

**Footpaths and public open spaces will allow the site to be safely accessed on foot.**



## 9.0 Safe and Accessible

The site's layout will create a development that is attractive, safe and accessible. Vehicular access will be provided from Cross Road, linking the site to Station Road and St Richards Road, and a series of smaller streets and lanes will enable vehicular access around the site. Footpaths and public open spaces will allow the site to be safely accessed on foot or by bike.

The proposed access arrangements link in with highway improvements works for Station Road and Cross Road, approved as part of the planning permission ref. 20/01125 (to the east of Cross Road).

An improvement scheme will be provided along the narrow section of Station Road. The proposed improvement scheme consists of a priority give way arrangement and physical with physical kerbline amendments to formalise and traffic calm Station Road. The improvement also provides a new 1.0 metre wide pedestrian footway and two new pedestrian crossing points in the form of dropped kerbs and tactile paving.

This meets the requirements of Chapter 9 of the National Planning Policy Framework which states that new developments should ensure safe and suitable access for all with a street pattern that meets national design codes and allows for efficient vehicular transport.



**Footpaths and public open spaces will allow the site to be safely accessed on foot.**



The development proposals have been influenced by 'Manual for Streets 1 & 2', which encourages developers to move away from standardised prescriptive measures and adopt a more innovative approach in order to create high quality places for all users, ages and abilities. The scheme will also comply with the relevant standards within 'Planning and Access for Disabled People: a Good Practice Guide'. The detailed design of this access is submitted as part of the application and more detail can be found in the accompanying Transport Assessment.

The proposed connections to Cross Road allow for direct access to the wider highway network where existing bus and rail services can be easily and safely reached on foot.

The introduction of footpaths will allow for safe and convenient interconnectivity between the development site and existing facilities, including local shops, schools, and the wider public transport network. Furthermore, the proposed access points provide new opportunities for existing residents to access areas of public open space and play facilities provided by the scheme. This lessens the reliance on automotive transport for short distance journeys, whilst reducing environmental impact and promoting good health, and providing safe, dedicated routes for pedestrians.

At the detailed design stage, the proposed internal road system will be designed to provide a simple and clear hierarchy of street types to maintain good legibility of the site, appropriate to the scale of the proposed development. The layout of streets will provide a safe and well overlooked network of public spaces as set out by best practice. As per paragraph 130 of the NPPF new streets shall be tree-lined. These streets could be designed in detail to slow vehicular traffic and provide a



**Additional renewable energy generation technology could be installed within the development.**



## 10.0 Climate Change Resilience



**Collectively, these measures will help to ensure that the proposals contribute to national and local objectives to reduce carbon emissions, improve energy efficiency and address the global climate emergency.**

It is widely accepted that climate change is now one of the greatest challenges facing our society. This chapter of the Design and Access Statement outlines the sustainable development credentials of the proposed development. Collectively, these measures will help to ensure that the proposals contribute to national and local objectives to reduce carbon emissions, improve energy efficiency and address the global climate emergency.

Additional renewable energy generation technology may need to be installed within the development to meet the Building Regulations, national and emerging local targets. This would be developed in more detail at the Reserved Matters stage, as further design and layout information becomes available.

All the dwellings on the scheme will provide suitable electric vehicle charging points, which can be secured by a suitable condition.



# Climate Change Resilience



## Sustainable Urban Drainage System

- Flood risk improvements from surface water attenuation basins

## Provision of 4.54ha of Public Open Space

- Well designed open space including a special wildlife habitat area, supporting an active lifestyle, encouraging people to walk and cycle
- Assisting in climate change resilience through the provision of tree planting providing shading and CO2 absorption

## Renewable Energy

- Renewable energy technologies to be considered at the detailed design stage

## Sustainable Transport Measures

- Provision of pedestrian and cycle infrastructure
- Travel Plan – promoting sustainable transport including a package of practical measures aimed at reducing traffic impact
- Pedestrian access to Bus Stops on St Richard's Road and Court Road
- Electric Vehicle charging points
- Walmer Train Station can be accessed on foot and offers a regular direct service to London, Ashford and Ramsgate.

## Road Map Key



## Energy Performance

- The proposal will follow energy performance and efficiency targets, using a fabric-first approach to construction with the aim of reducing CO2 emissions.

## Construction Management Plan

- A construction management plan will be submitted at the reserved matters stage, which will put in place best practice measures such as re-using topsoil where possible, modern methods of construction and keeping landfill waste to a minimum at the construction stage.

The proposed development will comprise residential development of up to 140 new homes.



