

RESIDENTIAL DEVELOPMENT OF LAND AT BLACKTHORN FARM

CULVERSTONE GREEN



Design & Access Statement

Proposed Residential Development

Blackthorn Farm

Culverstone Green

June 2025

CLAGUE ARCHITECTS

 **ESQUIRE**
DEVELOPMENTS

PROJECT TEAM

Applicant

Esquire Developments

Architect

Clague

Landscape Architect

Stantec

Ecology

Aspect Ecology

Arboricultural

Down to Earth Arboricultural Consultant

Flood Risk & Drainage

Ardent Consulting Engineers

Highways

DHA Highways

Heritage & Archaeology

HCUK group

Noise

SLR Consulting

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INTRODUCTION

01

1.1

INTRODUCTION

This Design and Access Statement has been prepared to support an Outline Planning Application for "up to 100 No. residential dwellings (including affordable housing), with all matters reserved except for access. Creation of a new access from the A227/South Street."

The main purpose of this Design & Access Statement is to explain the design process and strategic objectives that have led to the overall vision for the proposed development. This document establishes that the proposals provide a suitable, sustainable and deliverable plan for developing the site.

This Statement has been prepared to be compliant with the Development Management Procedure (England) Order 2021 and Planning Practice Guidance (2021) PPG.

This document follows the guidance published by CABE "Design and Access Statements: How to write, read and use them" (2006).

KEY SITE DETAILS

Site Location: Blackthorn Farm, Culverstone Green

Application Description: Outline planning application for up to 100 No. residential dwellings (including affordable housing), with all matters reserved except for access. Creation of a new access from the A227/South Street.

Site Area: 5.4 Hectares



1.2 ABOUT OUTLINE APPLICATIONS

This application is an Outline planning application for up to 100 No. residential dwellings (including affordable housing), with all matters reserved except for access. This means that only the principle of development and the access are to be considered for approval at this stage.

The exact location, siting and design of the homes would be subject to a subsequent Reserved Matters application. However, as part of the consideration of the proposals, an illustrative layout has been prepared to demonstrate how that scheme could look and feel with up to 100 dwellings.

The design process has nevertheless followed local and national design guidance and illustrates how the proposals could come forward in the future.

The application is accompanied by a parameter plan that establishes parameters that future developments must accord by. This is then supported by a series of illustrative plans that demonstrate how the proposals could come forward and how technical standards could be met on the site.



INTRODUCTION

01

1.3

GRAVESEND DESIGN CODE

This document follows the guidance set out in the Design for Gravesham Design Code - May 2024.

The design process has followed the mandatory guidance set out for medium size sites (10 to 150 dwellings).

The methodology for preparing the planning application has followed the adjacent flow diagram informed by the design code document.

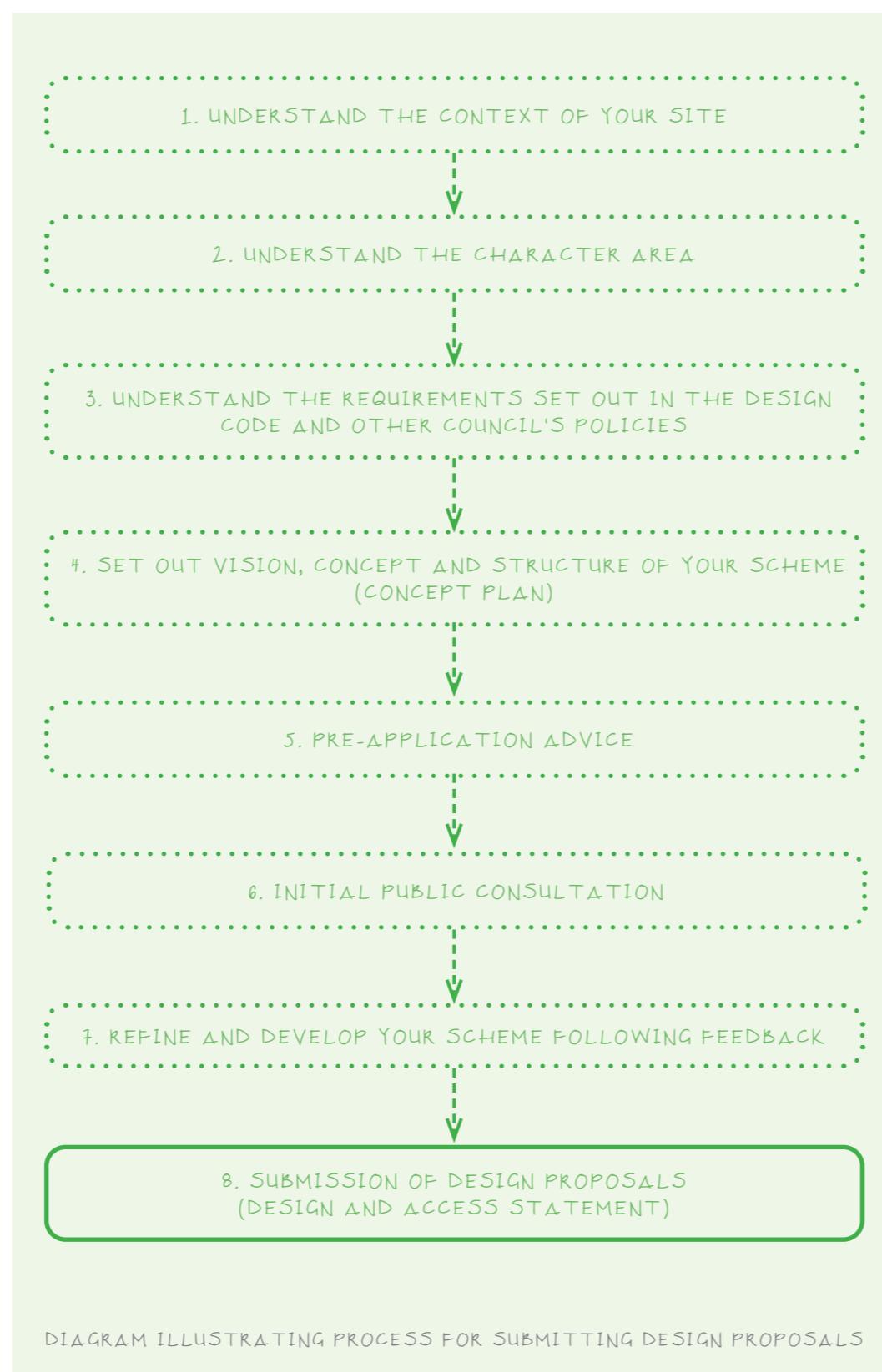
Section 2 of this document - Site Context and Analysis - covers stages 1 to 3 as defined on the adjacent diagram.

Section 3 of this document - Design Process - covers stages 4 to 6.

Section 4 of this document - The Proposals - covers Stage 7 and cumulates in the Stage 8, the submission of the final design proposals.

A checklist is provided at the end of this document demonstrating compliance with the mandatory sections of the Design Code for developments of this size.

Esquire at Woodlands, Cliffe Woods, as featured in the Gravesham Design Code as an example of sustainable materials used in a countryside setting (Page 124).



INTRODUCTION

01

1.4 EXECUTIVE SUMMARY & VISION

Esquire Developments have set about creating a strong vision for the proposals that responds to the site's unique setting and location in Culverstone Green.

- The proposals have been carefully considered against all technical requirements and respond to the site's unique location and setting.
- The Design requirements of Gravesham Design Code have been carefully considered and the proposals have been shaped by this guidance.
- The new residential dwellings have been designed to be architecturally unique and respond to the local palette of materials.
- The proposals provide up to 100 new family dwellings with a minimum of 50% affordable dwellings.
- The proposals aim to respect the existing tree belt and site ecology. The proposed development will deliver 10% biodiversity net gain.
- The proposals provide over 2 Hectares of accessible open space and incorporate areas for natural play.
- The vision is to create a strong sense of place and community set within the existing village.
- The scheme seeks to proactively respond to the challenges of climate change with Air Source Heat Pumps providing heating and hot water (i.e. no gas boilers).
- All new dwellings have been designed to meet the latest guidance on space standards and accessibility.
- The proposals have evolved and responded to comments received during the pre-application process and considered comments received during the community engagement event.



100
DWELLINGS



OVER 2 HECTARES
OPEN SPACE



NATURAL PLAY
AREAS



BIODIVERSITY
NET GAIN

INTRODUCTION

01

1.5

PROJECT TEAM ESQUIRE & CLAGUE

Esquire Developments, who are a multi award-winning developer delivering bespoke luxury homes throughout Kent and the South East of England from their base in Longfield. Esquire Developments have forged a reputation for combining innovative design with skilled craftsmanship to provide lifetime family homes. With a meticulous attention to detail and superior materials. Esquire produce beautifully designed homes that are built to the highest standards, specification and finish.

At the very heart of Esquire's aspirations is the delivery of an outstanding quality of life to new homeowners. This is reinforced by a sympathetic understanding of ever-changing modern living standards combined with timeless design and high-quality craftsmanship.

Esquire Developments have worked closely with Canterbury-based Clague Architects for a number of years, successfully delivering several award-winning developments across Kent.

Clague Architects are an award-winning multi-disciplinary practice of architects, urban designers and historic building specialists with design studios in Canterbury, London and Harpenden.

The sympathetic and sensitive design of new places is the driving force behind all of Clague's work, with a focus on understanding and complementing local vernacular architecture.

Both Esquire Developments and Clague Architects recognise the very fine architectural character of the locality and the sympathetic approach required to deliver new homes in the area. The project design team have demonstrated a proven track-record of delivering sensitive residential developments in areas of high architectural character, and have endeavoured to bring to bear their significant relevant expertise in the field.



SITE CONTEXT AND ANALYSIS

02

2.1

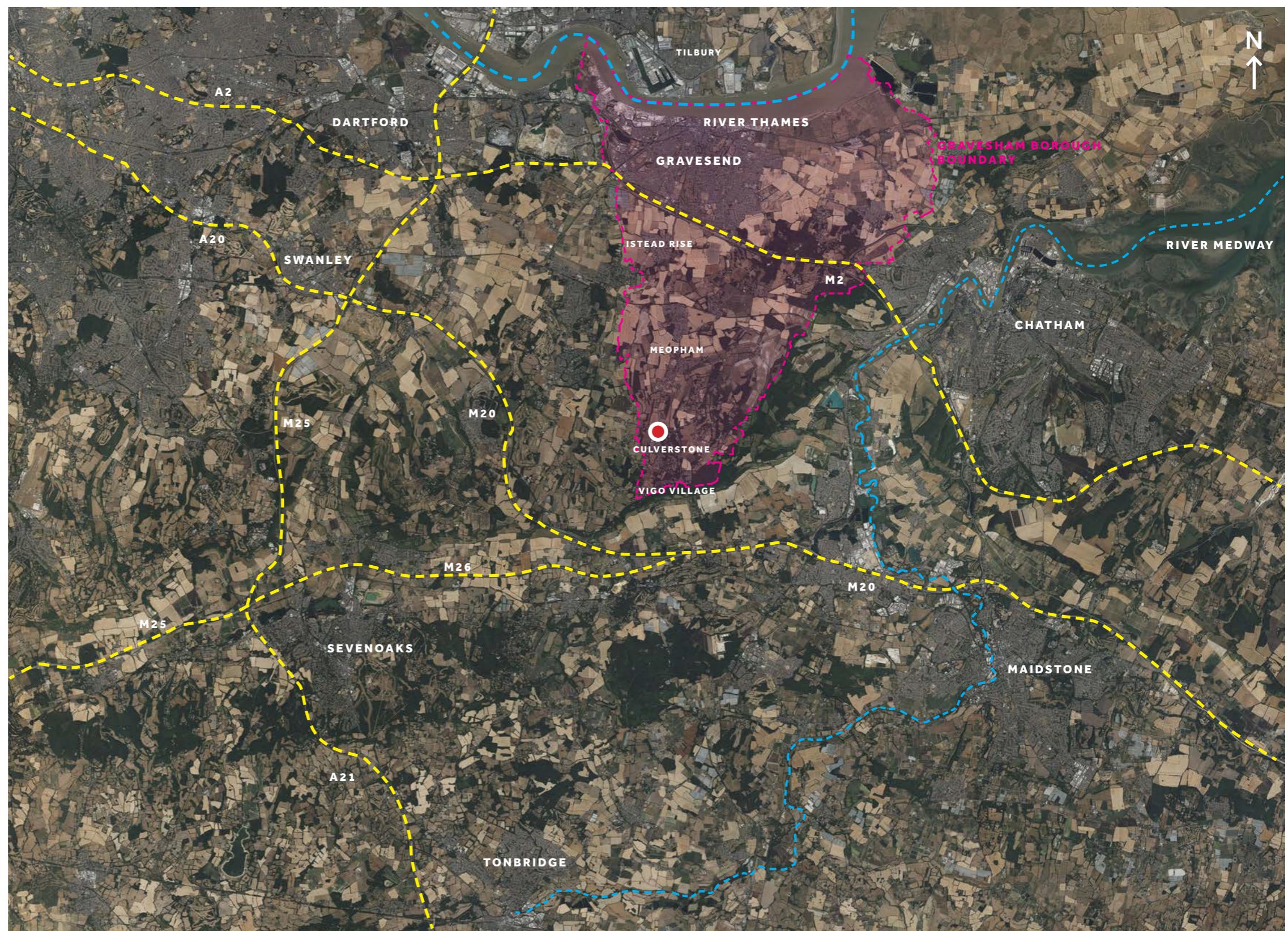
LOCAL CONTEXT

The site is located within Culverstone Green, in the south of Gravesham Borough Council, between the M20 to the south and the M2 to the north.

Culverstone Green is a village settlement within the broader Meopham area in Kent, England. It's known for being the most southerly of the main village settlements and is part of the four village parishes that comprise Meopham.

Collectively, Meopham is often cited as the longest village in England. The village has as four main greens - Culverstone Green, Harvel Green, Hook Green and Meopham Green.

The site is well connected to the local network of highways, being in close proximity to both the M2 and the M20. The nearest train station is in Meopham to the North, which provides train services to London Victoria and Dover, along with local services.



