

Canterbury West Regeneration Zone:

Development Brief



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1) Introduction

The Canterbury West area is an important gateway to the City. The West Station is on the high speed rail link to London and is used by both commuters and visitors. The first impression of the City by visitors coming from the Station is important for the City's continued success as a visitor destination. Much of the area serving the station and the surrounds is underperforming. For this reason the Canterbury District Local Plan 2006 designated the wider area around the station as a Regeneration Zone in the anticipation of enhancing the area, improving pedestrian and cycling routes into the city and enabling an urban renaissance in this part of the city.

This document supports the policies in the Local Plan and the emerging Local Development Framework (LDF) and provides additional guidance for the future development of the area. The brief will become a background paper to the Local Plan and future LDF. The Development Brief will also be a material consideration for Development Control purposes and will provide a framework against which all future planning applications can be assessed and determined.

1.1 Aims and objectives

The main objective of this document is to provide a framework for future developments in Canterbury West Regeneration Zone. The development brief will guide and coordinate change proactively to ensure well designed, quality developments. The Canterbury West Regeneration Zone will become the main gateway and transport interchange for the city, and will enhance the reputation of the city as a quality destination for visitors. This in turn will attract inward investment and improve employment prospects.

The site acts as a strategic gateway to Canterbury, in a key location close to its city centre. This makes it an ideal site to contribute to the strategic economic objectives for the city by supporting the development of businesses that provide high quality employment in sectors such as professional and business/consultancy type services. Housing and other commercial uses will also contribute to the delivery of these overall objectives. The emphasis of any development should therefore be to deliver benefits for the city's economy, and enhance the perception of Canterbury as a place not just to visit, but also in which to do business.

Any developments should address the issues and constraints identified in this document, while providing a distinctive, inclusive and sustainable development that enhances the conservation area. Of particular consideration are the following objectives:

- Regenerates the Station Road West 'zone' with quality mixed use commercially based developments that enhance the street scene.
- Enables an urban renaissance in this part of the city
- The creation of an integrated transport hub at Canterbury West Station
- Reduction of traffic movements in St Dunstan's Street and traffic management at the Westgate Towers
- Public realm improvements throughout the zone
- Improvement and enhancement of pedestrian and cycling routes
- Improve and rationalise parking facilities
- Sustainable development and use of renewable energy technology.
- Provision of high quality landscaping and outdoor open space.

2) The Site

2.1 Site Analysis

The Canterbury West Station Regeneration Zone is located within the urban area of Canterbury City just beyond the city walls and Westgate towers. The Regeneration Zone includes Canterbury West Station and includes; properties to the northeast of St Dunstan's Street, properties to the south-eastern side of Roper Road and the Lenley's site to the north of that road, and all the land between the railway line and Station Road West including the station and adjacent car parks.



The railway station is a listed building dating from 1846. The area comprises a mix of uses including retail, car parking, the Goods Shed and developments associated with the railway. St Dunstan's Street, to the west, is one of the finest historic streets in Canterbury and many of the buildings are listed as of special architectural or historic importance. St. Dunstan's Street, from the Westgate to its junction with Station Road West, is characterised by its medieval and Georgian buildings. There is a good mix of uses in the street including restaurants, shops, offices, pubs and an hotel. St Dunstan's street is the main route into the city from the station and the attractive townscape encourages a high pedestrian footfall. The street is however affected by vehicle traffic. Beyond the level crossing to the north, pedestrian activity reduces and residential uses predominate.

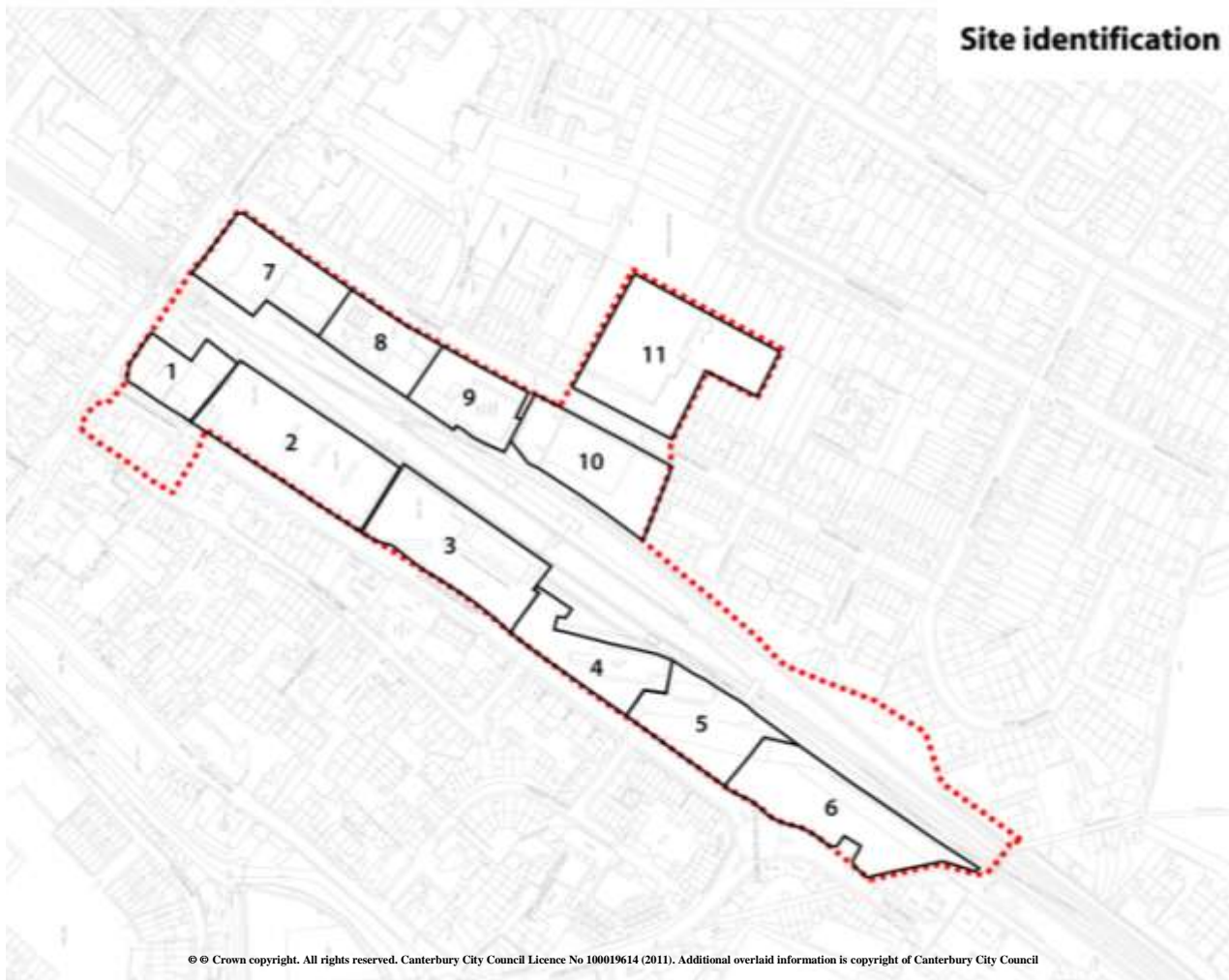
Station Road West was a 'private' gated approach road to the station. The road has been extended at its north east end through the site of the former railway goods yard to North Lane. The southern side of the road is lined with two to three storey residential properties, together with commercial and office buildings of up to five storeys. The north side of the road is defined by a line of tree planting that leads to the station and screens the Station Road West car park, built on former allotment gardens. Beyond the station building is the Goods Shed (farmer's market and restaurant), operational railway land and a vacant site owned by the city council.

