

Hawks Lane, St John's Lane and Ivy Lane Car Parks Canterbury



Development Principles

29 March 2012



Canterbury City Council

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1. Introduction

This document sets out the relevant planning policies and other material considerations for the redevelopment of three car park sites in Canterbury for residential use. The three sites are:

- Hawks Lane business user car park (see photograph below)
- St John’s Lane business user car park (see photograph below)
- Ivy Lane car park frontage (see photograph on the cover)

The sites are in City Council ownership and are to be disposed of for redevelopment in line with current Local Plan policies.



Hawks Lane Business User Car Park



St John's Lane Business User Car Park

1.1 Aims

The main objective of this document is to guide residential development of the above sites. It identifies and addresses the major constraints and opportunities facing development of each site. Development proposals should:

- Preserve and enhance the character and appearance of the area.
- Provide a distinctive, sustainable, high quality residential development
- Undertake further archaeological investigation and explore construction methods in order to preserve and protect existing archaeology in-situ.
- Mitigate any adverse effects on neighbouring properties.

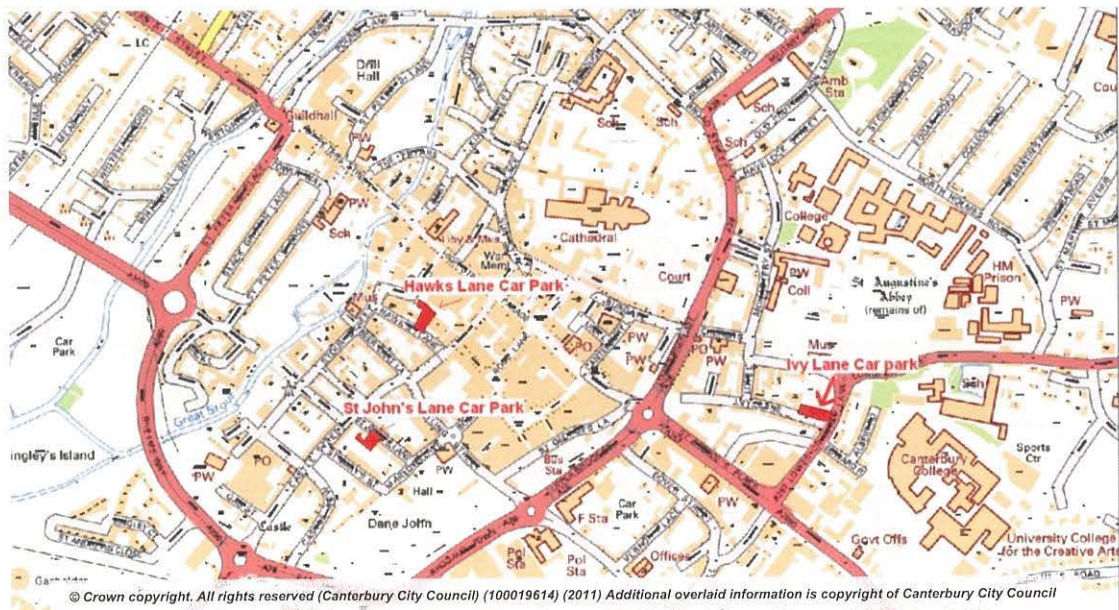


Figure 1: Location plan

2. Policy Context

2.1 Government policy

These Principles have 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
PPG15	Planning and the Historic Environment
PPS22	Renewable Energy
PPS23	Planning and Pollution Control
PPG24	Planning and Noise
PPS25	Development and Flood Risk
	Code for Sustainable Homes

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

2.2 Local policy

This document supports the policies in the adopted Canterbury District Local Plan (2006) and provides additional guidance for the future development of the site. At this time the Canterbury District Local Plan (2006) remains an important part of the planning framework for the district. Most of its policies were saved by the Secretary of State in 2009 and continue to be relevant in determining planning applications. The Canterbury District Local Plan (2006) allocates the sites for residential development (policy H1). Policy H4 also outlines the requirement for affordable housing to be provided on allocated sites. Hawks Lane and St John's Lane car parks are located within the Canterbury City Centre as defined on the Canterbury District Local Plan (2006) proposals map (policy TC1). The Local Plan provides for developments in the town centre that add to the vitality and viability of the area provided they are in compliance with other policies in the plan. Part of the Hawks Lane site is located in the retail core and as such policies TC3 and TC5 which provide for a mix of uses and retention of retail and business uses at ground floor level apply.

Other policies that are relevant include:

- BE1- requires all proposals to be a high quality of design, and to be sustainable
- BE3 - requiring design statements and development briefs.
- BE7 – requires the development to contribute positively to the special character and appearance of the Canterbury conservation area
- Policy BE15 and BE16 - sites of archaeological interest and recording
- Policies C1 - district transport action plan and C9 vehicle parking standards
- Policies C16 - education and C28 provision of outdoor playing space
- Policies C31 - drainage impact assessment, C37 water and drainage infrastructure and C38 renewable energy
- Policy IMP2 - s106 agreements and contributions

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

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

Other council policy documents of note are the:

- Canterbury Conservation Area Appraisal
- Heritage, Archaeology and Conservation Supplementary Planning Document
- Development 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 (SPD)

3. The Sites

3.1 Hawks Lane

The site is presently a hard surfaced business user car park that covers an area of approximately 878m² that provides 38 parking spaces and access to adjacent businesses. It is located within the city centre retail core, close to the High Street and there are a mix of uses (retail and commercial with some residential) in the surrounding area.



Adjacent to the site on the northern boundary is an area of protected open space which is the churchyard of St Margaret's Church (now Canterbury Tales). An attractive old red brick wall defines this boundary, behind which are some attractive established trees. To the east is a collection of buildings that are extensions of the Conservative Club in front of which are a pair of semi-detached cottages with a loft conversion. In the north-western corner



is a business office whose entire access is gained via the car park. In front of this business, set back from the lane, is Arnett House currently run as a language school with a private car park bounded by a low brick wall. On the opposite side of lane to the south of the site is a very attractive three storey Georgian house which dominates the view from the car park.

