

YORK STREET SITE DOVER

Planning Brief

Supplementary Planning Guidance

DOVER
DISTRICT COUNCIL



1.0 Purpose of the Brief and Background

- 1.1 Dover District Council is seeking to promote the appropriate development of this site which occupies a high profile, gateway location in the south west corner of Dover town centre, adjacent to the A20(T), which is the main road to the passenger terminals in Dover Eastern Docks, which are the busiest in Europe. The site also lies close to the new cruise liner terminals at the western docks.
- 1.2 The site comprises the majority of the area bounded by Bench Street, Townwall Street (A20(T)), York Street and Queen Street. A location plan (Plan 1) is appended to this brief. The site covers an area of approximately 0.32 ha (0.8 acres) and is identified on an appended site plan (Plan 2).
- 1.3 In its current condition, the site presents a poor image of Dover town centre and as a result people are less inclined to stop and visit the town centre. This in turn is considered to have a negative impact on the local economy. The council sees the redevelopment of the site as a top priority and an opportunity to improve the appeal and vitality of the town centre.
- 1.4 The site has remained in this condition for a number of years and it is suggested that its comprehensive development has been held back by fragmented ownership, abnormal site costs and a poor image.
- 1.5 The Port of Dover handles more passengers and freight than any other port in Europe. In 2000 it was estimated that movement through the Port exceeded 16 million passengers and was forecast for significant growth. This provides a potentially vast catchment of people arriving on Dover's doorstep each year. In addition the cruise liner terminal, which is the busiest in northern Europe, had a throughput of 143,000 passengers in 2000. Due to the increase in throughput, Dover Harbour Board has built a second terminal to double the capacity, which opened in April 2000.
- 1.6 The majority of these passengers pass the York Street site along Townwall Street (A20), therefore an attractive development would improve the presentation of the site and Dover town centre, encouraging people to stop and explore the many attractions offered in Dover.
- 1.7 The Brief intends to encourage its comprehensive redevelopment to enhance the site and its surroundings and to secure environmental improvements. Its redevelopment is also one of the key aims of the Town Centre Strategy.
- 1.8 The site is currently owned by several different parties, therefore the achievement of comprehensive redevelopment will depend on site assembly and the relocation of existing uses. Every effort will be made to resolve any land ownership issues through negotiation, but as a last resort the Council will be prepared to consider the use of its Compulsory Purchase powers. The Council already owns a significant portion of the site.

- 1.9 This Planning Brief has been the subject to considerable public consultation. It has been prepared to take account of a Retail/Leisure Study, completed in September 2000.
- 1.10 This guidance has been adopted by the Council as Supplementary Planning Guidance to the Dover District Local Plan, and will be an important material consideration in the determination of planning applications.

2.0 Objectives

- 2.1 This brief has been prepared to provide guidance on the comprehensive redevelopment of this “gateway” town centre site.
- 2.2 The planning objectives which the Council is seeking to achieve comprise:
1. Comprehensive regeneration of this “brown field” site and bringing a key piece of vacant land back into full and effective use.
 2. Provision of a suitable mixed use scheme which will reinforce the role of the town centre and contribute to its vitality.
 3. Secure environmental enhancements through high quality design of new buildings and landscaping treatment.
 4. Secure townscape improvements of this highly visible location which reinforce this entrance to the town centre and enhance linkages between the core shopping area, sea front and neighbouring retail and tourism facilities.

3.0 Policy Context

National and Regional Policy

- 3.1 In accordance with national and regional policy guidelines, this brief seeks to encourage the comprehensive redevelopment of a “brown field” site, in a town centre location, in a sustainable manner with a quality design that respects and enhances its setting.
- 3.2 In addition, a key aim of the Kent County Structure Plan (adopted December 1996) is to support and improve the standard of environment and the quality of life in Kent, including the level of economic prosperity. With regard to Dover, Policy EK3 of the adopted Structure Plan prioritises the need to address the economic problems of Dover and other areas.

