

Tankerton Road Car Park Tankerton Road and Pier Avenue Whitstable



Development Principles

29 March 2012

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1. Introduction

The Development Principles establish the planning policy for the redevelopment of Tankerton Road Car Park.

1.1 Aims

The aim of this document is to guide a residential development of the car park that respects the constraints of the site and is sensitive to its location.

This document discusses the major constraints and opportunities facing development of the site, and highlights the form and design that development proposals should consider.

1.2 Outcomes

Development proposals should address the issues and constraints identified in the document, of particular consideration are:

- Providing a distinctive, sustainable quality residential development that complements and relates to the street scene.
- Social housing providing for local need.
- Mitigation of any adverse effects on neighbouring property owners.
- Optimal site and building design, layout and landscaping.
- Relocation of bus parking.
- The need for further archaeological investigation.

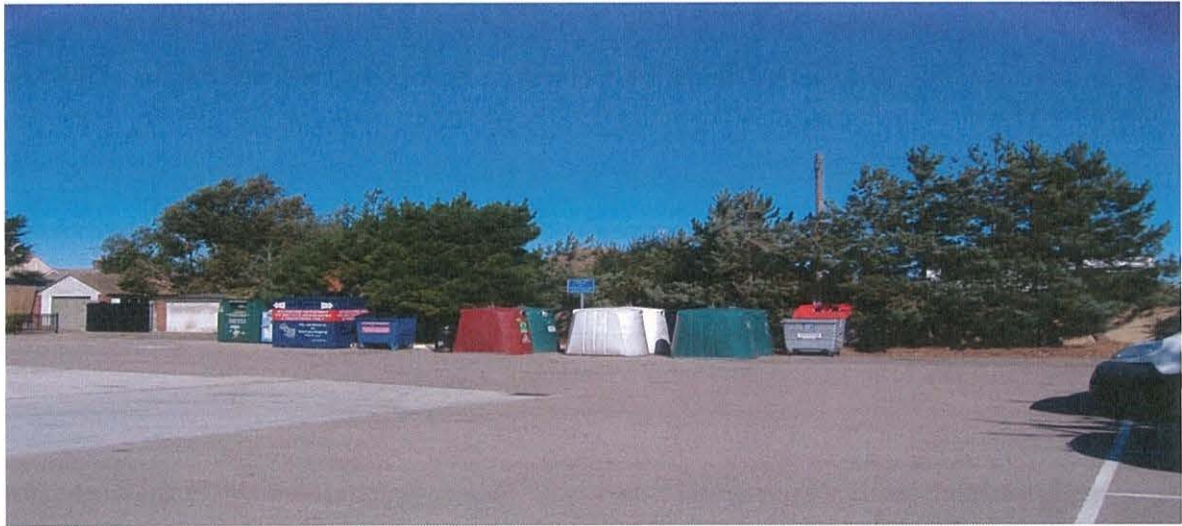
2. Site Description

The site is located on the north western corner of Pier Avenue and Tankerton Road, Tankerton, and is a street back from the seafront. The site is a hard-surfaced public car and coach park and that covers an area of approximately 1889m² and provides parking for 44 vehicles including three coach parking spaces.



The site viewed from Tankerton Road looking west

To the rear of the site are a number of recycling bins behind which is a right of way and a row of trees. In the north eastern corner of the site is an electricity substation.



To the left are garages with access onto the '10 ft' right of way; recycling bins; trees; the substation is to the right

The site is accessed from Tankerton Road at the south western end of the site, 50 metres from the corner with Pier Avenue. The site is located within the urban area and adjacent to the Tankerton shopping centre. In the surrounding area there is a mix of uses including residential, retail and recreational. To the north of the site are a number of detached houses fronting onto Marine Parade. To the east is a semi-detached pair of cottages (numbers 3 and 5) on Pier Avenue which is a predominately residential street. The owner of numbers 3 and 5 Pier Avenue has indicated that he may be interested in including those properties in the overall development site. The Royal Public House is at the northern end of Pier Avenue. Tankerton Road runs along the southern boundary of the site and contains a mix of uses; including houses, flats, takeaways, restaurants, and hairdressers. A bus stop and shelter is located at the Tankerton Road frontage of the site. The western boundary of the site is formed by a three storey block of flats known as Copperas Court. Several of these flats have windows that face onto the car park.

