

PROPOSED RETIREMENT DEVELOPMENT

FORMER VAUXHALL GARAGE, DUNTON GREEN
DESIGN & ACCESS STATEMENT
AUGUST 2021

ON
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McCARTHY STONE
Life, well lived



Proposed Retirement Development - Former Vauxhall Garage, Dunton Green : Design & Access Statement

This Design and Access Statement has been prepared by ON Architecture.

This document has been designed to be printed double sided at A3 (landscape).



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First published by On Architecture Ltd, August 2021.

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Checked by	DK
Date Issued	August 2021
Revision	B

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01

Proposed Retirement Development - Former Vauxhall Garage, Dunton Green

Introduction

The brief

On Architecture Ltd. has been appointed to undertake architectural services relating to the proposal of a new Retirement Development on the site at the former Vauxhall Garage, Dunton Green.

The development seeks to provide:

- 37 retirement living apartments consisting of 20 x 1-bedroom and 17 x 2-bedroom units.
- Self-contained Retirement Living apartments with communal facilities designed for older persons, securely accessed and linked via heated corridors.
- Communal facilities including residents' lounge, reception, office, landscaped garden and mobility store.
- Parking facilities for residents.
- Level access at ground floor to and from the building and lift access to all floors.
- Lifetime Homes standard.
- Part 2.5 / part 3-storey structure with rooms in the roof at top floor and corner features in prominent positions.

The overall aim of the scheme is to provide retirement accommodation which is much needed in the local area. The development addresses the opportunities and constraints of the application site.

Introduction

This statement is prepared by On Architecture Ltd. to accompany a detailed application for the development of the former Vauxhall Garage at Dunton Green.

This detailed application proposes 37 retirement apartments with associated communal facilities, landscaping and parking. The site is currently accessed off Mill Road from the north, the proposal makes use of the existing access.

The structure of this document aims to set out how the proposals are a suitable response to the site and brief, as well as demonstrating the commitment of the developers and designers to achieving good design in line with the national planning policy and design guide as well as meeting the requirements of the plan.

This document investigates the site, history and surrounding area in order to inform a suitable development with regard to scale, appearance, location, access and maximising integration by mitigating and avoiding any potential negative impact.

This document is supported by information from specialist reports which will accompany the planning application.



The Architect

On Architecture is a multi-award winning design practice with extensive experience in architecture, planning and property.

We operate from two studios located in Kent and London and work on projects across the UK; which include retail, commercial, residential, hospitality, education and range in construction value up to £100m. From the outset, the Practice has established a reputation for exemplar design and consistently high standards of service.

On Architecture understands the commercial realities that come with projects and our aim as Architects is to work within the project specific parameters and to maximise value through high quality and innovative design solutions for both the client and end user.



The Site

The application site is located on the corner of Mill Road and London Road at Dunton Green, north of Sevenoaks. The site is currently occupied by buildings of the former Vauxhall Garage previously owned by Robins & Days. It is approximately 0.31 Hectares in area.

A single-storey main building of the former Vauxhall Garage occupies the majority of the central part of the site, with a smaller building on the north west corner and areas of hard standing surrounding it. The proposals set forward in this document will include the removal of all existing structures on site.

The site is accessed from Mill Road to the north and is connected by a good network of roads, footpaths and public transport routes to the surrounding amenities, nearby town centre and surrounding towns and villages.

 Red boundary line indicates application site

[Bing Maps]

02 Proposed Retirement Development - Former Vauxhall Garage, Dunton Green

Assessment

PHYSICAL NATURE AND CHARACTER OF AREA

The site is located approximately 0.5 miles south of Dunton Green railway station and town centre. It is located on the corner of Mill Road and London Road with frontages onto both roads. It is located in a largely residential area with several shops and commercial areas a short distance to the south.

The site was formerly used as a Vauxhall Garage / car sales and is currently vacant. It consists of a single storey sales gallery to the centre and south of the site as well as a secondary building at the north west corner and areas of hard standing surrounding these buildings. The immediate area is comprised largely of 2-3 storeys residential houses, displaying a mix of traditional and contemporary dwellings in varied traditional styles.

The site is located north of the River Darent on a shallow slope with a fall of around 1m from north to south. The existing frontages to both Mill Road and London Road are characterised by areas of hard standing and a low boundary wall. Several large trees sit just outside the southern site boundary providing screening from the dwellings to the south. The eastern and southern boundaries of the site are defined by retaining walls, with the site lying slightly lower than the main road to the east and bordering the river edge to the south.

The surrounding area displays a variety of architectural styles with a mix of age, features and scale. The area to the north of Mill Road is characterised by a mix of mid to late 20th century buildings including semi-detached, terraced 2-3 storey housing. These are set around a series of cul-de-sacs and smaller roads. The area to the south across the river is similar, with a series of more contemporary commercial units beyond.



 Red boundary line indicates application site

[Google Maps]

Photographs of the application site are set out below:



[Google Maps]



[Google Maps]



[Google Maps]



[Google Maps]



[Google Maps]



[Google Maps]



[Google Maps]



[Google Maps]

CONTEXTUAL STUDY

The area surrounding the site comprises an eclectic mix of houses, of mixed age, architectural style and scale (see photographs below):



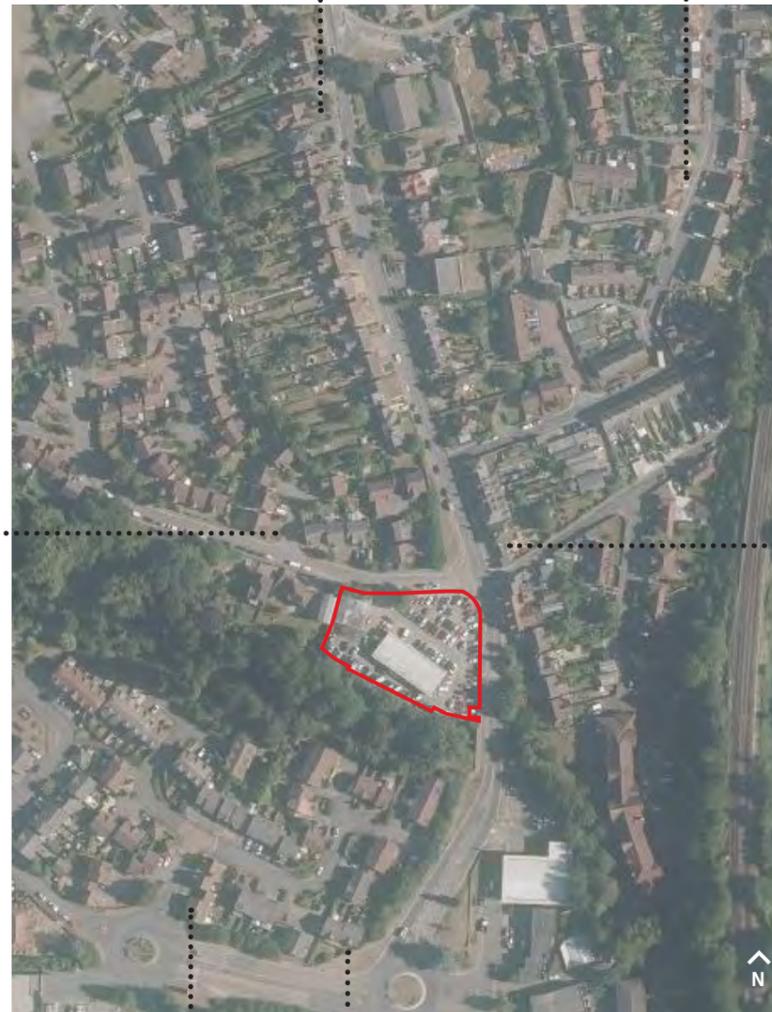
2-storey traditional houses along London Road. [Google Maps]



2-storey houses with hanging tiles and brick facade on Kingswood Road. [Google Maps]



2 storey brick house on Mill Road. [Google Maps]



Red boundary line indicates application site [Google Maps]



Local pub, the Miners Arms on the intersection of Mill Road and London Road, opposite the development site. [Google Maps]



2-storey apartments on the corner of Blackmead and Aisher Way facing a roundabout. [Google Maps]

The character of these buildings is largely defined by traditional materials such as red brick, hanging tiles, render and clay roof tiles.



