as recommended in the pre-application advice.



4 EVALUATION

- Elevational treatment offers a comparatively limited palette of materials in comparison to the regency terraces on Windmill Street.
- Limited number of set-backs, with bulk and massing broken up principally through the use of materials
- App. Ref. 20120590 (86 units) provides a uniform 5 storey building on Windmill Street, with a recessed 6th storey.
- App. Ref 21061205 (99-unit scheme) also provides part 5 / part 6 storey elevation onto Windmill Street, with an additional recessed storey.

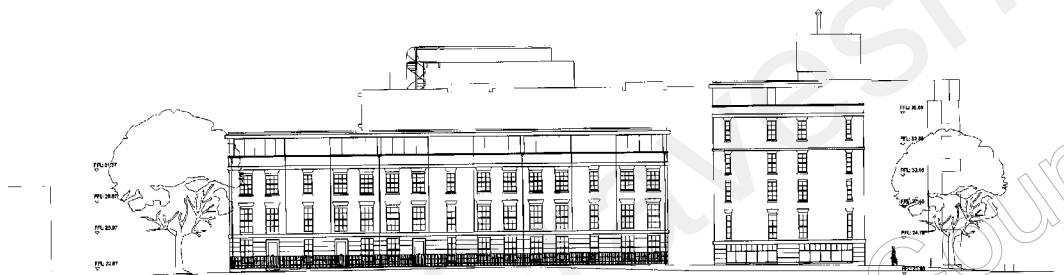
APPLICATION REF **20120590** :



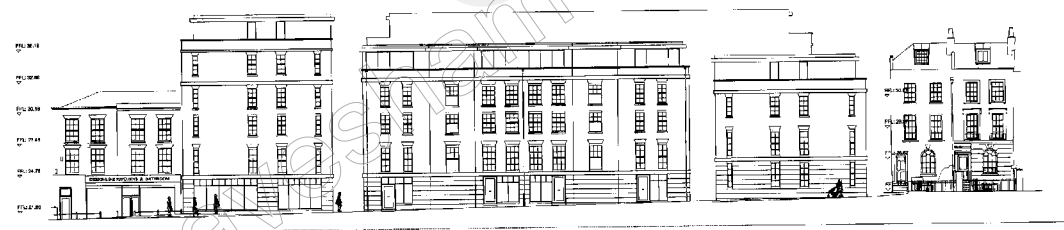
EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION

- Part 6/7-storey building on the corner of Woodville Place and Windmill Street, where street is relatively narrow (20 metres in places) raising concerns over impact on amenity of neighbouring properties.
- Outlook of 'penthouse' properties on Woodville Place overlooking the Civic Centre of limited appeal and unlikely to commend the values of nearby waterfront properties.
- Building heights, massing and elevational treatment are not in keeping with period properties.

APPLICATION REF **20161205** :



EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION

5 DESIGN

5.1. Design precedents from wider context

In conjunction with the context analysis undertaken in section 2.6 which has identified key thematic elements and architectural devices common in Gravesend within the local vernacular, it has also been prudent to evaluate examples of both original Regency architecture and modern architecture designed and constructed in a Regency style. To enable this study a series of photographs have been collated from example dwellings located mainly in areas around London such as Regents Park, Marylebone, Bloomsbury where there is a rich palette of Regency-style Architecture.

One observation relevant to the proposed scheme is the way in which a series of terraces are individually characterised by contrasting brick stock / tone, colour of rusticated render and window / door surrounds and mouldings, whilst simultaneously reading as one development with common elements such as front door style, mansard roof, rusticated render style and dormer windows plus the overall two-bay proportion being repeated.

Another approach is using a consistent brick stock or rendered appearance and relying solely on the pattern and distribution of windows, doors and drainpipes to enable the visual separation so as each individual terrace can be identified.

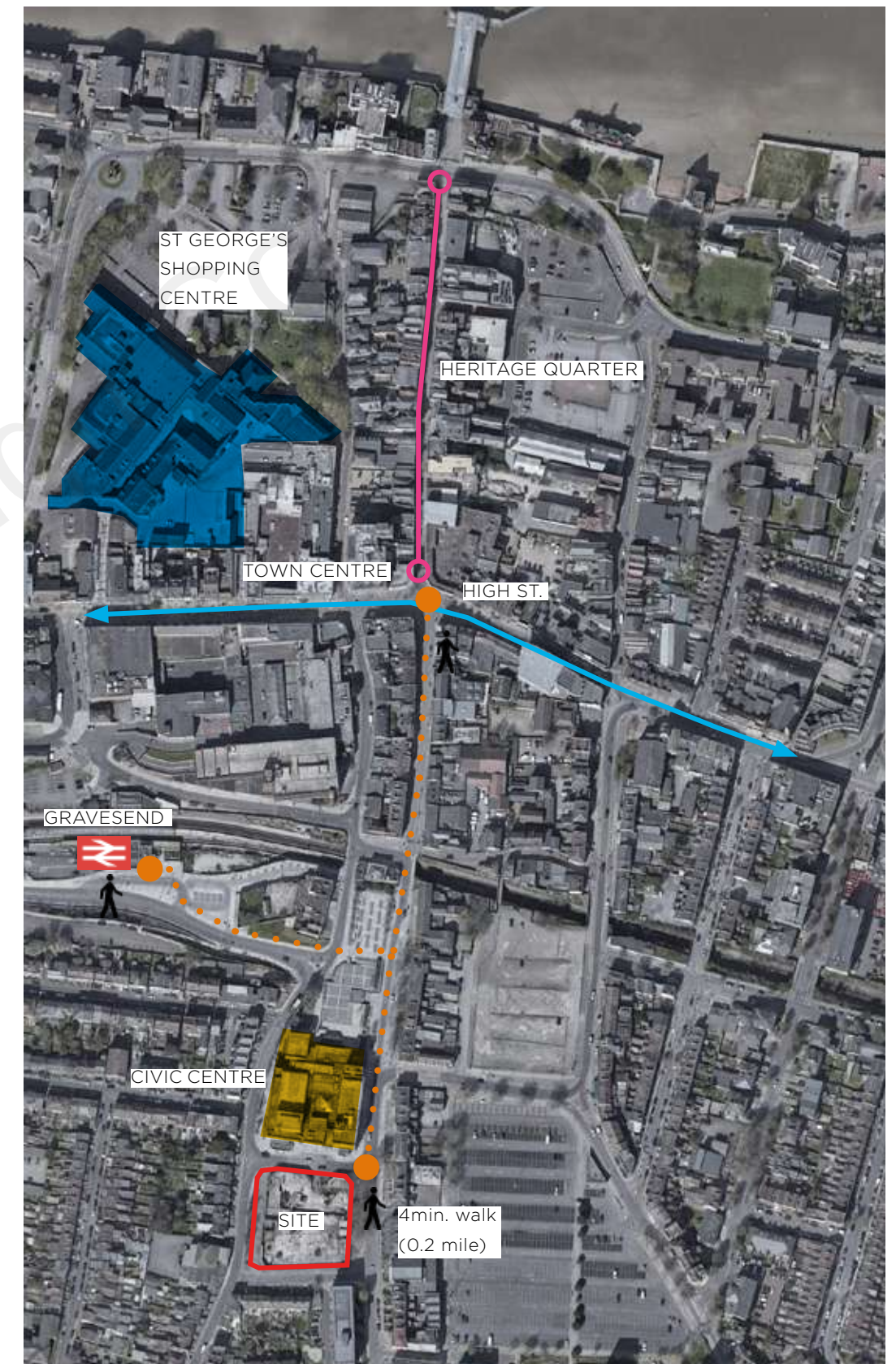
These approaches are also evident to varying degrees within the Upper Windmill St area and the wider town centre, and it is therefore concluded that a combination of both approaches should be considered for the proposed development.



5 DESIGN

5.2. Use & amount

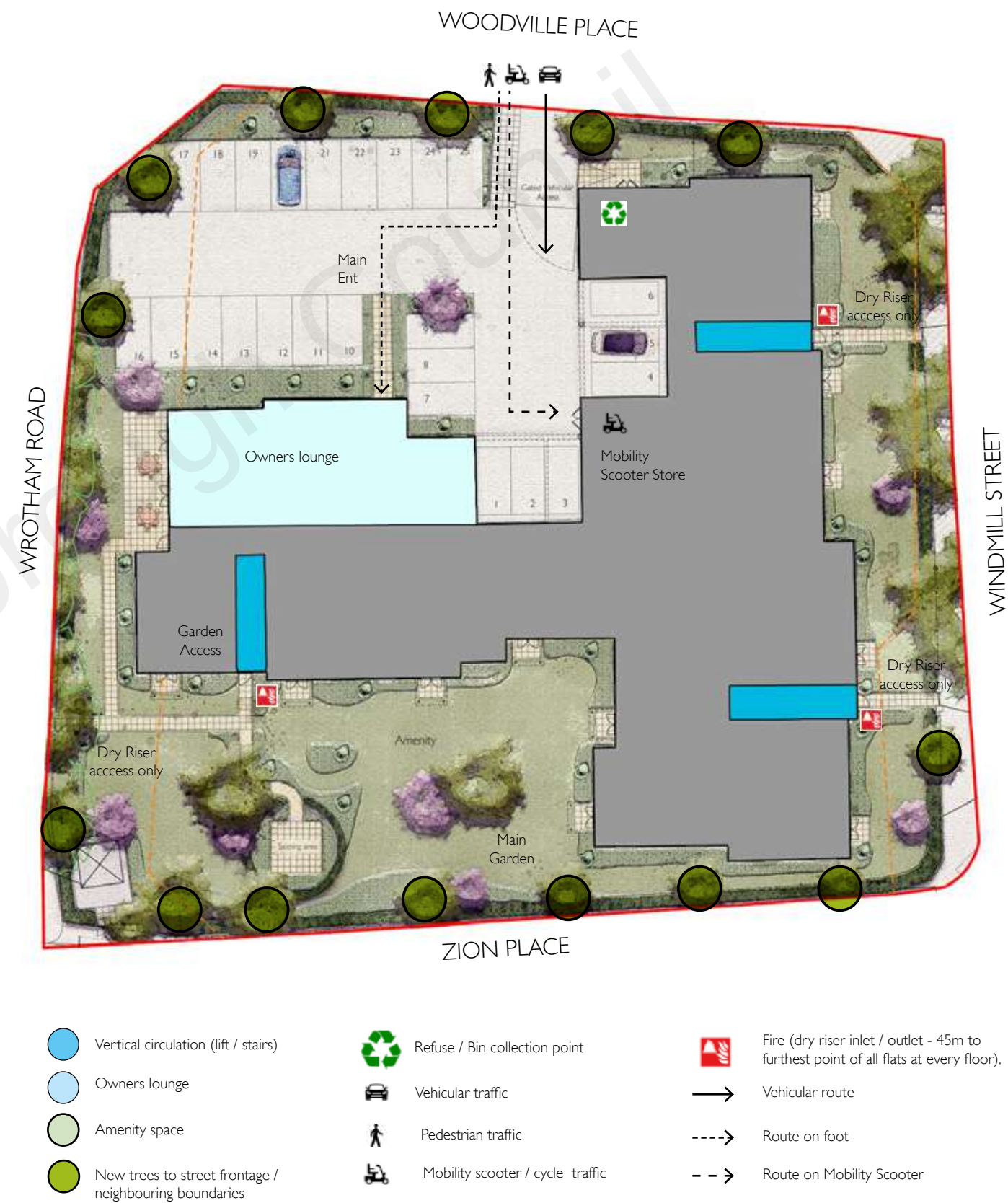
- The site currently has the remains of the boundary perimeter wall that once contained the Gravesend Police station before its demolition in 2016. The proposal is for the demolition / clearance of what remains on site and the erection of a 75 unit retirement living apartment block for the over 60's, consisting of one and two-bed units with associated communal facilities and parking.
- The site is situated in an area very close to the town centre of Gravesend, within walking distance of a number of amenities and transport connections and is therefore well suited to Churchill's market demographic who are usually basket shoppers and who typically give up their car to live within a community such as the proposed.
- The site is rectilinear in plan, bound on all sides by roads, and occupies an area of approximately 0.36Ha, which will equate to a land density of 208 dwellings per Hectare.
- The site is located amongst a predominantly residential setting with the exception of the Civic Centre and therefore the proposal is compatible with the existing residential uses in the surrounding area.
- The development will be 4 storey plus dormered mansard roof accommodation. The development has communal facilities including Owners' Lounges, Coffee Bar, and Landscaped gardens.



