



BROOKLANDS FARM WHITSTABLE VISION DOCUMENT

August 2021



Hallam Land
Management

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INTRODUCTION

This brochure has been prepared on behalf of Hallam Land Management Ltd (HLM), to support ongoing engagement with Canterbury City Council in relation to the preparation of a new Local Plan, which will set out a strategic vision until 2040 to provide for new homes, jobs and community infrastructure

This vision document describes the potential for sustainable development of land off South Street, Whitstable which, for the purposes of this brochure will be named 'Brooklands Farm'.

The Site currently consists of a mixture of arable fields and grazing land that are irregular in shape. Fields are defined by a combination of hedgerows, trees and land drains. A narrow strip of ancient woodland named Longtye Wood follows the north south route of a flowing stream named Swalecliffe. Together they divide the Site into two parcels.

The boundaries are defined by Rayham Road to the north, South Street along the southern and western boundaries and Chestfield Road along the eastern boundary. Vehicle access to the Site currently is located at multiple points along South Street and Chestfield Road.

Two Public Rights of Ways (PRoWs) run through and alongside the Site (CM27, CM21). These routes connect to an extensive network of PRoW within the wider study area.

The site does not lie within or adjacent to any areas designated for their beauty or diversity. The closest designations include a UNESCO World Heritage Site within Canterbury, c.5km to the south of the Site, the Kent Downs Area of Outstanding Natural Beauty (AONB) c11km from the Site, and Blean Woods, one of the largest areas of ancient woodland in England (c.0.5km to the south of the Site).

The Site offers the potential to create a quality environment within which to live that is well connected and which reflects the districts rich built and natural environment.

PLANNING CONTEXT

Delivering a Sustainable Growth Strategy

The scale and distribution of development in Canterbury District is currently provided for by the adopted Canterbury District Local Plan (“the Local Plan”) and Policy SP4 of the Local Plan identifies that Canterbury, Herne Bay and Whitstable will be the “principal focus for development”, recognising these locations as the most sustainable in the District.

The Local Plan takes a sequential approach to the allocation of land for development, with larger scale growth located within or on the edge of the main three urban areas (including Whitstable) ahead of the smaller and less sustainable rural settlements.

Paragraph 59 of the National Planning Policy Framework (“NPPF”) states that “To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed”. Furthermore, paragraph 103 outlines that “The planning system should actively manage patterns of growth” and that “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

Given the above, it is clear that national planning policy continues to support the Council’s historic growth agenda of focusing the majority of growth in and on the edge of the largest and most sustainable settlements in the District – Canterbury, Herne Bay and Whitstable.

Despite the above, we note that the preferred growth option within the emerging Canterbury Local Plan (“CLP”) proposes to focus the overwhelming majority of growth at Canterbury, with limited development at coastal towns (Whitstable and Herne Bay) and villages.

Whilst we support the spirit of Council’s preferred approach in the context of delivering 5,000 to 8,000 dwellings above the Standard Method minimum (22,400 dwellings) to help support economic growth and deliver local transport infrastructure, we have the following key concerns:

- the CLP fails to fully outline how focussing development at Canterbury City enables the maximum economic, environmental and social benefits from future growth to be secured for the District;
- the ambitious nature of the Council’s preferred

approach raises significant deliverability challenges and uncertainty; and

- the CLP fails to acknowledge that the District’s economic growth potential is not only focused at Canterbury City, but also within the District’s other key settlements of Whitstable and Herne Bay.

Accordingly, we consider that the current preferred growth strategy requires adjustment to include meaningful and proportionate growth at Whitstable and Herne Bay and to simply to maintain the District’s longstanding settlement hierarchy, further land to deliver between circa 5,000 and 5,625 dwellings will need to be allocated within the CLP in and around Whitstable.

Overall, and as set out in details within our representations, we consider that delivering more appropriate levels of growth at the coastal settlements would:

- maintain and strengthen the District’s longstanding settlement hierarchy;
- support and unlock the District’s economic growth potential, particularly culture-led and University based potential at Canterbury City and Whitstable;
- deliver Herne Bay regeneration priorities and address pockets of regeneration through the District;
- support much needed additional employment floorspace and maximising the scope for sustainable travel by co-locating jobs and homes;
- help to deliver local transport infrastructure, including an upgrade to the A28 road, a Park and Ride at Whitstable and other public transport and active travel measures through a mixture of CIL and other developer contributions; and
- deliver improved biodiversity and open space and new and improved community infrastructure throughout the District.

To accommodate the necessary levels of growth at Whitstable will undoubtedly require urban extensions on greenfield sites that have the capacity to accommodate meaningful growth. In this context, land controlled by HLM at Brooklands Farm, Whitstable represents a wholly logical urban extension to the settlement that could deliver substantial local benefits, as set out in this document.

SUSTAINABILITY

Delivering Sustainable Development

The proposals presented in this Vision Document will deliver a highly sustainable development on the edge of the one of the most sustainable settlements in the District. When measured against the three dimensions of sustainable development as set out at paragraph 8 of the NPPF, the proposals would provide the following:

Economic Objective

- A substantial capital investment of many millions of pounds during the build period including the creation of direct and indirect construction jobs
- Very significant additional population expenditure on local services and facilities
- The creation of new permanent on-site jobs through the delivery of the primary school and local centres
- A substantial CIL contribution

Social Objective

- Delivering approximately 1,300 new homes, including policy compliant level of affordable housing, self-build housing and specialist housing for the elderly
- Delivery of a two form entry primary school
- Delivery of new local centres including community facilities
- Provision of substantial new areas of open space and green infrastructure to the benefit of new and existing residents and promoting healthy communities
- Enhancing and connecting into the Crab and Winkle Way cycle network

Environmental Objective

- Targeting a 20% biodiversity net gain
- Targeting a low/zero carbon development
- Retention and protection of existing key habitats
- All development located within Flood Zone 1
- No material impacts on archaeology or heritage assets



