

TELEREAL TRILLIUM
OCCUPATION ROAD, WYE

DESIGN AND ACCESS STATEMENT

SEPTEMBER 2019 (REV C)



Occupation Road, Wye: Design and Access Statement

This Design and Access Statement has been prepared by On Architecture on behalf of Telereal Trillium.

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September 2019

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01

Occupation Road, Wye

Introduction

This Statement is prepared by On Architecture, on behalf of Telereal Trillium, in support of a detailed planning application for the demolition of vacant former college buildings and other structures and residential redevelopment of the site, comprising of 40 no. houses with access and open space.

The structure and content of the Design and Access Statement has been prepared in accordance with the Town and Country Planning (Development Management Procedure)(England) Order 2015 and Government's online National Planning Practice Guidance (NPPG) 2014 (as revised).

The aim is to explain how the proposed development is a suitable response to the site and its setting within the Kent Downs Area of Outstanding Natural Beauty, how it relates to the settlement of Wye and adjacent built-up sites and detailed design matters. It describes the design ethos underpinning the proposals, considering issues of use, amount, layout, appearance, scale, landscape, access and sustainability and should be read in conjunction with our drawings and supporting information submitted with the planning application.

It describes the design process that has been undertaken and provides details of the site context and key design and architectural principles that have informed the proposals and demonstrates the commitment of the land owners and designers to achieving Good Design and meeting the requirements of planning policy, legislation and good practice guidance.

The residential proposal follows extensive dialogue with Ashford Borough Council and Wye Parish Council. The scheme has been informed by the Former Wye College Masterplan, designed to guide the future development of the sites within its complex, which was the subject of local consultation between March and May 2018.



LOCAL CONTEXT

The village of Wye lies approximately 4 miles to the north west of Ashford, which has Eurotunnel links to Europe and good road and rail communications to London and the south east. Wye is located off the Canterbury Road, (A28), which creates a good road network for the village to both Ashford and Canterbury. The village is a relatively large settlement with a wide range of facilities and services and most importantly, a mainline railway station, which gives a link for commuters to Ashford, Canterbury, London and beyond.

The application site is located on the northern side of Occupation Road, to the east of its junction with Olantigh Road, at the northeastern edge of the settlement of Wye. It comprises of 3.35 hectares of partially previously developed land, consisting of a collection of obsolete former college buildings and other structures, previously used as a research centre, but now largely vacant. The site is bounded by a conifer tree screen growing along the Occupation Road frontage, forming its southern edge, behind which there is an open parcel of land and beyond that the variety of permanent buildings. To the east of this complex lies the former meteorological station and an area of unused grazing land, known locally as Strawberry Field. To the north of the site are open fields and unused land (Hop Garden Field); whilst further north is the former ADAS site. The site adjoins Wye School buildings to the west, separated by an existing access and car park and bounded by conifer hedging.

On the south side of Occupation Road are various single storey buildings in commercial use, a substantial array of vacant former college buildings, with associated storage and office buildings, a number of temporary buildings and 4 dwelling houses. There are allotments at the western end of Occupation Road, which is characterised by its narrowness and uneven, unmade surface. The North Downs Way public footpath runs along its length. The application site has an existing vehicular/pedestrian access from Occupation Road at its western end.

The application site is set in a wider landscape context.

The built context is illustrated on our site layout drawing and in the following aerial photograph:



SITE PHOTOGRAPHS

Occupation Road is a narrow lane providing vehicular access to commercial buildings running along its southern edge. It forms a pedestrian walkway at the Northeastern edge of Wye. The site sits north of Occupation Road, adjacent to Wye School, and contains disused research buildings and various outbuildings belonging to a former research facility which has been vacant in recent years. The photographs below illustrate the character of Occupation Road and the significant hedge and landscaping which dominates its edges. Photographs taken at the site illustrate an overgrown, and obsolete set of vacant former college buildings which have been compromised by lack of use and natural surveillance.

Aerial view



Photographs courtesy of Telereal Trillium

LOCAL CHARACTER

It is critical to the success of the Masterplan, and the development which will follow it, that it respects the special character of Wye, as illustrated by the following photographs. These have been grouped to illustrate particular characteristics or themes, which have helped inform the Masterplan proposals.

Houses grouped around open spaces

The grouping of houses around open spaces or 'greens' is a notable characteristic seen throughout the Wye townscape.



Typical forms of development

The density of built development varies, from higher density, mostly terraced housing, in the centre of Wye, to lower density detached and semi-detached houses, on the periphery of the village. There are also examples of courtyards, around which buildings are grouped.



Views out of the village

A particular characteristic of Wye is the number of opportunities for views out of the village to the surrounding countryside, both along main/principal roads within the village, but also within other areas of residential development. The first photograph below illustrates views across the green space at Churchfield Way and the open view to the west of the Village from Churchfield Way close to its junction with Bridge Street.



Development on corners/gateways

Buildings on street corners, or entrances to courtyards, within Wye, are often more prominent buildings, perhaps of a greater height (three storeys rather than two storeys), or with principal elevations facing both sides of a corner.



Hedgerows and other forms of boundary treatment

Much of the housing outside the historic core of Wye is of a relatively suburban layout and appearance, but is often given character by the nature of boundary treatments, in particular the use of hedgerows, which range from formal to informal; the latter being more common as one moves towards the fringes of Wye. The photographs below illustrate a more formal hedgerow, within a suburban layout, enclosing front gardens and fronted by a grass verge, between the footway and highway; and a more informal hedgerow boundary, behind a low brick wall, with only a narrow footway between boundary and highway.



Buildings occupy elevated positions

In a number of locations within Wye, buildings – typically houses – are situated in elevated positions above the adjoining footway/highway. The photographs below illustrate houses with generous front gardens, where the houses are several metres above street level.