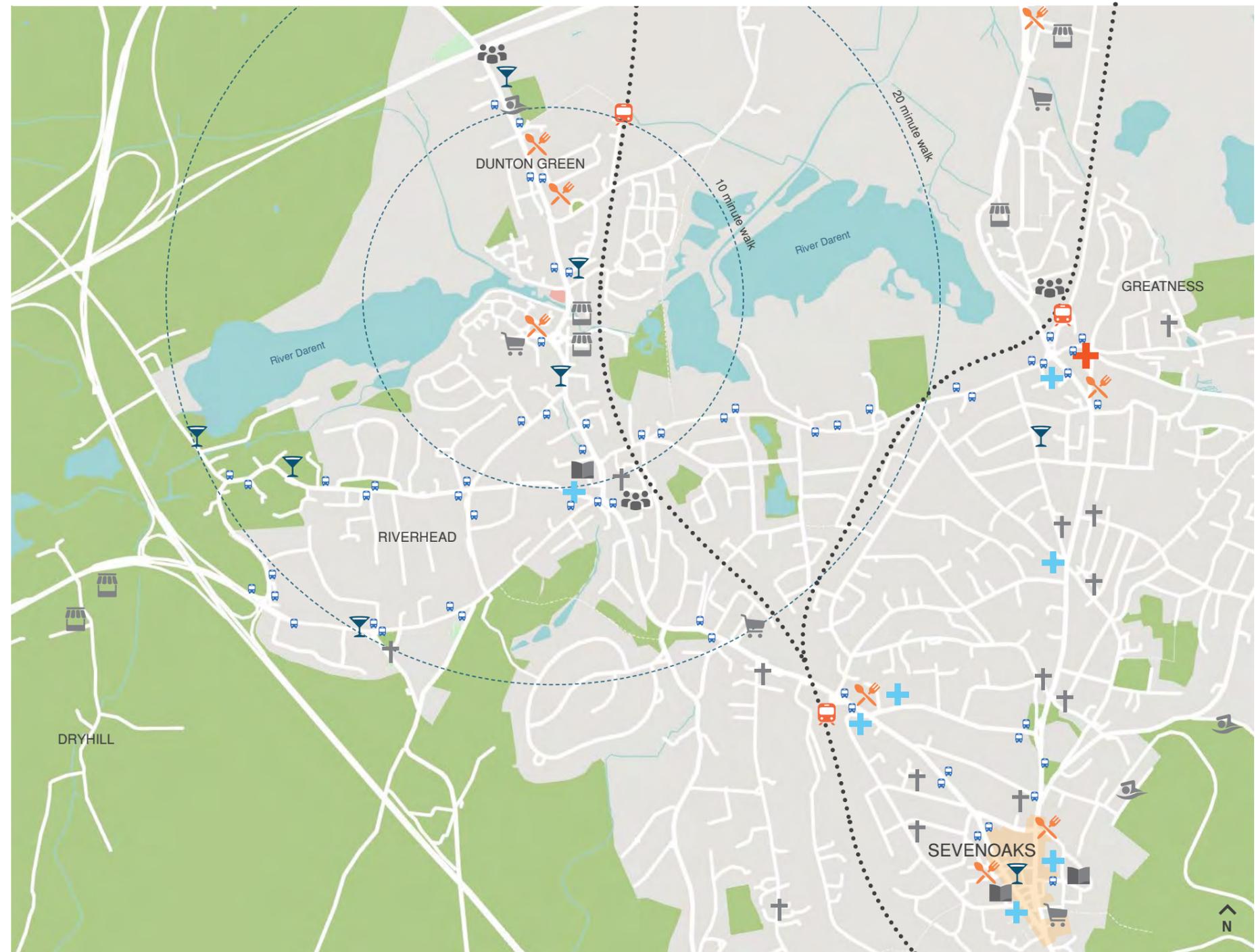
2 storey houses in Blackmead seen from the A24 roundabout. [Google Maps]

LOCAL AMENITIES

The site is located in a sustainable location with good pedestrian and public transport links to the nearby town centre and railway station. The town offers a wide range of amenities and services as well as a number of leisure and community facilities nearby.

- Key
- The Site
 - Town Centre
 - Green space and parks
 - Train Station
 - Bus Stop
 - Hospital
 - GP/Pharmacy
 - Supermarket
 - Shops
 - Library
 - Church
 - Sport and Leisure Centre
 - Pub
 - Restaurant
 - Community Centre

Distances from Site:
 Town Centre 40 min (walking), 10 min (bus), 6 min (drive)
 Guildford 30 min (train)
 London 25 min (train)



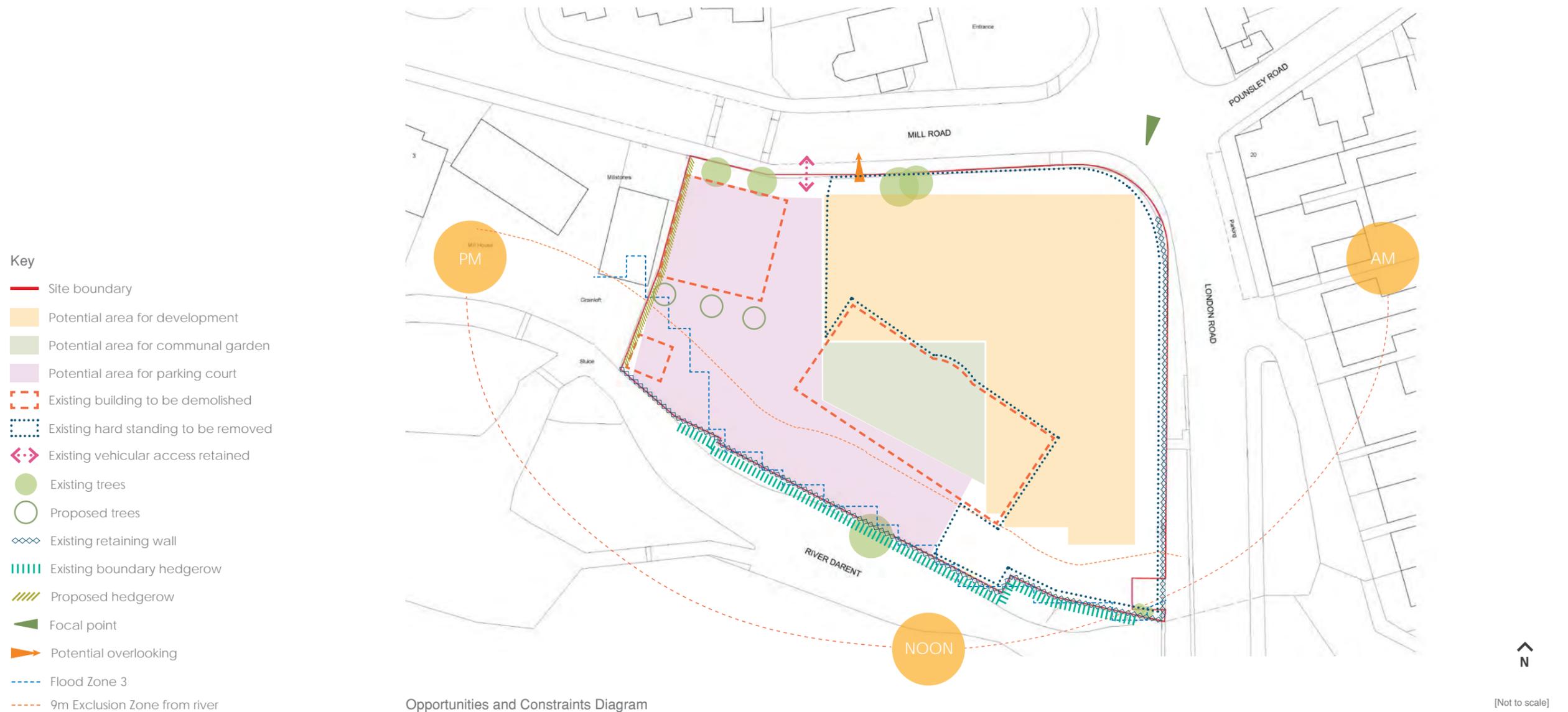
[Not to scale - Snazzymaps]

03

Proposed Retirement Development - Former Vauxhall Garage, Dunton Green

Evaluation

OPPORTUNITIES AND CONSTRAINTS



Opportunities and Constraints Diagram

Opportunities

- » Produce a traditional development employing high quality design throughout - enhancing the identity of the area.
- » Provide 37no. retirement apartments for which there is a demand for in the area.
- » Provide 27no. parking spaces on site as well as landscaped communal gardens.
- » Enhance the biodiversity of the site through the removal of hard standing and addition of trees and other planting.

