Chilmington Green

DESIGN CODE

Prepared by JTP

JULY 2016

jtp

REGULATORY PLAN

CHILMINGTON GREEN

This Design Code has been prepared in response to conditions of the Outline Planning Permission* and to support the delivery of Chilmington Green, a new 21st century garden suburb for Ashford, Kent.

This document has been prepared by
JTP, Neil Tully Associates, Vectos and The Landscape Partnership on behalf of the Chilmington Green Consortium.

The Design Code is to be read in conjunction with the Design and Access Statement submitted with the Outline Planning Application.

Where projects are based on the requirements set out in this Design Code it is the responsibility of the Lead Designers and Principal Designers of those projects to ensure that their designs comply with the current buildings regulations, CDM regulations and all other statutory planning and construction regulations.

Chilmington Green Consortium

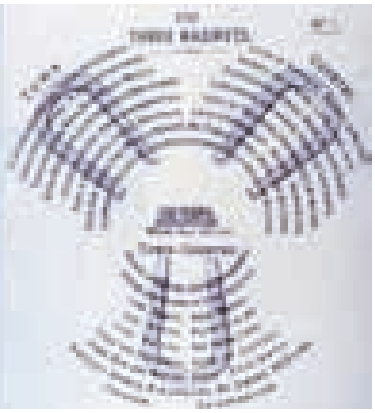
Design team

* Application Reference - 12/00400/AS
Application drawings and documents can be downloaded from Ashford Brough Council's planning portal - http://planning.ashford.gov.uk/

EXECUTIVE SUMMARY

The Chilmington Green Design Code aims to ensure that Garden City principles are embedded in the detailing of the place.

Ebeneezer Howard



Garden City Principles: 3 Magnets

Garden City vision poster

Letchworth Garden City

Chilmington Green will be a new 21st century garden suburb for Ashford providing around 5,750 new homes arranged in three distinctive neighbourhoods, as well as retail, community, social and recreational facilities. It will have its own high street, a secondary school, four primary schools, a park and extensive areas of green space. The aim is to create a high quality environment in which residents and businesses choose to live and work and feel proud of their community.

An outline planning application for Chilmington Green was submitted in August 2012, by a group of developers known as the Chilmington Green Consortium and a decision was made to grant planning approval in October 2014. The Design and Access Statement (DAS) which forms part of the application includes an illustrative masterplan and sets out principles for land use, movement, height and housing density. The DAS also defines a number of different character areas and concept designs for important pieces of public realm.

The Chilmington Green Design Code aims to ensure that the consortium's aspirations for delivering a high-quality environment with a memorable sequence of public spaces and a variety of character areas will be achieved as the masterplan is built out over a period of around 25 years by a series of different developers.

The ambition is to make Chilmington Green an exemplar Garden Suburb emerged from a collaborative design process involving many stakeholders. The concept of a Community Management Organisation (CMO), based on the Letchworth model, is agreed with the Developer Consortium and Ashford Borough Council and whom have refined the Trusts' form and remit. The CMO will take responsibility for safeguarding assets and managing facilities and open space for the benefit of the community, using funding from residents contributions and income from CMO assets. The CMO will be self sustaining. The approach to community management and development is a major condition within the AAP and Planning Approval.

A collaborative approach has also been adopted in developing the Design Code. Regular meetings with ABC have been instrumental in defining the scope and content of the code and agreeing the implementation and enforcement strategy. Stakeholder workshops in July and October 2013 provided an opportunity for ward and parish councillors, borough and county council officers, consultants, relevant national agencies, local interest groups and local residents to identify issues to be addressed in the code and to review and comment on the draft code before finalisation.

A shared commitment to delivering a high quality of development at Chilmington Green led to the drafting of a 'Quality Charter.' This important document, which is reproduced in the preface to this Design Code, was prepared by Ashford Borough Council in close consultation with the Chilmington Green Developer Consortium.

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PREFACE

THE CHILMINGTON GREEN 'QUALITY CHARTER'

This 'Quality Charter' has been entered into by the developers at Chilmington Green and Ashford Borough Council. It is not a formal legal agreement but is a statement of intent and a set of practical steps that both parties are committed to. The intention is that these will apply not just to the current developers but also to future house-builders working at Chilmington Green.

It will guide progress towards our shared goal of creating a vibrant community and a very special place. The agreement will be reviewed regularly. Any additional development costs arising may need to be reflected in discussions about the overall contributions package so that the project remains viable.

This Quality Charter is divided into several key themes, with a set of specific actions for each theme:

- Making a successful community...
- Great homes that meet changing needs...
- Designing a great place...
- Delivering a great place...

MAKING A SUCCESSFUL COMMUNITY

1. Commitment to 'grow' a strong, self-managed community
The developers will provide sufficient funding for staff and accommodation/running costs to allow for a community development programme. This will start when new residents arrive and expand as the community grows, until such activity can be funded from other sources. This will include a community website to help communication and will allow any issues or problems to be reported easily.

2. A community able to manage and run local facilities in the way local people want
There will be a carefully designed, bespoke approach to community-led management at Chilmington Green produced with the close involvement of key stakeholders such as the Parish Councils. The operating principles of this model will be based on a business plan that is fully funded and robust. This will include an agreement to an endowment, the transfer of assets and a residents' levy (or 'rent charge') that will provide an income for the management model set up.

3. Community, health and school facilities provided when people need them
The legal agreement supporting the planning permission will reflect the phased delivery of all the key infrastructure needed - as set out in the Area Action Plan. Delivery will be monitored by the Council to make sure facilities are delivered on time and that the developers will work with the community management organisation to produce and distribute an annual report. This will explain progress made and future proposals to residents.

4. Local authority leadership and determination
The Council will continue to work with local people to make Chilmington Green a great place - for example, by having a senior councillor with a specific brief to champion Chilmington issues; working with the existing and new community and helping to develop their capacity to help shape future plans; working to deliver the community-led management model; tracking down 'best practice' to learn from and arranging visits and training opportunities; and bringing in experts from elsewhere to be 'critical friends.'

5. Long term community involvement in design decisions
As the designs for Chilmington Green progress, representatives of the local community will play an important role in helping to shape the overall design code and detailed designs emerging for each phase of the project. The developers will play an active part – making their designers available for meetings when appropriate and helping to fund workshops and share best practice.

6. A place with a heart – a centre of activity and a focus for the community
The town square will bring together shopping and eating/drinking places; places to work and get together along with community, health and school facilities. The square will be laid out to an especially high specification – there will be a flexible space for markets, parking, events, a café, meeting people and relaxing. Public buildings will be expected to be of excellent quality, designed to an agreed brief, subject to architectural competition where possible, and with strong involvement of the community and the Regional Design Panel in Ashford. The community facility buildings will be clustered in a user-friendly way, making best use of space and shared facilities but also leaving space for expansion, to cater for changing community needs in the future. Upper floors of buildings around the square will include apartments and ground floor spaces will be designed flexibly and made available at rents that will attract appropriate tenants.

GREAT HOMES THAT MEET CHANGING NEEDS

7. Homes that are big enough and have privacy
The Council is one of only a few in the country that has adopted demanding space standards for internal and garden spaces and the developers at Chilmington Green have agreed to meet these.

Internal space standards will be met throughout the development – over-looking/reduced garden size standards will only be allowed on an exceptional basis where there is a strong urban design reason for doing so, in which case future residents will be able to make an informed choice about their priorities. Larger gardens will be encouraged where this can help to create more varied character, a greater sense of spaciousness and provide greater choice for buyers.

8. Homes that can respond flexibly to changing needs
The changing needs of households can often be met by flexibly designed homes – for example, roof-space designed to allow conversion and plot dimensions and building layouts that allow for small-scale extensions or adaptations that could accommodate changing family needs.

The developers will agree a series of 'flexibility targets' with the Council at the masterplanning stage for each main phase of the development and detailed designs coming forward will be assessed against these. Careful internal design in line with Lifetime Homes standards will be applied to a significant proportion of new homes, and agreed at the same time. This approach will help to allow families to stay longer and establish a stronger community, catering for all household types. Information on flexible homes will be added to householder packs for future residents.

9. Homes that are light enough
Research shows that one of the highest priorities for new homeowners is strong natural lighting. House types will be developed that maximise natural lighting and passive solar gain to help achieve excellent living space and high standards of energy efficiency, without creating problems of over-heating in the summer. Daylight factors should meet, and where possible, exceed the Code for Sustainable Homes standard in principal rooms.

10. Homes that are energy and water efficient
Homes created at Chilmington Green will be delivered to the high standards of energy efficiency and all round sustainability that will increasingly be required – the target for initial phases is to achieve the Code for Sustainable Homes level 4.

In addition to a range of water saving measures, all houses will be provided with water butts as one simple way to help reduce mains water use. Sustainability measures should be a seamless part of a home's design. Advice and support will be made available to help people take best advantage of the sustainability measures incorporated into their homes – this will be supported by the community management organisation and the developers through Home User Guides.

11. Homes where noise is not a problem
Poor sound insulation is one of the biggest failings that new homeowners report, often causing inconvenience and sometimes a real nuisance for local residents. To avoid these problems at Chilmington Green, the quality standard set will be to deliver the highest Code for Sustainable Homes standard for airborne and impact sound insulation in separating structures in new homes. This will be demonstrated with a sound test.

12. Homes for all tenures and incomes
Chilmington Green will eventually be the size of a small town – so it needs to provide for the varied needs of the people who will live there, in just the same way as any established town does. Everyone's housing needs depend on what they can afford; their household size and make-up; and special needs they have – for example, people with physical or sensory disabilities.

The target range is that 30% of new homes at Chilmington Green will be affordable and cater for a wide range of needs – in the early years when development costs are especially high, this proportion is unlikely to be achieved but in later years, when the value of the scheme overall should be increasing, the aim is to try to make up any early under-provision if it is financially possible to do so. The range of accommodation needed will be specified in the planning permission and agreement.

13. Homes for all stages of peoples' lives
Chilmington Green will be a town for people of all ages and backgrounds with a range of social and market accommodation that caters for varying requirements.

Many local housing developments in recent years have provided for young families moving in, but cater much less well for changing households' needs as those families grow up; children move away; parents retire and eventually may need supported accommodation. A clear approach will be developed to identify the range of accommodation needed to cater for all stages of peoples' lives for example, supported accommodation. This will be specified in the planning permission and agreement.

14. Homes designed for Chilmington, setting high standards
Chilmington Green will be large enough to accommodate a wide range of housing and variation in style and character. However this variation must have a logic and pattern to it so that the place becomes a coherent blend of smaller neighbourhoods.

A Chilmington Green palette needs to be developed in a Design Code that tackles building style, architectural elements and layout (including street design) and the range of materials suitable in different parts of the area.

The developers fully support the Design Code approach and its application to create a place of real character – for example, by applying the materials palette to public realm works and not allowing the arbitrary use of 'off the peg' standard house types without adapting these as necessary to fit in with the code.

15. Homes with high-speed internet access
The developers have committed to provide high speed, fibre optic internet access to all homes and businesses at Chilmington Green. Fibre optic cabling will be provided direct to homes, workplaces, schools and public buildings, making it an enjoyable place to live and a great place to do business or study. Emerging technologies will be monitored as future phases of the development take place so that the best practical solution of the day can be used.

16. A clearer basis for home buyers to compare what's on offer
Buyers have a lot to assess beyond the obvious issues of the number of bedrooms and price and it can be confusing. A simple system will be designed with the developers that shows how every home performs in terms of internal and external space standards; sustainability features; flexibility and scope for expansion as well as applicable standards such as Lifetime Homes; Building for Life 12; and Energy Performance Certificate energy efficiency ratings.

This information will help purchasers choose the best all round home they can within their budget. The system will be agreed with the developers at the outset so that there is a model that all future housebuilders will be encouraged to adopt.

PREFACE

THE CHILMINGTON GREEN 'QUALITY CHARTER'

DESIGNING A GREAT PLACE

17. A varied, memorable place that residents are proud of
Chilmington Green will be a place with a series of residential communities, each with their own character, with a strong district centre at its heart. Different parts of Chilmington Green will have very different characters – from the historic hamlet with its strong Kentish vernacular amidst lower density new homes drawing materials from a similar palette; to the lively district centre where people will go for daily shopping, schools, medical services and for leisure trips to eat and drink. Design Codes will be produced to guide the masterplan layout for each stage, working with local people. These will show how varied character areas can be achieved but, just as importantly, how some key elements of consistency or 'rhythm' can be created (for example, in street layouts, signage and street furniture, and the pattern of window types).