Roper Road is lined predominantly, along its north side, with Victorian terraced houses of two to three storeys. At the St. Dunstan's Street end, these properties are either built to the back of the pavement or have a small front garden. Further along the road the residential properties have more substantial front

gardens bounded with brick walls. Commercial uses include Lenleys Furniture store, Grahams plumbing supplies, and a car hire dealer.

2.2 Current Uses/Ownership

The zone can be divided into a number of individual development sites – see plan below



South side of railway line

1. Halletts garage (Station Road West/St Dunstan's) – Local Plan allocation for a mixed use development – retail and housing. Privately owned. Site currently being re-developed.



Hallets Garage site – archaeological investigation

2. City Council car park – site allocated for employment use (Class B 1 activities) together with retention of public car parking in the Local Plan.



City Council car park

3. Network rail car park and station forecourt. Owned by Network Rail



4. The Good's Shed – to remain. Pedestrian and cycle links to station to be enhanced. Parking area could be rationalised. Site and building owned by the John Atkins Pension Fund.



5. Network Rail operational land – local area control building (Canterbury West Area Central Control), overhead gantry and temporary parking. Site allocated for residential use in the Local Plan



6. City Council owned vacant land – allocated for residential in the Local Plan



North side of railway line

7. Former National Tyre Depot site (Roper Road/St Dunstan's) – Local Plan allocation for retail/office to ground floor with residential above. Planning permission granted for sheltered housing/retirement home with a commercial use on the ground floor. Privately owned. Re-development scheduled for 2011.



8. Car rental site – land owned by Network Rail, strategic site for freight (EWS) on a short term lease. Site allocated for residential development in the Local Plan



9. Electric control building and land – owned by Network Rail.



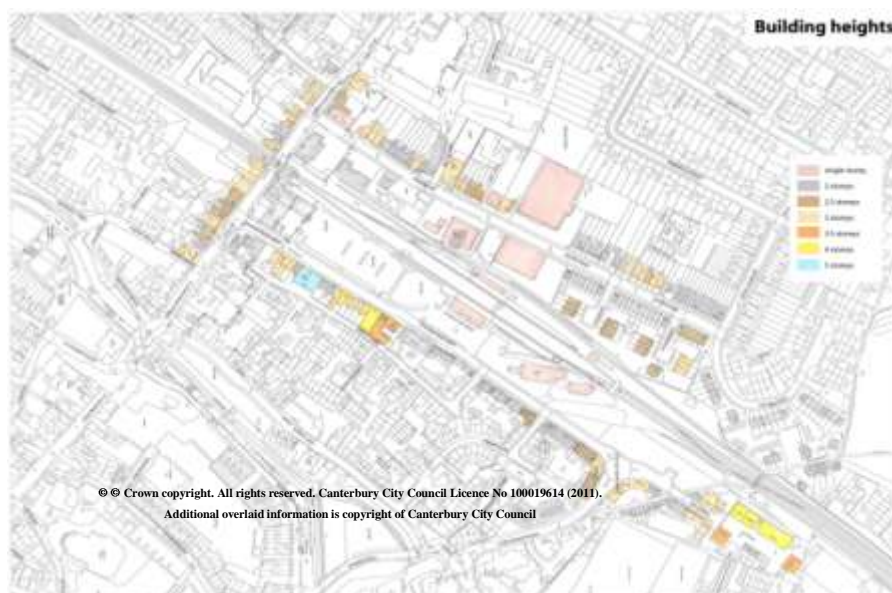
10. Graham's Building Supplies – warehouse and parking. Allocated for residential development in the Local Plan



11. Lenley's furniture store. Allocated for residential development in the Local Plan



Of the above site 1 is currently being re-developed and site 7 has a current planning permission and is waiting for redevelopment. Sites 2, 3 (part) 5 and 6 are, or can be made, available for redevelopment. The car rental site (8) is a strategic rail freight site. This strategic allocation could be reviewed, and the site could be considered for development. Site 9 (Electric Control building) is not available for development. Lenley's store has recently been upgraded and improved and is not be available for development. The Graham's site (10) is not currently available for development but if redeveloped for housing it could enable a pedestrian access to the station to be provided from Roper Road.



3) Policy Context

3.1 National and regional planning policy

The Development Brief has been prepared in accordance with the guidance, policies and objectives of the Central Government, Kent Design Guide and the Local Plan. There are a number of Central Government policy statements and guidance notes which relate to these sites including:

- PPS1 Delivering Sustainable Development
- PPS3 Housing
- PPS4 Planning for Sustainable Economic Growth
- PPS5 Planning for the Historic Environment
- PPG13 Transport
- PPS22 Renewable Energy
- PPS23 Planning and Pollution Control
- PPG24 Planning and Noise
- PPS25 Development and Flood Risk
- Code for Sustainable Homes

It is anticipated that the Local Development Framework (LDF) is likely to supersede the Local Plan in 2012. The LDF consists of a collection of Local Development Documents, including the Core Strategy, Proposals Maps, Area Action Plans, Supplementary Planning Documents and other development plan document. At this time the Local Plan 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 Regional Spatial Strategy for the South East (the South East Plan) was adopted in May 2009 and provides a region wide context for planning. Of particular relevance are the following policies:

- Policy EKA1: Canterbury should develop links between university research and business, and continue as a commercial and cultural centre of international historic importance.
- Policy TC1: identifies Canterbury as a 'Primary Regional Centre' where significant retail growth is expected.
- Policy SP2: identified Canterbury as a 'regional hub'.
- Policy EKA6: Supports the expansion of higher and further education in Canterbury.

The South East Plan was revoked by the Secretary of State for Communities and Local Government on 6 July 2010. However that revocation was subject to a legal challenge and the outcome was to quash the 6 July 2010 revocation. The South East Plan therefore currently constitutes part of the development plan.

The intention to abolish the South East Plan, as announced on 27 May 2010 by the Government, remains a material consideration. It is anticipated that the Regional Spatial Strategy will be cancelled when the Localism Bill is given royal assent.