5 DESIGN

5.3. Layout

- The proposed development is divided into two parts, the principal elevation fronting Windmill Street to the east with secondary block connected and positioned at 90 degrees to separate the site into two; car parking to the north and residents garden amenity space to the south, utilising the south-facing aspect.
- Access to the site will utilise the existing access point off Woodville Place and widened to accommodate a segregated access for both pedestrian and vehicles. Gated access has been provided for security. This position utilises an existing pedestrian crossing point on Woodville Place and ensures the shortest travel distance by foot or mobility scooter to the town centre amenities to the north. The main entrance to the development is via a set of gates with a secure mobility store and residents parking for 25 cars, set within a tree-lined landscaped perimeter.
- The arrangement of the T-shaped block allows for good separation distances from the boundaries on all sides of the site, with professionally designed landscaped gardens around the entirety of the perimeter, helping to mitigate any overlooking concerns. A seating area is positioned in the southwest corner of the site and is protected visually by strategically placed planting and trees to maintain privacy. The building line of the proposed is positioned to align with the existing development line along this western edge of Windmill Street - maintaining the character of the dwellings opposite with generous fore-gardens lining the public footpath. A well-proportioned set-back gives opportunity for planting and landscaping to aid with screening and privacy whilst also providing green visual amenity for the surrounding dwellings and the general public who use the roads around the site.
- Apartments are typically single aspect positioned along a central axis corridor. Two lifts has been provided centrally to the building and in close proximity to the owners lounge / main entrance to minimise the walking distance for residents. Where possible secondary windows have been added to enhance dual aspect living spaces. Habitable rooms have been distributed evenly across all elevations. This in turn increases the natural surveillance to the area.
- Lounges of apartment have been positioned to the ends of the development to enable active frontages on all facades through secondary aspect windows placed on these elevations.
- The return 'leg' of the proposed development that is orientated east-west, is positioned centrally within the site and allows for a greater separation between neighbouring properties on secondary streets - notably on Zion Place where property adjacency distances are narrower and the proposed is in close proximity to larger landmark buildings.



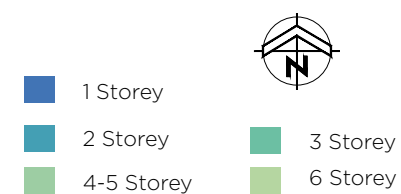
5 DESIGN

5.4. Scale & Massing



Section A-A

The built form is proposed to be four storeys plus roof accommodation with mansard roof and dormer windows. This massing allows for the development to sit comfortably between, and not compete with the 6-storey buildings north and south of which are both mentioned as local landmarks within the Upper Windmill St conservation area appraisal. The layout of the proposed will provide 75 dwellings which equates to 208 dph over a 0.36 hectare site; this is in excess of the 40 dph target for town centre locations set out in Gravesham Policy CS:15 and does not compromise area character; the majority of the surrounding buildings other than the two landmarks are 3-5 storey masses so therefore this scale is considered appropriate.



Building height map

5 DESIGN

5.4. Scale and massing key views



View from Windmill Street looking north



View from Windmill Street looking south



View from Wrotham Road looking north



View from Zion Place looking east

5 DESIGN

5.4. Scale & Massing

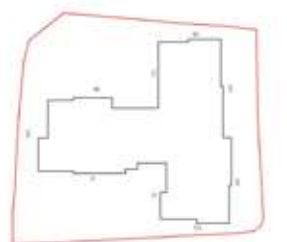
- The parameters by which the bulk, scale and mass of the proposed have been set out in 'Section 2 - Assessment' of this report.
- The principal frontage of the development along the east elevation has been sympathetically split into four main components, and subsequently into proportional bays through arrangement of windows and minor breaks reinforced by drainpipes, to be of a comparable proportion and width to the two-bay character of other dwellings along Windmill Street.
- The eaves height has been varied on this elevation as with other elevations on the scheme to reflect the variation in terrace character along Windmill street and to give the visual impact of a stepping-down in mass at the ends with a higher eaves height placed in the centre of the row.
- Further articulation is proposed through the use of contrasting materials to further assist with reducing the appearance of overall mass. It is this variation which helps to assimilate and continue the varied pattern within the local context and aligns closely to the architecture of historic residential development in the immediate vicinity.
- On the North elevation a projection in the building line has been formed to not only break up the elevation but to also demarcate and draw visual importance to where the main entrance to the development and owners lounge is located. This has been characterised by a change in material finish, higher eaves height to the roof and a covered portico to the entrance and reception.
- There is a mix of hipped, gabled ends and a few examples of mansard roof to neighbouring dwellings distributed throughout the immediate context. This proposal utilises a mansard roof to utilise built mass and usable floor area in the most efficient manner around the entirety of the scheme, with varying eaves height to introduce elements of hierarchy and variation in roof profile.
- The use of dormers to the fifth/roof storey accommodation across all elevations has been aligned to the placement of windows below to maintain the classical symmetry and proportion as seen in the local context. Hierarchy through window sizing has also sought to mirror that of the context with larger openings on the lower storeys and smaller windows on the higher storeys.



ELEVATION EAST (AA)



ELEVATION NORTH (BB)



5 DESIGN

5.4. Scale & Massing

- Where the urban grain of the adjacent context is not so regimented on the north, west and south of the site, the proposed response on the scheme has been designed accordingly. Proportion of bays are widened to three bays in places to incorporate variation and reflect that of the context; again using varying materials to create bays of different character at strategic breaks to allow the longer elevations to read as a series of terraces rather than one expanse of mass.
- Juliette balconies have been located on elevations where appropriate - on Windmill Street the local context has dictated the placement and approach to the proposed with juliette's placed on the first and second storey apartments only. On the west and north elevations of the proposed that front the car park and entrance to the development, Juliette balconies have again been utilised here but on levels 01 to 03, as the adjacent context permits an increased extent and limited aspect and orientation does not warrant a full balcony.
- Where separation distances permit on the south elevation and section of west elevation located on the south side of the development that fronts the private garden amenity space, full balconies are proposed. These take full advantage of the landscaped gardens and south-facing aspect and overlooking concerns are mitigated by extensive planting and proposed perimeter trees to line the pavement from within the site boundary line along Zion Place. This rear leg of the development that is orientated east-west where full balconies are proposed, front the dwellings along Zion place but is set back from the face of the existing dwellings by approx. 33.6 metres (see site distances plan pg. 51).
- Due to the unique nature of this "island" site being bound by roads on all sides, it has been critical to ensure active frontages are present on all elevations. Careful consideration has been taken when planning the internal layout to avoid areas of blank flank facade, maximising window placement where possible. Particular care was taken to the treatment of the north and south ends of the principal east elevation along Windmill street with steps in the footprint introduced to maintain the two-bay proportion; as these ends are highly visible from the primary vistas on the approach to site from the north and south along Windmill Street.



ELEVATION WEST (CC)



ELEVATION WEST (DD)



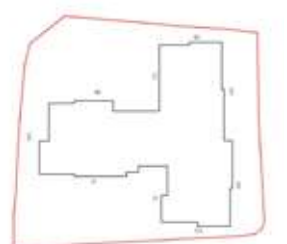
ELEVATION WEST (EE)



ELEVATION SOUTH (FF)



ELEVATION SOUTH (GG)



5 DESIGN

5.4. Scale & Massing



SITE DISTANCES PLAN 1:500

5 DESIGN

5.5. Appearance

The elevational treatment with a varying material palette on the primary frontage on the East elevation is representative of the approach taken on all elevations of the development.

- Materials are simple yet well considered to reduce the appearance of scale and massing whilst being responsive to the material palette of the surrounding context and develops a hierarchy both horizontally and vertically along the row of terraces.
- The frontage has been specifically designed to respond to the character and features of the area (see section 2.6 Assessment - Identity) and conforms to the identity section of the 10 characteristics of a well designed place as set out in the National Design Guide.

- The palette of materials and detailing is deliberately limited to ensure a well balanced consistency across the elevations. Proposed materials have taken reference from the local vernacular as well as a limited example of modern buildings within Gravesend which make reference to the Regency / Victorian style.
- Carefully planned steps in the building footprint provide the articulation needed to break the overall mass and this has been reiterated with these projections being clad in a contrasting and contextually appropriate material - in this case differing tones of brick stock / colour and areas of rendered facade. Continuity has been incorporated within this contrasting palette through the proportion of windows, decorative banding and mouldings and rusticated render to the majority of the facade at ground floor.
- Grey slate is the most common roof covering in the surrounding area and most contextually-appropriate material for a building constructed in this style with a mansard roof so therefore this is what

has been selected for the proposed. Dormer window placement helps to break up the expanse of roof, positioned to align with the windows below following principals of classical proportions, whilst also ensuring good daylight for the roof accommodation.

Tried and tested materials will be used on the proposed development to ensure the highest standards and quality are maintained. Where possible, bricks will be selected from local factories and the dark grey slate-appearance roof-tile and multi-tonal weathered buff brick stock currently proposed, is representative of the predominant colour palette in the immediate context.



