



DESIGN & ACCESS STATEMENT

PURPOSE OF THE DOCUMENT

This Design and Access Statement forms part of the Outline Planning Application submission for Capel Le Ferne, Kent. It sets out the background to the project and summarises the extensive design process and considerations that have been taken into account in developing the Illustrative masterplan and design principles.

This statement explains how the design proposals have been developed to reflect planning policies and, through inclusive consultation, have regard to local aspirations for the site. It analyses the site and its surroundings and assesses the design principles for the site. The statement also shows how the design concept has responded to the site's constraints and opportunities.

This statement should be read in conjunction with the supporting plans and technical reports. These documents describe the principles and rules which the application complies with.

A Design and Access Statement is required in compliance with the Statutory Instrument No. 2015/595 - Town and Country Planning (Development Management Procedure) (England) Order 2015, under Article 9 paragraph 2, which recites that "An application for planning permission to which this paragraph applies must be accompanied by a statement ("a design and access statement") about:

- (a) The design principles and concepts that have been applied to the development; and
- (b) How issues relating to access to the development have been dealt with.

ORGANISATION

The structure and content of this Design and Access Statement have been produced to meet the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015, which provides under Article 9(3) that:

A Design and Access Statement must:

- (a) Explain the design principles and concepts that have been applied to the development;
- (b) Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- (c) Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- (d) State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- (e) Explain how any specific issues which might affect access to the development have been addressed.

In 2006 CABI published a document entitled: "Design and Access Statements: How to write, read and use them". This document, states that the Design and Access Statement should explain how the physical characteristics of the scheme have been informed by a rigorous process which should include the following steps:

- Assessment
- Involvement
- Evaluation
- Design

This Design and Access Statement follows the guidelines recommended by CABI.

STRUCTURE

The Statement comprises the following sections:

- Section 01: Introduction – a brief introduction to the proposed development, followed by the background of the client and design team.
- Section 02: Background – information about the purpose and structure of the Statement, and background and context to the application.
- Section 03: Assessment – describes the contextual and physical site issues.
- Section 04: Evaluation – evaluates the information assessed in Section 02 to produce the constraints and opportunities objectives.
- Section 05: Access and Movement - describes the design and access concepts that produce the proposals for the masterplan and outlines the components of the scheme design.
- Section 06: Conclusion.

DESIGN AND ACCESS RESPONSE

The design and access response to the site will be described, including proposals for: -

- The amount and mix of land uses;
- The approach to access and movement;
- The location of the buildings, and open spaces;
- The scale and character of development; and
- The principles that have informed the landscape strategy.

In addition, the statement will describe the process of stakeholder and community involvement and how issues raised have been addressed during the design development process.

THE SITE

SITE LOCATION

The site is located on the outskirts of Capel-Le-Ferne, 3 miles North East of Folkestone. There are a range of good transport links in the area including the A20 directly to the North, which connects to the M20 to London. The coast lies 800m South of the site, with the top of the cliffs reachable on foot in approximately 9 minutes.

Folkestone Central railway station is located 3.5km to the South West, providing services to Ramsgate, Ashford, Dover, Deal and other towns in Kent, and to London St. Pancras International (approx. 53 minutes by train).

LOCAL CONTEXT

The site is nestled into land historically belonging to Little Cauldham Farm. There is agricultural land to the North and West, post-war residential to the East, and English Channel Coastline to the South. The picturesque White Cliffs of Dover line the coast, upon which perches the Battle of Britain memorial.

The village of Capel-Le-Ferne has a primary school, several churches, a village hall, pub, cafe, garage.

THE SITE

The site is currently an agricultural field to the rear of existing houses. These homes back onto the site along the South (Cauldham Lane) and East (Capel Street) with farm buildings to the West.

Access to the site will be through a tract of land on which an existing property will be demolished.