Strong street enclosure and traditional design and materials

In comparison, the historic core of Wye is characterised by a strong sense of street enclosure, and buildings of traditional design, detailing and materials, as illustrated by the following photographs. Features of note include:

- Strong sense of street enclosure, buildings set back only a short distance from the footway and highway
- A mixture of sash and casement windows of traditional proportions
- Small dormer windows
- Railings or low walls to small front gardens
- Entrance archways
- Occasional dwellings set back further from the footway and highway



There is an eclectic mix of building materials employed in both historic and more modern buildings in Wye, but predominant types include:

- Red stock brick with Kent peg clay tile roofs
- Painted render/stucco with Kent peg clay tile or slate roofs
- Clay plain tiles on upper elevations
- Decorative clay hanging tiles on upper floor elevations
- Yellow stock brick
- Painted timber weatherboarding (white or black)
- Timber painted sash and casement windows, entrance canopies, dormer windows
- Ragstone, flint and brick boundary walls
- Iron hand railings on steps, rainwater guttering



PLANNING AND DESIGN PRINCIPLES

A brief summary of key planning and design principles to inform the preparation of the Masterplan is set out below.

AONB

Area of Outstanding Natural Beauty – development at the former Wye College Campus should not detract from the natural beauty of the Area of Outstanding Natural Beauty, within which Wye is situated, and in particular should respect the principle that development should not significantly detract from key views into, out of and within the village, shown in figure 2.3 to the Neighbourhood Plan (Policy WNP1c Views). Key views of relevance to the Masterplan are:

Views to the east

- The Crown and Downs viewed from the Kempe Centre
- Views towards the Crown from Occupation Road
- The Crown & Heritage Buildings viewed from Golden Square

Views into Wye from the Crown

Sustainable development

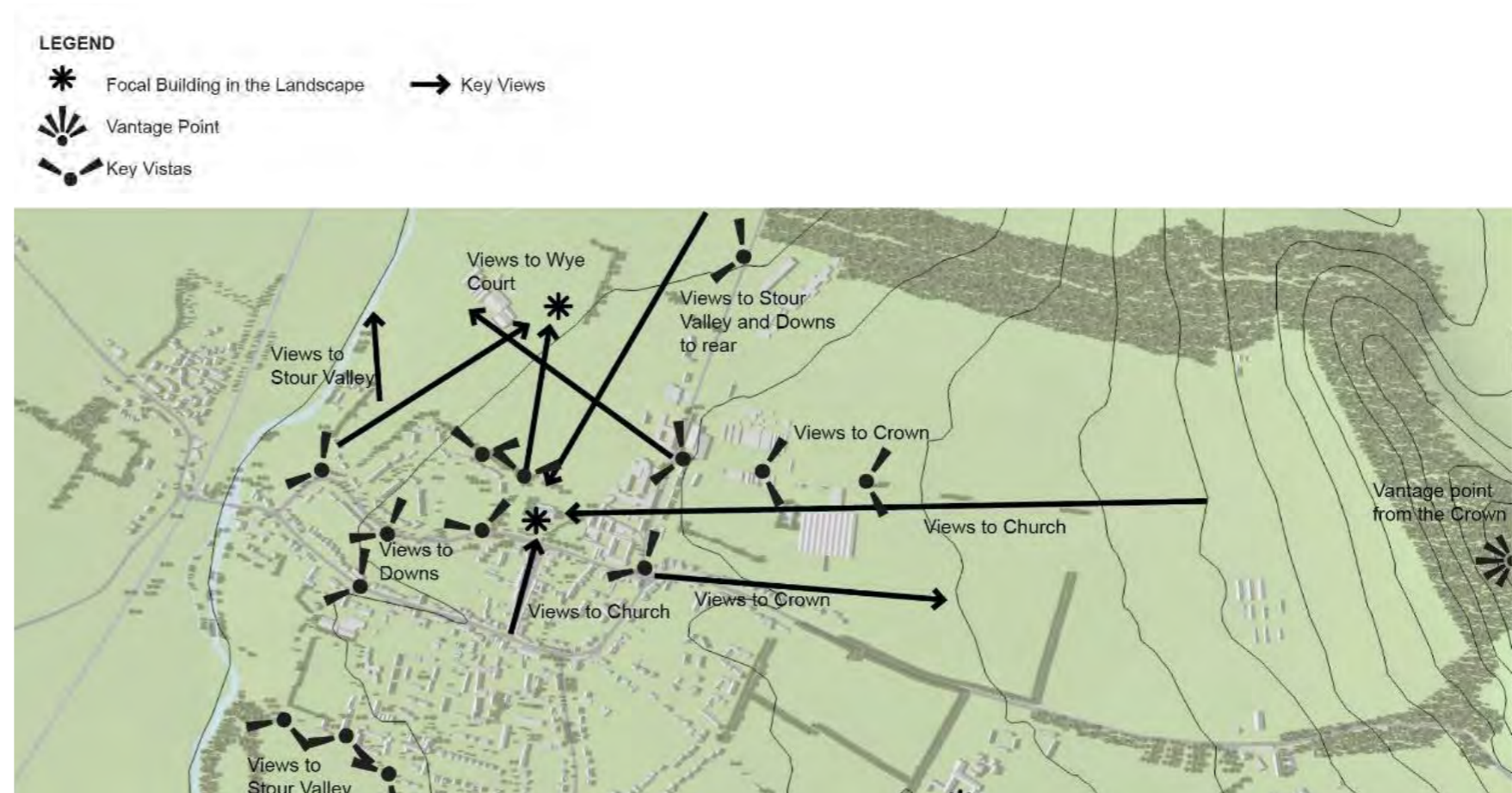
The key provisions of the policy supporting sustainable development encompassing development which meets social, environmental and economic objectives in an acceptable manner, are to be applied to all development which is the subject of this Masterplan.