The area is built up with most buildings having a frontage onto the back of pavement. The lane is narrow and there is little visible hard or soft

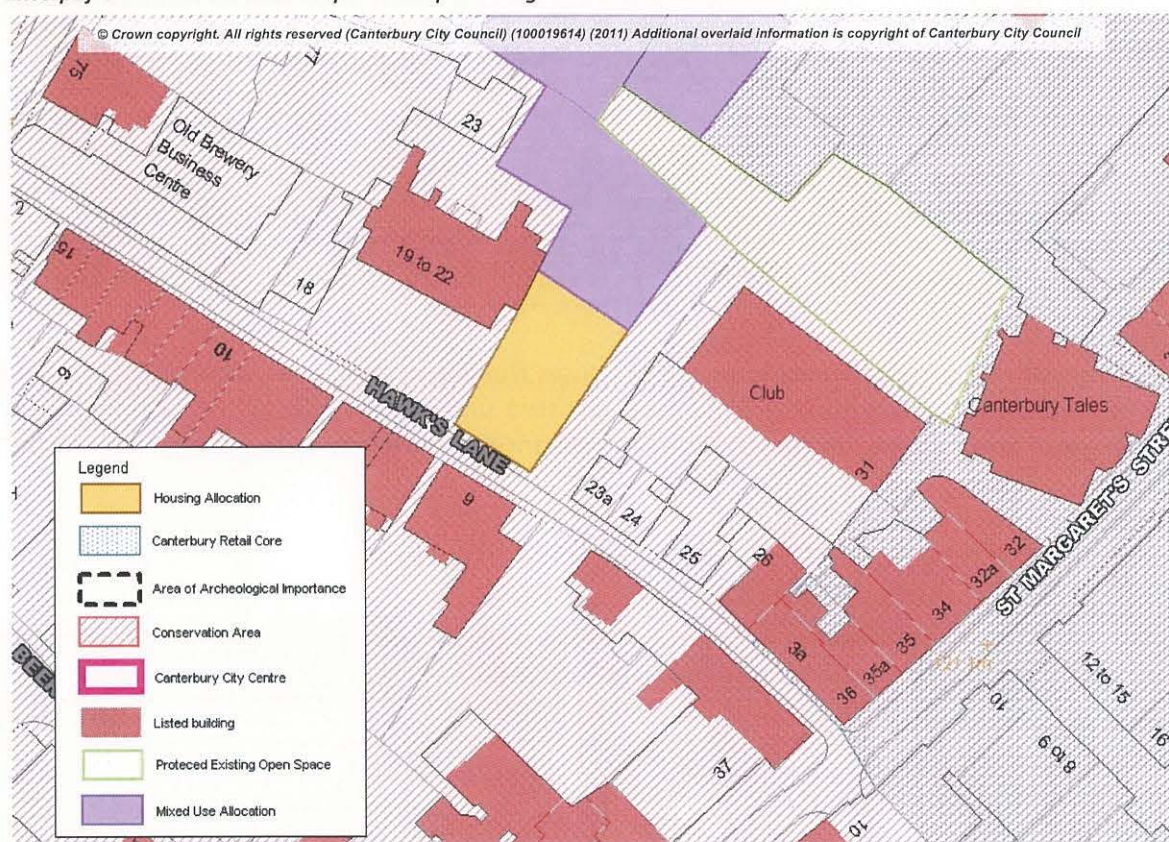
landscaping. The general scale of buildings is predominately three storey with wide frontages making them visually imposing given the narrowness of Hawks Lane. The buildings fronting the lane have a variety of styles and materials but the street as a whole has high architectural merit and a strong enclosed street scene. The Hawks Lane car park site together with the parking in front of Arnett House creates a break the streetscene. There is also a strong varied roofscape in this part of town.

3.1.1 Planning Policy

The southern portion of the site is allocated in the 2006 Local Plan for housing and the northern portion is allocated for mixed use for retail and business uses at ground floor level (see plan below). The site is ideally suited for 2-3 bed townhouses with courtyard gardens which would help meet current need in this area.

The site is in the Canterbury City conservation area and the Area of Archaeological Importance.

