

Rosemary Lane Car Park

Rosemary Lane, Canterbury



Development Brief

for sustainable housing

January 2007



1. Introduction

This Development Brief set out the relevant planning policies and other material considerations for the redevelopment of the public car park at Rosemary Lane, Canterbury for residential purposes.

Recent developments in the Canterbury City centre have created additional car parking which along with the advent and advancement of the park and ride scheme means that the need for inner city car parking has been significantly reduced. Government policy also seeks to maximise housing development on previously developed land within urban areas. The Local Plan allocates Rosemary Lane Car Park for housing development with a notional capacity of 20 units (CA043B). The land is currently in City Council ownership and the Executive has agreed to dispose of the site for redevelopment in line with current policies. For these reasons a brief has been prepared to guide development.

1.1 Aims

The main objective of this document is to guide residential development of the land that presently makes up the Rosemary Lane car park and to promote development of the site in a manner that ensures a sustainable, high quality development that respects the constraints of the site, that is sensitive to its location in a city centre, Conservation Area and Area of Archaeological Importance.

This document identifies and addresses the major constraints and opportunities facing development of the site and highlights the form and design that any development proposal should aspire to.

1.2 Outcomes

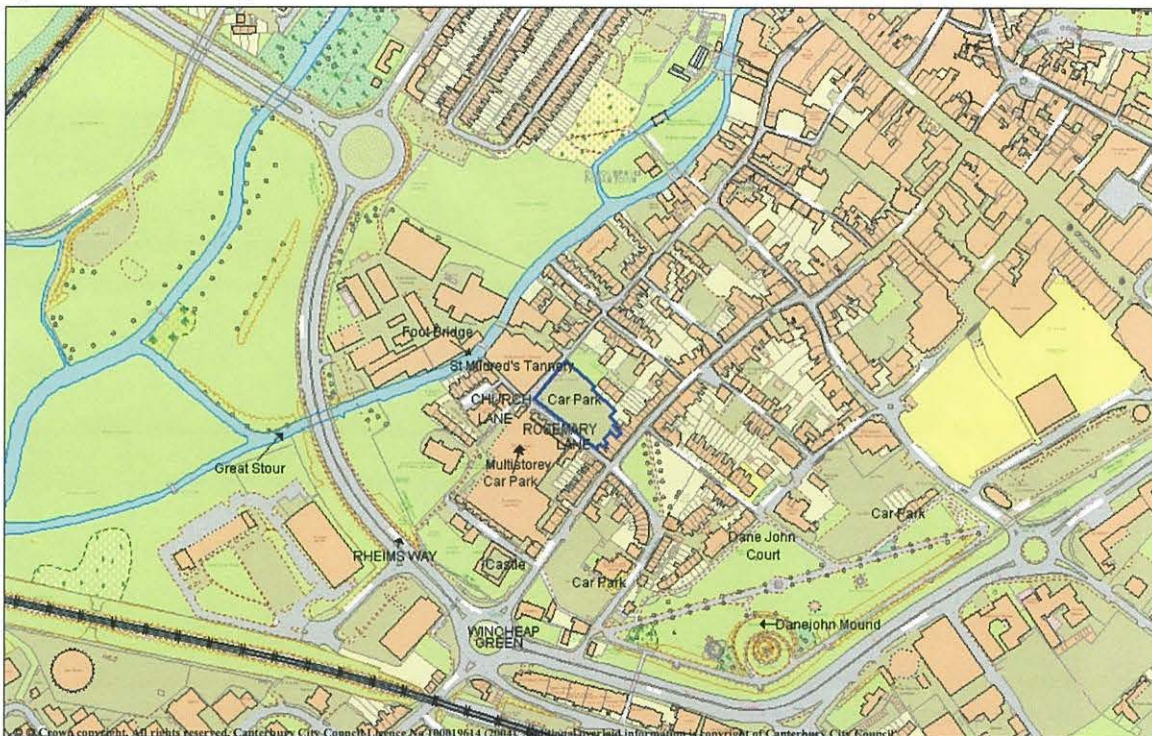
Any development proposal must overcome the issues and constraints identified within the document while providing a distinctive, sustainable quality residential development that complements and relates to the street scene and values of the conservation area. Of particular consideration are:

- Preservation and enhancement of the character and appearance of the Conservation Area.
- The need for further archaeological investigation and design and construction methods that preserve and protect existing archaeology.
- The potential for ground contamination.
- Mitigation of any adverse effects on neighbouring property owners.
- Positive reconstruction of the historic building line.
- Optimal site and building design and layout.
- Landscaping and replacement trees.
- The site should be a flagship for sustainable development in the Canterbury District.

2. The Site and Area

The car park is located on the corner of Rosemary Lane and Stour Street within the walls of Canterbury City. The site in Rosemary Lane is presently a hard-surfaced (asphalt) Council run public car park that covers an area of approximately 2700m². The site slopes gently up from Stour Street in the northwest towards Castle Street. The car park, which gains access from Rosemary Lane, has a boundary that is defined by a wrought iron railing fence. In the western and northern corners of the site there are two small pockets of soft landscaping that include low shrubs and trees. Of particular merit is the birch tree in the western corner that is paired with the birch tree on the northern corner of the multi-storey car park/housing development.