18. A place designed with the needs of all users in mind
If Chilmington Green is to be a genuine, broadly-based community, it must be designed with the needs of all users in mind. The way public spaces and paths are designed, for example, will have a huge impact on the quality of life for people with disabilities; parents with young children; and cyclists. Sensitivity to people's needs is crucial at every level – from the masterplan layout for each phase, to the Design Code specifying materials and best practice design and delivery. The developers and the Council are committed to working with stakeholder groups at each key design stage in the evolution of Chilmington Green and critically reviewing each phase so that learning points are applied.

19. Streets that are pleasant for all and contribute to the sense of place
Some streets give a place a positive character - they work well for all users and offer attractive ways of getting around. Others can be oppressive, soulless and feel unsafe. It is not a matter of chance which sort of street is created – by careful design, attention to the needs of all users and regular maintenance, good streets can be created. At Chilmington Green the challenge is to do just that. Streets and other routes will be designed to provide for traffic but control speeds, encourage safe walking and cycling, bring forward a network of street trees and cater unobtrusively for parking. Careful attention to these and other design details can help to minimise any anti-social behaviour. For each phase of Chilmington Green's development a Movement Strategy will be agreed which shows how the network of routes in each phase relates to the wider patterns of movement at Chilmington Green and how the Design Codes will be applied.

20. Trees to help shape the garden town
Trees are a key, green 'building block' of the great garden town the developers and the Council want to create. Carefully selected street trees will help to create a strong character for the main streets and the public squares at Chilmington - in smaller, tighter residential streets smaller tree species will be needed in scale with their surroundings. Detailed planting specifications will be drawn up to make sure that the trees' future growth is taken into account and to set out the maintenance plan that will be needed. In the more informal nature conservation areas a mix of native tree species will be used to help encourage ecological value.

This approach will feed out along the green corridors running through the development that provide links for flora and fauna with existing countryside, greenspace and woodland surrounding Chilmington. There are also plans to innovate - for example, with community orchards and the planting of specimen, landmark trees. Over 4,000 trees will be planted at Chilmington Green and, to help every new homeowner feel at home in this garden town, the developers propose to provide a fruit tree for the garden of every home that wants one.

21. A place that responds to the challenges of climate change
Many aspects of this 'Quality Agreement' will help to deliver more sustainable development by reducing energy use, making better use of water, creating more flexible homes and so on. But climate change may lead to more weather 'extremes' and there is much that can be done with careful design to help tackle this. Sustainable Urban Drainage helps to reduce run-off in periods of heavy rainfall, reducing flooding and returning water to the aquifers, as well as creating attractive green areas and habitats. Open spaces and tree planting can help to reduce 'heat islands' and provide shading in hot weather. These and other steps will be integrated into each phase of the masterplan layout to help mitigate the possible impacts of climate change.

22. A flexible layout with space to accommodate changing future needs
Normally places grow organically and adapt flexibly to meet changing demands over time. Flexibility needs to be built in to allow for changing needs – especially in the main centre and neighbourhood centres. There will need to be sufficient spare land in layouts for these centres to allow for changing needs in the future – meanwhile it can be put to temporary use (for example open space or parking). The planning agreement will leave scope for changes in the ways local facilities and services may be provided – for example, by agreeing budget ceilings within which provision will be made, but not fixing the exact form of provision.

23. Shops, office and workspace providing varied local jobs
A realistic range and quantity of local jobs will help provide for local residents' needs; reduce overall levels of commuting and help to make the place lively during the day. The target set in the plan is for 1,000 jobs within the development – the aim will be to meet and exceed this figure. A jobs strategy will be agreed before planning permission is given showing how the planned number of jobs will be provided, including appropriate land allocation. Job creation will be monitored as the development proceeds so that any under-provision that might occur can be tackled in future phases.

24. Well equipped and excellently maintained public and green spaces
Quality public spaces that are well looked after are a central feature of our plans. The community management organisation will take responsibility for all open spaces and apply the service charge from residents and wider funding 'endowed' by the developers to make sure that excellent standards are set. The intention is to create a real sense of community 'ownership' of public spaces and a financial model that will deliver a special quality of maintenance for the long term. At the planning permission stage there will be a headline agreement on the way this model will operate and how it is funded.

25. Space to relax and play
The facilities needed by a community of this size include play areas, parkland, nature areas, sports pitches and community buildings that can be used for a variety of sports and leisure uses. The legal agreement attached to the planning permission will set out what is required and when. As the community grows and demands may change, these spaces will need to be adaptable. Detailed masterplanning will need to allow sufficient scope to cater for this sort of flexibility in the future.

26. Space to grow food
A principle of the early Garden Cities was the ability for residents to grow their own food either in gardens or on allotments. In a different age, the importance of providing similar opportunities remains important as people's demand for 'grow your own' has increased dramatically in recent years. At Chilmington Green the full standards for allotments set out in the Council's adopted guidance will be met and some properties will have larger gardens with ample space for growing produce. In addition, suitably located parts of public open spaces will be identified that could realistically be used in future to provide for at least a 50% increase in allotment provision.

27. Space for wildlife and an easy transition to the countryside
Chilmington Green is a planned community within clear boundaries. Handling the transition from town to countryside in a sensitive way is crucial. Special care will be taken to reduce densities along countryside margins. A 'Landscape Management Strategy' will be agreed before development starts which includes advance strategic tree planting proposals, habitat creation plans and practical countryside management plans that make sure that where appropriate land can be kept in productive agricultural use until it is required for other purposes.

DELIVERING A GREAT PLACE

28. Quality public transport that can compete with private cars
Chilmington will be very much part of Ashford – residents will want to access town centre shops and facilities, workplaces and the railway station. Good quality public transport is crucial if residents are to have a realistic alternative to using their cars, so that traffic levels in the town can be kept at manageable levels. A costed public transport plan will be agreed with the developer consortium at the outset and regularly reviewed – this will include patterns and quality of bus provision needed as the area grows; estimates of any subsidy needed; and genuine incentives that will be provided to encourage residents to use public transport from the outset.

29. Working to minimise the impacts of construction with local people
Local people will inevitably be affected by construction impacts as the development takes place. With careful and detailed management controls these can be minimised. The developers will apply the 'Considerate Contractor' scheme and a Construction Management Plan will be agreed with the developer consortium before development starts. Local people will be closely involved in this. The plan will be monitored continuously by Council staff and the community management organisation, working with residents. The developer consortium will make sure that there is a nominated site manager/community liaison contact for local people throughout the construction period. Regular meetings will be held – involving community representatives – to make sure the plan is working and to tackle any problems before they become serious.

30. Delivering a high build quality and sorting out problems
Poor build quality has been a problem in the past in Ashford. Approved plans have not always been followed and specified materials not always used. In some cases the quality of the approved building inspectors' assessment has been inadequate. The solution is to have a well-resourced monitoring regime applied consistently throughout the development. Having skilled monitoring staff on hand it should be possible to generate a positive working approach with contractors on site to tackle issues before they become problems. A 'joined up' service will provide a co-ordinated pattern of approval and monitoring – including building control; planning conditions and agreement monitoring; Construction Management Plan and waste management plan monitoring; specialist services such as energy efficiency certificates and sound insulation testing. Regular reviews will be held with the local community management trust, developers/site managers and local residents to capture and respond to any issues arising.

31. Skills development and construction opportunities targeted to local people
There will be many construction related opportunities created at Chilmington over a long period that can help the local economy and meet local employment needs. The Council will work with the development consortium and other agencies, for example further education providers, to set up skills training programmes and an agreement that will give local people easy access to jobs and create opportunities for local companies to tender for work. The agreement will also secure training and apprenticeship opportunities for local people.

32. Taking stock and learning from completed phases before moving on
There are always lessons to learn from each new approach to planning and delivering new development in Ashford, and elsewhere. It is crucial that over the long development period at Chilmington Green each new phase takes the best practice from those preceding it and avoids any previous mistakes. This learning cannot be left to chance – a regular review of what has been delivered, including resident opinion surveys, will be carried out at agreed intervals and will involve local people and the community management organisation. Best practice visits will help to learn from elsewhere. The results will feed directly into the design of further phases of the development.

PREFACE
GARDEN CITIES & SUBURBS

CHILMINGTON GREEN: a new 21st century Garden Suburb

Over the last century, the Garden City ideals have stood the test of time. Today we are still facing the same challenges of meeting our national housing shortage, generating more jobs and creating beautiful and inclusive places for people to live, however we also have an urgent need to mitigate the impacts of climate change. In light of the resurgence in interest and national focus on Garden Cities and Suburbs, Chilmington Green aims to become a new 21st century Garden Suburb.

WHAT IS A GARDEN CITY?

The Garden City vision was developed by Ebenezer Howard towards the end of the nineteenth century to "combine the very best of town and country living to create healthy homes for working people in vibrant communities."

> ***"The advantages of the most energetic and active town life, with all the beauty and delight of the country, may be secured in perfect combination"***
> *Ebenezer Howard: To-Morrow: A Peaceful Path to Real Reform, 1898*

A Garden City is a manifestation of sustainable and self-contained development, holistically planned by enhancing the natural environment and providing high-quality private and social housing and local jobs in a beautiful, healthy place with diverse communities. A Garden City is also strongly guided by the fair distribution of community assets.

The Garden City principles are designed to provide a robust framework for the delivery of high quality places.

WHAT IS A GARDEN SUBURB?

A Garden Suburb makes no attempt to be self-contained like a Garden City, however its success is synonymous with the Garden City principles.

Garden Suburbs are heavily dependent on reliable transport links allowing workers to commute into the city. By linking into existing transport, employment and social infrastructure, Garden Suburbs have the benefit of lower initial and short term costs. They are also more likely to have a lower detrimental impact on the environment.

Provided they are properly planned, with a mix of uses and adhere to Garden City principles, they should overcome any risk of being merely 'bolt-on-estates.'

URBAN DESIGN CHARACTERISTICS

- Well planned town structure with efficient definition of blocks for development and routes for movement;
- Substantial areas of green space for gardens, allotments or recreation;
- Green, tree-lined streets; and
- Well designed groups of homes within the street (including quality domestic architecture and landscape design).

GARDEN CITY PRINCIPLES

The Town and Country Planning Association (TCPA) campaigns for the reform of the UK's planning system to make it more responsive to people's needs and aspirations and to promote sustainable development. Building on the legacy of TCPA founder Ebenezer Howard, the TCPA has been at the forefront of promoting Garden Cities and Suburbs.

For the TCPA, proposals which aspire to the Garden City and Suburb title must demonstrate a real practical commitment to the following principles:

Land value capture for the benefit of the community:
A distinguishing characteristic of the Garden City/Suburb is the fair distribution to the community of the profits that result from new development. Capturing rising land values created by the development of the town can repay infrastructure costs and provide a portfolio of assets which are proactively managed in perpetuity for the benefit of the Garden City/Suburb community. This requires the acquisition of land at, or near, current use value by a body with effective planning and land assembly powers. Ideally, this requires a Development Corporation which could be led by a local authority. Access to compulsory purchase powers is crucial as a power of last resort for such bodies. The development of land is one major source of asset values and income but the control of core utilities and, in particular, local energy companies, provides significant opportunities for capturing values and securing genuinely localised and resilient economies.

Strong vision, leadership and community engagement:
If Garden Cities/Suburbs are to be successful, they need strong political support and leadership, with a clear vision and firm commitment. This commitment should be made as early as possible in the planning process to provide reassurance and certainty for all parties. Both the designation process and the development of the Garden City/Suburb should demonstrate a real commitment to community participation.

Such participation must be set within the context of the needs of people already living in the area and those in the wider community who need a home. New Garden Cities/Suburbs require the very best of professional expertise. If a local authority decides to pursue the development of a new Garden City/Suburb, it will need a dedicated planning and delivery team with the right skills and expertise.

The long-term stewardship of assets:
A suitable body will need to be established to manage the assets of the Garden City/Suburb in the long term. This management body can take a variety of forms, and the most suitable approach should emerge through the design and delivery process. If the organisation that will manage the community in perpetuity is different from the organisation that has delivered the development, then at an appropriate time (no less than 25 years) the ownership of the Garden City/Suburb's land and assets should be endowed to the management organisation to manage it in the long term, re-investing profits back into the Garden City/Suburb. It is essential that a plan for financing the maintenance and management of community assets is set out at an early stage and appropriate finance endowed to the long-term stewardship organisation.

Mixed-tenure homes and housing types that are genuinely affordable for everyone:
The majority of homes in a new Garden City/Suburb must be 'affordable' for ordinary people. The TCPA recommends that least 50% of the homes that are classified as 'affordable' must be for social rent. There are opportunities for the town developer (whether a Development Corporation/Community Interest Company/Community Land Trust etc.) to operate as a Housing Association, or to have a Housing Association as a subsidiary of the organisation, as part of a broad portfolio of assets and enterprises.

