

Bus Depot Herne Bay Development Principles



Supplementary Planning Document

Adopted April 2010



Bus Depot, Herne Bay

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Chapter 1: Introduction

- 1.1** In common with many other English coastal seaside towns, Herne Bay, nine miles to the north of the city of Canterbury, has been suffering a decline in its economy and environmental quality for many years. This decline has been recognised by the Council and work is progressing in consultation with the town's residents and businesses to deliver a regeneration programme for the town.
- 1.2** An Area Action Plan for Herne Bay has been produced for the town centre. This has now been found "sound" by an independent Inspector and will be adopted in April/May 2010. The Area Action Plan provides the framework for the delivery of regeneration projects in the town. The Inspector has supported the Council's approach to adopt these development principles as Supplementary Planning Documents as part of the Local Development Framework. There are a number of regeneration projects that are being promoted by the Council. The former Stagecoach Bus Depot site on the High Street is one of the three key Opportunity sites in the centre of Herne Bay whose high quality and attractive redevelopment is an Objective of the AAP.



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Figure 1: Location Plan



Bus Depot from Richmond Street

- 1.3** These Development Principles set down the relevant planning policies, material considerations and design principles that will be required to be met by any development proposals for this site in order to deliver a thriving and commercially successful town centre for the benefit of its residents and visitors. In this they expand upon Policy HB3 of the Herne Bay Area Action Plan.

Policy HB3 Bus Depot Site

Planning permission will be granted for proposals which deliver the comprehensive and high quality redevelopment of this important town centre site for retail and residential uses in accordance with the Development Principles detailed in the supplementary planning document that accompanies this Area Action Plan.

The Site and Immediate Area

- 1.4** The Bus Depot site lies on the corner of the High Street and Richmond Street. The High Street is dominated in this area by the Bus Depot and a petrol filling station opposite. Richmond Street is predominantly residential as is Hanover Street which lies immediately to the south of this site. Morrison's supermarket, a number of smaller retail premises and the wider Central Development Area are located to the east.



Bus Depot from High Street

- 1.5** The site is currently occupied by Stagecoach providing storage for buses. The Council has been working with Stagecoach over a number of years to identify sites within Herne Bay suitable for relocation of this land use, to ensure the retention of existing jobs within the town. Such negotiations have successfully resulted in the purchase of land from the Strategic Rail Authority.
- 1.6** Such work has released this land for redevelopment. In November 2008 a planning application was submitted by Sainsbury for a supermarket, associated parking facilities, largely at basement level, and servicing provision and 8 flats at first floor level (CA/08/01333/HBA) but was subsequently withdrawn.

Chapter 2: Development Principles

Land uses

- 2.1 The bus depot site is allocated for a mix of retail and residential use on the adopted Canterbury District Local Plan (2006). Proposals should include a continuous shopping frontage to the High Street with clear glazing and un-obscured fenestration to create an active relationship with the High Street. Residential development should directly front Richmond Street and reflect in built form the existing terraces of housing opposite the site.
- 2.2 The City Council has identified an indicative level of development of 20-30 residential units and 2,500-3,000m² of retail floorspace for this site, as a guide.

Design

- 2.3 This site lies within the Herne Bay Conservation Area and new built development, together with any opportunity for public realm improvements, should be of high and appropriate quality to enhance and reflect local distinctiveness and to provide a contemporary interpretation of the strong Victorian and Regency character of Herne Bay.
- 2.4 New development should be set hard up to the 3 street frontages and follow existing established building lines without set backs or splays.
- 2.5 Appropriate materials here include yellow stock brick and slate based on a built context of the late Victorian tradition (rather than the Regency which is prevalent in other parts of Herne Bay). Such features as decorative barge boards, bay windows, boarded and rendered panels and big sash windows are encouraged. All joinery should be painted not stained.
- 2.6 A palette of appropriate materials for new developments in Herne Bay town centre and this key redevelopment area will be available from the Council's Conservation team for use by public authorities and developers. A schedule of materials to be used in the elevations of the development will be required as part of all planning applications for this site.

Flood prevention measures and sewerage issues

- 2.7 The Bus Depot site lies within the Environment Agency Flood Zones 3a at high risk of sea flooding. All planning applications will therefore be required to undertake and submit a site specific Flood Risk Assessment.