Brickwork Type 01
ET Clay Danehill Yellow or similar



Brickwork Type 02
ET Clay Funton Old Chelsea Yellow or similar



K- Rend Render
Powder Blue or similar



Roof - Marley Rivendale Fibre Cement
Slates (colour - blue / black) or similar



Stonecoat Builtlite
Cornice and moulding in white render finish



Stonecoat Builtlite
Window surround / cills / decorative banding in white render finish

5 DESIGN

5.6. Landscape

‘Well-designed developments include site-specific enhancements to achieve biodiversity net gains at neighbourhood, street and household level.’

National Design Guide, Para 98

Retirement Living developments are located within or very close to town and local centres. Where due to the size of the site it is not always possible to provide extensive external amenity space. Minimal amenity space is a feature of many town or city centre developments, and it should also be borne in mind that conventional housing is unlikely to have the communal facilities inside the building which are a feature of Retirement Living housing. The extent of amenity space provision on site derives from the need to provide adequate and attractive external space for residents but also to provide a building with an appropriate townscape response.

There is no specific government guidance as to the appropriate level of amenity space to be provided within a Retirement Living development. Notwithstanding this, Local Planning Authority design policies should be aimed at promoting designs and layouts which make efficient and effective use of land, including encouraging innovative approaches to help deliver high quality outcomes, rather than applying strict space area standards.

Access to amenity space is a matter to consider when assessing the overall design quality of a proposed development. Churchill Retirement Living is well experienced in providing for the recreational needs of the elderly owners within its developments. The Company employs a qualified Landscape Architect to design every development and prides itself on the quality of its landscaped treatment.

The most important amenity space for the older owners is

not in fact found to be outside the building but is the Owners’ Lounge. In developments where there are large garden areas, the residents tend to use the area immediately outside their patio door if they live on the ground floor or outside the Owners’ Lounge. Even on hot summer days, when people might be expected to sit out enjoying the sun, one finds the occupants rarely taking advantage of an extended communal garden. Active use of external amenity space tends to be relatively limited and mainly involves sitting out for those few owners who occasionally choose to do so.

The proposed design includes sufficient space around the building for residents to sit outside at ground floor level. Should owners seek other space for sitting out, they are likely to make use of the patio areas adjacent to the Owners’ Lounge, and this is the location which the residents of upper floors are most likely to utilise. There is, of course, nothing to prevent owners of upper floors making use of any area of amenity space, all areas of garden being in communal control.

As owners of Retirement Living apartments tend to spend relatively more time in their homes than traditional houses, it is appropriate that wherever possible, lively and interesting views should be available from the principal habitable rooms. Owners prefer an apartment to enjoy an interesting view rather than to set aside large open areas for active recreation and it is those apartments with views that often sell first. The most favoured apartments are often those on the busiest road frontages or those facing the main entrance and car parking area serving the development. It is the experience of CRL that, to a great extent, this is the way that amenity space in Retirement Living developments is utilised – that is, in a passive manner, with the landscaped area providing some degree of privacy but at the same time allowing substantial opportunity to view daily life in the surrounding area. It is therefore of primary importance when designing schemes that amenity space provides residents

with attractive views. The quality of amenity space provided is an important factor for residents when considering whether to purchase an apartment.

Neither the quantity nor quality of amenity space provided is a matter which residents who have purchased a CRL apartment have concerns about. There is no evidence that prospective purchasers are dissuaded from buying an apartment for this reason, and when residents are asked if there is a need for more amenity space, the most common response is no.

‘Well-designed buildings are carefully integrated with their surrounding external space. All private and shared external spaces including parking are high quality, convenient and function well. Amenity spaces have a reasonable degree of privacy.’

National Design Guide, para 129

5 DESIGN

5.6. Landscape

The Application is accompanied by a full landscaping strategy prepared by James Blake Associates.

Design Parameters

The site was formerly a police station which has recently been demolished. It is proposed to be redeveloped into retirement living apartments. The access into the development is to be retained and enhanced. The main entrance to the building is from the parking courtyard to the north with a pedestrian path coming into the site from Woodville place. The Owners' Lounge and associated patio is on the west elevation of the proposed building where an outdoor seating area with garden furniture will be provided. Constraints including views looking in from neighbouring buildings and screening views looking out from the development have been considered. Visual mitigation has been included along the majority of site boundary using a native evergreen hedge, a selection of native and ornamental boundary street trees to further extend the visual mitigation. Overall, the proposed landscape design is at a domestic scale, creating homely spaces which allow for small social gatherings and quieter contemplative resting places. Elements of herbaceous planting will be proposed throughout the scheme for seasonal interest.

Sample ornamental shrub bed.



Preliminary landscape strategy



KEY

Red line boundary

HARD LANDSCAPE

- Parking court. Tarmac.
- Paths and patios. 450mm x 450mm flag or similar and approved. Colour: 'Buff'
- Gravel over geotextile
- Balcony - material to be specified by client

Patio furniture

1.2m High railings

SOFT LANDSCAPE

- Existing Trees
- Proposed boundary native tree
- Proposed street tree
- Proposed fruit tree

Proposed small ornamental tree

Proposed feature tree

Proposed pleached tree

Topiary specimens. *Ilex crenata* or *Laurus nobilis* cones

Large specimen shrubs. *Thuja 'Smaragd'*, *Phormium 'Jester'*, *Hydrangea* of various varieties

Ornamental shrub and herbaceous planting

Low maintenance ground cover planting

Formal low clipped evergreen hedging - e.g. *Ilex crenata*

Amenity grass areas

Native shrub buffer planting

Wildflower grass and ecological area

Drift of spring flowering bulbs.

1.2m proposed native evergreen hedging

5 DESIGN

5.6. Landscape

Planting palette - Planting Philosophy

Around the northern and eastern boundaries of the development, compact canopy street trees such as *Acer campestre* ‘Streetwise’ provide visual mitigation screening, supplemented by evergreen native hedging and shrub planting which encloses the site and softens the defensible boundary between the private and public realm beyond the sites boundary. A selection of native tress along on the south/ west corner of the site as this increases greater biodiversity to the proposed native buffer which screen views towards the substation on site. Underplanted by native buffer planting and wilflower turf, a ecological area is created which will provide refuge for local urban fauna. Large feature trees, *Tilia cordata* “Green Spire”, form strong focal points which frame the ornamental landscaping in the amenity space in the south of the site and along the development frontage. The planting style for the amenity spaces will be more formal with seasonal interest and a strong year round evergreen presence.

Use of ornamental hedging and topiary specimens will offer instant impact and cohesive structure to the planting beds. Large specimen shrubs chosen for their tone and texture will give an established appearance upon implementation. Flowering shrubs including fragrant perpetual flowering roses, grasses and topiary planting. Proposed planting on the northern elevation of the building will be chosen for their shade tolerance and shadow cast by the building. Smaller local variety and locally sourced fruit trees provide focal points at a small domestic scale whilst boundary tree planting provides screening and enclosure for the residents. Bulbs and herbaceous planting will provide seasonal interest to the site including bee friendly flowering species. Proposed small ornamental trees aim to improve connectivity and biodiversity across the site. A diverse selection of proposed plant species will provide an overall enhancement to biodiversity with the site having the potential to attract a greater range of invertebrates and therefore providing foraging/nesting habitat for notable urban species.



TREE PLANTING STRATEGY



5 DESIGN

5.6. Landscape

Past examples



5 DESIGN

5.7. Access

The site has been carefully selected by Churchill Retirement Living to meet the needs of its targeted demographic and is sited in an area with a wide selection of amenities only a short walking distance away along a route which is predominantly a level gradient. The development will be accessed via the existing access to the north of the site. The proposed access is from the existing vehicular access on Woodville Place. This would serve a car park of 25 parking spaces. The access onto Woodville Place would take the form of a simple priority junction, with vehicles exiting onto Woodville Place only able to turn left onto the one-way system.

The existing access is approximately 4.3m in width, which is sufficient to allow two passenger vehicles to pass according to Figure 7.1 of Manual for Streets. Replicating the existing vehicle crossover arrangement is also considered to be an appropriate arrangement given the low volumes of vehicle movement expected at the access.

The visibility splays from the site access have been assessed in relation to design advice set out in Manual for Streets (MfS), the 2008 Kent Design Guide Review Interim Guidance Note 'Visibility', and with reference to the 2012 K&M Speed survey. The 85th percentile speed recorded on the north/westbound approach to Woodville Place from Windmill Street was 16mph. For 16mph vehicle speeds, MfS advises a 2.4x18m visibility splay. Vehicle visibility is only required to the east owing to the one-way system and has been shown to be achievable for the site layout. The 1.2m railing surrounding the site will be aligned such that it does not impinge on vehicular or pedestrian visibility splays.

The footway along the southern side of Woodville Place will lead into the development via a new segregated pedestrian connection along the western side of the access into site. This footway will be of 1.80m width. There are to be two gated

accesses on Windmill Street and one on Wrotham Road reserved for fire and emergency access and egress only. The lay-by on Wrotham Road is to be closed. Therefore there will be continuous footway coverage around the perimeter of the site.

Parking Provision

The vehicular access and car parking layout proposed will accommodate the day to day vehicular needs of the occupants. The sustainable location will encourage a reduction in vehicle ownership. 25no. unallocated parking spaces have been provided. The parking area is split into two areas. The area to the north of the main entrance to the building will have 16 parking spaces, and a width for manoeuvring of 6.0m. The area to the east of the main entrance will have 9 parking spaces and a width for manoeuvring of 7.5m.

Retirement accommodation of the type delivered by Churchill is not directly reflected in the Kent County Council Supplementary Planning Guidance (SPG) on Residential Parking (2008). Instead in relation to retirement accommodation the SPG states that 'specialist providers have tended to develop their own evidence base for such accommodation'.

Therefore, the proposed parking provision has been defined by operational requirements supported by evidence from parking surveys undertaken at other similar Churchill Retirement developments. The proposed parking provision at 0.31 spaces per unit is based on existing CRL sites where parking surveys undertaken have established that the average demand for on-site parking is 0.27 spaces per unit, with an existing average provision of 0.32 spaces per residential unit.

'In well-designed places, people should not need to rely on the car for everyday journeys including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment.'

Parking for the site is therefore considered to be in accordance with the Kent SPG and Design Guide: 'Step 2 – Generating the layout', which states that parking provision should reflect the building type, nature of the users, and availability of alternative transport facilities.

All parking spaces are 2.5m x 5.0m in a perpendicular arrangement to comply with the standards for new developments as outlined in Manual for Streets. Gradients across the car park have been designed not to exceed 1 in 20 given the age and ability of the intended demographic. A secure internal store is provided for 12no. mobility scooters and is located in close proximity to the main entrance and owners lounge.