The general scale of buildings in the area is domestic with the majority of the buildings being two storeys in height. The relatively wide roads and pavements create an open suburban feel to the area. Tankerton Road properties have a variety of traditional architectural styles, generally a mix of Edwardian and mid 20th Century. Buildings materials include a mix of red and yellow stock bricks, hanging tiles, render and tiled roofs. Bay windows at both ground and first floor are also common feature.

The site is in a sustainable location with the local shopping area providing a full range of shops and services, a bus stop in front of the site, a public house on Pier Avenue and a large area of public open space fronting the sea (Tankerton Slopes).



Tankerton Slopes



Figure 1: Location Map, shows the site, housing allocation (yellow) and local shops (purple lines)

3. Historic Context

3.1 Archaeology

The Historic Environment Record shows finds of at least three Mesolithic tranchet axes from the Tankerton area. The Mesolithic dates from c.11500-5000B.C. and data relating to seasonal, coastal settlement areas/sites are very scarce. There have been a couple of other sites along the north Kent coast, at Eddington and at Hillborough, where Mesolithic land surfaces have survived and been recorded during archaeological excavations, that at Eddington being the oldest. The development of the Tankerton estate has largely masked the landscape. As there were no archaeological investigations in this area prior to that development, sites such as the car park that have not previously been developed provide a valuable resource and need to be evaluated.

