1. Introduction

The Development Principles set out the relevant planning policies and other material considerations for the redevelopment of St Radigund’s Place car park frontage for housing. The land is currently in City Council ownership and is allocated in the Local Plan (2006) for residential use.

1.1 Aims

The main objective of this document is to guide residential development of the land that presently makes up the site and to promote its development in a manner that ensures a sustainable, high quality development that respects the constraints of the site and is sensitive to its location.

This document identifies and addresses the major constraints and opportunities facing development of the site and highlights the form and design that development proposals should aspire to.

1.2 Outcomes

Development proposals must overcome the issues and constraints identified within the document, of particular consideration are:

- Preservation and enhancement of the character and appearance of the area.
- Providing a distinctive, sustainable, quality residential development that compliments and relates to the street scene.
- The need for further archaeological investigation and design and construction methods that preserve and protect existing archaeology in-situ.
- Mitigation of any adverse effects on neighbouring properties.
- Optimal site and building design and layout.
- Housing providing for local affordable need.
2. The Site

2.1 Site Description

The site is located outside the city walls but within walking distance of the city centre and as such in the surrounding area there is a mix of uses mainly residential and education, with some small scale retail and public houses. The site is presently a small portion of a hard surfaced (asphalt) Council run public car park and covers an area of approximately 731m² currently providing 36 public car parking spaces.

The site is higher than the street and appears to slope down towards the Stour. It is separated from the main car park by a broken line of hedges and trees. The site is frequently traversed by groups of pedestrians on their way to and from the city and coach park.

To the northwest of the site is the main area of the public car park, the River Stour and riverside walk. To the northeast is the private car park which serves Kingsmead School, an imposing red brick early 20th century two storey building. On the south eastern side of the street is a new two storey terrace of yellow brick houses built in an endeavour to emulate a traditional style with doors opening onto the footpath and mock sash windows. These abut another modern building that turns the corner into Duck Lane and has a lower eaves height finished in red brick and tile hanging with casement style windows. The rear of these properties is dominated by a vehicle access and car parking with little land given over to private garden space. To the south of the site is Duck Lane with its interesting mix of two storey properties. Along the south west of the site runs a footpath that provides access to the car park and 1 Duck Lane a detached early 19th century two storey detached house with many original details.

2.2 Archaeology

Brownfield sites and tarmac car parks potentially preserve a significant amount of the city’s buried archaeological resource. Safeguarding in situ archaeology is important to preserve it as a resource and historical record for future generations. Wherever possible measures should be taken to protect and retain the archaeology of these sites in situ. The need to ensure meaningful preservation in situ and the sensitivity and importance of the buried archaeology in these areas would preclude the use of a piled foundation design during any development.

Excavations in 1994 immediately to the east of this site demonstrated the presence of a medieval street frontage succeeding a series of Roman period features, mainly gullies and ditches (UAD Event Record 660). The area lay outside the Roman town wall but the presence here of a spring suggests that a focus of activity may have existed in this area. The spring was later exploited for the development of ‘St Radegunds Baths’ established in the mid seventeenth century on the site of the medieval ‘St Radegund’s Hospice’. Geoarchaeological and palaeoenvironmental investigation by the sinking of purposive boreholes will need to be undertaken. An assessment has previously been compiled for this area and can be revised to focus on the present site. 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.

2.3 Recent History
The site previously contained a terrace of eight early 19th century houses with attractive small front gardens and more generous rear gardens. The houses were two storeys, red brick with Kent peg tile roofs and sash windows. The street was originally called Orchard Place then later St Radigunds Place. The terrace survived until the 1960’s slum clearances when it was demolished in 1966 to make way for the ring road extension and when this did not occur it became part of the Duck Lane car park.

There does not appear to be any significant planning history associated with the site.