SITE CONTEXT AND ANALYSIS

02

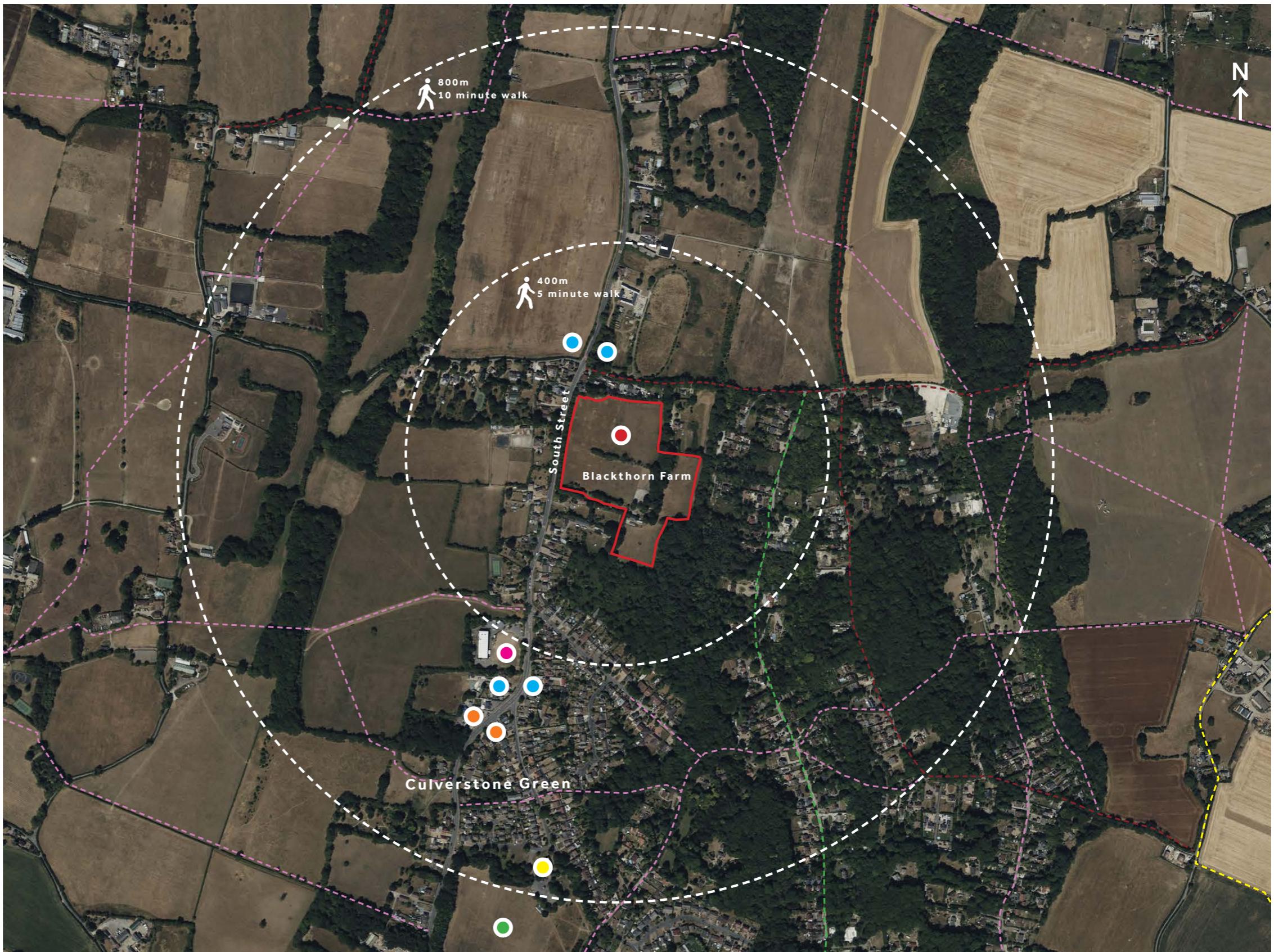
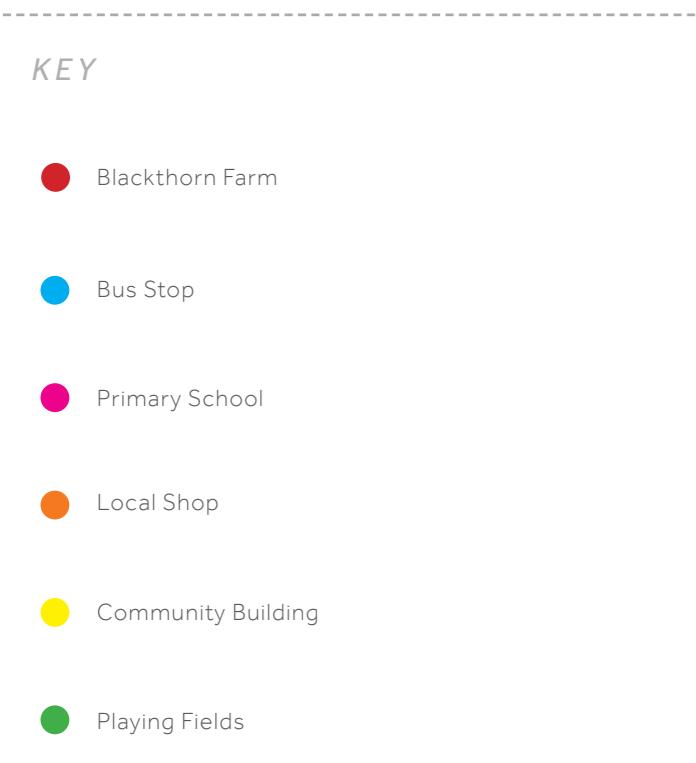
2.2

IMMEDIATE CONTEXT

The site is located to the north of Culverstone Village, lying to the east of the A227 Wrotham Road and south of Heron Lane. It is currently used as horse paddocks and access is located to the south of the site.

The site is heavily screened by existing vegetation. Residential properties lie on each side of the site and a number of commercial uses are located to the immediate north of the site.

The site is within walking distance of a number of local facilities, as identified by the adjacent diagram. A number of key local services are located just over a 5 minute walk from the centre of the site.



SITE CONTEXT AND ANALYSIS

02

2.3 GREEN BELT & PLANNING CONTEXT

We are in the midst of a National Housing crisis. Put simply not enough homes are being built across the Country. Both the current and former Government committed to improving housing delivery and placed requirements on Local Planning Authorities to demonstrate they have at least 5 years' worth of housing land supply. Unfortunately, due to some significant constraints in Gravesham, including Green Belt designations and complicated unviable Brownfield sites not being delivered, Gravesham Borough Council can only demonstrate 3 years worth of housing – a shortfall of 1,603 homes. This is exacerbating the housing crisis locally and results in unaffordability in the area.

In December 2024, responding to the housing challenges facing the Country, the Labour Government introduced a new national planning concept, known as 'Grey Belt'. This has been introduced to try and deliver more homes in sustainable locations which due to very strict Green Belt policy, have not previously been possible.

A Grey Belt site must meet certain criteria, including satisfying that it does not undermine certain 'functions' of the Green Belt and that any development coming forward meets the 'Golden Rules'.

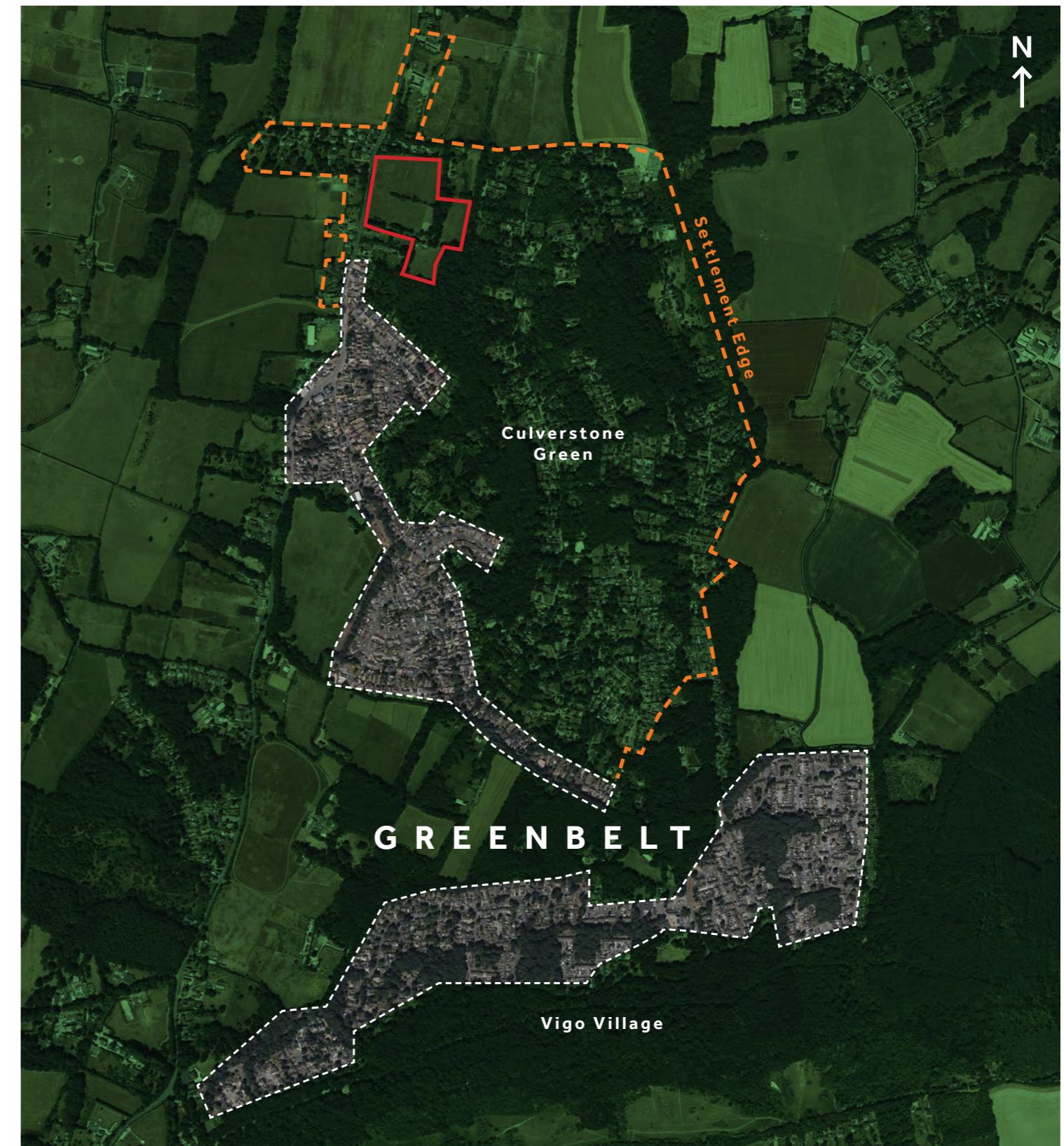
Accordingly, the purpose of the guidance is to loosen Green Belt planning policy to enable Councils such as Gravesham to support appropriate 'Grey Belt' development and help the Council achieve its housing targets to meet local needs.

This site is considered to meet the requirements of the Grey Belt tests and proposes to accord with the Golden Rules – crucially delivering 50% of the development as Affordable Housing.

Gravesham Stage 2 Green Belt Study (2020) includes this Site as part of 2no. larger Parcels – CG2 and CG3 and concludes that it has limited or no contribution to Green Belt purposes a, b or d in relation to the Grey Belt

13. Protecting Green Belt land

142. The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
143. Green Belt serves five purposes:
 - a) to check the unrestricted sprawl of large built-up areas;
 - b) to prevent neighbouring towns merging into one another;
 - c) to assist in safeguarding the countryside from encroachment;
 - d) to preserve the setting and special character of historic towns; and
 - e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
155. The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all the following apply:
 - a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;
 - b. There is a demonstrable unmet need for the type of development proposed⁵⁶;
 - c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework⁵⁷; and



SITE CONTEXT AND ANALYSIS 02

2.4

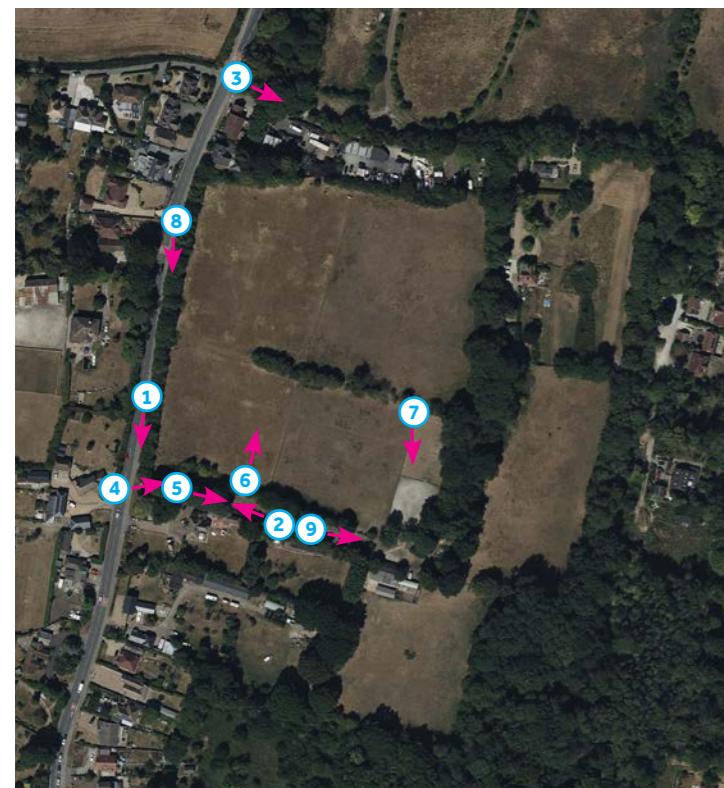
SITE PHOTOGRAPHY

As part of the initial approach to understanding the site and its existing condition and character, a site visit was undertaken with the application team. A photographic survey of the site and surrounding area was also completed as part of this initial study.

The photographs on this page illustrate the existing site condition and surrounding area as observed at the time of the site visit.