Local Policy

- 3.3 The Brief reflects the policies of the Dover District Local Plan and seeks to provide more detailed guidance in achieving the aims of the Local Plan.
- 3.4 The adopted Local Plan covering the site is the Dover District Local Plan (2002). There are no site specific policies for the redevelopment of the site in the Local Plan. This Brief provides guidance on how the Council will apply the general policies in the Plan on the redevelopment of this site. The site is included within the boundary of the Town Centre. The general policies of the Plan, as they relate to Dover, seek to:
- a) *concentrate new shops in the town centres of Dover and Deal;*
 - b) *provide for the needs of the local population as far as is practical, taking into account the limitations imposed by Dover and Deal's positions in the shopping hierarchy;*
 - c) *ensure that shops are accessible by a range of means of transport including walking and cycling; and*
 - d) *improve the quality of town centre shopping and its environment.*
- 3.5 The Bench Street frontage of the site is zoned in the Local Plan as a Secondary Shopping Frontage, to which Policy SP2 applies. This states *"only uses in Use Classes A1, A2 and A3 will be permitted in ground floor premises."*
- 3.6 In addition to the possibility of developing retail uses on the York Street site, the Council's housing strategy seeks to direct provision of new housing to urban areas in the District. Parking standards for the residential element could be relaxed to enable this. As the site is adjacent to a busy main road, noise will be a critical issue which should be addressed in any planning application. Refer to Local Plan policies HS2 and OS1.
- 3.7 Although the Local Plan does not refer specifically to other typical town centre uses, a range of uses could be appropriate, including retail (A1, A2 and A3), business (B1), residential (C1, C2 and C3), non-residential institutions (D1) and assembly & leisure (D2).
- 3.8 However due to access and highway constraints, development in this location should be a low traffic generator and a prominent retail use on the southern part of the site is likely to be unacceptable. Therefore it is envisaged that any retail or leisure uses will be small scale, and residential, hotel or offices would be the preferred dominant use.
- 3.9 In summary the preferred land uses are:
- Residential
 - Hotel
 - Offices

- Small scale retail (particularly on the Bench Street secondary shopping frontage)
- Small scale leisure (particularly on the Bench Street secondary shopping frontage)
- Tourism uses

4.0 The Site

- 4.1 The site is located in the south west corner of Dover town centre. It comprises the majority of the area bounded by Bench Street, Townwall Street (A20(T)), York Street and Queen Street.
- 4.2 Current uses on the site include a mix of retail, residential, offices, open storage land and open space. Existing retail uses reflect the current perception of the site as being in a poor secondary location and include small A1 units, an amusement arcade and a fast food takeaway. In addition a number of the residential properties are in poor condition, the majority of the offices are vacant and the storage uses are an eyesore.
- 4.3 In terms of topography, the site slopes down from west to east, such that the ground level abutting York Street is at approximately first floor level on Bench Street. It also slopes down from north to south.
- 4.4 It is understood that all mains services are provided in close proximity to the site, however interested parties are advised to make their own enquiries to the relevant utility companies. A sewer runs from Bench Street, east to west across the basement of 10 Bench Street and then south-south-west across the open space fronting the York Street/Townwall Street roundabout.
- 4.5 The site is bisected by Chapel Lane, which is an adopted highway and runs across the site from east to west.
- 4.6 The following sections identify the key issues that a developer would need to address as part of any planning application, in summary these include:
- Access - a Traffic Impact Assessment
 - Design – a Design Statement
 - Archaeology - an archaeological assessment
 - Ground conditions - a ground conditions survey
 - Air quality and noise – issues related to air quality and noise need to be considered with the Council’s Environmental Health section.

5.0 Access

Vehicular

- 5.1 Options for vehicular access to the site have been considered in relation to the vehicle circulation in the roads around the site. The only vehicular access to the site would be provided from York Street to Chapel Lane. Detailing of the road and the geometry of the junction must meet the local highway department's requirements. Individual proposals would need to develop their detailed access arrangements via a traffic impact assessment.

Servicing

- 5.2 Service access to the development and the existing buildings is to be from York Street via Chapel Lane. Space should be provided to allow medium sized delivery vehicles to enter and exit the site in forward gear.