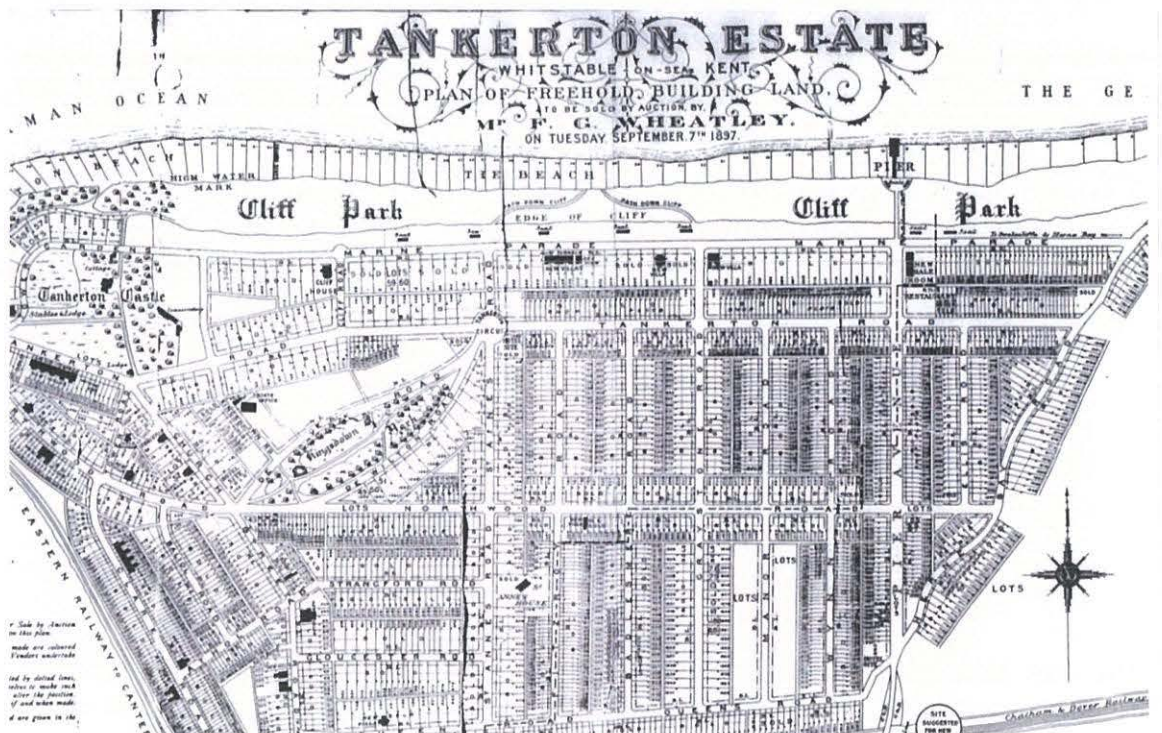


Figure 2: Tankerton Estate subdivision of plots 1897

3.2 History

This area of the coast was, until recently, a farming area probably part of the Manorial estate or home farm of Tankerton Towers. An Estate Company was set up in 1890's and brought much of the land in the area with the aim of building a new residential suburb. The estate road layout was constructed in 1891 and plots were auctioned in the summer months. The Tankerton Estate map dated 1897 (figure 2) shows the scheme. By 1914 300 houses had been built with most of the plots being built out by 1939. This site, as shown on figure 1 was never divided into plots for sale and has remained undeveloped becoming a public car park in the 1950's (figure 3).

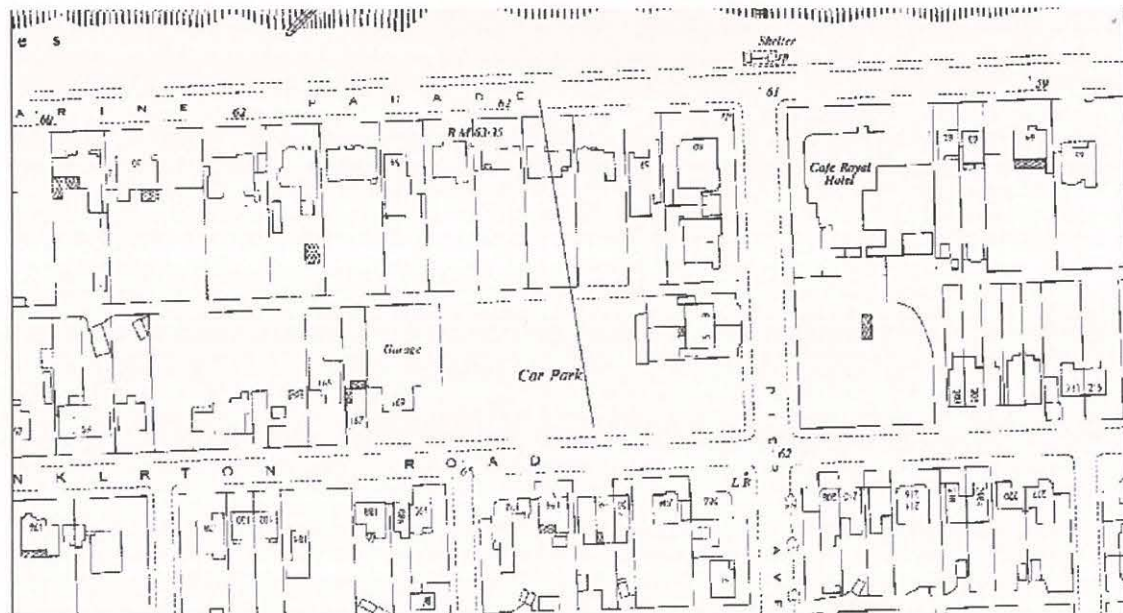


Figure 3: Map from 1956-1964

There is not any significant planning history associated with this site. However, the 24 unit apartment complex to the west, previously a garage and part of the car park, was granted planning permission (CA/00/0735/WHI) in July 2002 subject to 11 conditions and a section 106 agreement.

4. Policy Context

4.1 Government guidance

These Principles have been prepared in accordance with the guidance, policies and objectives of Central Government, Kent Design Guide and the Local Plan. There are a number of Central Government policy statements and guidance notes which relate to this site including:

- PPS1 Delivering Sustainable Development
 - PPS3 Housing
 - PPS5 Planning for the Historic Environment
 - PPG13 Transport
 - PPS22 Renewable Energy
 - PPS23 Planning and Pollution Control
 - PPG24 Planning and Noise
- Code for Sustainable Homes

The draft National Planning Policy Framework has been published and is under review. The Localism Act has been passed and sections either have been or are expected to be enacted in March 2012. Following the enactment and approval of the NPPF there will be significant changes to the planning system including changes to the planning policy statements listed above.