3.2 Local Plan: Canterbury West Regeneration Zone

Certain areas around Canterbury City have been allocated in the adopted Local Plan as Regeneration Zones. These areas are located at Wincheap, Kingsmead, Canterbury East and West Stations. These zones have a poor visual quality and under perform in terms of their potential to meet regenerative objectives such as better design and layout of buildings and spaces, environmental enhancements, employment, accessibility and attractive areas to live, shop, work and visit. It is unlikely that if developed in an ad hoc way, the Regeneration Zones would realise their regenerative potential and the Council's objectives to enhance the attractiveness of the City. However, a planned approach to these areas should provide certainty for investment, which should lever regeneration funds and vision to achieve their full potential.

Development within a Regeneration Zone will require active partnership between landowners, developer interests, the local community, interested parties and the planning and highway authorities. The City Council is committed to working with landowners to bring forward sites. Development within a regeneration zone will require a clear strategy and vision to allow decisions to be coordinated over a period of time and to create certainty for investment. The aim of the Canterbury West Station regeneration zone has been identified in order to improve the subways, access routes between the station and city centre, improve the attractiveness of the shopping area and deliver high quality developments as per Policy TC12.

POLICY TC12

A Regeneration Zone is designated for the redevelopment of the Canterbury West Station area, as shown on the Proposals Map (Insets 1 and 2). The allocations on the Proposals Map should be brought forward in accordance with the provisions of a Development Framework for this Regeneration Zone. All residential development in this Regeneration Zone shall make contributions towards on-site or off-site affordable housing, access improvements to the town centre and environmental enhancements, as set out in the Brief.

Other Local Plan Policies

Sites 5, 6, 7 (part), 8, 10 and 11 are allocated for residential development, as such policy H1 applies which permits housing on sites allocated within the plan. Policy H4 also outlines the requirement for affordable housing to be provided on allocated sites.

Canterbury has a rich cultural heritage making it a desirable destination for visitors. Tourism is a key activity in the area and contributes substantially to the local economy. It is noted that the tourism industry in Canterbury would benefit from more hotels. This is a prime area for this sort of development being close to both the railway station and the city centre. Policy TC7 supports tourism development subject to a number of criteria.

Sites 1 and the western half of 7 are allocated as mixed use to ensure that housing growth is balanced by employment, education, commercial, cultural and social infrastructure growth. Policy TC4 outlines mix of appropriate uses being retail/offices to the ground floor with residential above and to the rear.

The Council car park (site 2) is allocated for employment use in particular office and high quality business accommodation due to its location near the railway station at the edge of an area of concentrated economic activity. Policies ED1, ED9 and ED11 apply on this site.

The whole of the regeneration zone lies within the Canterbury West Station conservation area. Policy BE1 requires all proposals to have a high quality of design, to be sustainable and lists the particular considerations. As the sites are 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 proposals. The Canterbury Conservation Area Appraisal should be referred to, and should inform designs.

It is noted that a portion of the regeneration area is 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 may need to be considered in assessing any application are:

- H7 additional housing
- TC1 town centre development, TC2 development outside of town centres, TC11 access, TC17 retail development and TC18 retention of retail in St Dunstan's,
- BE2 public realm, BE3 requiring design statements and development briefs.
- BE16 archaeological recording
- NE1 biodiversity and NE5 trees
- C1 district transport action plan, C3 cycle routes, C9 vehicle parking standards, C10 Public and private parking
- C14 Health, C16 education and C28 provision of outdoor playing space
- C37 water and drainage infrastructure and C38 renewable energy
- IMP1 Compulsory purchase and IMP2 s106 agreements and contributions

3.3 Local Development Framework; Core Strategy

The Local Development Framework (LDF) Core Strategy Options Report was published in January 2010 and was subject to public consultation until March 2010. The Core Strategy when adopted will provide the overall spatial strategy for the district until 2026. The draft policies that have relevance to this document and any developments undertaken under it are:

- CP1 – Location of Development (incorporating development on brownfield sites)
- CP2 – Ensuring a supply of employment sites
- CP3 – Supporting tourism and culture
- CP4 – Strengthening of Town Centres
- CP5 - Promoting good design and sustainability
- CP6 - Relating to climate change with mitigation and adaptation measures being incorporated into development
- CP7 – Protection of strategic assets including conservation areas.
- CP8 – Sustainable transport
- 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:

- Canterbury Conservation Area Appraisal
- Heritage, Archaeology and Conservation Supplementary Planning Document (SPD)
- Developer Contributions Supplementary Planning Document (SPD)
- Sustainable Construction Supplementary Planning Document (SPD)
- Crime Prevention Through Design

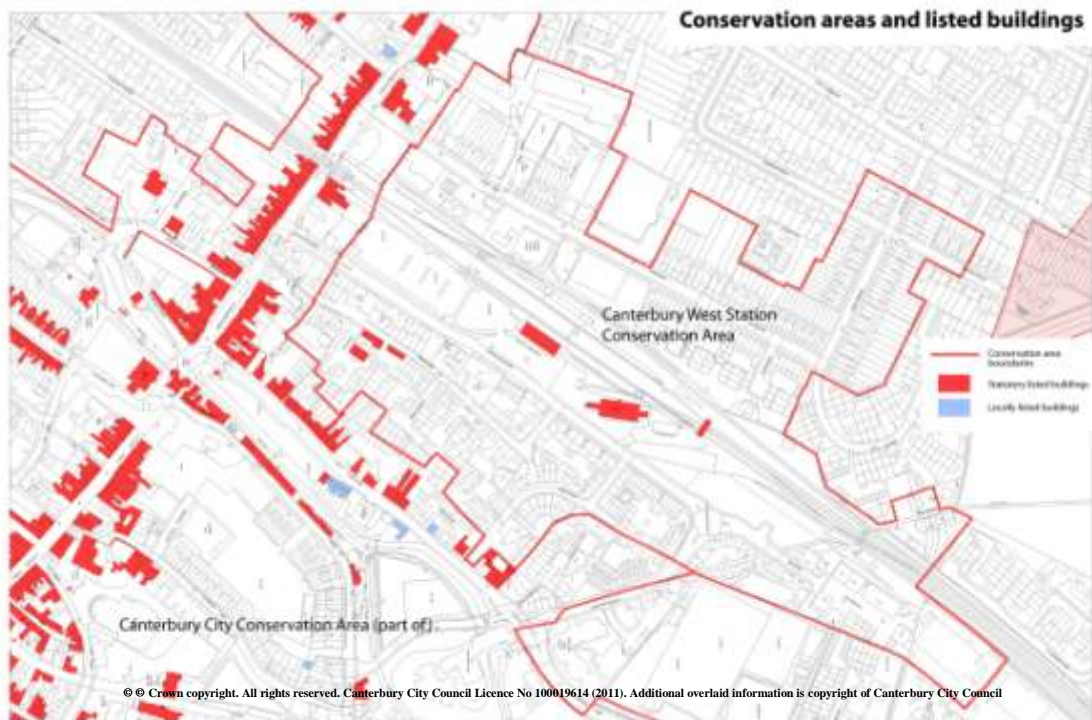
- Unlocking the Gridlock - Canterbury District Transport Action Plan
- Canterbury Parking Strategy 2006-2016
- Kent Design Guide (SPD)