- 2.8** The precautionary approach with respect to climate change, for the design of buildings and their floor levels as recommended by PPS25 shall be used for all developments and that flood risk be based on continuation of the maintenance and improvements of the current sea defences but checked against, and with floor levels no lower than, the no defence scenario. Floor levels for all new residential development shall be fixed to be safely above predicted sea flood levels, subject to agreement with the Environment Agency based on the most up to date information available.
- 2.9** New developments will be required to reduce surface water peak flows and remove any surface water from combined or foul sewers. Permeable surface treatments will be required for all new surfaces provided.
- 2.10** In seeking to revive the town through such redevelopment it should be noted that the sewerage system in Herne Bay has little spare capacity. Development proposals will therefore need to demonstrate that adequate foul sewerage capacity exists or can be achieved. For all sites coming forward in the town centre, potential developers are advised to contact Southern Water for further details as early as possible in the planning process.

Building heights

- 2.11** New buildings should be of 2 and 3 storeys in height.

Code for Sustainable Homes

- 2.12** All new residential development here will be required to be CSH Level 4 compliant from 1 April 2010 (or Level 6 for homes after 2016). Innovative use of sustainable and energy efficient materials such as the potential for passive solar gain, green roofs and the use of photovoltaic cells within roof surfaces, will be encouraged.

Landscaping

- 2.13** The use of trees to enhance development and contribute to the amenity of an area is encouraged by the Council's Trees and Development SPG 2003. Although opportunities for tree planting here may be limited, developments should seek to continue the strong tradition of tree-lined streets in Herne Bay and provide tree planting along Richmond and the High Streets where space is available.

Cycle storage

- 2.14** Provision should be made for the on-site secure storage of a minimum of one bicycle for each new residential unit provided here. Public cycle rack facilities should be included as part of any applications for new development.

Developer contributions

2.15 New development here will be required to comply with the City Council's adopted Supplementary Planning Document on Development Contributions (2007) and policy IMP2 of the adopted Local Plan.

Contaminated land

2.16 A Contaminated Land Survey will be required as part of any planning application for the redevelopment of this site given its previous use.

Chapter 3: Planning Policy Context

Canterbury District Local Plan

3.1 Planning applications coming forward for the redevelopment of this site will need to comply with the following policies of the Canterbury District Local Plan (2006)

Policy BE1

The City Council will expect proposals of high quality design which respond to the objectives of sustainable development. When considering any application for development the Council will have regard to the following considerations:

- a) The need for the development;
- b) Accessibility and safe movement within the proposed development;
- c) The landscape character of the locality and the way the development is integrated into the landscape;
- d) The conservation and integration of natural features including trees and hedgerows to strengthen local distinctiveness, character and biodiversity;
- e) The visual impact and impact on local townscape character;
- f) The form of the development: the efficient use of land, layout, landscape, density and mix, scale, massing, materials, finish and architectural details;
- g) The reduction in energy consumption by means of layout, design, construction and alternative technology;
- h) Safety and security;
- i) The privacy and amenity of the existing environment;
- j) The compatibility of the use with adjacent uses;
- k) The need to keep the building in use and fit for purpose; and
- l) Appropriate supplementary planning guidance adopted by the Council.

Policy BE2

In order to ensure that functional, visually successful public realm space is created with a strong sense of place as part of new development, the Council will have regard to the following when considering planning applications:

- a) The retention and incorporation of public rights of way and the creation of a connected open space and pedestrian/cyclist circulation system related, where appropriate, to a landscape framework having regard to safety and security;
- b) The maximising of opportunity for all areas of the public realm to be subject to natural surveillance;
- c) The incorporation of landscape design to the frontage of development sites, particularly where they border principal roads;

- d) New outdoor lighting will be encouraged as a means of improving public safety and enhancing buildings which have a positive impact upon the public realm. Lighting should not adversely affect residential amenity, sites of nature conservation value, or be obtrusive in those rural areas where dark skies are an important part of the nocturnal landscape;
- e) In order to improve the physical environment of the public realm the Council will encourage the promotion of public art, subject to appropriate consultative and planning considerations. Where new development changes or creates new public places, the Council will expect the provision of public art to be included as part of the proposal.