LOCAL ACCESSIBILITY

The site has good bus connections close by, with regular service (approximately every 10 minutes) to Dover, where passenger can catch onward journeys by ferry to France; and routes to Lydd and Hythe to the South West (through Folkestone) where passengers can catch onward rail journeys to greater Kent and London.



- Main A-Road
- Railway Line
- Site Boundary
- Nearest Bus Stops
- — Railway Station (Folkestone Central)

THE DEVELOPMENT

DEVELOPMENT WORKING IN HARMONY WITH NATURE

Sensitive development can enhance the biodiversity of our landscape.

As a truly sustainable location, by prioritising walking and cycling, the aim for Great Cauldham Park is to create lifestyles that are of benefit in social, economic and environmental terms.

The application sets out a vision with green spaces and the enhancement of nature at its core, by converting the existing site into a responsive development which respects the landscape setting and provides areas dedicated to biodiversity enhancement and open green space for the local and wider community to encourage healthy, active lifestyles.

The green space will chiefly be characterised by the following:

- Species Rich Wildflower Mix** – Through new planting we can encourage bees and other insects, which is crucial in enhancing biodiversity.
- Ponds and SuDS** - New scrapes/ponds will be introduced as part of the water management & biodiversity strategy. Additional basins/SuDS features will be integrated to further increase habitat opportunities and add variety in the landscape.
- New Planting** – Some existing areas of landscaping are of low quality and will be reinforced to create ecological betterment, with new additional areas of planting to create wildlife corridors and habitats. This could include new native hedgerow planting and new tree lined streets.
- New Habitats** – Bee bricks, specialist roof tiles and nesting boxes could be integrated into the development, with front & rear gardens accommodating a range of environmental features to protect and encourage wildlife.



Committed to supporting the environment



Retention of mature trees around site boundaries & the extensive planting of new areas creating green buffers



Creation of areas of planting to encourage bee & insect populations



The creation of basins, ditch and swales(SuDS)



Dedication of 1.23 ha of the site to creating & maintaining green spaces, supporting biodiversity

THE DEVELOPMENT

USING INNOVATION TO DELIVER AN ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT

This is an exemplar fossil fuel-free proposal with sustainability and energy saving at its core. As well as significant transport and ecological benefits, this proposal will incorporate carbon reduction measures. While this proposal is at outline stage only, it is envisaged that detailed proposals would include features such as photovoltaic panels, air-source heat pumps and EV car charging as standard for all homes where practicable.

- By focussing on renewables, we can limit the use of fossil fuels, for example by using air source heat pumps and underfloor heating;
- Through providing excellent internet connectivity, home working can become feasible;
- By meeting and exceeding building regulation targets, including in air tightness, homes can limit their energy demand;
- By using solar panels in tandem with home battery systems we can maximise the use of renewable energy;
- By providing all homes with EV fast charging points we can assist with the phasing out of fossil-fuel vehicles;
- Off-site building methods could be explored in order to limit construction waste, and;
- Through providing cycle storage to each home we can encourage more sustainable forms of transport



“BALANCING THE NEEDS OF HUMAN AND NATURE TO DELIVER THE GREENEST PROPOSALS TO COME FORWARD IN CAPEL-FERNE”



PLANNING BACKGROUND

BACKGROUND AND CONTEXT

Iceni have prepared a Planning Statement which fully sets out the planning background to the project. This includes analysis of the Dover District Council Development Plan and National Planning Policy Framework (December 2023).

DEVELOPMENT PLAN

The Development Plan for Dover District Council is the key planning document concerning this application and comprises policies from The Dover District Core Strategy (2010). Key planning policies relevant to the scheme are set out below whilst an assessment of the scheme against this policies is provided in the Planning Statement.

