

# BLACKFRIARS SITE, BATTLE

## INTRODUCTION

Rother DC Housing Company are currently working on a range of design improvements for the site known as 'Blackfriars' in Battle.

The purpose is to improve the layouts, and efficiency of the homes on the site without compromising the quality of those homes or the overall development. This will result in a revised planning application submission to the Rother District Council Planning Authority to formalise these plans and will follow the same process as the application which was submitted to the Council last year, known as a Section 73.

The core principles of the scheme will not change. Our aim is to still deliver 200 high quality homes on the site along with general enhancements to the layout of the scheme. It's important to us to enhance and improve the community 'feel' of the project and to embrace public amenity spaces and greenery that will be delivered throughout the scheme.

We intend to provide a better mix of homes on the site and have increased the number of houses and reduced the number of apartments meaning that overall, more people will be housed in this new development once completed.

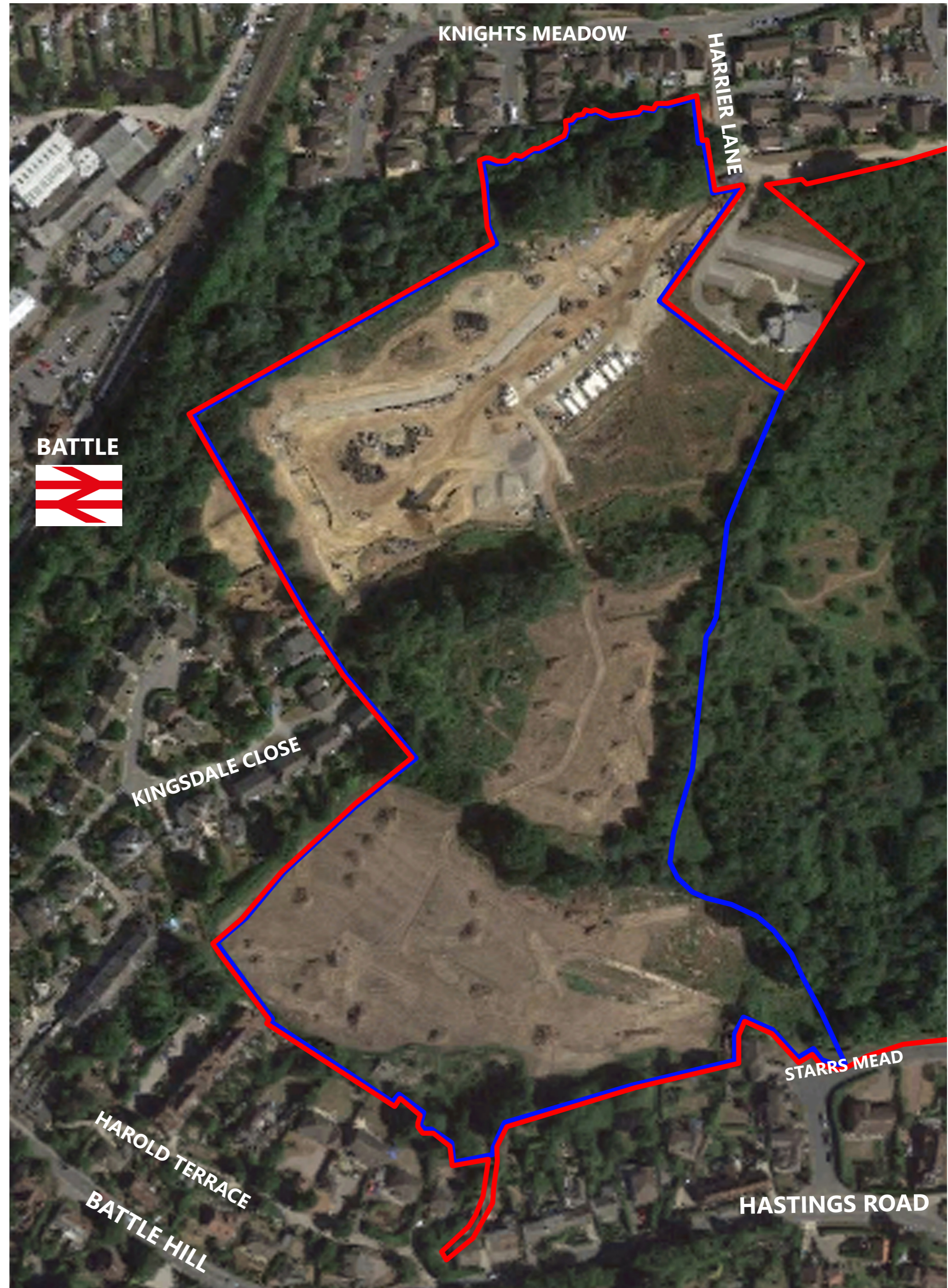
## GREEN VISION

The design at Blackfriars has evolved around the 'Green Vision' for the site. All 200 of Blackfriars' homes have been designed to be environmentally sustainable dwellings and will be constructed to higher standards of energy performance as is required by new building standards. Air Source Heat Pumps will be installed and the use of PV panels across the site is being explored. The development will also provide Electric Vehicle Charging Points for all residents to support the transition from diesel and petrol vehicles.

## FEEDBACK

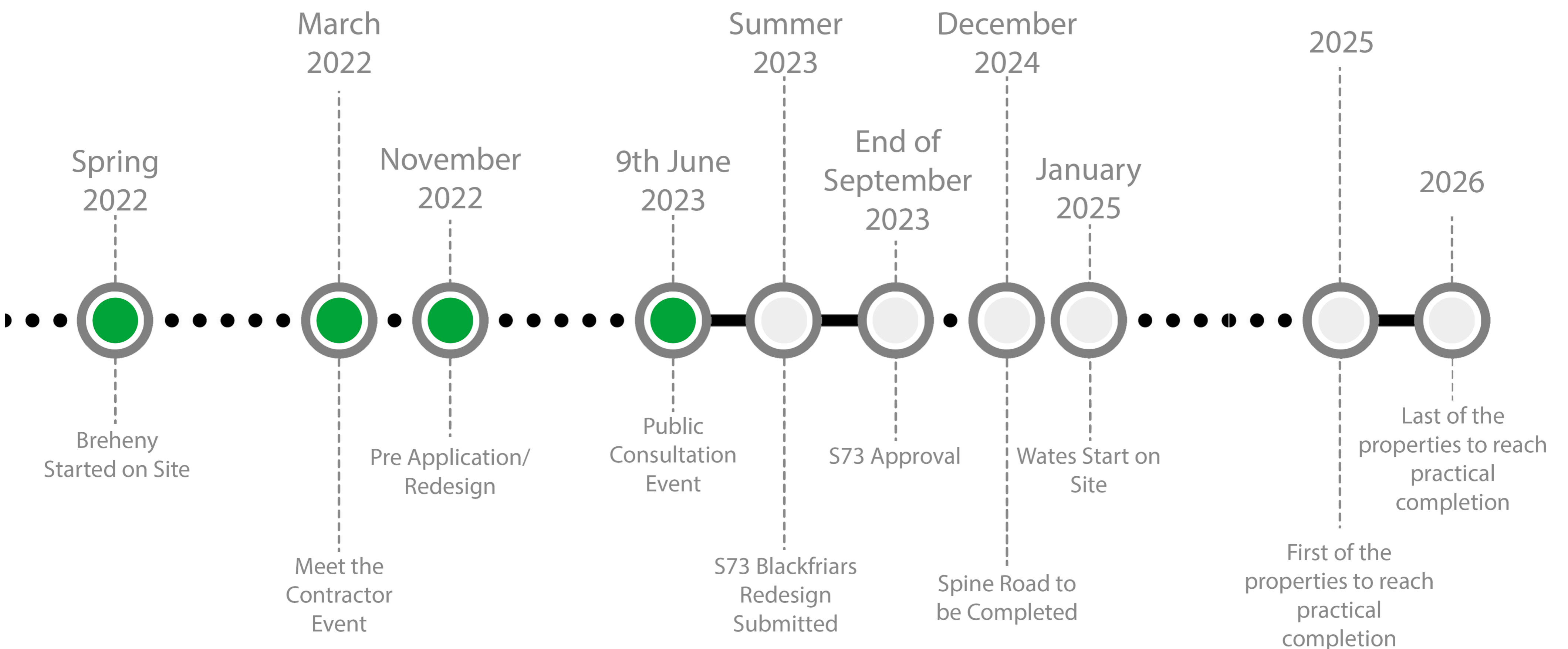
Thank you for visiting our presentation. Initial plans have been drawn up as presented today to obtain feedback from local residents and stakeholders. We expect these plans to evolve as our design changes and ideas develop.