Figure 1: Location Map



The site is located within the city centre and as such in the surrounding area there is a mix of uses mainly residential, retail and recreational. Adjacent to the site on the northeastern boundary is a new three-storey housing development, which overlooks the car park. The houses have pitched roofs and are finished in a mix of brick and weatherboard. The primary windows over-look very small gardens and the car park. Along the southeastern boundary lies a row of buildings mainly houses converted into businesses that front Castle Street and gain vehicular access from the car park. On the opposite side of Rosemary Lane is a 1980's City Council development, which consists of 2 storey single aspect housing units surrounding a multi-storey car park. Across Stour Street to the northwest lies the St Mildred's Tannery which includes a large collection of buildings on the south side of the river as well as land to the north of the river. This site is currently being developed for housing, and possibly a café/bar or boutique hotel. The three storey mill buildings adjacent to Stour Street immediately opposite the site are to be retained and converted.



Figure 2: Views of Rosemary Lane car park

The area is highly built up with buildings being located up to the pavement edge adjacent to narrow roads with little visible hard or soft landscaping. The general scale of buildings in the area is large without being imposing. Along Rosemary Lane and onto Castle Street the properties have varying styles and are generally two storeys high although some have loft conversions. Along Stour Street the properties are larger being approximately three storeys in height.



Figure 3: Aerial photo of site and surrounds

3. Policy Context

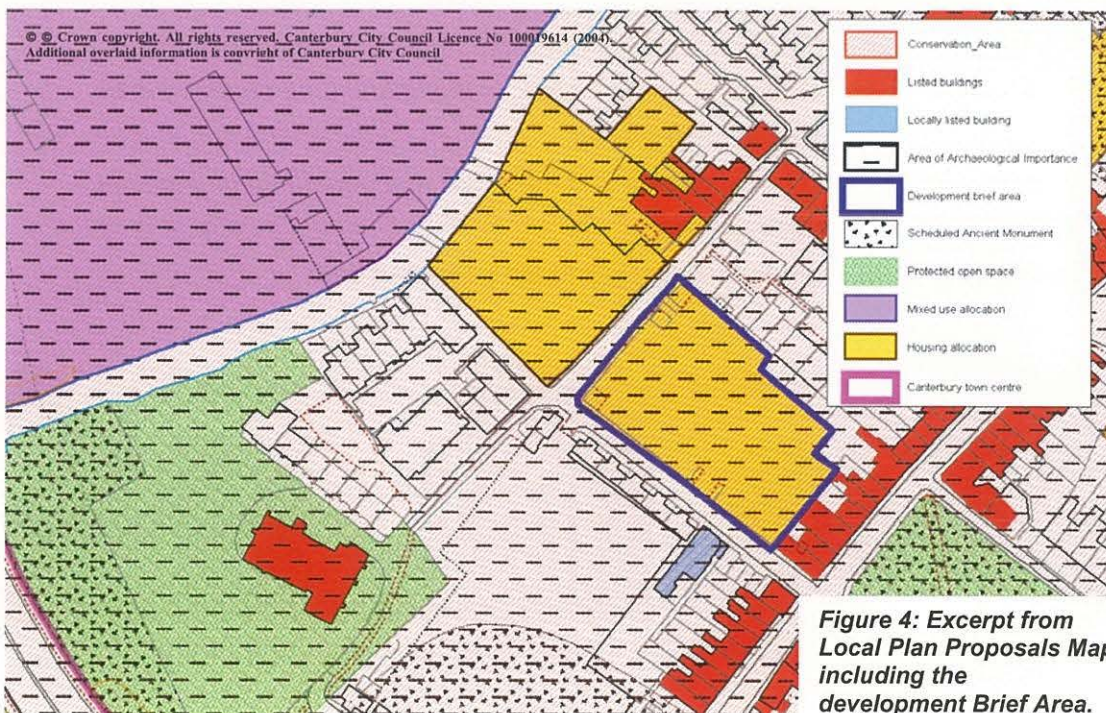
This Brief has been prepared in accordance with the guidance, policies and objectives of the Kent Structure Plan, Kent Design Guide and the Local Plan as well as Central Government policies. There are a number of Central Government policy statements and guidance which relate to this site including:

PPS1	Delivering Sustainable Development
PPG3	Housing
PPS6	Planning for Town Centres
PPG13	Transport
PPG15	Planning and the Historic Environment
PPG16	Archaeology and Planning
PPS22	Renewable Energy
PPS23	Planning and Pollution Control
PPG25	Development and Flood Risk

The Kent and Medway Structure Plan policies support redevelopment of urban areas for a range of quality housing to help meet the housing targets for the region (Policies SS4 and HP3). It is, however, noted that development in Canterbury will be governed by the conserve the built environment and setting of the historic city (policy CA1). Other policies of special note are QL1 quality of development and design, QL6 conservation areas, NR3 renewable and sustainable energy production, NR10 development and flood risk, and Policy SS6 enhancing existing communities.

The site is located within the Canterbury City Centre as defined on the Local Plan proposals map (see figure 4) and explained in Policy TC1. The Local Plan provides for developments in the town centre that add to the vitality and viability of the area provided they are in compliance with other policies in the plan. The Local Plan lists this area as allocated for residential development for approximately 20 residential units, as such policy H1 applies which permits housing on sites allocated within the plan. Policy BE1 requires all proposals to have a high quality of design, to be sustainable and lists the particular considerations. As the site is located in a conservation area Policy BE7, requiring development to contribute positively to the area's character and appearance will be of particular significance in assessing any proposal. It is noted that the site is also within an area of archaeological importance and as such an archaeological evaluation would need to take place in accordance with Policy BE15. Other policies that would need to be considered in assessing any application are:

- Policy H5 new housing development and social/physical infrastructure.
- Policy BE3 requiring design statements and development briefs.
- Policies BE14 scheduled ancient monuments and BE16 archaeological recording
- Policies C1 district transport action plan and C9 vehicle parking standards
- Policies C16 education and C28 provision of outdoor playing space
- Policies C31 drainage impact assessment and C33 flood risk zones
- Policies C37 water and drainage infrastructure and C38 renewable energy
- Policy IMP2 s106 agreements and contributions



4. History

Although presently a car park, evidence was uncovered during resurfacing of the car park in 1988 of the existence of 15th century medieval timber framed buildings overlaid with brick cottages.