Heritage considerations

Development proposals comprised within the Masterplan should ensure the protection of the character of listed buildings and the Wye Conservation Area; in the context of the former Wye College, it is of particular importance to bring listed buildings back into productive and viable uses, thereby ensuring their renovation and long term maintenance. Where archaeological interest is present, this should be recorded and or preserved, as considered appropriate.

Making best use of previously developed land

It is an important principle of both National and Local Policy that best use is made of previously developed land; much of the land within the former Wye College holding, within the Masterplan area, is previously developed land.



Views and viewpoints in and around Wye (Figure 2.3 from the Neighbourhood Plan)



Views and viewpoints in and around Wye



View from the Wye National Nature Reserve

Walkable village

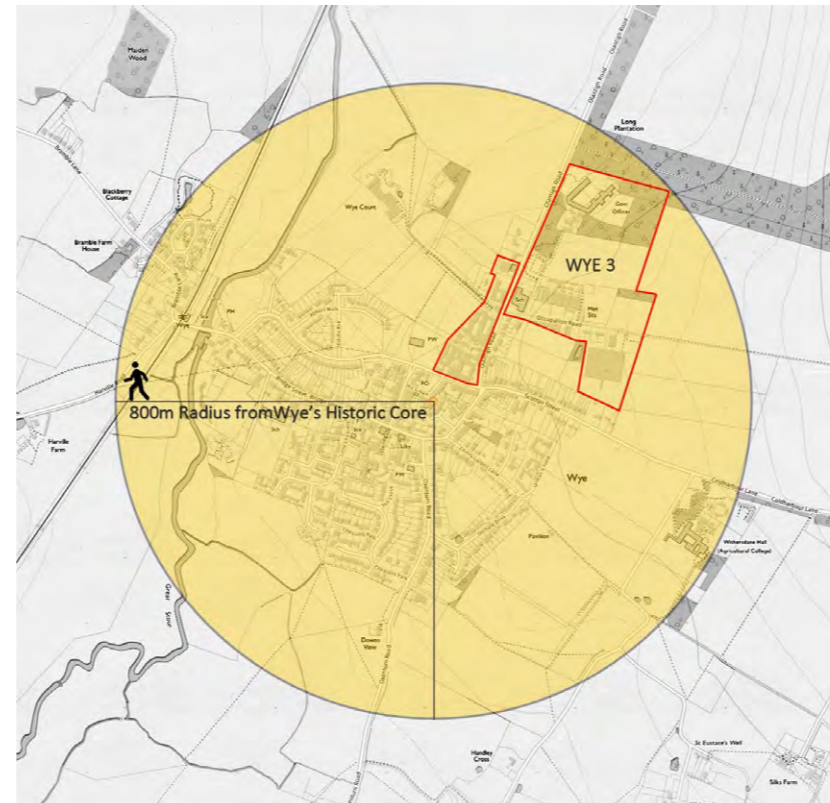
The Neighbourhood Plan states that the concept of a concentric village with the centre within easy walking distance is a cornerstone of the WNP's approach to the future planning and development of the village; suggesting that a good indicator of a sustainable settlement is the location of housing within 5 minutes walk, or about 400 metres, from the centre of the village, which in the case of Wye is defined as the Bridge Street/Church Street junction. Development within this area will allow pedestrians to have good access to essential facilities, e.g. the primary school, medical centre and railway station, and will preserve the surrounding countryside. (Objective 1, Wye Neighbourhood Plan). This concept is used to establish a village envelope, which is noted to be defined through the Masterplan between Olantigh Road and Scotton Street. (Figure 4.1, Wye Neighbourhood Plan).

The approach of the Neighbourhood Plan is reflected in the emerging Masterplan proposals, with a strong emphasis on providing enhanced opportunities for walking, and other sustainable modes of travel, within the village. The Masterplan preparation process has also provided an opportunity to review best practice guidance on appropriate walking distances, for different types of facilities.

This review has shown a clear preference for typical walking distances to local facilities of 800m, or 10 minutes. This is the figure adopted in the Manual for Streets 2007; the guidance (paragraph 4.4.1) emphasises that this should not be regarded as a maximum walking distance. The Chartered Institution of Highways and transportation Guide "Planning for Walking" (April 2015) notes that 80% of all journeys of less than 1 mile are made wholly on foot, with an average distance for walking journeys of 0.85 miles (1,500 yards/1,371 metres).

This guidance further notes (paragraph 6.4) that walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800m); but noting further that the propensity to walk or cycle is not only influenced by distance but also the quality of the experience and the power of a destination. For bus stops in residential areas, 400m has traditionally as been regarded as a cut off point; people will walk up to 800m to get to a railway station, which reflects the greater perceived quality or importance of rail services.

The Campaign for Better Transport Guidance "Sustainable Transport and the NPPF – a guide for local councils and communities" repeats the guidance that residential development should be located within walking distance (800m) of a local centre of shops and other facilities. The Chartered Institution of Highways and Transportation online guidance on Planning for Walking notes under the heading "Pedestrian



Indicative Walking Distance Radius from Wye's Historic Core at 800 metres

Catchments" that walking neighbourhoods have a range of facilities within 10 minutes walking distance (around 800m). Taking this guidance together, it is clear that the appropriate distance to use for the purposes of supporting the concept of the "walkable village" is 800m, rather than 400m as indicated in the Neighbourhood Plan.

Contribute to sustainable community objectives

Development proposals in the Masterplan should contribute to sustainable community objectives, including the provision of new housing, employment, and appropriate contributions to community uses. The provision of these uses accords with the Site Specific Policy for the former Wye College Campus, WNP11, in the Neighbourhood Plan, which proposes a mix of uses, including education, business, community infrastructure and housing. In all cases, specific development proposals are subject to viability.