KEY PLAN



SITE CONTEXT AND ANALYSIS

02

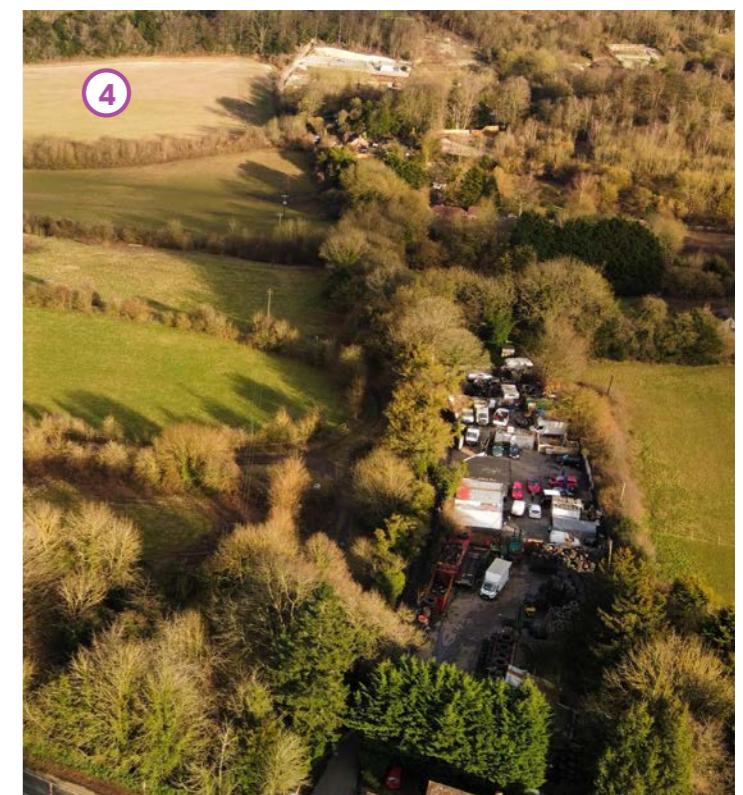
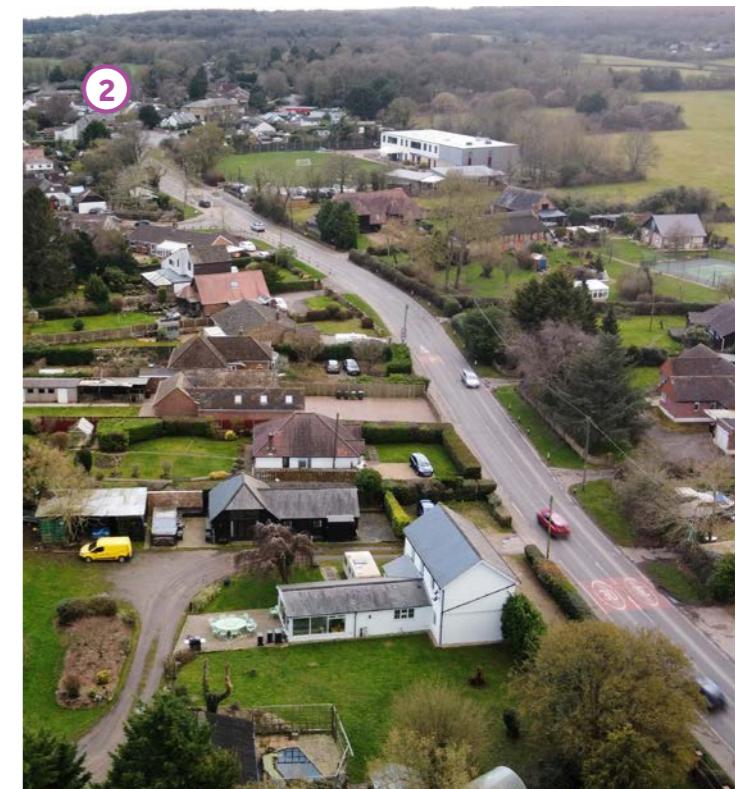
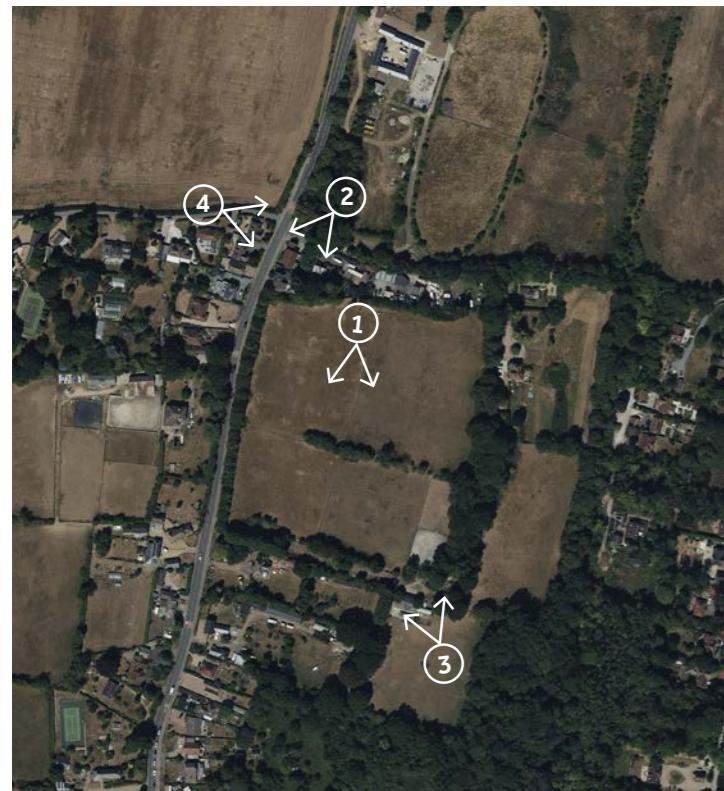
2.4

SITE PHOTOGRAPHY

In addition to the traditional site photographic survey, Drone photography has also been undertaken to fully appreciate the site and its surrounding context.

The photographs on this page illustrate the existing site condition and surrounding area as captured by drone.

KEY PLAN



SITE CONTEXT AND ANALYSIS

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2.5

TOPOGRAPHICAL SURVEY

A detailed topographical survey of the site has been carried out by Hook Survey Partnership.

The site is separated into three separate parcels. Each having a slightly different topography.

The Southern and Northern parcels both generally fall from the South-Western corner to the North-Eastern corner. Whereas the Eastern parcel falls from West to East

There is approximately a 16.5m level change across the site as illustrated on the adjacent plan.



SITE CONTEXT AND ANALYSIS

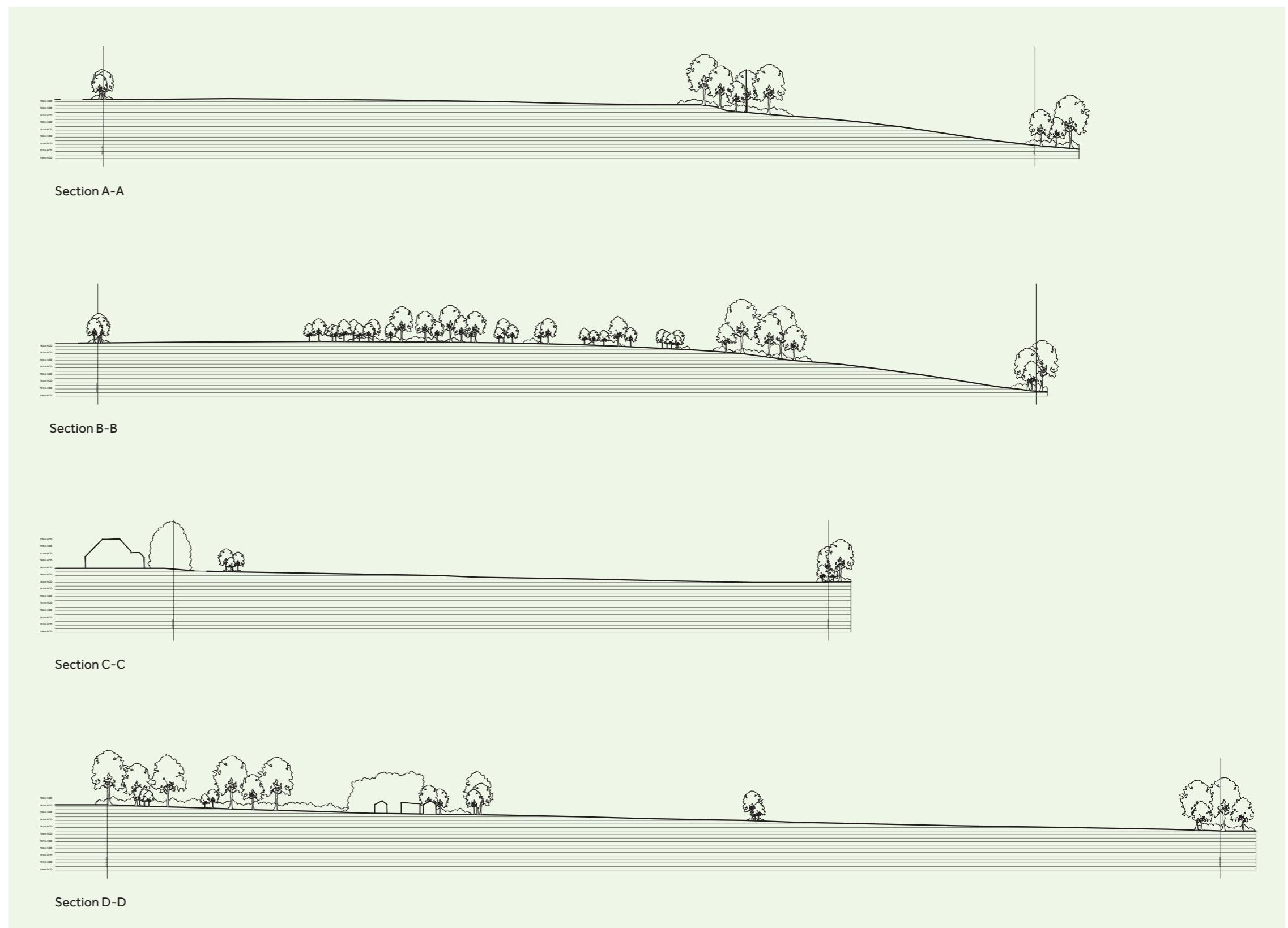
02

2.6

EXISTING SITE SECTION

Based upon the aforementioned topographical survey, a series of site sections have been prepared to illustrate and understand the site.

KEY PLAN



SITE CONTEXT AND ANALYSIS

02

2.7

HISTORIC MAPS & HERITAGE

As part of the analysis of the site, a review of the available historic maps has been undertaken. A selection of these is illustrated on this page (1888, 1937, 1965 & 1974).

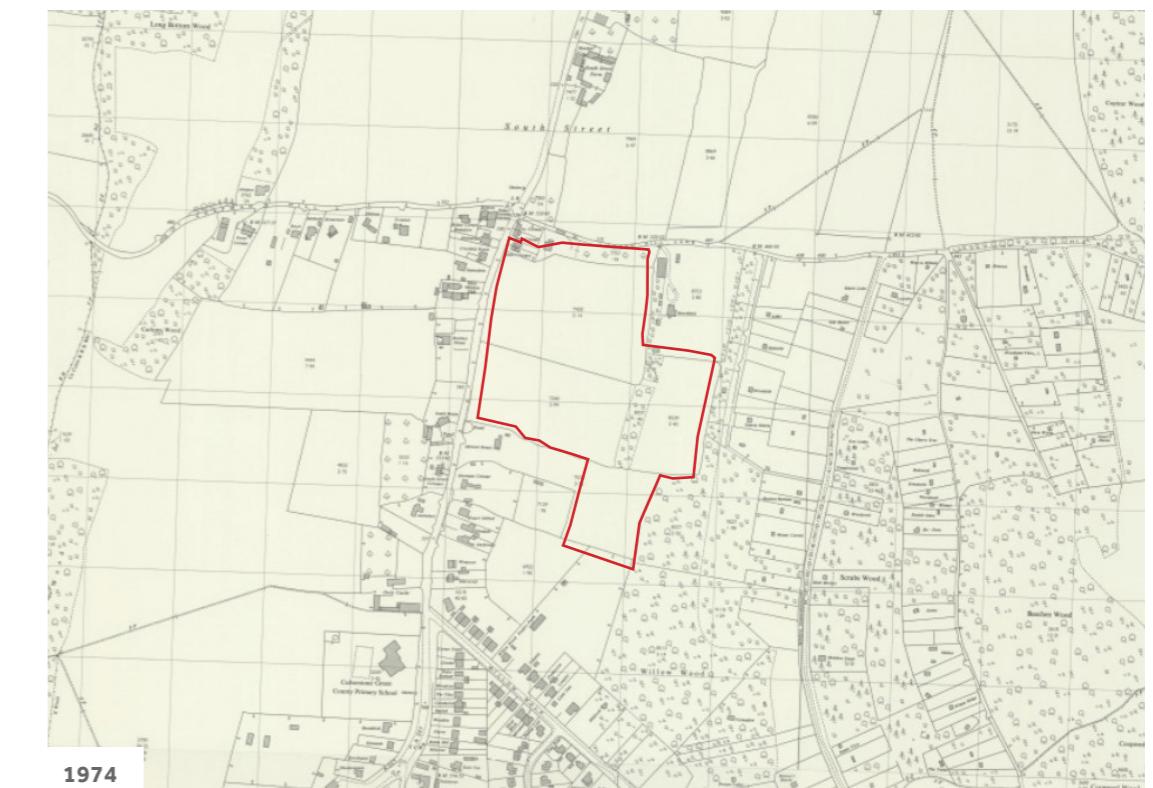
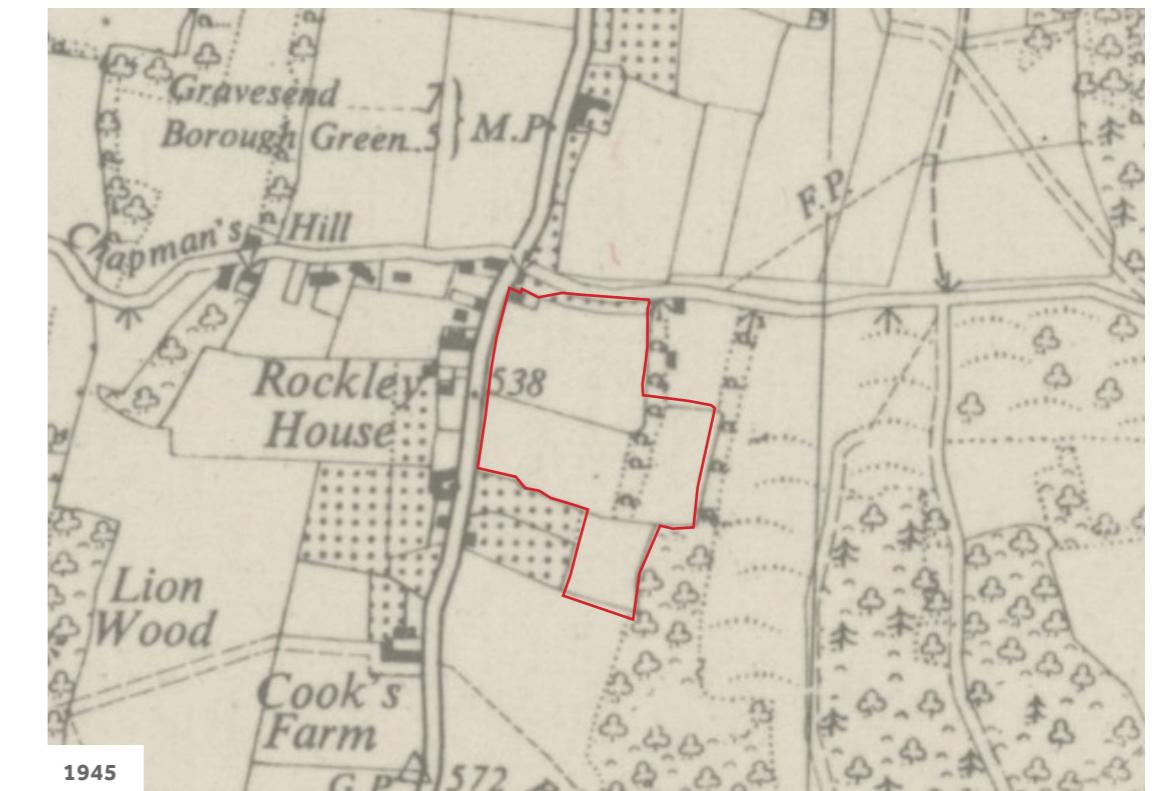
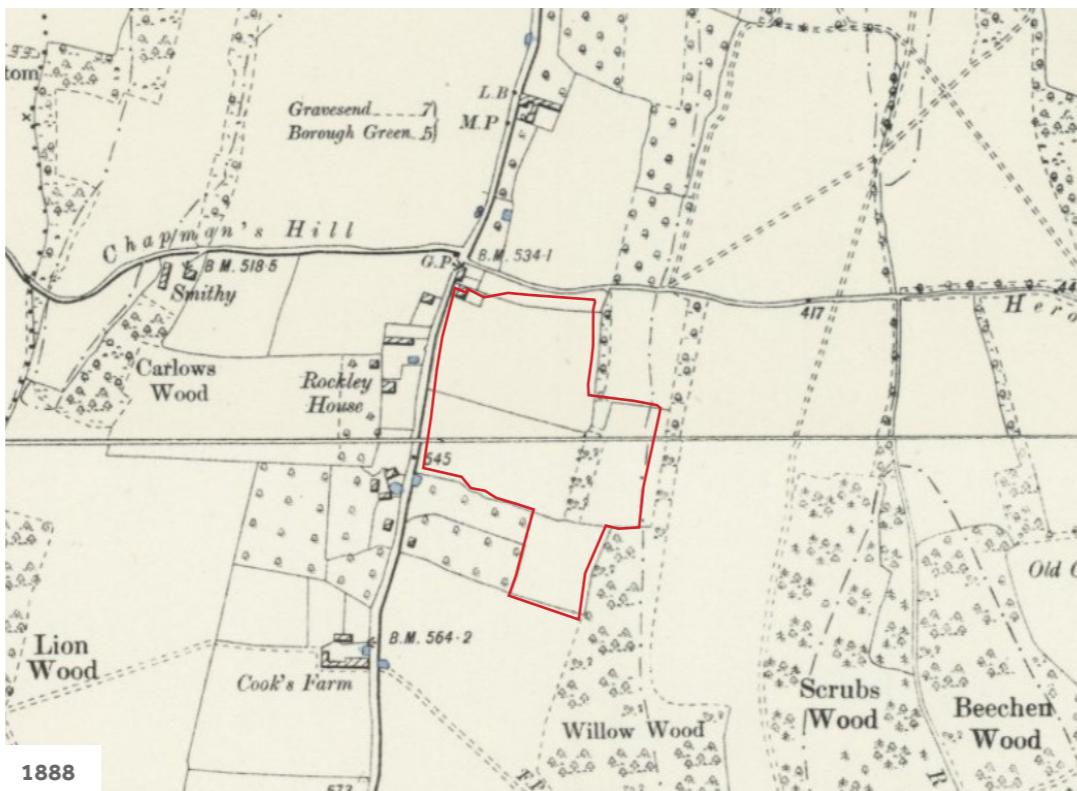
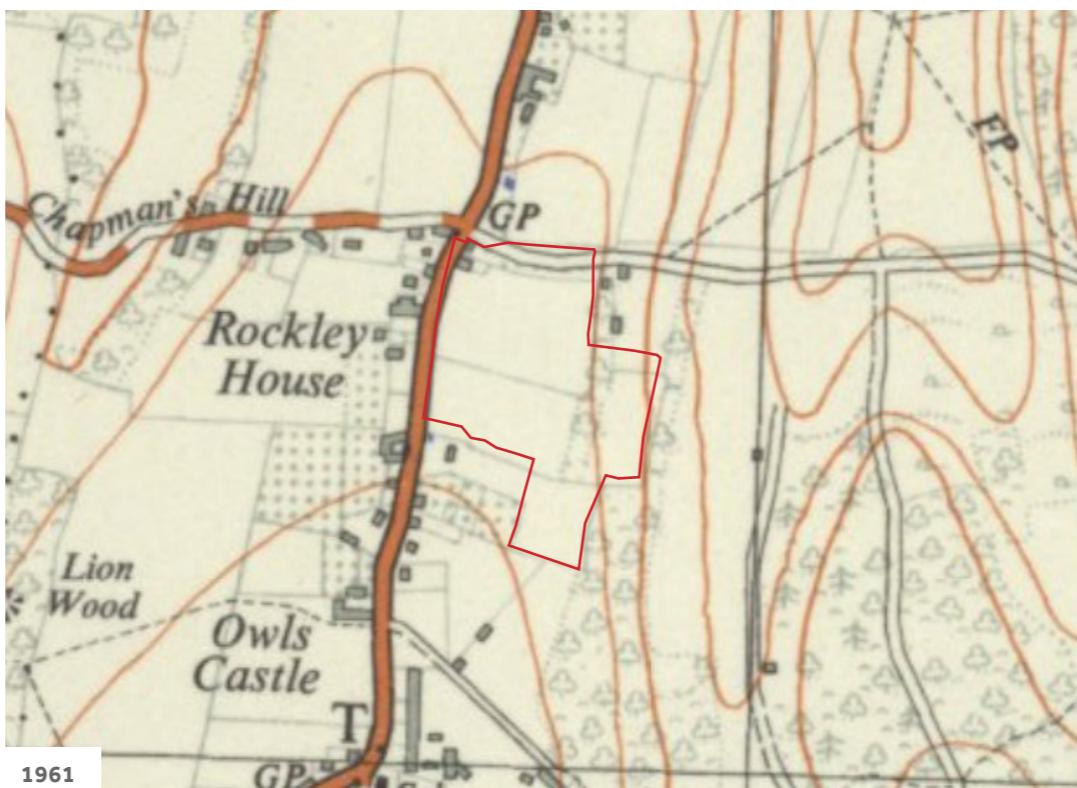
The earliest available detailed map of the site is from 1888.