Excerpt from Local Plan 2006 Proposals Map showing Hawks Lane Car Park

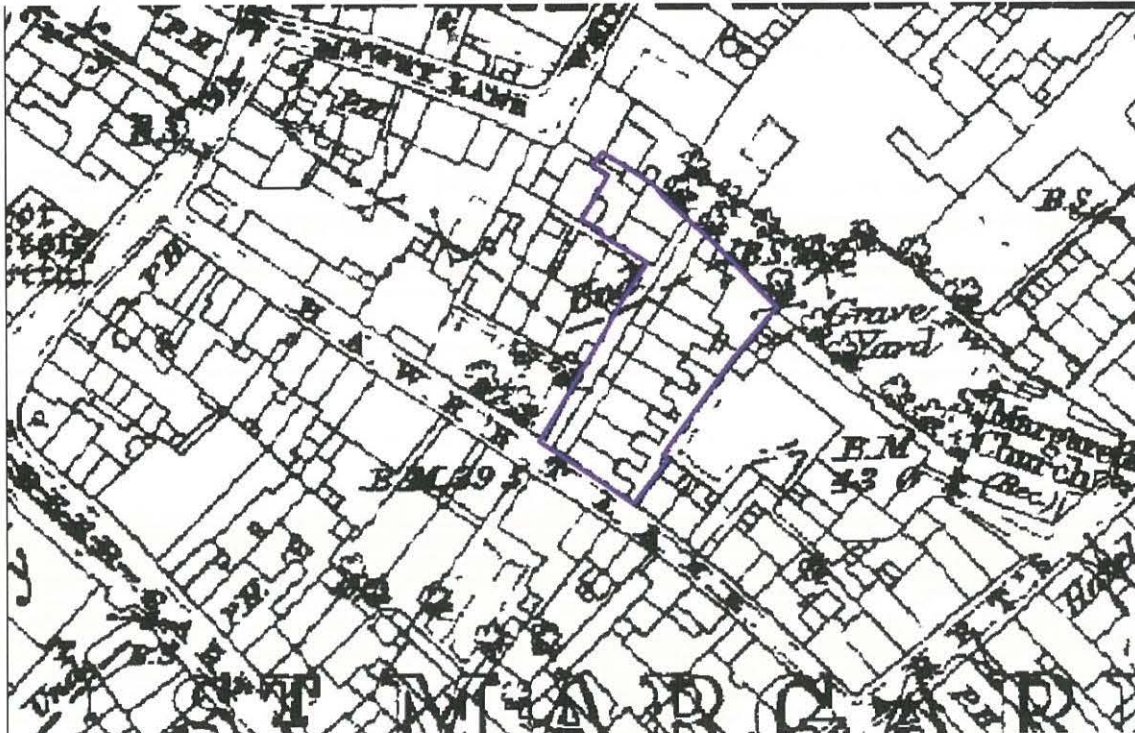


3.1.2 Archaeology and history

This site straddles both the Roman temple precinct and the forum. Investigations abutting Hawks Lane in 1991 (UAD event record 12, summary in CAT Annual Report 1990-91, p. 7) and in 1955 to the rear of 31 St Margaret's Street, (UAD Event Record 550) indicates that the buried archaeology in this area is complex, of regional/national importance and includes Roman masonry structures with tessellated floors. The importance attaches not only to the Roman period structures that are likely to be present on the site but also to earlier Iron Age activity in the area and the post-Roman and Saxon use of the area.

The need to ensure meaningful preservation in situ and the sensitivity and importance of the buried archaeology in this area would preclude the use of a piled foundation design during any development. A detailed impact assessment and site evaluation will be required to assess the

importance of the archaeology and the potential impact of proposed development as well as to ascertain the depth, character and state of preservation of the buried archaeology.



1840 map of Hawks Lane

Historically the site contained a terrace of houses fronting a small lane called Victoria Grove that ran back from Hawks Lane. The terrace persisted until the middle of the twentieth century probably being cleared in the 1960's slum clearances after which time it became a council car park.



Hawks Lane and Victoria Terrace on right 1900's



Hawks Lane car park in the 1970's

3.1.3 Access and Parking

The car park also provides vehicular and pedestrian access to businesses to the west of the site and in the rear north western corner of the site. Properties adjoining the car park enjoy pedestrian and vehicle access via the car park subject to a right of way from the City Council. One of the rights of way covers more than half the car park but may be varied under the conditions of the Deed of Grant. Any development should provide for vehicle and/or pedestrian access from Hawks Lane to these properties. The most space efficient way of providing this would be through reinstating Victoria Grove to run along the western boundary of the site to provide access to both the dwellings and businesses. This lane should be finished in a high quality material appropriate to the conservation area and style of the development such as cobbles/sets. An agreement to install a telegraph pole is also in effect from 1994 but can be terminated with 12 months notice.

The development of Hawks Lane should be a 'car free' development although there will be a need to provide one or two loading/visitor parking spaces within the site as no on-street parking provision is available. Any on-site parking should be designed as an integral part of the site layout.

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

3.1.4 Design and materials

The site is considered suitable for a development of between five and seven, two to three storey, three bed town houses. The inclusion of a live/work unit could also be considered.

Although the area is located within the city centre the immediate area already has a few small residential developments. The surrounding context is a densely built urban environment with buildings of two to three storeys in height built up to the pavement edge. The buildings tend to have a larger grander scale in both width and height.



The built environment and materials long Hawks Lane

The form of this development will be dictated by the awkward shape of the site, the need to provide public access to the rear of the site and the character of the surrounding area. It would appear that the straight forward layout would be to reinstate the former lane (Victoria Grove) and recreate the terrace type development that previously existed on the site. The provision of an access way along the western boundary would allow for full development of the site and would not impact on potential redevelopment of adjacent sites especially the mixed use allocation to the rear of this site.

The development should have active frontages to both Hawks Lane and any new access way. It is anticipated that the design of the Hawks Lane elevation should reflect the street context however the buildings to the rear of the site could be more contemporary especially if a mix of uses is proposed.

Buildings should be a maximum of three storeys. Accommodation in the roof space may be acceptable, and hipped roof dormers are a common feature in the surrounding area. Roofs should be pitched either hipped or gabled, finished in plain clay tiles or slate. The street contains a variety of building styles and materials including red brick, render, flint, painted brick, weatherboard and mathematical tiles. Windows should be vertically proportioned and could include vertically sliding sashes and traditional casements.

Areas of hard and soft landscaping would need to be provided within the site and there should be some provision for private open space. The private open space would be best located along the northern and eastern boundaries of the site especially adjacent to the church yard and the tiny courtyard space of 23a Hawks Lane. Setting the development back from these boundaries would reduce the impact of the development on the protected open space and prevent it from being overbearing. Brick walls and wrought iron railings are a feature in this area and could be used to define boundaries.



Indicative layout plan

3.1.5 Key features

- Provision of pedestrian and vehicle access by reinstatement of a lane along the western edge of the site.
- Use of high quality surfacing materials and reinstatement of the carriageway, footpath and vehicle crossing.
- Terraced houses fronting the new lane in mews style development.
- Building heights of up to three storeys
- The continuation of the Hawks Lane historic building line.
- Frontage to Hawks Lane with an entrance opening onto pavement.
- Brick wall and adjacent to rear of site to be retained and protected.
- A mix of vertically proportioned windows.
- Pitched roofs finished in slate or clay plain tiles.
- Provision of some private outside space.