4.2 Local policy

This document supports the policies in the adopted Canterbury District Local Plan (2006) and provides additional guidance for the future development of the site. The Development Principles are a material consideration for Development Control purposes. At this time the Canterbury District Local Plan (2006) remains an important part of the planning framework for the district. Most of its policies were saved by the Secretary of State in 2009 and continue to be relevant in determining planning applications. The Local Plan (2006) allocates the site for residential development (policy H1). Policy H4 also outlines the requirement for affordable housing to be provided on allocated sites, now at a rate of 35%. Other policies that are relevant include:

- BE1- requires all proposals to be a high quality of design, and to be sustainable.
- Policy BE15 and BE16 - sites of archaeological interest and 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, C37 water and drainage infrastructure and C38 renewable energy
- Policy IMP2 - s106 agreements and contributions

It is anticipated that a new Local Plan, or Local Development Framework (LDF), is likely to supersede the District Local Plan (2006) in 2014. The Core Strategy Options for the LDF was published on 21 January 2010 and was subject to public consultation until 5 March 2010. The draft Core Strategy policies that have relevance to this site are:

- CP1 – Location of Development (incorporating Options 1 and 2 concerning development on brownfield sites)
- CP5 - Promoting good design and sustainability
- CP7 – Protection of strategic assets including conservation areas.
- CP9 – Housing scale and distribution
- CP10 – Housing mix and affordability
- CP12 – Quality of life and access to services and facilities including transport

Other council policy documents of note are the:

- Developer Contributions Supplementary Planning Document (SPD)
- Sustainable Construction Supplementary Planning Document (SPD)
- Crime Prevention Through Design
- Kent Design Guide (SPD)

5. Opportunities and Constraints

5.1 Quantity, type and mix of housing

The site has the ability to provide a significant number of apartment and town houses with private outdoor garden space. It is anticipated that this site will be developed with high quality lifetime homes and will specifically target local residents downsizing from family homes of all tenures, which in turn will become available to younger local families. The need for family homes is explained in the Strategic Housing Market Assessment (SHMA section 12.9.8 to 12.9.10).

The Council considers this site to be capable of supporting up to 17 units (Local Plan 2006, Appendix 3). This site is particularly suitable for housing for people downsizing due to its location adjacent to a local shopping centre, good public transport links and services and the proximity of Tankerton slopes open space.

The homes on this site must be affordable for local people. There must be a mix of tenures. 60% percent of the properties should be available for Affordable Rent and the remaining 40% a mixture of shared ownership and sale. This mix gives “asset rich, cash poor” older people the

opportunity to release equity from their family home. The developer should liaise with the Planning Policy and Housing sections as to the precise mix housing that may be required at the time.

The development should contain a mix of one and two bedroom apartments with balconies and shared garden space, and two bedroom town houses with private patio gardens. One-bedroom homes should have a minimum of two bed spaces. Two bedroom homes should have three to four bed spaces.

Should the site not be developed for affordable housing, any proposal for 15 or more units will have to provide affordable housing at a rate of 35%.

5.2 Neighbouring amenity values

The site is surrounded by a range of uses although all immediately adjacent properties are residential. Policy BE1 allows for developments with a high quality design, which includes having regard to the privacy and amenity of the existing environment. Development should, in particular, be designed to be in keeping with the surrounding residential environments, by having a similar massing and height, avoiding overlooking, providing a pleasant outlook and taking into account the access to daylight of the existing properties.



Copperas Court



Rear elevation of 3 and 5 Pier Avenue

The properties at 3 and 5 Pier Avenue have rear-facing windows that overlook the car park. As noted in section 2 the owner of numbers 3 and 5 Pier Avenue has expressed interest in including those properties in the development site. This would remove the overlooking issue. The adjacent three storey apartments on Tankerton Road (Copperas Court) have been built up to the western boundary of this site. There is a small landscaping strip which provides a setback of approximately 1 metre and several of the apartments have east facing primary windows that overlook the car park. Some of the apartments and rooms are single aspect so these windows are their only source of daylight and ventilation. Consideration will need to be given to providing them with a pleasant outlook, privacy and maintaining their access to daylight. It should be noted that construction of buildings along the western boundary will not be supported.