To access our online feedback form, please use your mobile phone camera to scan the adjacent QR code:



SITE LOCATION AND EXTENTS

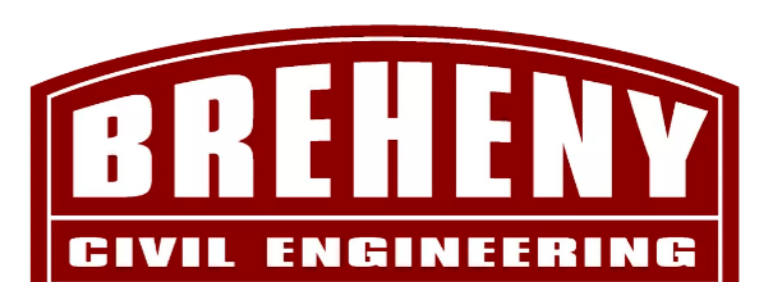
## HIGH LEVEL PROGRAMME



## MEET THE TEAM:



## PARTNERS TO THE PROJECT:



Homes England



# Scheme Context

## LANDSCAPE PROPOSAL & SITE AMENITY

The landscape and drainage proposals in this evolved site plan seek to maintain the key aspirations and objectives as presented earlier. The defining qualities of the development will be a green landscaped setting with distinctive pedestrian routes set within communal landscape spaces.

Embracing the landscape setting and topographical qualities of the site, land between the residential zones remaining as open spaces. A sensitive approach to site ecology and landscape assets promotes both biodiversity and social amenity values. Flexible multi-functional green and community spaces will remain as.

The strategic positions of these spaces will also benefit the proposed drainage strategy. Sustainable Urban Drainage Solutions will consist of permeable paving, attenuation basins, and underground cellular tanks, which combined will provide sufficient attenuation and water quality improvement prior to discharging off site.

Connections to existing pedestrian footpaths leading to and from the site will be provided. A link path will be provided to allow for and encourage the potential future delivery of a footpath link to Battle train station. This would be outside the scope of the project and be under a separate application due to current land ownership and cost constraints. All footpaths where feasible will be accessible for all and pausing places will be provided across the site to deliver relief and an opportunity to engage with the landscape. Where topography dictates snaking footpaths will be provided.

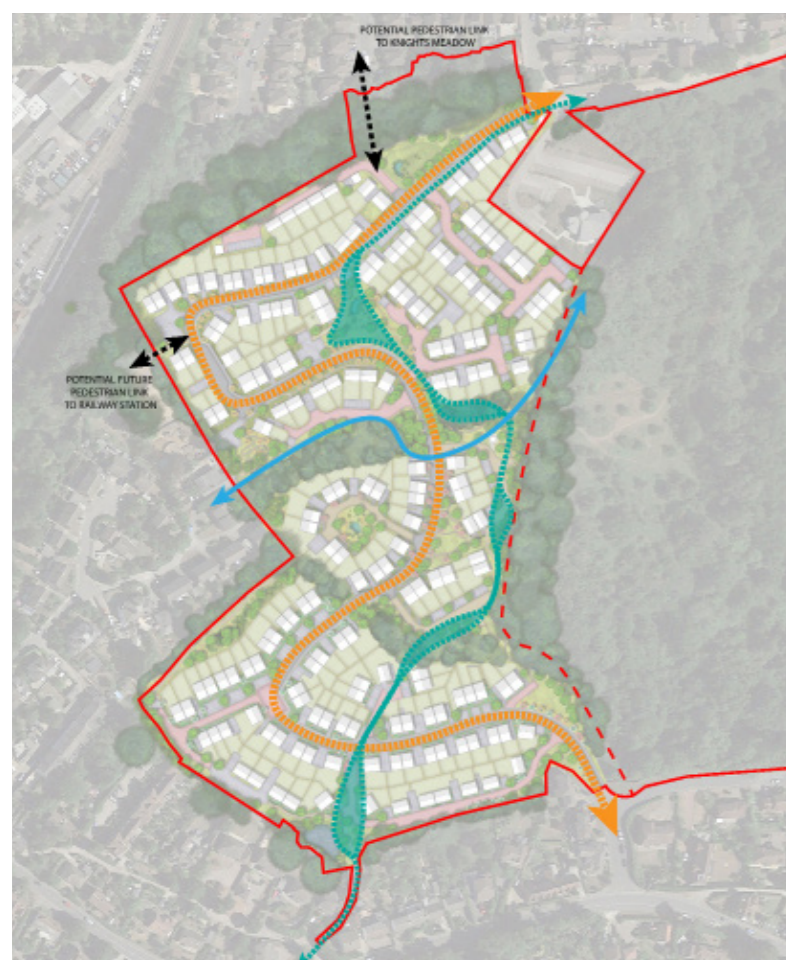
As well as the community spaces provided, each of the three different fields will benefit from their own local character that draws inspiration from the High Weald Design Guide, and this can be seen notably in the architectural designs but also the landscape materials and planting character. Further through the existing woodland at the thresholds/nodes between each field transition, a single carriage way will be provided for not just ecology requirements but to create a landscaped sense of arrival through the central field. This detail will also manage traffic speeds as well as provide relief for potential vehicular dominance on the Spine Road.



### LEGEND

- Existing trees retained
- Existing pond
- Proposed key blocks of visual mitigation buffer planting
- Proposed key green spaces
- 1. Northern gateway; open space & SUDs with backdrop of existing woodland
- 2. Community open space
- 3. Ecological corridor linkages Spine Road gaps
- 4. Village green
- 5. Existing pond & community open space as a transition into the development
- 6. The Spinnery entrance buffer; native woodland and shrub mix
- Spine Road landscape
- Developed areas

LANDSCAPE FRAMEWORK



### LEGEND

- Green route linkages
- Pedestrian routes across the site away from Spine Road using a combination of pedestrian footpaths, homezone driveways and open spaces.
- Spine Road Main vehicular access paired with continuous pedestrian footway
- Public Right of Way So far as possible to be routed on gravel/ beaten earth footpath, but may share other paved surfaces as it crosses the site
- Other linkages