4) History and archaeology

Until the 19th century this area was open land and the medieval boundaries are uncertain. There is evidence of a Roman pottery on the north side of North lane, and Roman cemeteries adjacent to St Dunstan's Street. The construction of the Canterbury to Whitstable railway line in the 1820's (the line opened on 3rd May 1830) was to bring major changes to the area. Railway construction work progressed throughout 1828 and 1829 and a new station was built on farm land at St Stephen's Fields, off North Lane. The railway terminus buildings were rudimentary and included an engine house, forge, workshops, stable, and a ticket office with a narrow entrance lane to North Lane. The original terminus was only operative for 16 years, before it was made redundant by the construction of the London to Ramsgate railway in 1846. The Whitstable line was then diverted to run into the new Canterbury Station (now Canterbury West). This station had a classical design, single storey with a stucco façade and a recessed central portion supported by two Greek Doric columns and two pilasters. The station originally had four tracks, including two through lines, and two platforms protected by a glazed canopy. The old terminus land became part of an extensive goods yard associated with the station, and from 1874 until the 1980's the land was also used as a coal depot. A new access road was constructed to serve the station and a pair of large decorative wrought iron gates erected at the eastern end of the road to define the Station Yard. A goods shed was constructed circa 1860 and a signal box on a gantry was erected over the tracks (in 1920) to control the main railway line and goods sidings. Together with the goods shed, a bus works, police station and warehouses were constructed in the late 19th/early 20th century. The former farm track, Kirby's Lane developed in the late 19th century with sporadic groups of workshops, stables and terraced cottages. A police station was constructed at the end of the lane in 1870, and beyond this the old route of the lane remained as a footway crossing sidings and connecting with St Stephen's Pathway. The area was further industrialised in 1920 with the establishment of the East Kent Road Car Company's central works on land between Kirby's Lane and North Lane.

To the north of the railway line a new road, Hanover Road (now Roper Road), was constructed in 1870 on open farmland. The land between the railway and the new road became developed with industrial uses associated with the railway and commercial uses which remain to this day. With the exception of a former timber yard (now occupied by Lenley's furniture showroom) the northern side of the road was developed with terraced housing. These terraces were extended in the Edwardian era into Beverley Road, Mandeville Road and Forty Acres Road.

The closure of the goods yard and the industrial uses in the area in the 1980's brought severe problems to the area. The buildings stood empty and were vandalised and the open land was used for fly tipping, and attempts to find alternative uses failed. The site was acquired for housing development and from 1995 to 1998 the former goods yard and Kirby's Lane was transformed into an attractive residential quarter. The warehouses were converted to apartments and the Goods Shed was restored as a Farmer's Market in 2001.



Archaeology

There is considerable evidence for extra-mural industrial activity and burials, both cremations and inhumations, across this area during the Roman period. Burial was sited in relation to the alignment of a major Roman road, now represented by St Dunstan's Street, leading out of the Roman town through a gate, probably on the site of the later medieval West Gate. The principal areas of burial occur on both sides of the road south of the railway, but on the west also extend to St Dunstan's Church and along London Road. Burial would likely have been located in defined family or communal plots set against the street frontage, others grouped respecting existing or defining field or property boundaries, with some areas gradually becoming fully occupied by burials. The topography of the area was probably different in the Roman period, with the road being aligned on a ridge, which sloped away to the south-east, the ground in this area being occupied by a wide partially infilled channel which drained the higher ground to the east. The channel probably remained in evidence throughout the medieval period.

St Dunstan's Street continued as a major thoroughfare during the medieval period and would have been flanked by houses, shops and inns. Some of the late medieval buildings survive, with others being successively replaced, but within existing narrow but long property boundaries that extended some 40 metres back from St Dunstan's Street. A few of these properties survive on the south side of the railway within the regeneration zone. During the medieval period the area to the east of St Dunstan's Street was exploited for the brickearth clays used for the production of pottery, tiles and bricks. Recent archaeological excavations to the rear of the former Hallet's Garage and observations during the construction of the public car park along Station Road West suggests that much of this area was terraced and ground levels were reduced as a result of quarrying. The industry continued into the sixteenth century, but by the eighteenth century the area was largely given over to orchards.

A terrace of four similar properties, with outhouses to the rear, formerly occupied the St Dunstan's Street on the later Hallet's Garage site. During the eighteenth century other buildings were erected to the rear of the properties fronting St Dunstan's Street. A Jewish Synagogue, erected in 1763, occupied a large part of the area to the rear of the former Hallet's Garage site and in the later eighteenth century a goal was located against Roper Road. Much of the area against St Dunstan's Street has witnessed major redevelopment since the mid nineteenth century. The Jewish Synagogue was demolished in 1846 to

make way for the construction of the new approach road (now Station Road West) to the station. By 1907 the frontage along Station Road West and at the junction with St Dunstan's Street had been developed with the erection of at least five houses in a terrace and additional buildings at the end, perhaps serving as stabling. This development involved the demolition of two earlier properties at the junction with St Dunstan's Street. The area suffered during air raids in 1942 and the majority of the existing structures on the Halletts Garage site were cleared following the Second World War and new buildings were erected for use as a garage from the early 1950s. A similar pattern of re-development has occurred against St Dunstan's Street on the north side of the railway line, with a terrace of houses erected 1680-1700 being cleared for the erection of a National Tyre Depot building in the 1950s. To the east, the regeneration zone is dominated by the mid nineteenth century and later railway developments, details of which are described below.