The development should be set back at least 14-15 metres from the eastern elevation of Copperas Court and 21 metres from the rear of the properties along Pier Avenue. If primary windows of the new development are to face onto the eastern elevation of Copperas Court then a 21 metre separation should be provided. This would minimise the loss of day and sun light and retain privacy to the adjacent properties. The layout and design features of any building should also act to minimise over looking and shading. Evidence should be submitted with any planning application to show that any development will minimise any impact on access to sunlight or daylight, and protect the privacy and amenity of neighbouring properties.

5.3 Relocation of parking and bus stop

Government policy seeks to maximise housing development on previously developed land within urban areas. The Local Plan has allocated this site for housing development. Redevelopment of under used car park sites for housing is in line with Government and Council policy with respect to providing the means to reduce the reliance on the car.

Building on this car park will allow for a high quality residential development to provide for local housing need. As well as creating a quality built environment and a better living environment for residents, by providing the space to build quality structures and provide for open space.

The car park which contains 41 car parking spaces and three coach parking spaces is considerably under used for most of the year, with running costs often exceeding income. This is in part due to the substantial amount of free on road parking available along Tankerton Road and the seafront and in part due to the low demand for public parking in a predominately residential suburb where many properties have their own off street parking. There are controlled on-street parking bays available nearby in Pier Avenue, a mix of controlled and uncontrolled parking on Tankerton Road and uncontrolled parking along the seafront. The on-street parking already available should cope with displacement of cars from the redevelopment of this car park.



Car park looking east to Pier Avenue

The coach parking although under utilised for much of the year is an important facility and will be relocated. There is also the potential to remove and relocate the bus stop and layby on Tankerton Road, which would slightly increase the potential building footprint and possibly allow vehicle access to the site from Pier Avenue. The feasibility of this will depend on final site layout and the financial viability of moving the bus stop, letter box and phone kiosk. The highway would need to be stopped up and a 31 metre long on-road bus stop with a raised kerb and bus shelter provided at the western end of the site.



The bus stop on Tankerton Road

5.4 Access and parking and highway requirements

The car park provides vehicular and pedestrian access to properties to the north of the site, including the substation, (via a '10 foot' rear access way). Several properties are understood to enjoy vehicular access licence agreements and rights of way from the City Council. Any development would have to retain vehicle and pedestrian access for these properties. The most space efficient way of providing for this would be to provide a vehicle access for the development along the western boundary of the site adjacent to Copperas Court.

The existing car park access has good sight lines and provides a safe access/egress from the site. The vehicle access to the site could be in a similar location along Tankerton Road with a reduced width or relocated to Pier Avenue following the line of the high voltage power cables, depending on the final layout of the site and if the bus stop is to be relocated.

On-site residents parking should be designed and incorporated as an integral part of any circulation and open space provision. Parking should be at a rate of one space per unit given the highly sustainable location of the site.

A transport assessment will be required which will help identify the areas and routes to be addressed/improved.

Council will require a contribution to be made by the developer of the site towards providing and improving transport links, helping provide for relocation of the coach parking and improving walking and cycling routes in the area as identified in the Walking and Cycling Strategy. The Development Contribution - Supplementary Planning Document 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.

5.5 Refuse Disposal

Each residence will require adequate refuse and recycling storage facilities screened from the street. Each residence should be provided with adequate refuse storage facilities. The provision should have adequate space for food waste, paper and card, plastics and glass, garden waste and land fill waste containers. A central recycling point for all of the residences could be created as an alternative to individual provision. This would need to be administered by a local 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.

The recycling bins on the site will need to be removed once a construction date has been agreed. The recycling bins will not be required when the road side collection is introduced in 2013.

5.6 Drainage

The principles of the Sustainable Urban Drainage Systems and national guidelines should be considered. However, the need for works would be affected by the design of the buildings, the type and degree of soft landscaping versus hard standing and whether water recycling and water butts are included. It is noted that the area is already covered by manmade hard surfacing so there is unlikely to be an increase in storm or floodwater for disposal flowing from the site as the result of further development of the site. However, a reduction in surface water runoff will be required by the use of permeable paving and/or soft landscaping where possible reducing any existing surface water that may enter the foul water sewer system. There may be issues with disposing of surface water due to the potential for groundwater contamination which would need to be investigated.