3. Policy Context

3.1 Central Government
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:
It is anticipated that a new Local Plan is likely to be published in 2013. This would form part of the Local Development Framework (LDF) consisting of a collection of Local Development Documents, including the Core Strategy, Proposals Maps, Area Action Plans, Supplementary Planning Documents and other development plan documents. At this time the 2006 Local Plan remains an important part of the planning framework for the district. Most of its policies were saved by the Secretary of State in 2009 and continue to be relevant in determining planning applications.

3.2 Local plan

The Local Plan 2006 lists this site as allocated for residential development with a notional capacity of 7 units; as such policy H1 applies which permits housing on sites allocated within the plan. Policy H4 also outlines the requirement for affordable housing to be provided on allocated sites. The site is located in the Kingsmead and Riverside Regeneration Zone and as such policy TC13 should be considered. The site also carries a flood risk zone 3 rating (FZ3).

Figure 3: Excerpt from Local Plan Proposals Maps 2006
Policy BE1 requires all proposals to have a high quality of design, to be sustainable and lists the particular considerations. As the site is located in a conservation area policy BE7, requiring development to contribute positively to the area’s character and appearance will be of particular significance in assessing any proposals. The Canterbury Conservation Area Appraisal should be referred to, and should inform design. It is noted that the site is within an area of archaeological importance and as such an archaeological evaluation would need to take place in accordance with policy BE15.

Other policies that would need to be considered in assessing any application are:
- Policy BE3 requiring design statements and development briefs.
- Policy BE16 archaeological 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

3.3 Core Strategy
The LDF Core Strategy Options Report was published in 21 January 2010 and was subject to public consultation until 5 March 2010. The Core Strategy when adopted will provide the overall spatial strategy for the district until 2026. The draft policies that have relevance to this document and any developments undertaken under it are:
- CP1 – Location of Development (incorporating Options 1 and 2 re development on brownfield sites)
- CP5 - Promoting good design and sustainability
- CP6 - Relating to climate change with mitigation and adaptation measures being incorporated into development
- CP7 – Protection of strategic assets including conservation areas.
- 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
- Developer Contributions Supplementary Planning Document (SPD)
- Sustainable Construction Supplementary Planning Document (SPD)
- Crime Prevention through Design
- Unlocking the Gridlock - Canterbury District Transport Action Plan
- Canterbury Parking Strategy 2006-2016
- Kent Design Guide (SPD)

4. Opportunities and Constraints

4.1 Conservation area
Policy BE7 of the Local Plan states that developments affecting the setting of or views into or out of a conservation area should preserve or enhance all features that contribute positively to the area’s character or appearance. Of particular importance in this instance will be:
- the retention/reinstatement of historic building lines,
the urban characteristics of the areas
utilisation of architectural details and materials that contribute to the character of the areas,
the scale of the buildings; and;
the creation of rear landscaping/private garden.

Any development on the site would have to respect and protect the character and appearance of the conservation area. Building designs that complement and tie in with the adjacent buildings in the area would be vital to any successful development proposal.

The Canterbury Conservation Area appraisal has assessed the character of all of these streets and areas and can provide invaluable guidance on key characteristics and design features.

4.2 Quantity and 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.

St Radigund’s Place car park frontage is allocated for housing for seven units. The dwellings on this site should be predominately family style houses/townhouses with gardens. There are already a substantial number of high quality affordable houses in Duck Lane making this site ideally suited to provide more affordable housing. The developer should liaise with the Planning Policy and Housing sections as to the precise mix of affordable housing needed for this site.

Currently the city centre area has a shortage of 2, 3 and 4 bed houses and family homes with the majority of new builds in recent years having been 1 and 2 bedroom flats. It should also be noted that the figures from the Strategic Housing Market Assessment for the East Kent Sub-region suggest a market demand for family-sized accommodation.

4.3 Access, parking and highway requirements
Recent developments in the Canterbury City centre, such as Whitefriars have created additional car parking which along with the advent and advancement of the park and ride scheme means that the need for inner city car parking has been reduced. Government policy also seeks to maximise housing development on previously developed land within urban areas. The Local Plan has allocated this part of the St Radigund’s car park for housing development.