3.2 St John's Lane

The site is presently a hard surfaced business user car park that covers an area of approximately 609m² and provides 19 parking spaces and access to adjacent businesses and residential properties. It is located within the city walls and in the surrounding area there is a mix of uses (mainly residential with some smaller scale retail and business premises). The site is allocated in the 2006 Local Plan for Housing with a notional capacity of four or five units.



St John's Car Park looking west

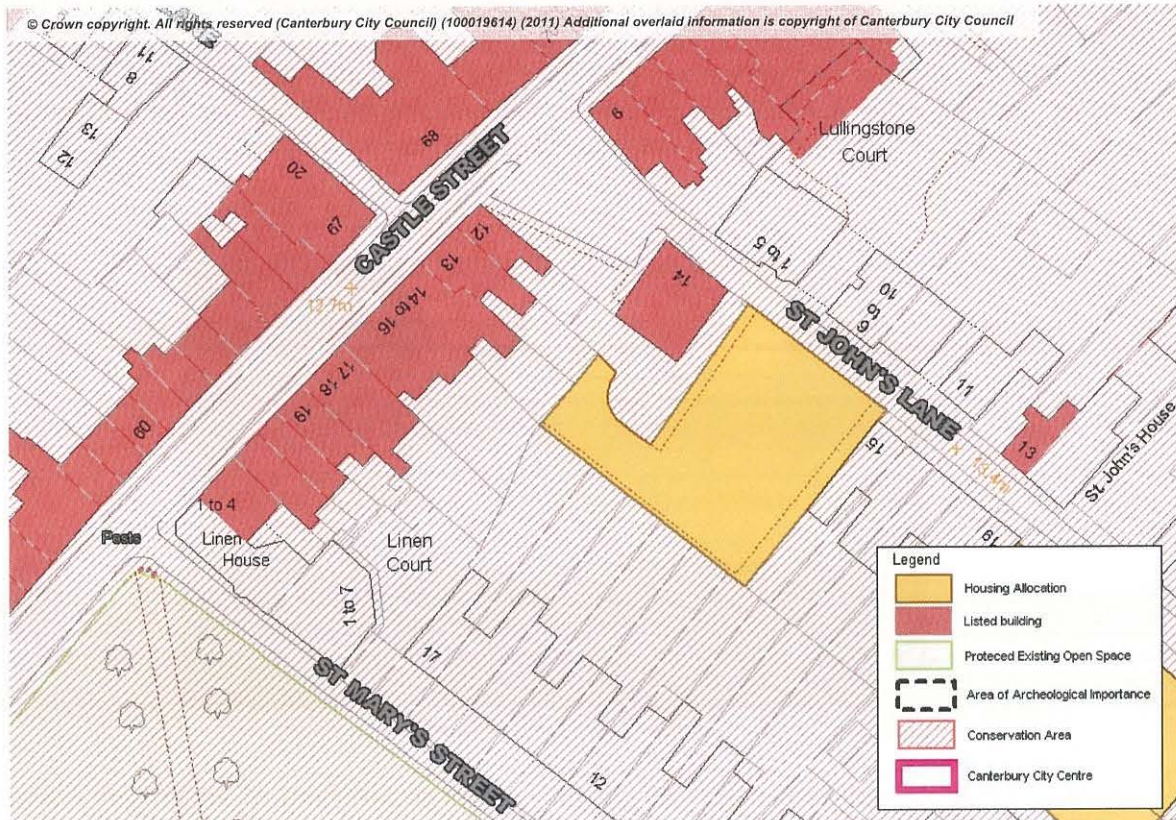
The area is built up with buildings fronting onto the back of pavement. St John's Lane is narrow and there is some hard and soft landscaping evident in the form of back gardens and small walled front gardens. The general scale of buildings in the area is generally two storey houses, with dormer windows, together with some three storey flat roofed developments. Along St John's Lane the properties have varying styles but are generally brick and render with some tile hanging. The roofs are predominately Kent peg tile with a few in slates. Built over carriageway entrances are common features giving vehicle access to the rear of sites.

To the southwest of the site are the gardens, garden walls and gates of the two storey red brick late Victorian terrace fronting St Mary's Street. To the southeast of the site is another two storey late Victorian terrace fronting St John's Lane. The properties have ground floor bay windows with small front gardens, garden walls and gates that run along the road edge. The side wall and garden of 15 St John's Lane run along the eastern boundary of the site. To the west of the site is a mix of two to two and a half storey residential and retail properties. To the northwest of the site is 14 St John's Lane a key building in the street scene and is the only listed building in the street. It is a 16th century timber framed building with brick infill and tile hanging now converted for offices. On the north eastern side of St John's Lane is a housing development, Lullingstone Court, which



has a two and a half storey height, in a mix of materials and uses a built over carriageway to provide access (see photograph opposite).

Numbers 12-17 St Mary's Street, 12-14 Castle Street and 14 St John's Lane have access rights (vehicle and/or pedestrian) over the car park. The trees and shrubs in the gardens surrounding the car park provide a pleasant contrast to the built form and are an important feature of the area.



Excerpt from Local Plan 2006 Proposals Map showing St John's Lane car park

3.2.1 Archaeology and history

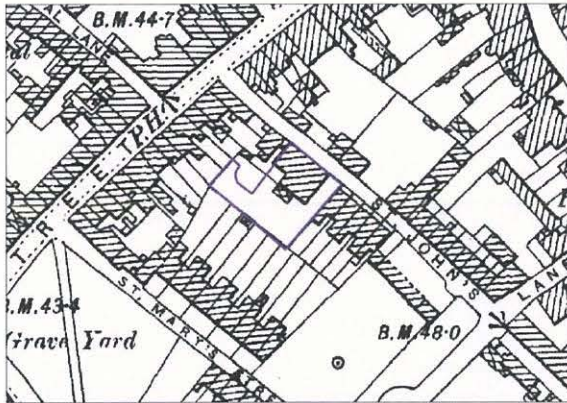
The site is in close proximity to one of the two known foci of late prehistoric Iron Age/Belgic settlements straddling the eastern side of the Stour Valley, defined by a large enclosure extending from St John's Lane southwards to Hospital Lane. The settlement represents some of the earliest evidence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

The area between Castle Street and St John's Lane has produced evidence for late prehistoric, Bronze Age, settlement adjacent to the Great Stour River, comprising a large ditched enclosure. Excavations on the site of the car park in 1951 also recorded a crouched Iron Age inhumation burial (UAD Event Record 682).