South Street and Heron Hill both remain consistent across all of the maps. With some additional roads in the more recent maps, for example Willow Walk to the south of the site.

Similar to the road layout the field sub-division remains consistent throughout the various maps.

The predominant contrast between 1888 and 1974 is the urban expansion of Culverstone Green along South Street and towards the site.

There are no nearby Listed Buildings that will be impacted by the development (the nearest is Owls Castle (pictured below) and Owls Castle Barn (both Grade II) located approximately 200m to the south of the site.



SITE CONTEXT AND ANALYSIS

02

2.8

LOCAL CHARACTER

A study of local architectural character has been undertaken to ensure that proposals are suitable within their context and setting. This took the form of a tour of the local area, with particular attention paid to defining architectural styles and materials.

Some of the more architecturally distinct historical examples have a character defined by their particular era. Although, it is not always practical to implement some of the more distinctive elements of historical architectural styles given that they are often defined by the dominant construction methods and materials available at the time of their construction. By carefully considering the local architecture there are opportunities to propose designs influenced by the rich local architectural style.

It has always been the applicant's aspirations to deliver proposals befitting of the architectural character in Culverstone Green and its locality, as well as suitable in the context of contemporary living patterns and modern habitable standards. Accordingly the design, form and detail of the scheme has been principally informed by the architectural vernacular of the area.

Notable local architectural features include:

- Generally red and yellow brick can be found throughout Gravesham's historic towns and villages with distinctive detailing around windows and door frames.
- Clay tile hanging to upper stories.
- Black and dark natural weatherboarding is prevalent throughout the Rhododendron Avenue area, occasionally with waney edge finish (natural edge). White weatherboarding appears occasionally throughout Culverstone.
- Brick chimneys
- Tiled roofs in a variety of different colours and pitches, often with brick chimneys. Predominantly red and brown in colour with very occasional use of slate.
- Occasional use of local natural stone, finished with red brick edging.
- Variation of boundary treatments including brick / stone walls and hedges.
- A mixture of two storey with bungalows and chalet bungalows.



SITE CONTEXT AND ANALYSIS

02



SITE CONTEXT AND ANALYSIS

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2.9

CHARACTER - URBAN GRAIN

In addition to the study of local character, an urban grain study has also been undertaken. This was undertaken alongside the historic map regression and illustrates how Culverstone Green has evolved. The urban grain can be characterised by 3 different distinct zones each with their own distinct development pattern. These are summarised as follows:

Linear Development Pattern

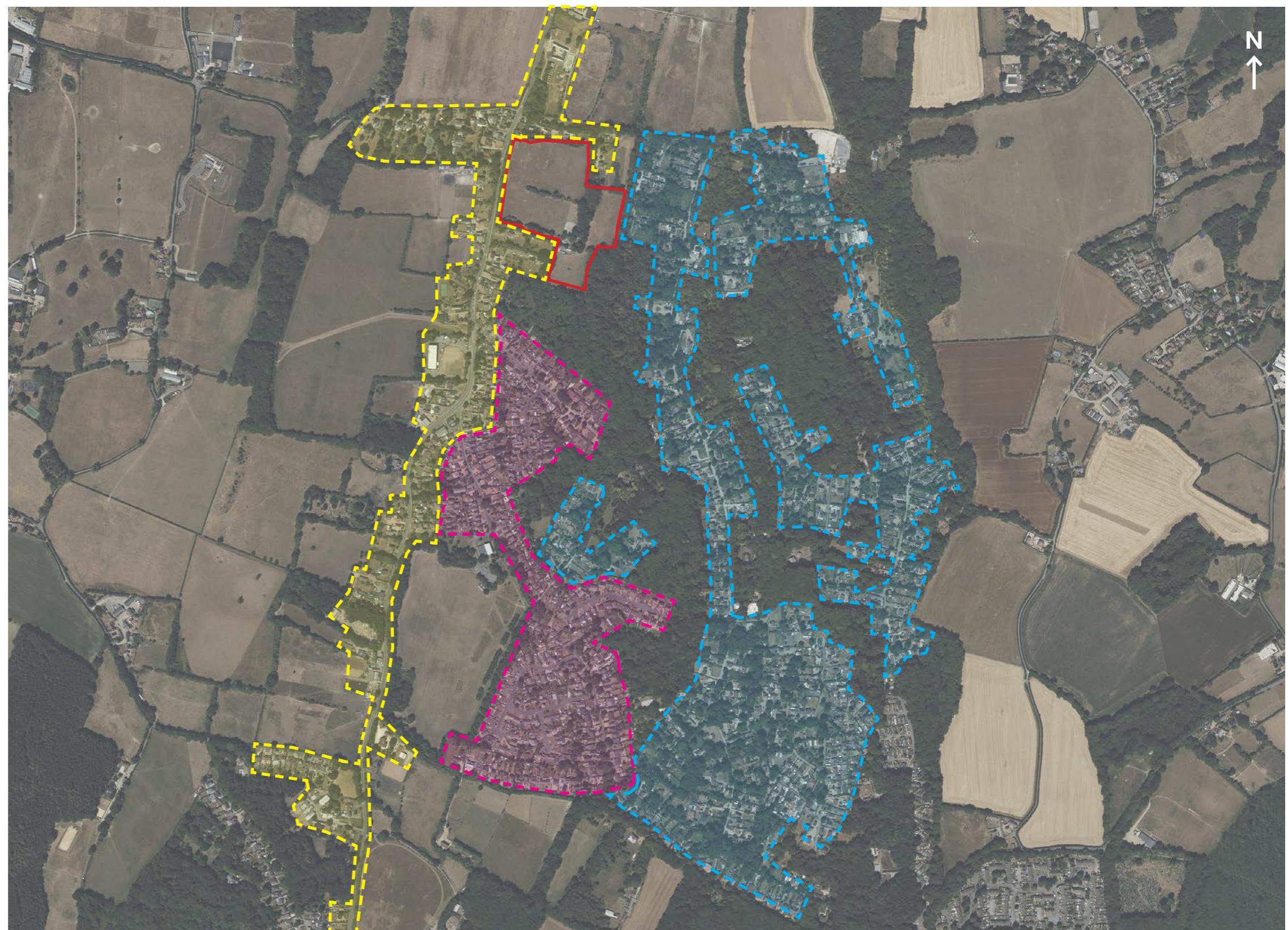
The historic north south route through the village, running along South Street, follows a distinct Ribbon development pattern. The dwellings are predominantly arranged in a linear fashion with a relatively consistent building line. Occasionally development is restricted to one side of the road, fronting small areas of undeveloped land. Dwellings are a mixture of detached and semi detached, mostly two storey with occasional bungalow and chalet bungalow. There are very occasional side streets acting as branches from the main ribbon development, Chapman's Hill and Hodsoll Street for example, where the ribbon development continues in a similar form.

Post War Suburban Pattern

Branching off from the ribbon development on South Street is an area of Post War Suburban development including Willow Walk and part of Whitepost Lane. The development is closer knit in nature, with dwellings typically arranged in cul-de-sacs with on plot parking. Dwellings are typically two storey with the occasional bungalow and chalet bungalow. The density of development is much higher than the other development patterns in the village.

Semi Sporadic Development Pattern

The majority of the development to the east of the village falls into this development pattern. These have been developed in clearings in the historic woodland and have continued to evolve and grow. The topography is more varied in these areas and the dwellings typically respond to the natural contours of the land. Typically the development follows an established road pattern, but plot depth and widths are irregular. This results in a varied building line and relationship with the street. Development density varies greatly but is the lowest density in the area. Typically dwellings are detached and on larger plots with building heights predominantly one and half storey or bungalows with the occasional two storey dwelling.



SITE CONTEXT AND ANALYSIS

02

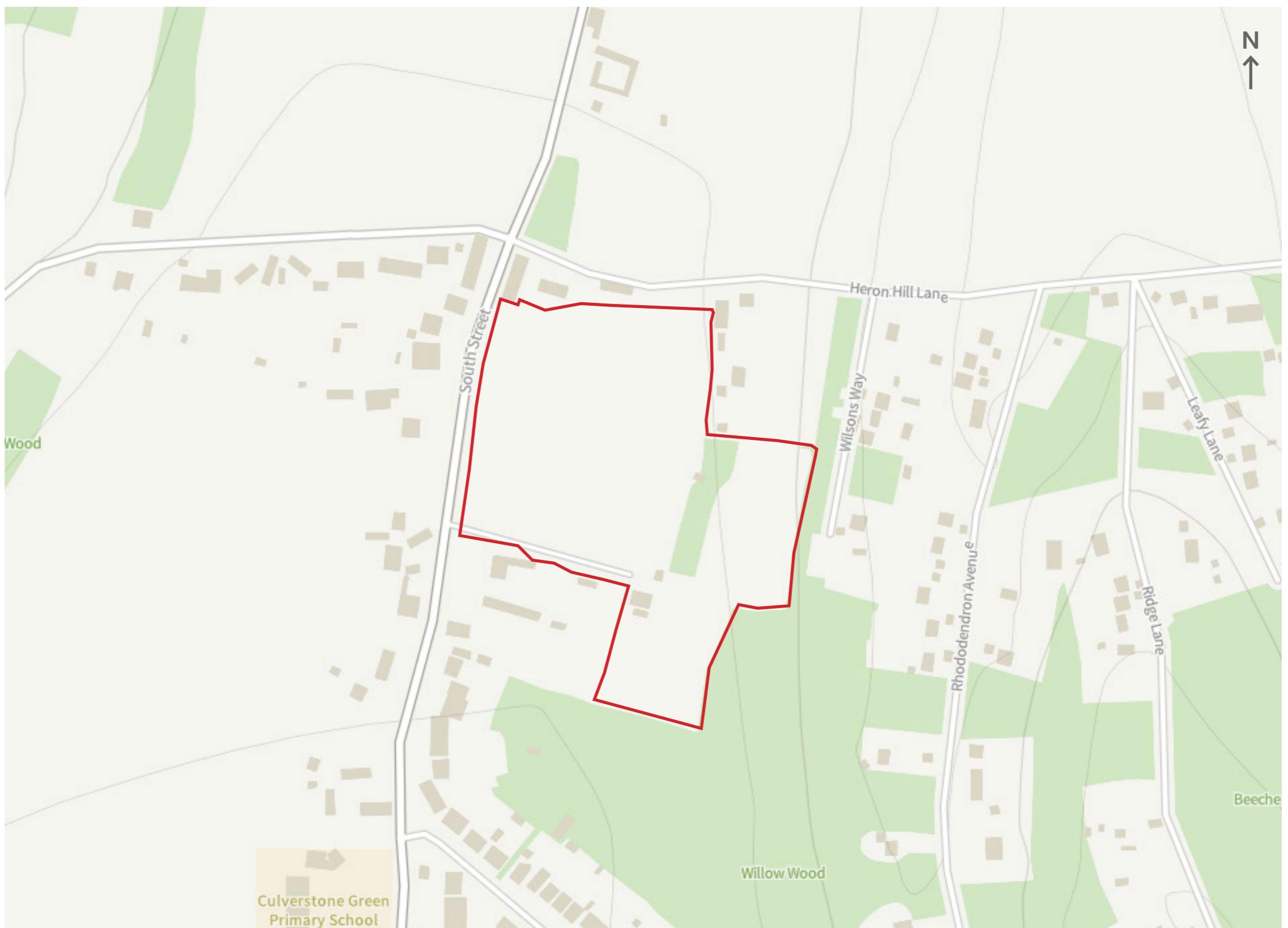
2.10

FLOOD RISK & DRAINAGE ASSESSMENT

The Environment Agency mapping indicates that the site is within Flood Zone 1 and has a low risk of fluvial flooding. All sources of flooding including surface water, groundwater and reservoir flood risk have been investigated and shown to be low risk.