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.
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.

Building on this car park site is being recommended for the following reasons:

- It will allow for a high quality residential development, a quality built environment that fits in with the conservation area and better living environments for the residents, by providing the spaces to build quality structures, family style housing with private outdoor areas and the ability to provide for innovative sustainable development.
- It is in line with Government and Council policy with respect to providing means to reduce the reliance on the car. In particular PPS1 and PPG7 and policies such as policy C1 of the Local Plan, principles P4, P5, P7 and P8 of the Parking strategy.
- There is a need to reduce the level of vehicle traffic going into the historic part of the City. The loss of the city centre car parking is in line with PPG13 and the Canterbury Parking Strategy in the context of providing additional Park and Ride facilities.

**Transport Assessment and contributions**

A transport assessment will be required which will help identify the areas and routes to be addressed/improved. Duck Lane and St Radigund’s Place provide the main vehicular access to Kingsmead Primary School. Developers should note that the school is programmed to be extended an upgraded in the near future. The existing access is narrow and has a 90° bend at the junction of Duck lane and St Radigund’s Place. The housing development should not restrict or narrow the highway. The school will need access retained via St Radigund’s Place at all times when it is open and any restrictions during construction need to be discussed with the headteacher in advance.

The city council will require a contribution to be made by the developer of the site towards: providing and improving the walking and cycling routes in the area as identified in the Walking and Cycling Strategy; improvements to park and ride facilities; and to pump prime car clubs. The Development Contribution - Supplementary Planning Document Appendix 3, 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.

**Parking**

As the site is located within easy walking distance of the city centre and is in such a sustainable location the development should be car free in accordance with policy C1 of the local plan and principles P8 of the Parking Strategy. Providing a car free development in this location will allow maximum use of the site for dwellings and private garden space. Resident parking permits could be provided in the adjacent car park.

**Pedestrian access**

The walkway that runs along the west of the site will need to be improved with paving, lighting and new planting. The intersection of Duck Lane and St Radigund’s Place will need to be re-formed to reduce the road width and improve the intersection.
The St Radigund’s Place road frontage should be reconstructed using materials appropriate in the conservation area such as ‘conservation’ or granite kerbs and stone or stone aggregate flags. A pavement should be provided to the front of the properties. Pedestrian access to the rear of the properties should be considered (see figure 4) as this would enable residents to wheel rubbish bins to the road frontage for collection.

4.4 Flood protection

The site is in the vicinity of the Great Stour River and as such the site is shown on the district planning maps as being at risk of fluvial flooding (see figure 3). Developers will need to fully comply with the city council’s drainage and flood alleviation requirements. A Flood Risk Assessment, a level survey, drainage impact assessment and a topographical survey to determine the exact extent of the flood plain will be required in association with any planning application for residential development on the site.

The City Council has recently arranged flood modeling of the Great Stour River through Canterbury. The results of the modeling indicate that the risk of flooding to the site may be less than that shown on the Environment Agency and Local Plan Flood Maps. Notwithstanding this the site remains in FZ3 and the development proposals should be ‘safe’ from any residual risk of flooding should any local defence system fail.

It is noted that a Drainage Impact Assessment and relevant mitigation measures will need to be undertaken in accordance with Policy C31. Measures to combat the flood risk, such as, minimum height floor levels, sleeping areas at first floor level may need to be incorporated within the design of any buildings erected on the site and would need to be continuously maintained as such. The Environment Agency will need to be consulted with respect to the potential loss of flood storage due to buildings being located within the flood plain and some excavation of open spaces within the site may be required to ensure continued flood storage capacity. The loss of flood capacity should be on a level for level basis.