Building Access

The proposal is accessible and easy to move around. The building itself has internal layouts, specifications and construction details that will allow a safe and convenient use by owners and visitors and will fully meet the requirements of Part M of the current Building Regulations. Communal access includes:

- Step free access to the apartments, communal spaces and parking and garden areas;
- Step free access to communal WC on ground floor;
- Lift access to all floors - 8 person with a minimum 800 wide door opening and a lift car that is 1100 wide by 1400 long thus providing suitable space for most access needs;
- All communal corridors are a min of 1.5m wide to make them easily traversable by a wheelchair user.

5 DESIGN

5.8. Home & Buildings

“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.”

National Design Guide, Para 120

Typical Apartments

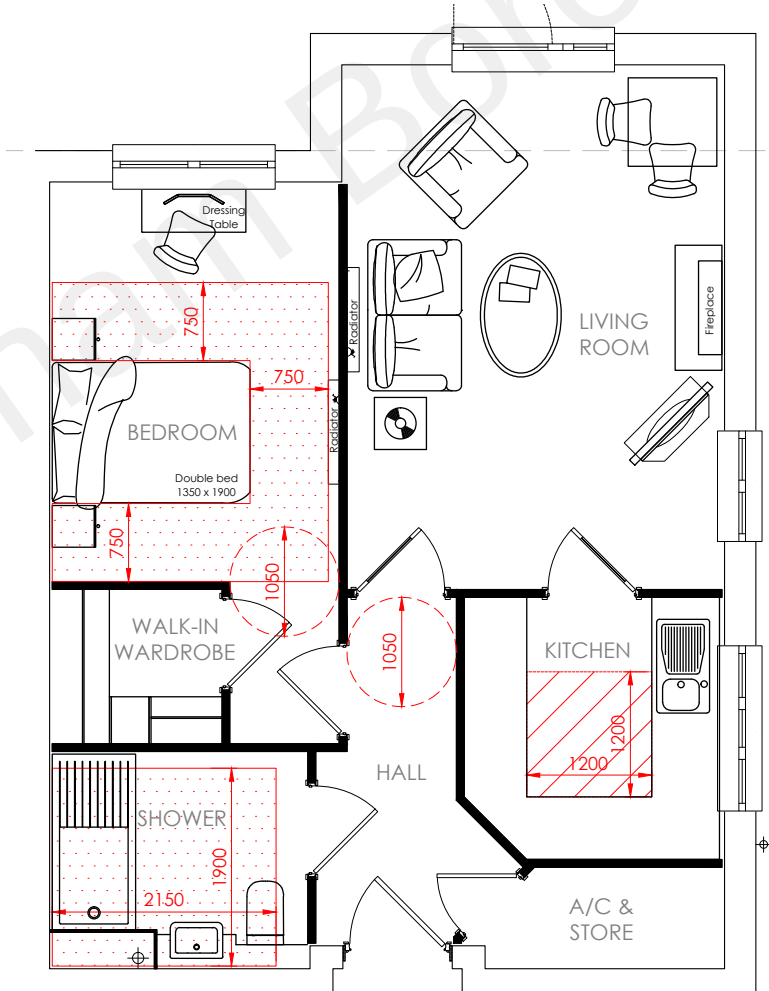
All the apartments have been designed to meet the ‘**Technical Housing Standards - Nationally described space standards**’ and the space requirements of part ‘**M4(2) - Accessible and adaptable dwellings**’ of the building regulations .This provides features that accommodate a wide range of people, including older and disabled people. The internal apartment layouts have been designed to meet residents’ specific needs. CRL’s internal design team continually receives feedback from residents and managers at other CRL developments; thus allowing for periodic review as required. The use of tried and tested standardised apartment designs ensures the needs of owners are met.

The apartment designs include:

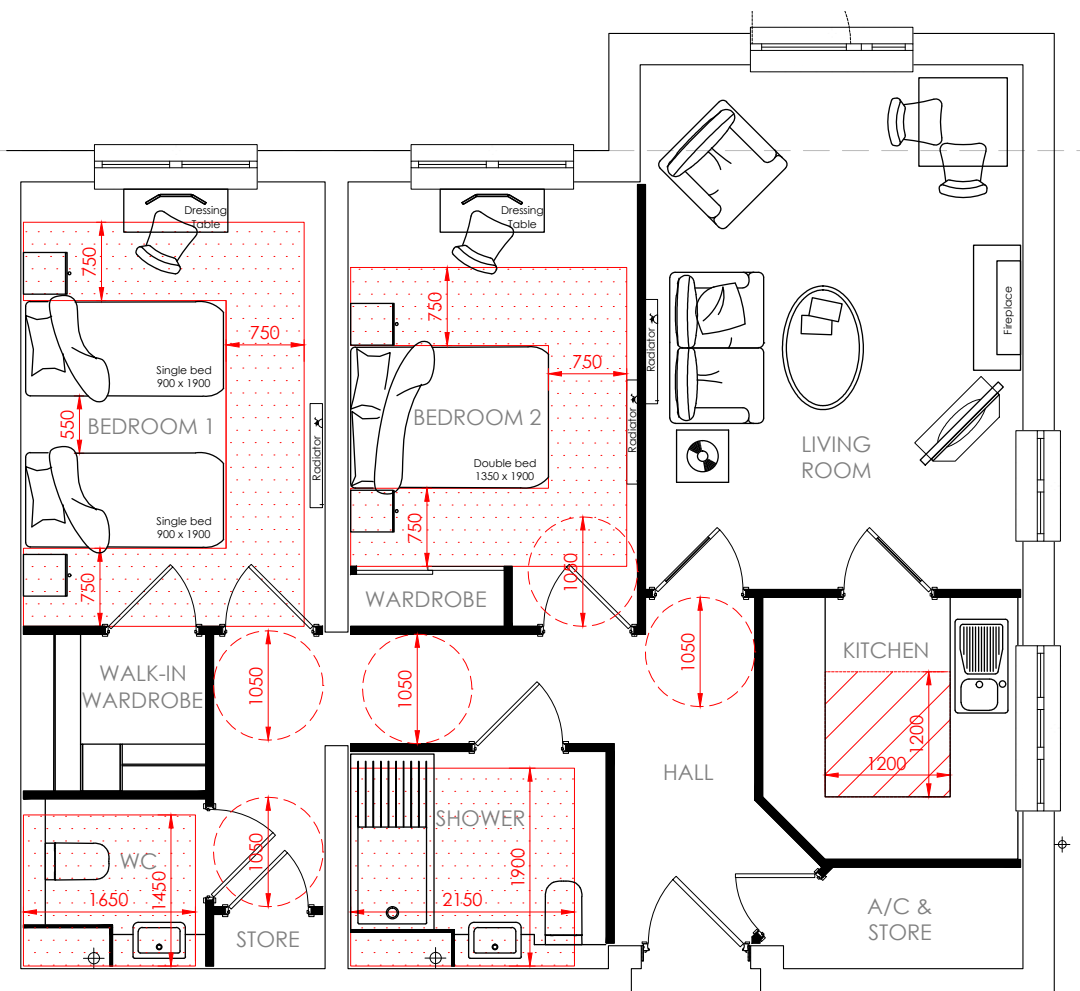
- Entrance door is at least 850mm clear width;
- Entrance Hallway with sufficient turning space;
- All hallways are a minimum of 900mm wide and any localised obstruction, such as a radiator, is located where possible to not occur opposite a doorway or at a change of direction;
- All internal doors to habitable rooms have a minimum clear opening of 775mm;
- The master bedroom allows 750mm around the bed;
- All switches, sockets and other controls are set at easily accessible heights and light switches are illuminated;

- Window handles at an accessible height between 450mm and 1200mm above floor level. All windows have safety restrictors;
- Storage space that is easily accessible;
- All habitable spaces have been designed to have good size windows ensuring a good amount of natural light;

- WCs and showers are designed to be easily accessible and with emergency call points to each space. All have easy turn mixer taps. Shower trays are low level for easy access;
- Waist height oven within the kitchen;
- Slip resistant flooring in kitchen and bathroom;
- Energy efficient, low carbon, economical heating.



Typical apartment - One bed



Typical apartment - Two bed

5 DESIGN

5.8. Home & Buildings

‘Well-designed places include a clear attention to detail. This considers how buildings operate in practice and how people access and use them on a day-to-day basis, both now and in future.’

National Design Guide, Para 124

Fire

A fire tender is able to get within 45m of all the proposed apartments and cottages in accordance with Manual for Streets requirements. Dry Riser inlets located within 18m of boundary and as such Fire tender does not need to enter site.

Vehicle tracking drawings have been undertaken to demonstrate this manoeuvre and the relevant drawing is attached in the Transport Statement.

Refuse

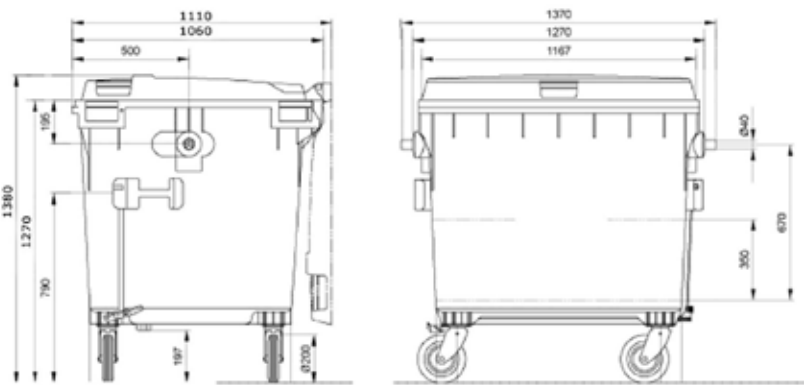
Refuse collection for the development is proposed to be collected from road-side, with the appropriately sized vehicle able to access refuse from Woodville road.

The proposed building, like all Churchill Retirement Living developments, will have a communal refuse store. This is located externally to the building and positioned to facilitate bin carrying distances of 10m for eurobins, in accordance with Manual for Streets guidelines.

Within the refuse store, small bags of household waste and recycling material from each individual flat can be decanted into larger shared wheeled bins, clearly designated for specific storage. The Lodge Manager will be responsible for monitoring the refuse area and overseeing collection.

It is worth noting that in Churchill Retirement schemes and in retirement housing schemes in general the occupancy rates are typically 50% lower than open market housing (i.e. a one bed will generally be occupied by 1 person compared with up to 2 in open market and a two bed will only ever be occupied by a maximum of 2 people compared to 4 in open market housing).

Churchill Retirement have developed a detailed understanding of the typical waste requirements attributed to their schemes based on research carried out from operational Churchill lodges across country.