FLOOD MAP KEY

- Site Boundary
- Flood Zone 2
- Flood Zone 3



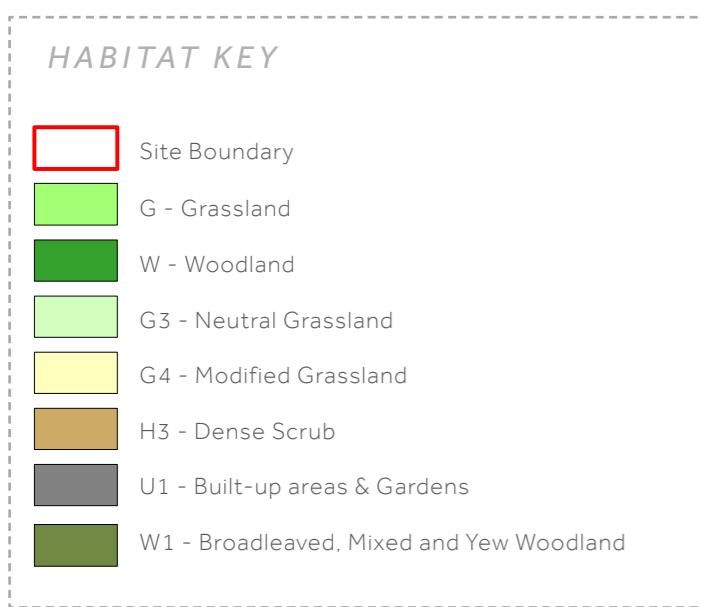
SITE CONTEXT AND ANALYSIS

02

2.11 ECOLOGICAL ASSESSMENT

An Outline Ecology Impact Assessment (OEIA) has been prepared by EPR and submitted to support the application. The report identifies the potential for protected habitats and species present in relation to the proposed development. The OEIA provides a baseline assessment of the current site conditions and recommendations for future survey work.

As a result of the findings of the OEIA, further surveys are currently being undertaken for Great Crested Newts, bats, reptiles, birds, Hazel Dormouse and Badgers. The survey results and an impact assessment will be provided during the course of the 2025 survey season.



SITE CONTEXT AND ANALYSIS

02

2.12

TREE SURVEY

Down to Earth Trees have assessed the trees on and adjacent to the site. Trees were assessed in accordance with the recommendations set out in BS 5837:2012 'Trees in relation to design, demolition and construction - Recommendations'.

A copy of the Tree location plan is shown adjacent and identifies the trees and vegetation that were surveyed.

The submitted tree report grades all trees according to their overall value as:

U – trees that are dead or unsuitable for retention for more than 10 years

A – trees of high quality and value, effective for more than 40 years

B – trees of moderate quality and value and/or those estimated to be suitably retained for more than 20 years

C – trees of lower quality and value and/or those estimated to be suitably retained for more than 10 years and trees with a stem diameter <150mm

The proposed scheme has evolved by following the principles set out in BS5837:2012 'Trees in relation to design, demolition and construction - Recommendations'. This involves using the findings of the tree survey to identify the above and below ground constraints posed to the development of this site, and where trees are removed an evaluation will be made on the impact on the local landscape.

The proposed layout has considered at all stages of design process the importance of incorporating as many of the existing trees as possible and by doing so has created a sustainable relationship between the built form and the tree stock, therefore allowing them to continue to grow and contribute to the character of the local landscape and bring the environmental and well-being benefits to the residents.

TREE SURVEY KEY

 Category A - Trees of high quality

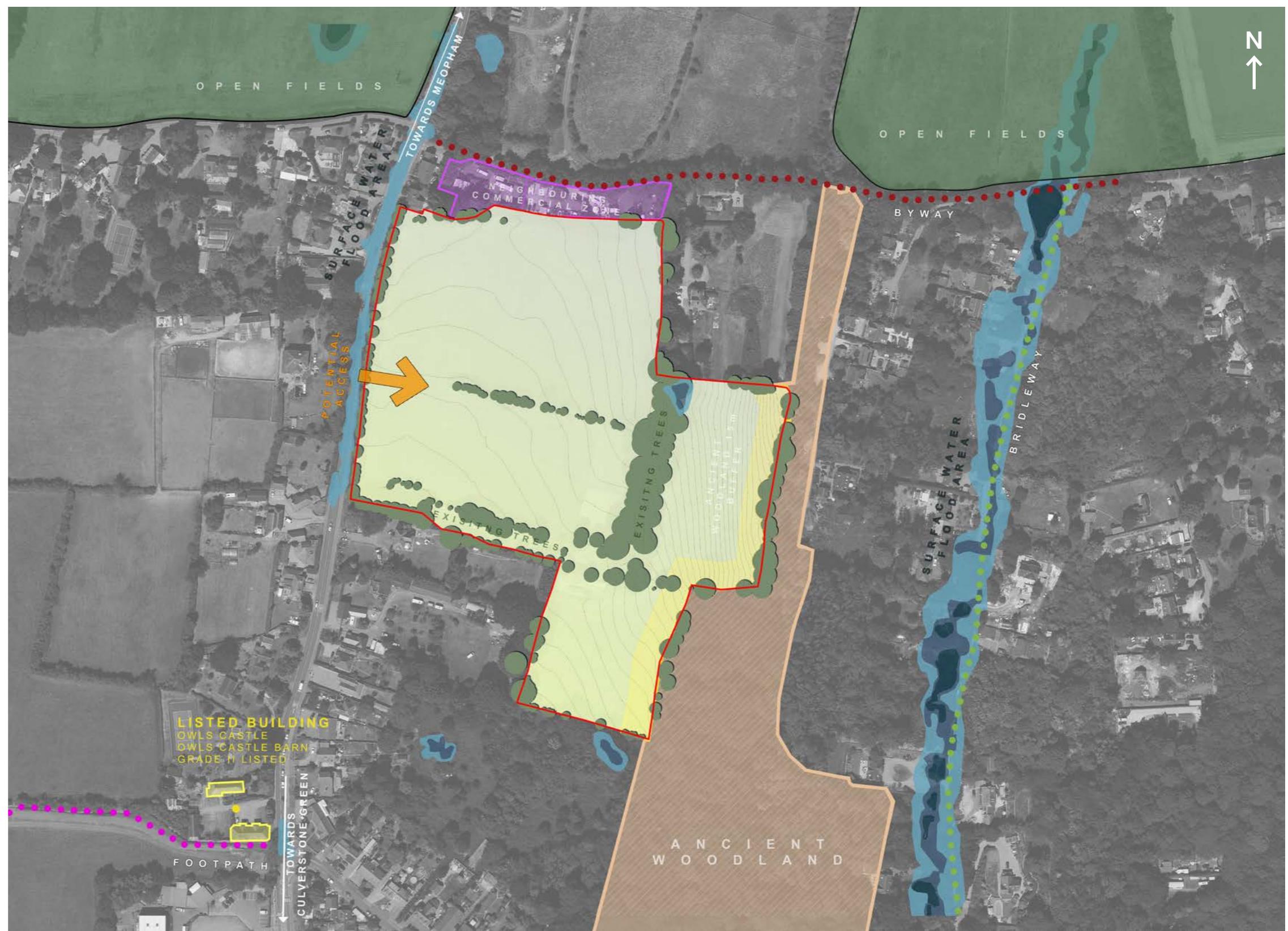
 Category B - Trees of moderate quality



3.1 OPPORTUNITIES & CONSTRAINTS

Following an analysis of the site context and history, a number of key opportunities and constraints have been established. These are illustrated on the adjacent diagram and summarised below:

- The site has a number of existing trees along most of the sites boundaries offering visual buffers.
- Access to the site is achievable from South Street.
- Surface water flood areas appear in small pockets across the eastern edge of the site.
- A byway to the north provides access to a commercial region which backs onto the site. There is no direct access to the byway from the site.
- An area of ancient woodland occupies the South-Eastern boundary to the site, stretching down further into Culverstone Green. A minimum 15m buffer zone should be provided to the ancient woodland.
- Owls Castle & Owls Castle Barn are grade II listed buildings to the South of the site along South Street.
- The natural topography of the site falls from the high point in the south west to the north east corner.
- There are a number of existing residential properties around the perimeter of the site.



3.2 PRE-APPLICATION ADVICE

In January 2025 a Pre-application meeting was held and subsequently in February 2025 a Pre-Application response letter was received from the local authority. The adjacent plan was presented at this meeting and the following feedback was received:

- Regarding Design, Character and Appearance, Officers commented "Overall, the layout creates a good sense of space with natural surveillance, with areas of soft landscaping. In terms of the properties and parking layout, they do not appear to be cramped within the setting and is not a parking dominated scheme."
- It was recommended that the proposals incorporate a small area of open space specifically designated and primarily laid out for very young children to play close to where they live, and a Locally Equipped Area for Play (LEAP) - an area of open space specifically designed and laid out with features including equipment for children who are beginning to play independently with a minimum number of six play experiences.
- It was noted that the Byway to the north of the application site would be unaffected by the application.
- No development should be proposed within 15m of the adjacent ancient woodland.
- The proposals should deliver at least 10% biodiversity net gain.
- Secure by Design guidance should be utilised to design out the potential for crime.
- The amenity of the neighbouring properties should be carefully considered.

These comments have been incorporated in the emerging proposals.



DESIGN PROCESS 03

3.3 PUBLIC CONSULTATION

A public exhibition was held on the 26th March 2025 (1pm – 7.30pm) at Vigo Rugby Club. Approximately 100 individuals attended the exhibition, representing circa 1% turnout of those who received an invite.

A copy of the consultation boards was also made available on the Esquire Consultation Website (<https://www.consult-esquire.com/>) with a comment box requesting feedback. A consultation feedback form was available to fill in on the day of the event with 5 questions.

A total of 55 responses were received to the consultation representing a 55% response rate of those that attended the exhibition. Of the responses received 20 were collected as paper feedback forms on the day of the exhibition, 31 were submitted through the consultation website, 1 via post and 2 via email.

The responses received have been reviewed and analysed and are summarised adjacent.

A copy of the exhibition boards can be found adjacent and on the following page.

Issue Raised	Esquire Response
<u>Principle of Development and Housing Mix</u> <ul style="list-style-type: none"> Object to the development of this site Need for housing which must be located somewhere No other suitable sites Brownfield sites within Gravesend should be built on first The proposals look considered and attractive Positive if technical matters are dealt with Positive to see a mix of housing sizes The house will not be affordable for local people 	<p>The proposals include a range of 1-4 bed properties including 50% affordable housing. The mix of dwellings has been market led with the accommodation providing unit types to meet local needs. There are homes that are attractive as starter homes, for downsizers and for larger families.</p>
<u>Highways</u> <ul style="list-style-type: none"> Highways concerns Lack of public transport Concerns re traffic on the A227/Wrotham Road and additional traffic movements proposed. A227/Wrotham road is dangerous Impact of additional cars on air quality Lack of parking proposed Access is not safe 	<p>A Transport Statement has been provided with this application that confirms the forecasted trip rates and sets out that the proposed development will have a negligible impact on the surrounding highway network.</p> <p>A Road Safety Audit of the proposed access design has been undertaken and all matters raised have been addressed. As such the proposed access is safe and suitable.</p>
<u>Lack of Infrastructure</u> <ul style="list-style-type: none"> Insufficient parking at the local shop No capacity at local school No capacity at GPs Public services already stretched 	<p>A S106 Agreement will be entered into to mitigate the impact of the development on local infrastructure</p> <p>The parking arrangements at Costcutter have been reviewed by DHA Transport to understand whether there are any options for increasing the number of parking spaces. However, it was determined that there are no viable options without the need for significant highways works including narrowing of the A227 and removal of the right-turn lane. This would be highly undesirable given the level of traffic on the road.</p> <p>However there are existing areas of unrestricted parking with a short walk of the store which can be utilised when the Costcutter car park is at capacity.</p>
<u>Green Belt</u> <ul style="list-style-type: none"> Green Belt must be protected. Site is not considered to be Grey Belt Proposal contradicts the principles of the Green Belt Provides a buffer between the villages of Culverstone and Meopham. Green Belt plays a crucial role in tackling climate change and flooding 	<p>The Planning Statement submitted as part of this application provides a full assessment of the Site against national Green Belt policy and confirms that the Site is Grey Belt land.</p> <p>The proposed development complies with Paragraph 155 of the NPPF and is therefore not considered inappropriate development in the Green Belt.</p>
<u>Biodiversity</u> <ul style="list-style-type: none"> Impact on wildlife The ecology proposals are well planned 	<p>A full suite of Ecology surveys has been submitted in support of the application.</p> <p>The proposals have sought to minimise impacts on biodiversity and subject to the implementation of appropriate avoidance, mitigation and compensation measures, it is considered unlikely that the proposals will result in any significant harm.</p>

Introduction



Welcome to our exhibition for the emerging development proposals for land located at Blackthorn Farm, Culverstone.

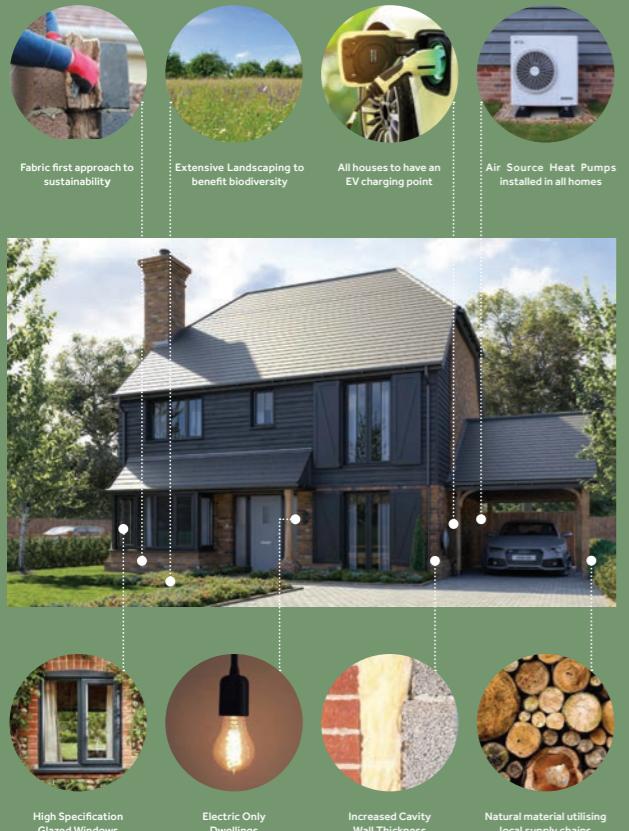
This exhibition is an opportunity for us to present and explain our vision, which currently consists of an Outline application for up to 100 dwellings of which half will be affordable housing.

We have a number of representatives from Esquire Developments and our consultant team to discuss any issues or concerns you may have and to address your individual questions. We are keen to hear your feedback to help shape our proposals as we move forward. Comments can be submitted to us today via a paper form or sent to us by post or email: culverstone@esquiredvelopments.com by Friday 11th April 2025.