Pedestrian

- 5.3 Proposed development should seek to maintain and enhance pedestrian access to and through the site, to ensure adequate permeability of the site and encourage linkage to the sea front and De Bradelei Wharf factory outlet scheme. It is envisaged that pedestrian access to the site and through the site is to be from Bench Street and York Street via Chapel Lane. Pedestrian access could also be provided from Queen Street and via no. 11 Bench Street, but this will depend on the form of the development.

6.0 Urban Design

Site Context

- 6.1 The town centre lies within the bowl created by its surroundings. New development should have due regard to the high-level long-range views, as well as the townscape issues within the town centre itself.
- 6.2 Developers should adhere to the principles set out in Kent Design. In addition they would be required to submit a Design Statement which fully addresses the objectives set out in the latest DTLR urban design guidance.

Scale and Form

- 6.3 The building group to the north of Chapel Lane has limited architectural merit, although the existing buildings contribute to the contextual definition of the street pattern at the junction of Bench Street and Queen Street. Immediately to the south of Chapel Lane is a more modern 4 storey office development followed by a group of three storey small-scale buildings and then a vacant

site, which was once the site of the Crypt Restaurant. This was a listed building which was destroyed by fire and demolished some years ago. Since that time the site has been excavated to allow the construction of a new sewer. In parallel with this, a limited archaeological excavation was carried out which re-examined the condition of a medieval cellar, which remains on the site.

- 6.4 The eastern edge of the site is defined by open sites and rather untidy back elevations of buildings fronting Bench Street. These buildings vary in scale from a two/three storey Public House, to a four-storey mixed retail and commercial building.
- 6.5 To the north of the site, the surrounding context is set by a modern building of a larger scale and importance mainly on 3 storeys. This was occupied by a tourism venue, known as the White Cliffs Experience, which has subsequently closed. The Council is currently progressing with discussions to use this venue as an Adult Education/library facility. The building fronts the junction of York Street and Queen Street but is set back from the junction due the positioning of a rear service road between Queen Street and the building.
- 6.6 To the west, the major feature, besides the varied collection of buildings stepping up the slope, is the rise in the land to the old fortress at the Western Heights. The south of the site is dominated by the York Street Roundabout and the end of the terrace of buildings known as Cambridge Terrace. These buildings are four storeys high and of a grand scale on their principle elevation. The view from the York Street site to these buildings, is predominantly of their rear elevations, which do not have such presence as the front elevation.
- 6.7 The design of buildings on the site should reflect the urban context of surrounding streets and should respect the heights of the buildings surrounding the site (see Plan 4 – Cross Sections). It is considered important to create a building of high quality design and townscape value on the south-western corner of the site to reflect the importance of this prominent location.
- 6.8 The redevelopment of the old Crypt Restaurant site should be an integral part of the development of the York Street site as a whole and is very important in townscape terms. The infill development should match the scale and height of its immediate neighbours and should seek to preserve or enhance the listed basement.

Siting

- 6.9 Siting of proposed buildings should seek to provide a clearly defined built edge to the site along the York St and Townwall St frontages. This should reinforce the “gateway” location of the site and improve views of the site from the York St roundabout.

Streetscape

- 6.10 Proposed buildings on site should be of the highest quality design due to the prominence of the site and its importance in terms of the perception of Dover to visitors. The scale and rhythm of proposed buildings should reflect that of some of the older developments in the area, namely Cambridge Terrace and the better quality buildings in Bench Street. The street level elevations at the York Street corner should if possible present uses and fenestration which adds to the vitality of the street scene. It should enhance the streetscape of Townwall Street, York Street, Queen Street, Bench Street and Chapel Lane.
- 6.11 The retention of Chapel Lane for pedestrian access through to Bench Street and for servicing of the development and the rear of the existing shops is seen as important to maintain the permeability of the area. The townscape qualities of this route should be enhanced whilst ensuring the safe separation of pedestrians and vehicles. The Council encourages some buildings having dual aspect onto Chapel Lane and other streets to ensure that they provide a safe environment. In addition the developer will be required to provide effective lighting to increase safety and to make the site a place where people want to live, work and visit.