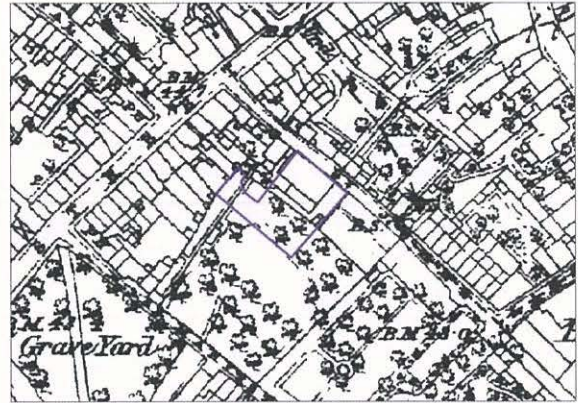
The presence of Roman masonry buildings in this area is attested by parts of a building recorded on the north side of St John's Lane in 1986 (UAD Event Record 148). The buried archaeology on this site is therefore of regional/national importance. The need to ensure meaningful preservation in situ and the sensitivity and importance of the buried archaeology in this area would preclude the use of a piled foundation design during any development.

A detailed impact assessment and site evaluation will be required to assess the importance of the archaeology and the potential impact of proposed development as well as to ascertain the depth, character and state of preservation of the buried archaeology. The results of the evaluation should provide data from which development proposals can be formulated. The use of raft foundations and associated building designs would contribute towards the preservation in situ of much of the buried archaeology.

Historically the site appears to have contained a substantial building fronting St John's Lane with a large rear yard/garden area probably. The buildings were lost during the 1930's/1940's, possibly due to bombing after which time the site became a council car park.



1840 map



1910 map

3.2.2 Access, Parking and highway requirements



The development should provide for vehicle and pedestrian access from St John's Lane. The most efficient way of providing this would probably be via a carriageway entrance. The car park also provides vehicular and pedestrian access to adjoining houses and businesses that are subject to individual licence agreements with the City Council. These access arrangements should be preserved in any development. A traditional 'Canterbury' vehicle crossover should be created at the carriage way entrance.

3.2.3 Design and materials

The site is considered suitable for four or possibly five two storey town houses fronting onto St John's Lane. The form of this development will be dictated by the awkward shape of the site, the need to provide access to the rear of the site and the character of the surrounding area.

The development should have an active frontage to St John's Lane possibly with a small front garden (as for numbers 15 to 19) and private garden space to the rear. It is anticipated that the design should be contextual and vernacular in appearance. Building heights should be two storeys and the ridge line should be no higher than the adjoining terraced houses 15 to 19 St John's Lane. Accommodation in the roof space may be acceptable if it does not increase the roof height. Roofs should be pitched either hipped or gabled, finished in plain clay tiles or slate. The street contains a limited variety of building styles and materials including red brick, render and hung tiles. Windows should be vertically proportioned which are predominantly vertically sliding sashes.



Areas of hard and soft landscaping would need to be provided within the site and would include provision for some private garden space. The private open space would be best located to the rear of the site especially adjacent to the present residential properties.



Indicative layout plan for St John's Lane Car park

3.2.4 Key features

- The continuation of the building line possibly including the provision of front small gardens
- Buildings of two storeys with a ridge height no greater than numbers 15 to 19 St John's Lane.
- A mix of vertically proportioned windows including vertical sliding sashes.
- Active and interesting frontage to St John's Lane.
- Access to a rear courtyard area via built over carriageway entrance.
- Provision of private garden space.

3.3 Ivy Lane

The site is located outside the city walls but within walking distance (500 metres) of the city centre. In the surrounding area there is a mix of uses including residential, retail, education, and leisure. The site within the Longport car park and covers an area of approximately 801m² currently providing 26 (including 2 disabled) parking spaces. The site is at the southern boundary of the car park on the corner of Ivy Lane and Lower Chantry Lane.



Ivy Lane site looking east towards the Cooper's Almshouses on Lower Chantry Lane

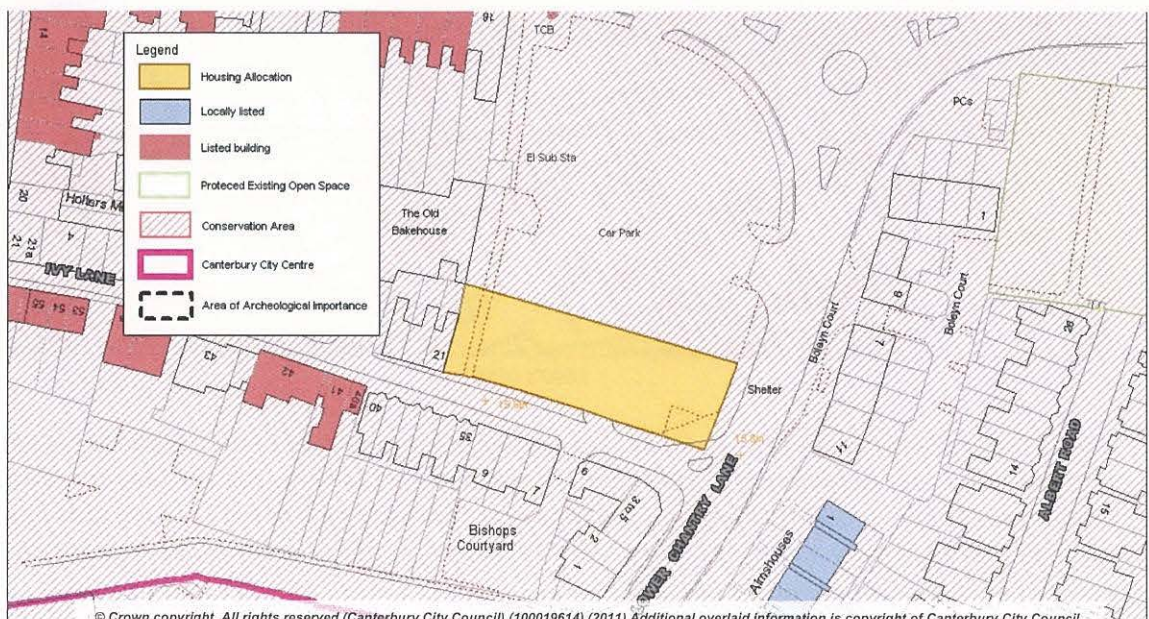
To the south and east of the site are new residential developments all of which are two storeys in height except the single storey Cooper's Almshouses (1-6 Lower Chantry Lane). The north of the site will remain as a public car park and beyond this is St Augustine's Abbey (part of the Canterbury World Heritage Site). To the west beyond a line of trees is the Old Bakehouse, now converted to offices. Except for the almshouses which have small front gardens all of the neighbouring houses are built up to the back edge of the footpath.