The need for and extent of works would be affected by the design of the buildings, the type and degree of soft landscaping versus hard standing, whether water recycling and water butts are included and the likely level of floodwater displacement from any new buildings. A level survey of the site would identify the extent of the problem. It is noted that the area is already covered by manmade hard surfacing so there is unlikely to be an increase in storm or floodwater for disposal flowing from the site as the result of any further development of the site. It is probable that surface water could not be disposed of by soakaways due to a high water table and the potential for groundwater contamination. However, the principles of the Sustainable Urban Drainage Systems and national guidelines should be considered where possible and contributions towards new flood defence or alleviation works may be required by the Council.
4.5 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, sewerage disposal, telecommunications and electrical/gas services to serve the proposed number of houses should be presented with any planning application.

Southern Water has indicated that at present there is capacity in the local foul sewer system to serve this development.

It should be noted that there is a culvert that runs along the public footpath adjacent to the St Radigund’s Place site. Any built development would have to remain 3 metres clear of the edge of the pipe.

Mid Kent Water have indicated that there are no live water mains crossing the site, however, there is the possibility of private service pipes on the site due to the previous residential uses of the site. Mid Kent Water also provided survey maps that indicate that the main servicing Duck Lane terminates at the western corner of St Radigund’s Place so the water main would need to be extended to serve this site.

National Grid has indicated that they have no apparatus on the site. Utility maps from Scotia Gas show the site 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 the gas main servicing Duck Lane terminates at the western corner of St Radigund’s Place so the gas main would need to be extended to serve this site.

EDF energy’s Cablewatch plans show that underground low voltage lines/cables run along the St Radigund’s Place frontage of the site with 7 terminated connections already made to the site. A low voltage cable/line also runs under the site from the eastern frontage to the northwest. Consultation will need to be undertaken with EDF as to how this cable/line can be diverted.

4.6 Noise and Security

This site is located close to city centre and adjacent to a public car park, thus there are foreseeable problems with noise from surrounding uses. These should not be an obstacle to development but developers will need to consider the location 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 Neighbouring amenity values

The site is surrounded by a range of uses including residences, car parking and a school. Policy BE1 allows for developments with a high quality design, which includes having regard to the privacy and amenity of existing properties. The development should be designed to be in keeping with the surrounding residential environments, by having a similar massing, height and materials, and providing a pleasant outlook.
4.8 Contamination

As the site is a car park there is the possibility for some ground contamination from polyanaromatic hydrocarbons (PAH) or similar associated with tarry hydrocarbons derived from asphalt hard surfacing. There may also have been previous contaminative uses.

Prior to development for residential purposes further investigations will need to be undertaken to define the nature and extent of any contamination. This will 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 suitably stored prior to disposal to a suitably licensed waste disposal site.

4.9 Refuse Disposal

Each residence will require adequate refuse and recycling storage facilities screened from the street. This is particularly important in a city centre location where space is at a premium and bins cannot be left on the pavement. There are two options for dealing with refuse either:

- Each residence is provided with off street, out of view, storage facilities for a 240litre wheeled bin for landfill waste and suitable storage facilities for recycling bins. The adequacy of any proposal with respect to the provision for refuse and recycling storage should be discussed with the Council’s Street Scene section prior to the submission of plans
- Or, there could be a central rubbish disposal and recycling point for all of the residences which would need to be administered by a Management Group or similar.

Access to facilitate the easy collection of refuse from a refuse store or receptacle point would also be necessary. The adequacy of any proposal with respect the provision for refuse disposal should be discussed with the Council’s Street Scene section prior to submission of plans.

4.10 Biodiversity and trees

The car park site does not contain any habitats that have the potential to support species protected by law and therefore no ecological issues are foreseen.

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

4.11 Open space

Due to the existing provision of areas of open space adjacent to the Great Stour, the context and size of the site and the difficulties with respect to the provision of open space within a town centre residential development it would be unreasonable to expect the developments to provide onsite public open space. However, in accordance with PPG17, Policy C28 of the Local Plan, the City Council’s approved open space strategy and 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.

