

4.0

Design Analysis



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4.1 Site Analysis

The subject site is considered on the basis of the landscape character, with the existing perimeter and field boundary trees, hedgerows and the natural site features arranged informally.

The site falls north to south and the Russet Grove development creates a built form 'backdrop' to the site which is regimentally set out as a fruit farm set within this more informal landscape character.

The perimeters retain the historic hedgerow and tree lines but it is the "more modern" windbreak silver birch tree line which is the prominent feature at the upper contours of the site, with Russet Grove beyond.

This informs a Constraints and Opportunities Analysis influenced by Consultant inputs as a basis to then consider evolving proposals.



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4.0 Design Analysis

4.3 Heritage

The Executive Summary of the Heritage Report by Orion sets out that the significance of the Grade II listed properties – Bishop House, Jewell House and Cottages and Stone Pit Farmhouse and Barn will be preserved.

The significance of the two non-designated built heritage assets – Holders Cottages – some 30m north east of the subject site boundary, and Hall House – 165m north east are also assessed. These cottages are not listed nor locally listed.

They are relatively well screened by hedgerows and mature trees to the south west. This screening can be considerably enhanced and any development set back from the boundary in this area of the site.

Historic Mapping

The historic mapping with field boundaries are of note, having been lost to the commercial orchard, before 1968.

This provides a strong design inference to reintroduce/reinforce these linear features within an emerging, landscape lead masterplan approach. The remnants of these field boundaries are evident in the aerial photograph in the otherwise regimented orchard layout, orientated north-south with the slope of the site.

Copper Lane Farm was to the south of the site, as built form historically aligning with Copper Lane

Copper Lane Farm

Post 1968 (By 1989) this farm grouping on the southern boundary of the subject site was demolished.

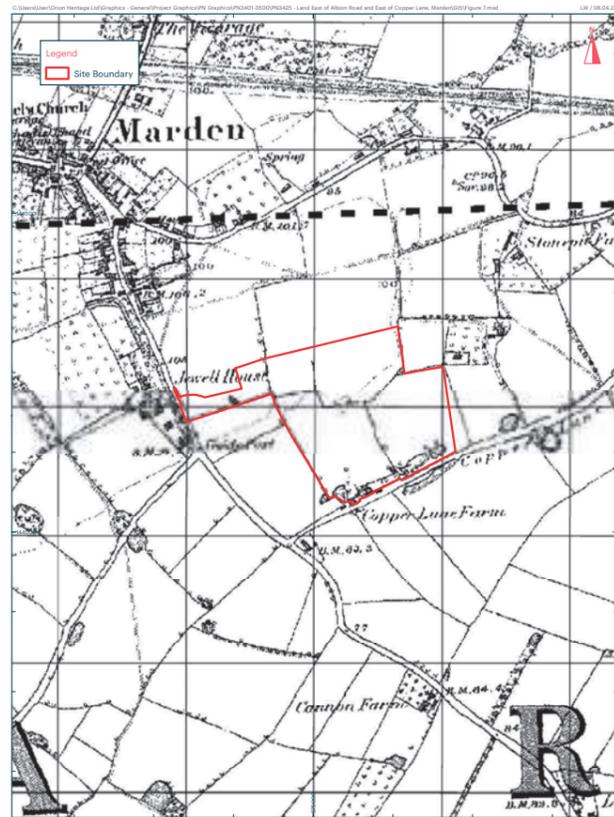
It had a separate access directly off Copper Lane and was set adjacent to a series of ponds along the southern edge, which remain as natural features. The access can be considered as a secondary, non-vehicular access to the proposals and to the natural southern amenity area.