Contribute to sustainable transport objectives

Background document BD4 to the Neighbourhood Plan, transport and traffic appraisal, assumes an indicative development mix, although the footnote at page 10 notes that there is flexibility in the allocation of activities on the Wye 3 Site but the overall quantum of mixed development remains as analysed.

The Neighbourhood Plan sets out, as a broad principle, that traffic associated with the reuse and redevelopment of the former Wye College Campus should not exceed estimated traffic associated with the former use of the campus; studies carried out in support of the Neighbourhood Plan then gave guidance on the broad quantum of development, though redevelopment or reuse of existing buildings, to be incorporated within the Neighbourhood Plan.

The development mix shown comprises:

- 25 new houses (Wye 1, land of Churchfield Way)
- 15 houses (Wye 2, Luckley Field)
- Wye 3 Campus
 - 50 new dwellings
 - The Free School at maximum capacity 600 pupils/90 staff
 - 5,000m² business space in the Kemp Centre and other sites including Withersdane
 - 2,500m² of mixed business and community use in the Grade I buildings
- Change of use and windfall – 50 dwellings

The footnote at page 10 also notes that planning approval has subsequently been given for 25 houses on Wye 2 and 27 houses on Wye 1, and that the traffic generation figures therefore underestimate impact from these developments.

The primary issue noted with regards the issue of traffic generation is impact on queues at the level crossing; BD4 contains diagrams indicating the current (at 2014) queue lengths, and modelled estimates for increases in queue lengths associated with traffic comparable to that from the operation of the former Wye College.

This Masterplan is further informed by an additional traffic study which reviews existing base data and assumptions; to ensure that the adopted Masterplan is based on accurate and up to date information, a full review has been carried out, including the commissioning of new surveys, addressing both traffic generation, and car parking within the village, which is also identified as a significant issue within the Neighbourhood Plan.

The wider sustainable transport objectives of encouraging wider use of public transport (rail and bus), walking and cycling are also supported in the Neighbourhood Plan, notably at Policy WNP10, which notes that development will be encouraged to provide links with safe walking and cycling routes to the village centre, facilitating access to schools, the surrounding countryside and station – minimising the need for car use. The loss of existing footpaths and cycleway will be resisted. New development should be built around the idea of a walkable village with integrated adequate pathways directly connecting to the centre of the village. These objectives further inform the preparation of the Masterplan, which seeks to encourage safe walking and cycling routes, by improving, and adding to, the existing network of paths within Wye.

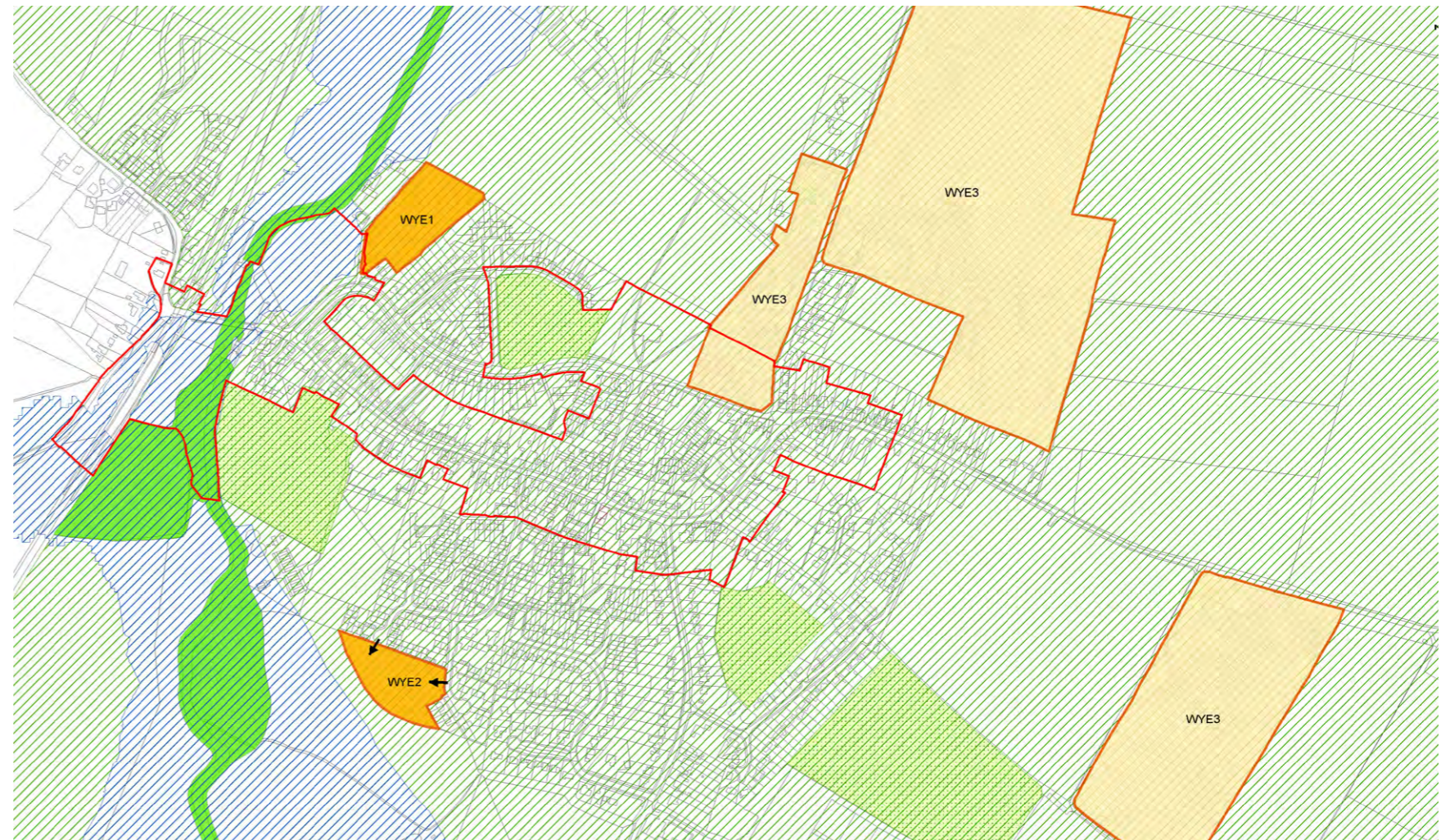
Achieve a high standard of design for new development

Development proposals should achieve a high standard of design, and use of materials, taking account of the guidance in the village design statement, and wider principles of good design.