Constraints

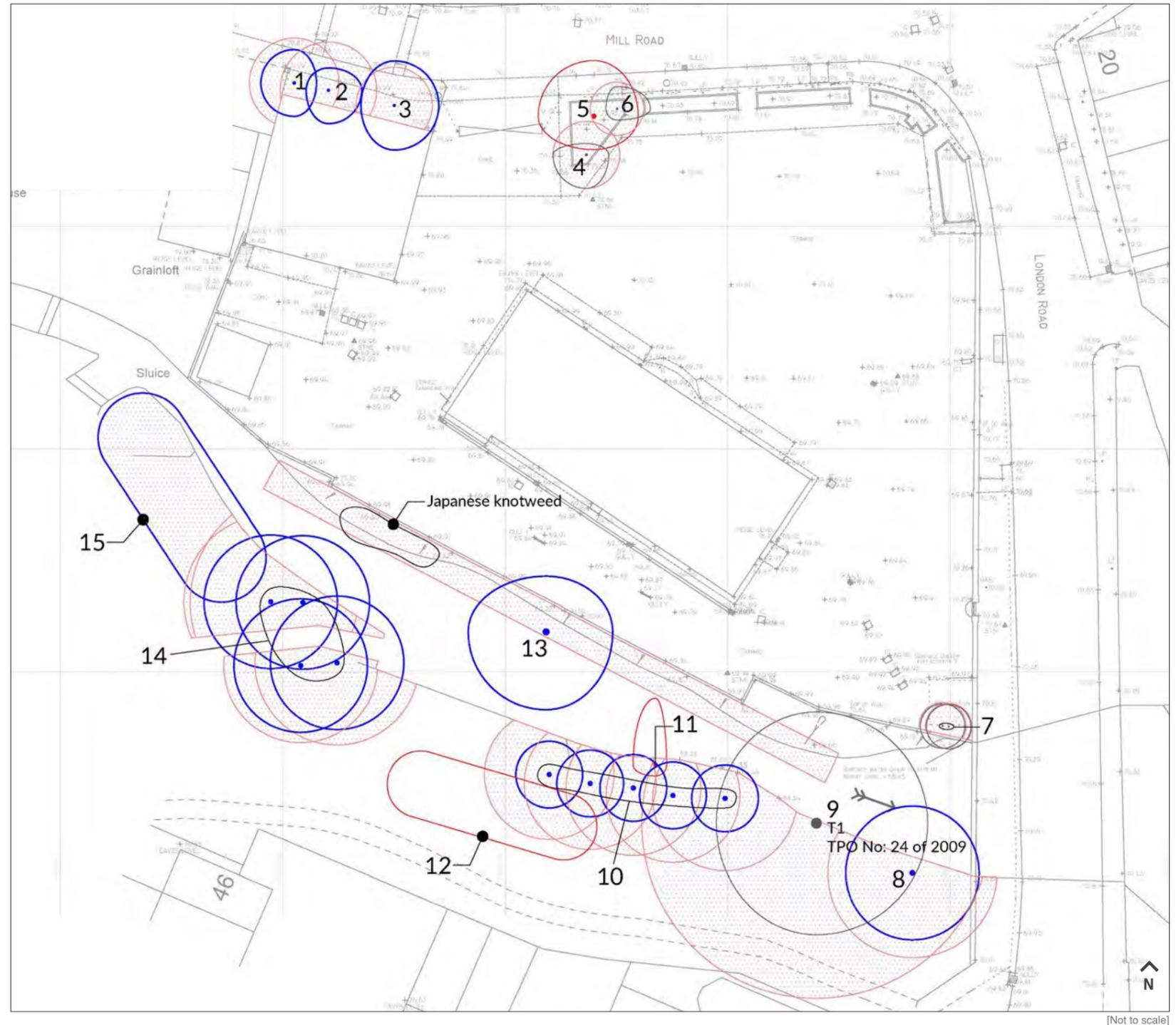
- » The size of the site and river exclusion zone restricts the size of the building footprint.
- » The slope across the site.
- » The development to be within the general roof-scape and massing of the area.
- » Separation distances from neighbouring plots should inform the layout.

ABORICULTURAL SURVEY

Tree No.	Species	Heaven Spread (m)				Stem diameters (cm)				Main stem	Height of crown (m)	Height of tree (m) (by eye or laser)	Age class	Condition	Physiological / Structural	Preliminary management recommendations	Root protection radius (m)	Root protection zone (m)	
		N	E	S	W	Single stem	2-5 stems	6-10 stems	More than 10 stems										
1	Silver birch	15	3	2	3	11				4	45	5	B2	>20	One of a collection three borders at side of building.		3.72	43	
2	Silver birch	14	2	3	3	11				3	34	5	B2	>20	One of a collection three borders at side of building.		3.72	43	
3	Silver birch	13	4	4	4	24				2	24	9	B2	>20	One of a collection three borders at side of building.		2.88	26	
4	Lime	7	1	3	3	25				2	24	5	C2	>10	Tree shape and form being compromised by larger tree.		3.00	26	
5	Lime	13	1	3	3	5	30	21	22		18	18	5	U	<10	Tight fork formations just above ground level in view of the above ground level.		5.15	43
6	Lime	11	2	3	1	19				3	24	5	C2	>10	Small tree of poor shape and form being compromised by larger specimen.		2.28	16	
7	Group of ash	7m				15m				3	24	5	C2	>10	Group of young trees adjoining excavation. All showing early signs of Ash Dieback.		3.80	10	
8	Leyland cypress	15	6	8	6	8	30			2	24	8	B2	>20	Large established conifer growing to south of river.		6.00	113	
9	Hybrid poplar	19	10	10	10	9	95			3	76	1	C1	>10	Large broad spreading tree growing in location of river. Branches in view where branches are likely fall.		11.40	408	
10	Group of alder	15m				15m				6	64	8	B2	>20	Group of established trees growing to south of river.		5.40	92	
11	Norway maple	15	6	1	1	2	40			4	54	8	U	<10	Extensive crown dieback. Scattered in view, leaning towards the north. Unstable to being over retention.		4.80	72	
12	Row of Leyland cypress	16m				30m				0	-	5	U	<10	Row of conifers that are predominantly level. Interspersed with occasional ash.		3.60	41	
13	Crack willow	14	6	7	7	61				2	26	8	B1	>20	Irregularly well formed tree growing on southern bank of river.		7.50	106	
14	Group of poplars	10m				45m				4	44	8	B2	>20	Group of established trees growing to south of river.		3.40	92	
15	Group of alder	15m				35m				2	24	8	B2	>20	Group of established trees to south of river. Some dead stem visible.		4.20	53	

Keen undertook a tree survey on site to identify the location, types and quality of trees.

The majority of trees on site are on the southern boundary or across the river with a small number to the northern boundary. Of the trees on the northern boundary 4, 5 and 6 are of low quality.



THE NATIONAL DESIGN GUIDE

The proposed development aims to display good design and address fully the ten key characteristics set out in the National Design Guide – ensuring a efficient, suitable and sustainable development enhancing the local area.

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government’s collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.