- CP1: Settlement Hierarchy
- CP2: Provision for Jobs and Homes between 2006 to 2026
- CP4: Housing Quality, Mix, Density and Design
- CP5: Sustainable Construction Standards
- CP6: Infrastructure
- DM1: Settlement Boundaries
- DM5: Provision of Affordable Housing
- DM11: Location of Development and Managing Travel Demands
- DM12: Road Hierarchy and Development
- D13: Parking Provision
- DM15: Protection of the Countryside
- DM16 Landscape Character
- DM25: Open Space

EMERGING LOCAL PLAN POLICIES

Further the Dover District Council draft local plan also includes a specific policy for the site (SAP 44). This includes the following guidance/policy notes which the proposals have been based upon:

The site is allocated for an indicative capacity of 70 dwellings. Development proposals for the site shall include the following;

A. Design should take into account the topography of the site, including the relationship with existing residential properties. Development should be set back from the existing residential properties and be sensitively designed to respect the character of the area in relation to scale, form, materials and colour palette and to allow transition to the rural landscape;

B. An appropriate landscape buffer determined by

a Landscape Visual Impact Assessment is required to mitigate the impact of development on the setting of the AONB to the north west;

C. Consideration will be to be made regarding the quality and condition of trees and hedgerows within the site. Detailed proposals should aim to protect those of importance and incorporate them in the overall design of the development and to provide opportunities for biodiversity habitat creation and enhancement;

D. Primary vehicular, pedestrian and cycle access to the site shall be provided from Capel Street. Access should not be taken from Cauldham Lane;

E. In accordance with Policy SP13, a wintering bird survey must be undertaken in advance of a planning application on the site. If the bird survey identifies that the development will exceed the threshold of significance, mitigation will be required. A suitable scheme of mitigation will need to be submitted with the planning application for the site;

F. A site-specific Flood Risk Assessment is required to address the issue of surface water flooding and consider the impacts of climate change over the lifetime of the development;

G. An Archaeological Assessment for the site must be carried out in accordance with Policy HE3 Archaeology, the results of which should inform the layout and design of the development which is necessary to avoid harm to any archaeological assets identified through the assessment;

H. Layout is designed to ensure future access to existing wastewater infrastructure for maintenance and upsizing;

I. A Transport Assessment is required in accordance with Policy TI2 to identify off-site highway improvements and sustainable transport measures that are necessary to serve the development. The transport assessment must consider and identify mitigation for the Capel Street/ Dover Road also taking into account the cumulative impact of other sites allocated in this Plan; and

J. Open space requirements in accordance with Policy PM3 shall be provided. However, due to the location nearby to existing open space infrastructure, off-site contributions to upgrade or enhance those facilities may be sought rather than on-site provision.

Further the proposals have been considered in line with the following emerging policies:

- SP1: Planning for Climate Change
- SP2: Planning for Healthy and Inclusive

Communities

- SP3 Housing Growth
- SP5 Affordable Housing
- SP11 Infrastructure and Developer Contributions
- SP12 Strategic Transport Infrastructure
- SP13 Protecting the District's hierarchy of Designated Environmental Sites and Biodiversity Assets
- SP14: Enhancing Green Infrastructure and Biodiversity
- CC1: Reducing Carbon Emissions
- CC2: Sustainable Design and Construction
- CC4 Water Efficiency
- CC6 Surface Water Management
- CC8 Tree planting and Protection
- PM1: Achieving High Quality Design, Place Making and the provision of Design Codes
- PM2: Quality of Residential Accommodation
- PM3 Providing Open Space
- PM4 Sports Provision
- PM5 Protection of Open Space, Sports Facilities and Local Green Space
- PM6 Community Facilities and Services
- H1: Type and Mix of Housing
- H2: Rural Local Housing Needs
- TI1: Sustainable Transport and Travel
- TI2: Transport Statements, Assessments and Travel Plans
- TI3: Parking Provision on new Developments
- TI5: Digital Technology
- NE1: Biodiversity Net Gain
- NE2: Landscape Character and the Kent Downs AONB
- NE4: Air Quality
- NE5: Water Supply and Quality
- HE1 Designated and Non-Designated Heritage Assets
- HE3: Archaeology

03

ASSESSMENT

HISTORICAL CONTEXT

Capel-Le-Ferne derives its name from a medieval French term meaning "chapel in the ferns". The village perches on the White Cliffs of Dover to the East of Folkestone.