Figure 5: 1874 map

Historic maps and photos (see figures 5 and 6) from 1873 to 1965 show the majority of the site being given over to residential properties and gardens with the Tannery to the northwest and a gasworks being located to the south of the site. On the 1957 map the gasworks had disappeared and in between 1965 and 1967 the site of the housing and gas works was developed as a car park. There does not appear to be any significant planning history associated with the site.

5. Opportunities and Constraints

5.1 Conservation Area

Policy BE7 of the Local Plan states that developments affecting the setting of or views into or out of conservation areas should preserve or enhance all features that contribute positively to the area's character or appearance. Of particular importance in this instance will be:

- the retention/reinstatement of the historic building line (see figures 5 & 6),
- the urban characteristics of the area
- utilisation of architectural details and materials that contribute to the area,
- the scale of the buildings; and;
- the creation of rear landscaping glimpsed from the street.



Figure 6: Rosemary Lane (photos 1, 3 & 5) and Stour Street (photos 2 & 4), 1940'2-1960's.

Any development on the site would have to respect and protect the character and appearance of the conservation area. A building design that complements and ties in with the adjacent buildings in the area would be vital to any successful development proposal. Of note in this portion of the conservation area is:

- The continuation of the building line where historically buildings were constructed right up to the pavement edge with front doors opening from the pavement (see figures 5, 6 & 15).
- The extensive use of brick in the area.
- Buildings are generally 2-3 storeys in height sometimes with dormer windows. Historically the buildings along Rosemary Lane there were two storey Victorian brick terraces with third floor dormer windows. Along Stour Street the buildings were larger generally 2.5 to three storeys with wide frontages in brick with some render and mathematical tiles.
- Hip and pitched roofs with front facing roof slopes.
- Vertical sliding sash windows with segmented brick arches.
- Front facing street facades with buildings built around a rear central courtyard/garden.
- Access to rear courtyard areas via built over arches.
- Brick walls with wrought iron gates.

5.2 Archaeological requirements and evidence to date

The evidence outlined below indicates that significant buried archaeological remains from all periods are likely to extend across the full extent of Rosemary Lane Car Park. The whole of the site falls within the Canterbury Area of Archaeological Importance and the remains may be ranked as of national importance. Until cleared between 1965-67 the site was occupied by residential properties arranged along the street frontages. Some may have had basements, although many of the gardens and yards to the rear are likely to have been unencumbered by major developments since the Roman period.

In the first instance, the site requires an archaeological evaluation to establish the development, state of preservation and importance of the surviving buried archaeology. The results of the evaluation should provide data from which development proposals can be formulated. The use of raft foundations and associated building designs would contribute towards the preservation in situ of much of the buried archaeology.

The site lies in close proximity to one of the two known foci of late prehistoric Iron Age/Belgic settlement straddling the eastern side of the Stour Valley, defined by a large enclosure extending from St John's Lane southwards to Hospital Lane. The settlement represents some of the earliest evidence for pre-Roman activity at Canterbury.

Archaeological excavations south of Rosemary Lane produced evidence for an early Roman military establishment, abandoned by AD70. Subsequently, streets were laid out in this area timber buildings being erected from the mid 2nd century AD within an insula

defined by a grid pattern of major streets. Occupation of these buildings continued through to the late 3rd/early 4th century AD by which time the Roman town wall had been erected. Both south of Rosemary Lane and south of Hospital Lane, archaeological investigations have identified late and post-Roman dark earth soils, early Anglo-Saxon structures, as well as evidence for mid-late Saxon occupation. By 1200 the medieval street pattern had established in this area, by laying out of Wistreat (Castle Street), Crockers (Hospital) Lane, Helle (Rosemary) Lane and Stour Street. One lane, later named Ballock Lane but now lost, followed an alignment east to west across Rosemary Lane Car Park. Christ Church Priory rentals indicate the presence of property plots fronting the south side of Rosemary Lane and also along Hospital Lane. Observations at the junction of Rosemary Lane and Stour Street, at the south-west corner of Rosemary Lane Car Park, revealed elements of at least two 15th century timber-framed houses, with mortared flint and chalk dwarf walls, hearths and internal partition walls, suggesting that by the late medieval period much of the frontage along the north side of Rosemary and east side of Stour Street in this area had been built up.

5.3 Contamination

The site is now a car park and although it was previously housing the site has the potential to be contaminated due to its location adjacent to a gas works that was located to the south of the site and a tannery being to the northwest of the site. For this reason the Council commissioned a preliminary site contamination study to be undertaken in 1999 by Ground Solutions Group, which is available from the Environmental Protection section.

The report found that it was unlikely that contaminative activities have taken place on the site. Site samples were analysed. It was found that the levels of toxic metals and phytotoxic metals, methane, carbon dioxide and volatile hydrocarbons were low and not considered to pose a significant risk. It was also found that the groundwater did not appear to have been contaminated by the surrounding uses. However, the levels of polyaromatic hydrocarbons (PAH) which may be associated with tarry hydrocarbons derived from asphalt hard surfacing were found in the near surface area and may pose an increased risk to human health.