5 DESIGN

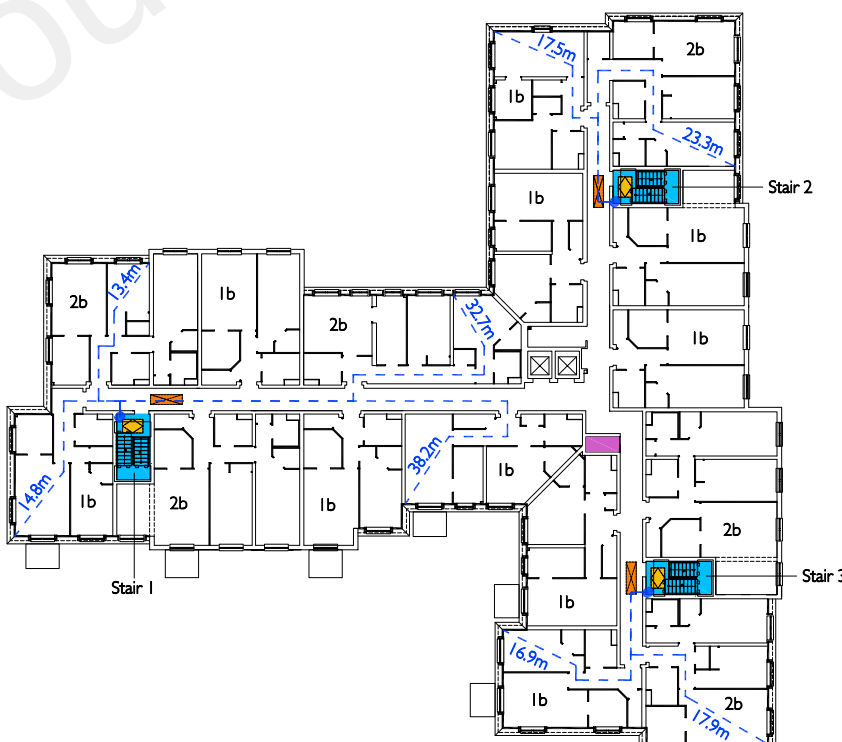
5.8. Fire Strategy



GROUND FLOOR PLAN(1:250)



FIRST FLOOR PLAN(1:250)



FOURTH FLOOR PLAN(1:250)

- DRY RISER INLET (18m max from back of appliance to inlet)
- REMOTE DRY RISER OULET (max 45m to furthest point in flat)
- - - TRAVEL DISTANCE (either from back of fire appliance or dry riser)
- - - ROUTE TO DRY RISER INLET
- VERTICAL ESCAPE STAIRS (max 7.5m to entrance to end of corridor flat)
- AOV- ROOF VENT
- SMOKE VENT - STAIR
- FINAL EXIT / OV TO CORRIDOR END
- SMOKE SHAFT

5 DESIGN

5.8. Home & Buildings

Safety and Security

‘Good design promotes quality of life for the occupants and users of buildings. This includes function – buildings should be easy to use. It also includes comfort, safety, security, amenity, privacy, accessibility and adaptability.’

National Design Guide Paragraph 124

Safety and Security is paramount for the occupant demographic. People are usually living alone and are often vulnerable. The presence of a Lodge Manager provides reassurance and support as well as monitoring visitors and residents.

Development Security

Developments are secured at the boundary with the use of fencing and railings as well as defensible landscaping making clear the public realm beyond and private space that is part of the apartments.

Adequate external security lighting will be provided to illuminate the external doors, car park, driveway and paths and will be controlled by time switches or photo electric cells as appropriate.

Windows from apartments are located on all sides of the proposed development and these will provide passive surveillance from the occupants, many of whom are home for the majority of the day.

The access into the lodge is kept to a single point where possible and this is usually from the car park. The access door is adjacent to the Lodge Manager’s office and the reception allowing passive monitoring of the entrance.

Apartment Security

All apartments will have a careline support system. This is connected to 24-hour support so, in the event of an emergency, residents have direct contact with either the Lodge Manager or a member of a call-centre team 24 hours a day, 365 days a year.

The system provides video door entry with a standard TV, allowing owners to view any visitors on the apartment TV before choosing to let them into the main entrance. An intruder alarm is fitted protecting the front door of the apartments, while ground floor apartments have additional sensors fitted, giving that extra level of security and peace of mind.

Doors and Windows

All windows and doors will comply with Part Q and the Disability Discrimination Act requirements.

The main doors are power assisted sliding opening. Access will normally be from a keypad, or opened from within the building.

All ground floor apartments, and any others that might be easily accessible by external means will be fitted with PIR sensors connected to a master intruder alarm panel. Patio and French doors are provided with an external handle, but, to prevent residents from using these as main doors to the apartments, no external means of locking is provided.

Flat entrance doors will be of a solid construction to an enhanced security standard and comply with a 30-minute fire rating. Doors will have intruder alarm contacts, and can be fitted with a security device for visual checking prior to opening.

Safety

In addition to the 24 hour careline system, and the Lodge Manager’s presence, fire and smoke detectors are fitted in communal areas and within all apartments for residents safety.



5 DESIGN

5.9. Resources & Lifespan

Sustainability

“A compact and walkable neighbourhood with a mix of uses and facilities reduces demand for energy and supports health and well-being. It uses land efficiently so helps adaptation by increasing the ability for CO2 absorption, sustaining natural ecosystems, minimising flood risk and the potential impact of flooding, and reducing overheating and air pollution.”

National Design Guide, Para 136

In terms of planning, addressing climate change is one of the core land use planning principles which the National Planning Policy Framework expects to underpin both plan-making and decision-taking. It recognises that planning plays a key role in minimising vulnerability, providing resilience and managing the risks associated with climate change.

In addition to the benefits identified in section 1.5, an effective approach to reducing greenhouse gas emissions from new development is the use of efficient designs and insulation products to achieve high levels of thermal efficiency – the ‘fabric

first’ approach. New homes and buildings that benefit from the latest heating systems, very high levels of thermal insulation of walls, floors, ceilings, windows and doors can achieve a substantial reduction of CO2 emissions.

The focus of the design will limit the energy consumption and CO2 emissions through optimising the building performance together with energy efficiency measures following the steps of the energy hierarchy, as set out below. It will meet the requirements of Part L1A and 2A of UK Building Regulations by:

- Using less energy / demand reduction;
- Supplying energy efficiently; and,
- Using renewable energy.

The scheme has been designed to exceed Building Regulation Part L 2013 requirements with respect to the thermal properties of building fabric. The efficiency of the building fabric is the second consideration in the Energy Hierarchy. Materials will be specified to target an A or A+ rating under the Green Guide to Specification, where possible.

The building itself has sized windows to provide good daylight and natural ventilation whilst minimising overheating from excessive glazing.

Finally appropriate building services design, efficiencies and controls and the incorporation of renewable and low carbon technologies are proposed. These include:

- Solar photovoltaic systems (PV’s) will be installed on the roof. Electricity produced by solar cells is clean and silent and solar energy is the most appropriate locally available renewable resource;
- Energy efficient appliances, fixtures and fittings will be installed to reduce the life cycle energy impact of the building;
- Thermostatic heating controls;
- All areas of the building internally and externally will be lit using low energy lighting and where appropriate will utilise appropriate daylight and movement sensor controls;
- Efficient electric heaters ;

Other sustainable characteristics proposed are:

- All apartments are fitted with water flow restrictors, aerated taps and dual flush WCs to reduce potable water usage;
- On-site communal recycling facilities are provided;
- Sustainable means of travel are promoted, including a mobility scooter store with electric charging points, cycle store & reduced level of car parking provision compared with open market housing;
- ‘Home Shopping’ scheme, which allows residents to order their food shopping collectively and have it delivered, reduces the carbon footprint of the residents by combining deliveries and cutting down on individual shopping trips.



Reduction of carbon footprint



Thermally efficient flats



Reduction of water wastage



PV's



Reduction of energy use



Recycling



Mobility scooters parking



Home shopping scheme



Photo-voltaic driven garden lights

5 DESIGN

5.9. Resources & Lifespan

“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.”

National Design Guide Paragraph 135

Well Managed and Maintained

Unlike the case with mainstream house builders, Churchill Retirement Living maintains an interest in the long term success of projects through its sister company, Millstream Management. Ensuring developments are fit for purpose and built for longevity is therefore in the applicant’s interest. Both buildings and landscape are designed from the outset to minimise future maintenance requirements and continue to look good and work well in the long term. As and when maintenance is required this is promptly carried out by the management company.

Materials

Materials are selected for their value and appropriateness. By value we mean a balance between their longevity, periods of maintenance, initial cost and aesthetic qualities. Typically construction is traditional load bearing cavity wall with concrete slabs which have proven to be tried and tested robust forms of construction. Bricks are usually selected to be appropriate for the local area. Windows are typically uPVC because of their low maintenance and high Green Guide rating.

At the end of their life most developments materials will be able to be reused or recycled.

A Sense of Ownership

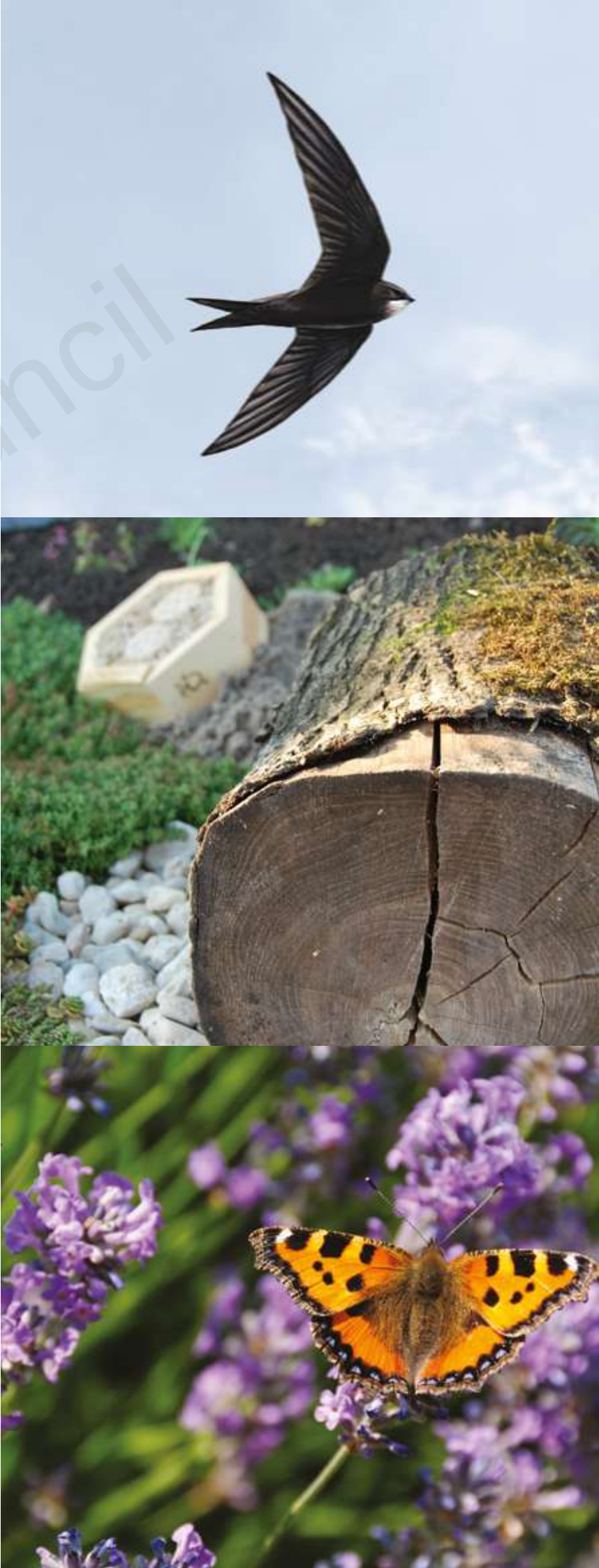
Developments are owner-occupied. Owners contribute towards an annual service charge which ensures communal areas, the building fabric and the landscape are all well maintained. By contributing to the communal upkeep both apartment owners and the freeholder have an interest in maintaining the development to as a high a standard as possible.