Landscaping

- 6.12 Redevelopment of the site should incorporate comprehensive and high quality landscaping treatment, with appropriate local native species.
- 6.13 The perimeter of the site in Queen Street and York Street north of Chapel Lane should allow for soft landscaping including the planting of trees and ground cover. South of Chapel Lane the site should have a harder more urban edge.
- 6.14 Materials for hard landscaping should be in keeping with the quality adopted in the areas of improvement surrounding the site including granite sets, brick, and York stone paving. The quality of finishes and street furniture in Cambridge Terrace and New Bridge area is seen as a good example of the standard to achieve.
- 6.15 The upgrading of the hard landscape finishes of Chapel Lane is an essential part of this development.

7.0 Car Parking

Number of spaces

- 7.1 In view of the site's urban location the number of parking spaces related to the development will be considered on its merits. Provided the applicant provides appropriate justification, there is an opportunity to provide a reduced number

of parking spaces on the site. Adequate infrastructure to provide public transport links to the site will need to be considered together with adequate provision for disabled parking.

Form and Provision

- 7.2 Parking on the site should be accessed from York Street via the Chapel Lane entrance. The form and location will depend on the style and extent of development, but in any event parking should be internalised within the development to ensure that there is a maximum amount of buildings fronting streets. Analysis of the site shows that both surface and decked car parking arrangements could be implemented, subject to townscape and design requirements.

Management

- 7.3 It is envisaged that the management of the car parking on site will be under the control of the building owner.

8.0 Pedestrian Links

- 8.1 Any development should seek to provide easy and attractive pedestrian movement within the site and to the surrounding area.
- 8.2 Development should seek to enhance pedestrian links to the Market Square and core shopping area via Chapel Lane to Bench Street and possibly via Queen Street. In addition connections to the sea front and De Bradelei Wharf will make use of the existing Townwall Street Underpass approached from Bench Street. The use of the pedestrian access through Chapel Lane and possibly through no. 11 Bench Street will act as a feeder into this route.

9.0 Archaeology

- 9.1 The site is regarded as an area of potential archaeological significance. Interested parties will be expected to conduct an archaeological investigation prior to development.
- 9.2 A recent study has confirmed the likely importance of the site's archaeological heritage. In general, the approach will be to minimise disturbance and preserve in situ, however, where necessary it should also be possible to remove and record. For further information interested parties should contact Kent County Council's archaeology team.

10.0 Conservation

- 10.1 No part of the site is within a Conservation Area, however, the Townwall Street frontage faces a row of properties on Cambridge Terrace which comprise part of the Waterloo Conservation Area. Development of the site should seek to preserve or enhance the character or appearance of the setting of this Conservation Area.
- 10.2 In addition the basement of 10 Bench Street is a Listed Building (Grade II). The nature of the listing is somewhat unusual in that the whole building was listed but the ground and upper floors were destroyed by fire. At the time an application was made to English Heritage to remove the building from the list. English Heritage decided that although the ground and upper floors were beyond restoration, the basement had sufficient historic value to merit continued inclusion in the list. As a result development of 10 Bench Street should respect the listed basement and development of adjacent buildings and plots should respect the curtilage of the listed basement.
- 10.3 Interested parties are advised to discuss the above conservation issues with English Heritage.