## 11.0 Conclusion



The aim is to design a high-quality development with a strong sense of place that responds well to its existing context, will stand the test of time and meet the needs of current and future generations.

The application is made in outline, with all matters reserved except for access.

The proposed development will comprise residential development of up to 140 new homes with vehicular access from Cross Road on the southern edge of Deal which has been identified by Dover District Council as being suitable for residential development in the draft Dover District Local Plan. The proposals have been informed by an analysis and understanding of the character of the site and its context and respond to urban design best practice and both national and local design guidance. The aim is to design a high-quality development with a strong sense of place that responds well to its existing context, will stand the test of time and meet the needs of current and future generations.

### SUSTAINABILITY AND THE OPPORTUNITY FOR BENEFITS

The NPPF sets out the three dimensions to sustainable development: economic, social and environmental. It establishes that decisions on planning applications should play an active role in guiding development towards sustainable solutions, but in doing so should take the local circumstances into account, to reflect the character, needs and opportunities of each area.





### ECONOMIC ROLE

- The development would contribute to the economic role of the area by creating new jobs and tax receipts during the construction period;
- In the longer term, the economy would benefit from the provision of housing for local workers, investment in local infrastructure and services, additional expenditure and funds from the New Homes Bonus and additional Council Tax receipts;
- The addition of new economically active residents to the area, boosting the economy by increasing spending power.



### SOCIAL ROLE

- Contribute to providing new housing and addressing the current shortfall nationally as well as demand within Dover District Council;
- The delivery of up to 101 new homes for sale on the open market, a proportion of which can be delivered within the next five years;
- Up to 42 (30%) of the new homes will be affordable, providing new housing opportunities for existing residents and meeting Dover District's affordable housing need;
- Allowing public access to existing and future residents of Deal to the public open space and play equipment within the site. This will help support community health, wellbeing and, in providing the opportunity for social interaction, can promote community cohesion;
- The location of the site allows convenient access to the public transport network, particularly Walmer train station.



### ENVIRONMENTAL ROLE

- The Development Framework Plan shows how existing vegetation will be retained and strengthened through new landscaping;
- A range of connected open spaces comprising existing and new landscaping, SuDS features, children's play area and opportunities to achieve net gains for biodiversity in perpetuity;
- Provision of new tree planting throughout the development to assist in climate change resilience through CO2 absorption and providing shading;
- Creation of SuDS features in the form of attenuation basins and swales to improve surface water flood risk locally and provide improvements to flood risk downstream;
- Sustainable transport measures, encouraging people to walk and cycle rather than using a private car;
- All dwellings with their own curtilage will be provided electric vehicle charging points.
- At the detailed design stage, the new homes will be designed to meet national and local targets in respect of reducing energy demand, carbon emissions and energy efficiency.



## BUILDING FOR A HEALTHY LIFE

The following section provides a summary of the evaluation against the Building for a Healthy Life design toolkit and provides evidence that supports the evaluation. Building for a Healthy Life is the latest edition and new name for the Building for Life 12. If the standard is met for each question, then a 'green light' will apply.

### INTEGRATED NEIGHBOURHOODS

1

*Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.*

#### EVALUATION

The proposed development links to existing highway and pedestrian infrastructure, providing direct connections to Deal. Connections are also provided to the existing PRoW network. Existing habitat corridors are maintained and enhanced through the retention of trees and hedgerows, and enriched through the creation of groundwater attenuation basins and swales.

Score: Green Light

3

*Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.*

#### EVALUATION

The development will provide significant provision of safe recreational space for new and existing residents including public open space and a children's play area. Recreational footpaths connect the site to the wider PRoW network and nearby residential areas with sport and leisure facilities.

Score: Green Light

2

*Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions*

#### EVALUATION

The development is within an acceptable walking distance to a range of local facilities and services, with new pedestrian and cycleway links provided by the scheme.

Score: Green Light

4

*A range of homes that meet local community needs*

#### EVALUATION

The accommodation mix will reflect the needs and aspirations of the local community and will include a range of dwelling sizes. The tenure mix will reflect the existing mix in the local community, providing a balanced mix of tenures to be agreed at the Reserved Matters stage. In addition, 30% of new dwellings will be affordable housing, complying with local policy requirements.

Score: Green Light

**DISTINCTIVE PLACES**

**5** *Understand and respond.*

**EVALUATION**

The layout and density will respond to the site's context, creating a distinctive development that reflects the local character. Features that reflect the local vernacular could be included at a detailed level. The site will also respond to its ecological setting through conserving and enhancing existing habitats and providing recreational footpaths to connect homes to nearby green spaces.