Prior to development for residential purposes further investigation across the site will need to be undertaken to define the nature and extent of contamination. This study would also need to indicate the extent and type of decontamination and remediation work required and this work would need to be undertaken prior to development works beginning.

The developer should also consult the Environment Planning Development Note: *"Guidance to Developers and Builders to assist with the investigation of : Contaminated Land"*, This can be obtained from the Canterbury City Council's Environmental Protection Section and the Government Contaminated Land Reports. Due care will also need to be taken during and after construction to ensure that any potentially contaminative substances are suitably stored prior to disposal to a suitably licensed waste disposal site.

5.4 Flooding and drainage

The site is in the vicinity of the Great Stour River and as such a small portion of the site is shown on the district planning maps as being at risk of fluvial flooding and has been identified as flood prone by the Environment Agency. However, only approximately one third of the site closest to Stour Street is just within the flood plain of the River Stour, therefore the flood levels, even for a 1 in 100 year flood, would be relatively low. Figure 7 shows the current information from the Environment Agency, which Council has with respect to flood risk.

Any developer will need to fully comply with the Council's drainage and flood alleviation requirements (see the Drainage Impact Assessment Guidance Note). A flood risk assessment, a level survey, drainage impact assessment and a topographical survey to determine the exact extent of the flood plain will be required in association with any application for residential development on land subject to inundation.

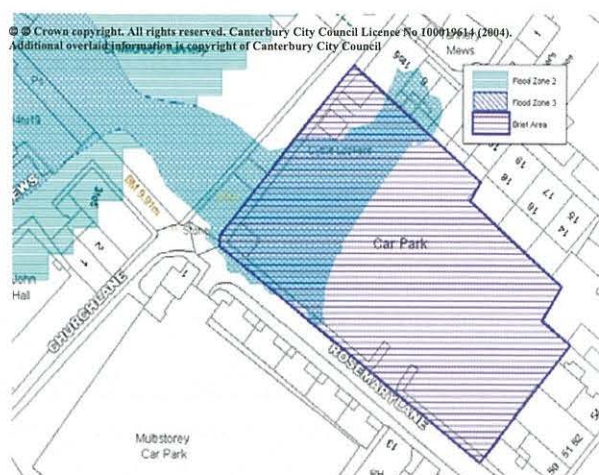


Figure 7: Flood Map

Policy C33 allows infill development within flood plain subject to certain standards. It is noted that a Drainage Impact Assessment and relevant mitigation measures will need to be undertaken in accordance with Policy C31. Measures to combat the flood risk, such as, minimum height floor levels, or, front facades with a door and lobby, and rear garages at ground floor level may need to be incorporated within the design of any buildings erected on the site and would need to be continuously maintained as such. The Environment Agency will need to be consulted with respect to the potential loss of flood storage due to buildings being located within the flood plain and some excavation of open spaces within the site may be required to insure continued flood storage capacity.

The principles of the Sustainable Urban Drainage Systems and national guidelines should be considered and contributions towards new flood defence or alleviation works maybe required by the Council. However, the need for works would be affected by the design of the buildings, the type and degree of soft landscaping versus hard standing, whether water recycling and water butts are included and the likely level of floodwater displacement from any new buildings. A level survey of the site would identify the extent of the problem. It is noted that the area is already covered by man made hard surfacing so there is unlikely to be an increase in storm or floodwater for disposal flowing from the site as the result of any further development of the site. Surface water could not be disposed of by soakaways due to a high water table and the potential for groundwater contamination.

5.5 Access, Parking and highway requirements

The site presently provides car parking for 89 vehicles, cycle lockers and rear vehicular access to several of the properties fronting Castle Street. The car park is full most days of the week although this is probably more to do with ease of access when compared to the adjacent multi-storey car park than any shortage of car parking in the area. The adjacent multi story car park across Rosemary Lane has a capacity for several hundred vehicles and is seldom full.

Several options have been discussed for the car park including building on, building over retaining some public car parking, and a combined multi-storey car park/residential development. Building on the car park with resident parking is realistically the only feasible option for the following reasons:

- It will allow for a high quality residential development, a quality built environment that fits in with the conservation area and a better living environment for the residents, by providing the spaces to build quality structures, provide private outdoor areas and the ability to provide for innovative sustainable development.
- It is in line with Government and Council policy with respect to providing means to reduce the reliance on the car. In particular PPS1 and PPG7 and policies such as C1 of the Local Plan.
- There has been a reduction in parking demand in this area, and there is a need to reduce the level of vehicle traffic going into the historic part of the City.
- The nearby Castle Street multi-storey car park and Castle Street car park have adequate spare capacity for displaced parking. The parking survey showed a surplus parking capacity in this area. The loss of the surface car park is in line with PPG13 in the context of providing a fourth Park and Ride facility and other car parks recently constructed in the vicinity including Whitefriars. This would also make full use of the adjacent multi-storey car park.



The adjacent car parking building (*figure 8 left*) is under utilised and has a pedestrian access that does not always offer a pleasant and secure feeling environment. If this were to be utilised for over night parking of resident vehicles improvements to the pedestrian access points and upgrading of the car parking facilities would be required.

The layout design of the Rosemary Lane development should provide appropriate levels of parking particularly visitor parking within the curtilage of the present site particularly as no on-street parking is available. Parking shall be provided at a maximum of one space per dwelling unit (or 100%), and a 'car free' element could be welcomed in such a sustainable location in accordance with Policy C1 and appendix 2 of the Local Plan. On-site parking should be designed as an integral part of any open space provision. Any car parking should be provided within the site to the rear of the buildings either in integrated garages, within the curtilage of the residences or in a central parking court. A carriage arch type or built over access off Rosemary Lane, with appropriate pedestrian visibility,

should be provided for such parking. Guidance can be obtained from the Kent Design Guide and the Highways Authority with respect to technical highways design standards.