The material on display today is also available to download on our website, where comments can also be submitted online: www.consult-esquire.com



Our Approach to Climate Change



We take a proactive approach to address the Climate Change emergency. We recognise that as a small housebuilder, we have an impact on the environment and we wish to minimise this as best we can. In this regard, we have committed to deliver 'electric only' developments, meaning we no longer provide homes with traditional gas boilers. Instead, we are presently installing air source heat pumps and alongside a 'fabric first approach' we are achieving approximately a 50% carbon reduction in our homes over and above current building regulations.

The fabric first approach means that the improved efficiency of our dwellings is inherent within the build. This means that not only is it more efficient, but also that they are not features that can be easily (if at all) removed by future homeowners, resulting in the efficiency of the building being maintained for its lifetime. By way of example, we build our homes with greater cavity wall thickness allowing for increased thermal protection, higher specification glazed windows and greater base floor depths.

Coupled with the air source heat pumps and that all our homes come with rapid charge electric vehicle chargers, we feel that we are playing our part in trying to minimise the impacts of our developments on the environment and help accelerate the culture change in regard to greener living, reducing the amount of fossil fuels used by the home and vehicle.



Emerging Illustrative Layout



An Outline application is being prepared for up to 100 dwellings. This means that only the principle of development and the access are to be considered at this stage. The exact location, siting and design of the homes would be subject to a subsequent Reserved Matters application. However, as part of the consideration of the proposals, an illustrative layout has been prepared to demonstrate how that scheme could look and feel with up to 100 dwellings. Key features of the illustrative plan are as follows:

- 01 CENTRAL GREEN SPACE**
Central green space at the heart of the proposals incorporating area of play.
- 02 OPEN SPACE & PLAY**
Dedicated area open space incorporating children's play area and walking routes.
- 03 LANDSCAPE BUFFER**
Ancient woodland buffer safeguarded for biodiversity improvements.
- 04 EXISTING TREES**
Existing trees incorporated within the proposals.
- 05 PEDESTRIAN LINKS**
Links through to the open space from the proposed housing.
- 06 STREET TREES**
Space for street trees within the new streets.
- 07 SITE ACCESS**
Vehicle & pedestrian access onto South Street.
- 08 SURFACE WATER DRAINAGE POND**
Attenuation pond included within the open space as landscaped feature.
- 09 ON PLOT PARKING**
Majority of parking provided on plot with occasional landscaped parking court.
- 10 WALKING ROUTES**
Circular walking routes within the open space.



Technical Considerations



As we prepare our scheme, we are considering a number of technical matters and understanding base line conditions and what the impact of the development might be.

Highways

We have assessed the suitability of the access location and impact of additional traffic on the road network, to ensure the access is safe, with sufficient visibility splays and that the impact of traffic is not severe.

Vehicle & Pedestrian Access - Access will be achieved via the southwest corner of the site off A227 South Street. The speed limit (30mph) and use of the road dictates the length of visibility splay required, which is 43m in both directions - this is easily achieved along the site frontage. The design will be subject to an independent Road Safety Audit in due course.

Culverstone Green has many everyday services and facilities within a short distance of the site. Pedestrian access will be provided onto A227 South Street, tying into the existing 2.0m footways, providing a good connection into the centre of Culverstone Green.

Bus Stops - Bus stops are located 200m to the north on A227 South Street, providing services between Sevenoaks and Gravesend. Enhancements including improving the "Ridley Turning" bus stops and improving the footway links to these stops are being investigated in ongoing correspondence with the Local Highway Authority.

Parking - The site layout and car parking will be provided in accordance with Kent County Council standards, with Electric Vehicle charging available for every dwelling.

Vehicle Movements - The proposed development has been assessed in terms of vehicle trip generation utilising the nationally-recognised TRICS trip rate database, which generates the expected number of trips for a development based on comparable existing sites. This assessment concludes that the site will generate 42 vehicle movements in the weekday morning peak hour and 44 in the weekday evening peak hour.

The A227 is a main road linking the A2/M20, serving the villages located along its length as well as Gravesend and further afield. Accordingly, whilst busy, the road has sufficient capacity to accommodate this small increase in traffic (less than one movement every 80 seconds).

A wider traffic distribution exercise has also been undertaken, assessing the impact on other key junctions, and this shows that the site would also have a negligible impact on the wider network, including the Strategic Road Network.

The proposals are subject to ongoing engagement with Kent County Council and National Highways.

Heritage

There are no nearby Listed Buildings that will be impacted by the development (the nearest is Owls Castle and Owls Castle Barn (both Grade II) located approximately 200m to the south. Any archaeology potential will be assessed as the planning application (desktop study) with site investigation trial pits taking place only after a planning permission is granted but before commencement of development.



The Way Forward



We hope this exhibition has been useful to help explain the emerging proposals and to discuss any matters that you have. We would like to understand if our proposals could be further enhanced and welcome you to write to us either by completing a form here today or visit our website where you can submit comments online, or send directly to us at:

Email: culverstone@esquiredesigns.com
Website: www.consult-esquire.com

We are likely to be submitting the application in the next few months where the Council will consider the submitted material and obtain views from statutory consultees on the suitability of the proposals. It is unknown when the application may be determined. If however it is determined towards the end of the summer and approved, then a Reserved Matters application would be drawn up towards the end of the year. This is a further application and likely to be determined in Spring 2026. A start on site may occur in Summer 2026 and may take approximately 2.5-3yrs to complete.

Thank you for taking the time to come and see us.



THE PROPOSALS 04

4.1

PARAMETER PLAN

Taking account of the various constraints and opportunities detailed previously, the first part of the overall detailed design process was to incorporate all the relevant information into a Parameter Plan.

This parameter plan has been created to guide future development of the site. The concept plan and illustrative masterplan subsequently presented in this document, follow the principles set out by the Parameter Plan.

PARAMETER PLAN KEY

-  Development Land
Inc houses, roads, emergency access, landscaping, open space etc
-  Proposed Access
-  Landscape Buffer
-  Ancient Woodland Buffer
(Minimum 15m offset)
-  Public Open Space



DESIGN PROCESS 03

4.2

CONCEPT PLAN

This concept plan sets out the vision, concept and structure of the proposals prior to preparation of the illustrative masterplan. It illustrates how the parameter plan can be developed into a comprehensive development proposals.

The illustrative site plan develops the ideas of the concept plan and illustrates how the proposals could be come forward as part of a reserved matters application.

CONCEPT PLAN KEY

-  Development Land
-  Public Open Space and SUDS
-  Landscape Buffer
-  Ancient Woodland Buffer
-  Main Access
-  Proposed Pedestrian Routes
-  Proposed Movement
-  Building Frontages



4.3

ILLUSTRATIVE SITE PLAN

The Illustrative site layout plan develops the concept plan into a illustrative proposal for the site. It has evolved through a series of iterations in response to the feedback from the pre-application process and the ongoing analysis of constraints and opportunities.

The current illustrative proposal incorporates the following features:

1. Central green space at the heart of the proposals incorporating area of play.
2. Open Space & Play - Dedicated area open space incorporating children's play area and walking routes.
3. Minimum 15m Landscape buffer - Ancient woodland buffer safeguarded for biodiversity improvements.
4. Existing trees incorporated within the proposals.
5. Pedestrian Links - links through to the open space from the proposed housing.
6. Space for street trees within the new streets.
7. New vehicle & pedestrian access onto South Street.
8. Emergency access point onto South Street.
9. Surface water drainage pond - attenuation pond included within the open space as landscaped feature.
10. Majority of parking provided on plot with occasional landscaped parking court.
11. Circular walking routes within the open space.

It is envisaged that any future reserved matters applications can build upon the principles of the illustrative site plan.



4.4 ILLUSTRATIVE STREET SCENES

A number of illustrative street scenes have been prepared to demonstrate how the proposals could respond to the local character and design guidance.

These are annotated to illustrate how they could be developed as part of the future reserved matters application.



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4.5

ILLUSTRATIVE PALETTE

"Material variation is a direct expression of the character of a place and new developments should select materials that are sympathetic or complementary to the existing ones." Gravesend Design Code.

The illustrative proposals utilise a palette of materials that is informed by the analysis of the local area. It is intended that this palette helps inform any future reserved matters applications.



Red Roof tiles



Red / Brown Roof Tiles



Red Brick



Clay roof tiles



White Weatherboarding



Natural boarding



Vertical Hanging Tile



Black Weatherboarding



Grey Window Joinery



White window joinery



Vertical Hanging Tile including Ornamental Tiles

4.6 DESIGN PRINCIPLES

The illustrative site plan and street elevations illustrate that proposals have been carefully considered against the guidance set out within the Gravesham Design Guide Code.

It is intended that future reserved matters applications build upon the illustrative material. This section of the Design & Access Statement shows a number of built Esquire schemes that illustrate the design principles that future reserved matter applications can build upon. The relevant chapter of the Gravesham Design Code are shown in brackets and highlighted green.

Esquire at Woodlands, Cliffe Woods

1. Dwellings arranged to terminate key views and respond to corners ([5.14 Frontages](#)). Blank gable ends have been avoided on corners and onto areas of public realm ([5.16 Corners](#)).
2. A consistent building line with garages and parking set back whilst achieving the necessary parking standard ([5.13 Building Lines & 6.3 Parking](#)). The development pattern also illustrates a consistent scale which is in keeping with the surrounding area ([5.9 Pattern](#)).



Esquire at Riverbourne, Chattenden

3. Dwellings arranged with a consistent rhythm and pattern, whilst utilising an appropriate vernacular material palette ([5.9 Pattern & 5.17 Materials](#)).



Esquire at Featherbed Farm, Iwade

4. A close knit development achieving an appropriate density for its rural setting whilst respecting local development patterns and housing typologies ([5.12 Density](#)). Dwellings incorporate local vernacular details ([5.17 Materials](#)).

4.6 DESIGN PRINCIPLES CONTINUED

This section of the document illustrates further examples of the design principles that future reserved matter applications can build upon.

Esquire at Millers Field, Loose

1. Sympathetic sustainable material palette that responds to the prevailing character ([5.17 Materials](#)).
2. Dwellings arranged around central functional open space ([6.7 Open Space](#)). Space is provided within the development for street trees ([6.11 Trees](#)).

Esquire at Hill Farm, Bobbing

3. Strong local identity utilising a palette of vernacular materials ([4.2 Local Identity](#) & [5.17 Materials](#)).
4. Development proposals respond to the prevalent roof scape character and respond to the existing topography ([5.15 Roofscape](#)).
5. Streets are free of unnecessary clutter by positioning cycle and refuse storage behind boundary treatments and away from public realm ([6.4 Refuse](#) & [6.5 Cycles](#)).



4.6 DESIGN PRINCIPLES CONTINUED

This section of the document illustrates further examples of the design principles that future reserved matter applications can build upon.

Esquire at Appleyard Quarter. Hoo

1. Ground level windows on corner turning dwellings provide supervision and avoid unsightly blank elevations. Elevational treatments and details also turn the corner to provide continuity and interest to street corners ([5.14 Frontages & 5.16 Key Corners](#)).
2. A variety of roof finishes and roofscape provides interest whilst respecting local character ([5.17 Materials](#)).
3. Level thresholds and accessibility incorporated in the design of the dwellings ([5.14 Level Thresholds](#)).
4. Generous front gardens and areas of public realm ([5.20 Gardens](#)).

Esquire at The Hollies. High Halstow

5. Areas of landscaping and public realm incorporated within the development. ([6.7 Public Open Space](#)).



4.7 ILLUSTRATIVE LANDSCAPE PLAN

The Illustrative Landscape Masterplan sets out a cohesive green infrastructure framework that underpins the vision for a well-integrated, landscape-led development at Blackthorn Farm. It complements the site layout and responds to the existing context, establishing a clear landscape structure that supports placemaking, contributes to biodiversity, and promotes long-term environmental resilience.

The strategy aligns with the design principles set out in the Gravesham Design Code and incorporates open space, landscape buffers and structured street planting to deliver multifunctional benefits across the site.

Key elements of the landscape strategy include:

- Eastern open space and woodland buffer. The eastern parcel is retained as accessible open space, incorporating a 15-metre offset from the adjacent ancient woodland. This green edge provides visual and ecological separation, creating a soft and natural transition to the surrounding landscape.
- SuDS attenuation basin. A drainage basin is integrated into the eastern open space, designed to manage surface water while contributing to local character. Native grassland and wet-tolerant planting will reinforce its informal, naturalistic appearance.
- Pedestrian links and circular route. A connected network of footpaths and pavements links residential areas with the central spine road and the eastern open space. A circular walking route within the open space promotes informal recreation and supports active travel.
- Native and seasonal planting. The planting palette includes native trees, hedgerows and wildflower-rich grassland, selected for their biodiversity value, seasonal interest and long-term resilience.
- Boundary reinforcement. Existing vegetation along the site's perimeter is retained where practicable and supplemented with new planting. This reinforces the site boundaries, enhances visual containment, and integrates the development with neighbouring residential and wooded areas.
- Private frontages and interface treatments. Landscape design continues into the residential parcels through defined front gardens and incidental green spaces. Hedgerows, ornamental planting and small trees will contribute to an attractive and varied streetscape, supporting placemaking at a local scale.
- Residential greening and tree hierarchy. A coherent hierarchy of street trees is proposed across the internal road network to support character and enclosure. Species selection will reflect site conditions and climate resilience, contributing to a green and legible setting throughout the development.

The landscape proposals provide a strong foundation for future detailed design, helping to shape a distinctive and welcoming environment that will mature over time.



4.8

ACCESS DESIGN

The primary vehicular access to the site will be achieved via a new priority junction off the A227 South Street, with a 6.0m carriageway width, reducing to 5.5m internally. The existing site access at the south-western corner of the site will be stopped up.