These wider principles of good design are set out in Policy CS9: Design Quality, Ashford Core Strategy 2008, the Policy stating:

Development proposals must be of high quality design and demonstrate a positive response to each of the following design criteria:

- Character, distinctiveness and sense of place.
- Permeability and ease of movement.
- Legibility.
- Mixed use and Diversity.
- Continuity and Enclosure.
- Quality of Public Spaces.
- Flexibility, Adaptability and Liveability.
- Richness in Detail.
- Efficient use of Natural Resources.



Proposals Map (extract from Tenterden and Rural Site DPD)

Preparation of the Masterplan has been further informed by the key masterplanning issues identified by Sue McGlynn, in her presentation to the first of the two workshops.

Understanding all scales or layers of local character – uncovering

- Landscape structure
- Urban Structure; connections and accessibility
- Neighbourhood structures; land uses, buildings & density

Landscape structure

- Landscapes for humans and wildlife, balancing movement, access and ecology
- Making space for green infrastructure for well-being, ecology and agriculture

Urban structure

- Moving and meeting, importance of connected streets
- Walk-ability: Not just distance, connected routes too
- Community and privacy, the importance of building fronts to streets and public spaces/routes and building backs to private space
- Put altogether: Perimeter development, made up of joined up streets + active building fronts + private backs

Neighbourhood structure: Land uses, density and buildings

- Density is a measure not a quality, very different forms at the same density
- Intermixing uses in a compatible way.
- Intermixing new and old buildings
- Schools – achieving security without high fences to public routes and spaces.

How will we judge success for the Wye masterplan?

- Makes room for green routes and spaces
- Facilitates movement and access on foot and cycle
- Supports place identity: character, culture and commodity
- Supports the village centre
- Provides more than just houses: employment, education, community facilities, horticulture
- Spreads benefits throughout the village

Ensure new development meets appropriate environmental standards

All new development secured through the Masterplan should ensure that appropriate environmental standards are met, with particular regard to:

Foul and surface water drainage

- Ensure foul drainage does not exacerbate any existing problems; explore opportunities to reduce impact on existing foul drainage network.
- Utilise SUDS measures to minimise impact of surface water runoff from development/redevelopment.

Biodiversity

- Ensure no adverse impacts on biodiversity and explore opportunities for enhancement with biodiversity interest.

Archaeological interest

- Ensure no harm to areas of archaeological interest.

Contaminated land

- Ensure full account is taken of any potential contamination of land or buildings; and that development proposals address any contaminated land issues identified.

Noise

- Ensure development proposals take full account of existing noise environment; and do not cause any issues of noise nuisance, in relation to neighbouring uses/users.

Renewable energy

- Development proposals should consider the scope for incorporation of renewable energy measures where appropriate.

Sustainable design and construction

- Development proposals should meet building regulation requirements with regard to sustainable design and construction.

Materials

- Development proposals should use appropriate materials, in the light of guidance in the Village Design Statement, and other statutory and non statutory guidance.

Direct impact on existing trees/landscaping

- Development proposals should identify direct impact on existing trees or landscaping; where existing trees or landscaping make a positive contribution, they will generally be retained, where trees or landscaping make a negative or neutral contribution to local character.

Outdoor lighting

- New or enhanced outdoor lighting can have an adverse impact on residential amenity and dark night time skies; development proposals will consider the necessity for additional/enhanced outdoor lighting, and proposals will follow best practice guidance on minimising wider impacts of such lighting.

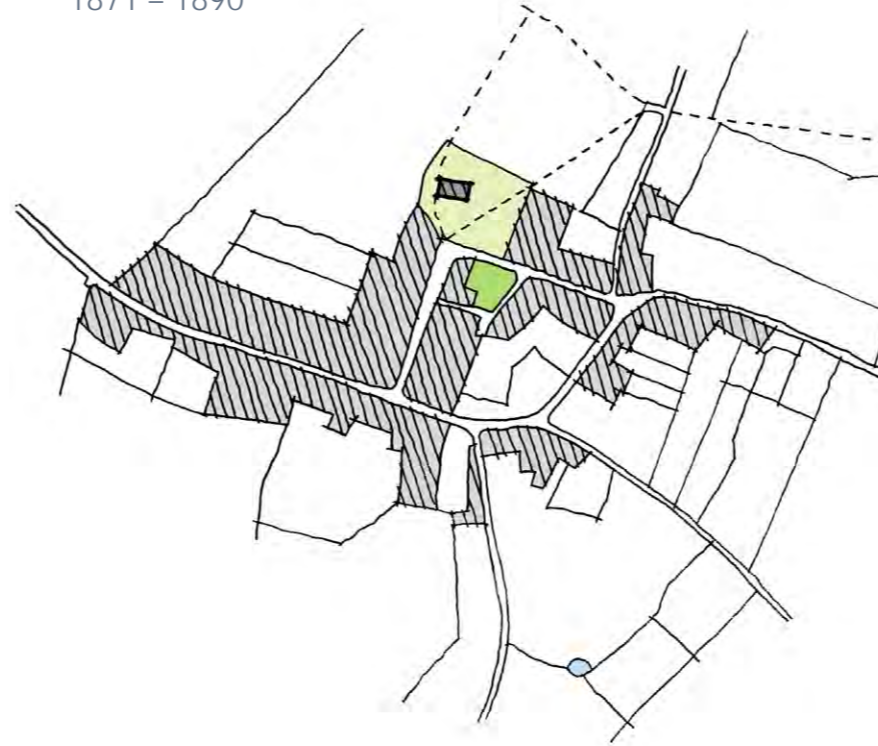
HISTORICAL GROWTH PATTERN

Like many historic settlements, Wye grew up around a crossroads. In Wye's case a Roman-era fording point of the River Great Stour en route between Hastings and Canterbury over the North Downs, and a second, north-south, trackway following the river. The village developed as a medieval market town and a focus for education, following the establishment of a seminary in the mid 1400s. The seminary was taken over by Imperial College and remained in use as an agricultural college until 2005.