Southern Water has indicated that at present there is little existing capacity in the local foul sewer system immediately adjacent to the site. The issue of foul sewage disposal will need to be resolved in consultation with Southern Water and the City Council prior to a development proposal coming forward. The site may be appropriate for installing on site storage and pumping, and removal of surface water from the foul sewerage system may create additional capacity. Another option would be to connect to a different part of the network. A drainage impact assessment will need to be carried out to assess the capacity and if the removal of surface water or on site storage will have an impact and where connections could be made.

5.7 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. Sufficient easements will need to be provided adjacent to any existing infrastructure.

It should be noted that a substation is located adjacent to the north eastern corner of the site. High voltage lines run through the site from the substation to the Pier Avenue along the boundaries with 3 and 5 Pier Avenue.

5.8 Noise and Security

The site is located on a busy suburban road and mitigation against traffic noise should be provided. This should not be an obstacle to development but developers will need to consider the site location when designing buildings and a noise survey will need to be undertaken. Any design must consider security and noise mitigation measures.

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 Contamination

Although the site has remained relatively undeveloped there have previously been contaminative uses on the adjacent site. The site is now a coach and car park so there is the possibility for some ground contamination from chemicals such as polyaromatic hydrocarbons (PAH) associated with tarry hydrocarbons derived from asphalt hard surfacing.

Prior to development for residential purposes a contaminated land survey 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. A waste management plan will need to be produced.

5.10 Biodiversity

The car park site does not contain any habitats that have the potential to support species protected by law and therefore no ecological issues are foreseen. However there is an opportunity to enhance the site for biodiversity in accordance with the council's duty under the NERC Act 2006, PPS9 and Policy NE1 of the Local Plan. Potential enhancements (to be approved by Council) include:

- Planting a wide selection of native species as part of any landscaping scheme to provide a variety of flower, berries and shelter over as wider season as possible.
- Swift nest boxes should be attached to the building or incorporated into the eaves.
- A pond could be incorporated into the grounds of the development.

5.11 Open space

Due to the provision of adjacent existing areas of open space within Tankerton especially the Tankerton Slopes and the parade walkway and the context and size of the site it would be unreasonable to expect the development to provide onsite areas of public open space.

However, in accordance with PPG17, the City Council's approved open space strategy and the 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.

5.12 Other Development Contributions

In accordance with Policies C14 and C16 of the Local Plan the developer will need to make reasonable provisions per house towards improving physical and social infrastructure. This will include an educational, adult education and libraries contribution and provision of health services and the developer should liaise with the City Council and Kent County Council, with respect to the level of contribution required and payment timescales.

6. Design

6.1 Layout

The surrounding context is a spacious suburban environment with buildings of two to two and a half storeys in height built back from the pavement edge with small front gardens. There is a mix of generally vernacular domestic sized buildings predominately in red brick and render.

The form of this development will be dictated by; the shape of the site, the need to provide access to the rear of the site to serve the rights of way; the substation and underground cabling; the amenity of neighbouring properties especially those with primary windows overlooking the car park; as well as enhancing the character of the surrounding area.



Figure 4: Site constraints

While the layout of the development will be primarily determined by the above limitations, other points that will need to be considered are:

- The development should have active frontages to Tankerton Road and Pier Avenue.
- The successful integration of the development into the street scene will require the maintenance of the traditional building lines along both Tankerton Road and Pier Avenue.
- Buildings should be not constructed along the western and eastern boundary with the adjacent residential properties to ensure their privacy and access to sunlight and daylight.
- Town houses may be better located along the narrow eastern end of the site fronting Pier Avenue and Tankerton Road, with a block of flats running back from Tankerton Road in the middle of the site.
- Provision of small front gardens and boundary walls.
- Provision of private and common garden space to the rear, western and eastern sides of any buildings.
- A landscaping strip including screening should be provided along the western boundary to break up the development.
- Provision of high quality car parking courts. A parking court and driveway along western boundary would make use of this space and provide for the existing rights of way
- Relocation of the bus stop and layby and phone box may change the form of the development and site access.
- 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 should be presented in conjunction with any planning application.