South side of Ivy Lane looking west



North side of Ivy Lane looking west



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Excerpt from Local Plan 2006 Proposals Map showing Ivy Lane car park

3.3.1 Archaeology and history

This site falls within the Manor or Borough of Longport belonging to the Abbey of St Augustine. Development of this area would have occurred from the early medieval period, along Ivy Lane (historically known as Loders Lane), Church Street Paul's and on the south side of the Long Market (or Port). A lane named New Street had been laid out by the thirteenth century at the end of Loders Lane. In 1252 Master Hamo Doge founded on the east side of New Street a chantry chapel for the sake of his own soul amongst others. More detailed analysis of the surviving register of rentals of plots owned by the abbey in this area is required to trace the layout of individual properties during the medieval and early modern periods. Excavations in 1996 on the site of Boleyn Court (UAD Event 40) demonstrated the presence of early seventeenth century buildings there but by the mid eighteenth century this area had been put down again to cultivation. Investigation on the south side of Ivy Lane opposite the site in 1999 (UAD Event Record 64) has also shown the land was under cultivation. By the mid nineteenth century the east end of Ivy Lane was occupied by a large brewery, a public house (the Brewery Tap) and rows of terraced cottages (built 1825) between Ivy lane and Longport. Much of the medieval and earlier archaeology on the site is likely to be disturbed by nineteenth century structures. There is some existing unpublished research on this area compiled by the late James Hobbs.

Ivy Lane may well have formed the final section of the Pilgrims Way and has had a number of names in its 800+ year life time. These changes of eras and uses are reflected in the current relationship of building forms and styles that create an interesting townscape.



1840's Map

One of the 1825 terraces known as Union Row was partially removed in the 1960s slum clearance with the remainder demolished in 1978 to make way for the car park. The site also contained the three storey brewery oast building of Eagle Brewery. This building fronted Ivy Lane and was used by blind makers Amery & Son Ltd from 1924-1974 until it too was compulsory purchased and demolished in 1978 to create the car park.



Lower Ivy Lane 1970's looking east



The site in 1978

A desk study and impact assessment is required for this site, incorporating existing studies with additional work as necessary. Site evaluation will also be required to assess the importance of the archaeology and the potential impact of proposed development as well as to ascertain the depth, character and state of preservation of the buried archaeology.

3.3.2 Access and Parking

This site is appropriate for a 'car free' development due to the sustainable location and adjacent car park. This would be in accordance with Policy C1 of the Local Plan, policies of the Transport Action Plan and would allow maximum use of the site for dwellings and private garden space. However if parking spaces are required then 'off peak' resident permits could be provided in the adjacent car park.

The car park contains an electricity substation on its western boundary and an underground high voltage cable to the sub station runs across the development site. The route of the underground cables could be utilised as a pedestrian walkway if it proves that it cannot be built over. Developers should contact EDF Energy to discuss proposals for site to ensure that damage is not caused to electric lines.

The primary entrance and exit point to the car park is accessed from Longport. There is a second entrance and exit point off Ivy Lane and a closed entrance from Lower Chantry Lane. The Ivy Lane and Lower Chantry Lane junction will need to be reformed to reduce the road width when the Ivy Lane entrance to the car park is closed.



Vehicular access to car park from Ivy Lane

3.3.3 Design and materials

The site is allocated for 10 units and is appropriate for three bedroom family houses with private gardens.

Ivy Lane has such a long and varied history that there are a large range of buildings styles and materials on this road. The predominated building materials in the road are red brick, render, timber and plaster and roofs of slate, Kent peg tiles and thatch, although some modern developments have introduced hung tiles.

The design of this development needs to respond to the surrounding built environment, in particular Ivy Lane. Frontages should be visually interesting and varied with windows and doors facing onto both Ivy Lane and Lower Chantry Lane.