5.10 Biodiversity

The application is supported by a Preliminary Ecological Appraisal undertaken by Tyler Grange and incorporates a Preliminary Bat Roost Appraisal.

The site is entirely covered by hardstanding and vegetation is limited to sparse ephemeral plant species that have populated the site following demolition. The habitats on site are of negligible importance with the adjacent trees of local ecological importance. The site does not contain any habitats that could support protected species. No protected species are considered likely to be within the site or likely to be affected by the development. The site is not covered by any statutory or non-statutory sites for nature conservation; however a number of such sites are present within the local area. Due to the scale of the development and distances from the site, it is considered that there is no potential for adverse effects to any of the identified designated sites during the construction or operational phase of the proposed development.

A preliminary bat roost assessment (PBRA) of the adjacent trees did not identify any preliminary roosting features, or any opportunities for foraging or commuting by bats. No further surveys for any other protected or notable species are recommended. With the implementation of suitable enhancement measures, the proposed development would be in conformity with relevant planning policy and legislation. The strategy could be controlled by appropriately worded planning controls.



NATIONAL DESIGN GUIDE

NATIONAL DESIGN GUIDE							
	CHARACTERISTIC			SUMMARY	COMMENT	DAS SECTION	
CONTEXT	C1	Understand and relate well to the site, its local and wider context	41	Respond positively to features of the site and context	See section 2 on Assessment and 4 on Evaluation	Section 2 & 4 Section 2 & 4 Section 2 Section 1.4 and 5.9 Section 2, 4 and 5	
			42	Understanding of context, opportunities and constraints	See section 2 & Section 4		
			43	Character of landscape, built form and architecture	See section 2 understanding of context		
			44	Innovative and sustainable features	See sections 1.4 and 5.9 on sustainable features		
			45	How the proposed design relates to context and local character	See section 2 on Assessment and section 4 and 5 for the design response		
	C2	Value heritage, local history and culture	46	History of place and evolution of site	See section 2.1 description of site	Section 2.1	
			47	Reuse or adaptation of existing	Not applicable to this site	N/A	
			48	Influenced local heritage assets	See section 2 understanding of context	Section 2	
			49	Today's developments will be the quality development of the future.	High quality design is at the heart of the proposal - see Section 5	Section 5	
IDENTITY	I1	Respond to existing local character and identity	52	Special features, housing pattern	See section 2 for local design precedents and residential typology	Section 2.2	
			53	Site context analysis revealing identity	See section 2.6	Section 2.6	
	I2	Well-designed, high quality and attractive places and buildings	54	Visually attractive and range of residents	User type in section 1.3 and final visually attractive design shown in section 5.	Sections 5 and 1.3	
			55	Appeals to all senses - look, smell, feel, sound.	Refer to landscape proposals in section 5.6	Section 5.6	
			56	Contribute to local distinctiveness	See section 5.4	Section 5.4	
			57	Materials, details and planting selected with care	See section 4.3 Design Evolution and Concept, 5.3 Layout, 5.5 Appearance and Materials, 5.6 Landscape	Section 4.3, 5.3, 5.5 and 5.6	
	BUILT FORM	B1	Compact form of development	64	Compact form of development to support local public transport	Proximity to facilities and local services is key to the typology site selection. See sections 1, 2.3 and 2.3	Sections 1.1, 1.3, 1.5, 1.7, 2.3
				65	Efficient use of land and appropriate density	Specific typology is efficient use of land. See section 1.3 Typology, 1.4 environmental benefits, 1.7 applicant brief, 5.6 landscape and 5.9 sustainability	Sections 1.3, 1.4, 1.7, 5.6 and 5.9
66				Appropriate built form	Consideration of local context and building typology in Section 2	Section 2	
67				Right mix of building types, form and scale, parking and amenity	Building type section 1.3 and 1.7, Form and scale section 5.4, parking and amenity section 5.6 and 5.6	Sections 1.3, 1.7, 5.3, 5.5 and 5.6	
68				Built form relationship to context, identity, occupants and resources	For site and context and identity and character see section 2, for occupants lifestyle see section 1, and resources see 5.9	Sections 1, 2 and 5.9	
B2		Appropriate building types and forms	69	Pattern of streets	Not applicable to this site - existing street pattern retained	N/A	
			70	Tall buildings	Not applicable to this site	N/A	
			71	Tall or large buildings design implications	Not applicable to this site	N/A	
B3		Destinations	72	Destinations	See movement section 2.3	Section 2.3	
			73	Destinations as local character, distinctiveness and community	See section 2 on identity and movement	Section 2.3 and 2.6	
			74	Local destinations as identity	See section 2 on identity and movement	Section 2.3 and 2.6	
MOVEMENT		M1	A connected network of routes for all modes of transport	78	Public transport, walking, cycling and car	See section 2.3	Section 2.3
				79	Public realm design	Not applicable to this site	N/A
	80			Hierarchy of streets	Not applicable to this site	N/A	
	81			Higher densities due to transport connections	See section 2.3 and 2.5	Section 2.3 and 2.5	
	M2	Active travel	82	Priority to pedestrian and cycle movements	The routes for pedestrians, cyclists and those using mobility scooters are prioritised over the use of the private motor car	Section 5.7	
			83	Design to reduce reliance on the car	Proximity to facilities and local services is key to the typology site selection. See sections 1.3, 1.7. Sections 1.4 and 1.5 talk about car ownership	Sections 1.3, 1.7, and 1.4	
	M3	Well considered parking, servicing and utilities infrastructure for all users	84	Parking standards and arrangement	Proximity to facilities and local services is key to the typology site selection. See sections 1.3, 1.7. Sections 1.4 and 1.5 talk about car ownership	Sections 1.3, 1.7, and 1.4	
			85	Car and cycle provision	Well designed and placed to meet the needs of future residents including mobility scooter store	Section 1.3, 1.7, 5.6, 5.9	
			86	Well designed parking	The proposal arrangement and positioning relative to the building limits its impact, whilst ensuring it is secure and overlooked. See the site plan and application	Section 1.7, 4.3, 5.3	
			87	Electric vehicle spaces	Spaces will be provided in line with developer policy.		
			88	Access for servicing and bin store provision considered	See section 5.3, 5.7 and 5.8	Section 5.3, 5.7, 5.8	

NATIONAL DESIGN GUIDE						
	CHARACTERISTIC		SUMMARY	COMMENT	DAS SECTION	
NATURE	N1	Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play	92	Usable green spaces	See amenity section 5.6	Section 1.4, 5.3, 5.6
			93	Open spaces high quality, robust, adaptable and maintained	See amenity section 5.5	Section 1.4, 5.3, 5.6
			94	Types of open spaces	See amenity section 5.5	Section 1.4, 5.3, 5.6
			95	Open to all	See amenity section 5.5 and security section 5.7	Section 5.6, 5.8, 1.7
	N2	Improve and enhance water management	96	Integrated system of landscape, biodiversity and drainage.	See the landscape design strategy and Biodiversity.	Section 5.6 and 5.10
			97	Flood design	N/A	N/A
	N3	Support rich and varied biodiversity	98	Biodiversity net gains	See landscape design, ecological design and Biodiversity	Section 5.6, 5.9, 5.10
PUBLIC SPACES	P1	Create well-located, high quality and attractive public spaces	101	Street design	Not applicable to a proposal of this scale	N/A
			102	Accessible streets	Not applicable to a proposal of this scale	N/A
			103	Natural elements in streets	Not applicable to a proposal of this scale	N/A
	P2	Provide well-designed spaces that are safe	104	Public and shared amenity spaces	Landscape design section 5.6	Section 5.6
			105	Feeling of safety	The proposal contributes to passive surveillance of the surrounding public spaces	Section 1.7, 5.8
	P3	Make sure public spaces support social interaction	106	Public social meeting spaces	The proposal creates a sense of community for residents reducing loneliness- see social benefits section 1.3	Section 1.3
			107	Open space connected into the movement network	Not applicable to a proposal of this scale	N/A
USES	U1	A mix of uses	112	Range and variety of services	The proposal is for Homes for Later Living which are another type of residential housing provision to offer to the local community	Section 1.3 and 1.7
			113	Mixed use development	The proposal is near a local centre and will help increase the activity and vibrancy of the place. A mixed use on a site of this scale is not appropriate.	
			114	Ground floor and upper floor arrangements	The access to and use of ground and upper floors has been carefully considered. See the applicant brief at section 1.7	
	U2	A mix of home tenures, types and sizes	115	Choice of homes	The proposal is for Homes for Later Living which are another type of residential housing provision to offer to the local community	Section 1.3 and 1.7
			116	Different tenures	Not applicable to this proposal	N/A
			117	Older people's housing choice	The proposal is for Homes for Later Living which is another type of residential housing provision to offer to the local community	Section 1.3 and 1.7
			118	Larger scale developments with a range of tenures	Not applicable to this proposal	N/A
	U3	Socially inclusive	119	Socially inclusive	The proposal is open to purchase for all who meet the age restrictions. This typically applies to larger developments with a mix of uses and tenures.	
HOMES & BUILDING	H1	Healthy, comfortable and safe internal and external environment	124	Safety, security, amenity, privacy, accessibility and adaptability	See detailed design reviewed in section 5	Section 5
			125	Efficient, cost effective and sustainable	See section 1.4 and 5.9 on sustainable features and 1.3, 1.7, 4.3 and 5.8 on efficient design of development and apartments	Section 1.4 and 5.9, 4.3 and 5.8
			126	Space standards	Proposals include good floor to ceiling heights and storage. Apartment design section 5.7	See section 5.8
			127	Local Plan space standards	Not applicable to this site.	N/A
			128	Emergency services access and escape provision	The design has been developed in relation to Part B of the building regulations dealing with fire safety. See section 5.7	Section 5.8
	H2	Well-related to external amenity and public spaces	129	External and amenity spaces	Space has been designed with the needs of residents in mind. See section 5.6	Section 5.6
			130	Landscape design	See section 5.6	Section 5.6
			131	Safe, secure and social amenity spaces	See section 5.5 and also 1.3 for the social benefits of retirement living and 1.7 on the typical arrangement of a development with secure amenity space.	Section 1.3, 1.7, 5.6
			132	Private amenity spaces enhance visual amenity	See section 1.3, 1.7 & 5.6	Section 1.3, 1.7 & 5.6
			133	Relationship to public spaces around	See section 2 on context, access and movement, and sections 4 and 5 on the proposed design identity	Section 2, 4.7, 4 and 5
	H3	Attention to detail: storage, waste, servicing and utilities	134	Waste storage, management and collection	Refuse and recycling store shown on plans Section 5.3 and detailed in Section 5.8 and 5.9	Sections 5.3, 5.8, 5.9
				External utilities; lighting, water and electric	external lighting referenced Section 1.4, 5.7, 5.8	Section 1.4, 5.8, 5.9
				External details; drainpipes, meters and gutters	See sections 5.3, 5.4 & 5.8 on materials and lifespan.	Section 5.4, 5.5 & 5.8
				Cycle storage	Secure cycle storage, where required, will be available in the Mobility Scooter storage area.	