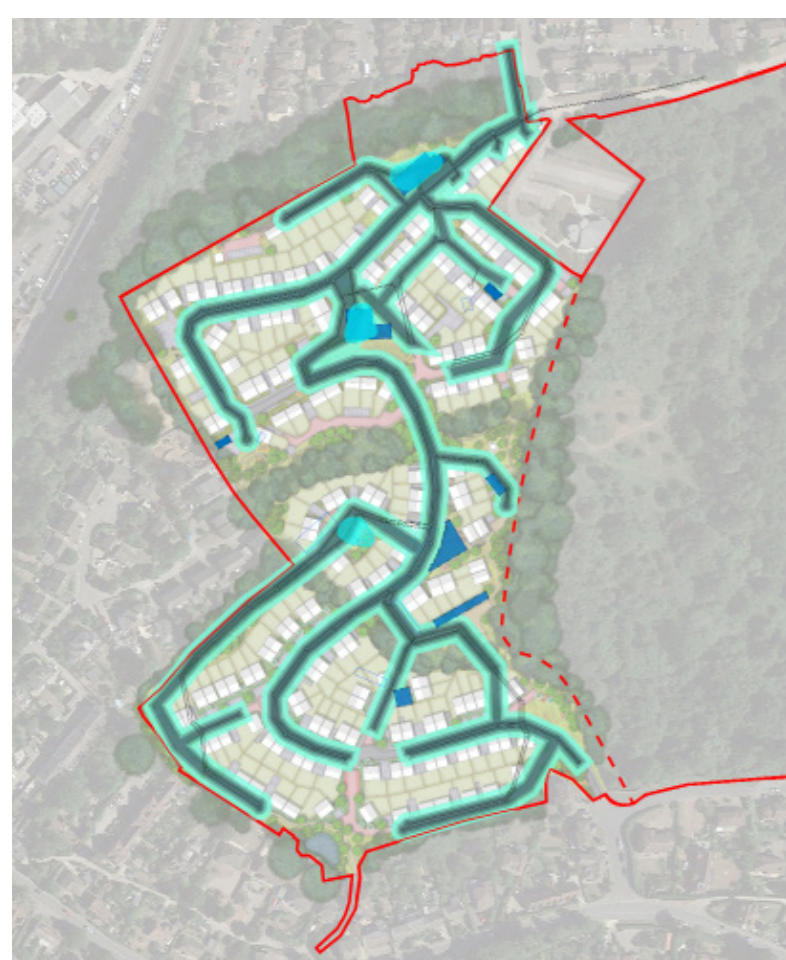
STRATEGIC CIRCULATION



### LEGEND

- Spine Road footpath
- Key pedestrian crossing point
- Pedestrian footpath through green space (asphalt)
- Pedestrian footpath through green space (hoggin)
- Pedestrian / vehicular route via shared surface homezone driveway
- Aspiration for pedestrian link TBC
- Spine Road (4.8m width) [Narrows to 3.1m width at 2 no. locations]
- Line of Public Right of Way

PEDESTRIAN CIRCULATION



### LEGEND

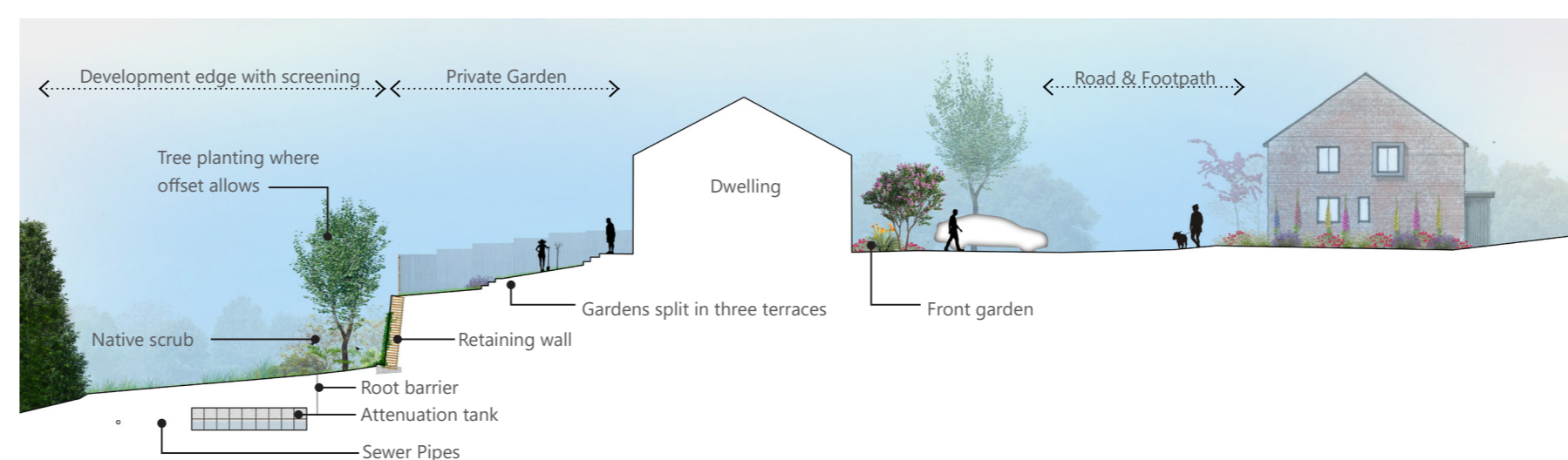
- SuDs basin
- Attenuation tank
- Lines of storm water & foul water sewers
- Zone of trees and planting easement to sewers:
  - 1.5m zone
  - 3m zone
  - 6m zone