SITE CONTEXT

Constraints

A suite of technical assessments have been undertaken for the site in order to determine the capacity of the site to accommodate development of the type proposed. Copies are available on request. A short summary of the key findings are as follows:

Transport and Highways

- The site has highway frontage to South Street in the south, Chestfield Road in the west and Rayham Road to the north, which in turn links to Lismore Road. During peak times, South Street is known to experience heavy traffic.
- The site will require a minimum of two points of access both to the east and to the west of Longtye Wood (Ancient Woodland) that divides the site in two.
- Whilst an existing field gate links either side of the site through Longtye Wood, a road access has not been considered at this stage due to potential affects arising to the ancient woodland and the ecological connectivity of this feature.
- An existing Public Right of Way (CW21) passes from South Street, alongside Brooklands Farm, through the site to the north east. A second PRoW (CW27) defines the site's northern and north eastern boundary.

Heritage

- The site lies adjacent to three historic assets that will require a suitable design response. Brooklands Farmhouse (Grade II), to the south of the site, has limited visual connection to the site due to the screening afforded by existing agricultural buildings in its immediate vicinity. Views south east are more open and will need to be kept free of built development.
- Rayham Farm and Barn (Grade II), to the north of the site, have limited views to and from the site due to existing tall hedged boundaries in the vicinity of these properties. Development should be set back from the northern boundary and kept off the highest elevation so as to avoid conflict with these assets.
- Chestfield Conservation Area, lies to the east of the Site. The essential character of the Conservation Area is that of a garden suburb. Although in close proximity the site, the conservation area has limited intervisibility with the site.

Landscape, Landform and Views

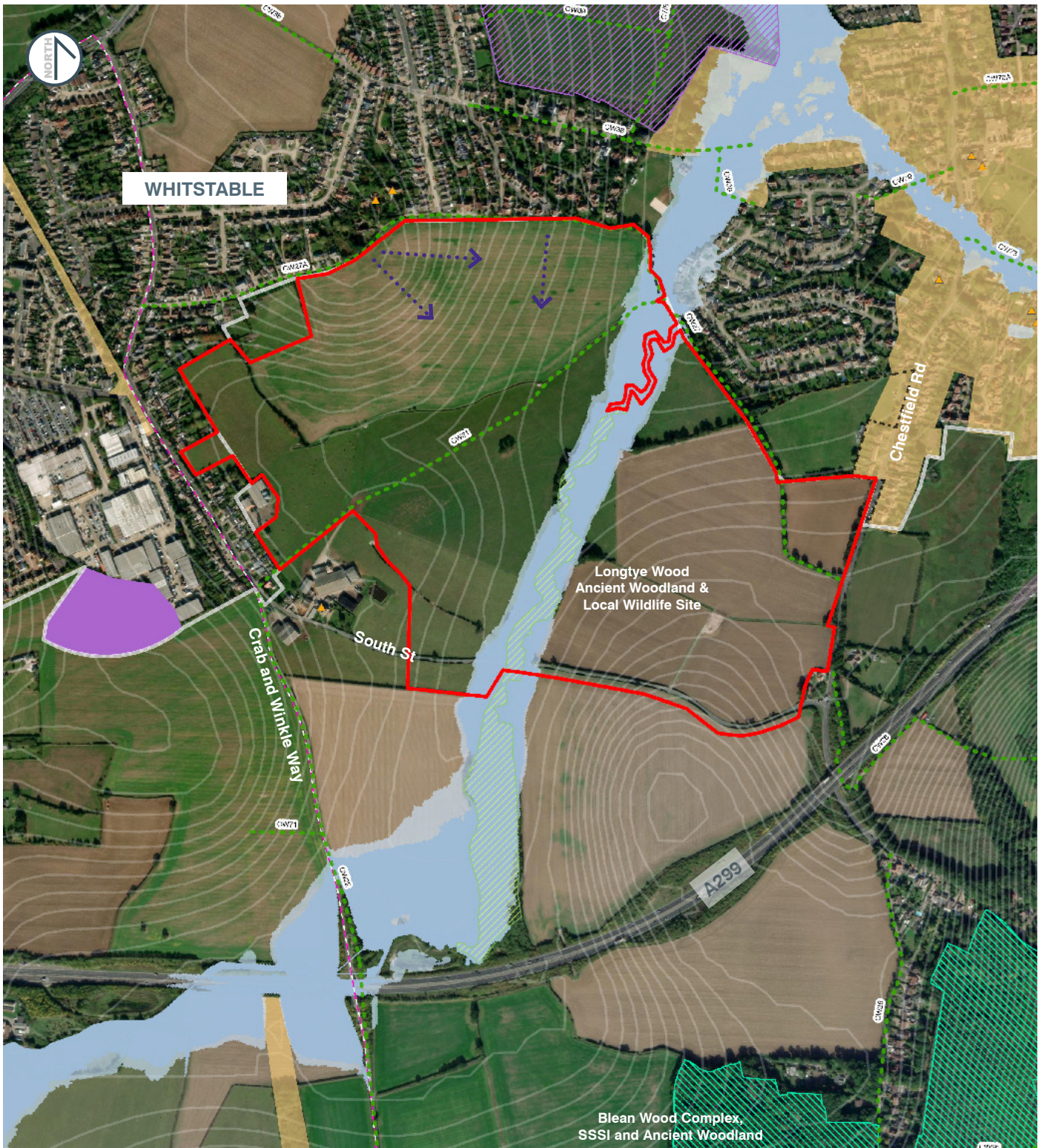
- The topography of the site falls from a high of approximately 30m AOD in the north west and 25m AOD in the southwest, towards a low point of approximately 11m AOD along Swalecliffe Brook and Longtye Wood.
- Residential receptors front the site along the northern boundary. Development will be kept off the high ground and key views south towards Blean Wood will be retained.
- Land to the south of the site is currently designated as an Area of High Landscape Value (AHLV). Development will need to consider layers of new tree planting to break up and screen views towards over development from the south.