The 10 characteristics of a well designed place

[National Design Guide]

1. **Context** – The proposed design of the scheme draws from the character and existing buildings in the local area, replicating characteristics in materials, detailing and scale. The proposals seek to preserve and enhance the local architectural character of Dunton Green. Refer to pages 7-9 of this document for further details.
2. **Identity** – The proposal strives to draw from the identity of the surrounding area in order to inform a more sensitive and high quality development, incorporating relevant materials and details in order to produce a more attractive and appropriate development, suitable to its prominent location along London Road.
3. **Built form** – The scale of the development has been considered in detail taking on board the size of local existing buildings as well as aiming to respond to and mitigate impact on buildings in the immediate local vicinity. Scale is also used to create focal points in the prominent parts of the site such as the north-eastern corner. The massing on site maximises the opportunity to create frontage to the main roads while mitigating any potential overlooking to neighbouring plots.
4. **Movement** – The proposals will seek to utilise all of the connections and movement opportunities highlighted, including access to the designated roadside pedestrian route to the nearby town centre and amenities. Within the proposal the movement of residents is considered in the design, with the inclusion of covered heated corridors between apartments and communal spaces and full accessibility to all parts of the development including step-free access.
5. **Nature** – The existing site consists almost entirely of the former garage buildings and hard standing. The proposal seek to enhance the biodiversity on site by introducing landscaped gardens and more green areas, as well as proposing a number of new trees and areas of planting.
6. **Public spaces** – The proposal provides safe, social and inclusive spaces for future residents. The communal garden to the rear is well sheltered from the main roads by the building ensuring a quiet, protected and well supervised space for the future residents.
7. **Uses** – The proposal will provide much needed retirement accommodation to meet the current and projected demands of the area. As well as accommodation, the scheme will offer employment opportunity to the wider community.
8. **Homes and buildings** – The proposed building aims to provide functional, healthy and sustainable accommodation tailored to the needs of the site. The proposal implements apartment types which have been designed with features drawn from schemes which have proven to be well suited and popular for assisted living accommodation. In addition, communal areas include features that have been successful and popular and are designed based on similar facilities and projects.
9. **Resources** – The proposals will comply with all government criteria for a sustainable development across design, materials and in location. A holistic approach is taken towards sustainability, considering not only environmental but also social and economic sustainability. By being efficient and resilient, a truly sustainable development is ensured. Closeness to existing amenities are highlighted on page 10 which will contribute to the sustainability of the development location.
10. **Lifespan** – The proposed development and its facilities will be made to last. The buildings will be well managed and maintained due to a sense of ownership which is created, prolonging the life and use of the development. By emphasising this at the design stage, care will be taken to produce a communal and inclusive space which is both aesthetically pleasing and functional, ensuring maintenance and use for many years.

04 Proposed Retirement Development - Former Vauxhall Garage, Dunton Green

Design

DESIGN DEVELOPMENT

The scheme has undergone a number of design changes, each a result of providing a more suitable and high quality development for the local area. The design builds on a number of specialist reports assessing the drainage, ecology, access and other requirements in and around the site.



First scheme - December 2020

The initial scheme set out the required tenure in a single 3-storey building in the north-eastern corner of the site with associated parking along the western and southern boundaries.

The elevations to Mill and London roads were more complex with a greater articulation due to a number of projections towards London and Mill Roads at close proximity to the site frontage.



Pre-application scheme - January 2021

The pre-app scheme simplified the primary elevations to the main roads while still breaking them up through a series of blocks with smaller projections. This vastly improved the look of the elevations, drawing a range of traditional styles and materials and simplifying the roof in these locations.

The simplified primary elevations also allowed the opportunity for the northern corner to become more prominent as one of the key points on the street scenes.



Current scheme - July 2021

The latest iteration of the scheme addresses all the key points highlighted in the pre-app response.

- A greater setback from the road was included, reducing the prominence of the scheme on the site plan and allowing for more softening through considered planting while maintaining frontage.
- Following engagement with drainage and flooding consultants, the finished floor level of the scheme was raised to further mitigate flood risk and removing the requirement for a retaining wall along the northern boundary to the site. This also ensures any potential negative impact on the drainage of surrounding plots is mitigated.
- The parking court was redesigned allowing for a larger space for the landscaped communal gardens and maximising the amenity opportunity of the river bank to the south of the site. This increased proximity from vehicles as well as considered planting will also ensure a high quality amenity space for residents.
- The roof was further simplified, allowing for a more cohesive and traditional development well suited to the style and scale of buildings in the surrounding area.

ELEVATIONAL EVOLUTION



Key for evolutions

- 1 Southern element handed to better elevate
- 2 Windows/glazing bars simplified
- 3 Roof simplified and sufficient guarding provided
- 4 Eaves raised to increase usable space in roof apts.
- 5 Apartment type mix changed to reduce massing
- 6 Brick arches introduced [reflecting local character]
- 7 FFL raised due to entrance location and flood mitigation
- 8 Retaining wall removed where no longer needed





Key for evolutions

- 9 Units handed to better elevate
- 10 Windows/glazing bars simplified
- 11 Roof simplified and sufficient guarding provided
- 12 Eaves raised to increase usable space in roof apts.
- 13 Elevation simplified and access moved to rear
- 14 Brick arches introduced [reflecting local character]
- 15 FFL raised due to entrance location and flood mitigation
- 16 Retaining wall removed where no longer needed



LAYOUT

The proposal draws from the opportunities and constraints highlighted on the site and provides a well proportioned and designed addition to its surroundings - maintaining and enhancing the semi-rural character of Dunton Green.

The existing vehicle access from Mill Road to the northern edge of the site is retained and provides access to a 27 space parking court - including 3 accessible spaces as per local policy requirements, to the eastern portion of the site. The apartments and communal spaces are located on the remaining eastern portion towards the main roads.

Suitable amenity space is provided and designed to be a high quality space meeting all the needs of older persons as highlighted in the HAPPI Report. Amenity will be offered that provides independence to residents while maintaining a secure and communal space.

In addition rooms and communal spaces are designed to maximise natural light and provide a range of contemporary features to provide an attractive environment for a range of activities.

The layout also addresses and defines the corner of London and Mill Roads, enhancing the street scenes. The apartments and all associated services are designed as a single high quality structure in the east of the site and provides frontage to both Mill and London Roads.

While providing frontage to both Mill and London Roads, the design also mitigates any potential overlooking of neighbouring buildings. The line of existing trees along the river to the south also provide screening of views to and from the rear of the site.

The scheme offers a sheltered communal garden away from the main roads with landscaped green spaces and patio area which extends from the internal communal lounge.

In order to accommodate the new structure on a single level, maintain the main access in the north, and mitigate any flood risk from the river to the south, the scheme proposes a small retaining wall along the southern edge of the development, raising the building and communal garden slightly from the existing levels.



Site Layout Plan

[Not to scale]

APPEARANCE

The design of the proposal is influenced by the contextual studies of the local area and utilises some features and materials identified as being indicative of the local identity. This will ensure that the design of the structure fits as well into the site and have minimal visual impact on the surrounding houses. This ensures a high quality development with good design applied throughout.

The scale of the development has also been considered from the outset of the design. In order to minimise overlooking and potential impact on surrounding dwellings, windows towards the ends of the development closest to the boundaries are minimised, while those on the primary elevations to the site are maximised. The top floor has room in roofs on main elevations which assists in making the proposed building proportionate with neighbouring dwellings.

The mass of the building is further broken up through the inclusion of projections and gables along the main façades. The main corner of the scheme is left full height with projecting gables in order to provide a focal point, enhancing the street scene along both Mill Road and London Road.

The materials and architectural features included in the design reflect the mix of traditional and contemporary buildings in the surrounding area, and respond to the opportunities and constraints on the site. The implementation of traditional materials and details such as brick arches, tile hanging and chimneys produce a high quality development sensitive to the established local vernacular, while the use of some contemporary features such as large windows and glass balconies contribute to ensuring plenty of light to internal spaces maintaining the quality of design throughout.



Eastern street scene to London Road

Mill Road



London Road

Northern street scene to Mill Road

Access

PRIMARY ELEVATIONS



SECONDARY ELEVATIONS



Western Elevation



Southern Elevation

MATERIALS

A palette of contemporary and traditional materials are proposed in a traditional style including:



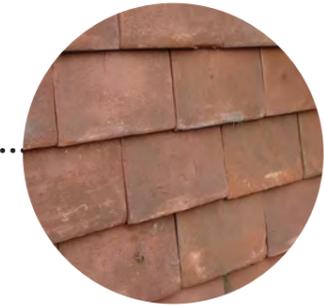
Clay tiled roof



Steel framed glass balcony



Red brick



Clay Hanging Tile



Dormer windows



UPVC Windows

GROUND FLOOR PLAN



- 1-bedroom apartment 5
- 2-bedroom apartment 6
- Communal/staff area

Floor	1 bedroom apartments*	2 bedroom apartments*
GF	5	6
1F	7	7
2F	8	4
Total	20	17

Parking spaces 27

FIRST FLOOR PLAN



	1-bedroom apartment	7
	2-bedroom apartment	7

SECOND FLOOR PLAN



- 1-bedroom apartment 8
- 2-bedroom apartment 4
- Communal/staff area

LANDSCAPE DESIGN STRATEGY

The landscape design strategy for the site aims to deliver a number of development objectives, these include:

- Enhancing the existing landscape through additional tree and shrub planting.
- Providing communal open spaces for residents, including pockets of wild-flower and seating.
- Inclusion of planting species that will enhance the sites ecological and biodiversity interest.
- Robust landscape frontage to apartment block.
- Inclusion of private terraces and balconies for residents.
- Inclusion of raised timber planters and potting shed for residents to use.