A robust range of employment opportunities in the Garden City/Suburb itself, with a variety of jobs within easy commuting distance of homes:
New Garden Cities/Suburbs must provide a full range of employment opportunities. While the changing nature of work means that the achievement of perfect employment self-sufficiency is impossible, the aim should be to reduce the need to travel to work as far as is practicable.

Beautifully and imaginatively designed homes with gardens, combining the very best of town and country living to create healthy homes in vibrant communities:
Garden Cities/Suburbs are defined by quality and innovation in all aspects of design and technology. Aesthetically this means aspiring to the very best domestic and commercial architecture with sensitivity to local vernacular design and materials. The original Garden City/Suburb designs reflected a fusion of the best of the past while embracing new materials and the needs of modern living. In building standards this requires innovation to reduce carbon emissions and in the use of materials and construction techniques. It also means considering life-time homes and the needs of particular social groups, such as the elderly. New Garden Cities/Suburbs should include opportunities for people to build their own home (either alone or collectively), and set aside land for future community needs. There is no single density requirement for Garden Cities/Suburbs but strong emphasis should be placed on homes with gardens and on space for both allotments and community gardens and orchards to provide for healthy local food.

Development which enhances the natural environment:
Garden Cities/Suburbs are places in which human development enhances and does not diminish the natural environment. This net gain to biodiversity is secured through master plans which link generous private and community gardens with wider public green and blue space and ultimately with strategic networks of green infrastructure and habitat creation. This will mean a surrounding belt of countryside to prevent sprawl, well connected and biodiversity rich public parks, and a mix of public and private networks of well-managed, high-quality gardens, tree-lined streets and open spaces. Garden Cities/Suburbs offer the opportunity to be highly climate resilient through extensive green and blue infrastructure. They must also demonstrate the highest standards of technological innovation in carbon reduction and energy positive technology to reduce the impact of climate emissions.

Strong local, cultural, recreational and shopping facilities in walkable neighbourhoods:
Garden Cities/Suburbs are places of cultural diversity and vibrancy with design contributing to sociable neighbourhoods. This means, for example, shaping design with the needs of children's play, teenage interests and the aspirations of elderly in mind. Creating shared spaces for social interaction and space for both formal and informal artistic activities, as well as sport and leisure activities.

Integrated and accessible transport systems:
Walking, cycling and public transport should be the most attractive and prioritised forms of transport in the Garden City/Suburb. This means ensuring a comprehensive and safe network of footpaths and cycleways throughout the development, and public transport nodes within a short walking distance of all homes. Where car travel is necessary, consideration should be made of shared transport approaches such as car clubs. New Garden Cities/Suburbs should be located only where there are existing rapid public transport links to major cities, or where real plans are already in place for its provision.

A strategic approach:
Ebenezer Howard saw the development of Garden Cities/Suburbs as part of a wider strategic approach to meeting the nation's housing needs. This was based on networks of new settlements well connected by public transport. A national policy for a new generation of Garden Cities/Suburbs should consider how these settlements contribute to the nation as whole; how they relate to aspirations for a more balanced economy; to long term climate resilience, and to new opportunities in industrial modernisation.

PREFACE

'QUALITY CHARTER' & GARDEN CITY PRINCIPLES

There is a strong co-relation between the Quality Charter and the Garden City principles summarised below:

A Garden City is a holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities. The Garden City principles are an indivisible and interlocking framework for their delivery, and include:

- Land value capture for the benefit of the community;
- Strong vision, leadership and community engagement;
- Community ownership of land and long-term stewardship of assets;
- Mixed-tenure homes and housing types that are affordable for ordinary people;
- A strong local jobs offer in the Garden City itself, with a variety of employment opportunities within easy commuting distance of homes;
- Beautifully and imaginatively designed homes with gardens, combining the very best of town and country living to create healthy homes in vibrant communities;
- Generous green space linked to the wider natural environment, including a surrounding belt of countryside to prevent sprawl, well connected and biodiversity rich public parks, and a mix of public and private networks of well-managed, high-quality gardens, tree-lined streets and open spaces;
- Opportunities for residents to grow their own food, including generous allotments;
- Strong local cultural, recreational and shopping facilities in walkable neighbourhoods; and
- Integrated and accessible transport systems – with a series of settlements linked by rapid transport providing a full range of employment opportunities (as set out in Howard's vision of the 'Social City').

The principles set out in the Quality Charter can be seen as a contemporary re-interpretation of 'Garden City principles' and have helped to shape this Design Code. Together the Quality Charter, the phase masterplans and the Design Code will help to make sure that Chilmington Green is delivered in a way that reflects Garden City principles.

All these principles are reflected in this Design Code and the approach being taken in creating Chilmington Green. Setting up the Community Management Organisation will help to create a strong local community able to influence the way the area is managed and facilities operated for the benefit of local people. The scale of endowment and income of the CMO is such that the facilities will be able to be well managed and looked after and, in due course, altered or replaced. Whilst there is no formal 'capturing' of land value in the way garden cities traditionally operated, developer contributions to pay for the social and community infrastructure in the area and the funding of the CMO are substantial and achieve similar benefits for the community.

PREFACE

MANAGEMENT & MAINTENANCE PRINCIPLES FOR COMMUNITY FACILITIES, OPEN SPACE, SUDS & PUBLIC REALM

The following principles should guide the detailed design of community facilities, open space and public realm:

1. Design Principles should demonstrate that form follows function and that agreed, desired outcomes have informed all design decisions and that;
   a. all functions and users have been identified,
   b. contextual qualitative criteria have been identified and
   c. conflicts of interest have been resolved

2. There must be adherence to existing best practice and current BS Standards unless there is a specifically identified reason not to do so.

3. The construction and maintenance specifications are to be updated to reflect advances in research and technology.

4. There must be a clear path from design objectives through to management and maintenance to make it clear that;
   a. the design is sustainable through affordable management and maintenance methods and
   b. The specified maintenance will deliver the design objectives.

5. The ambition to create a strong sense of place and community at Chilmington is synonymous with the Garden City principles and local heritage assets will also play an important role in achieving quality and creating local distinctiveness.

6. Where possible the implications of the use of specified materials and proposed design layouts should be discussed with the CMO, Parish Council, Borough Council and/or Kent County Council.

7. There is a need to ensure ongoing consultation with the emerging communities at Chilmington and the importance of the CMO in supporting the development of detailed designs and layouts and quality infrastructure.

8. Careful choice of variety, placement and planting of hard and soft landscaping , including trees, paving and street furniture should be made to ensure the CMO is not left with a cumbersome burden.

9. High quality architecture is also expected on all community and public buildings.

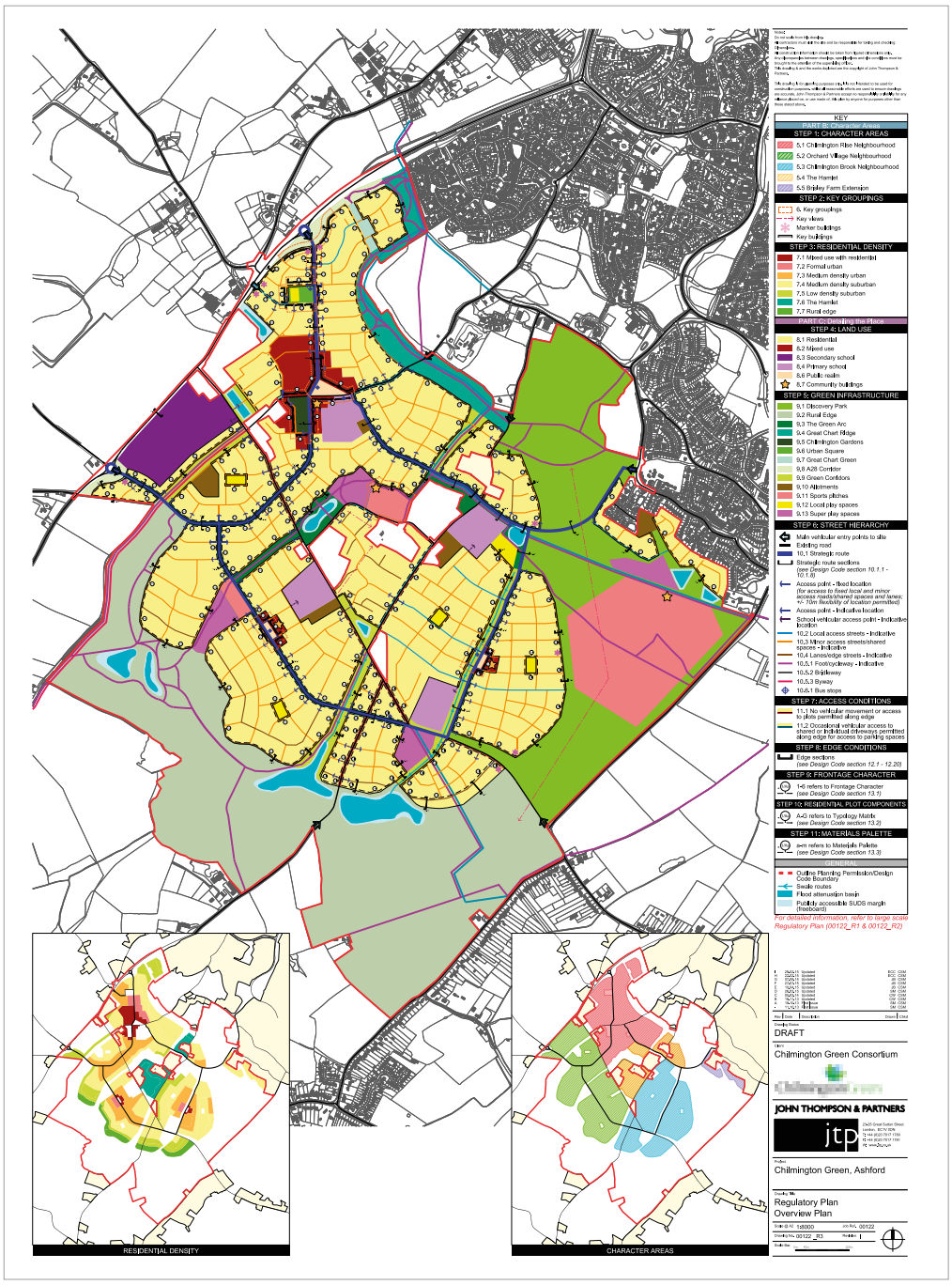
10. Working collectively with CMO, Parish Council, KCC, ABC and Sports Bodies & Associations, a clear strategy for informal and formal sports provision will be important, also in relation to surfaces, changing facilities, lighting, parking and security, to en-sure their provision is well designed, looks attractive and sits sensitively within the landscape. An agreed approach to the Management & Maintenance of these elements is crucial.

PART A: BACKGROUND

PART A: BACKGROUND

1. INTRODUCTION

1.1 THE REGULATORY PLAN



Regulatory Plan

The Regulatory Plan can be found on the inside cover of this document. This plan provides all mandatory requirements, on a single scalable drawing, that must be adhered to in order to achieve the vision for Chilmington Green.

The structure of the key on the Regulatory Plan follows the structure of the Design Code. Requirements of the Regulatory Plan are set out in more detail within the Design Code and therefore these documents must be read in conjunction.

An instruction manual is provided on pages 17-18 to explain how to read the Regulatory Plan in conjunction with the Design Code. The manual sets out the layers of the plan in nine steps, identifying mandatory requirements and non-mandatory guidance. Mandatory requirements are more prescriptive along the edges of development parcels, where built form fronts key spaces and streets. More flexibility is permitted within the development parcels.

1.2 HOW TO NAVIGATE THE CODE

The Design Code is set out in three parts and is colour coded as illustrated below.

PART A : BACKGROUND

This section of the code sets out the relevant background information, the masterplan design principles and the vision for Chilmington Green. It also provides guidance on how to read the Regulatory Plan alongside the Design Code.

CONCEPT & NARRATIVE

Refer to sections:
1. Introduction
2. Context
3. Masterplan
4. Regulatory Plan Manual

Understanding the context and vision

PART B : CHARACTER

This section of the code provides an overview of the varying character areas across the masterplan and the principles of architectural and landscaping elements that are key to achieving this.

ESTABLISHING CHARACTER

Refer to sections:
5. Character areas
6. Key groupings
7. Residential density

Understanding the character of the residential areas across the masterplan and how this is enhanced by the key groupings

PART C : PLACE

This section of the code explains the spatial elements of the masterplan through different layers, and the design of building plots, focusing on the interface of built form and the public realm. It also prescribes architectural design principles along with the selection of materials.