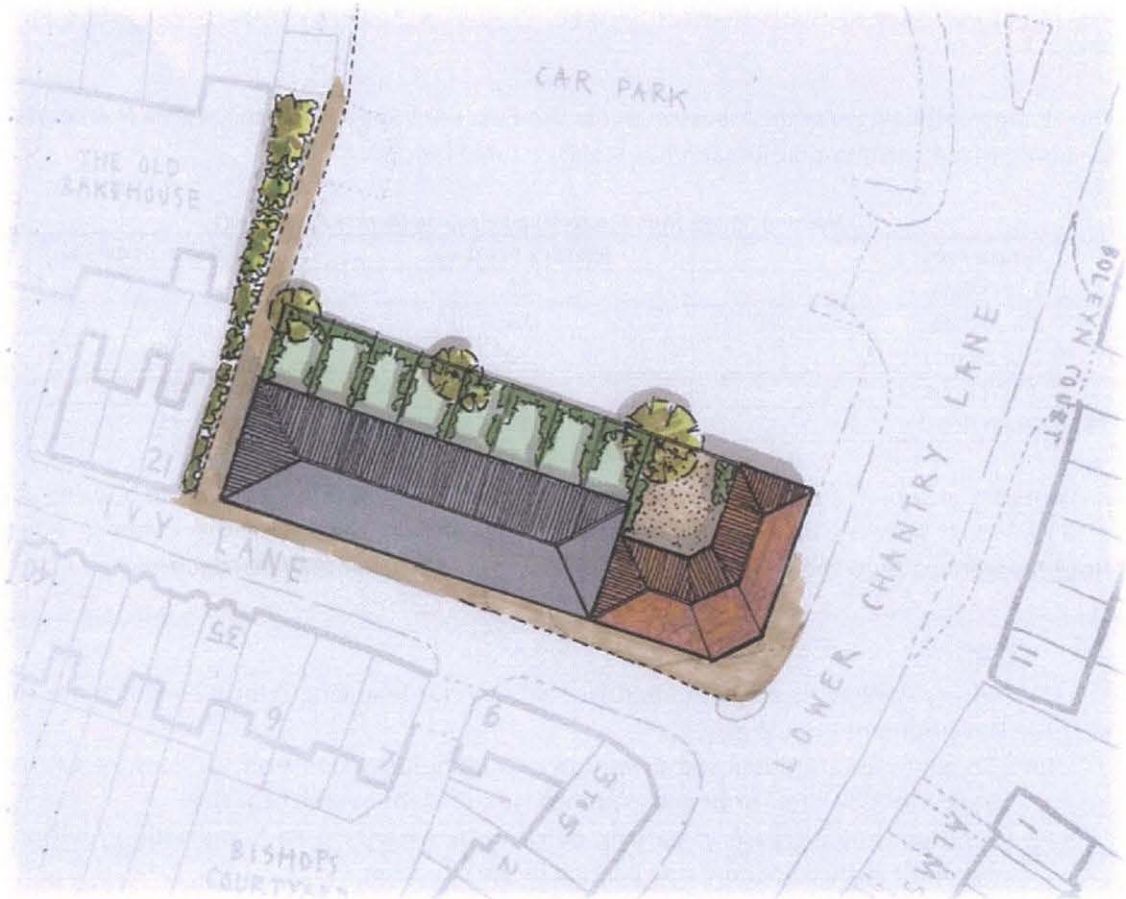
Building forms, styles and materials along Ivy Lane

A maximum building height along Ivy Lane would be two storeys, although accommodation in the roof space may be acceptable with rear facing roof dormers. On the corner of Lower Chantry Lane the buildings could increase in height to a maximum of three storeys in order to address the corner building opposite. Roofs should be pitched either hipped or gabled in plain clay tiles or slate. Walls should be light red brick or render finished in a light 'stone' colour. The brickwork should be finished to have the appearance of Flemish bond or English bond.

Windows should be vertically proportioned sashes or casements possibly with segmented brick arches above. The use of ground floor bay windows would also be appropriate.

3.3.4 Key features

- Terraced family houses fronting Ivy Lane and turning the corner to Lower Chantry Lane.
- Building heights of two storeys on Ivy Lane up to three storeys on Lower Chantry Lane.
- The continuation and restoration of traditional building lines.
- Active frontages to Ivy Lane and Lower Chantry Lane
- Use of a mix of locally distinctive materials
- A mix of casement and vertical sliding sash windows.
- Pitched roofs finished in slate or plain clay tiles
- Provision of small private gardens.



Indicative layout for Ivy Lane Car Park

4. General considerations

4.1 Mix of 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. All of these sites have the ability to provide a reasonable 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 houses rather than apartments. Currently the city centre area has a shortage of 2, 3 and 4 bed family homes with the majority of new builds in recent years having been 1 and 2 bedroom flats.

The Strategic Housing Market Assessment for the East Kent Sub-region suggests a market demand for family-sized accommodation and houses. (see table below).

Housing figures from the Strategic Housing Market Assessment

House type	Market need - %	Affordable need - %
1 bed flats	15	23
2 bed flats	15	0
2 bed houses	30	20
3 bed houses	30	46
4 bed houses	10	11

It is noted that should a proposal be put forward for 15 or more units, affordable housing at a rate of 35% would have to be provided. The developer should liaise with the Planning Policy and Housing sections as to the precise mix of affordable housing that may be required.

4.2 Highway requirements

The Canterbury Parking Strategy 2006-2016 contains the following principles which are relevant to these Development Principles :-

- P4 : To continue a gradual redistribution in parking provision from city centre car parks to Park and Ride sites, provided that there is sufficient overall capacity.
- P5 : To meet any increase in parking demand by extending Park and Ride provision while retaining sufficient short stay parking in the city centre.
- P7 : To provide an appropriate level of business user parking spaces in the city centre.
- P8 : To continue the local planning policy of low car parking provision in sustainable developments, to reduce car usage and dependency in line with PPS3.

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

All of the sites have a number of access licenses, rights of ways, rights of access, leases, concessions and covenants attached to their titles. These agreements will need to be terminated, relocated or otherwise resolved prior to any development commencing on the sites.

4.3 Services and utilities

The developer should carry out investigations concerning the availability and capacity of all utilities and will be expected to contact the relevant utility and infrastructure providers. Evidence that the sites can be provided with suitable water supply, sewage disposal, telecommunications and electrical/gas services to serve the proposed number of houses should be presented with any planning application.

Although the trunk sewers in Canterbury have recently been up-graded and have some capacity available, Southern Water has indicated that at present there is limited capacity in the local foul sewer systems that serve these sites. The issues with respect to foul sewage disposal will need to be resolved in consultation with Southern Water prior to development proposals coming forward.