A transport assessment will be required which will help identify the areas and routes to be addressed/improved. Council may require a contribution to be made by the developer of the site towards providing and improving the walking and cycling routes in the area as identified in the Walking and Cycling Strategy. The emerging Development Contribution - Supplementary Planning Document Appendix 3, notes that housing inevitably has an impact upon transport and should therefore be expected to contribute towards achievement of the Local Transport Plan. Appendix 3 of that document provides guidance as to the expected levels of contributions.

The shops fronting Castle Street including 49, 50, 53 and 57 Castle Street enjoy rear access via the car park subject to individual licence agreements from the City Council. Any development would have to provide for access from Rosemary Lane to these properties. Potentially this could be via a small access alleyway/driveway in the southern corner of the site. It may also be appropriate to formalise these access agreements into a more permanent arrangement.



Figure 9: Rear of Castle St property

The Rosemary Lane and Stour Street road frontages shall be reconstructed using materials appropriate in the Conservation Area and in sympathy with the new development. This will include footways, kerbs and possibly a carriageway if required. Consideration should be given to the use of Canterbury crossovers.

Pedestrian access to Stour Street from the rear of the complex should be provided, preferably adjacent to the northeastern boundary. Some properties will also open onto the street front and additional pedestrian access should be provided through or adjacent to the vehicle access onto Rosemary Lane. The cycle lockers located in the northeastern corner of Rosemary Lane car park are to be relocated to the Watling Street car park in the near future.

5.6 Utilities

The developer should carry out investigations concerning the availability and capacity of all utilities and will be expected to contact the relevant utility and infrastructure providers. Evidence that the site can be provided with suitable water supply, sewerage disposal, telecommunications and electrical/gas services to serve the proposed number of houses should be presented with any planning application. It should be noted that Southern Water has indicated that at present there is no existing capacity in the sewer system to serve this site. It is possible that the St Mildred's Tannery development may release some capacity through the reduction in surface water entering the system. This issue should be fully investigated in association with Bellway Homes.

5.7 Refuse Disposal

Each residence will require adequate refuse and recycling storage facilities screened from the street. This is particularly important in a city centre location where space is at a premium and bins cannot be left on the pavement (*see figure 10 below*). There are two options for dealing with refuse either:



- Each residence is provided with off street out of view storage facilities for a 240litre wheeled bin for landfill waste and 0.25m² storage space for recycling sacks.
- Or more preferably, there could be a central rubbish disposal and recycling point for all of the residences which would need to be administered by a Management Group or similar.

Access to facilitate the easy collection of refuse from a refuse store or receptacle point would also be necessary. The adequacy of any proposal with respect the provision for refuse disposal should be discussed with the Council's Street Scene section prior to submission of plans.

5.8 Noise and Security

The only foreseeable problem with noise could be from the public house opposite the site. This should not be an obstacle to development but developers will need to consider its location when designing any building in this portion of the site. Any design must consider security and noise mitigation measures.

The development will have a city centre location. Local authorities play a key role in addressing crime prevention, and there is a need to consider the design of developments as an opportunity to reduce crime and the fear of crime and improve the quality of life across the District. To this effect the City Council has produced supplementary planning guidance 'Crime Prevention Through Design' which should be considered during the design phase of any development.

5.9 Neighbouring amenity values

The adjacent apartments in Stour Street were constructed as the initial stage of the Tannery Development (*figure 11 adjacent*). They have small side gardens (with lengths in the vicinity of 3 metres) and primary windows that overlook the Rosemary Lane car park. The Castle Street properties also have rear-facing windows that overlook the car park and gain rear access to their properties across the car park. The properties opposite the site across Rosemary Lane have single aspect north facing windows due to their location in front of the multi-storey car park. Consideration will need to be given to providing them with a pleasant outlook and maintaining their access to daylight.



Policy BE1 allows for developments with a high quality design, which includes having regard to the privacy and amenity of the existing environment.

In this instance the adjacent properties that run along the north eastern boundary of the car park have primary windows that face the car park at all three levels. Building along this boundary would restrict views, impact upon privacy and more importantly substantially reduce the access to daylight and sunlight that these properties presently enjoy. Apart from any proposed buildings adjacent to the larger structures facing Castle Street (which have no primary southwestern facing windows) it is important to note that construction of buildings along the northeastern boundary will not be supported.

Buildings along the southwestern road frontage of the site (Rosemary Lane) should be designed and constructed in a manner that insures that any impacts on the access to daylight of the properties opposite are minimised. Evidence should be submitted with any planning application to show that structures on the Rosemary Lane frontage would not have an impact on the access to daylight of numbers 3, 5, 7, 9 and 11 Rosemary Lane.

5.10 Quantity and type of housing

Planning Policy Guidance 3 (Housing) states that development should make the best use of land. The Council has identified the area as being capable of supporting 20 units whilst retaining a pleasant, high quality development. The developer should liaise with the Planning Policy and Housing sections as to the precise mix of affordable housing that may be required.

5.11 Trees and landscaping

There is a notable birch tree in the northwestern corner (*figure 12 right*), which appears large and healthy, and area of soft landscaping in the northern corner both of which contribute positively to the street scene, which is otherwise very built up in this area. It would be preferable to retain these trees especially the birch on the corner of Rosemary Lane and Stour Street and associated soft landscaping and incorporate them into in any proposal for the site. The trees



on the car park are protected by the conservation area designation and may not be cut down without 6 weeks prior notice being given to Council.