4.12 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. The Developer contributions SPD also has components for providing towards education and amenity.

5. Design standards

5.1 Design and materials
The site is located just outside the historic city centre as defined by the city wall. The site formerly contained a Victorian terrace of two storey houses with small front gardens and larger rear gardens. The surrounding townscape is a domestic scale but densely built up environment with buildings of two storeys in height.

The proposed development should follow the traditional building line. As a general rule the buildings in this area are built up to pavement although small front gardens are evident especially in front of later Victorian terraces. Development should be terraced possibly a carriage entrance to provide a continuous frontage. The form and layout of the development will also have to take regard of the need to provide flood mitigation measures.

The most appropriate form for development of the site is considered to be short terraces (see figure 4). The provision of small front gardens would allow ramped pedestrian access to the houses which may need high floor levels due to the flood risk.

Development should have active frontages to St Radigund’s Place, Duck Lane and the pedestrian walkway. The building on the corner of Duck Lane will need to be a feature building as it will close the views down Duck Lane. The proposed development needs to take account of the existing houses on St Radigund’s Place (numbers 1 to 5). Care should be taken with the detailed design of the street frontage to avoid overlooking and over bearing of
the existing houses. Including larger front gardens or breaking the development into short terraces would help to reduce the visual impact of the new development.

Buildings should be two storeys possibly with additional accommodation in the roof space. Roofs should be pitched either hipped or gabled finished in plain clay tiles or slate and walls could include red brick, render, weatherboard and tile hanging. Brickwork should be constructed in Flemish bond. Windows should have a vertical emphasis and could include vertically sliding sashes or casements. A landscape design plan including replacement trees or protection measures for the existing trees should be presented in conjunction with any planning application.

**Key features**
- Two storey terraced houses fronting St Radigund’s Place and turning the corner to front the walkway.
- Two to three bed family houses
- The recreation of St Radigund’s Place’s historic building line.
- Active frontages to St Radigund’s Place with front doors facing onto the street
- Care taken to avoid overlooking and overbearing onto numbers 1 to 5 St Radigund’s Place.
- Provision of front and rear private gardens

### 5.2 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 PPS 22). All of the dwellings built on these sites shall comply with Paragraph 6.7 of the Local Plan where relevant and the Sustainable Construction SPD 2007 which set out the standards which the City Council will apply to new developments.
All of the dwellings built shall meet a minimum **Level 4** of the Code for Sustainable Homes. Incorporation of the above key issues should contribute to delivering this rating. The Code for Sustainable Homes provides a comprehensive measure of the sustainability of new homes, ensuring that sustainable homes deliver real improvements in key areas such as carbon dioxide emissions and water use. The Code, however, measures the sustainability of a home against nine design categories, rating the ‘whole home’ as a complete package. The design categories are:

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

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

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

### 6. Development Process

The City Council will adopt the Development Principles as a material consideration for development control purposes. Planning applications would have to provide evidence that they comply with the requirements and guidance outlined in this document. Section 106 agreements including many of the matters addressed in these Principles will need to be agreed with the City Council as part of the planning permission process.

### 7. Statement of Consultation

The public consultation period ran from 8th August 2011 to 23rd September 2011. Letters were sent to all local Councillors, adjacent property owners/occupiers, service providers and community groups on 3rd August 2011 informing them where the draft principles could be viewed. Site notices were displayed adjacent to the site. The document was made available on the city council web site and hard copies were on display at the council offices in Military Road and at the public library.

The draft Development Principles were reported to the Canterbury City Council Canterbury Area Members Panel on 12th September 2011 and to the Development Management Committee on 20th September 2011.

The Development Principles have been corrected and amended as necessary in response to the consultation comments. The City Council Executive adopted the Development Principles as a material consideration for development management purposes on 3rd November 2011.