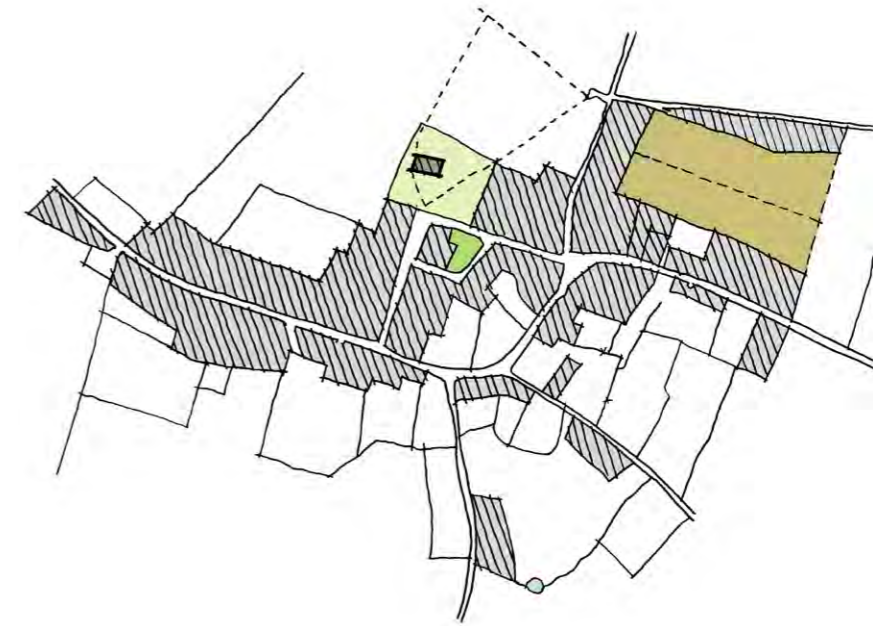
Available Ordnance Survey mapping shows the core of the village has two main historic focal points: the junction of Olantigh Road with Scotton Street / High Street, which is the location of Wye College, and Church Street, leading to the Church of Saint Gregory and Saint Martin. Church Street, rather than High Street, is the commercial centre of the village. Following the arrival of the Ashford - Margate railway in the 1840s the village became more accessible.

The rapid expansion of the village between the 1950s and present day is illustrated by the maps below. It is noteworthy that during this period peripheral residential growth has tended to follow a typical 'suburban' format based on cul-de-sacs. This has compromised the historic perimeter block structure.