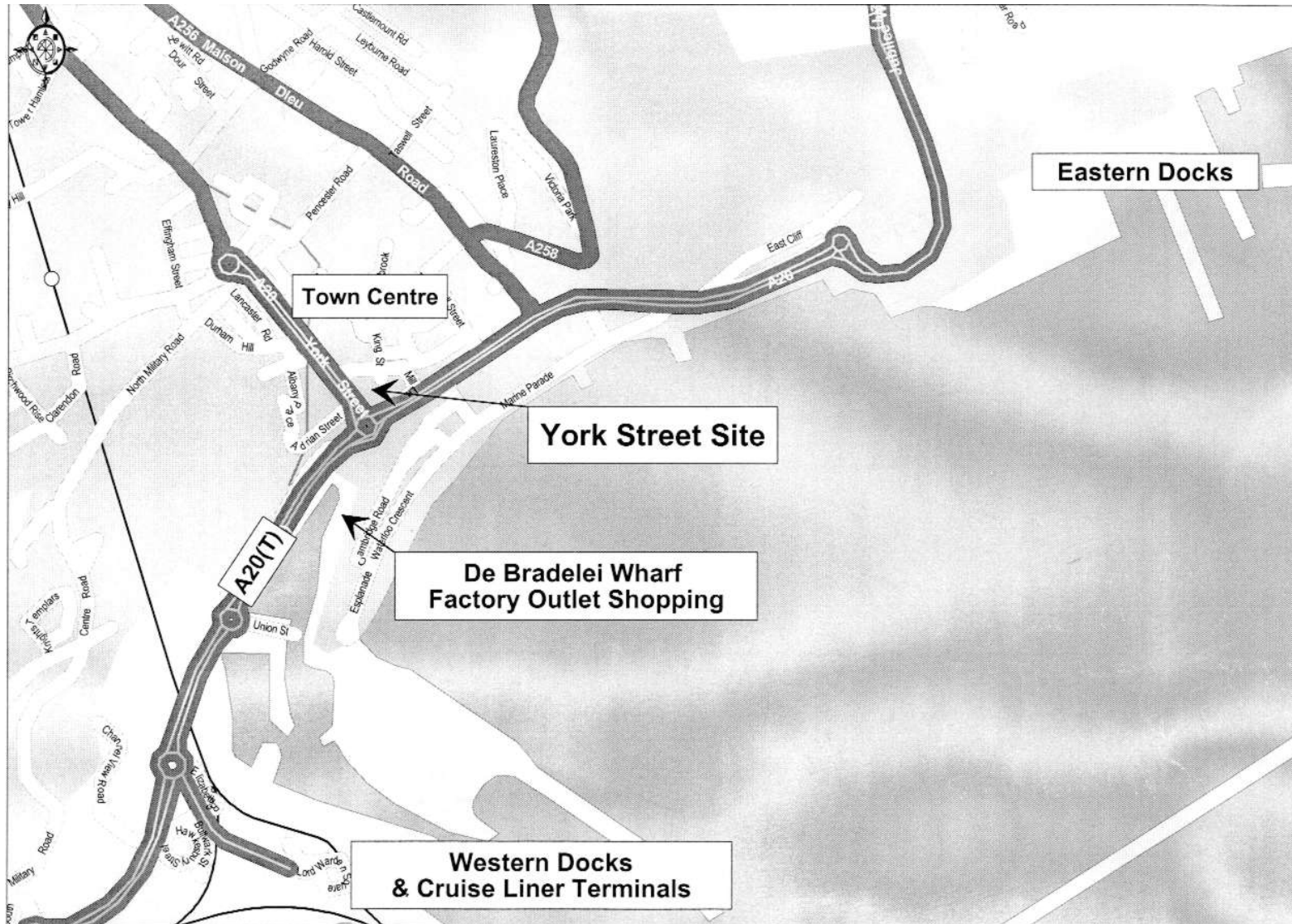
11.0 Implementation

- 11.1 The Council would prefer to see a planning application for the whole site that ensures development is comprehensive and relates well to the town centre and surroundings.
- 11.2 Any applications made in outline should include details of access and siting. Early contact with Council development control officers is advised.
- 11.3 This guidance has been adopted by the Council as Supplementary Planning Guidance to the Dover District Local Plan, and will be an important material consideration in the determination of planning applications.

Appendices

- Plan 1 Location Plan
- Plan 2 Site Plan
- Plan 3 Opportunities and Constraints Plan
- Plan 4 Cross sections
- Plan 5 Site photograph

York Street Site, Dover Location Plan



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Scale 1:2500

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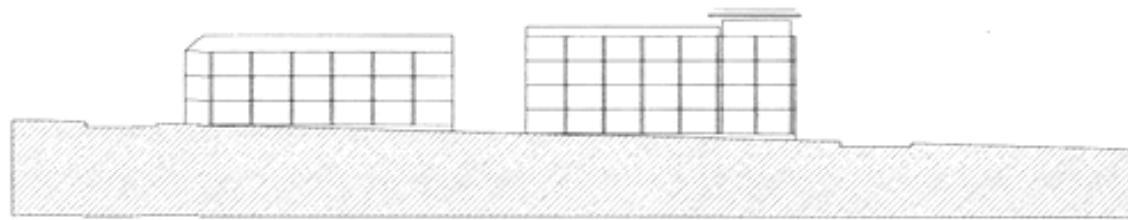
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Plan 2 - Site Plan