Drainage and Flooding

- The site and surrounding areas include a network of land drains and watercourses, mainly following the topography. Parts of the Site lie within very low risk zones for fluvial flooding. Mitigation measure should be implemented to reduce the flood risk to a low probability.
- It is anticipated that infiltration will not be viable due to the underlying impermeable geology. Therefore, it is assumed that on site storm water runoff will potentially discharge into Swalecliffe Brook.
- The potential to discharge into the existing sewer network, can be explored with a pre-development enquiry with the water company.

Ecology

- Longtye Wood which passes through the site from north to south is designated as an Ancient Woodland and a Local Wildlife Site (LWS). A suitable 'no build' buffer of 30m either side of this feature is to be observed.
- There are a number of suitable habitats within the site to support species such as bats, badgers, birds, hazel dormice, reptiles and great crested newts. These habitats include woodland, hedgerows, ditches, grassland, and arable field margins, as well as the adjacent residential gardens.



OPPORTUNITIES PLAN

- Site Boundary
- - Public Rights of Way
- - - National Cycle Route
- ◀ Notable Views
- Heritage**
- ▲ Listed Building
- Conservation Area

- Local Policy**
- ▨ Strategic Development Allocations, Housing
- Strategic Development Allocations, Employment
- Local Wildlife Sites
- ▨ SSSI and Ancient Woodland

- Flood Risk**
- Flood Zones 3
- Flood Zones 2

Opportunities

With reference to the previously identified constraints (page 6), the following section explores some of the opportunities presented by development within the site:

Development

- The opportunity to deliver up to 1300 high quality houses, including affordable housing, self build units and specialist housing for the elderly.
- The site offers the potential for local facilities that would be of benefit to the wider area, including accessible open space, local retail and employment opportunities, flexible co-working space, and a new 2FE primary school.
- The development could be set out to deliver two distinct neighbourhoods both east and west of Longtye Wood. A local centre in each neighbourhood would be accessible to existing residents both east and west of the site.

Landscape

- Development could provide an attractive interconnected network of open spaces serving as recreation space, habitat corridors and active travel routes. Open space can be readily provided within 200m of all new residents.
- As far as possible, all existing landscape features will be retained, reinforced and enhanced to include new tree and hedge planting. In this regard development would significantly increase tree coverage to the south of Whitstable. Planting will seek to ensure climate resilience through passive shading and cooling.
- Tree planting to the south of the site and the layering of linear green spaces that run along site contours through the site will act to buffer development to the wider landscape to the south and in particular to the Blean Wood Area of High Landscape Value (AHLV).
- Parkland to the north of the site would buffer development from existing housing and retain views from high ground towards the Blean Wood.
- Development could utilise the existing PRoWs, ditches and woodland as the focus for the Site's Green Infrastructure network

Biodiversity

- The site is currently intensively farmed in part for arable crop and in part for pasture. Development offers the opportunity for a significant site wide biodiversity gain.
- A buffer to the current LWS and ancient woodland boundary can be readily be observed and new wildlife corridors established to extend this existing resource.
- Development offers the opportunity to significantly enhance existing waterways (ditches and stream) that pass through the site.

Drainage

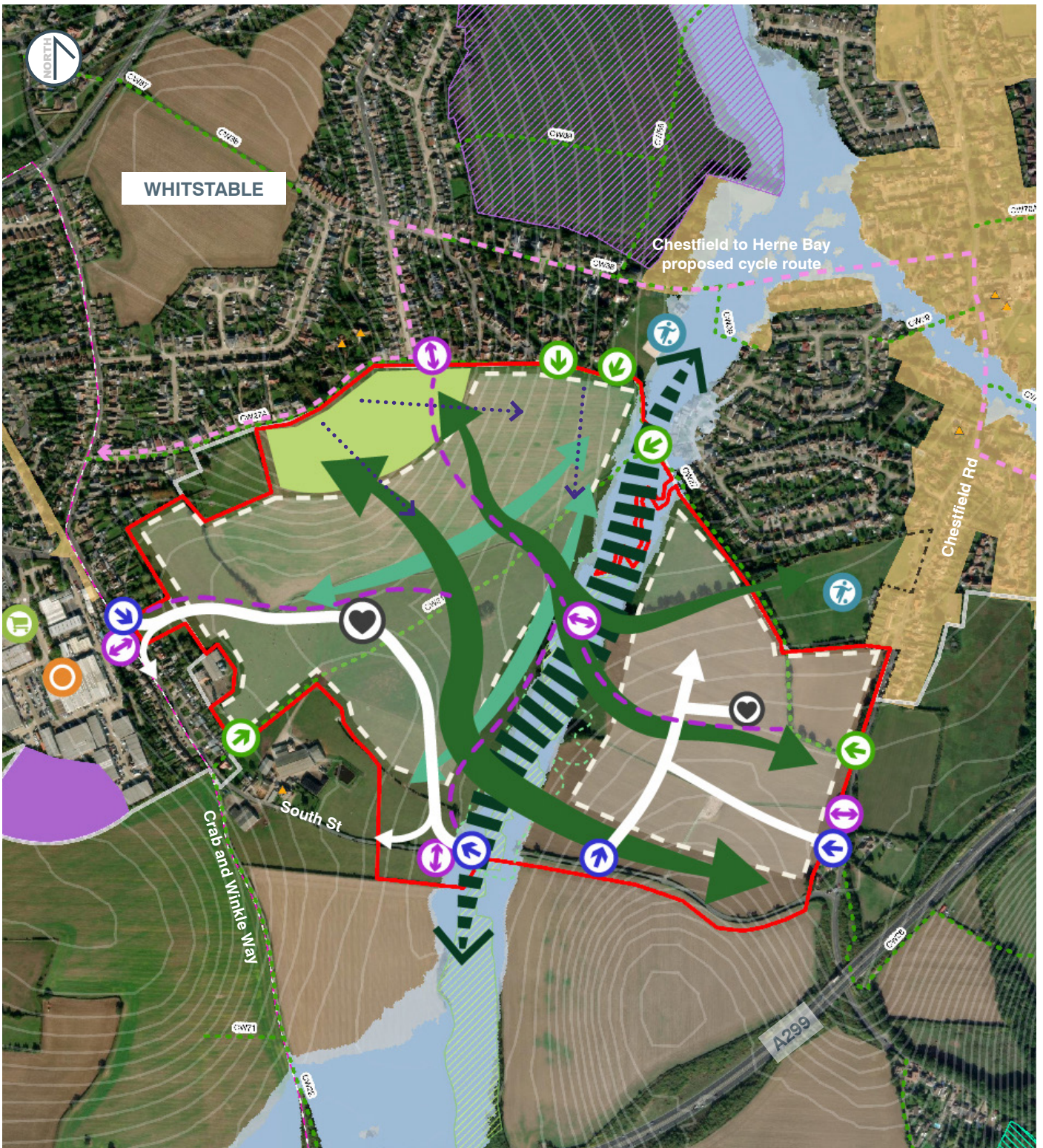
- A SuDS strategy can be employed to utilise in order to convey and attenuate surface water whilst increasing biodiversity through wetland creation.
- The site lies outside of Stodmarsh catchment, with regards to nitrates and phosphates. Despite a different catchment new areas of wetland, woodland etc will decrease the site's nutrient load.