DRAINAGE STRATEGY

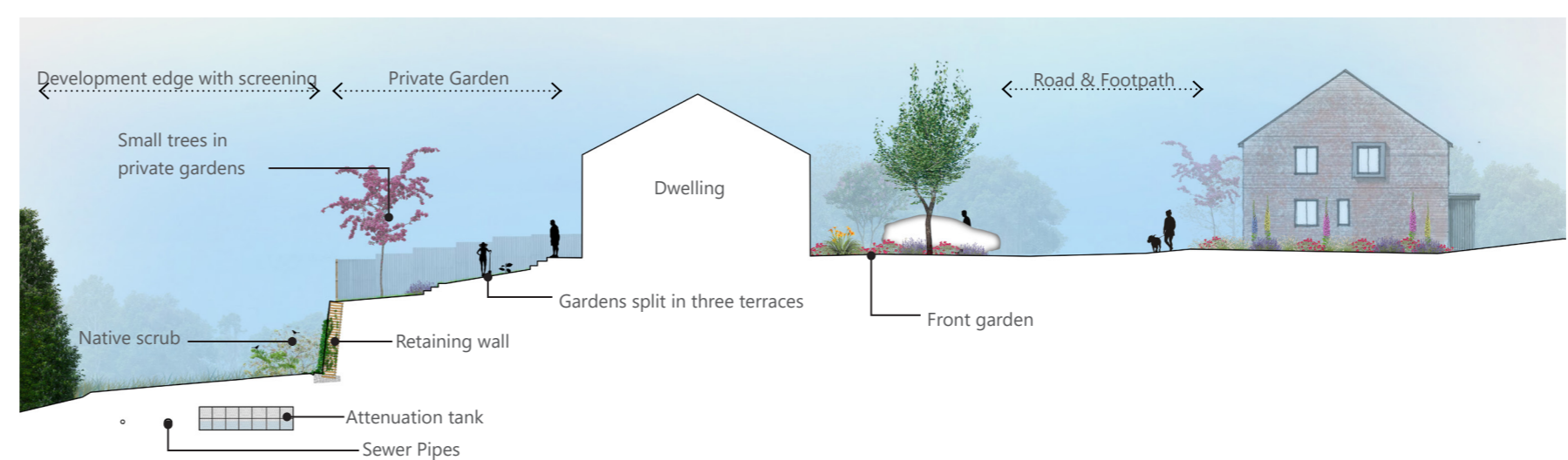


LANDSCAPE PROPOSAL

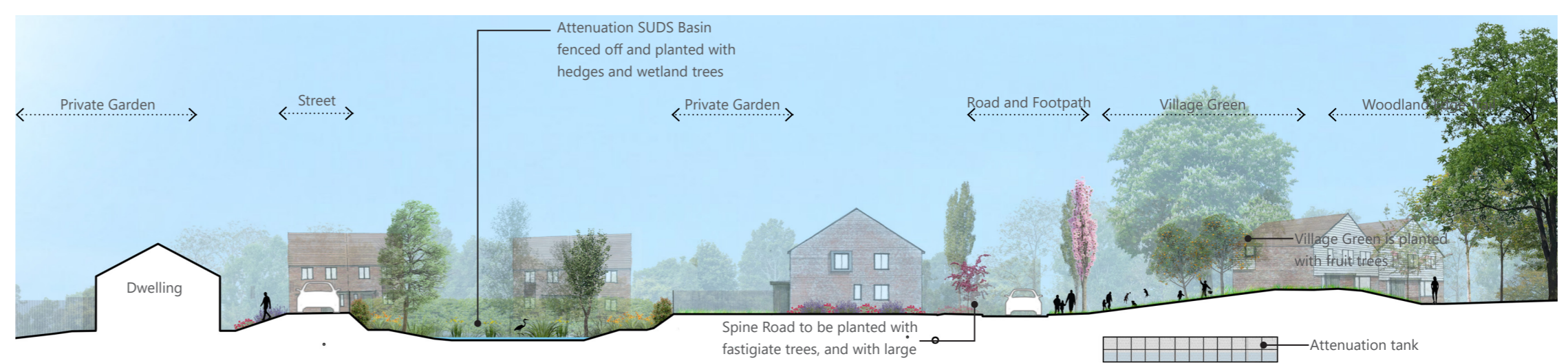
- 1 Northern entrance space provides a sense of arrival at the development presenting a naturalistic pond surrounded by a graded native woodland edge.
- 2 There will be a woodland interface between the existing trees and the development creating a green buffer and a graded transition down to the rear gardens.
- 3 Boundary to existing woodland planting with defensible planting providing a robust edge and dense edge to the woodland and controlling access into the area.
- 4 SuDs basin and open space with picnic spots.
- 5 Diverted public right of way providing maintaining an accessible connection across the site.
- 6 Central woodland pond surrounding with marginal species presenting a bio-diverse habitat for amphibians and invertebrates.
- 7 The central green open space within the development will act as a meeting point for the local community.
- 8 Square that creates a space with a change of surface material that provides a sense of arrival at the development.
- 9 Existing pond reinstated and enhanced with additional native shrub and tree planting.
- 10 Dense planting around the Spinnery entrance visually screens the development and provides a transitional space/gateway.



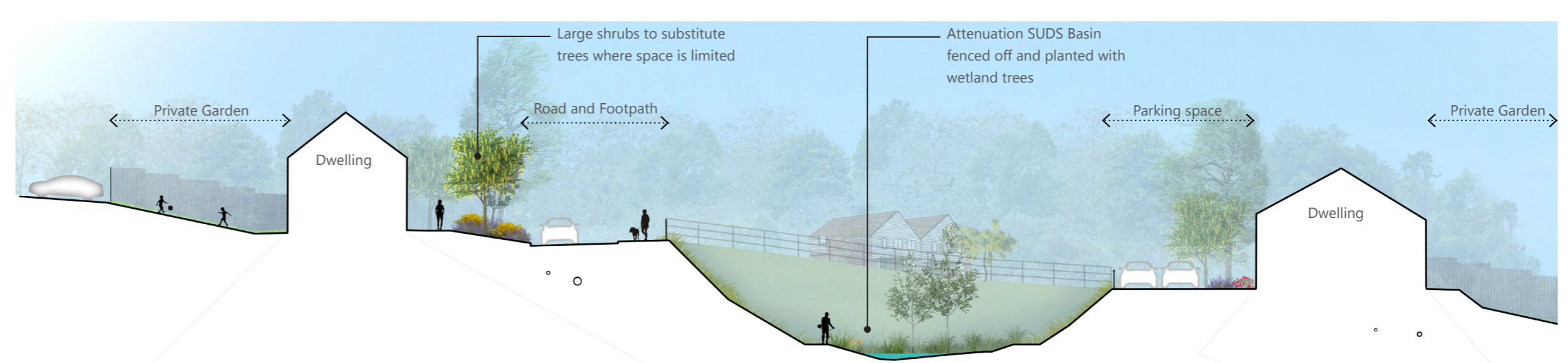
SITE SECTION A-A FIELD 3 BOUNDARY



SITE SECTION A-AB FIELD 3 BOUNDARY



SITE SECTION B-B FIELD 2 SUDS BASIN AND VILLAGE GREEN



SITE SECTION C-C FIELD 1 SPINE ROAD AND SUDS BASIN

# FIELD 1

## PROPOSED LAYOUT



### KEY FEATURES AND IMPROVEMENTS

#### 1. Northern site entrance

Northern gateway to development

#### 2. Principal spine road

Central vehicular spine road of development through all fields connecting north to south. Clear hierarchy of roads introduced off spine road and secondary access roads designed to adoptable standards to improve access and turning

#### 3. Split-level units

Introduced to manage restrictive sloping areas of site

#### 4. Mews streets

Shared surface streets with on street parking and parking courts, characterised by longer unit runs and corner-turning maisonettes

#### 5. Green community space

Green space, landscaping and seating areas providing separation to more dense parcels and mediating level changes, arranged around central pond

#### 6. Woodland Ridge

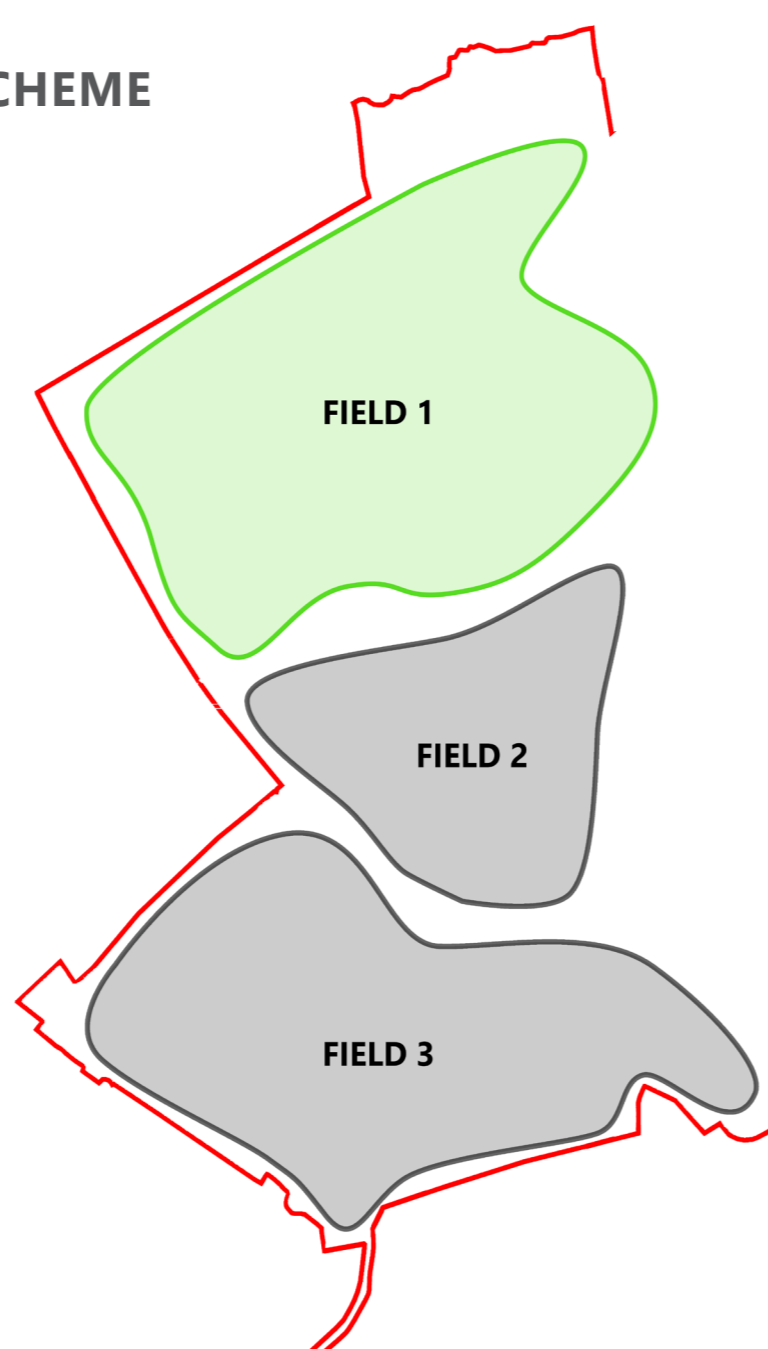
Additional units introduced to maximise views over hillside and improve quality of space between houses in field 1.