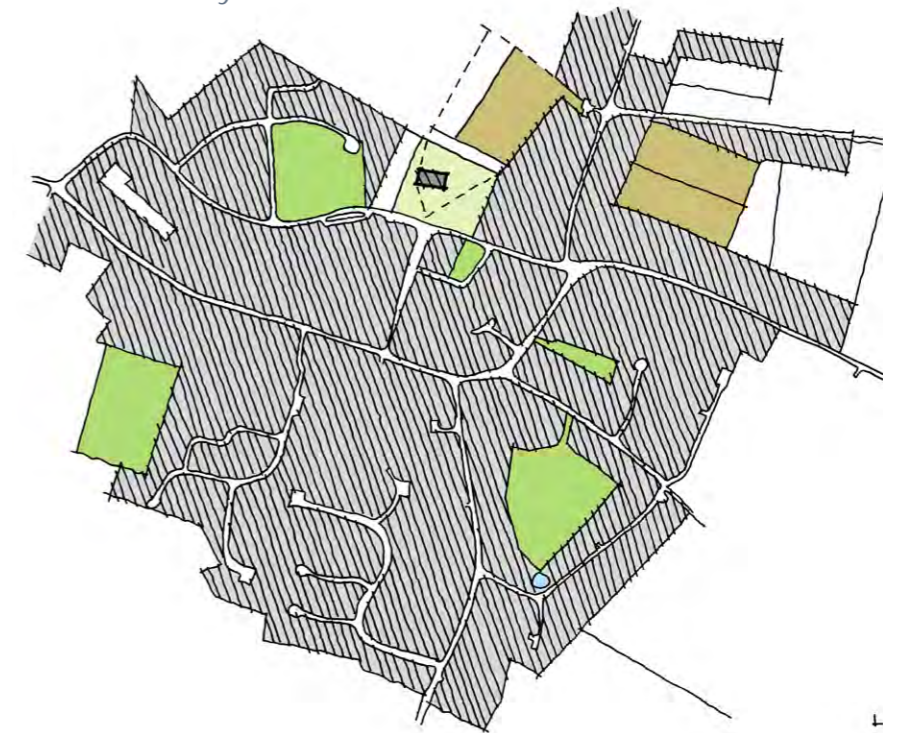
1871 - 1890



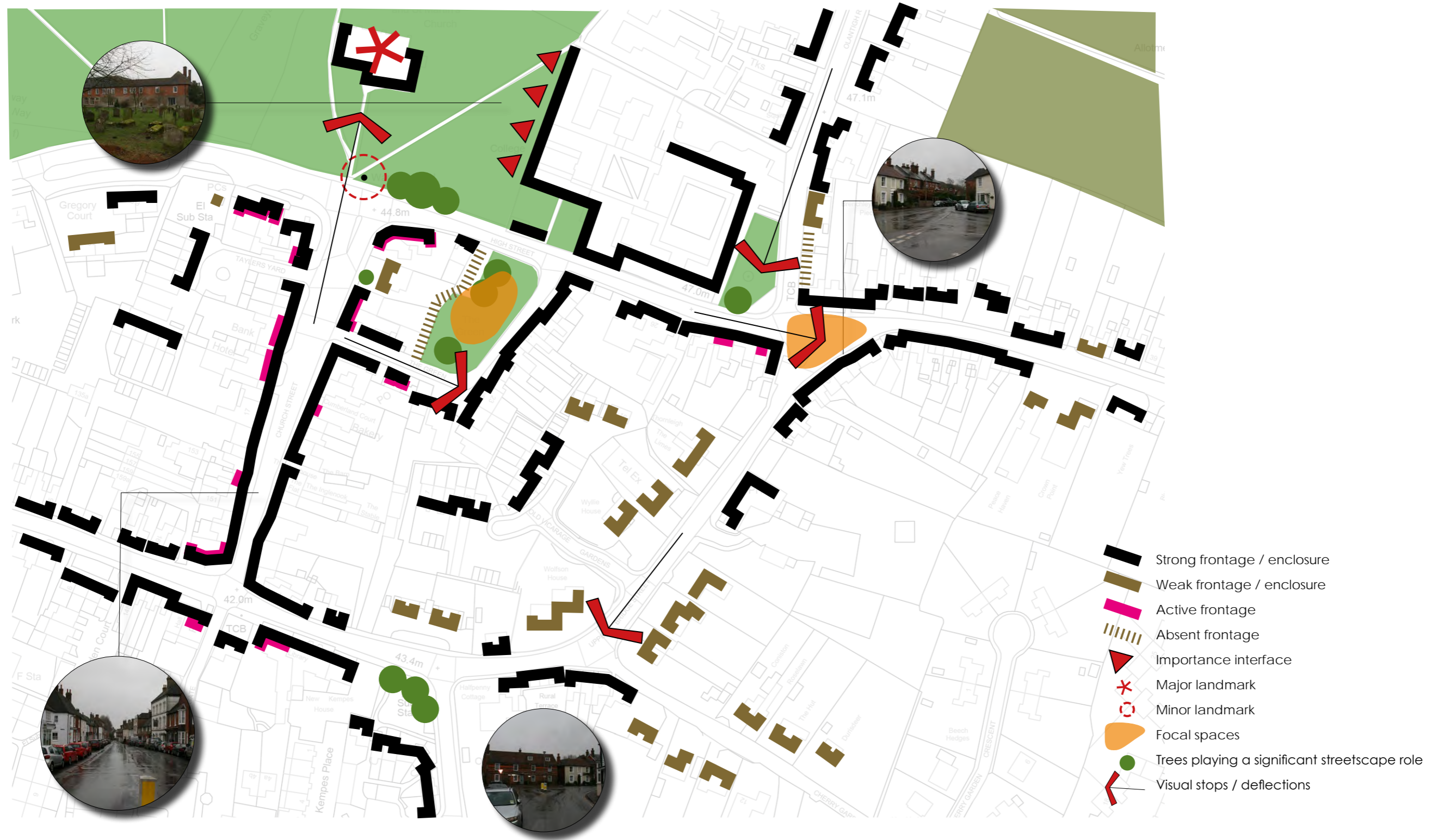
1929 - 1952



Present Day



TOWNSCAPE ANALYSIS



02

Occupation Road, Wye
Assessment

SITE APPRAISAL



Occupation Road is bordered by an established hedge to the North and single storey commercial buildings to the South. It provides vehicular access to the commercial units to the south of the site, and narrows to create a pedestrian route heading east.



From the photograph above it is evident that Occupation Road is quite narrow and would not be suitable for a main access route to the commercial and agricultural buildings to the South of the site.

There are many temporary structures containing businesses that are falling into disrepair bordering the road.



Heading east from the brownfield area of the site containing glass structures and outbuildings, the site breaks out onto open 'grazing' space, which the scheme is planning to retain for views and amenity space.



The above photograph illustrates the types of outbuildings on the site. Brick and blockwork structures alongside obsolete research buildings.



West of the site is the new Wye School building, providing close educational facilities.










SITE ANALYSIS

The following page analyses the site specific characteristics which need to be taken into consideration before a proposal can be designed and developed.

The land at Occupation Road sits to the east of Wye school on a relatively flat area of land which currently has a significant amount of existing structures and vacant former college buildings which are no longer in use. The level changes across the site are minimal and there are several footpath connections.

- It has been identified that the housing density should decrease going towards the grazing land to the east, as it naturally gets further away from the centre of Wye. The housing typologies also become larger and more sprawling towards the east of the site.
- The vehicular access to the site would benefit from being rerouted to provide a pedestrian only access way along the existing Occupation Road.
- Sensitive boundaries between the site and the school playing field need to be considered with a significant buffer zone for noise and privacy reasons.

Diagram Key:

-  Site application boundary
-  Buffer to school playing fields and parking area
-  Pedestrian routes / public footpaths
-  Potential new vehicular route
-  Major pedestrian / vehicular junction
-  Potential developable area
-  Green pasture land
-  Allotments
-  School playing fields



VIEWS ACROSS SITE



5 View looking east across site at 'grazing meadow'.



4 View looking west across site



1 Mature Beech hedge define site entrance and corner framing view down Occupation Road



2 View looking through gate at existing obsolete research buildings



3 View from parking area across at former research buildings and landscape

DESIGN QUALITY

The urban design vision for the area covered by the Masterplan has developed from the planning and design principles outlined above, it has also taken account of the design concepts outlined by Sue McGlynn in the first workshop, the wider context of the Wye Neighbourhood Plan, and other national and local planning policies and guidance, including the Wye Village Design Statement.