[Google]

The main objective of the management of the landscape is to ensure the successful planting operations; establishment and continued healthy growth through to maturity of the trees, shrubs and grassland; to ensure that the development provides biodiversity enhancements.

The landscape is to be maintained to a high standard with all areas being maintained in a clean and tidy condition.

Regular gardening, watering, litter picking and replanting will be carried out to ensure a rich and well managed landscape as an amenity to future residents.

Shrub planting

Planting within the scheme will provide colour and interest throughout the year and will be low growing to ensure they do not obscure views out of windows.

Consideration will be given to elements such as existing soil type, degree of shelter, aspect and aesthetic qualities, this will provide a palette of species suitable for the landscape design. Shrub planting will include evergreen species, which might include lavender, skimmia and viburnum.

There will also be a number of herbaceous plants to create seasonal diversity through the scheme amongst the more evergreen and hardy shrubs.

Surrounding private terraces will be low growing evergreen hedge planting to provide a sense of privacy whilst also maintaining visibility to the communal open space. Species might include box-leaved holly or privet.

Mixed native hedgerow planting will provide ecological connectivity along the site boundary. Species might include field maple, hawthorn and hazel



Tree planting

The addition of tree planting will provide height and break up the hard landscape. Proposed tree planting will enhance the existing landscape palette with a number of native species, helping to improve ecological connectivity throughout the scheme.

A key area for tree planting will be along the southern boundary. This location will contain a mixture of native and ornamental species to improve biodiversity, whilst providing seasonal interest. Combined with the existing mature tree planting along the river, the proposed tree species will help to provide a visual buffer between the site and London Road. Species along this boundary might include hornbeam and birch varieties.

Smaller decorative species will be located to the entrance road to the north west of the site and to the entrance of the building and will provide additional interest and colour. Species might include birch, cherry and serviceberry varieties.



LANDSCAPE PLAN

Key:

-  Proposed tree planting within soft landscape
-  Proposed specimen shrub planting
-  Proposed evergreen/ decorative hedge planting
-  Proposed mixed native hedge planting
-  Proposed shrub planting to receive 75mm bark mulch after planting operations
-  Proposed grass areas to receive good quality amenity grass turves laid in line with good horticultural practices
-  Proposed areas to be seeded with a wildflower meadow mix
-  Proposed paving slabs to footpaths
-  Proposed paving to private patios to be 450x450mm
-  Proposed block paving to access road
-  Proposed block paving to parking bays
-  Proposed bench
-  Proposed gazebo, details to be confirmed
-  Raised timber/ sleeper vegetable planting bed
-  Potential location for potting shed, with associated hard standing for access and water butt
-  Proposed bird tables/feeders
-  Proposed water feature
-  Proposed 1.5m high railings
-  Proposed 1m high railings on the existing wall

Indicative Planting Schedule	
Trees	
Species Name	
Betula pendula	
Prunus Avium 'Plena'	
Carpinus betulus 'Fastigiata'	
Sorbus aucuparia	
Amelanchier lamarkii 'Robin Hill'	
Prunus 'Pink Perfection'	
Shrubs	
Species Name	
Abelia grandiflora	
Ceanothus 'Blue Mound'	
Cotinus coggygria 'Royal Purple'	
Choisya 'Aztec Pearl'	
Cistus x corbariensis	
Escallonia 'Apple Blossom'	
Hebe 'White Gem'	
Hebe 'Silver Queen'	
Hebe rakaiensis	
Hypericum 'Hidcote'	
Lavandula angustifolia 'Hidcote'	
Laurus nobilis	
Magnolia 'Leonard Messel'	
Phormium 'Yellow Wave'	
Rosmarinus off. 'Sissinghurst Blue'	
Salvia officinalis	
Sarcococca hookeriana 'humilis'	
Skimmia japonica 'Rubella'	
Viburnum davidii	
Viburnum tinus 'Eve Price'	
Herbaceous	
Species Name	
Achillea 'Cloth of Gold'	
Bergenia 'Bressingham White'	
Heuchera 'Purple Palace'	
Pennisetum 'Hamel Gold'	
Stipa tenuissima	
Hedging	
Species Name	
Escallonia 'Apple Blossom'	
Mixed Native Hedging	
Species Name	
Acer campestre	
Carpinus betulus	
Corvus avellana	
Fagus sylvatica	



Landscape Plan

[Not to scale]

Communal areas

Surrounding the scheme to the west and south will be an area of open space, with seating for residents to use.

The open space will include pockets of wild-flower along the site boundary to enhance the ecological aspect and overall aesthetic of the site.

A gazebo will be located to the west of the apartment block, providing a feature space. Ramped access will lead to this area with seating and decorative shrub planting making this a usable space.

Within this area will also be a number of raised timber planters and a potting shed, this will encourage a 'grow your own' initiative and increase social interaction between the residents.

Bird tables and feeders as well as a water feature is also proposed, to benefit the local bird population and provide stimulation for the future residents.



LIFETIME HOMES

McCarthy Stone and Ashill apply the philosophy of providing good quality, spacious interiors that allow the occupant a degree of flexibility in the way they want to occupy their home. One important factor to the design of these dwellings is the room proportions and the ease of movement into and around them.

These factors allow the dwellings to cater for the accessibility needs of any future occupant whether that is from the outset of occupation, or as people's needs change as life evolves. These are the principles of the housing that evolves with the occupant allowing them to stay in the home and neighbourhood that they reside in.

The proposed dwellings will comply with what was the 16 points of the Lifetime Homes criteria.



01

Parking (width or widening capability)

For communal or shared parking, a minimum of one space should be provided 3300mm wide and 4800 deep close to the block entrance or lift core. This is addition to any provision made for 'wheelchair housing'. Where possible, additional such spaces should be included and/or opportunities should be left for spaces to be widened in the future if necessary. The access route from the parking spaces to the communal entrance should be a minimum clear width of 1200mm.



The design allows for the width of a number of parking bays to be increased in the future to meet the minimum LTH requirements of 3.3m. As parking is communal two of the spaces will comply with LTH standards and the access route to the building will be maintained at a minimum clear width of 1.2m.

02

Approach to dwelling from parking (distance, gradients and widths)

The distance from the car parking space allocated to meet the minimum LTH as above, to the building entrance should be kept to a minimum and be level or gently sloping. The distance from visitors parking to entrances should be as short as is possible and also on a level or gently sloping.



The distance from parking to the building is kept to a minimum at both the front, main entrance, and secondary access points at the side and rear of the development, especially in relation to those spaces that comply with the LTH standards specified above. A level or gently sloping approach will be provided at a minimum 1.2m wide.

03

Approach to all entrances

The approach to all entrances should preferably be level or gently sloping and in accordance with the specifications (www.lifetimehomes.org.uk)



The approach to all entrances will be level or gently sloping. Approaches will be a minimum of 1.2m wide.

04

Entrances

All entrances should be illuminated, have level access over the threshold and effective clear opening widths and nibs as specified (www.lifetimehomes.org.uk) In addition, main entrances should have adequate weather protection and a level external landing.



Entrances will be well illuminated and have level access over the threshold. They will also have clear opening widths and nibs, with adequate weather protection.

05

Communal Stairs and Lifts

Principal access stairs should provide easy access in accordance with the following specifications regardless of whether or not a lift is provided:

uniform rise not exceeding 170mm – uniform going not less than 250mm – Handrails that extend 300mm beyond the top and bottom – Handrails height 900mm from each nosing – step nosings distinguishable through contrasting brightness risers which are not open.

Where a dwelling is reached by a lift, it should be fully accessible in accordance with the specifications below:

Have minimum internal dimensions of 1100mm x 1400mm – Have clear landings adjacent to the lift entrance of 1500mm x 1500mm Have lift controls at a height between 900mm and 1200mm from the floor and 400mm from the lift's internal front wall.



The proposed building will feature communal stairs and two lifts, all of which will provide easy access in accordance with the LTH specifications.