#### 7. Connected Walkways and Footpaths

Public rights of way across site maintained and carefully sculpted into layout as part of detailed landscape proposals

### SITE-WIDE IMPROVEMENTS FROM PREVIOUS SCHEME

- **Optimised unit types** designed to reflect local vernacular.
- **On plot parking** introduced wherever possible.
- **More family housing** provided/fewer apartments.
- **Improved energy performance** to all units.
- **Clear road hierarchy** introduced/developed to adoptable standards.
- **Overlooking** of neighbourhood properties addressed through landscape design.



## CONSENTED LAYOUT

# FIELD 2

## PROPOSED LAYOUT



Field 2

- 2 Bed Units - 2
- 3 Bed Units - 14
- 4 Bed Units - 11

There will be 70 affordable homes available across the site, with a split of 46 affordable rent and 24 shared ownership. These affordable homes will be a combination of 1A, 2A, 2B, 2D and 3D house types.

**27 Total Units**

### KEY FEATURES AND IMPROVEMENTS

#### 1. On-plot Parking

Parking provided on plot for majority of layout either directly from spine road or private drives, to reduce requirement for parking courts, and allow for simple rear garden access

#### 2. Private Drives

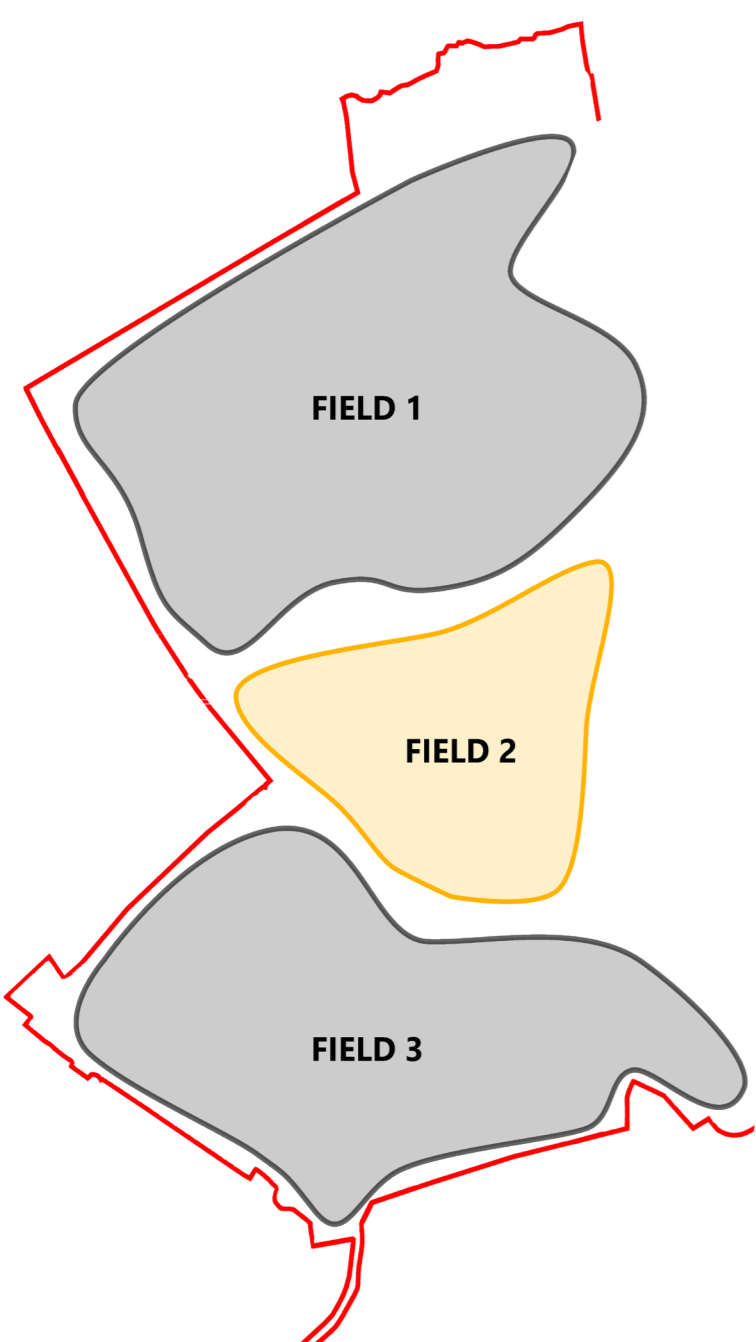
Private drives with rear parking to plots freeing up green frontage and allowing views over woodland to east of site

#### 3. Central Crescent

Focal point to centre of development with housing arranged in a crescent around a central pond and framed by existing tree belts

#### 4. Village Green

Well-overlooked central landscaped area and pedestrian routes creating green lung to development and positioned over proposed below-ground attenuation



**44 Total Units**

## CONSENTED LAYOUT

# FIELD 3

## PROPOSED LAYOUT



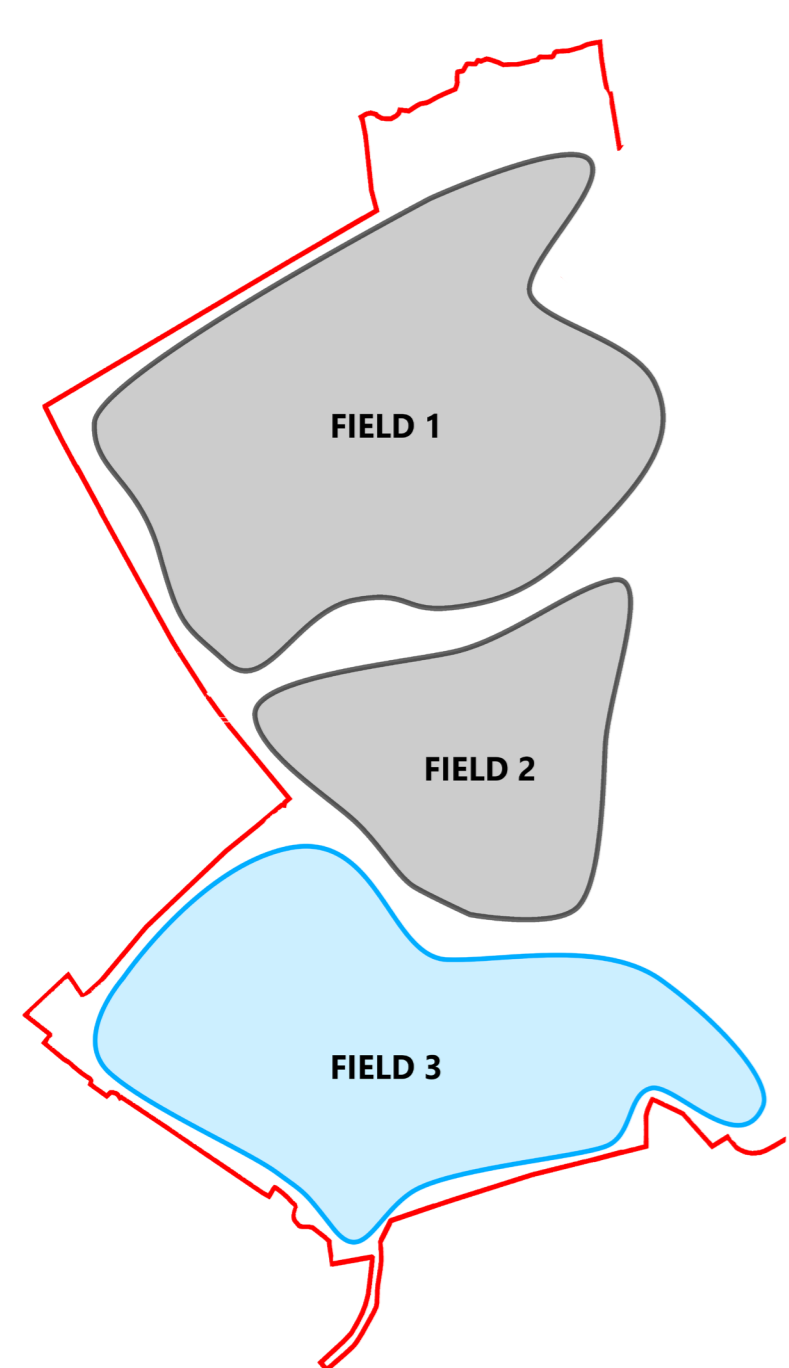
**69 Total Units**

There will be 70 affordable homes available across the site, with a split of 46 affordable rent and 24 shared ownership. These affordable homes will be a combination of 1A, 2A, 2B, 2D and 3D house types.