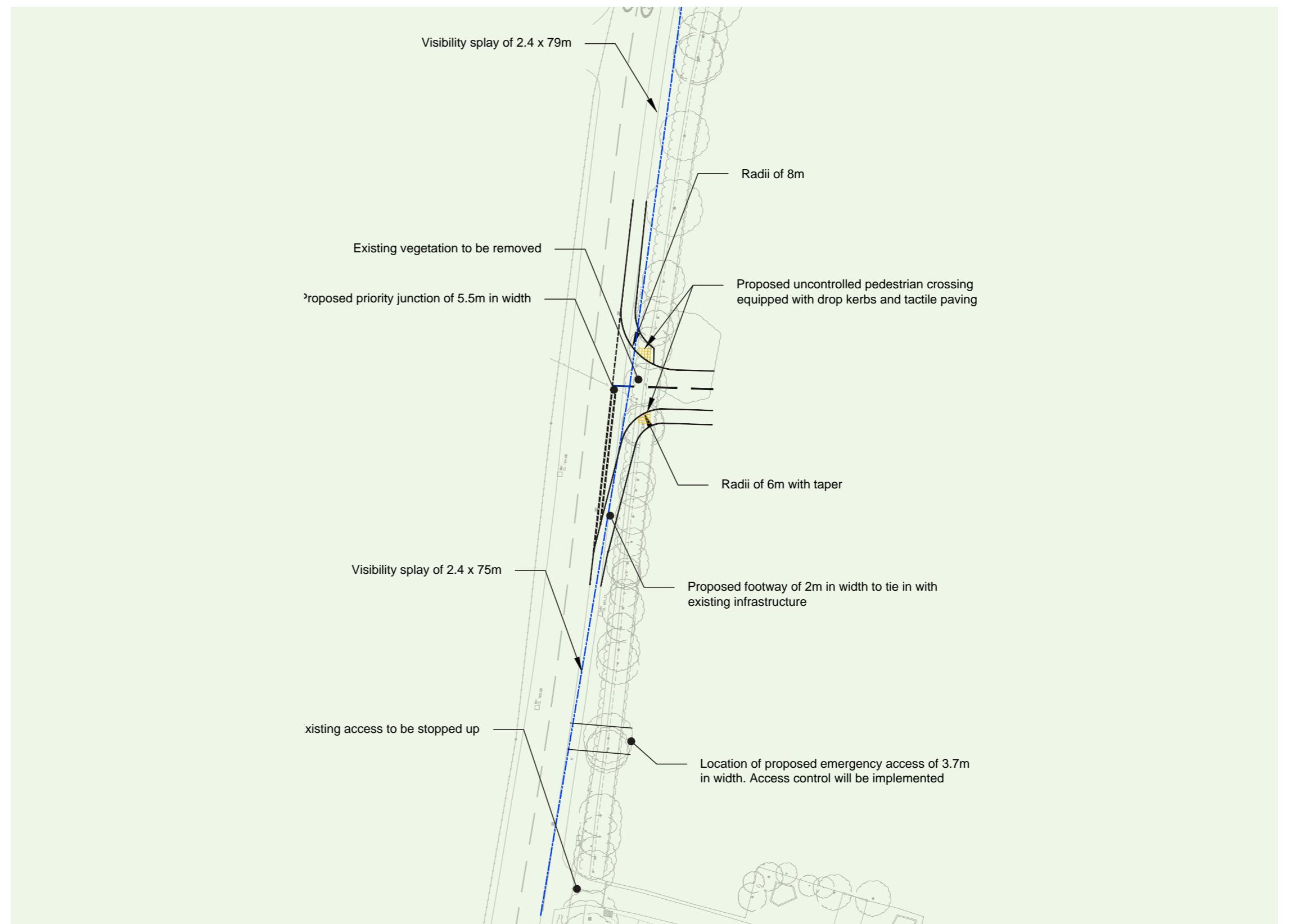
Primary pedestrian access to the site will be achievable via the vehicular access. 2.0m wide footways will be installed on both sides of the access, tying into the existing provision on the A227 South Street. An uncontrolled pedestrian crossing with a dropped kerb and tactile paving will be provided at the site access junction to enable pedestrians to cross.

An emergency access will also be provided off A227 South Street. The emergency access will measure 3.7m in width, be installed with a collapsible bollard, and be utilised as a pedestrian / cycle access.

Nearby PRoWs provide future residents with good connections to the east and south of the site, and can be accessed conveniently via the existing pedestrian infrastructure within Culverstone Green.

A number of off site enhancements are proposed as part of the access proposals including the following:

- To ensure continuous pedestrian access to the nearby bus stops, enhancements are proposed. Crossing points of Heron Hill Lane and the A227 South Street are not equipped with tactile paving and therefore these crossing points will be provided with tactile paving as part of the proposed off site highways improvements.
- The A227 South Street is subject to a 30mph speed restriction within the vicinity of the site, with red surfacing provided at regular intervals and a speed camera. The red surfacing is fading in places, and is proposed to be resurfaced as part of the development proposals.



TECHNICAL MATTERS 05

5.1 ILLUSTRATIVE MOVEMENT PLAN

The illustrative proposals incorporate a clear permeable movement strategy for all users. The main access to the site is located on the site frontage with South Street with a secondary emergency access located to the south.

The plan establishes different levels of movements and attempts to prioritise more sustainable forms of active travel including cycling and walking. Road widths and hierarchy is in accordance with Manual for Streets.

The proposals incorporate a number of informal circular walking routes that are intended to link the main areas of public open space whilst providing opportunity for social interactions with pause points, seating and pocket amenity spaces.



MOVEMENT PLAN KEY

- Primary Movement Routes
- Secondary Movement Routes
- Tertiary Movement Routes
- Pedestrian Routes / Walking Routes

5.2

SCALE & MASSING

The illustrative proposals show an appropriate form of scale and massing for the surrounding area. This has been informed by the site context and local analysis section of this document.

It is envisaged that all dwellings will be up to 2 storey and in keeping with the context.

The illustrative proposals show a density of approximately 34 Dwellings per Hectare which is in keeping with local guidance for development in a rural setting - this equates to a gross density of 18.5 Dwellings per Hectare.

BUILDING HEIGHTS PLAN KEY



2 Stories



TECHNICAL MATTERS 05

5.3 ILLUSTRATIVE HOUSING MIX

The illustrative site proposes 100No residential dwellings provided across 1 - 4 bedroom houses. The proposed mix of dwellings has been market led with the accommodation providing unit types to meet local needs, with houses that will be attractive to downsizes and for larger families.

A minimum of 50% of the dwellings are intended to be affordable housing with the remainder being private market housing.

The footprints on the illustrated proposals all meet the national space standards.



TECHNICAL MATTERS 05

5.4 ILLUSTRATIVE PARKING STRATEGY

The illustrative site plan demonstrates that parking can be provided to meet or exceed the local parking standards and guidance on sizing.

The local Parking standards require the following (Kent and Medway Structure Plan 2006 - Kent Vehicle Parking Standards July 2006):

- 1 Bedroom 1 Space per Dwelling
- 2 & 3 Bedrooms 2 Spaces per Dwelling
- 4+ Bedrooms 3 Spaces per Dwelling

Residential cycle parking has been incorporated within each plot boundary in accordance with the local authority's standards.

It is intended that all dwellings will be provided with charging points for electric vehicles.

In addition to residents parking, the illustrative proposals incorporate a number of visitors parking spaces evenly distributed throughout the development.

PARKING STRATEGY KEY

	Surface Parking -	194 No
	Visitors Parking -	22 No
	Space for secure cycle storage (indicative location)	
Total	-	216 No



TECHNICAL MATTERS 05

5.5 ILLUSTRATIVE FIRE STRATEGY

The illustrative road layout has been carefully designed to allow for fire engine access and turning as shown on the diagram. All dwellings have been designed to ensure that the furthest point within the plan is no more than 45m from the nearest accessible location for a fire tender.

Dwellings will be designed to incorporate adequate fire-resistant materials and finishes throughout, including appropriate insulation, cavity stops and fire-resistant doors.

Although it is not possible to discuss the specifics of any fire detection / alarm systems prior to the detailed technical design of the scheme, all new dwellings in the proposal will be compliant with Part B1 2013.



TECHNICAL MATTERS 05

5.6 ILLUSTRATIVE REFUSE STRATEGY

In the interests of visual amenity and to ensure a satisfactory provision for refuse and recycling, the illustrative proposals incorporate a comprehensive strategy for the storage and collection of refuse and recycling.

All refuse storage and collection points will be designed in accordance with local authority best-practice recommendations. It is intended that all dwellings are provided with an area of hardstanding within their garden for the storage of refuse and recycling. All dwellings should also be provided with a side gate to access the street on collection day. Where communal bin storage areas are provided for apartments and maisonettes, these should be provided in a similar manner to dwelling houses. All bin storage areas should be located away from the public realm and within private gardens. Where possible communal bin collection points should be designed out.

The refuse strategy illustrates that householders do not exceed the 30m carry distance and that refuse attendants do not exceed the 25m carry distance for each household.

It is proposed that refuse and recycling collection vehicles will be able to turn within the site. This will mean that the collection vehicle will be able to leave the site in a forward gear.



TECHNICAL MATTERS 05

5.7 ILLUSTRATIVE AMENITY SPACE

The illustrative proposals have been carefully considered to ensure all dwellings are provided with private amenity space in the form of an enclosed private garden.

Typically gardens are 10m deep and wherever possible have been orientated to benefit from solar orientation

Where maisonettes are proposed, a private communal garden has been incorporated.

Gardens should be accessible directly from the street and have a secure garden gate. Boundary treatments to all rear gardens should be a minimum of 1.8m tall.

Space is provided in all gardens for cycle and refuse storage.

The following minimum standards have been adhered to in the illustrative layout:

- 1 & 2 Bedroom Dwellings**
 $37.2m^2$ / minimum 7.6m garden depth
- 3 Bedroom Dwellings**
 $60m^2$ / minimum 10m garden depth
- 4+ Bedroom Dwellings**
 $100m^2$ / minimum 10m garden depth

In addition to private amenity space, the illustrative proposals incorporate a generous area of public open space.

AMENITY SPACE KEY

■	1 - 2 Bed Garden
■	3 Bed Garden
■	4 Bed Garden
■	Public Open Space



TECHNICAL MATTERS 05

5.8

DRAINAGE STRATEGY

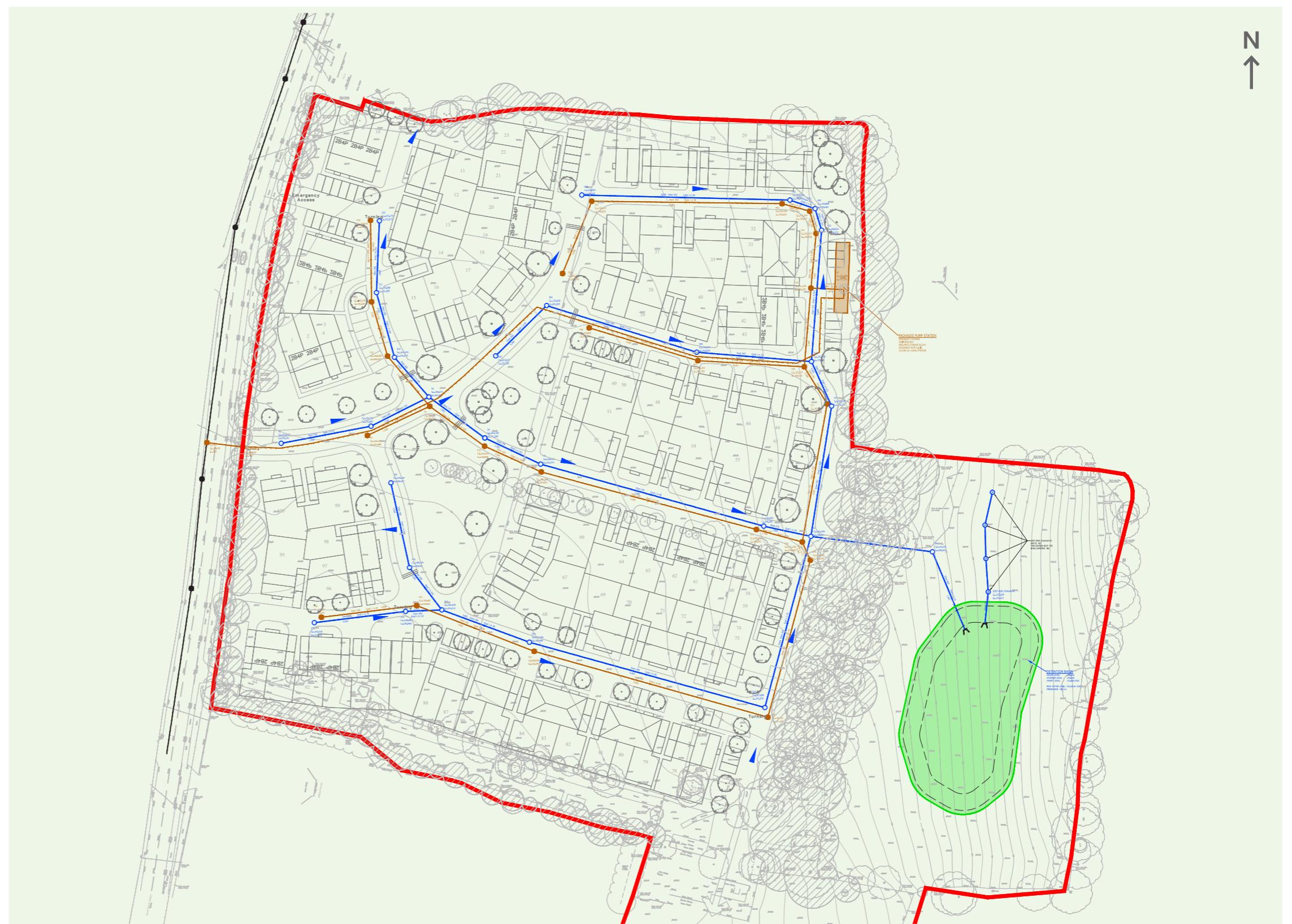
The indicative drainage strategy demonstrates that the site's surface water will discharge via infiltration to deep bore soakaways via a detention basin to the east within the open space.

The proposed SuDS components will capture pollutants to protect water quality in the receiving water environment.

The foul flows from the development will discharge to a pumping station, prior to discharging into the existing Southern Water public sewer in the main highway.

DRAINAGE STRATEGY KEY

- Proposed Surface Water
- Proposed Foul Pump Station & Emergency Storage
- Proposed Foul Sewer
- Existing Foul Sewer
- Proposed Foul Rising Main
- Proposed Infiltration Basin
- > Overland Flow Rates



TECHNICAL MATTERS 05

5.9 NATIONAL DESIGN GUIDANCE

The illustrative proposals have been carefully designed in accordance with national design guidance including but not limited to the following:

Nationally Prescribed Minimum Space Standards:

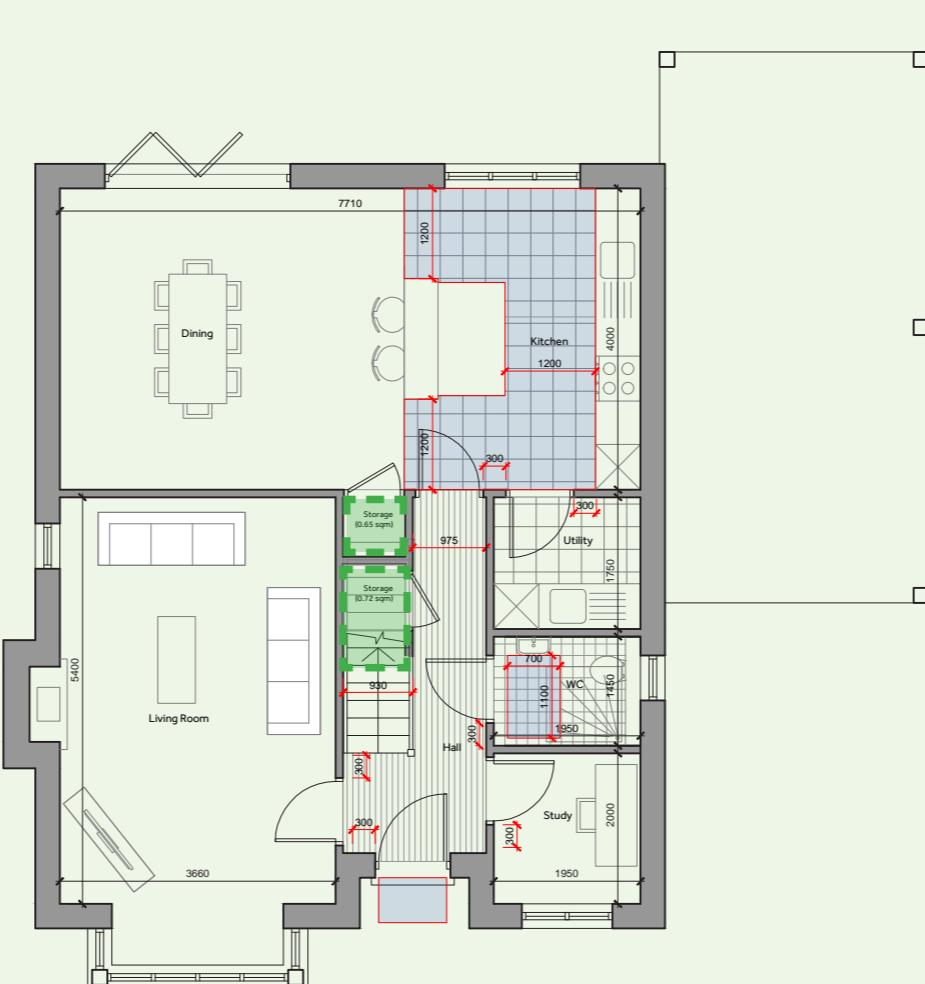
The proposed house-types have been designed to meet the latest housing design guidance, including the Nationally Prescribed Minimum Space Standards. These set minimum dwelling sizes based on number of bedrooms, bedspaces and storeys. It also identifies minimum areas for habitable rooms, including minimum dimensions.