06

Internal Doorways and Hallways

Movement in hallways and through doors should be convenient to the widest range of people, including those using mobility aids and wheelchairs. In principle, narrower hallways will need wider doorways in their side walls. The width of doorways and hallways should conform to the specifications laid out. (www.lifetimehomes.org.uk).



The design will allow for ease of access for all users in relation to internal doorways and hallways, including those using mobility aids and wheelchairs.

07

Circulation Spaces

There should be space for turning a wheelchair in dining areas and living rooms and basic circulation space for wheelchair users elsewhere.



The proposed apartments are well-proportioned spaces that allow ease of access. They will be designed to provide a good level of accessibility for disabled users as defined under Part M of the Building Regulations.

08

Entrance Level Living Space

A living room / living space should be provided on the entrance level of every dwelling.



All dwellings have entrance level living space in accordance with LTH standards as an apartment scheme is proposed.

09

Potential for Entrance Level Bed – Space

In dwellings with two or more storeys, with no permanent bedroom on the entrance level, there should be space on the entrance level that could be used as a convenient temporary bed-space.



All dwellings have entrance level bed-space in accordance with LTH standards as an apartment scheme is proposed.

10

Entrance Level WC and Shower Drainage

Where an accessible bathroom, in accordance with Criterion 14, is not provided on the entrance level of a dwelling, the entrance level should have an accessible WC compartment, with potential for a shower to be installed – as detailed in the specification below.



All dwellings have entrance level WCs and shower drainage in accordance with LTH standards.

11

WC and Bathroom walls

Walls in all bathrooms and WC compartments should be capable of firm fixing and support for adaptations such as grab rails.



The walls in the apartments are generally stud with plasterboard, reinforced to allow the future fixing of grab rails and sanitary fittings.

12

Stair and Potential through Floor Lifts

The design within a dwelling of two or more storeys should incorporate both:

- a) Potential for stair lift installation; and,
- b) A suitable identified space for a through-the-floor lift from the entrance level to a storey containing a main bedroom and a bathroom satisfying Criterion 14.



This is not deemed relevant to the proposed site as all of the dwellings are single storey apartments. A communal lift provision is included in the design in compliance with LTH specifications.

13

Potential for Future Fitting of Hoists and Bedroom/Bathroom Relationship

Structure above a main bedroom and bathroom ceilings should be capable of supporting ceiling hoists and the design should provide a reasonable route between this bedroom and the bathroom.



Direct connection between bathroom and a bedroom is possible in all dwellings, adaptation to allow for ceiling hoists will be allowed for in the construction specification.

14

Bathrooms

An accessible bathroom, providing ease of access in accordance with the specification, should be provided in every dwelling on the same storey as a main bedroom.



Bathrooms are provided to LTH standards, along with direct access from a bedroom.

15

Glazing and Window Handle Heights.

Windows in the principal living space (typically the living room), should allow people to see out when seated. In addition, at least one opening light in each habitable room should be approachable and usable by a wide range of people – including those with restricted movement and reach.



Proposed windows meet the low-level window sill height and handle height requirements.

16

The Location of Service Controls

Service controls should be within a height band of 450mm to 1200mm from the floor and at least 300mm away from any internal room corner.



Switches and sockets will be provided at accessible heights to meet the requirements of LTH and the Building Regulations Part M.

SUSTAINABLE DESIGN AND CONSTRUCTION

McCarthy Stone take a holistic approach to sustainability, considering not only environmental but also social and economic sustainability. This approach is taken in both corporate governance and strategy plans in the design of its developments for older persons.

The Planning Statement in support of the detailed application will set out how the proposed development meets the three dimensions to Sustainable Development at Paragraph 7 NPPF; economic, social and environmental as well as identify and achieve the resilience, sustainability and health characteristics outlined in the National Design Guide.

An energy and sustainability statement prepared by Focus Consultants has been submitted and supports the planning application.

Sustainability Reputation:

In light of the increasing urgency to address climate change, the depletion of non-renewable fossil fuels and material resources, McCarthy Stone have set up a 'Sustainability Committee' first established in 2001, which has a remit to look beyond the pure environmental issues and a responsibility to integrate holistic sustainable strategies into the business decision-making.

A member of the company's executive board chairs McCarthy Stone's Sustainability Committee. The committee is continuously reviewing and strengthening the company's sustainability performance and credibility through strong corporate governance and the incorporation of sustainable strategies in company policies. In addition to its initial remit, this committee has now evolved into the Research and Development Committee. This committee is very active in reviewing and developing efficient ways of achieving best practice in accordance with the national sustainability agenda.

McCarthy Stone has been acknowledged by the WWF as one of UK's top leading house builders who not only recognise the importance of sustainability issues, but have gone a long way to ensure that this is reflected in their governance, management resources, policies and operational performance.

19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) (as per the Approach to Energy Efficiency policy) and SBEM Compliance can be achieved through the use of a robust, high performing fabric specification, MVHR and a PV array generating no less than 34,571.72 kWh / yr.

Sustainability Strategy for the Development

Impact on the Environment:

Building construction and the use of buildings, especially their space heating, is one of the main contributors to CO2 emissions in the UK. Energy conservation, introduction of sustainable transport strategies and incorporation of energy efficient strategies can be one way to play a part in reaching CO2 emission reductions while reducing other adverse impacts on the environment.

Sustainability Strategies in Land Procurement:

McCarthy Stone has an exemplary land procurement strategy. The company's land department select sites which, by the very nature of their location, encourage social inclusion and cohesion, social mobility and participation of the future residents of a potential development in the local community.

Site Location and Amenities:

The site is located approximately 30 minute walk from Sevenoaks town centre and a 5 minute walk from nearby shops and cafés and is therefore well positioned for access to local services and amenities. A local bus stop is located a short distance from the site.

This high accessibility will help to reduce dependency on the private car, thereby reducing pollution from NO2 gases and greenhouse gas emissions. It will also encourage social inclusion and enable participation by future residents of the proposal in Woking and the wider community.

Transportation:

The site is located within a short walk of public transport, with bus routes along London Road. Train services can be reached from Dunton Green Railway Station a short distance away, providing access to neighbouring towns, London and beyond. The proximity of McCarthy Stone developments to local amenities (and the demographic profile of a typical residents) has the important benefit of contributing to the reduction of car dependency.

There is a dedicated internal mobility/cycle store area provided within the building at ground floor level, adjacent to the main entrance; this also provides a safe and secure place to store and charge electricity mobility scooters (our preferred method of green travel).

Energy Efficiency:

Each separate habitable room within the apartments will be designed with independent thermal controls as standard.

Communal lighting will be linked to daylight and/or movement sensors.

All the spaces within each flat will be lit by low energy light fittings, including all the external lighting.

Ensuring daylight access to kitchens where feasible reduces the internal lighting load within individual flats.

Good thermal performance will be further achieved by the use of Low-e solar control double-glazing with enhanced thermal insulation.

Installed electrical appliances will be A-rated with the exception of tumble dryers, as a financially feasible A-rated model is not yet available. Advice on the use of these white goods will be passed onto the homeowners in a handover pack.

An energy saving advice leaflet will also be passed onto the homeowners.

Thermal insulation and ventilation will be designed into the building envelope using a specification to achieve a good SAP rating in compliance with Part L of the Buildings Regulations. Combined with a good standard of ventilation and air tightness, this will help to conserve the fuel used to power the building.

Compact Form and Embodied Energy:

The general use of single aspect apartments will help to make efficient use of space. This will effectively reduce the embodied energy, the non-renewable energy consumed in the acquisition of raw materials, their processing, manufacture, transportation to site and the construction process, due to the reduction in materials used as compared to the single sided alternative.

The proposed configuration of apartments linked by a central corridor reduces the surface area to floor ratio with a corresponding reduction in the space heating energy usage. Furthermore there is a reduction in the effective area over which the building would lose this heat through its fabric as compared to the single sided corridor alternative.

As a result of the compact form of building, maintenance costs are also reduced particularly if there is a comparison with an equivalent number of bed spaces provided in conventional housing.

In conclusion the compact form will increase the whole life value and reduce the life cycle energy use of the proposed scheme.