FRAMEWORK OF SPACES

Refer to sections:
8. Land use
9. Green and blue infrastructure

Understanding the role of different land uses and the character of open spaces

ACCESS & MOVEMENT

Refer to sections:
10. Street design
11. Access conditions

Understand the makeup of different streets and the interface between residential development and the streets it addresses

THE EDGES

Refer to sections:
12. Edge conditions

Understand the interface between residential development and the open spaces it addresses

DESIGNING RESIDENTIAL PLOTS

Refer to sections:
13. Residential layout

Understanding the character of the residential form across the masterplan and how this is created by a combination of typologies, plot components and appearance of the buildings

PART A: BACKGROUND

1. INTRODUCTION

1.3 CHILMINGTON GREEN OUTLINE APPLICATION

An Outline Application for the development of the Chilmington Green site was submitted to Ashford Borough Council in August 2012, by the Chilmington Green Consortium. A decision was made to grant planning approval in October 2014.

A Design and Access Statement (DAS) prepared by JTP was submitted with the Outline Application. The DAS explains the design thinking behind the proposals and illustrates how the masterplan has been informed by a process of consultation, testing and assessment.

The principles within the DAS are reflected in this Design Code and both documents should be considered in developing future reserved matters applications.

Chilmington Green Design and Access Statement

1.4 CHILMINGTON GREEN CONSORTIUM

The Chilmington Green Consortium comprises:

- Hodson Development Ltd
- Jarvis Homes
- Pentland Homes
- Ward Homes

1.5 ROLE OF THE DESIGN CODE

This Design Code has been prepared by JTP on behalf of the Chilmington Green Consortium, in consultation with Ashford Borough Council (ABC), Kent County Council and other stakeholders. The purpose of the Design Code is to set clear guidelines and establish design controls within a well-structured masterplan framework to assist in the preparation and approval of reserved matters applications.

The code will establish design principles for the streets and open spaces within the public realm and for the buildings themselves that reflect the principles of Garden City Design. It will also include guidelines for the different character areas which will provide variety across the masterplan area and assist wayfinding.

1.6 COMPLIANCE WITH THE CODE

All reserved matters applications submitted as part of the Chilmington Green development must demonstrate compliance with the Code by submitting a Compliance Checklist as part of the application. This checklist can be found in the appendix of this document.

A draft checklist must also be submitted by developers during pre-application process to assist Development Control Officers tasked with providing feedback on emerging scheme designs.

Deviations from the Code will only be possible through agreement with the Chilmington Green Consortium and ABC.


Precedent for the character of residential streets


Precedent for the character of Discovery Park

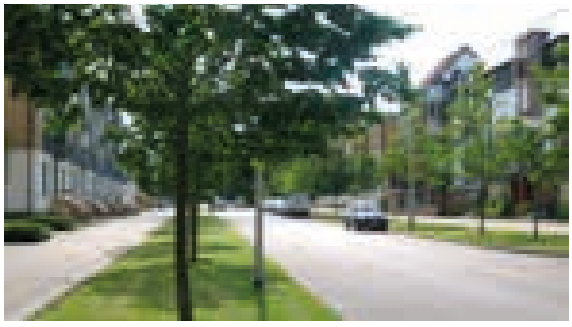

Precedent for the character of the strategic avenue

Diagram to show the role of the Code within the approval system

1.7 REVIEW OF THE CODE

Periodic reviews of the Design Code will be undertaken after each main phase and any updates made available via Ashford Borough Council's website:
http://planning.ashford.gov.uk

1.8 QUALITY MONITORING

Ashford has grown fast in recent years. Whilst a lot of effort has gone into masterplanning to improve the quality of places created, the delivery of development has to often been poorly executed.

The key to this initiative is a Quality Monitoring Team within the Borough Council that will provide a frequent and regular presence on site to support developers and householders. The aim is to develop a trusting relationship where all parties see the benefits of catching any problems early, householders get a better deal, and increased confidence in the quality of development will help the house-builder in terms of sales and values achieved.

At Chilmington Green the current developer team has signed up to a Quality Agreement and Design Code which will be extended to other house-builders who operate on the site in future. The Quality Monitoring Team will provide a wide range of services including:

- Sampling of dwellings under construction to check that typical mistakes are being avoided;
- Inspection of the quality of delivery of the public realm and tree planting;
- Working with the various agencies involved to co-ordinate the delivery and adoption of quality places;
- Liaising with the local community through the Community Management Organisation to make sure that people's concerns are recognised and dealt with;
- Making sure the Quality Agreement and the Design Code is being delivered – principles applied flexibly where needed but with no loss of quality.

1.9 RELEVANT DOCUMENTS

The following documents must be read in conjunction with the code to fully understand the evolution of the vision and masterplan for Chilmington Green:

- Chilmington Green Area Action Plan
- Chilmington Green Design and Access Statement
- Parameter Plans submitted as part of the outline planning application
- The Chilmington Green 'Quality Charter'

These documents can be found on ABC's website planning portal:
http://planning.ashford.gov.uk/

2. CONTEXT

2.1 PHYSICAL CONTEXT

Chilmington Green is located on the south-western edge of Ashford in Kent. The new development will provide an extension to Ashford in the form of a garden suburb with its own district centre and a variety of facilities.

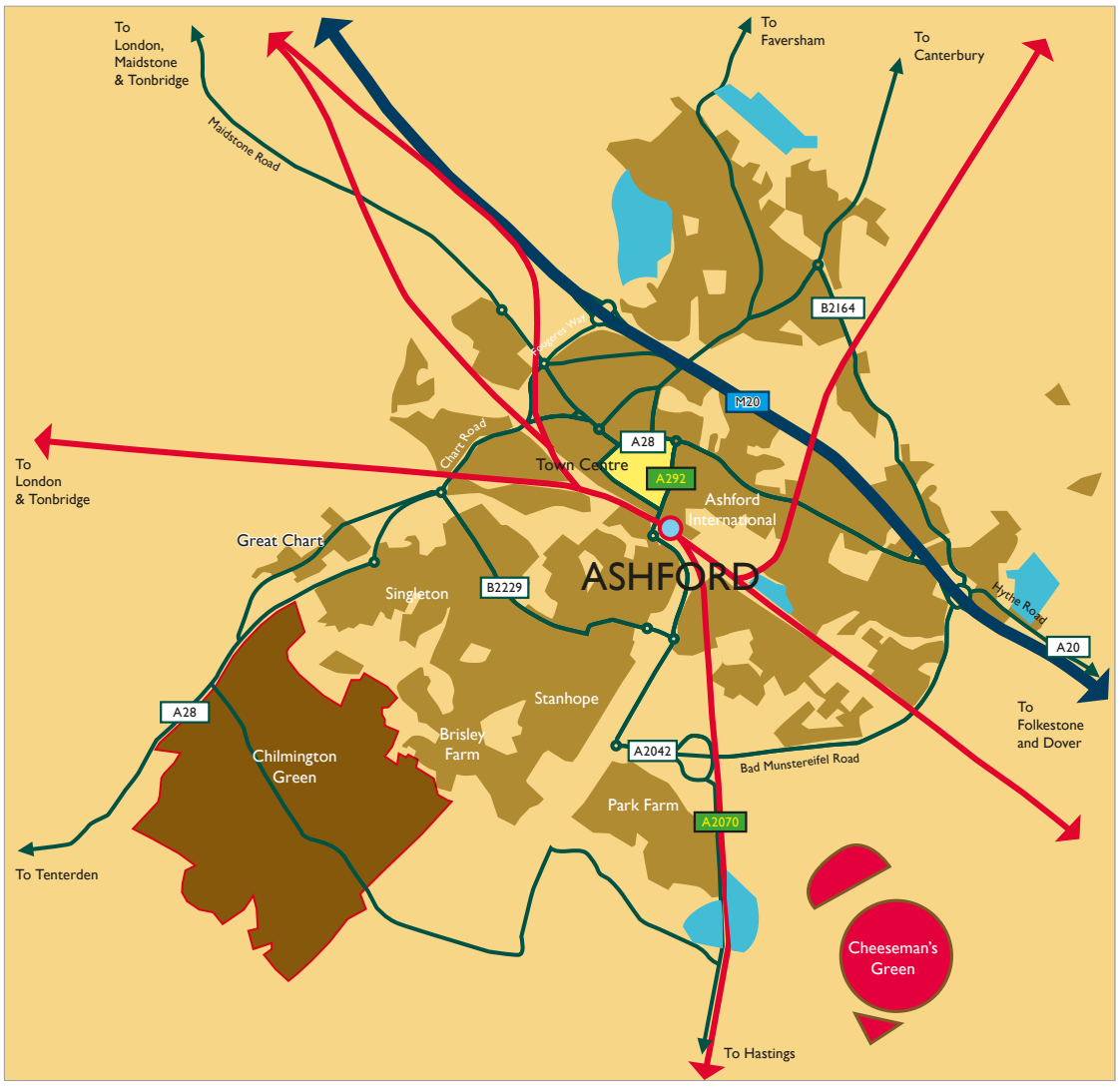
The site is bounded to the north west by the A28. No development is proposed to the west of the A28. This restriction reflects the need to respect the setting of the historic village of Great Chart which lies further to the north.

The northern site boundary is defined by the existing residential neighbourhoods of Singleton and Brisley Farm. A woodland edge which surrounds a Kent County Council owned landfill site also forms part of this boundary.

Long Length, a rural lane, marks the eastern extent of the site and the location of Discovery Park, a new strategic park for South Ashford.

To the south of the site lies the settlement of Stubbs Cross, areas of farmland and some fragments of ancient woodland.

Within the site a number of areas are excluded from the Outline Planning Application red-line boundary. These relate to properties that are not in the ownership of the consortium and where no development is proposed by the application. They include a number of Grade 2 listed buildings in Chilmington Green Hamlet.



Site location plan

Aerial view of site with outline planning permission/ Design Code boundary

2.2 SITE FEATURES

There are some significant features within and adjacent to the site, which are either incorporated into the development or sensitively addressed through the design of the masterplan and the Design Code. A comprehensive description of the site constraints can be found in the Design and Access Statement however the features most relevant to defining the character areas that form an important element of this Code are:

Topography

Chilmington Green is situated at the very eastern extent of the Kent Weald where the slope begins to rise sharply to the greensand ridge which forms the boundary between the fertile Low Weald and the chalk of the North Downs to the north and north-east. The northern part of the site area slopes down from the ridge to the south-east towards Chilmington Green Road. The southern part of the Study Area, south of Chilmington Green Road, is relatively flat.

Heritage and archaeology

Two Roman roads have been identified as crossing the site – a route which follows Chilmington Green Road and another route (now a footpath) just north of Stubbs Cross.

The alignment of this Roman road is also reflected in the layout of footpaths towards Stubbs Cross Wood. The Iron Age funerary site at Brisley Farm, including the warrior burial sites, are also important heritage assets.

Great Chart village which lies to the north is a historic settlement with a number of listed buildings and a conservation area. There is also a scheduled ancient monument to the south west of the village. There is a listed building, formerly the Pig and Whistle pub on the A28 and a cluster of grade 2 listed houses in and around Chilmington Green Hamlet. The Hamlet is designated within the Code as an area of special character and guidance will be provided to protect the setting of existing heritage assets.

Eight distinctive historic landscape character areas have been recognised within the site. These areas have also been considered in developing the character areas of the proposed development. During WW11, land to the south of Chilmington Green Road was requisitioned for use as an air strip to support the D-Day operations. The strip was decommissioned in 1944 and the land returned to agricultural use leaving little evidence of its wartime role. However in recognition of the importance of the military presence during the war to local people, the alignment of the strip has been reflected in the proposed layout of the streets in the southern part of the site.

St Mary's Church Great Chart

Little Netters Chilmington Green Hamlet

View of Brisley Farm and Colemans' Kitchen Wood

View to south east from Great Chart Ridge

Landscape and ecology

The existing vegetation comprises of small blocks of woodland and mixed arable fields defined by hedgerows and occasional standard trees. Development pressure and mechanisation of farming has resulted in a loss of hedgerows and the finer grain of small and medium sized pasture and fields, particularly in the flatter areas close to Ashford.

Colemans' Kitchen Wood, a historic coppiced woodland situated on the south-eastern tip of the Great Chart Ridge, is the most prominent within the site due to its raised elevation. Another distinctive feature is the linear woodland associated with Long Length due to its form.

Individual large, mature trees also contribute to the landscape character of the site. Most occur within the existing or remnant hedgerows. Other significant isolated standard trees within arable fields are often remnants of historic hedgerows and field boundaries. The existing hedgerows have been identified and assessed in terms of their character and value as landscape, heritage and ecology features.

Drainage

The site contains the watershed between the River Stour and River Beult. The majority of the site drains from the ridge at the north of the site to the south and into the River Beult, with the eastern section of the site draining to the River Stour. A number of small watercourses and field drains crossing the site will be integrated into the development.

2. CONTEXT

2.3 POLICY CONTEXT

Ashford Borough Council's (ABC's) core strategy policy CS5 established the principle of development at Chilmington Green in the form of an urban extension to Ashford.