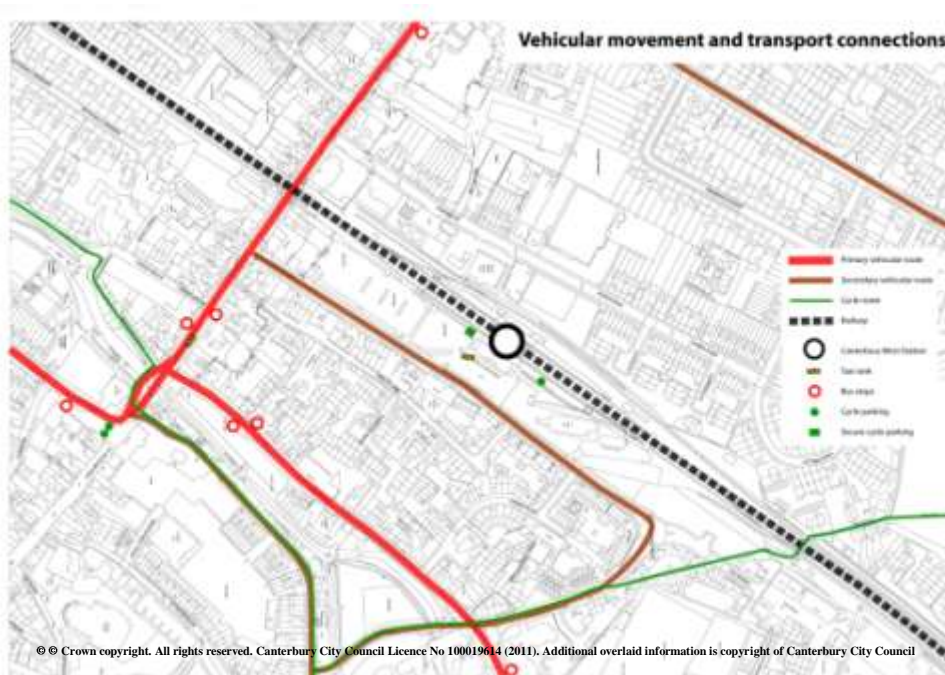
Both the National Tyre Depot and Hallet's Garage sites have recently been demolished and the sites subject to archaeological excavations. The investigations on the Hallet's Garage site have revealed sections of a late third to fourth century Roman inhumation cemetery, with over 130 burials, as well as Roman and medieval buildings, bread ovens and other structures, the Jewish synagogue and buildings perhaps associated with the earliest phases of the development of the railway. On the National Tyre Depot site there is a well defined pattern of brickearth quarries, one served by a track leading off the main road, and other pits with industrial waste. This was superseded by medieval buildings with property plots that survived as boundaries through to recent times.

Despite the presence of modern post-war structures, the remaining areas within the regeneration zone on the north side of the railway line retain potential for the survival of archaeological remains, particularly for understanding the topographic development of the area and the relationship and transition between town and country in the Roman and medieval periods. These areas are shown as open and unencumbered prior to modern development. To the south of the railway, medieval and early modern quarrying, as well as the development of the railway may have impacted more extensively on earlier archaeological remains. Nevertheless, some areas, such as the car park adjacent to the railway station and the area east of the sidings have potential for the survival of archaeological remains. The railway station, goods sheds and sidings, and other ancillary features also have a cultural heritage significance and importance.

5. Opportunities and constraints

5.1 Traffic and Access

Vehicular access to the regeneration zone is provided by St Dunstan's Street, Station Road West and Roper Road. The level crossing on St Dunstan's Street can create local vehicle congestion in both St Dunstan's Street and Station Road West.



The main pedestrian route from the station to the city is via Station Road West and St Dunstan's Street. Development proposals should maintain and enhance the existing levels of access and permeability. St Dunstan's Street is the main route for buses to the city, university and to Whitstable. The City Council is proposing to widen the Station Road West northern footpath to improve the route to and from the station for pedestrians and cyclists. This together with an enhanced station forecourt and improved signage should help to create an attractive gateway and walkway/cycleway to the city centre. In the longer term it is hoped to manage the traffic in St Dunstan's and removes the need for vehicles to pass under the Westgate Towers. Traffic light control would be introduced to enable all vehicles to pass to the west of the Towers. This would allow pedestrians and cyclists to enter the city through the Westgate.

The West Station is a popular destination for cyclists who commute to London. There is no dedicated cycle lane in the area and it is proposed to widen the footway linking St Dunstan's Street and the station with the tunnel under the railway line at the eastern end of the regeneration zone to accommodate a segregated pedestrian/cycle path. The station improvements have included a large cycle parking space for commuters.

The creation of an integrated transport hub at Canterbury West Station for trains, buses and taxis and improvements to cycling and walking facilities will help to reduce dependency on the car. Stagecoach is prepared to consider taking a limited number of 'off peak' buses to the station forecourt to meet commuter demand.

5.2 Parking

There are three off street pay and display car parks in the regeneration zone providing 239 parking spaces: the city council Station West car park with 133 spaces; the Network Rail station car park with 75 spaces (46 spaces in the car park including three disabled parking spaces, and 29 spaces in the forecourt including four 20 minute bays and two staff places); and, the Network Rail temporary car park with 31 spaces to the east of the Goods Shed. Within this provision 100 spaces are dedicated to rail commuters. In addition the Goods Shed, Graham's and Lenleys all have off street parking for their customers. The 100 car parking spaces currently provided by Network Rail are considered to be the minimum necessary to provide for the current rail user demand created by High Speed 1. Development proposals should however allow for an increase in rail user parking spaces by approximately 20% to meet future demand.

Consideration should be given to providing electric charging points in the public car park.

5.3 Contamination

Due to past uses of the sites and the current use for car parking it is possible that the sites are contaminated. Prior to development a human health risk based investigation across the sites will need to be undertaken to define the nature and extent of any contamination. This study would need to indicate the extent of any, and type, of contamination present and remediation work required. This work would need to be undertaken prior to the commencement of development works.

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.

Due care will also need to be taken during and after construction to ensure that any potentially contaminative substances are appropriately stored prior to disposal to a suitably licensed waste disposal site.

5.4 Neighbouring amenity values

All of the sites are surrounded by a range of uses including residences, car parking, retail, businesses, shops, restaurants and night-time uses. Policy BE1 allows for developments with a high quality design, which includes having regard to the privacy and amenity of existing properties. Development should, in particular, be designed to be in keeping with the surrounding residential environments, by having a similar massing and height, avoiding overlooking where possible, providing a pleasant outlook and taking into account the access to daylight of the existing properties.

5.5 Drainage

Surface water attenuation will be required, including the use of SuDS techniques, to reduce the flow of surface water from the site and the local flood risk. The attenuation work will 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 some areas are already covered by man made hard surfacing so there is unlikely to be an increase in storm or floodwater flowing from the site as the result of any further development. 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 foul sewer system in this area. However, there may be the potential to remove surface water from the system to create additional capacity, to put in on site storage, for surface water only, to attenuate flows or connect to another part of the network. Drainage impact assessments will need to be carried out to assess the capacity and if the removal of surface water will have an impact and where connections could be made. Where additional sewerage capacity is required to accommodate the development, the developer must connect to the system at the nearest point of adequate capacity as advised by Southern Water.

Any existing on-site sewers present within the area will need to be protected. Building over existing sewers will not be permitted. Appropriate easements will also be required to secure future access for the purposes of maintenance and upsizing. Potential developers are advised to contact Southern Water for further details as early as possible in the planning process.

5.6 Services

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 sites can

be provided with suitable water supply, sewerage disposal, telecommunications and electrical/gas services to serve the proposed development should be presented with any planning application.