Active Travel

- By routing South Street through the development the amount of traffic passing existing housing fronting South Street will be significantly decreased, improving safety and residential amenity. Moreover, this will improve cycle connectivity to the Crab and Winkle cycle way and access south to the Blean Wood.
- Potential to explore the possibility of widening and enhancing South Street, which would offer a safer route for pedestrians and cyclists.
- Development can readily retain and enhance existing PRoWs through and alongside the site to create a robust, interconnected network of non car routes.
- Development could consider a new footpath link north through / to the Chestfield Cricket Club.
- Use existing locations of vehicular crossings through Longtye Wood will enable pedestrian and cycle access east to west through the development.

Local and Historic Context

- Development can readily respect the setting of listed buildings that lie close to the site and the setting of the Chestfield Conservation Area. Development will be set back from these areas and buffered with new structure planting.



OPPORTUNITIES PLAN

- ⬤ Site Boundary
- - Public Rights of Way
- - - National Cycle Route
- ⬅ Notable Views

Opportunities

- ⬤ Proposed Eastern and Western Neighbourhoods
- ⬤ New Neighbourhood Hubs
- - - Key Cycle/Pedestrian Connections adjoining Existing PRoWs
- ⬤ Retained Cycle/Pedestrian Access
- ⬤ Proposed Cycle/Pedestrian Access
- ⬤ Proposed Vehicular Access

- ⬅ Primary Road Infrastructure
- ⬅ Enhance Woodland Corridor
- ➡ Key Green Links
- ➡ Key Sustainable Drainage Links
- ⬤ Proposed Hill Top Park

LANDSCAPE AND VISUAL

Landscape Context

The Blean Wood Complex forms the back drop to distant views obtainable from the higher ground within the site. This serves to visually connect the site with the wider, rural landscape of the south. There are also views back towards the site from Blean Woods, though it should be noted that the covered nature of the woodlands means that views are contained and limited to the woodland edge where the site is viewed against a backdrop of existing urban development.

Landscape Character

The site lies within the Local Landscape Character Area 10: Chestfield Wooded Farmland - within the Canterbury Landscape Character and Biodiversity Appraisal (August 2012).

The landscape of this area is described as:

- 'Occasional small blocks of woodland or plantation are present and there are also some remnants of hedgerows that indicate field boundaries...'
- 'Native vegetation belts, hedgerows and deciduous woodland blocks are scattered across the mixed farmland, limiting views across the landscape in places. Visibility is higher across more open farmland situated in places close to the urban fringe of Chestfield.'
- '...The distinctive wooded stream corridors of Swalecliffe Brook and West Brook run across the landscape in a generally north-south direction...'
- '... The urban edges of South Street and Chestfield form a boundary to the north. Unusually there is little intermittent suburban land use, and the boundary between the urban edge and arable land is mostly crisp and clearly defined. However, a golf course with a typically manicured landscape is located directly south of Chestfield, and the A299 with associated highway planting partially dissects the area, slightly detracting from the rural farmland character and pattern of features. Other roads throughout the area are narrow and form historic routes which are generally well hedged...'

New development will look to reinforce the character of the area by retaining the distinctive wooded stream corridor of Swalecliffe Brook, and by promoting further scattered woodland blocks and hedgerows. The 'crisply defined' transition between urban and rural areas will remain.