The now redundant Grade I Listed parish church to the North of the site was built by the Normans in the 12th century. A tower was added in the 13th century, and the church was further altered over the next 200 years. As of July 1986, it is now under the wing of the Churches Conservation Trust.

The Bishop of Dover dedicated a new Parish Church to Saint Radigund in 1966 on the Southern side of the village by the cliff.

Historic maps show that the vicinity of the Site was historically composed of agricultural land, the Site covering an area previously forming Little Cauldham Farm. In the early 20th century the parish began to expand, with terraces and houses starting to populate the area. By the mid-century,

the post-war development dramatically boosted the expansion of dwellings in the village; with the newly built New Dover Road providing improved connections to Folkestone and Dover.

During WW2, the MOD sited a gun battery along the cliffs facing the Pas De Calais. The fortified site included underground barrack rooms, hospital and ammunition store. At the end of the war, the site converted into a Battle of Britain memorial, opened by the Queen Mother in July 1993.

The cliffs were also once home to the Royal Naval Air Station Capel, which in the early 20th century operated the Airship 'Silver Queen'.



St Mary's Church, Rebuilt 1890; 1860-1922



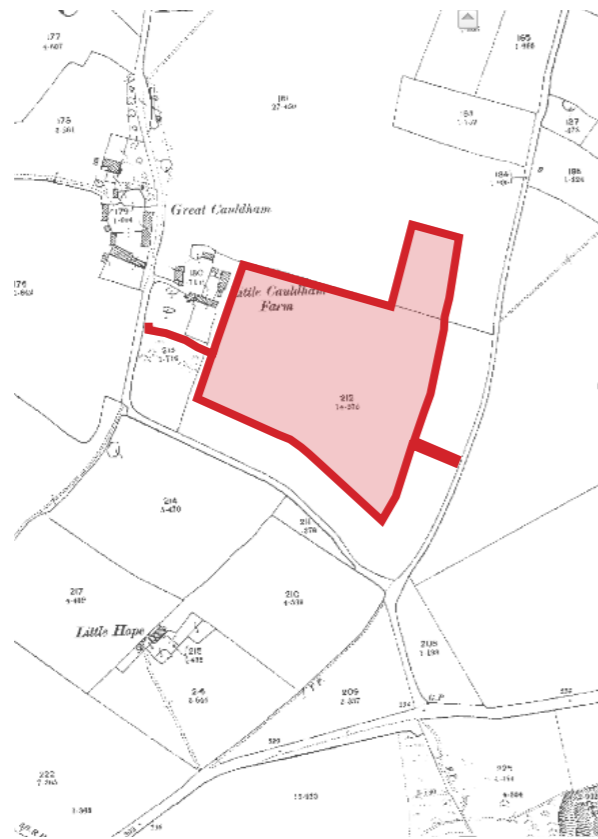
St. Radigund Church; 2022



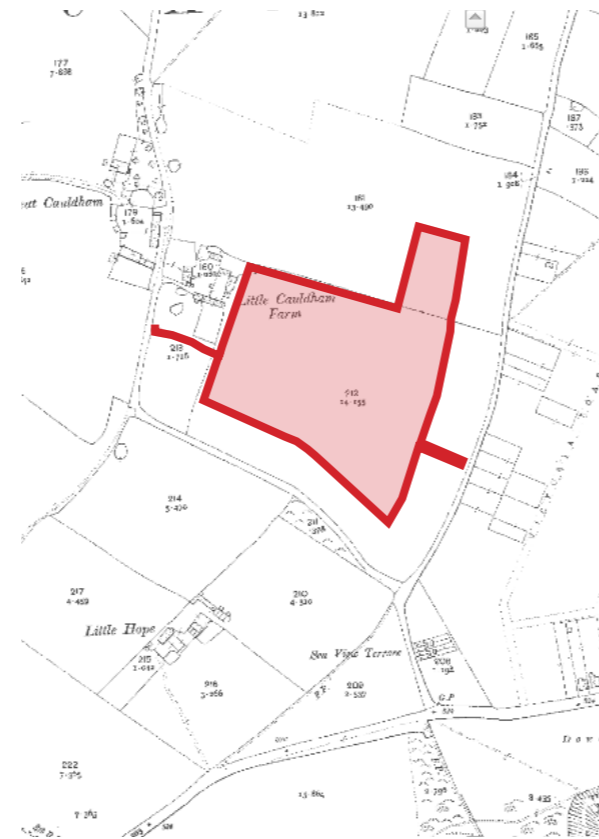