A primary gas main cuts across the southwestern edge of the Council car park site. This main serves most of St Dunstan's.

5.7 Noise and security

All of the sites are located close to city centre, thus there are foreseeable problems with noise from surrounding businesses and nightlife uses. These should not be an obstacle to development but developers will need to consider the sites locations when designing buildings. Any design must consider security and noise mitigation measures.

As many of the sites abut the railway line, there could be problems of noise and vibration. These sites will therefore require a noise and vibration survey in accordance with PPG 24 to be undertaken prior to any development. Mitigation measures will need to be included into any design as appropriate.

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.

5.8 Air pollution

St Dunstan's Street is a heavily trafficked road, and the levels of traffic related pollutants are of concern. An Air Quality Management Area (AQMA) is in the process of being declared for non-compliance of the Government's annual objective for nitrogen dioxide, which is a traffic related pollutant. The AQMA will cover parts of St Dunstan's Street and properties fronting St. Dunstan's Street will therefore fall into this area. Any future development in this area could have a further impact on the AQMA. It will be important to ensure that any development does not have a worsening impact on the air quality in this area. Depending on the type of re-development therefore, Air Quality Assessments may be required. Proposals to reduce the amount of traffic travelling between Station Road West and the Westgate Towers would help to improve air quality.

5.9 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 historic building lines,
- the urban characteristics of the areas
- utilisation of architectural details and materials that contribute to the character of the areas,
- the scale of the buildings; and;

Any development on the sites would have to respect and protect the character and appearance of the conservation area. The Canterbury Conservation Area appraisal has assessed the character of all of these streets and areas and can provide invaluable guidance on key characteristics and design features

5.10 Refuse Disposal

Residential

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. 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.

Commercial/retail

Access and turning circles to facilitate the easy collection of refuse and recycling by trucks from a refuse store or receptacle point will be necessary. Suitable storage facilities for recyclable materials should be provided within the development. The adequacy of any proposal with respect to the provision for refuse and recycling storage should be discussed with the Council's Street Scene section prior to submission of plans.

5.11 Biodiversity and trees

In order to enhance the Regeneration Zone's ecological value in accordance with the council's duty under the Natural Environment and Rural Communities Act (2006), Government ODPM Circular 06/2005, Planning Policy Statement 9 and Policy NE1 of the Local Plan, proposals to generally enhance wildlife value should also be submitted and agreed by the council. The railway corridor is a major linear feature in the regeneration zone and has the ability to be managed to ensure maximum ecological benefit for landscape and habitats.

Site 6 is an open area located directly adjacent to the railway line. Suitable reptile habitat is present throughout the site, particularly for slow worm and common lizard. The presence of shrubs within the site provides nesting habitat for birds. All reptiles are protected from being killed, injured, taken or sold as a minimum by the Wildlife & Countryside Act 1981 (as amended). Any application submitted to develop this site should be accompanied by an ecological scoping survey alongside any further recommended surveys if protected species are confirmed as being present. If mitigation measures are required, they will need to be submitted to and agreed by the council prior to any development works commencing. Mitigation measures will need to be approved before planning permission is granted if European Protected Species are shown to be present.

Trees on development sites are protected by the conservation area designation and may not be altered or cut down without six weeks prior notice being given to Council. Consideration should also be given to the Council's supplementary planning guidance *Trees and Development* with respect to trees and development, and British Standard 5837. Consultation with the Council's Arboriculture Officer will be necessary to ensure that suitable protection for existing trees is provided.

5.12 Affordable housing

Planning Policy Guidance Note 3: 'Housing' (PPG3) states that "a community's need for a mix of housing types, including local needs housing is a material planning consideration which should be taken into account in formulating development plan policies and in deciding planning applications involving housing". In addition, Section 106 of the Town and Country Planning Act 1990 provides a mechanism to require developments to include provision for local needs housing and to secure contributions from developers towards the costs. Further guidance is provided in Department of the Environment, Transport and the Regions Circular 06/98: "Planning and Affordable Housing".

The available information on housing needs and aspirations in the district and other local factors affecting the district's housing market suggest that a target of 35% local needs housing should be set and that this should be subdivided into tenure specific targets. This guidance refers to both social rented homes and intermediate cost homes. Intermediate cost homes include both shared ownership and intermediate renting options.

To comply with Government guidance it is essential that the policy secure sufficient local needs housing to meet needs, based on a robust local assessment. The overall district target of 35% for local needs housing will be applied on all appropriate identified, allocated and windfall sites as set out in Circular 6/98, and in the City Council's Urban Housing Capacity Study and set out in Chapter 2 of the Local Plan First Review 2001-2011. This guidance sets specific site size thresholds for the identification of appropriate allocated and windfall sites. The threshold in Canterbury is housing developments over 15 units or sites over 0.5 hectares in area. All sites above the threshold will be subject to the requirements of this guidance. The mix of dwellings and tenure types at each site will be negotiated to reflect local needs, but will contribute to achieving the overall district targets set out above.

5.13 Open space

In accordance with PPG17, Policy C28 of the Local Plan, the City Council's approved open space strategy and Development Contributions Supplementary Planning Document (SPD) the development should contribute towards the provision of and enhancement of open spaces/public realm. Local networks of landscape and habitat should be provided along the pedestrian and cycle routes shown on the diagram at paragraph 6.1. Appendix 4 of the Development Contributions - SPD, provides 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.

5.14 Inclusive design

The development proposals should be as inclusive as possible so that it can be used safely, easily and with dignity by all regardless of disability, age, gender or ethnicity. The development should create a convenient and welcoming environment with no disabling barriers. An access statement will be required with any planning applications showing how principles of inclusive design have been integrated into development proposals. Further advice is available from 'Inclusive Design and Placemaking', a supplementary appendix to Kent Design.

5.15 Development contributions

In accordance with Policy C16 of the Local Plan the developer will need to make reasonable provision per dwelling towards improving physical and social infrastructure. The Developer contributions SPD also has components for providing towards education and amenity. Contributions for improving the physical environment of the subways at St Dunstan's and the Spires may be requested from the developments.

5.16 Sustainability

A sustainability statement will be required setting out how the objectives of sustainable development have been incorporated within any proposed development in line with paragraph 6.54a 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). Paragraph 6.7 of the Local Plan sets out a checklist for sustainable development that should be taken into account.

Residential use

The dwellings 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 set 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. Incorporation of the above key issues should contribute to delivering this rating. 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 [BRE website](#) which has both copies of the Code for Sustainable Homes (2006) and the most up to date Technical Guides.

Other uses

Any development should meet high environmental standards. As a base requirement, it is expected that buildings would achieve a 'very good' or preferably an 'excellent' score under the Bespoke BREEAM scheme, which measures the environmental performance of buildings for schemes that fall outside the standard BREEAM or Code for Sustainable Homes schemes. Advice should be sought at an early stage in the design process to save the difficulty and expense of attempting to include add on features at a late stage in the design process.