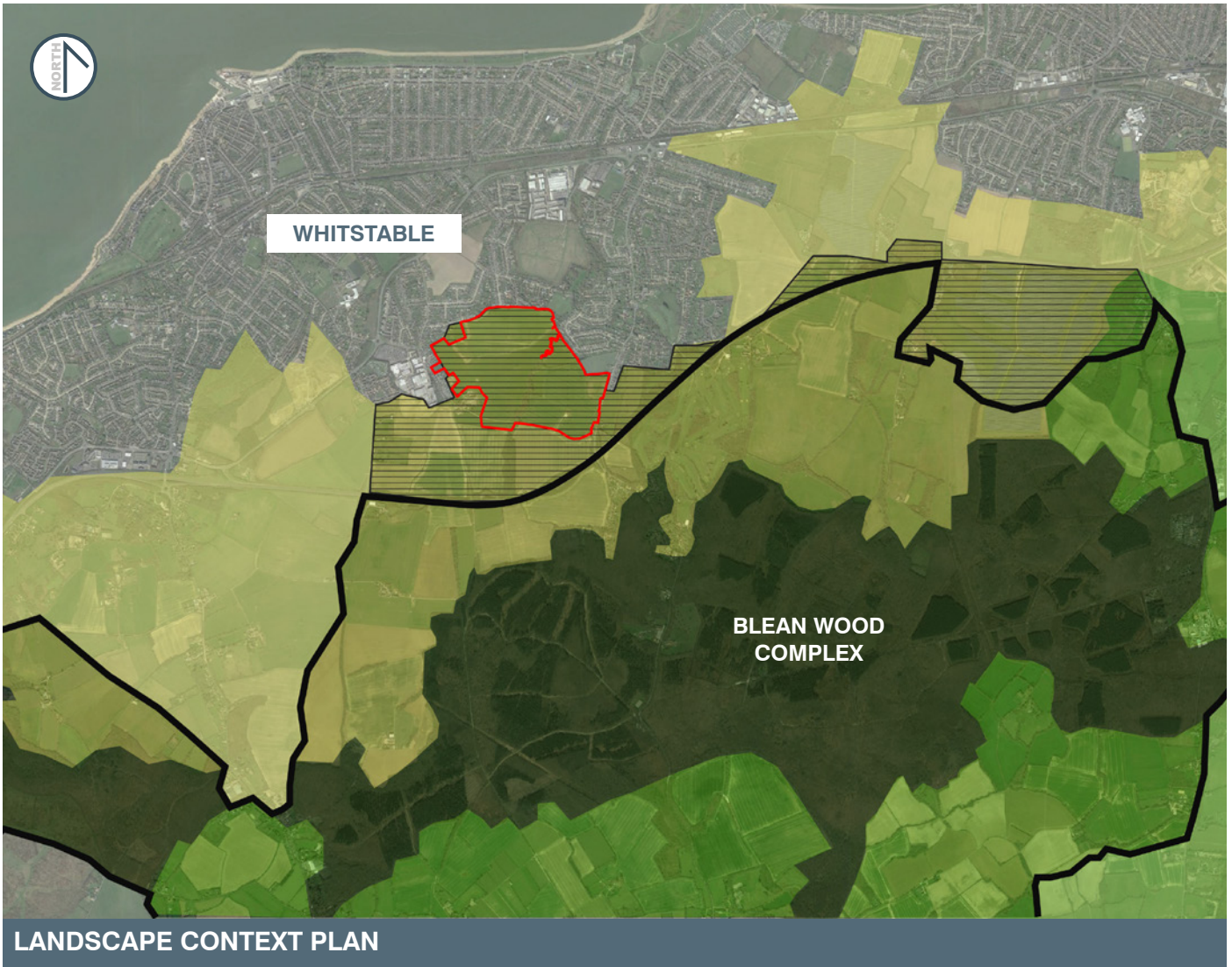
Canterbury District Local Landscape Designations Review and Recommendations 2021

The intent of this document, commissioned by Canterbury City Council (CCC), is to review the evidence and justification of all local landscape designations (LLDs) across the district in order to inform landscape policies including development management and potential site allocation policies.

Five candidate LLDs are evaluated including the Blean Woods, which is listed as an Area of High Landscape Value (AHLV) and a designated Special Landscape Area in the Kent and Medway Structure Plan (2006). Chapter 7 (p. 20) provides an overview of the Blean Woods AHLV and an evaluation of the character areas located within the LLD in order to determine whether they should be taken forward and remain as part of the LLD or otherwise excluded.

The landscape within the Blean Woods AHLV is recognised for its strong sense of place and its outstanding historic and natural environment. The remaining landscape comprises areas of woodland and farmland that are thought to positively contribute to the character and setting of the woodland complex.




The assessment of the LLD suggests that there are justifiable opportunities to make amendments to the existing boundary with the intention of further strengthening the local character and setting of the Blean Wood Complex. The report recommends that the northern boundary of the LLD may be adjusted in two locations to exclude a large solar farm situated off Owls Hatch Road and any area of farmland to the north of Thanet Way (A299) which form parts of character area C2: Chestfield Farmland. These areas of farmland are thought to be more inkeeping with the rural character of the outskirts of Whitstable and therefore it is concluded that they do not significantly contribute to the setting of the Blean Wood Complex located further south.



LANDSCAPE CONTEXT PLAN

The Development Site is located in the north of the LLD within character area C2: Chestfield Farmland. This landscape can be described as a large area of arable farmland which is physically separated from the wider rural landscape, including Blean Woods as a consequence of Thanet Way (A299). Moreover, the southern urban edge of Whitstable exerts an urban influence upon this landscape, further reinforced by regular traffic along South Street which perceptibly confers a stronger relationship of this landscape with the edge of Whitstable than to the qualities of the Area of High Landscape Value further to the south.

For these reasons we concur with the findings of the Canterbury District Local Landscape Designations Review and Recommendations 2021. Development within the site will need to ensure a sensitive approach to its southern extents and to the inclusion of linear green spaces embedded within the development to break up and soften views towards new development from the AHLV.

-  Site Boundary
-  Proposed Amended Blean Woods Local Landscape Designation Boundary
-  Areas to be excluded from Amended Local Landscape Designation Boundary

Character Areas

-  C - Coastal Hinterland
-  D - The Blean - Woodland
-  E - The Blean - Farmland

Visual Context

A series of viewpoints have been identified that represent the key receptors (people with views towards the site) found within the wider landscape.

Photos were taken in fair weather in March 2021 before existing vegetation came into leaf. Our evaluation therefore represents a worst case scenario. Clearly during summer months vegetation will provide a greater level of screening.