If the trees do need to be removed they must be replaced within the site and incorporated with other tree planting which should be able to be viewed from the street through gaps in the building line such as gates and driveways. The ideal situation would be to have a tree or trees located on the northeastern boundary to be viewed through a gate on the northern corner and a grouping of trees in the middle of a courtyard, which could be viewed through the entranceway from Rosemary Lane (*see figure 17*). The types of trees



that would be suitable include compact species such as *Malus trilobata* and *Pryus calleryana*, which would have a trunk diameter 1 metre above ground level of 12-14cm.

Figure 13: The Almshouse, Stour St

In addition to the replacement trees, areas of hard and soft landscaping would need to be provided within the site and would include provision for some parking and communal open space. A landscaping plan including any replacement trees or protection measures for the existing trees should be presented in conjunction with any planning application.

5.12 Open space

Due to the provision of adjacent existing areas of open space including that associated with Canterbury Castle, The Dane John, Greyfriars and the old graveyard (*figure 14 adjacent*), the context and size of the site and the difficulties with respect to the provision of open space within a town centre residential development it would be unreasonable to expect the development to provide areas of



public open space. However, in accordance with PPG17, the City Council's approved open space strategy and the emerging Development Contribution - Supplementary Planning Document the development should contribute towards the enhancement of existing open spaces in the surrounding area. As such financial contributions in lieu of land for open space are likely to be levied, Appendix 4 of the Development Contribution - Supplementary Planning Document, can provide guidance as to the likely requirements. Standards exist for the calculation of any contributions required and are based on the probable number of occupants. Consultation as to the degree and form of contributions required will be undertaken as part of any planning application.

5.13 Developer Contribution

In accordance with Policy C16 of the Local Plan the developer will need to make reasonable provision per house towards improving physical and social infrastructure in line with Policy H5 and paragraph 2.34 of the Local Plan.

6. Form and Design

6.1 Sustainability

Paragraph 6.7 of the Local Plan sets out a checklist for sustainable development that should be adhered to. A sustainability statement will be required setting out how the objectives of sustainable development have been incorporated within the proposed development in line with paragraph 6.64 of the Local Plan. Further guidance on sustainable development can be obtained from the “Sustainability Checklist for Developments in the South East” produced by SEEDA, Kent Design produced by KCC and best practice from Building Research Establishment (BRE).

The site provides an opportunity for Canterbury City Council to promote sustainable building techniques and technologies within the district. The aim is for the development of Rosemary Lane car park to be a ‘flagship’ development and a showcase of sustainable building design and function. The buildings should be located, designed and constructed to provide maximum energy efficiency and to reduce CO₂ emissions as well as, incorporating renewable energy and water saving technology (in accordance with PPS22).

Any application for planning permission should include a sustainability statement that shows that the design and construction of the development has regard to the principle of sustainability. In particular, they should demonstrate that the following elements have been incorporated:

- Renewable energy production technology to provide for at least 20% of the annual predicted energy requirements of the development.
- Energy efficiency of dwellings should exceed the requirement of Part L1A of the 2006 Building Regulations by 20%. The Governments Standard Assessment Procedure 2005 (SAP 2005) establishes the standard for compliance with part L. All houses constructed on the site having a SAP energy rating of 110-120.
- Water Conservation and re-use measures – such as collecting rainwater water, recycling grey-water, and household water use minimisation measures, see *PPG12, The Kent Design Guide*, www.envirowise.gov.uk/water and Sustainable Drainage Systems (SuDs) standards (should a SuDs system be incorporated evidence would be required that that the developer had secured/provided for the future maintenance and that appropriate on site treatment was to be provided).
- Waste minimisation during construction – through reduction, re-use and recovery and an integrated waste management plan exceeding the Best Practicable Environmental Option (see *Kent Structure Plan, The Kent Design Guide* and *The Waste and Resources Action Programme*).
- Use of sustainable materials and recycled materials in the construction taking into account minimisation of the whole life costs of products used (see *The Kent Design Guide, Sustainable Construction: Whole Life Cost Benefits* and *the Whole Life Cost Forum* for more information). In particular it should be demonstrated that timber and timber products have come from a sustainably managed source (or re-used timber).

All of the houses built shall have an **EcoHomes rating of excellent**. Incorporation of the above issues should contribute to delivering this 'excellent' rating. The EcoHomes rating is a standard method for the assessment of the environmental impact of house building. To gain an Excellent 70 credits need to be obtained across a range of categories (see *BREEAM - Ecohomes 2006 – The environmental rating for homes – The Guidance – 2006/Issue 1.1*).

6.2 Design

Although the area is located within the city centre the immediate area already has a number of substantial residential developments with another large development under construction on the Tannery site. The surrounding context is a densely built environment. Buildings are between 2 and 3 storeys in height and are generally built up to the pavement edge. The Kent Design Guide 2005 provides guidance on the design of inner city residential developments and should be referred to in the formation of a design for the site.

Important in the successful integration of the development into the street scene is the maintenance/reinstatement of the traditional building line where possible (see figures 5, 6, 15 & 20), with houses built up to pavement in a continuous line except for entrance/exit points. The properties should be terraced with no gaps, to provide a continuous frontage. The development should have an active frontage and a street-facing facade with windows and doors opening from the pavement. The street frontages should be varied to give the impression of a street developed over time and to provide a visually interesting street scene. It is anticipated that the design of the Rosemary Lane and Stour Street elevations should be contextual and more vernacular in appearance. The design of the south facing inner courtyard facades may need to be more contemporary in order incorporate the sustainable design elements.