Valiant Sailor Pub; 1880



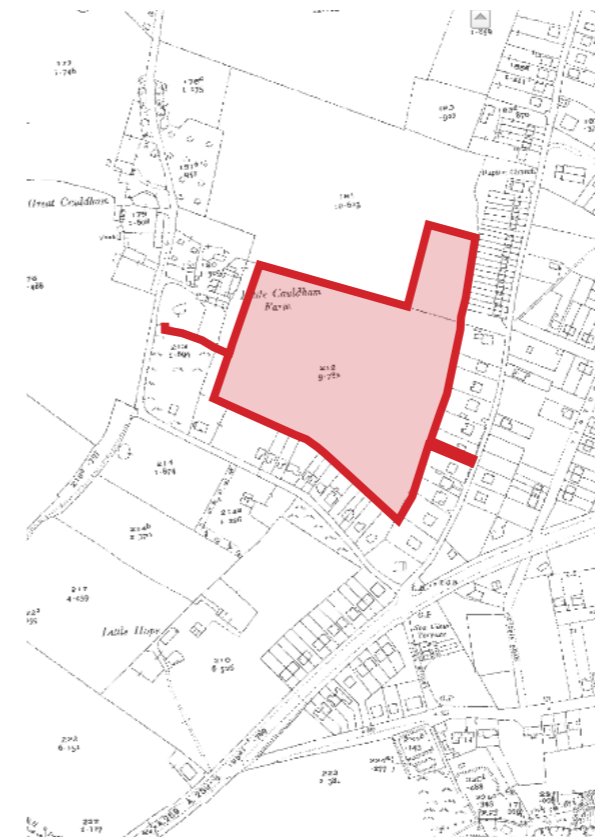
Royal Naval Air Station Capel; 1927



Historic Map: 1897-1900



Historic Map: 1907-1923



Historic Map: 1929-1952



Latest Map: 2024

LOCAL CONTEXT & BUILT FORM

The site is located on the North Western edge of the village of Capel-Le-Ferne, approximately 3.5 kilometres North East of Folkestone. The site is within 1km of the English Channel coastline.

The site is currently a field, with some stretches of strong natural boundaries comprised of mature trees and large hedges; although most of the boundaries will need to be reinforced with vegetation for the development to become visually self-contained. The topography gradually falls from the South side to the North side, allowing for good views of the countryside to the North.

The vast majority of dwellings in the village were built after WW2, with single storey detached bungalows forming a large proportion of housing stock; there are also many 2 storey, and limited 3 storey properties. The majority of the units are detached houses, with some semi-detached and very few terraces.

Local materials predominantly feature red stock brick and render of various pastel shades. Pebble dash, hung tiles, and dark timber weatherboarding can be seen occasionally. Roofs are usually red clay tile, grey slate, or concrete tile.



LOCAL CONTEXT & BUILT FORM



Images of the local street scene illustrating the variety and combinations of materials and the existing colour palette.