CS5 also sets out the following 'core aims' for Chilmington Green:

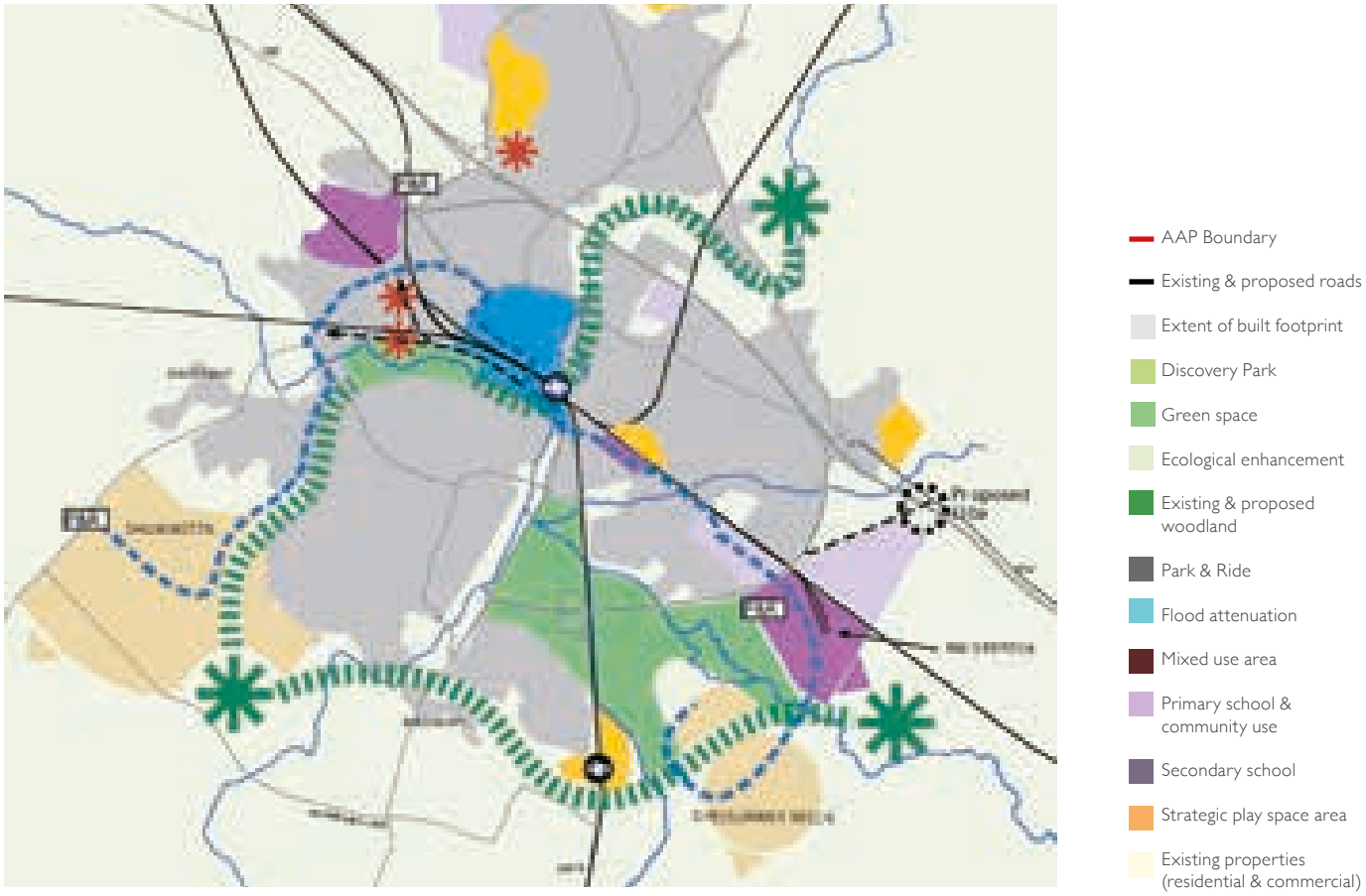
(a) to create flexibly designed, mixed-use places of real character, with well-defined Local Centres reinforced by variations in the density of development. The overall layout must be designed to maximise the potential use of public transport, walking and cycling;

(b) to incorporate high quality and innovative building design, public spaces and landscaping to create strong character areas within the development and, overall, a coherent sense of place. Innovative proposals will be needed to deal with the future management and maintenance of public spaces and facilities, and for community development initiatives to help create a vibrant local community;

(c) to be well related to the rural landscape surroundings by the creation of a well-designed and defined edge to development and a sensitive transition to adjoining areas and the wider countryside. Proposals will need to include plans for the long term use and management of these areas to best respond to the various interests at stake – including landscape and heritage protection, nature conservation and ecology, flood mitigation and sustainable drainage, public access and agricultural uses, and

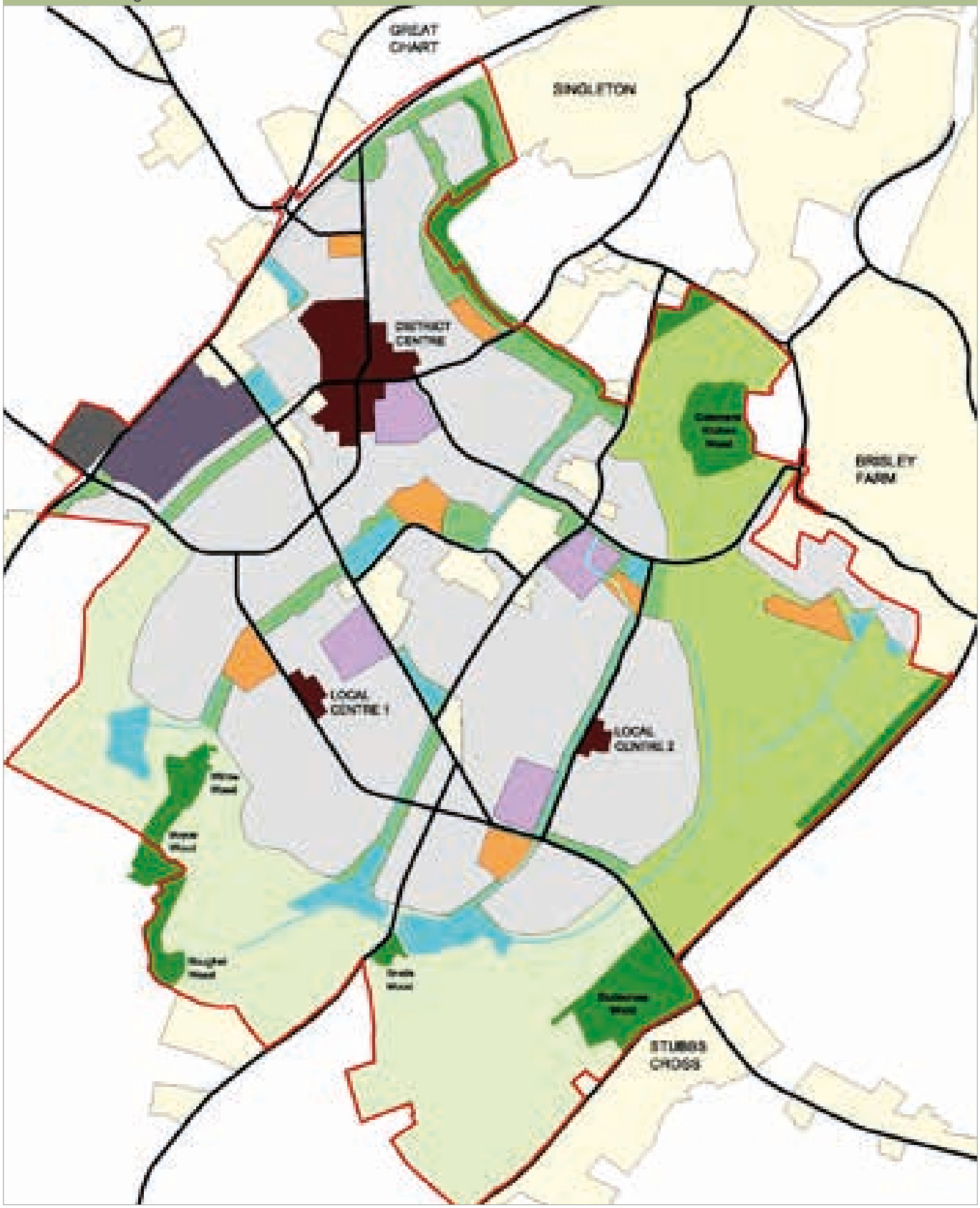
(d) to be developed at a rate which is supported by the delivery of infrastructure and the elements required for a balanced, mixed community. Area Action Plans (AAP's) for these areas will need to relate both to the delivery of strategic off site infrastructure and to a detailed plan that shows how on-site infrastructure will be provided, when needed, linked to the rate of development on site.

In July 2013 the Chilmington Green AAP was adopted. The AAP sets out a framework to which development proposals will be expected to accord, and includes plans which show where and when on-site infrastructure and facilities, including Discovery Park, will be provided. The Outline Planning Application and Design Code for Chilmington Green reflect the principles set out in the Core Strategy and AAP.



Core Strategy key diagram

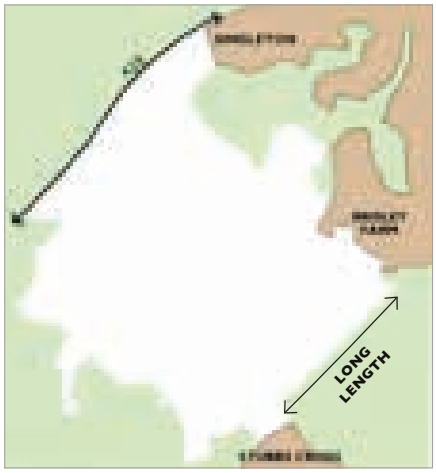
AAP Land use diagram



3. MASTERPLAN

3.1 MASTERPLAN PRINCIPLES

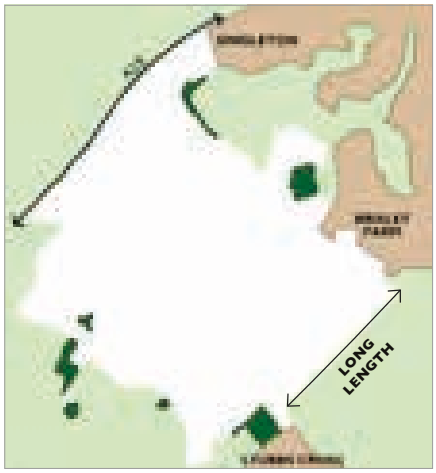
The masterplan for Chilmington Green reflects a response to the natural features of the site, its heritage assets and the principle of creating walkable neighbourhoods that are well connected to surrounding villages and the amenities of central Ashford.



The Site

The Site

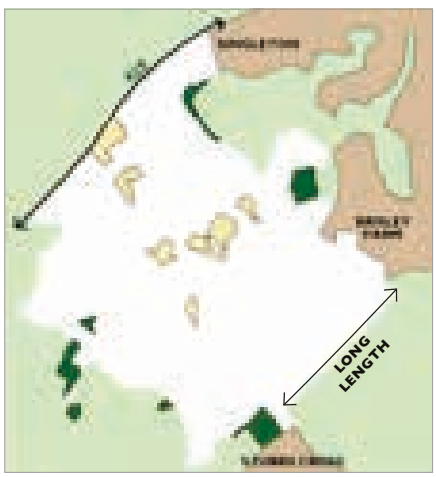
- The Chilmington Green site is bounded by the A28 to the north-west, Singleton and Brisley Farm to the north-east and Long Length to the east.
- The southern boundary is formed by agricultural land and the existing settlement of Stubbs Cross.



Existing Woodland

Retaining existing woodland

- The site includes fragments of woodland.
- The masterplan strategy is to retain existing woodland and to maintain the distinctive wooded ridgeline at Great Chart Ridge.



Existing Buildings

Respect existing buildings

- There are several existing buildings within Chilmington Green. Most of these are clustered around the Hamlet where there are a number of listed properties.
- New development will be laid out to avoid impacting on sunlight and daylight to existing buildings.
- The relationship of new development to the Hamlet will be carefully considered to provide an appropriate setting for the listed buildings.