Receptors

Residential receptors are those located along South Street, Rayham Road, Blackberry Way, Shepherds Walk and Longtye Drive. All of these receptors back onto the site with the exception Rayham Road. Properties located along Rayham Road with a view to the site are limited to circa 13 homes. The introduction of new development will undoubtedly increase the urban influence within these views. Proposals seek to keep high ground adjacent these houses free from development in order to help retain a sense of openness and frame long views south towards Blean Wood.

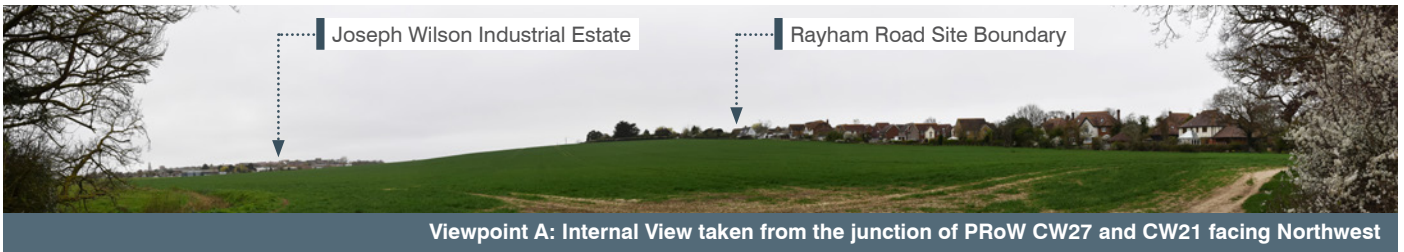
Recreational receptors can be defined as users of PRowS, Redfall Recreation Ground, Chestfield Cricket Club and Chestfield Golf Course. Whilst urban development already forms part of the view to users of PRowS within the site, development will change the character of these public footpaths. Proposals seek to retain all existing PRow within high quality parkland and open space to ensure that routes remain attractive, inviting, usable, legible and free from vehicles, wherever practicable.

Users of Radfall Recreation Ground and Chestfield Golf Course are not predicted to experience adverse changes in views. The focus of the user's view is orientated away from the site and existing vegetation between the site and these receptors affords some screening.

Road users with potential views towards the site include users of Rayham Road, South Street and Chestfield Road. In all instances, roads are narrow and lined with intervening hedgerows or built form which serves to screen or heavily filter views.

The emerging vision for the site is sensitive to these existing views and has sought to ensure that key views are retained, sensitive receptors are buffered and screened and PRow are integrated within the proposals along green corridors.

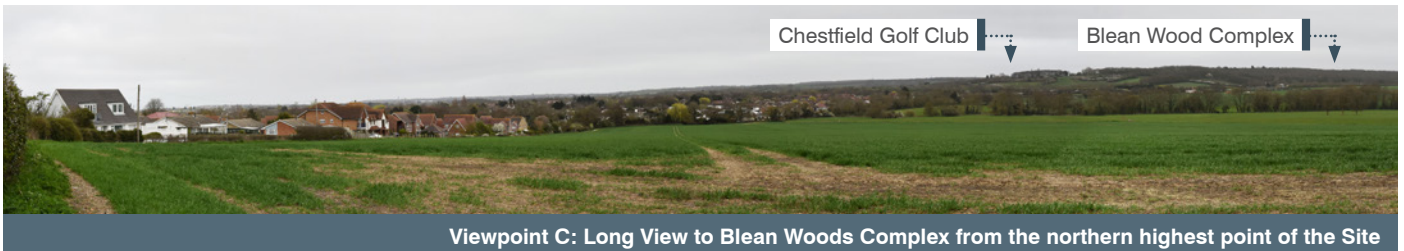
Through the use of considerate architecture (materials, style and massing), and through effective Green Infrastructure, the development will be positively integrated into its context and would be quickly assimilated into the existing scene.



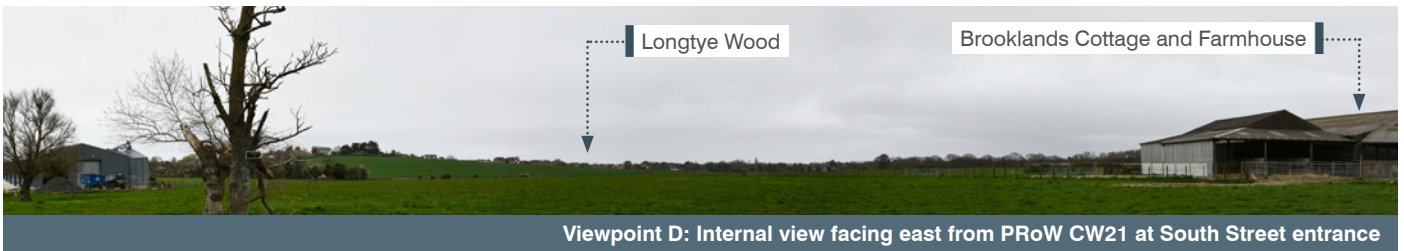
Viewpoint A: Internal View taken from the junction of PRoW CW27 and CW21 facing Northwest



Viewpoint B: Internal view of Longtye Ancient Woodland



Viewpoint C: Long View to Blean Woods Complex from the northern highest point of the Site



Viewpoint D: Internal view facing east from PRoW CW21 at South Street entrance



Viewpoint E: View facing south from Blackberry Way along PRoW CW27



Viewpoint F: View from PRoW CB20B 1.9km from the Site



VIEWPOINT LOCATIONS



HIGHWAYS AND ACCESS

Transport Context

The development site is located off South Street and Chestfield Road in the south of Whitstable a seaside town on the north Kent coast. It is situated 3km south of the town centre, 7.5km north of Canterbury and 14km northeast of Faversham.

The site has highway frontage to South Street in the south, Chestfield Road in the west and Rayham Road to the north. The strategic route, A299 Thanet Way (M2 to Ramsgate) is located to the west, accessible via South Street and Millstrood Way.