NATIONAL DESIGN GUIDE					
	CHARACTERISTIC		SUMMARY	COMMENT	DAS SECTION
RESOURCES	R1	Follow the energy hierarchy	138 Reduce need, reduce use, generate	The proposal reduces need by being an efficient form of accommodation (see section 1.4 and 5.8)	Section 1.4 and 5.9
			139 Sun, ground, wind and vegetation	Photovoltaics, ground source heat pumps and increased vegetation are routinely used on developments depending on the site specific benefits.	Section 1.4 and 5.9
			140 Renewable energy infrastructure	Photovoltaics, ground source heat pumps are routinely used on developments depending on the site specific benefits.	Section 1.4 and 5.9
			141 Whole life carbon assessment		Section 1.4 and 5.9
			142 Affordable running costs	Efficient design means low running costs of individual apartments and shared maintenance costs of communal areas keeps cost down.	
	R2	Careful selection of materials and construction techniques	143 Material selection; energy and carbon		Section 1.4, 5.5, 5.8, 5.9
			144 Efficient or locally sourced or high performing materials		Section 1.4, 5.5, 5.8, 5.9
			145 Re-use and adaptation of buildings	Not applicable to this proposal	N/A
			146 Off-site manufacturing		
	R3	Maximise resilience	147 Future climate proof	The proposal is designed to withstand future flood, storm and high and low temperature events.	Section 5.6
			148 Landscape design to mitigate local climate	See section 5.6 on the proposed landscape	
			149 Sustainable drainage	Permeable surface areas will aid sustainable drainage.	
			150 Passive design to minimise overheating	The layout and aspect of internal spaces has been considered to minimise overheating and achieve internal comfort	
LIFESPAN	L1	Well-managed and maintained	153 Good management	The applicant retains an interest in running and maintaining the development and it is in their own interest to ensure good management. See section 5.9	Section 5.9
			154 Future service charges	The design has been developed to be efficient with robust materials ensuring future service charges are kept to an affordable level.	Section 5.9
			155 Community management systems	Shared management of the communal spaces is part of the offer for this type of development.	Section 1.3
			156 Tall building maintenance (eg cladding)	Not applicable to a proposal of this scale	N/A
	L2	Adaptable to changing needs and evolving technologies	157 Adaptable to changing health and mobility needs	The design specifically caters for older people and is designed to cater for their specialist needs	
			158 Data connectivity	Due to the town centre location high speed data connectivity is not anticipated to be an issue	
	L3	A sense of ownership	159 Community participation in design process	Community consultation undertaken as a part of the previous planning application.	Section 1.3 Section 5.6 Section 1.3
			160 Community management systems	Shared management of the communal spaces is part of the offer for this type of development.	
			161 Boundaries to private, shared and public spaces	Section 5.6 Landscape	
			162 Features that encourage users to care for spaces	Shared management of the communal spaces is part of the offer for this type of development.	

BUILDING FOR A HEALTHY LIFE ASSESSMENT

BUILDING FOR A HEALTHY LIFE ASSESSMENT								
HEADING	CONSIDERATION		What 'Red' or 'Green' Look Like		COMMENT	ASSESSMENT	RATING	
Integrated Neighbourhoods	Natural Connections	Green	Edge to Edge Connectivity	N/A		The proposed site is previously developed land surrounded by public highways on all four sides. No new public streets will be created by the proposed development. There is opportunity to enhance habitat extent and connections.	1	
			Respond to pedestrian and cyclist desire lines	N/A				
			Connected street patterns	N/A				
			Filtered Permeability	N/A				
			Continuous streets	N/A				
			Connecting existing and new habitats	PASS				
			Hedgerows	AMBER	No existing planting on site but new hedgerow proposed in communal amenity space and around site perimeter.			
			Streets and routes that can be extended	PASS	Existing Layby removed and pavement reinstated to link Wrotham Road with Zion Place			
			Adoption to site boundaries	N/A				
		Red	Single or limited points of access for pedestrians and cyclists	AMBER	Desire lines to town centre and amenities considered along with existing pedestrian crossing for placement of access	Overall the proposal preserves or enhances any available natural connections and is 'Green'.		
			Extensive use of private drives	N/A				
			Pedestrian or cycle routes that are not well overlooked and lit	PASS	All overlooked and lit			
			Failing to respond to existing or future desire lines	PASS	Desire lines reviewed and allowed for			
			No opportunities to connect or extend streets and paths in future	N/A	No new streets or routes created			
			Internal streets and paths that are not well connected / indirect	PASS	Direct connections			
			Hedgerows	AMBER	No existing planting on site but new hedgerow proposed in communal amenity space and around site perimeter.			
			Ransom strips	PASS	None			
			Walking, cycling and public transport	Green	Share street space fairly between pedestrians, cyclists and motor vehicles			PASS
	Cycle friendly streets with pedestrian and cycle priority and protection	N/A						
	Nudge people away from the car	PASS			Accessible location and low car ownership demographic			
	Provide scooter and cycle parking at schools	N/A						
	Design out school runs dependent on cars	N/A						
	Local Cycle and Walking Strategy Infrastructure Plan	N/A						
	Zebra, parallel and signalised crossing	N/A						
	Tight corner radii (<3m) at street junctions and side streets	PASS						
	Concentrate new development around transport hubs	N/A						
	Demand Responsive transport car clubs and car shares	AMBER			Potential future offer by applicant			
	Short and direct walking and cycling connections that make public transport an easy choice to make	PASS			Bus stops in close proximity to site			
	New or improved Park and Ride schemes	N/A						
	Red	20mph design speeds, designations and traffic calming		PASS	Low speed strategy and signage within the site	The use of shared cars is under review by the applicant and may form part of the offer in the future.		
		Protected cycle ways along busy streets		N/A				
		Travel packs that fail to influence people's travel choices		N/A				
		White line or undivided shared pavement/cycle ways		N/A				
		Pedestrians and cyclists losing priority at side junctions		N/A				
		Oversized radii corners on streets that are principally residential that allow motor vehicles to travel at high speeds		PASS				
	Facilities and services	Green	Streets that twist and turn unnaturally	N/A		Overall the proposal preserves or enhances walking, cycling and public transport and is 'Green'.		
Streets designed around waste collection vehicles			N/A					
Overwide carriageways			N/A					
Serviced parcel developments where ped. & cycle connections between phases of development are frustrated			N/A					
Intensifying development in locations that benefit from good public transport accessibility (train and bus stops)			PASS					
Reserving land in the right locations for non-residential uses			N/A					
Red		Active frontages	PASS		The proposal provides a form of accommodation (retirement) where there are high occupancy rates for much of the time and apartments on all elevations. There is therefore good activity and passive surveillance on all sides.			
		Clear windows along the ground floor of non-residential buildings (avoid obscure windows)	N/A					
		Mixing compatible uses vertically, such as placing supported accommodation above active ground floor uses	N/A					
		Giving places where routes meet a human scale and create public squares	N/A					
		Frequent benches can help those with mobility difficulties to walk more easily between places	PASS					
		Local centres that are not easily accessible and attractive to pedestrians and cyclists	PASS					
Homes for everyone	Green	Non-residential developments that are delivered as a series of individual parcels with their own surface level car parks set back from the street.	N/A		Overall the proposal preserves or enhances required facilities and services and is 'Green'.			
		Where routes converge, avoid creating places that are of an inhuman scale and that frustrate pedestrian and cycle movement.	N/A					
		Windows.	PASS					
		Play and other recreational facilities hidden away within developments rather than in located in more prominent locations that can help encourage new and existing residents to share a space	N/A					
		Not anticipating and responding to desire lines, such as between public transport stops and the entrances to buildings and other facilities.	N/A					
		Designing homes and streets where it is difficult to determine the tenure of properties through architectural, landscape or other differences	PASS	All apartments and cottages identified the same				
		Apartment buildings might separate tenure by core but each core must look exactly the same.	PASS					
		A range of housing typologies supported by local housing needs and policies to help create a broad-based community	PASS					
	Red	Homes with the flexibility to meet changing needs	PASS	Homes are a specific accommodation type to meet a specific need. Changing needs are likely to mean a move is required		Overall the proposal preserves or enhances Homes for everyone and is 'Green'.		
		Affordable homes that are distributed across a development.	N/A					
		Access to some outdoor space suitable for drying clothes for apartments and maisonettes	PASS					
		Consider providing apartments and maisonettes with some private outdoor amenity space such as semi-private garden spaces for ground floor homes; balconies and terraces for homes above ground floor	PASS	Semi-private patios are provided with external amenity space. Private gardens proposed for the Cottage typology.				
	Green	Grouping affordable homes in one place	PASS	Affordable proposed offsite				
		Dividing places and facilities such as play spaces by tenure	N/A	No tenure differentiation				
		Revealing the different tenure of homes through architecture, landscape, access, car parking, waste storage or other design features	PASS	No tenure differentiation				
		Not using the space around apartment buildings to best effect and where these could easily be used to create small, semi-private amenity spaces allocated to individual ground floor apartments	PASS					