Discovery Park

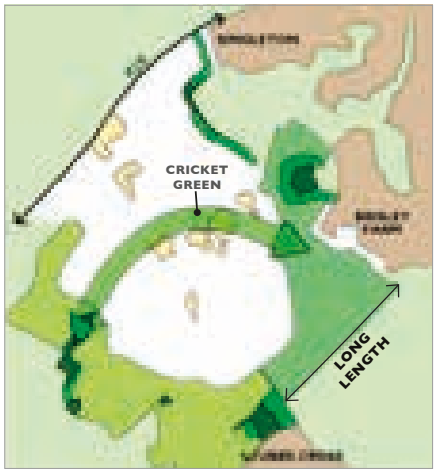
Key

Discovery Park

Existing Woodland

Create a strategic park

- Discovery Park will be a new strategic park for Ashford.
- It will form part of a new green finger that links existing green spaces in Singleton with the countryside.
- There is potential to extend Discovery Park to the east of Long Length in the future.



Green Features

Key

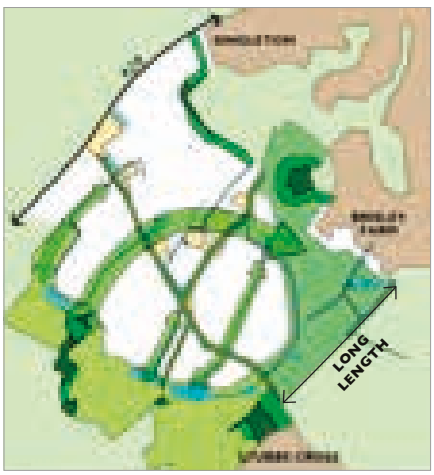
Existing Woodland

New Woodland

Managed Farmland/ Wetlands

Connect green spaces around the development

- New planting will reinstate a tree line along Great Chart Ridge and screen the development at Singleton which has recently breached the ridge line.
- Existing woodland fragments will be linked and strengthened by new tree planting.
- An arc of green spaces including a number of watercourses and species rich hedgerows, will connect Discovery Park with the chain of woodlands and farmland to the south.
- The green arc will also provide an attractive setting for the Hamlet and include a cricket green as a focal point for the new development.



Green Fingers & Watercourses

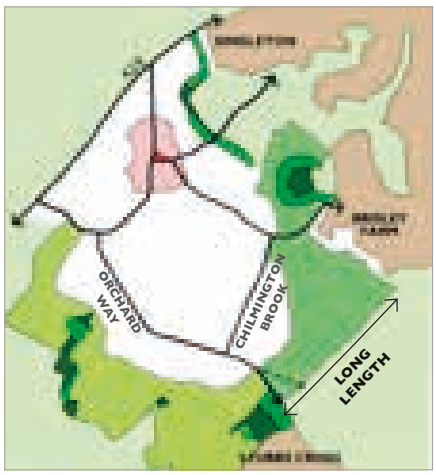
Key

Watercourses & SuDS

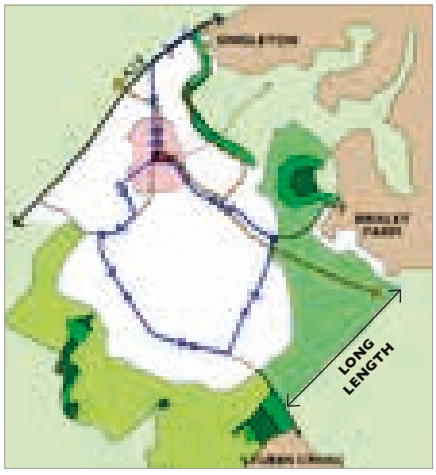
Create green fingers integrating SuDS

- Smaller green fingers will run through the residential areas and incorporate watercourses and existing hedgerows.
- A system of sustainable drainage (SuDS) will extend the network of existing watercourses.
- The green fingers will define the individual neighbourhoods within the new development.

3. MASTERPLAN



Main vehicular routes



Bus route

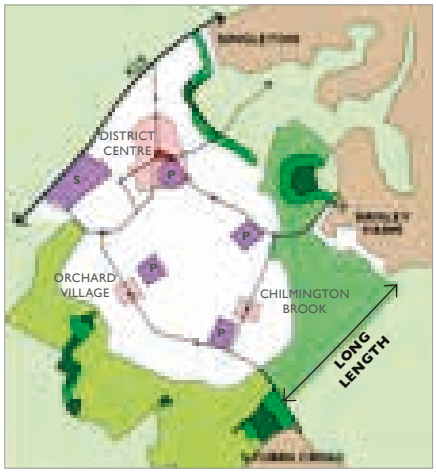
Key

Bus Route

Pedestrian Cycle Link

Provide good connections

- The main vehicular access will be from the A28
- Mock Lane will connect the new development to Singleton.
- A Market square and High Street will be located at the intersection of these key routes.
- A new road, Orchard Way, will follow the alignment of the former airfield runway.
- Brisley Farm will be connected by an extension of the existing road network across Discovery Park.
- Orchard Way will provide the main east/west route and avoid putting increased traffic onto Chilmington Green Road.
- There is potential to extend Orchard Way to serve future development in South Ashford if required in the long term.
- A bus will follow a circular route so that all homes are within a 5-8 minute walk of a bus stop.
- A pedestrian & cycle route extending Greensands Way, will link Discovery Park and Great Chart via the High street.



Mixed use centres and schools

Key

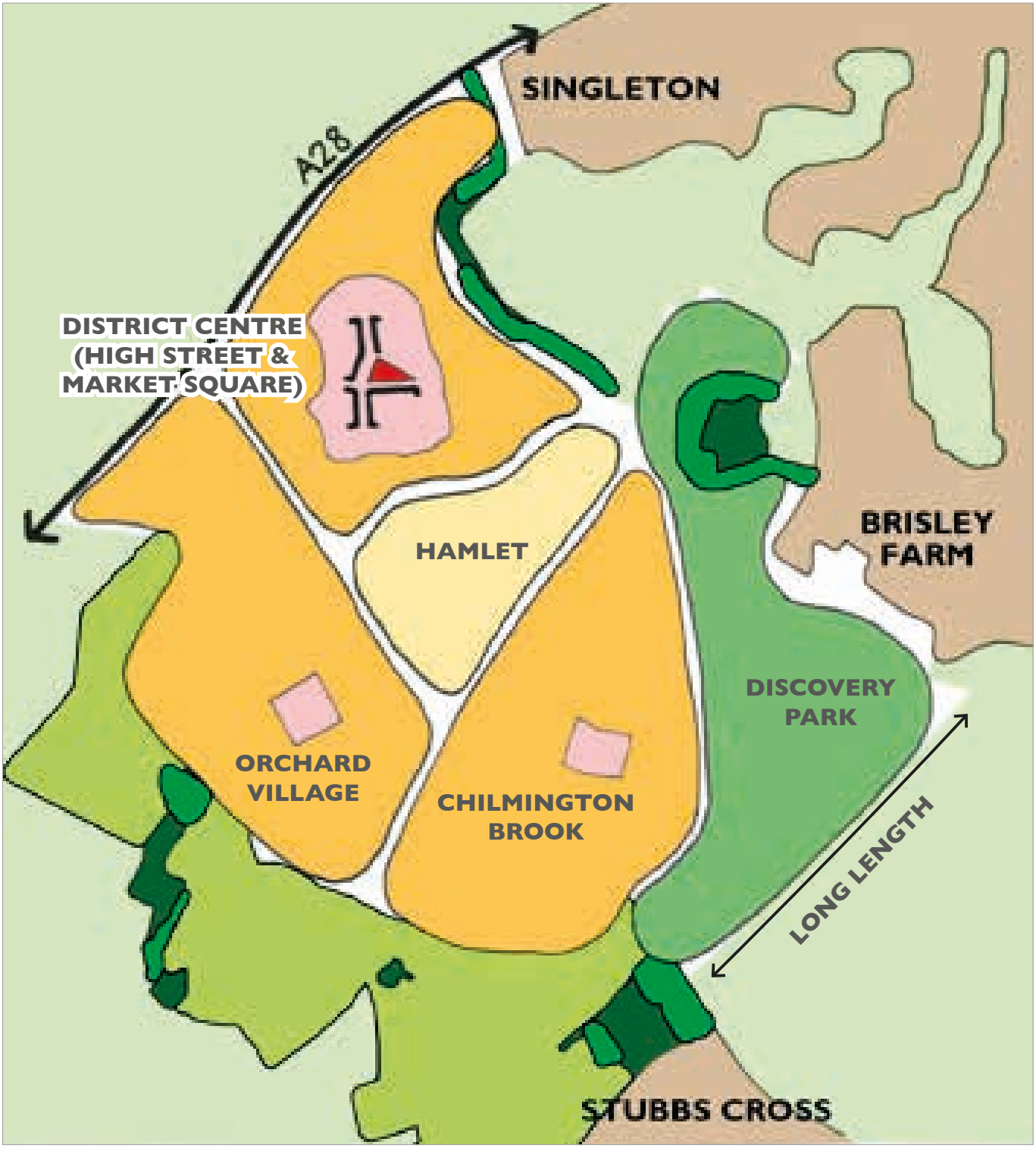
S Secondary School

P Primary School

Create walkable neighbourhoods

- The High Street and Market Square will provide shops and services for the development in the form of a District Centre.
- Smaller Neighbourhood Centres are proposed at Chilmington Brook and Orchard Village to ensure that all homes are within easy walking distance of shops.
- The bus route will connect these local centres to the High Street and Ashford Town Centre.
- A new secondary school will be located adjacent to the A28 to allow good access for residents within the wider catchment area. The school will also be close to new and existing bus routes.
- Four new primary schools are proposed to ensure all homes are within easy walking distance of a school.

Concept
Chilmington Green will have a Park, a High Street and a Market Square: it will be made up of three distinct neighbourhoods with a hamlet at its heart.



Concept diagram

3.2 THE VISION FOR CHILMINGTON GREEN

Chilmington Green offers a fresh start for Ashford in a well-connected, green and family friendly environment. With its spacious park, bustling High Street and direct bus link to Ashford Town Centre, it combines the very best of town and country living.

The new community will grow over time to create 3 distinct neighbourhoods with a hamlet at its heart.

The Vision for Chilmington Green seeks to set out the key features of Chilmington, which the planning of the site will address.

Chilmington Green will be a great place to live – a place that:

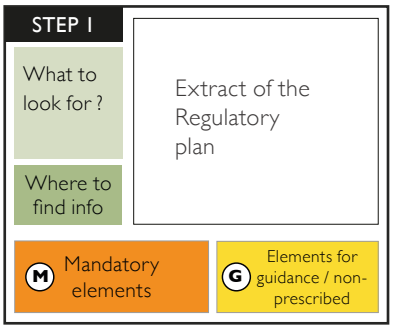
- is lively and fun, with an **attractive High Street** that meets peoples' daily needs;
- works for people of all ages and provides a **range of community, education and health facilities**;
- sets challenging standards of innovative design, becomes a **place of special and varied character**;
- has **sustainability** integrated into all aspects of design;
- offers a range of local jobs, but also caters for those working in the town centre and elsewhere with **high speed, high quality bus connections**;
- has its **own, strong, identity in a landscape setting**, but closely linked to the urban area and able to offer new opportunities to other residents of Ashford, in particular those in Brisley Farm, Singleton, Shadoxhurst and Stanhope;
- **respects and integrates heritage buildings, landscape features and wildlife habitats** as part of a well planned layout;
- **fosters local pride and a strong community** that develops a strong sense of pride and local ownership and the capacity to help manage Chilmington Green on a day to day basis, and
- is **flexible in design and resilient to change**, and able to respond positively to advances in technology and changing working and daily lifestyles.