South Street is the main road that bounds the site to the west and south. Along the southern boundary, South Street is rural in nature and comprises a single lane two-way carriageway approximately 5m wide subject to a 40mph speed limit with no footway or street lighting provision. In the west past South Street is a residential street, subject to a 30mph speed limit and having a footway on the western edge of the carriageway and street lighting.

South Street extends 2km eastwards from Thanet Way in the West for pedestrians and cycles only, there is no vehicular connection onto Thanet Way from South Street. It terminates at a priority T junction with Chestfield Road and Radfall Hill. Vehicular access onto Thanet Way is achieved via Millstrood Road, a priority junction approximately 150m west of the proposed site access location.

Chestfield Road forms the eastern boundary of the site, extending 2km northbound from the South Street junction to the A299 Thanet Way. Chestfield Road becomes Radfall Hill at the junction with South Street, travelling south to become Radfall Road, Hackington Road and finally St Stephen's Hill as it arrives in the city of Canterbury.

Rayham Road borders the site to the north, a single carriageway road of varying width serving residential properties. There is no footway provision or street lighting, Rayham Road is a very quiet street which residents use as a shared surface area. To the north of the site, Rayham Road forms a junction with Lismore Road, a residential road, has footways on both sides of the carriageway and benefits from street lighting. Lismore Road crosses Grassmere where it becomes Clover Rise linking to the A299 Thanet Way.

Sustainable Travel

57% of Whitstable's working population currently commute by car as a driver with 4.5% car sharing as a passenger. 11.6% take public transport, 14.1% walk or cycle, 1.3% use other means and 11.7% work from home. With a huge 27.4% of workers travelling less than 5km to work there are opportunities to encourage mode shift and increase active travel by enhancing local walking and cycling links.

Walking and Cycling










The development offers an opportunity to connect onto the footway and cycle route networks local to the site, most particularly onto National Cycle Route 1, The Crab and Winkle Way National Cycle Route 15 Invicta Way both accessible from South Street and onto the proposed Chestfield to Herne Bay cycle route from Rayham Road.

The proposed re-routing of South Street provides additional opportunity to link pedestrians to a significantly quieter old South Street just west of Brooklands Farm and to provide pedestrian and cycle links along the new route and potentially into and through the site to Chestfield Road in the east.

Old South Street would become a quiet lane, attractive only to residents which would offer a much safer route for pedestrians and cyclist. Less traffic using this road would enhance the environment making it much safer for the existing residents with very limited visibility out onto the highway to leave their properties, by car and on foot where there is no footway.

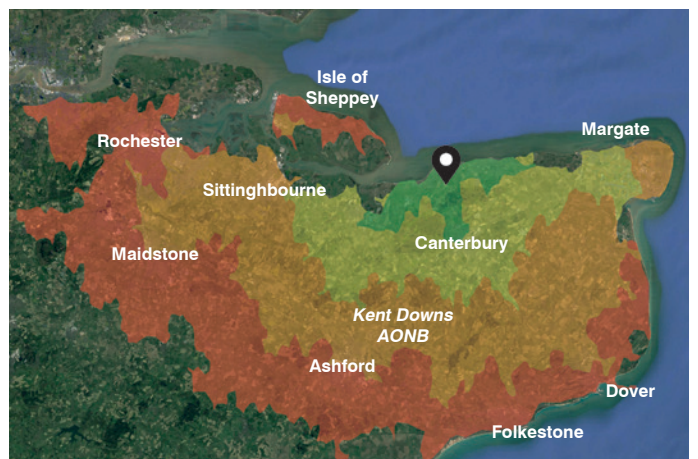
Existing and new residents would be afforded safer and more direct walking and cycling routes with traffic redirected onto a more appropriately designed highway. East of Brooklands Farm where the realigned South Street emerges there is the opportunity to widen the highway to include pedestrian and cycle provision if considered appropriate by the Local Highway Authority to cater for future demand.

The nearest bus stops to the site are located on Clover Rise, Millstrood Road and Chestfield Road. All stops are served by the no 5 Canterbury to Seasalter and Yorkletts bus service from 7am with a 30-minute frequency of service in the peak hours and hourly during the day and evening up to 8.30pm.






- Proposed Vehicular Access 
- Primary Road Infrastructure 
- Local Bus Stop 
- Public Rights of Way 
- National Cycle Route 
- Proposed Cycle Route (Chestfield to Herne Bay) 
- Key Cycle/Pedestrian Connections adjoining Existing PRowWs 
- Retained Cycle/Pedestrian Access 
- Proposed Cycle/Pedestrian Access 



HIGHWAYS AND ACCESS PLAN



BUS TRAVEL COMMUTER DISTANCES

-  Area within approx 15 mins bus journey
-  Area within approx 30 min bus journey
-  Area within approx 45 min bus journey
-  Area within approx 1 hour bus journey
-  Site Location

Public transport journeys are shown on the Bus Travel Commuter Distances Figure in 15-minute intervals demonstrating that subject to service timetables it is possible to commute to Whitstable, Herne Bay, Canterbury and Faversham within 30 minutes and the remaining coastal areas and the towns of Maidstone, Folkestone and Dover by bus within a 60-minute journey.

Public Transport- Rail Based

Whitstable and the Chestfield & Swalecliffe railway stations are on the Chatham Main Line, which runs between Ramsgate in East Kent and London Victoria. Other stations on this line include Broadstairs, Margate, Herne Bay, Faversham, Gillingham, Rochester and Bromley South.

Whitstable is around 1 hour and 30 minutes from London. On weekdays, during the morning and evening peaks, there is a direct service to London's Cannon Street station.

Both stations are within 2km of the site accessible via a linked trip, bus/rail or cycle/rail. There are no parking for cars or cycles at Chestfield & Swalecliffe which is served by the number 5 bus service whilst Whitstable has cycle parking facilities for 43 bikes and a charged car park. There may be opportunities to promote linked trips by enhancing bus services to better serve the site for the increased residential population and to improve cycle parking facilities at Whitstable.