Policy BE3

Design statements and/or Development Briefs shall be submitted with planning applications setting out the principles used in the scheme to relate the development within and to its context. This will apply to all planning applications, where the development is visually significant or is significant to its neighbours.

Sustainability statements will also be required in appropriate circumstances, particularly with applications for major development, and should demonstrate how the proposal has responded to the objectives of sustainable development.

A Supplementary Planning Document will give guidance on sustainability measures for the layout, design and construction of buildings and the level of detail required from development of different scales.

Policy BE7

Development within, affecting the setting, or views into and out of a conservation area, as shown on the Proposals Map and all Insets, should preserve or enhance all features that contribute positively to the area's character or appearance. Particular consideration will be given to the following:

- a) The retention of buildings, groups of buildings, existing street patterns, historic building lines and ground surfaces;
- b) Retention of architectural details that contribute to the character or appearance of the area;
- c) The impact of the proposal on the townscape, roofscape, skyline and the relative scale and importance of buildings in the area;
- d) The need to protect trees and landscape;
- e) The removal of unsightly and negative features; and
- f) The need for the development.

Policy BE8

The demolition of buildings or other structures in a conservation area will not be permitted unless their removal and/or replacement will preserve or enhance the character or appearance of the conservation area.

Policy C31

All development proposals within the areas at risk of flooding or increased surface water run-off shall be subject to a Drainage Impact Assessment, including a flood risk assessment where relevant. This assessment shall be in accordance with the principles of PPG25, Sustainable Drainage Systems (SUDS) and the Council's Guidance Note including the requirement for a contribution towards new flood defence or mitigation measures. Measures identified to mitigate effects shall be installed and maintained at the developers' own expense.

The South East Plan (2008)

3.2 Planning applications coming forward for the redevelopment of this site will also need to be in accordance with the following policies of the South East Plan which replaced the Kent and Medway Structure Plan in July 2009.

Policy H3: The Location Of Housing

In meeting the requirements set out in Policy H1 (Housing Provision), creative use should be made of opportunities for housing development within the region's cities and towns, while recognising the need to provide for other community needs that contribute to the quality of life. Local planning authorities should avoid large single-tenure neighbourhoods, and should encourage mixed-use developments where appropriate.

Policy H5: Housing Density And Design

In conjunction with the delivery of high quality design and in order to make good use of available land and encourage more sustainable patterns of development and services, higher housing densities will be encouraged, with an overall regional target of 40 dwellings per hectare over the Plan period.

Policy EKA4: Urban Renaissance Of The Coastal Towns

New economic impetus will be encouraged throughout the coastal towns including the following:

- vii The smaller towns of Deal, Faversham and Herne Bay and Whitstable should develop stronger local service functions and mixed employment uses of a scale and character suitable to their size.

Kent Design (2006)

3.3 Kent Design, the county-wide Design Guide adopted as a Supplementary Planning Document by local authorities across Kent requires that the layout and appearance of new building is based on an appraisal of the character of the site and its context. To this end the Guide sets out Character Area Guidelines. Those for the Coastal Towns are considered applicable to these Development Principles for Beach Street.

- Coastal town densities are usually as high as other central urban areas, and often much higher (70-120 units per hectare) around the central seafront.
- Main commercial areas are usually concentrated in central areas in linear form, either parallel or at right-angles to the seafront. They will include homes as well as shops, cafes, restaurants, hotels, leisure and sometimes offices.
- Wide promenades act as the main public open space.
- The 'urban grain' will be tighter with narrow streets, alleyways and small unexpected squares, often providing shelter from the prevailing wind and acting as a winter suntrap.
- Unexpected glimpses or vistas of the sea.
- The ratio of height to width in streets will be greater than 1:1.
- Typical materials will be painted, stained or natural timber, local brick, black glazed bricks, painted render, large areas of glazing, painted metalwork and stainless steel.
- Palette of fresh, light, pastel colours intermingled with black and white.
- Use of projecting bays, oriel windows and balconies.
- Mainly hard landscaping with some robust seaside planting, public art, banners and innovative attractive lighting.
- High car accessibility and visible parking.
- Opportunities for improved refuse management