Figure 15: Examples of residential street scenes from the surrounding area

The height of the buildings will need to vary. A maximum height along Stour Street would be 3 storeys. Along Rosemary Lane the buildings will need to have a lower profile of 1.5-2 storeys in height. Accommodation in the roof space may be acceptable with front and rear facing roof dormers being a common feature in the surrounding area. The predominant form of dormer windows in the area is small scale with a hipped roof. Roofs should be pitched either hipped or gabled with front facing roof slopes finished in plain clay tiles or slate. Wall materials would need to be light red brick or render finished in a pale light reflective colour, with the possibly of a limited use of mathematical tiles. The brickwork should be finished to have the appearance of Flemish bond or English bond. Front facing windows should reflect the style of other windows in the area including vertically sliding sashes with segmented brick arches above.



Figure 16: Examples of dormer windows, doors and windows and a corner building

The houses should be located around an inner central court with their front facades facing Rosemary Lane and Stour Street (see figure 19 for an indicative layout). There is a possibility that some buildings could be located along the new alleyway to the southeast to give a three sided courtyard. Buildings should be not constructed along the northeastern boundary with the adjacent residential properties to ensure their privacy and access to solar energy. A central landscaped courtyard with trees to replace any lost should be provided. The trees should be located in a sight line from the main vehicle and pedestrian entrances to the site. Provision of private rear gardens or a combination of individual courtyards/gardens with a central turning parking landscaped area versus provision of one large communal courtyard garden with parking is a matter for the developer to decide.

With respect to access and parking the ideal situation would be to retain access to properties along Castle Street through provision of an entrance/exit way behind the properties on Castle Street to serve these and possibly the new properties if required. A separate entranceway to the housing development should be onto Rosemary Lane opposite the existing residential properties well back from the corner with Stour Street and could have a setback building constructed over it. A communal wrought iron style gate in a high brick wall should

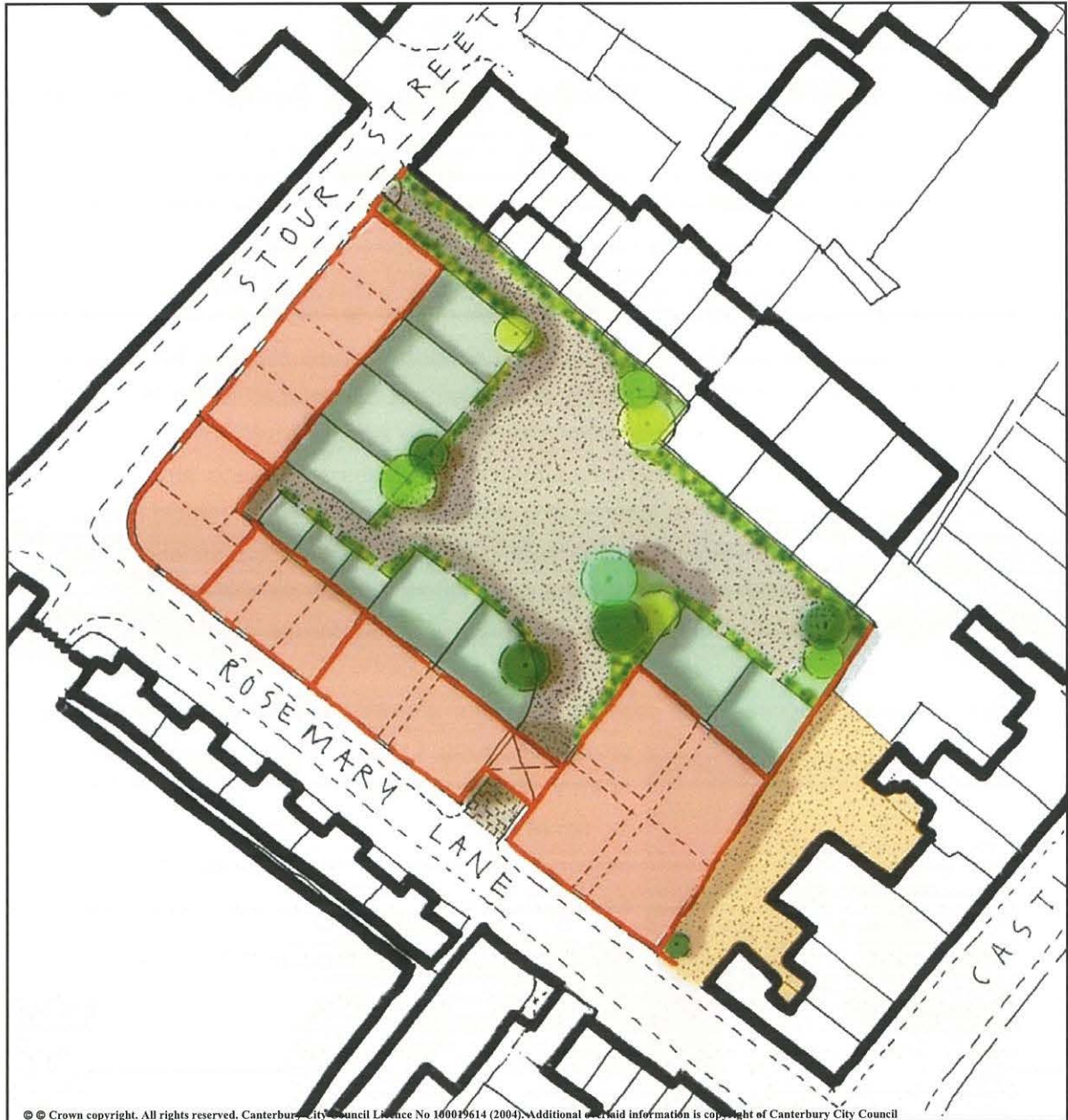


be provided in the northern corner of the site to provide pedestrian access to Stour Street as well as providing a set back from the existing development on Stour Street (see figure 17 above left). Consideration should be given to finishing of the driveway, paths and parking areas in bonded aggregate to provide a similar visual impression as given by other alley ways and driveways in the area (see figure 18 right).