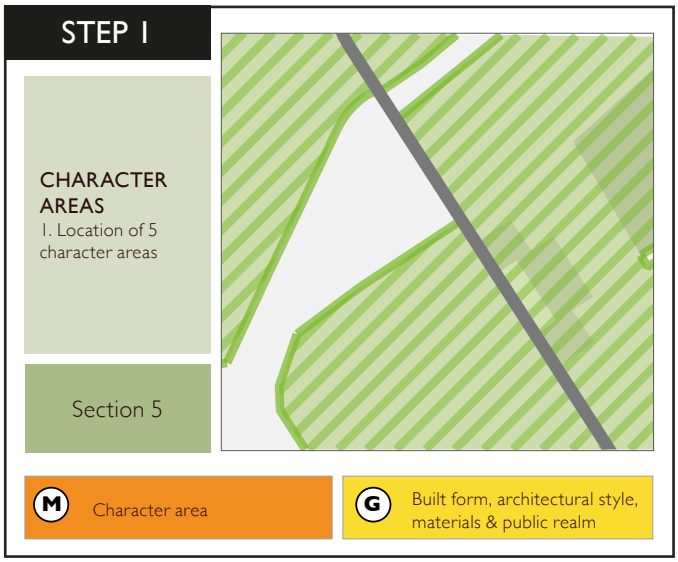
Chilmington Green will be a new sustainable and walkable community

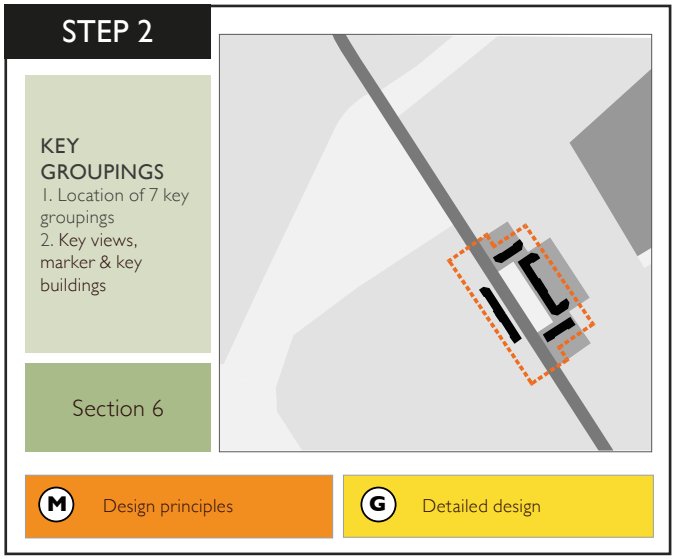
4. REGULATORY PLAN MANUAL

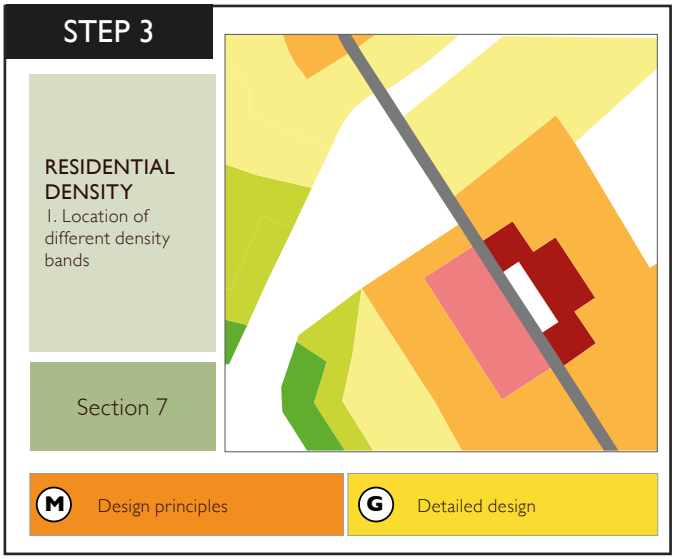
INSTRUCTION MANUAL : HOW TO READ THE REGULATORY PLAN

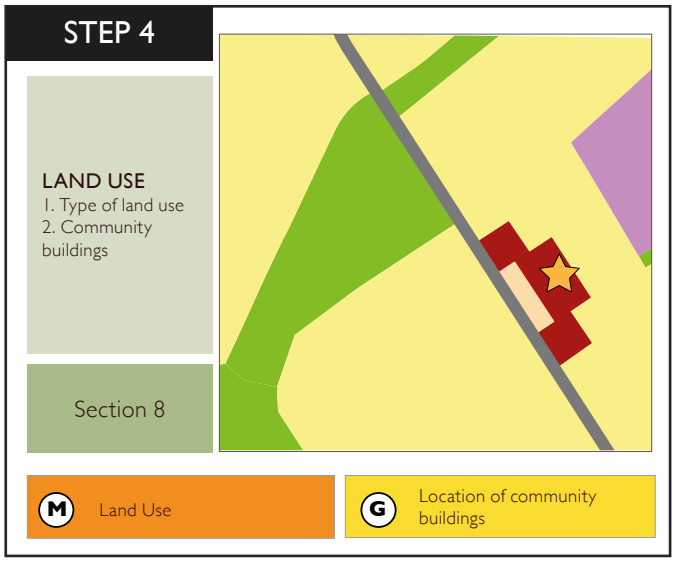
The following steps explain the process through which residential parcels are to be designed, using both the Regulatory Plan and the Design Code.

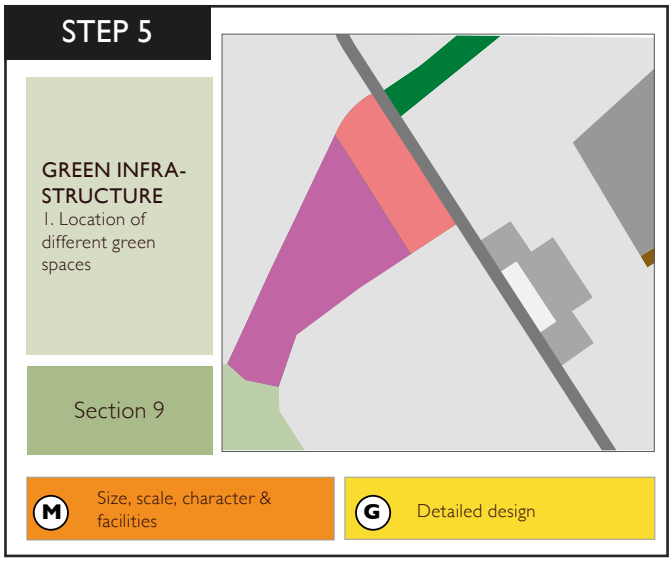












Instruction Manual : How to read the Regulatory plan

STEP 6

STREET HIERARCHY
1. Street typologies
2. Sections sections
3. Access points
4. Pedestrian & cycle network
5. Bus route & stops

Section 10

M Street type, sections, prestrian & cycle routes

G Indicative access points, detailed location of bus stops

STEP 7

ACCESS CONDITIONS
1. Access conditions

Section 11

M Access feature

G Detailed design

STEP 8

EDGE CONDITIONS
1. Sections showing relationship between development parcel and open space

Section 12

M Delivery of all elements along edge section

STEP 9

FRONTAGE CHARACTER
1. '**NUMBER**' denotes frontage character

Section 13

M Frontage character type

STEP 10

RESIDENTIAL PLOT COMPONENT
1. '**CAPITAL LETTER**' denotes typology matrix
- dwelling typology
- parking typology
- front boundary
- set back
- height

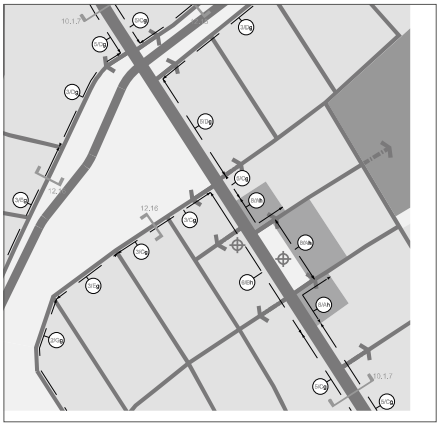
Section 13

M Typology matrix

STEP 11

MATERIALS PALETTE
1. '**lowercase letter**' denotes materials palette
- roofs
- walls
- windows
- balconies

Section 13



M Materials palette

PART B: CHARACTER

STEP 1

5. Character areas

5.1 Chilmington Rise

5.2 Orchard Village

5.3 Chilmington Brook

5.4 The Hamlet

5.5 Brisley Farm extension

FIVE CHARACTER AREAS

Chilmington Green will have five distinct character areas:

1. Chilmington Rise;
2. Orchard Village;
3. Chilmington Brook;
4. The Hamlet; and
5. Brisley Farm Edge.

Each area will draw on their particular context and landscape setting to develop their own character and identity. Chilmington Rise will respond to its location on the toe slopes of Great Chart Ridge whilst Orchard Village and Chilmington Brook will reflect their location in the flatter Weald landscape. The Hamlet will respond to the existing buildings and remnants of the medieval field pattern in Chilmington Green. Brisley Farm Edge will form an extension to the existing Brisley Farm estate and along with Chilmington Brook will create new frontage to Discovery Park. The archaeological and heritage significance of Roman roads, the medieval farming community and the Second World War airfield will also be referenced.

Three of these character areas will take the form of neighbourhoods with their own mixed use centres. Orchard Village and Chilmington Brook will have small local centres whilst Chilmington Rise will include the District Centre which plays a wider role in providing services for the whole of Chilmington Green. These three centres will be particularly important in establishing the identity of the new community.

This section builds on the design principles set out in the Design and Access Statement submitted with the outline planning application, to explain how the form of development in each character area should respond to:

- natural features;
- topography;
- built/cultural heritage assets;
- aspects, views and vistas.

It explains the Vision for each character area that has informed mandatory requirements for the design of buildings, streets and open spaces set out in subsequent sections of the Design Code. The way in which Garden City principles have influenced the Vision for each area is also explained.

The plan opposite shows the extent of each of the character areas.

Site Boundary

5.1 Chilmington Rise Neighbourhood

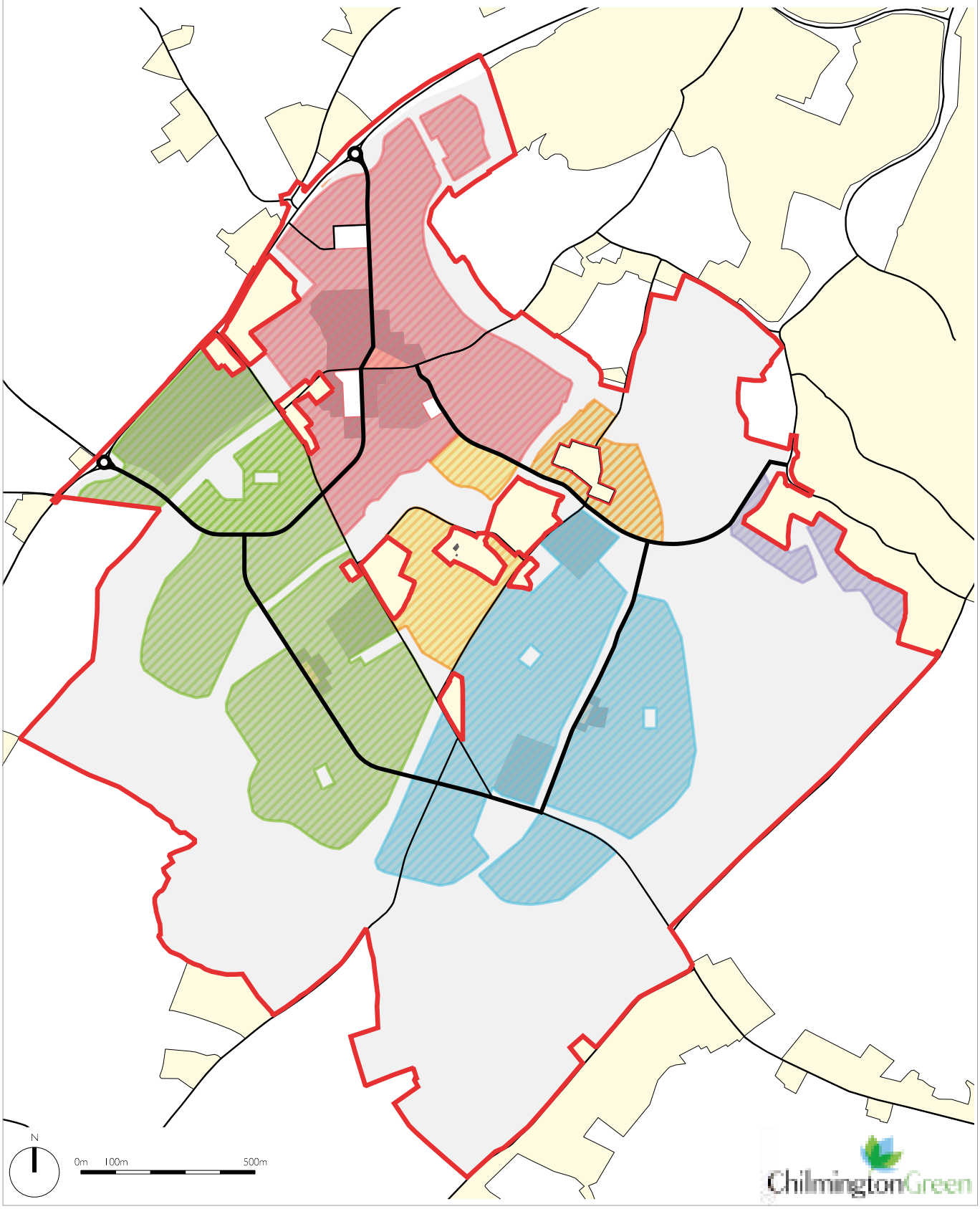
5.2 Orchard Village Neighbourhood

5.3 Chilmington Brook Neighbourhood

5.4 The Hamlet

5.5 Brisley Farm Extension

STEP 1: CHARACTER AREAS



5. CHARACTER AREAS

Character and phasing
Each character area will be built out in sequence, starting with (most of) Chilmington Rise, including the new District Centre, followed by Orchard Village and Chilmington Brook respectively. The Hamlet and Brisley Farm extension are included in phase one, however the Hamlet is likely to be developed early in phase one while Brisley Farm extension is more likely to be developed towards the end of phase one.