HCFC (Hydro-Chloro-Fluoro Carbon) Emissions:

HCFC's (ozone depleting substances) within the building will be reduced and where possible will not be included in the specification. The standard specification already includes zero ozone depleting insulation types such as Kingspan insulation for external walls, Catnic for window lintels, Rockwool mineral fibre for roofs, Kingspan rigid insulation for floors and foundations and Armaflex for the pipe work.

Water Economy:

Dual flush 3–6 litre WCs are specified in each apartment. The individual hot water storage units are located as close as possible to taps so as to minimise the amount of water (and energy) wasted through running the hot tap before hot water is available. Showers reduce water consumption and taps incorporate restrictors to reduce flow rates.

Materials:

Most of the materials to be used will be manufactured in the UK and supplied direct or through builder's merchants. These materials will be sourced locally where feasible. All timber to be used in the construction will be sourced from renewable sources with FSC certificates.

Nearest-cut lengths will be specified for timber so as to minimise waste. The following building elements will be constructed off-site; structural metal stud insulated panels, composite hollow rib floor slabs with reinforced concrete topping, stairs from composite metal with reinforced concrete topping to treads, roof trusses.

Durability and Flexibility:

The internal space within the apartments is adaptable i.e. studwork partitions can be easily demounted should future needs change.

Disability Access:

The proposal is designed to allow for ease of access and movement for people with disabilities.

Layout, Orientation, Form and Micro-Climatic Factors:

Due to the constraints and opportunities of the site (topography, orientation and existing landscaping), the use of French doors to the sitting areas has been maximised, thereby providing benefits from solar gains and natural daylight.

The apartments are single aspect for efficiency of plan forms. This also helps to reduce the extent of circulation space required per apartment, thus optimising development potential and avoiding profligate use of space and building resources.

Waste Management & Recycling:

The proposed development will include communal refuse and recycling facilities within and adjacent to the building.

In addition, McCarthy Stone encourages suppliers to reduce surplus packaging for materials, fixtures and fittings and seek to minimise the number and effect of deliveries. Wherever feasible, natural raw materials and products will be used in the construction process. Any packaging such as MDF, wood or plastic wrapping will be reused to protect fragile building elements during the building process such as metallic sinks, porcelain products etc.

Social Needs and Crime Prevention:

A handover pack will be provided for the future residents, providing information about their new home including the Green Transport Plan, advice on the energy efficient appliances installed in their homes, addresses and telephone numbers for essential local services, clubs and organisations benefiting the new resident.

Retirement Living offers a safe environment for older people to live in. In addition the presence of an assisted living development increases passive surveillance within the locality of the site, benefiting the wider community as well.

The building will be designed to comply with Part Q of the Building Regulations and reasonable provision will be made to resist unauthorised access to any part of the building from which access can be gained to an apartment. Each apartment has its own lockable front door that opens into a communal corridor space.

The internal circulation space can only be accessed via the main entrance which requires a security code to be entered each time you pass through. Visitors are required to wait for the concierge or a resident to let them in. All windows are fitted with locks as are French doors / patio doors. Exit from stairwells is through a self closing door which locks on closing. Access and exit to the refuse store and mobility scooter storage areas is via a coded security door.

Lighting Assessment:

In external areas low level bollard lighting angles light down to where it is most usefully needed, to avoid light pollution. Building lighting is PIR controlled and set to come on from dusk until dawn, providing added security when it is needed, and reducing unnecessary energy usage. All external lighting uses low energy fittings.

Social Sustainability:

McCarthy Stone aims to be a good neighbour during the construction process and have a Considerate Construction Policy. This involves minimising noise at unsociable hours and a constant focus on site presentation. The site manager, Banksman and the contracts manager for McCarthy Stone will be in liaison with the neighbours to ensure that any issues during the construction phase are addressed.

By focusing on both sustainability in design, community engagement and construction process, the characteristics for good sustainable design outlined in the National Design Guide are taken further to every process of the development of the scheme.

Site operatives will be given a health and safety induction before starting construction on site and most of McCarthy Stone's site operatives have gone through the health and safety course to obtain their CSCS cards which is a card to certify Health & Safety competence to enter building sites.

McCarthy Stone has a Health and Safety Policy that ensures that issues are addressed on a regular basis at all levels, and have signed up to The Home Builders Federation (HBF) newly established Health & Safety Charter which promotes industry wide improvement. Health and Safety issues are on the agenda at all Board meetings.

To promote greater management accountability and year on year improvement in health and safety performance a system of internal fines has been introduced on all of McCarthy Stone construction sites.



Environmental Sustainability:

Pre-fabricated concrete products and, most probably, mortar silos, will be used to further reduce on site water use. Fuel use will be minimised during construction by arranging for mains power to be installed as soon as possible.

McCarthy Stone will issue Best Practice Guidelines to site staff on minimising and managing waste together with a system for assessing our waste contractors to emphasise environmental issues as well as regulatory, performance and cost aspects.

Economic Sustainability:

The emphasis on local sourcing of effective contractors and sub-contractors who can deliver their services to the construction site on time provides an opportunity for McCarthy Stone to contribute to the economic viability of the local and surrounding areas.

Conclusion

The two key aims have been met which were set out in the Energy and Sustainability statement:

Undertake an analysis of the scheme to determine the performance in relation to energy and carbon efficiency.

Therefore, the Energy and Sustainability statement is deemed to have provided a satisfactory response and evaluation as required under Policy CS22 of the planning submission requirements.