Of additional note the fence that current surrounds the site should be salvaged and used where possible in the development.

Figure 19: An indicative layout for development of Rosemary Lane car park. Includes built over access, access to Castle St properties, replacement trees and building line retention.

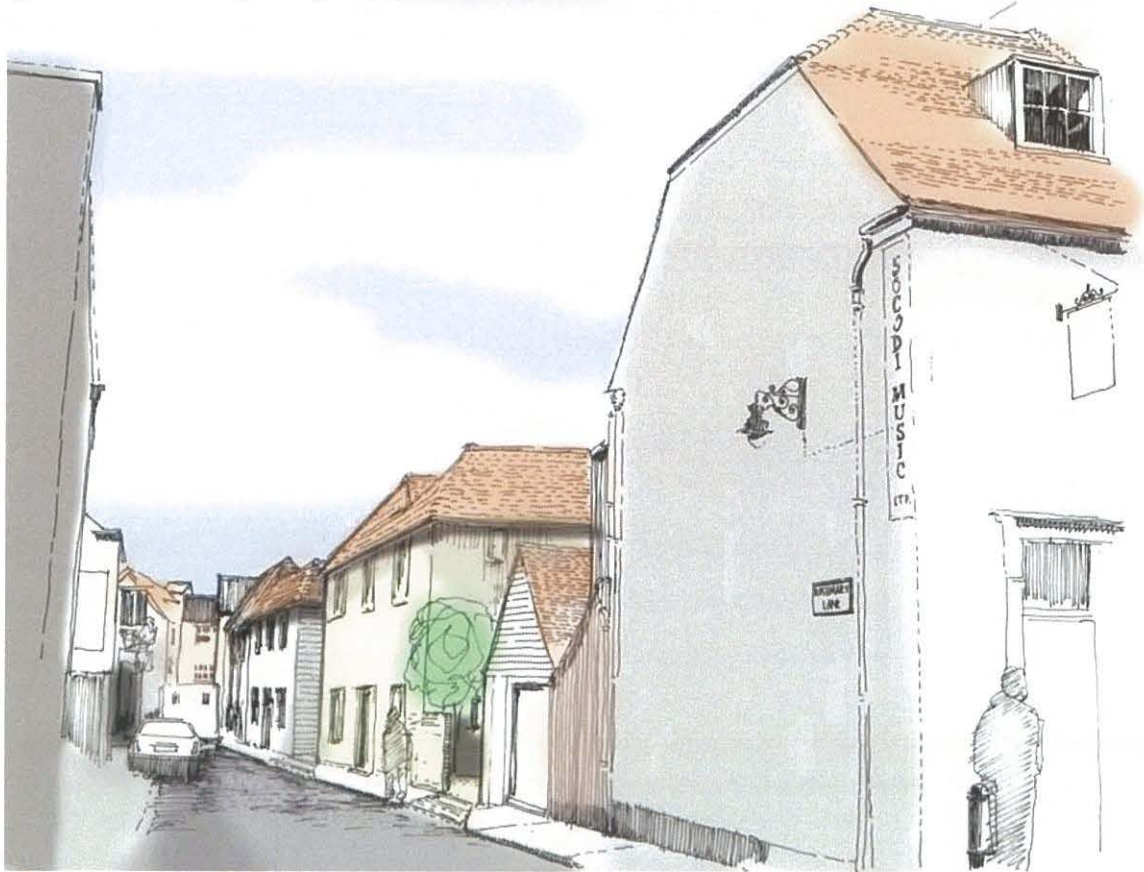


7. Development Process

A section 106 agreement including many of the matters addressed in this Brief will need to be agreed with the City Council as part of the planning permission process. Included in this should be details as to the form that any management committee will take and how they will operate to manage communal open space, accesses and if necessary refuse disposal within the development. .

The City Council will adopt this Development Brief as a material consideration for development control purposes. Any planning application within the Development Brief area would have to provide evidence that it complies with the requirements and guidance outlined in this Development Brief.

Figure 20: Rosemary Lane, "what could be".



8. Statement of Consultation

A copy of the draft Development Brief for Rosemary Lane Car Park was sent to all adjacent properties owners, as well as the users and owners of the site, local councillors, and service providers. Four site notices were displayed on site within the car park. The period for consultation was 23 June 2006 to 31 July 2006 and responses were received up until 29 September 2006. Nineteen responses were received.

The comments received were summarised and the draft Development Brief and a report including the summarised responses from the consultation were reported to the Canterbury City Council Canterbury Area Members Panel on 6 November 2006. All persons who responded to the consultation were written to and made aware of the fact that they could speak at the meeting. Four speakers were heard at the meeting.

The Development Brief was amended in light of the consultation and presented to the Development Control Committee along with a summary of all responses received for their comment. All persons who responded in writing to the consultation received or were directed to a copy of the amended brief and were notified of their right to speak at that Committee meeting. Four speakers were heard at the meeting.

The Development Brief will be approved by the Executive and Full Council, as a material consideration for development control purposes.