The draft assessment criteria should be made available to the Council in pre application discussions, together with details and specifications of the sustainable features proposed to achieve the ratings, including targets where appropriate. A complete design stage assessment/sustainability assessment should be submitted with any subsequent planning application. In particular the Council requires that the following elements of sustainable construction be achieved:

- **Energy Efficiency:** The building should be located, designed and constructed to provide maximum energy efficiency. The energy efficiency of building should seek to exceed the requirements of Part L1A of the 2006 Building Regulations where possible.
- **Renewable Energy:** The development should include renewable production technology within the development. As well evidence should be provided, which demonstrates that at least 15% of total energy demand for the building/development is supplied from local renewable, or low emission, sources.
- **Water Conservation, reuse and pollution control measures** should be demonstrated. This should include water use minimisation measures and the replacement of mains potable water consumption with recycled grey-water or rainwater where possible. Sustainable Drainage Systems (SuDs) should also be employed to minimise the risk of localised flooding and pollution of watercourses. A SuDs system would require maintenance as a lack of maintenance could lead to failure and flood water inundating the public sewerage system, compromising its functioning. Therefore, evidence that the developer had secured/provided for the future maintenance of any SuDS systems installed would be required with any application for planning permission. Evidence should also be provided, which demonstrates that on site treatment, such as oil

separators/interceptors or filtration have been specified for areas at risk from pollution, such as car parks.

- Waste minimisation: A Site Waste Management Plan should be prepared, which aims to minimise waste at source on the site through the accurate assessment of the use of materials and the potential for their re-use and recycling both on and off site. It should also be demonstrated that there are dedicated facilities for the separation and storage of recyclable waste materials generated by normal functioning of the building.
- Use of sustainable materials and recycled materials in the construction, taking into account minimisation of the whole life costs of products used. Evidence should be provided which demonstrates that the roof, external walls, windows and upper floors receive high ratings, as defined in the BRE Green Guide to Specification. In particular it should be demonstrated that timber and timber products have come from a sustainable managed source (or re-used timber).

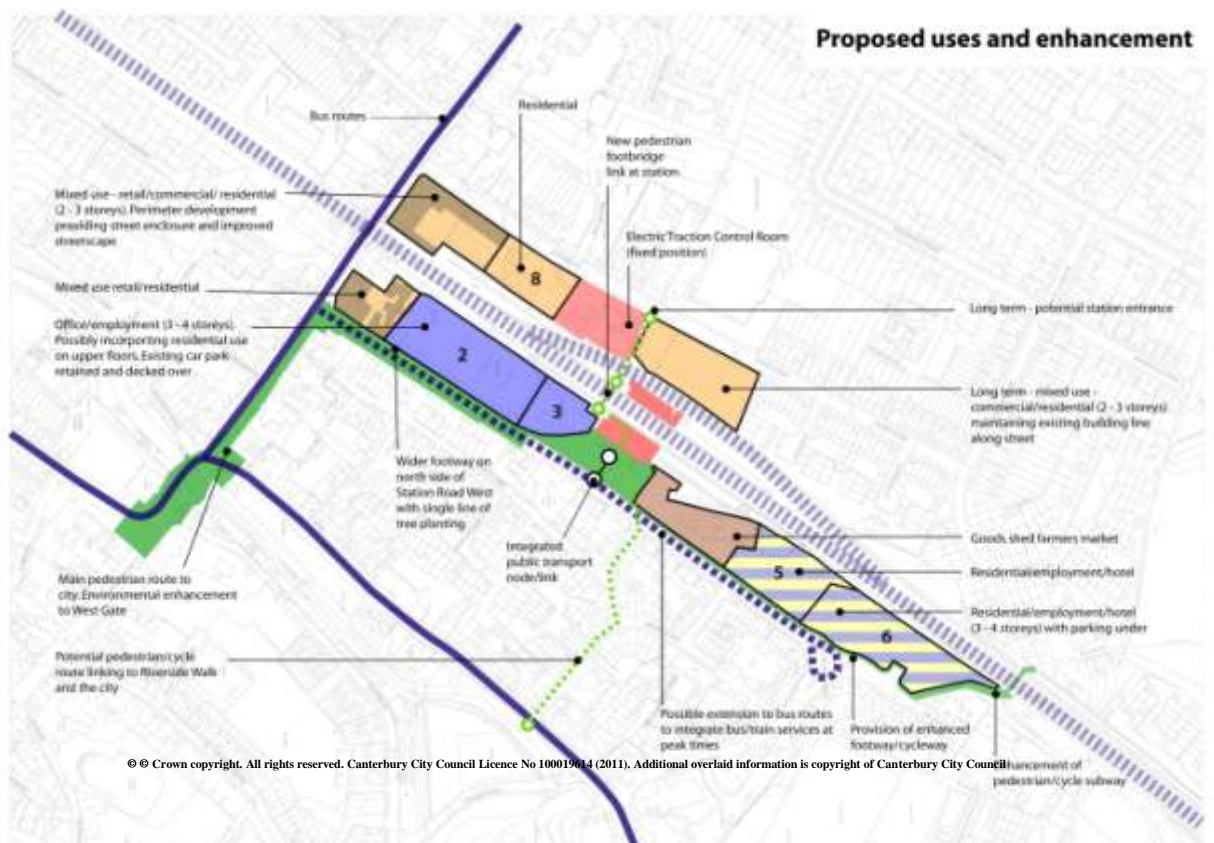
Further guidance on sustainable development can be obtained from the “Sustainability Checklist for Developments in the South East” produced by SEEDA, Kent Design Guide produced by KCC, best practice from Building Research Establishment (BRE) and the Code for Sustainable Homes technical guidance.

6. Design and layout

6.1 Proposed development

The following sites are considered to be available for redevelopment in the short to medium term:

- The city council surface car park (site 2)
- The Network Rail Station car park (site 3)
- Network Rail operational land (site 5)
- City Council owned vacant land (site 6)
- Network rail strategic freight site (site 8).



City Council car park (2)

The site is allocated for Class B employment uses in the Local Plan. Class B uses include offices, research and development facilities and light industry. In the case of the Station Road West council car park site it is considered that an office use would be the most appropriate employment use. In order to make the development viable a mix of small (10 -15 person) office suites possibly with a limited number of small retail kiosks or café uses on the ground floor would be acceptable. Residential development above the office/retail use would be acceptable in order to improve financial viability. The development should have a built frontage facing onto the Station Road West. Development fronting onto Station Road West should be between three to four storeys in height.