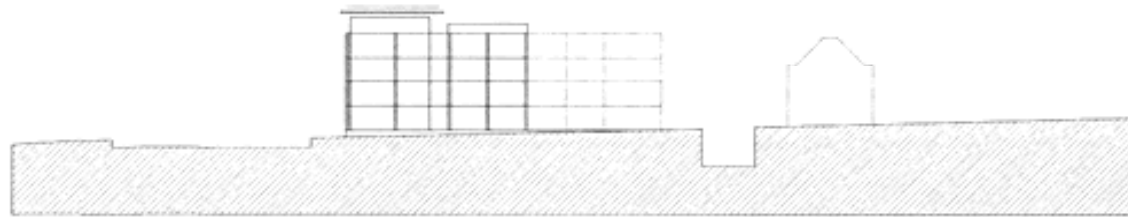


Area covered by Planning Brief

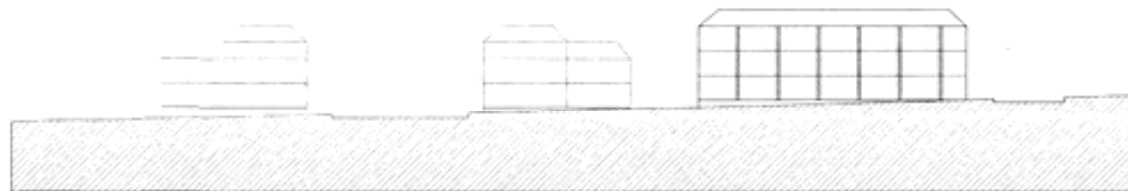




YORK Street Elevation



Town Hall elevation



Queen Street elevation

York Street Area

Proposed scale & massing

Not To Scale

1. All work shall be in accordance with the current Building Regulations.
2. All work shall be in accordance with the current Planning Regulations.
3. All work shall be in accordance with the current Environmental Regulations.
4. All work shall be in accordance with the current Health and Safety Regulations.
5. All work shall be in accordance with the current Fire Regulations.
6. All work shall be in accordance with the current Access Regulations.
7. All work shall be in accordance with the current Equality Regulations.
8. All work shall be in accordance with the current Data Protection Regulations.
9. All work shall be in accordance with the current Freedom of Information Regulations.
10. All work shall be in accordance with the current Anti-Money Laundering Regulations.
11. All work shall be in accordance with the current Anti-Bribery Regulations.
12. All work shall be in accordance with the current Anti-Corruption Regulations.
13. All work shall be in accordance with the current Anti-Fraud Regulations.
14. All work shall be in accordance with the current Anti-Terrorism Regulations.
15. All work shall be in accordance with the current Anti-Trust Regulations.
16. All work shall be in accordance with the current Anti-Consumer Protection Regulations.
17. All work shall be in accordance with the current Anti-Competition Regulations.
18. All work shall be in accordance with the current Anti-Cartel Regulations.
19. All work shall be in accordance with the current Anti-Subsidy Regulations.
20. All work shall be in accordance with the current Anti-Dumping Regulations.
21. All work shall be in accordance with the current Anti-Export Subsidy Regulations.
22. All work shall be in accordance with the current Anti-Import Subsidy Regulations.
23. All work shall be in accordance with the current Anti-Subsidy and Dumping Regulations.
24. All work shall be in accordance with the current Anti-Subsidy and Dumping Regulations.
25. All work shall be in accordance with the current Anti-Subsidy and Dumping Regulations.

General Information			
Client	Dover DOVER Town Centre		
Project	Proposed Scale & Massing		
Project No.	0810YS-AP04	Phase	NTS
Date	12-06-20	Rev	1
Drawn	0810YS-AP04	Checked	0810YS-AP04
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YORK
STREET
SITE