Context

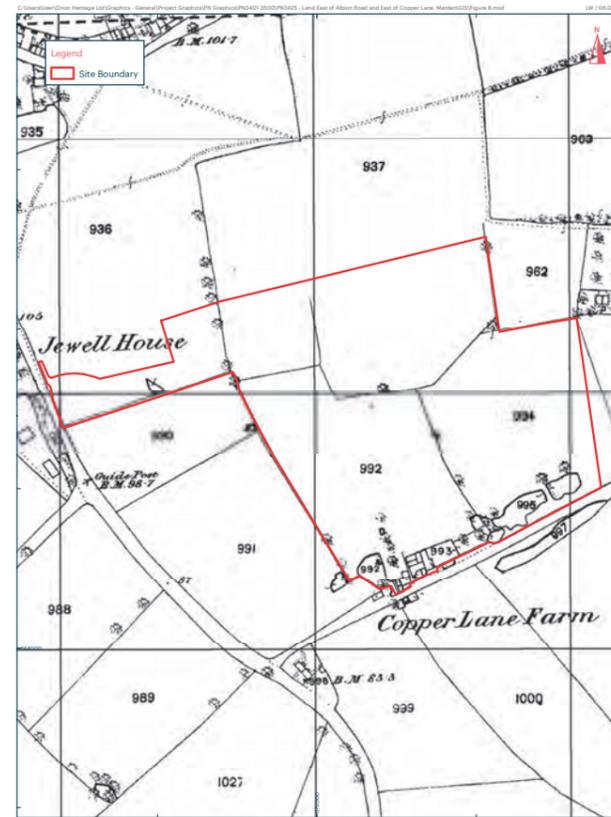
The Howlands

At the north west of the site demise the ‘pan handle’ area off Thorn Road excludes The Howlands. This is a three storey symmetrical fronted property, set back from the roadway – to be integrated with the proposals.

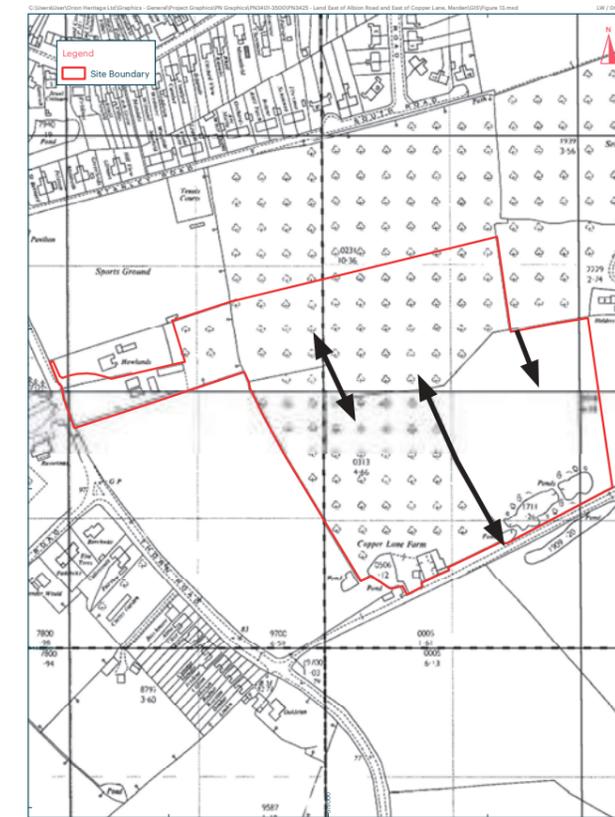
The public footpath PROW281 is directly to the west of this part of the site – as a strong linkage connection with a trodden footpath evident to the southern boundary of The Howlands, continuing into the subject site.



Site Location, Marden - 1872



Site Location, Marden - 1894



Site Location, Marden - 1968



Site Location, Marden - Present Day



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4.4 Highway Access

Site Access

'The 'panhandle' site and land fronting The Howlands is the location of the proposed vehicular (and footpath) access – as considered by i-Transport in their proposed drawing No. ITB15098-GA-053.

A bell mouth 'T' junction is proposed off Albion Road, on the alignment of the current access to The Howlands. The footpath PRoW 281, located opposite the proposed vehicular access into the site, is proposed to be upgraded as far as Blossom Way with a scheme for enhancements having the informal agreement from Kent County Council Highways at pre application stage. An emergency vehicular access is proposed off Copper Lane, to also provide cycle and pedestrian access in their proposed drawing No. ITB15098-GA-026.

There is a mature tree line to the western side of Albion Road and Thorn Road, where existing properties are considerably set back from the road. The visibility of the new bell mouth is achieved within the highway land to the north and south and across the site ownership demise. This dictates the 'central' location of the access within the panhandle and Howlands frontage.

A scheme of speed reduction measures is proposed along Thorn Road and Albion Road comprising of a suite of highway features to include build outs, highway surfacing and a gateway feature into the village.'