BUILDING FOR A HEALTHY LIFE ASSESSMENT							
HEADING	CONSIDERATION		What 'Red' or 'Green' Look Like		COMMENT	ASSESSMENT	RATING
Distinctive Places	Making the most of what's there	Green	Taking a walk to really understand the place where a new development is proposed and understand how any distinctive characteristics can be incorporated as feature	PASS	See DAS	A comprehensive assessment of the existing identity and character has been undertaken. The proposed materials and forms are to be found locally. Overall the proposal makes the most of the site and is 'Green'.	5
			Using existing assets as anchor features, such as mature trees and other existing features	PASS	Mature existing trees directly outside of the boundary respected and the proposed scheme was designed accordingly.		
			Positive characteristics such as street types, landscape character, urban grain, plot shapes and sizes, building forms and materials being used to reflect local character	PASS	See DAS for local context analysis		
			Sensitive transitions between existing and new development so that building heights, typologies and tenures sit comfortably next to each other	PASS	See DAS for local context analysis		
			Remember the 'four pillars' of sustainable drainage systems	PASS	See Drainage Consultant supporting information		
			Protecting and enhancing existing habitats; creating new habitats	PASS	See landscape design		
			Interlocking back gardens between existing and new development	PASS	Green amenity space for residents situated to south of site where existing context is low-rise and as a result creates set-back in building footprint. This allows for greater separation between neighbouring properties on secondary streets.		
		Red	Designing without walking the site first	PASS			
			Funnelling rainwater away in underground pipes as the default water management strategy	AMBER	It is likely that soakaway drainage would not be feasible.		
			Unmanaged gaps between development used as privacy buffers to existing residents	PASS			
			Placing retained hedges between rear garden boundaries or into private ownership	AMBER	New hedgerow proposed in communal amenity space and on boundary perimeter.		
			Building orientations and designs that fail to capitalise on features such as open views	PASS			
			Not being sensitive to existing neighbouring properties by responding to layout arrangements, housing typologies and building heights	PASS	Green amenity space for residents situated to south of site where existing context is low-rise and as a result creates set-back in building footprint. This allows for greater separation between neighbouring properties on secondary streets.		
	A memorable character	Green	A strong, hand drawn design concept.	PASS	See DAS	Overall the building has a strong presence and will sit assuredly in its context.	6
			Drawing inspiration from local architectural and/or landscape character	PASS			
			Reflecting character in either a traditional or contemporary style	PASS			
			Structural landscaping as a way to create places with a memorable character	PASS			
			Memorable spaces and building groupings	PASS			
			Place names	N/A	Applies to large developments		
		Red	Using a predetermined sequence of house types to dictate a layout	PASS	Bespoke flat types used within a bespoke design		
			Attempting to create character through poor replication of architectural features or details.	PASS			
			Arranging buildings next to each other in a way that does not create a cohesive street scene.	PASS	Massing of proposed takes into account the varied scale and period of the surrounding context		
			Referencing generic or forgettable development nearby to justify more of the same	PASS			
	Well defined streets and spaces	Green	Streets with active frontages	PASS		The proposal has an active frontage with apartments facing all directions and well defined public and private spaces with legible front door access. Overall it is 'Green'	7
			spaces	PASS			
			Cohesive building compositions and building lines	PASS			
			Front doors that face streets and public spaces	PASS	The main entrance is visible from the highway and communal parking.		
			Apartment front doors are orientated to the internal communal circulation route. Patio doors open onto external green amenity space within the site boundary.	AMBER			
			Dual aspect homes on street corners with windows serving habitable rooms	PASS			
			Perimeter blocks	PASS			
			Well resolved internal vistas.	N/A			
		Red	Building typologies that are designed to straddle narrow depth blocks.	N/A			
			Distributor roads and restricted frontage access	PASS			
			Broken or fragmented perimeter block structure	PASS			
			Presenting blank or largely blank elevations to streets and public spaces	PASS			
			Lack of front boundaries, street planting and trees	PASS			
			Apartment buildings with single or limited points of access	AMBER	Security of the development requires a single main point of access. Other access points for fire use only.		
			Apartment buildings accessed away from the street	PASS			
			Staggered and haphazard building lines that are often created by placing homes with a mix of front and side parking arrangements next to each other	PASS			
	Easy to find your way around	Green	Street corners with blank or largely blank sided buildings and/or driveways. Street edges with garages, back garden spaces enclosed by long stretches of fencing or wall	PASS			
			Buffers between new and existing development that create channels of movement between back gardens whether access is permitted or not	PASS			
			Single aspect homes on street corners	PASS			
			Bits of left over land between the blank flank walls of buildings	PASS			
		Red	Designing for legibility when creating a concept plan for a place	PASS	Legible route to proposal	New streets are not proposed, but the proposal will be legible for access and finding your way around, and is therefore 'Green'	8
			Using streets as the main way to help people find their way around a place	N/A	No new streets created		
			Navigable features for those with visual, mobility or other limitations	PASS	Level access or ramped access in compliance with Part M.		
			Frame views of features on or beyond a site	N/A			
		Red	Create new legible elements or features on larger developments	N/A	Not a larger development		
			Simple street patterns based on formal or more relaxed grid patterns	N/A	No new streets created		
			No meaningful variation between street types.	N/A			
			Disorientating curvilinear street patterns.	N/A			
		Red	Disconnected streets, paths and routes.	N/A			
			Building typologies, uses, densities, landscaping or other physical features are not used to create places that are different to one another.	N/A			
			Cul de sac based street patterns.	N/A			
				N/A			

BUILDING FOR A HEALTHY LIFE ASSESSMENT							
HEADING	CONSIDERATION		What 'Red' or 'Green' Look Like		COMMENT	ASSESSMENT	RATING
Streets For All	Healthy streets	Green	Streets for people	N/A		No streets proposed therefore this consideration is amber	9
			20mph (or lower) design speeds; 20mph designations	N/A			
			Tree lined streets. Make sure that trees have sufficient space to grow above and below ground, with long term management arrangements in place.	N/A			
			Tight corner radii (3m or less)	N/A			
			Places to sit, space to chat or play within the street	N/A			
			Pavements and cycleways that continue across side streets	N/A			
			Anticipating and responding to pedestrian and cycle 'desire lines' (the most direct routes between the places people will want to travel between)	N/A			
			Landscape layers that add sensory richness to a place - visual, scent and sound	N/A			
		Red	Roads for cars	N/A			
			Failure to adhere to the user hierarchy set out in Manual for Streets	N/A			
			Wide and sweeping corner radii (6m or more).	N/A			
			6m+ wide carriageways	N/A			
			Highways engineering details that make pedestrian and cycle movements more complex and difficult	N/A			
			Street trees conveyed to individual occupiers	N/A			
			Distributor roads with limited frontage access, served by private drives	N/A			
	Cycle and car parking	Green	Painted white line cycle routes on pavements or on carriageways	N/A		Car and cycle parking carefully considered for the needs of the future residents and well integrated into the scheme - therefore is 'Green'	10
			Speed control measures that rely on significant shifts in street alignment	N/A			
			At least storage for one cycle where it is as easy to access as the car	AMBER	potential for cycle storage in buggy store		
			Secure and overlooked cycle parking that is as close to (if not closer) than car parking spaces (or car drop off bays) to the entrances of schools, shops and other services and facilities	AMBER	Space within the buggy store to securely store cycles		
			Shared and unallocated on street car parking	AMBER	Shared and unallocated parking within a communal courtyard arrangement		
			Landscape to help settle parked cars into the street.	N/A	No street parking		
			bays or so	N/A	No frontage parking		
			Anticipating and designing out (or controlling) anti-social car parking	N/A	Residents only parking		
			A range of parking solutions	N/A	Only one solution required, although car share is being considered		
			Small and overlooked parking courtyards, with properties within courtyard spaces w/ GF habitable room	PASS			
		Staying up to date with rapidly advancing electric car technology	PASS	Electric car charging provision will be provided to spaces in line with developer policy.			
		More creative cycle and car parking solutions	PASS				
		Red	Providing all cycle storage in garages and sheds	PASS	No garages proposed		
			Over reliance on integral garages with frontage driveways.	PASS	None proposed		
			Frontage car parking with little or no softening landscaping	PASS	Landscape planting to boundaries		
	Parking courtyards enclosed by fencing; poorly overlooked, poorly lit and poorly detailed		PASS				
	Over-reliance on tandem parking arrangements		PASS	None proposed			
	Green and blue infrastructure	Green	Failing to anticipate and respond to displaced and other anti-social parking	PASS		Excellent landscape and blue infrastructure design for the site.	11
			Views along streets that are dominated by parked cars, driveways or garages	N/A			
			Car parking spaces that are too narrow making it difficult for people to use them	PASS			
			Cycle parking that is located further away to the entrances to shops, schools and other facilities than car parking spaces and car drop off bays	PASS			
			Relying on garages being used for everyday car parking	PASS			
			Biodiversity net gain	PASS			
			Movement and feeding corridors for wildlife, such as hedgehog highways.	PASS			
			Bird boxes, swift nesting bricks and bat bricks may be appropriate	PASS			
			Plans that identify the character of new spaces, such as 'parks', 'woodland', 'allotments', 'wildflower meadows' rather than 'P.O.S.'. Be more specific about the function and character of public open spaces	N/A			
			Create Park Run ready routes on larger developments and other ways to encourage physical activity and social interaction	N/A			
		Capturing and managing water creatively and close to where it falls using features such as rain gardens and permeable surfaces. Allow people to connect with water.	AMBER	Large permeable surface area proposed.			
		Red	basis. Wildlife does not flourish within disconnected back gardens, artificial lawns and tightly mown grass	PASS			
			Provide natural surveillance opportunities	PASS			
A connected and accessible network of public open spaces with paths and other routes into and through			N/A				
Species rich grasslands	N/A						
Back of pavement, front of home	Green	Well considered management arrangements whether public or privately managed	PASS		Whilst not onto a street, the principles are adhered to with the proposal	12	
		Surface water management by way of a large, steep sided and fenced holes in the ground	PASS				
		Small pieces of land (typically grassed over) that offer little or no public, private or biodiversity value that over time become neglected and forgotten	PASS				
		Large expanses of impervious surfaces	PASS				
		Not designing paths and routes through open spaces where it is difficult for people to create distance between themselves and other people when social distancing restrictions are in place	PASS				
		Buildings that turn away from open spaces	PASS				
		Poor quality finishing, detailing and maintenance.	PASS				
		Defensible space and strong boundary treatments	PASS				
	Red	Boundary treatments that add ecological value and/or reinforce distinctive local characteristics	PASS				
		Well integrated waste storage and utility boxes. If relying on rear garden storage solutions for terraces and townhouses, provide direct access to these from the street	PASS				
		Front garden spaces that create opportunities for social interaction	N/A				
		Ground floor apartments with their own front doors and semi-private amenity spaces help to enliven the street whilst also reducing the amount of people using communal areas	AMBER	Apartments front doors are accessed from the communal circulation route internally, with patio doors opening onto external green amenity space within site boundary.			
		Consider providing terraces or balconies to above ground floor apartments - these can also help to enliven the street, increase natural surveillance and provide residents with access to the open air	PASS				
		No left over spaces with no clear public or private function	PASS				
		Consider apartment buildings whose access is from a deck rather than a corridor, enabling cross ventilation of apartments while limiting shared common parts which are enclosed	N/A				
		Poorly considered spaces between the back of the pavement and the face of buildings that erode the quality of the street environment	PASS				