The development will be supported by a travel plan and will be developed with a clear hierarchy in favour of sustainable transport.

CONCEPT MASTERPLAN

Design Principles & Key Components

A Landscape Led Masterplan: A scheme embedded in generous green infrastructure, shaped to ensure sensitivity to the site's context, whilst providing a sequence of attractive, stimulating and ecologically rich and well connected spaces, that in turn promote the health and well-being of its residents. Development at Brooklands Farm will deliver an attractive and distinctive new neighbourhood for Whitstable.

DESIGN OBJECTIVES:

- To provide up to 1300 new high quality, low carbon homes, designed to help combat climate change by exploring opportunities for on-plot energy production, careful water management and by energy efficient building methods. Housing will be available in a variety of styles, sizes and tenure, including a commitment to the delivery of affordable housing.
- To create new community facilities such as local retail space, community facilities and flexible workspace across two distinct neighbourhood centres - to the east and west of the Swalecliffe Brook.
- To create multi functional and interlinked green spaces, which provide an attractive setting for new houses, accessible open space for public amenity within 200m of all houses, and which promotes health and well-being whilst providing biodiversity net gain and climate resilience (shading, water management and drought tolerance). Open space will equate to circa 50% of the total site area.
- To retain PRow CW21 and CW27, and extend these routes to create a robust network of non-car routes that encourage active recreation and sustainable travel to and through the site. Diverting South Street through the development will effectively extend the Crab and Winkle cycle route. Diverting South Street will also improve the amenity of existing local residents fronting this route whilst ensuring passing trade to the proposed local centres.
- To preserve the integrity of Longtye Ancient Woodland and Swalecliffe Brook through the careful design of landscape buffers and robust future management plans.
- To create a development that works sensitively with the topography of the site. High ground is to remain free from development to retain a sense of openness, to limit the impact of new development upon views towards the site and to help new homes blend into the fabric and footprint of the existing urban grain. Strategic planting will also be carefully considered to buffer the site from the AHLV further to the south.




















ACCESSIBILITY TO LOCAL SCHOOLS

Education as a Link into Existing Communities

Opportunities to provide a new 2FE primary school will be explored with the Education Authority. By promoting a new school site to the east of the site access to primary education will fall within an 800m (10 minute) walking radius of the development as well as existing residents to the north east. The existing Whitstable School to the north west also lies only a short walk from the site. Between these two facilities both new and existing residents alike are afforded good access to local education. Safe routes to both schools will be explored and promoted.



CONCEPT PLAN

-  Development Plots (up to 1,300 units)
-  Green Infrastructure **31a** (including parks, green corridors, river banks, PRoWs)
-  Local Centre
-  Primary School
-  Key Vehicular Connections
-  Reduced Access Road to Farm and Existing Homes
-  Key Cycle/Footway Connections
-  Public Rights of Way
-  Potential Play Space (LAP, LEAP, NEAP, Destination Play)
-  Allotment Area (Space for 28 Plots)
-  Enhanced Brook and Ancient Woodland Habitat
-  Proposed Structural Planting
-  Drainage Features
-  Urban Green Spaces
-  Hill Top Park
-  Wetland Park
-  Linear Park

Our Environment

- Development at Brooklands Farm will target a 20% biodiversity net gain.
- All existing habitats such as the Swalecliffe Brook and Longtye Wood will be retained and protected.
- Open spaces will be designed to be both biodiverse and to promote local food growing with the use of native and edible species wherever practicable.
- Three distinct parkland areas are proposed. The first to the north west comprises a hill top park with framed views south towards the Blean Wood. This park will comprise species rich grassland for picnicking and informal sports, woodland copse and small orchards. Through the centre of the site a wetland park is proposed. This open space will comprise of an existing watercourse naturalised and enhanced with riparian planting, wetland, SuDS, boardwalks and willow groves. The third park comprises a linear park that links South Street to the west with both local centres and school through the centre. This space provides connectivity and access to play space.

Our Community

- Development at Brooklands Farm will deliver two local centres located so that they capitalise on combined trips and passing traffic, and to ensure ease of access on foot and by cycle.
- Local centres will include community facilities, and flexible work space. Opportunities for healthcare facilities will also be explored.
- A new 2 FE primary school is proposed to the east of the site, located adjacent to an existing

sports / recreation ground. In this location school playing fields could be made available for community use thereby extending the existing recreation ground out of school hours.

- Interlinked parkland and greenways are proposed which will include access to urban nature, play space and allotment gardens. Open spaces have been set out so that all residents will have easy access to open space within 200m.

Our Future

- As far as possible, the scheme will explore opportunities to try and maximise carbon reduction.
- The development will be designed to lifetime home standards.
- Active travel is a key consideration for the emerging proposals. Existing PRoW will be retained and enhanced with new surfacing and seating. Additional links will form a comprehensive network through and around the development. The development will facilitate footpath and cycle connectivity to the north of the site and in particular to existing facilities and transport nodes in order to reduce reliance on the car. Moreover, South Street will be diverted through the site enabling safer use of the existing alignment and extension of the Crab and Winkle cycle route.
- Electric car charging and community cycle parking will be included as standard.



CONCEPT IMAGE SHOWING ENHANCED GREEN LINKS AND CONNECTIVITY



Top | High Quality Residential Development

Middle | Local Community Facilities

Bottom | Landscape, Play and Habitat

Revision History

Rev	Author	Reviewed	Approved	Date
-	JP / NJE	NJE		
A	BVL	TBR	TBR	5 Aug 2021
B	BVL	TBR	TBR	5 Aug 2021



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No dimensions are to be scaled from this drawing.

All dimensions to be checked on Site. Area measurements for indicative purposes only.