### KEY FEATURES AND IMPROVEMENTS

- 1. Principal spine road**  
Housing set back from spine road to provide opportunities for landscaping and planting along spine road
- 2. Private drives**  
Private drives with units in less dense arrangements creating more rural feel to parcels. More use of double fronted units to maximise garden sizes
- 3. Shared surface square**  
Proposed square maintained and made more meaningful by units fronting perimeter and the addition of parking bays

- 4. Green swale**  
Former site of proposed dwellings and access road, now opened up to provide landscaped buffer from Field 3 boundary and to provide separation and visual amenity from rear of properties on Kingsdale Close
- 5. Green buffer**  
Landscaped buffer and separation from sensitive adjacent plot outside development site
- 6. South site entrance**  
Southern gateway to development



## CONSENTED LAYOUT

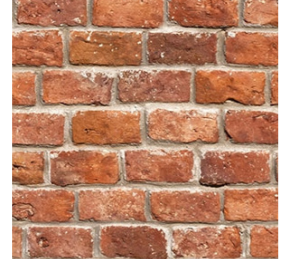
# ELEVATIONS & MATERIALS

## Field 1

### Proposed Materials



Clay Tiles



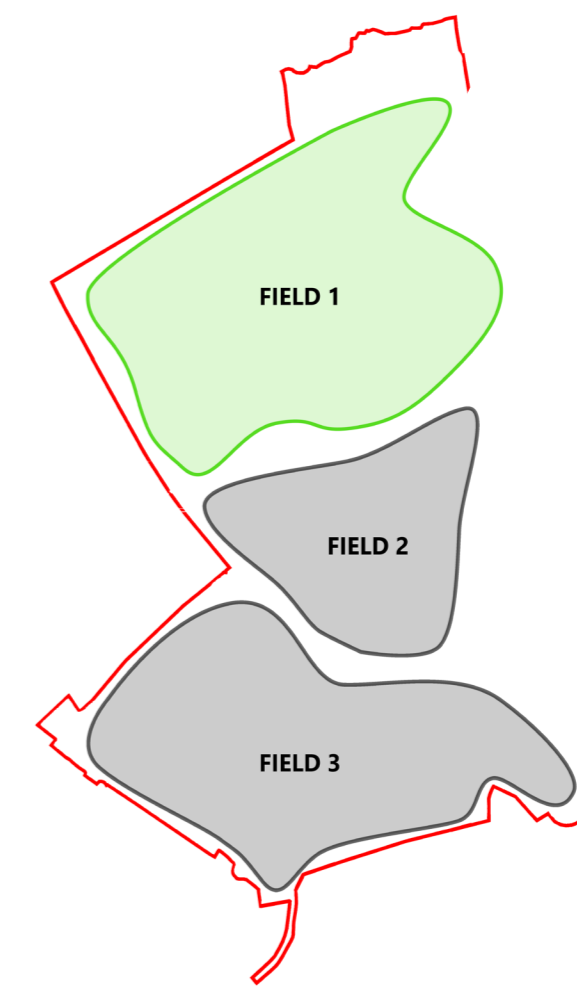
Red Brick



Hardie Plank -  
Arctic White



Hardie Plank -  
Mountain Sage



### Indicative Elevations



## Field 2

### Proposed Materials



Clay Tiles



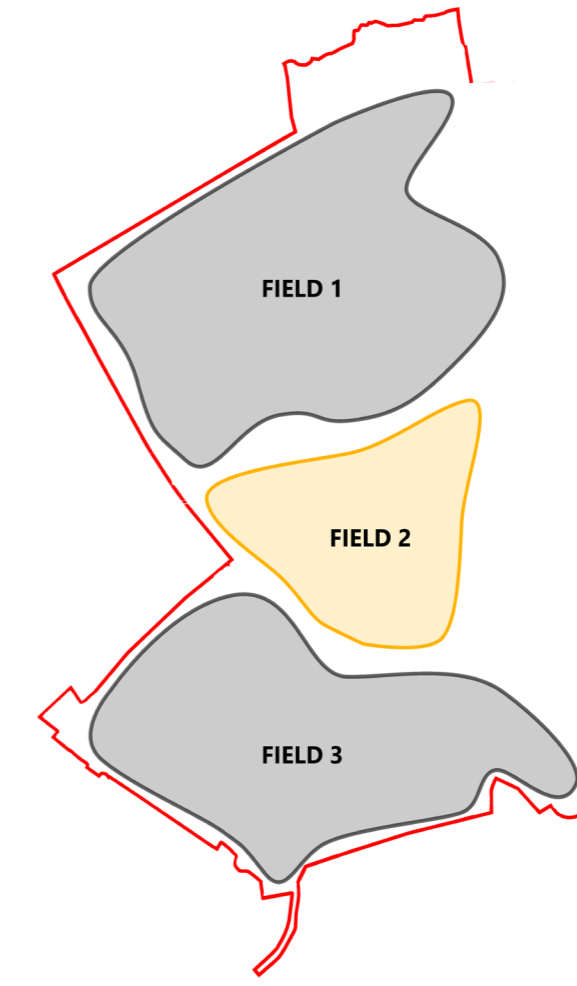
Slate Tiles



Hardie Plank -  
Mountain Sage



Brown Brick



### Indicative Elevations



## Field 3

### Proposed Materials



Hardie Plank -  
Anthracite Grey



Slate Tiles



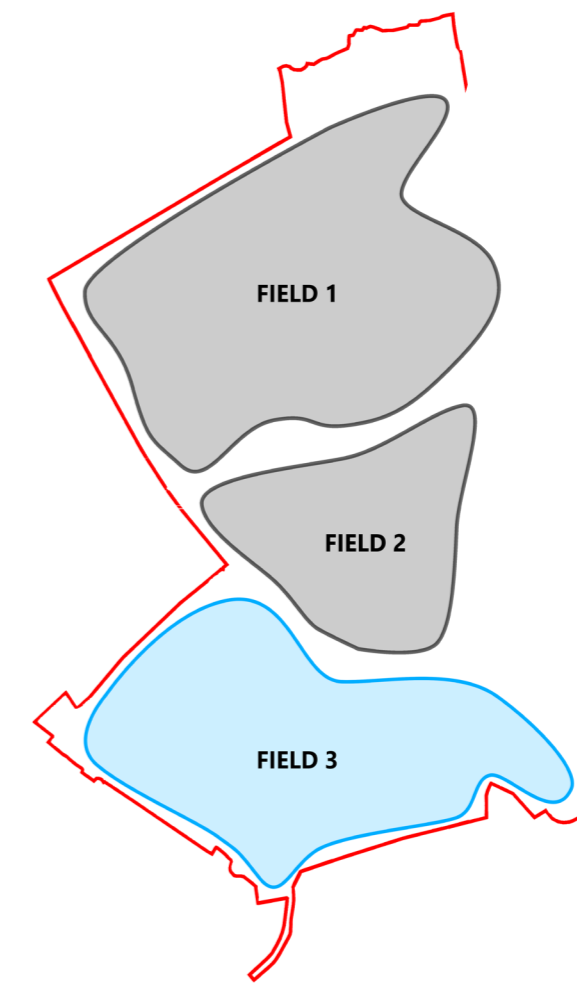
Brown Brick



Clay Tiles



Red Brick



### Indicative Elevations



# ROAD DESIGN

## SPINE ROAD LANDSCAPE

The Spine Road as the primary route through the development has a key role to play in setting the tone for the proposed green and landscaped character of the development. The Spine Road will be planted with subtle differences in species and styles through each of the three fields. Planting along the Spine Road is dependent upon using the margin of soft space between the spine road and the dwellings which are set back typically around a minimum of 3m.