Key elements have been identified as:

- Landscape led approach: Protecting important views out of, and into Wye but also securing opportunities for enhancement – notably the route of the North Downs Way through Occupation Road, and onwards to the west
- Enhancing and improving the network of footpaths/cycle paths, through the village, both to achieve improved connectivity and also to assist in promoting the concept of the walkable village
- Enhancement of green spaces around the improved network of footpaths/cycle routes within the village
- Special focus on the junction of Occupation Road and Olantigh Road – where necessary enhancements for highway safety associated with the school, must be balanced with securing an enhancement to appearance with a rural character
- New built development to reflect and incorporate the overall landscape and movement strategy to be developed.
- Overall mix of new development to incorporate residential, business, education and community uses
- Design and appearance of new development to reflect the principles of the Wye Village Design Statement, within the wider context of principles of design guidance in national and other local policy documents, notably:
 - Scale of development
 - Locally appropriate materials
 - Form and layout of development to have regard to local precedents within Wye

The photographs in section 2 Background illustrate the diversity of built form and materials of existing buildings/street scenes within Wye, which have helped guide the preparation of the detailed Masterplan proposals.

The urban design vision draws on the design principles set out in Building for Life 12. By way of a general design overview and utilising the BFL headings:

1. **Connections:**
The aim has been to integrate the masterplan and the individual sites into the fabric of Wye by reinforcing existing connections and creating new ones, see strategy plan.
2. **Facilities and Services:**
Commercial workspace is proposed west of Olantigh Road. This involves converting an existing laboratory building, see layout, which proposes workspace wrapping around an internal courtyard. Good location and easily accessible from village centre.
3. **Public Transport:**
Each site has relatively good access to public transport, which will help to reduce car dependency. As all sites are within the 800m walkable village strategy this will also help to reduce car dependency. A detailed Transport Assessment has been prepared by TPP.
4. **Meeting Local Housing Requirements:**
Following market assessment the overall development will have a mix of housing types and tenures to suit local requirements. The aim is for a housing mix that will create a broad based community, avoiding creating too many larger or too many smaller homes from being grouped together. See masterplan and individual site layouts.
5. **Character:**
Following detailed townscape analysis the proposals draw inspiration from context, topography and orientation. Distinctiveness can be achieved by designs that respond to local characteristics in a contemporary way. See Occupation Road elevational proposals.
6. **Working with the Site and its Context:**
Each of the proposals take advantage of existing topography, landscape features, existing buildings etc. See relevant constraints and opportunities proposals and subsequent individual proposals for each site.
7. **Creating well Defined Streets and Spaces:**
Generally buildings are designed and positioned within a landscape 'framework', as this helps to define the streets and spaces they address. Fronts of buildings, to include front doors and habitable rooms face the street to create active frontages and provide surveillance. See

individual site layouts.

8. **Easy to find your way around:**
As well as the masterplan, each site layout identifies a clear network of well defined streets and spaces with well defined routes. In particular, this assists orientation and site legibility for the user. In particular, see 'Land north of Occupation Road' scheme proposal.
9. **Streets for all:**
Site layouts and their respective street layouts have been designed to encourage cars to drive slowly. The detailed design stage will review material specification and finishes to reinforce this safety principle.
10. **Car Parking:**
Resident and visitor parking is sufficient and at detailed design stage will be finally co-ordinated and integrated so as cars do not dominate the street scene. Landscape design, in particular, to be carefully considered to help reduce visual impact in the relevant street scenes.
11. **Public and Private Spaces:**
Clear definition of spaces to be finally co-ordinated at detailed design stage
12. **External Storage and Amenity Space:**
Adequate external storage space for bins, recycling and bicycles to be finally co-ordinated at detailed design stage.



RURAL KENTISH CHARACTER

The following images are used to illustrate key pointers to the development of appropriate forms of development, through this Masterplan:



Caring Wood, Kent



Avante Coxearth



Orchard Gate, Ditton



Staplehurst

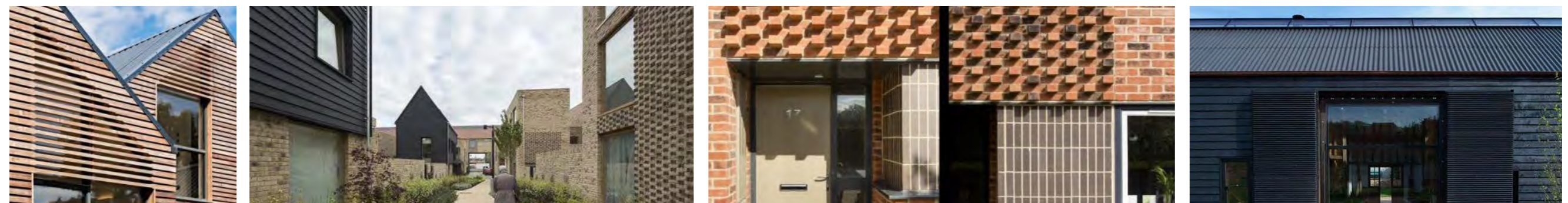
BUILT FORM



Interesting frontage to green spaces



Innovatively interpret clusters of rural farmsteads, oasts and barns



Compact enclosed streetscenes with good natural surveillance and refined architectural detailing

LANDSCAPE



Landscape designs integrated into layouts to create identity and a strong sense of place



Attractive green spaces to create local distinctiveness



STREET DESIGN



Innovative rural street designs as traffic calming features. Improved pedestrian and cycle experience.



Slower streets and lanes – carriageway narrowing, contrasting materials, cross overs, pedestrian priority.



Non standard robust quality materials, integrated landscaping, shared surfaces, non priority junctions