In order to retain the existing public car parking and provide adequate operational parking the car park will have to be decked with one or two additional floors. This decking should provide additional parking above the existing provision to allow for a possible increase in rail user demand. The decked car park should be carefully designed to present an interesting elevation to the railway line and to Roper Road properties beyond. Introducing tree planting along the railway line would visually soften the car park and help to create a green corridor.

The Network Rail surface car park (3)

The frontage of the car park facing Station Road West and the forecourt could be considered for office/retail development in conjunction with the city council owned car park (site 2). Development proposals should address and enhance the setting of the listed station. The office/retail development should have an 'active' visually interesting frontage facing Station Road West and the station forecourt. The development should be three to four storeys in height adjoining the city council car park and two storeys in height adjoining the station building.

Development proposals should retain and enhance the existing rail user parking provision. A minimum of 71 parking spaces should be retained in the car park and station forecourt. To create a development site that allows the existing parking to be retained the car park would have to be decked in conjunction with the city council car park. The decking should allow for an increase in the provision of rail user parking spaces. The decked car park should be carefully designed to present an interesting elevation to the railway line and to the listed station building. Introducing tree planting along the railway line would visually soften the car park and help to create a green corridor.

Network Rail land (5)

This site is allocated for residential use in the Local Plan. Development should have an active and interesting frontage onto the back of pavement to reflect the context and style of development on the southern side of Station Road West. A hotel operator has expressed interest in this site and this use together with other commercial uses (offices and care home) is considered to be acceptable uses. A two to three to four storey development is considered to be appropriate. Proposals should be designed to allow for views of the listed signal gantry. Building design should creatively reflect the character and appearance of the Goods Shed and 'railway' architecture. The development should include street frontage tree planting to continue the avenue of trees along the northern side of Station Road West.

The temporary commuter parking should remain until alternative provision, either in the decked car park on sites 2 and 3 or elsewhere in the regeneration zone, is made available.

A cycleway will be required to be provided at the back of footpath to link to the St Stephen's underpass at the eastern end of the regeneration zone.

City Council land (6)

The site is allocated for residential use, although development for a hotel (in association with site 5) and business uses (offices or research and development) would also be acceptable. Development should provide an active and interesting frontage onto Station Road West. A three/three and a half storey development matching the scale and mass of the Spires and Holter's Mill development would be acceptable. The development should allow for the continuation of an avenue of trees along the northern side of Station Road West.

A cycleway will be required to be provided at the back of footpath to link to the St Stephen's underpass at the eastern end of the site.

Strategic freight site (8)

The site is allocated for residential and should provide an active and interesting frontage onto Roper Road. Development should be two to three storeys in height. The development should allow for the planting of street trees on the road frontage to reinforce the avenue appearance in Roper Road.

6.2 Housing

Planning Policy Statement 3 (Housing) aims to achieved a high quality mix of housing types and tenures and states that Local Authorities should make effective use of land by re-using land that has been previously developed. Housing should generally meet the 16 Lifetime Homes criteria (as revised in 2010).

Sites 5, 6 and 8 have the ability to provide a significant number of town and terraced houses with some private outdoor garden space that would be more suitable for couples and families. All of these sites will need a mix of dwelling types but should provide predominately houses rather than flats. Currently the city centre area has a shortage of 2, 3 and 4 bed houses and family homes with the majority of new builds in recent years having been 1 and 2 bedroom flats.

6.3 Design considerations

The design of the scheme will need to address and respond to the character of the surrounding buildings. The surrounding area has largely retained a small-grained character. And new development should not impose uncharacteristically large massed units into the townscape. This would require the development of a number of individually designed buildings rather than one large uniform block(s). New buildings and spaces should be designed to the highest standards. Development of the site should be seen as an opportunity to enhance the quality of the local environment and high quality design is considered to be essential in order to achieve this. The rhythm, pattern and grain of development should reflect its context and reinforce local character. Street frontages should be varied and diverse to complement the character of the area. Buildings should have a variety of storey heights, a vertical emphasis and a visually interesting roofscape.

As a general rule the buildings in this area are built up to the back of the pavement except for entrance/exit points and this arrangement should be adopted for the new development. Development should have a visually interesting and active frontage onto Station Road West, or Roper Road. Both of these streets have, at least in part, an avenue of tree planting and the new developments should reinforce and extend this feature. Primary access for pedestrians should be direct from the street and close attention should be paid to the design of entrances and 'shopfronts'. The ground floor of developments should incorporate uses that create visual interest and activity.

- Building design will need to provide a visually interesting public face that also provides natural surveillance for the building.

- Clarity should be provided between the principal elements of a building that express form and function, and the secondary elements of detailing, providing interest close up.
- Expressing the function of a building through its design, can help in creating a legible development. The choice of materials and quality of architectural design will help to enhance identity and legibility.
- The development should express a sense of scale that relates to the St Dunstan's/Station Road West context. Features such as variation in building height, bays, jetties and balconies as well as skyline features such as chimneys and dormers can add to the overall effect.
- Distant and close-up views must be considered. The buildings should have a dynamic form for 'long views' and sufficient detail and interest when viewed close-up.

Materials should be high quality, low maintenance and sustainable. A mix of masonry, brickwork, cladding and glazing together with slate, tiled or 'green' roofing would be acceptable. Windows should generally have vertical proportions.

6.4 Public realm improvements

The City Council recognises the importance of the access routes between the station and the City Centre, and these should be enhanced through new development and enhancements to the public realm, including public art. Hard and soft landscaping should be integral to the overall design and not added as an afterthought. The subways and surrounding areas at both St Dunstan's and the Spires are in a poor condition. The City Council is keen to enhance the subways to help upgrade this part of the City and development contributions may be requested for this work.

7. Development Process

The City Council will adopt this Development Brief as a background paper for the Local Plan and LDF, and as a material consideration for development control purposes.

Any planning application within the Development Brief areas would have to provide evidence that it complies with the requirements and guidance outlined in this Development Brief. Section 106 agreements including many of the matters addressed in the brief will need to be agreed with the City Council as part of the planning permission process. A design and access statement will be required with any planning application showing how principles of inclusive design have been integrated into the development process.

8. Consultation

A public consultation exercise will be undertaken in accordance with the Council adopted Statement of Community Consultation 2007. The consultation ran from 3rd May to 17th June 2011. A copy of the draft Development Brief was available at the city council offices and the library. Letters were sent to local Councillors, property owners, adjacent properties and community groups informing them that the draft brief was available for comment. Site notices and posters were displayed in the regeneration zone and at the station. The brief was available on the city council web site and as a hard copy on demand.

The draft Development Brief was reported to the Canterbury City Council Canterbury Area Members Panel on 23rd May 2011 and to the Development Management Committee on 31st May 2011. The comments received during the consultation were summarised and reported to the city council's Executive. Modifications were made to the brief in response to issues raised. The Development Brief was approved by the Executive on 27th July 2011 as a background paper to the Local Plan.