Access & Use of Buildings - M4(2):

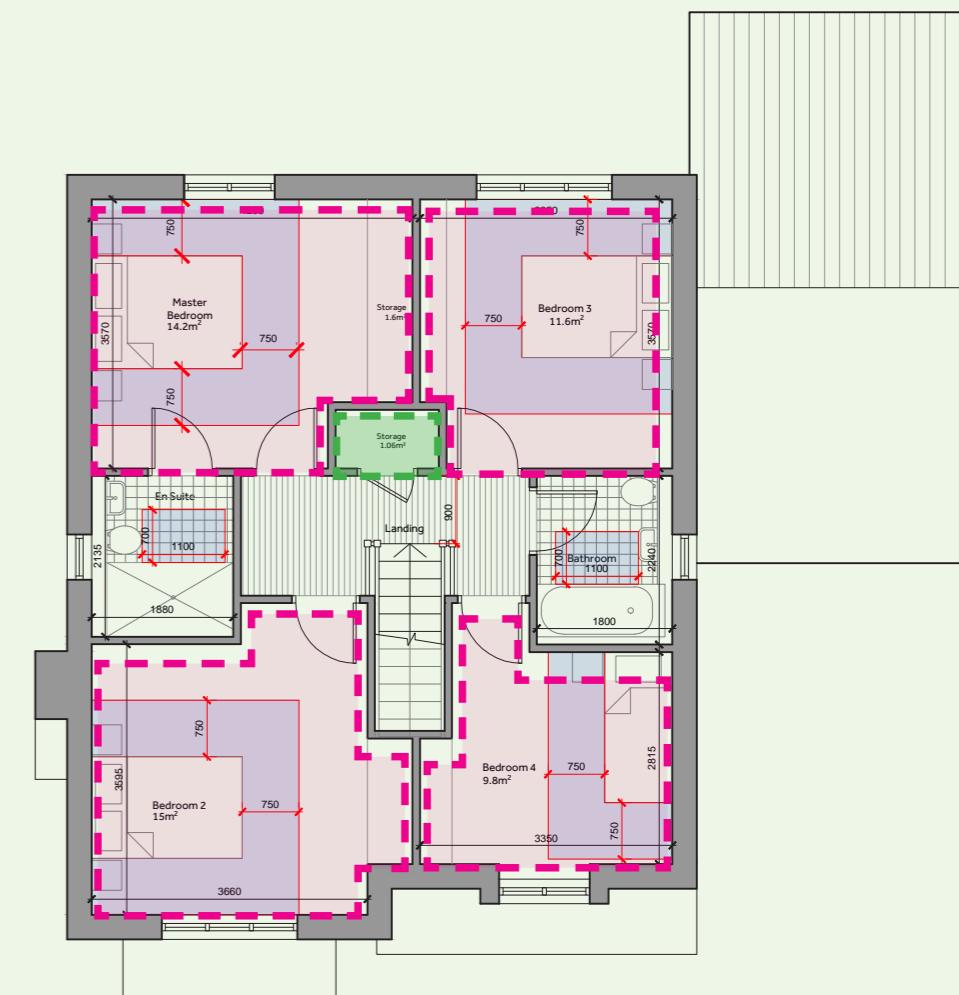
All dwellings across the site have been set out so they can meet the Accessible and Adaptable standard as set out in Approved Document M. This ensures that the dwellings are suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users. This standard includes activity zones in key spaces as identified on the submitted plans.

Secure by Design:

Secured by Design is a police initiative to guide and encourage the adoption of crime prevention measures during the design, specification and construction of new homes. The illustrative proposals have been designed in accordance with the guidance set out in Section 1: The Development - Layout & Design (Planning Issues). Particular attention has been given to designing all public areas to benefit from natural surveillance from residents, be appropriately lit and easily accessible.

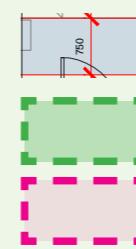


Typical Ground Floor Plan



Typical First Floor Plan

M4(2) Activity Zones



Storage provided in accordance with Nationally Described Space Standards.

Bedrooms in accordance with Nationally Described Space Standards.

TECHNICAL MATTERS 05

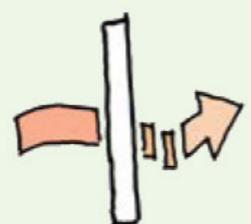
5.10 SUSTAINABILITY STRATEGY

The scheme seeks to proactively respond to the challenges of climate change.

In respect of Climate Change, the site proposes to adopt a fabric first approach, combined with Air Source Heat Pumps to provide heating and hot water (i.e. no gas boilers) that can deliver CO₂ reductions by 50%. The development is seeking to bring forward a reduction in CO₂ emissions in advance of and exceed Building Regulations requirements Part L and take a proactive approach in the construction of the dwellings to achieve CO₂ reductions as desired by Gravesham Borough Council. In addition, all dwellings will be served by an electric vehicle charging point to encourage and provide for the take up of electric vehicles.

Refuse recycling, re-use and collection will be promoted throughout. All dwellings will be provided with access to a refuse/recycling collection point on-site, with sufficient on-plot storage to meet all current local authority guidelines.

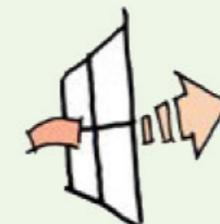
By incorporating a comprehensive sustainability and renewable energy strategy as above, it will be possible to minimise carbon emissions, both during construction and throughout occupation. Electric Vehicle chargers will be provided to all dwellings. This will create a sustainable and healthy living environment for not only new residents, but ensure the continued sustainability of the local area.



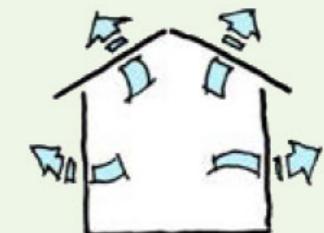
THERMAL ELEMENT U-VALUES
SPECIFICATION OF LOW U-VALUES



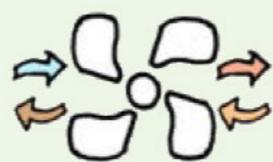
THERMAL BRIDGES
USE ACCREDITED CONSTRUCTION DETAILS



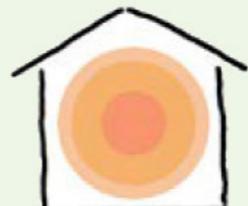
WINDOW U-VALUES
SPECIFICATION OF LOW U-VALUES



AIR LEAKAGE RATE
3M³/HR/M² @ 50 PA
(TO BE TESTED ON SITE)



NATURAL VENTILATION
PREFERENCE FOR NATURAL
VENTILATION OVER MHVR



OVERHEATING RISK
AS A MINIMUM COMPLY WITH PART L (SAP)
APPENDIX P OR EQUIVALENT TO ACHIEVE A LOW
OR MEDIUM RISK



ELECTRICAL LIGHTING
MAJORITY OF LIGHTING
TO BE LOW ENERGY (E.G. LEDS)



SOLAR PHOTOVOLTAIC
DWELLINGS TO BE ORIENTED TO
SUIT SOLAR PANELS

6.1

CONCLUSION

These proposals for "Outline planning application for up to 100 No. residential dwellings (including affordable housing), with all matters reserved except for access. Creation of a new access from the A227/South Street" have been carefully developed to comply with planning policy and guidance in a manner that is sensitive to its setting.

It is a sustainable location adjacent to the settlement of Culverstone Green. In preparing this scheme considerable attention has been given to the character and layout of the proposals so as to contribute positively to the area's setting. Key features are as follows:

- The proposals have been carefully considered against all technical requirements and respond to the site's unique location and setting.
- The Design requirements of Gravesham Design Code have been carefully considered and the proposals have been shaped by this guidance.
- The new residential dwellings have been designed to be architecturally unique and respond to the local palette of materials.
- The proposals provide up to 100 new family dwellings with a minimum of 50% affordable dwellings.
- The proposals aim to respect the existing tree belt and site ecology. The proposed development will deliver 10% biodiversity net gain.
- The proposals provide over 2 Hectares of accessible open space and incorporate areas for natural play.
- The vision is to create a strong sense of place and community set within the existing village.
- The scheme seeks to proactively respond to the challenges of climate change with Air Source Heat Pumps providing heating and hot water (i.e. no gas boilers).
- All new dwellings have been designed to meet the latest guidance on space standards and accessibility.
- The proposals have evolved and responded to comments received during the Pre-application process and considered comments received during the community engagement event.



100
DWELLINGS



OVER 2 HECTARES
OPEN SPACE



NATURAL PLAY
AREAS



BIODIVERSITY
NET GAIN

DESIGN CODE CHECKLIST 07

7.1

GRAVESEND DESIGN CODE

This document follows the guidance set out in the Design for Gravesham Design Code - May 2024.

The design process has followed the mandatory guidance set out for medium size sites (10 to 150 dwellings).

Compliance with each section of mandatory guidance is demonstrated as set out on these pages.

Design principle 4.1 - Responding to the Local Community

Local community engagement has been undertaken and the feedback received has helped shape the proposals. Refer to Section 3.3 of this document for details of the public consultation event and the feedback received.

Design principle 4.2 - Enhance & Contribute to local identity

The proposals positively respond to the local surrounding environment and local identity. Section 2.8 & 2.9 includes a local character and urban grain study which has informed the illustrative proposals in Section 4 of this document.

Design principle 4.3 - Responding to Local History & Context

The proposals are place specific and respond to the history of the site. Section 2.7 includes an analysis of the site's historic setting and Section 2.8 & 2.9 includes a local character and urban grain study. This analysis has helped shape the illustrative proposals in Section 4 of this document.

Design principle 5.4 - Inclusive Design

Inclusive design has been considered from the outset. It is intended that the illustrative proposals are developed to include inclusive design measures in the public realm including seating areas, accessible road crossing points and sensory richness in the landscape proposals.

Design principle 5.9 - Pattern, grain and scale

The proposals respond to the prevailing pattern and grain. A urban grain study has been undertaken in Section 2.9. The proposals in Section 4 have been influenced and informed by the urban grain study.

Design principle 5.10 - Height

The illustrative proposals are in keeping with the prevailing building heights. Section 2.8 & 2.9 includes a local character and urban grain study, which covers existing building heights. Section 5.2 of the proposals covers the proposed building heights of the illustrative proposals

Design principle 5.11 - Tall buildings

The illustrative proposals do not include any buildings taller than the local context. This is demonstrated by the local analysis in Section 2.8 & 2.9. The scale and massing of the illustrative proposals is covered in Section 5.2 of this document.

Design principle 5.12 - Density

Developments in rural areas must exceed 30 dph. Section 5.2 of this document illustrates the proposed density exceeds this requirement.

Design principle 5.13 - Building lines

The proposals in Section 4 follow any existing building lines established as part of the existing site and context analysis identified in Section 2. Within the proposed illustrative layouts, proposed building lines are respected and car parking is set back behind the building line as illustrated in Section 5.4 - Parking Strategy.



Design principle 5.14 - Thresholds and frontages

The illustrative proposals include active frontages at ground floor level, encourage cycle and refuse storage is located away from public realm areas and active corner plots are encouraged. Refer to Section 4.4 - Illustrative street scenes - for further details.

Design principle 5.15 - Roofscape

The proposals respect the local surrounding roofscape. Section 2.8 & 2.9 includes a local character and urban grain study which has informed the illustrative proposals in Section 4 of this document, including, an illustrative material palette covering roof finishes.

Design principle 5.16 - Elevations and key corners

The proposals positively respond to the scale and proportion of the local surrounding area. Section 2.8 & 2.9 includes a local character and urban grain study which has informed the illustrative proposals in Section 4 of this document.

Design principle 5.17 - Materials

The proposals respond sensitively to their local context as identified in the local character study in Section 2.8 and illustrated in the illustrative proposals in section 4.

Design principle 5.18 - Space standards for dwellings

The illustrative proposals comply with the Nationally described space standards as set out in Section 5.8

DESIGN CODE CHECKLIST 07

7.1 DESIGN CODE CONTINUED

Design principle 5.19 - Aspect, orientation, daylight and sunlight

The proposals have been informed by a detailed analysis of the sites existing constraints, identified in Section 2 and illustrated in Section 4. The illustrative proposals avoid single aspect dwellings wherever possible and this should be developed in future proposals.

Design principle 5.20 - Private and communal amenity

All dwellings are provided with minimum garden areas in accordance with the requirements for amenity space. Refer to the illustrative layout in Section 4 and Section 5.7 regarding private amenity space.

Design principle 6.2 - Streets

A clear street hierarchy is established - Refer to Section 5.1 for an illustrative movement plan.

Design principle 6.3 - Vehicular parking

Parking provisions comply with Gravesham Borough Council's parking standards as set out in Section 5.4 of this document.



Design principle 6.4 - Servicing

Refuse and recycling stores have been located away from the public realm, as illustrated in Section 4 of the proposals and Section 5.6 regarding refuse and recycling strategy.

Design principle 6.5 - Cycle Parking

Cycle parking provisions comply with current Kent County Councils Parkling Guidance. The illustrative proposals incorporate a cycle parking strategy as set out in Section 5.4 of this document.

Design principle 6.6- Protecting and enhancing blue and green infrastructure

The illustrative proposals incorporate measures to preserve the existing green infrastructure around the site and include areas of open space within the illustrative proposals. Refer to the Section 4 for details of the illustrative proposals including the Illustrative Landscape Plan in Section 4.7.

Design principle 6.7 - Open spaces and green corridors

The illustrative proposals incorporate areas of open space and opportunities for local play as illustrated in Section 4 of this document.

Design principle 6.8 - Biodiversity

The accompanying application documents demonstrate that the proposals achieve at least 10% Biodiversity Net Gain.

Design principle 6.9- Sustainable Drainage Systems

The illustrative proposals incorporate sustainable drainage features within the proposals as identified in Section 5.8.

Design principle 6.10 - Planting

The illustrative proposals incorporate species rich planting with a biased towards wildlife friendly and native plants as identified in Section 4.7.

Design principle 6.11- Trees

An existing tree survey has been undertaken to inform the proposals, see Section 2.12. The illustrative proposals respect the existing surrounding trees, and ancient woodland, and maximise potential for new tree planting - refer to the illustrative proposals in Section 4.



 **ESQUIRE**
DEVELOPMENTS

CLAGUE ARCHITECTS