Planting design is prepared with consideration of a number of important constraints:

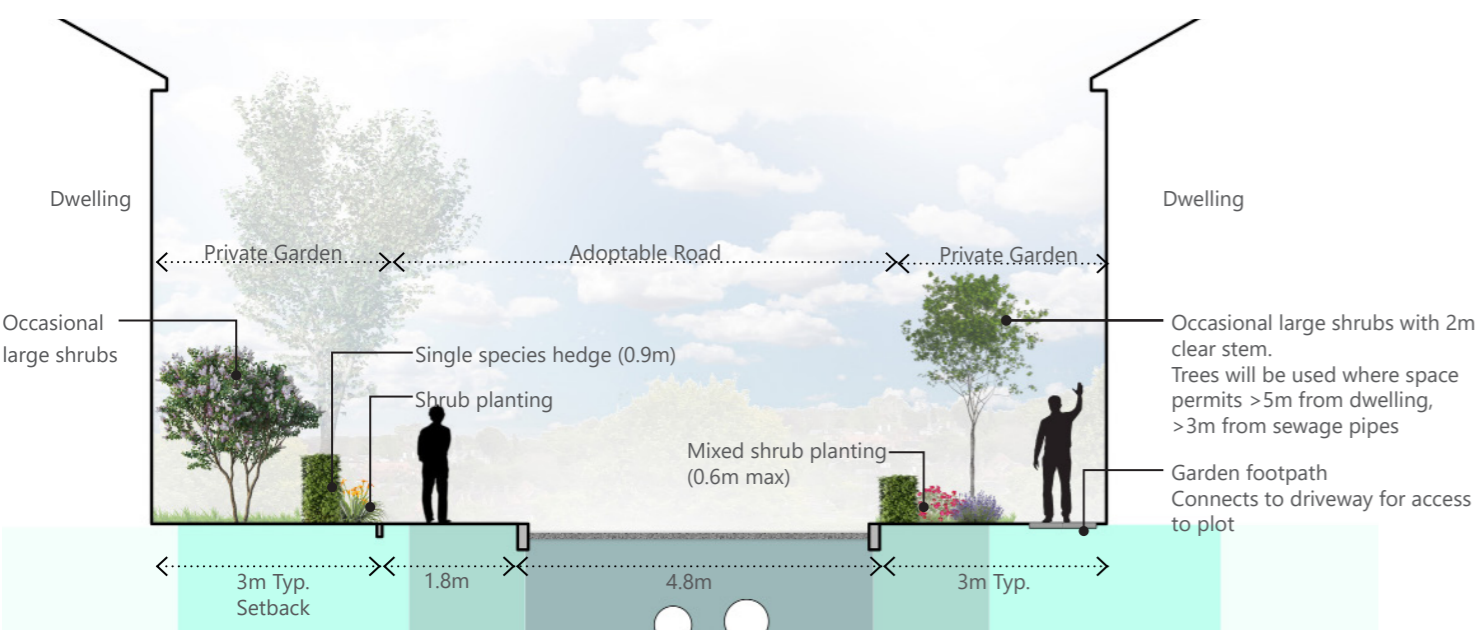
- Restrictions for planting within proximity of sewers
- Restrictions for planting within proximity of building foundations
- Restrictions for planting within highway safety visibility splays.

In field 1, there will be an element of formality and boundary enclosure provided by single species hedgerow to plot frontages. The planting palette will consist of large shrubs, small trees and occasional larger trees at key nodes and unconstrained planting areas. A palette of robust amenity style shrubs and ground covers tolerant of the roadside conditions and formal appearance will be used.

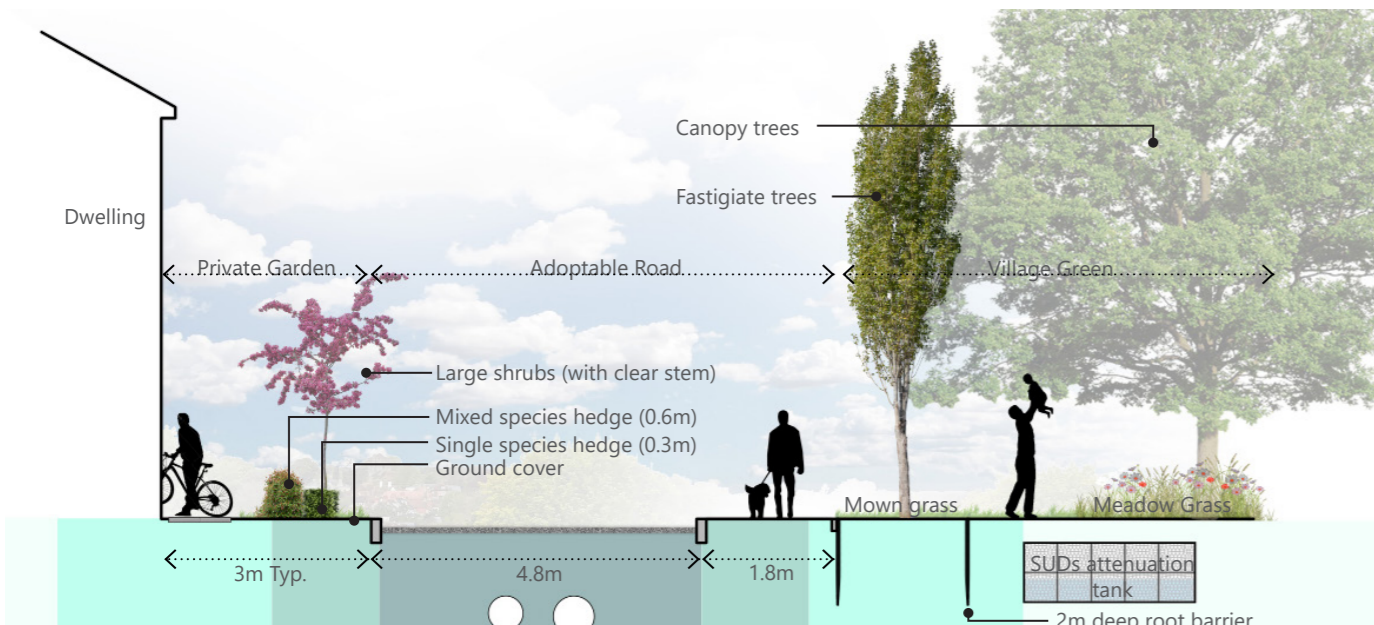
Field 2 will contrast with fields 1 and 3 in both architectural and landscape materiality as well as in the planting. The vision here calls for a unique arrangement of double evergreen hedgerows as boundaries and forms of enclosure.

Field 3 has a planting character that would have less of the formality of fields 1 and 2, and whilst using a palette of robust amenity shrubs and plants tolerant of the roadside conditions, a cottage style border character would be sought to be created.