6.2 Design and materials

The development should respect and enhance the character and appearance of the area. The design of any development should be contextual in appearance, although a modern design that incorporated local architectural features and details would be acceptable. The form of the buildings should vary and break up the volume of the development in order to create a visually interesting street scene.

Buildings should generally be two storeys, as this is the height of the majority of buildings in the area and would help to limit overlooking and shading of surrounding properties. Some accommodation in the roof space may be acceptable in the middle of the site as hipped-roof dormers are a common feature in the surrounding area. A maximum height along Tankerton Road would be two and a half storeys (including an attic). Along Pier Avenue the buildings should be two storeys.

Roofs should be pitched and finished in plain clay tiles or slate. The street contains a variety of building styles and materials including red brick, render and hung tiles. Bay windows and balconies are also common features in the area and would provide opportunities for providing access to sunlight and outdoor spaces.



Range of housing styles and forms in the area

Low brick walls and/or low hedges should be used to delineate the road frontages along Tankerton Road and Pier Avenue. Hard and soft landscaping should be used to make a high quality environment as well as providing screening to adjacent properties and biodiversity opportunities.

All buildings and units should be constructed to Lifetimes Homes Standards (July 2010) to ensure flexible adaptable homes. The development must be designed to be as inclusive as possible with provision for disabled parking and access, and safe easy access routes to, in and around buildings and open spaces. The Design and Access Statement should provide details as to how inclusive life time design has been incorporated in the development.

6.3 Sustainability

The buildings should be located, designed and constructed to provide maximum energy efficiency, reduce CO₂ emissions, as well as, incorporating renewable energy and water saving technology (in accordance with PPS22). All of the dwellings built on these sites shall comply with Paragraph 6.7 of the Local Plan where relevant and the Sustainable Construction SPD 2007 which sets out the standards which the City Council will apply to new developments.

All of the dwellings built shall meet a minimum **Level 4** of the Code for Sustainable Homes. The Code for Sustainable Homes provides a comprehensive measure of the sustainability of new homes, ensuring that sustainable homes deliver real improvements in key areas such as carbon dioxide emissions and water use. The Code, however, measures the sustainability of a home against nine design categories, rating the 'whole home' as a complete package. The design categories are:

- Energy and CO₂ Emissions;
- Water; Materials;
- Surface Water Run-off; Waste;
- Pollution;
- Health and Wellbeing;
- Management and
- Ecology.

Some of the requirements are mandatory, including Dwelling Emission Rate; indoor water use; environmental impact of materials; storage of household waste and management of construction water. For more information on the requirements of the Code for sustainable homes, see the [BREEAM website](#) which has copies of the Code for Sustainable Homes and the most up to date Technical Guides.

Further guidance on sustainable development can be obtained from the "Sustainability Checklist for Developments in the South East" produced by SEEDA, Kent Design Guide produced by KCC, best practice from Building Research Establishment (BRE) and the Code for Sustainable Homes technical guidance.

7. Development Process

The City Council will adopt these Development Principles as a material consideration for development control purposes.

Any planning application within the Development Principles area would have to provide evidence that it complies with the requirements and guidance outlined in these Development Principles. Section 106 agreements including many of the matters addressed in these Principles will need to be agreed with the City Council as part of the planning permission process.

8. Statement of Consultation

Letters were sent to all local Councillors, service providers, adjacent properties and community groups informing them of where the draft principles could be viewed and the consultation period. Site notices were displayed on the site. The Principles document was available on the web site and at the Council Offices and public library.

The period for consultation was 27 May 2011 to 24 June 2011; responses were received until 27 June 2011.

The draft Development Principles were reported to the city council's Whitstable Area Members Panel on 15 June 2011 for comment. All persons who consulted were made aware of the fact that they could speak at the meeting and three speakers were heard. The Development Principles were presented to the Development Management Committee on 18th October 2011 for their consideration and comment. All persons who responded in writing to the consultation were notified of their right to speak at that Committee meeting. Following this the document was amended and corrected, as required. The Executive approved the Development Principles as a material consideration for development management purposes on 29th March 2012.