Score: Green Light

**7** *Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.*

**EVALUATION**

Buildings will be positioned to create pleasing vistas and highlight the development's well-designed street network and connection with Deal. The orientation of buildings will ensure natural surveillance and create safe, attractive open spaces.

Score: Green Light

**6** *Create places that are memorable.*

**EVALUATION**

The scheme utilises the existing landscape and topography by retaining the woodland boundary and creating attenuation ponds in the site's low-lying southern section, resulting in a development that is both well-designed and unique. Public open spaces and pedestrian connectivity ensure that the site can be enjoyed by all.

Score: Green Light

**8** *Use legible features to help people find their way around a place*

**EVALUATION**

The layout of the scheme will provide a distinct set of streets, facilitating easy orientation and allowing residents and visitors to navigate their way around. Footpaths will follow desire lines, providing straightforward access to the wider area.

Score: Green Light

**STREETS FOR ALL**

**9** *Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.*

**EVALUATION**

Highways and car parking will not dominate the street network; pedestrians will be catered for through the provision of footpaths and appropriate building layout. At detailed design stage, street dimensions would be designed in conjunction with best practice guidance to minimise vehicle speeds. Pinch points could be created to slow traffic and give additional priority to pedestrians.

Score: Green Light

**11** *Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill*

**EVALUATION**

The scheme will include a surface water attenuation basin and drainage swales to both manage surface water run-off and provide enhanced habitats to support biodiversity. A significant proportion of the site will be open space, woodland and a dedicated wildlife habitat area.

Score: Green Light

**10** *Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.*

**EVALUATION**

Car parking would be integrated into the overall layout and design and will follow relevant design guidance. Active transport will be encouraged through the inclusion of cycle infrastructure and attractive footpaths that link the site to the wider transport network and local facilities.

Score: Green Light

**12** *Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.*

**EVALUATION**

There will be a clear boundary between public and private spaces defined through hedges, walls or fencing that allow properties to view public spaces while preserving the privacy of homes and gardens. The layout will be confirmed at Reserved Matters stage but will allow for bins and recycling stores out of sight to minimise their impact on the street scene.

Score: Green Light

## SUMMARY

This planning application is made in the context of the Draft Dover District Local Plan which allocates the site for residential development under DEA008, the national housing crisis, the presumption in favour of sustainable development and the Government's requirement to significantly boost the supply of housing. The delivery of up to 140 dwellings across this site would assist in alleviating the national housing crisis, providing new homes for real people who are in real need now on a site which has been identified as being suitable for housing by Dover District Council in their Draft Local Plan.

This Statement establishes the key development principles that ensure a high-quality scheme can be delivered. The design vision and rationale behind the Development Framework Plan has been demonstrated which, subject to consent, will mean that the essence of the scheme is not lost in the subsequent detailed stages of design.

The proposed development has been prepared within a comprehensive policy and guidance framework provided at national and local authority level. The proposals are focused on best practice in urban design, community integration

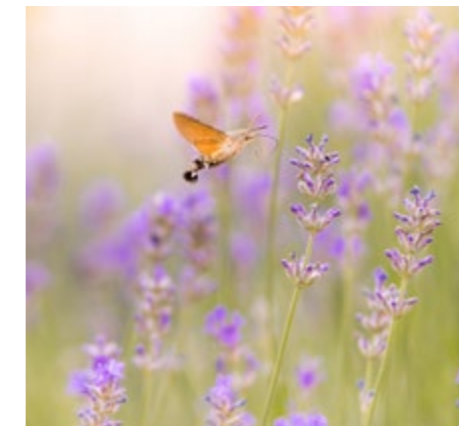
and sustainable development and will create a townscape that is well considered and sympathetic to its environment.

The site is a logical extension to Deal, and is a site which has been deemed suitable for residential development by Dover District Council in their Draft Local Plan. It is a sustainable location being situated within walking distance of local facilities, services and public transportation links.

The development can positively address site constraints and successfully integrate with the urban edge and landscape surroundings. The development will create new amenity space for both new and existing residents and will enhance public access across the site.

In applying for planning permission, Gladman have provided a detailed access design off Cross Road. Through consultation with highway authorities, these proposals have been developed to ensure a safe and convenient access.

This Statement confirms Gladman's commitment to the delivery of a high-quality development and demonstrates that up to 140 dwellings can be accommodated in a sustainable location, whilst remaining sympathetic to the existing setting of the site and providing a wealth of benefits for the community of Deal.







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Land off Cross Road, Walmer, Deal