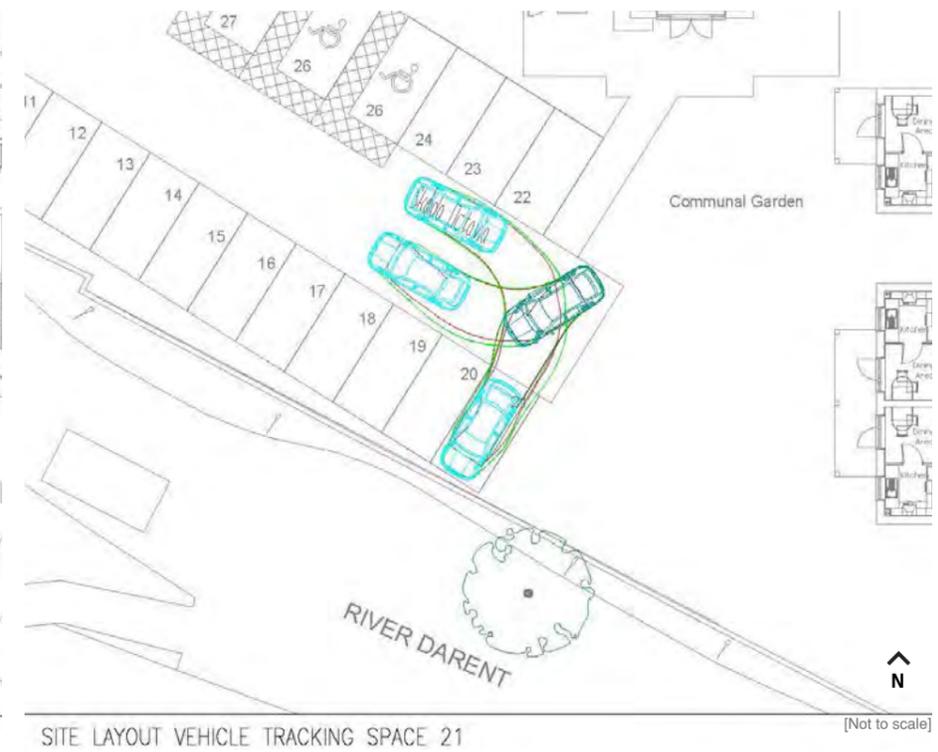
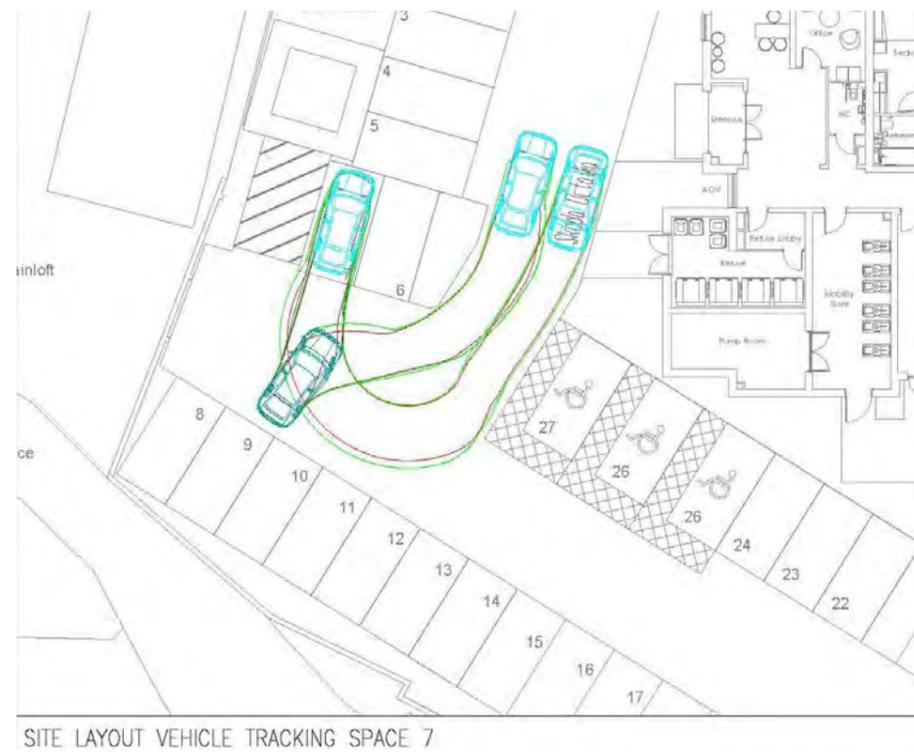
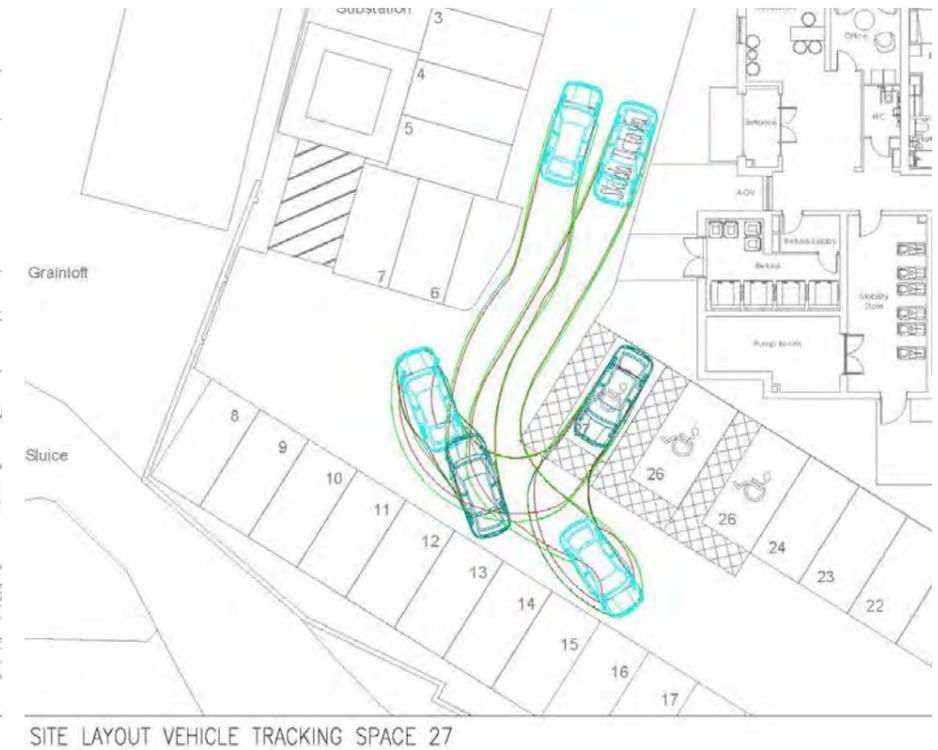
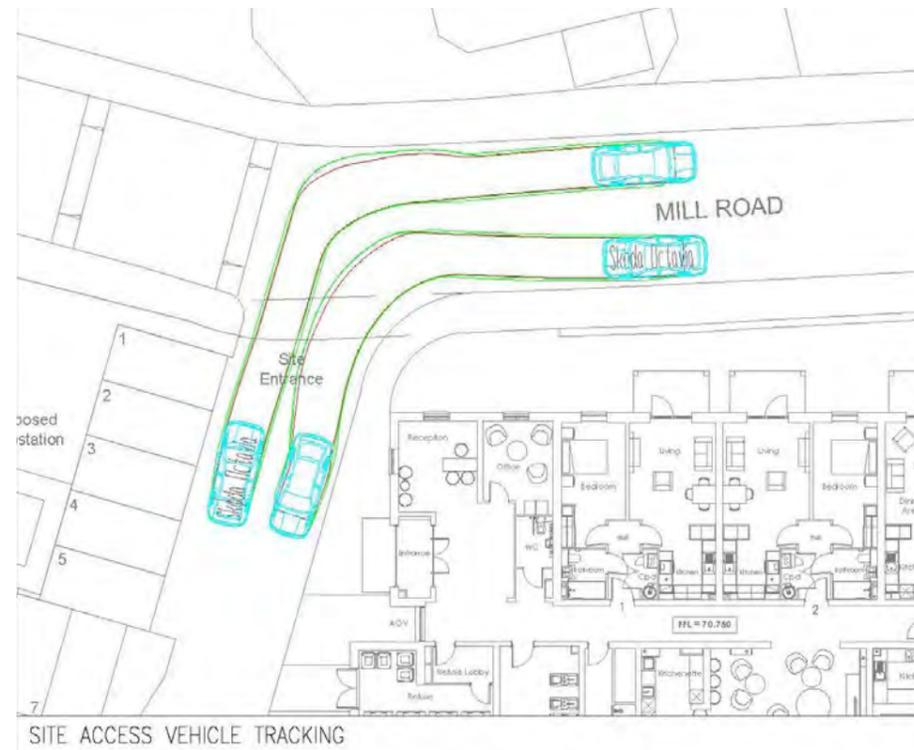
The Energy and Sustainability statement provides a satisfactory response and evaluation of the sustainability credentials of the development, consistent with the NPPF, National Design Guide and building regulations.

ACCESS

The existing access on the northern boundary to the site from Mill Road is to be retained and improved. The main pedestrian access will also be located here providing a direct connection between the main entrance of the apartments and the existing pavement at the edge of the site.

Tracking was conducted by Paul Basham Associates to ensure that the site plan was designed to allow for the safe and efficient movement of cars and service vehicles to and from as well as within the site.

Turning heads, visibility splays and sensible turning radii were considered in the design from the outset, ensuring access is as safe as possible for both motorists and pedestrians. In addition, adequate spaces is provided for stopping refuse, moving and other service vehicles with minimal disruption to other traffic on site.



05

Proposed Retirement Development - Former Vauxhall Garage, Dunton Green

Conclusion

CONCLUSION

This Design and Access Statement accompanies a pre-application for a residential development comprising 37no. retirement living apartments (C3 use class) with associated communal facilities, parking and landscaping, on land at the Vauxhall Garage, Dunton Green.

The provision of accommodation for older persons is set out in national policy as 'critical'. The Council's planning policy recognises and supports the provision of 37no. additional retirement apartments in this area, especially in light of the current and future identified need in this type of housing.

The detailed, high quality scheme has been informed by a thorough assessment of the existing site and surrounding area, planning opportunities and constraints, a series of Technical Reports.

In addition, the presence of sufficient existing facilities and amenities within close proximity to the site ensure that the potential development will be fully supported by existing infrastructure, rendering it sustainable to future residents as well as being integrated into the local community. The proposal will also create some local employment.

The high quality proposals have been designed to respond to all of the opportunities and constraints identified on the site and attention has been given to ensure the visual impact is minimised through the retention of boundary trees wherever possible on site, appropriate scaling and a design drawing from the features of the surrounding architectural landscape. Separation distances from main local residential plots are also respected.

Good Design underpins the detailed proposals, as does the aim to enhance the visual amenities of the locality and preserve the residential amenities of properties adjacent to the site. This is achieved through focus on quality materials and features meeting and focusing on the 10 characteristics highlighted in the National Design Guide for well-designed places, all of which have been considered throughout this document and the design process.

The proposals are suitable for the site in terms of land use, amount of development, access, layout and appearance. They represent an exciting opportunity to deliver a new well-designed building providing retirement accommodation in Dunton Green. It is concluded that the proposals are fully acceptable in design and access terms.



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