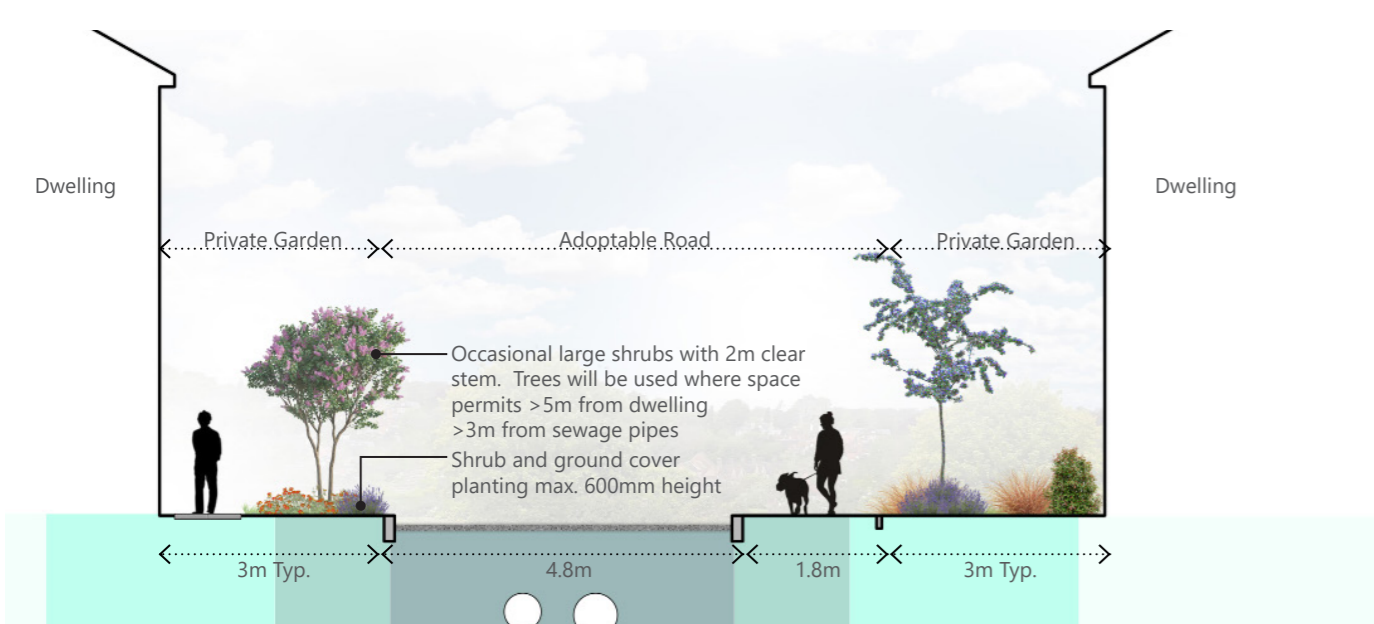
One of the key ecological requirements is for new tree planting to close the gap in the tree belts exposed by the construction of the Spine Road. Here, a high canopy trees with understory planting composed of plants for dormouse foraging such as hazel, bramble is needed. Large specification trees will be needed from day one to promote rapid re-establishment of a continuous tree canopy bridging over the Spine Road at the necessary minimum height.



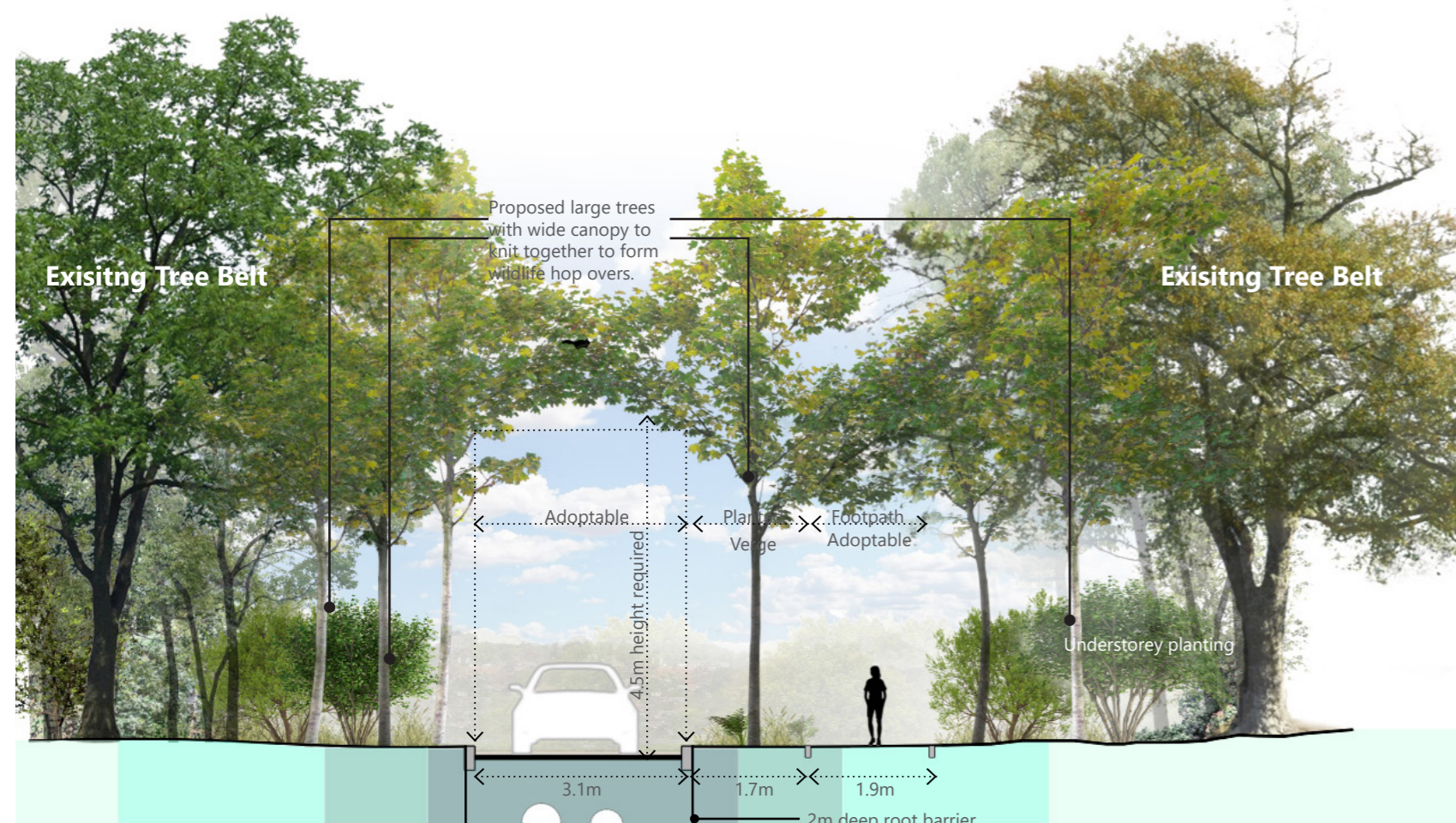
TYPICAL CROSS SECTION FOR SPINE ROAD IN FIELD 1



TYPICAL CROSS SECTION FOR SPINE ROAD IN FIELD 2



TYPICAL CROSS SECTION FOR SPINE ROAD IN FIELD 3



CROSS SECTION FOR CANOPY BRIDGE



### SPINE ROAD & DRAINAGE DIAGRAM

Indicative only and subject to further detail design

The proposed surface water drainage design incorporates Sustainable drainage systems (SUDS) such as Ponds, permeable paving, and underground cellular tanks, in order to provide sufficient attenuation for a 1 in 100 year storm event, prior to discharging off site, back into the existing water course, via a series of flow controls throughout the site.

The SUDS measures are designed to manage the surface water run-off from the roofs and hard standings and limit the overall flow rate from the development to the Pre-development 'Greenfield run-off rate' for the site.

The final discharge to the watercourse near Harrier Lane is restricted so that the flood risk is not increased in the area.

SUDS features such as ponds are also an amenity and biodiversity benefit, and serve as a treatment stage, prior to the surface water being slowly released back into the downstream watercourse.

### SPINE ROAD KEY FACTS

- **Whole site approach** key to planning policy requirement for development of site
- **Site topography and ecological sensitivities** across the site key driver in the design of the road layout
- **Traffic-calming benefits** from S-shaped layout design
- **Offset traffic** at the Lower Lake Road roundabout



CURRENT WORKS DIAGRAM