Some of the sites may be appropriate for installing on site storage and pumping, depending on the depth and importance of the archaeology. On sites such as Hawks Lane, removal of surface water from the foul sewerage system may create additional capacity. Another option would be to connect to a different part of the network. Drainage impact assessments will need to be carried out to assess the capacity and if the removal of surface water or on site storage will have an impact. The assessment will also need to consider where connections could be made.

Mid Kent Water have indicated that there are no live water mains crossing any of the sites however there is the possibility of private service pipes on the sites due to the previous residential use of the sites. Mid Kent Water also provided survey maps that indicate that water mains run in the roads in front of the Hawks Lane, Ivy Lane and St John's Lane car parks.

National Grid has indicated that they have no apparatus on the sites. Utility maps from Scotia Gas show the sites clear of pipe work although they recommend hand digging trial hole to confirm the exact location of services. The Scotia Gas Maps also indicate that gas mains lines run in the roads in front of the Hawks Lane, Ivy Lane and St John's Lane car parks.

EDF energy's Cablewatch plans show that underground electricity:

- mains run along St John's Lane in front of the site with a terminated connection to the site in the northern corner of the site.
- high and low voltage cables and lines run across the Ivy Lane site from the substation in the western corner of the car park to Ivy Lane serving most of the properties in the surrounding area. Consultation will need to be undertaken with EDF as to if these cables and lines can either be diverted or built around as this is a main link to the substation.
- A low voltage line runs along the western boundary of the site following the path of the former Victoria Grove lane that use to provide access to the former terraced housing. There also appears to be 10 terminated connection points running off this line.

The use of Sustainable Urban Drainage Systems (SUDS) should be considered, especially to reduce the impact of development on the local sewer system. However, the need for works would be affected by the design of the buildings, the type and degree of soft landscaping versus hard surfaces, and whether water recycling and water butts are included. The sites are already covered by hard surfacing so there is unlikely to be an increase in storm water run off as the result of developing the sites. There may be issues with disposing of surface water due to the potential for contamination, which would need to be investigated.

4.4 Contamination

Although the sites are currently car parks there may have been previous contaminative uses and there is the possibility for some ground contamination from polyaromatic hydrocarbons (PAH) from parked cars and from tarry hydrocarbons derived from asphalt hard surfacing.

Prior to development for residential purposes further investigation across the sites will need to be undertaken to define the nature and extent of any contamination. These studies will also need to indicate the extent and type of any decontamination and remediation work required and this work would need to be undertaken prior to development works beginning. The developer should also consult the Environment Planning Development Note: *"Guidance to Developers and Builders to assist with the investigation of Contaminated Land"*, this can be obtained from the Canterbury City Council's Environmental Protection Section and the Government Contaminated Land Reports. Due care will also need to be taken during and after construction to ensure that any potentially contaminative substances are appropriately stored prior to disposal to a suitably licensed waste disposal site.

4.5 Refuse Disposal

Each residence will require adequate refuse and recycling storage facilities screened from the street. Each residence should be provided with adequate refuse storage facilities. The provision should have adequate space for food waste, paper and card, plastics and glass, garden waste and land fill waste containers. 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.

4.6 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 location of the sites when designing buildings. Any design must consider security and noise mitigation measures.

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

4.7 Biodiversity and trees

The car parks sites do not contain any habitats that have the potential to support species protected by law and therefore no ecological issues are foreseen. Trees on or adjacent to the three sites will be protected by the conservation area designation and may not lopped, topped or cut down without prior notice being given to council. Consideration should be given to the Council's supplementary planning guidance *Trees and Development* and British Standard 5837. Consultation with the city council's arboriculture officer is recommended to ensure that suitable protection for any existing trees is provided.

As part of the landscaping and garden design associated with the sites it is recommended that the following be incorporated:

- Bird and bat boxes to be provided on all buildings at a 50/50 ratio
- Indigenous hedgerows to be planted on boundaries of private gardens where appropriate

4.8 Open space

Due to the existing provision of areas of open space within the city and the size of the sites it would be unreasonable to expect any of the developments to provide on-site public open space. However, in accordance with PPG17, Policy C28 of the Local Plan, the City Council's approved open space strategy and the Development Contribution SPD the development should contribute

towards the enhancement of existing open spaces in the surrounding area. As such financial contributions in lieu of land for open space are likely to be levied. Appendix 4 of the Development Contribution SPD, can provide guidance as to the likely requirements. Standards exist for the calculation of any contributions required and are based on the probable number of occupants. Consultation as to the degree and form of contributions required will be undertaken as part of any planning application.

4.9 Other Development Contributions

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

4.10 Sustainability

The buildings should be located, designed and constructed to provide maximum energy efficiency, reduce CO₂ emissions, as well as, incorporating renewable energy and water saving technology (in accordance with PPS22). All of the dwellings built on these sites shall comply with the Sustainable Construction SPD 2007 which set out the standards which the City Council will apply to new developments. Houses should built shall meet a minimum Level 4 of the Code for Sustainable Homes. The Code for Sustainable Homes provides a comprehensive measure of the sustainability of new homes, ensuring that sustainable homes deliver real improvements in key areas such as carbon dioxide emissions and water use.

Further guidance on sustainable development can be obtained from Kent Design produced by KCC, best practice from Building Research Establishment (BRE) and the Code for Sustainable Homes technical guidance.

5. Consultation

Public consultation on the development principles took place from 10th November 2011 to 22nd December 2011. Letters outlining the document and explaining the consultation process were sent to all local Councillors, adjacent properties and community groups. The letter informed them where the draft principles could be viewed. Site notices have been displayed on and adjacent to the three sites. The Principles document was available on the web site and at the Council Offices and public library. A copy of the draft Development Principles has been sent to Canterbury Conservation Advisory Committee.

The draft Development Principles was reported to the Canterbury City Council Canterbury Area Member Panel on 14th November 2011 and to the Development Management Committee on 13th December 2011. Consultees were notified of their right to speak at the various committee meetings The Development Principles have been amended in light of the comments received. The Executive approved the Development Principles as a material consideration for development management purposes on 29th March 2012.