The 20+ year development horizon means that each successive phase of development will be likely to acquire its own character naturally, because each successive phase will be a product of its time. Throughout the development period, however, the Design Code will continue to provide a degree of continuity and a coherent vision, whilst permitting sufficient flexibility for it to be updated and modified as needs and priorities change.

Built form
Character will be strongly influenced by the built form and layout of development. The Design Code sets out a range of controls that, taken together, will guide built form along main streets and development edges by regulating the characteristics of street frontage and residential plot components. In turn, the form of development in each character area should respond creatively to the built and cultural heritage assets within the locality to emphasise the distinctiveness and identity of the new place.

Built form will also be influenced by residential density: the number of homes in any given area. The effect of density on built form is explained separately in Section 7, using illustrations of exemplar block layouts.

The form of development in each character area should respond creatively to the built and cultural heritage assets within the locality to emphasise the distinctiveness and identity of the new place

Architectural style and detailing
It is envisaged that each character area will embrace a particular architectural style to cement its distinctiveness. In line with the National Planning Policy Framework (NPPF) and the advice of the South East Regional Design Review Panel, the Design Code does not dictate what that style should be.

However, any chosen design style should respect the following principles:
- Avoid architectural 'pastiche';
- Respond positively to local context; and
- Use materials in a way that complements the chosen architectural language.

'Pastiche' refers to the application of architectural styles in a superficial way, without necessarily producing either good design, or well-proportioned buildings. Whatever architectural language is adopted, it should be applied coherently and consistently to avoid creating a 'zoo' of mismatching styles that compete for attention in the same place. Further guidance on architectural style is offered by the Kent Design Guide (section 2.4.2), which should be read in conjunction with this document.**Materials**
Materials will play an important role in character formation. The selection of materials for Chilmington Green aims to ensure the new development maintains a sense of place by reflecting the colours and textures commonly found in this area of Kent. Older buildings in Great Chart and Chilmington Green hamlet are generally a mix of local Kentish ragstone, brick, red clay tiles and weatherboarding. Newer buildings include some with slate roofs, painted brickwork and render. Some of these materials are still in common use whilst others such as ragstone are not readily available or too expensive to use extensively. The selection of materials for Chilmington Green represents a range that reflects those used in the past with some modern additions to accommodate the form and function of contemporary design.

Section 15.1 sets out the full Chilmington Green palette of materials for roof cladding, walls, window frames, balconies and other features. Only a limited selection of these materials may be used for buildings within key groupings, streets and edges as identified in the Regulatory Plan. Away from these spaces the design code allows greater freedom to choose materials from the full Chilmington Green palette.

Within each limited palette one of the ranges is nominated as being the 'predominant' range of materials applicable within the character area. Materials may also be selected from the second range, but their application will be limited. The choice of materials from the palette should also have regard to the built form, local context and architectural language of the proposed buildings. It is neither practicable nor desirable for the design code to strictly define what proportion of materials constitutes 'predominant' or 'limited'. Rather it will be necessary for individual development proposals to be assessed on their merits as they come forward though reserved matters applications, having regard to the vision for the character area in which it is located.

Public realm

Public realm is the streets and open spaces between buildings. The design of the public realm will be amongst the most important factors influencing the character of the new neighbourhoods. The character and identity of the public realm is inseparable from the built form and design quality of the buildings that define it. The Design Code recognises this by setting out requirements for key groups of buildings that will define or enclose important public streets and spaces. It also sets out palettes of materials for key streets and spaces identified in the Regulatory Plan. Guidance for the landscape design of important public spaces has also been provided. Within these spaces the choice of public lighting, street furniture (bins, bollards, benches, signage etc.) will also play a role. The need to carefully consider the location of tree planting in relation to light columns (and windows to homes) is vital to create an attractive place with comfortable lighting levels suitable for the street.

The coordination of street furniture (including signage and lighting) will be vital to creating a good impression. Applying different products to different areas is unlikely to create a good impression. It is more important in this regard, for street furniture to be used coherently and consistently throughout the development with reference to the hierarchy of streets. This is particularly important given that several key streets will connect different neighbourhoods together.

It is envisaged, therefore, that each street type in the hierarchy will use coordinated street furniture and signage to reinforce the legibility of Chilmington Green. The design and choice of materials for street furniture and signage will complement its function and status within the hierarchy.

For example, the formalised urban character area of the Avenue will be expressed predominantly by resilient materials such as steel. This will be reflected in the palette of materials applicable to buildings in the centre. In contrast, natural materials are more appropriate to more intimate residential streets such as lanes and homezones. Therefore natural materials will also be appropriate to street furniture and signage in this location. The appropriate selection is set out in Section 10, relating to different street types. Generic examples of appropriate products are provided in the public realm and hard landscaping section of the Appendix.

Public art and detailing of the public realm will reflect the distinctive character of each area and also the identity of Chilmington Green as a whole. The design of public realm must incorporate all elements that make up the space in an integrated design.

Further guidance on street furniture, signage and lighting is provided in the Kent Design Guide Section 2.4), which should be read in conjunction with this document.

The following sub-sections expand on the vision for each character area under the headings of built form, architectural design, details and materials. The same general principles apply to the design of public realm across the development area, so they are not repeated hereunder.

5. CHARACTER AREAS

5.1 CHILMINGTON RISE

The vision for Chilmington Green is for the new settlement to be a contemporary interpretation of a garden suburb. Chilmington Rise will deliver the District Centre which is a key aspect of the garden suburb concept – providing a focus for the social, spiritual, cultural and commercial life of the new community. Chilmington Rise will also be the 'front door' of the new development as it includes the main access from the A28. It will therefore play an important role in establishing the identity of Chilmington Green as a whole. As the first neighbourhood to be developed it will set the benchmark for design quality in subsequent phases.

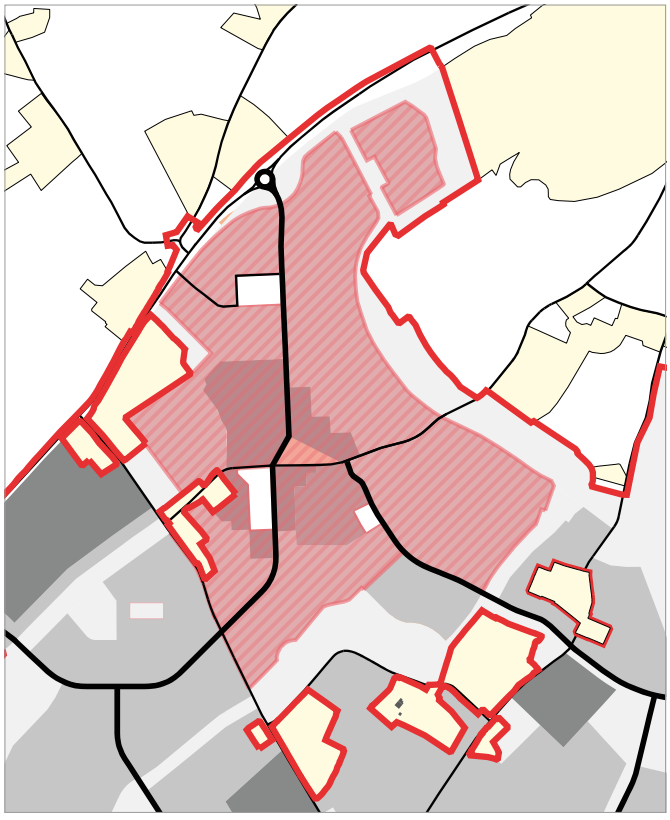
Topography
Chilmington Rise lies on the toe slopes of the Great Chart Ridge and falls steeply, and then more gently towards the south west. The District Centre is located on the lower slopes with the approach down the Avenue from the A28 gently descending towards it.

Natural Features
The site includes some mature trees, important hedgerows, ponds and watercourses. The design of Chilmington Gardens is structured around retention of a group of mature trees, a pond and watercourse which will add interest to the picturesque landscape design. A mature Oak tree will be retained within the Chilmington Square area and an important hedgerow will separate the northernmost cluster of housing on Great Chart Ridge - creating the opportunity for this area to develop a distinctive identity. Additional structural planting on Great Chart Ridge will aim to reinstate the tree lined ridge that is currently broken by new homes at Singleton.

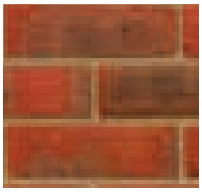
Built/Cultural/Heritage Assets
There is an opportunity for public art at Chilmington Rise to draw inspiration from the history of the site. Important archaeological finds in the wider area include the Roman settlement at Westhawk Farm and the very significant Iron Age warrior burials at Brisley Farm. Chilmington Green was a medieval farming settlement and the WW2 airfield is still remembered by older residents in the area. The development of Chilmington Green brings with it the opportunity for further archaeological investigation that could enrich our understanding of the area's history. There are also a number of historic routes crossing the area. Within Chilmington Rise neighbourhood Mock Lane provides a link to Singleton and will remain in its current alignment as an important connection although there will need to be widening in places to accommodate the increase in of vehicular movements.

There is also an opportunity for public art to focus on the Garden City theme in order to reinforce this concept.

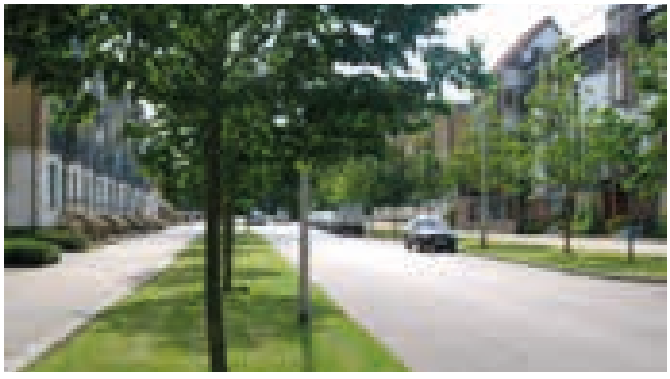
Another important influence on the character Chilmington Rise is the reflection of local distinctiveness. The High Street at Tenterden has provided a precedent for Chilmington Green's Market Square which is described in more detail in section 6.1. As described in the introduction to this section the materials palette has also been influenced by historic local precedents in order to ensure Chilmington Green feels strongly rooted in place.



Key plan



Precendent for style and materials in higher density areas



Precendent for The Avenue

The District Centre

The market square will be at the heart of the neighbourhood, serving the whole of Chilmington Green. Most traditional centres accrue their character over centuries as individual mixed-use plots change over time. The comprehensive planning and building of the district centre in phase one thus poses a particular challenge: how to re-create the character of a traditional centre in a short timescale, without a plot-based approach?

Three approaches are open to the developers:

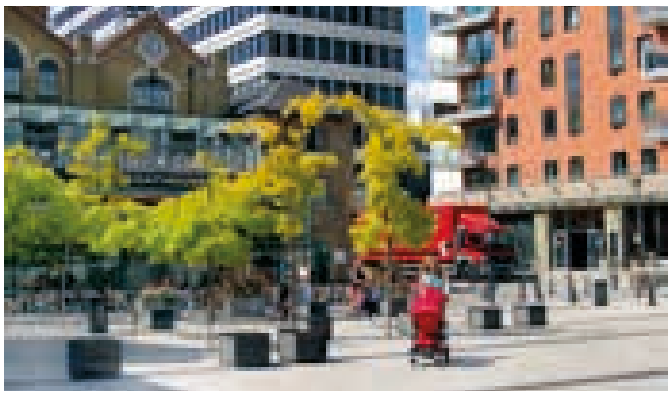
1. Setting out the centre in individual serviced plots for sale to different developers or 'pioneering' individuals;
2. Employing a range of architects to design different buildings as part of a set-piece; or
3. Employing a single architect to design all of the buildings.

The first approach would achieve the most authentic sense of diversity and interest in the streetscape, because it would be the product of many individual decisions taken over a longer period of time. The second will achieve a more limited sense of diversity, and the third will achieve a single vision. The latter approach is evident in the case of parts of Letchworth Garden City, which is reasonably successful, but benefits from the variety provided by different designers (including several older buildings that predate it) and bespoke shop-front designs to create a sense of visual interest in the streetscape.

Consequently a hybrid approach will be employed in Chilmington Green, comprising some small plots with a variety of designers, and allowing flexibility in the design of facades to allow future shopkeepers to create their own bespoke shopfronts.

Flexible ground floors

A floor to floor height of at least 3.5m is required for ground floor of all buildings in the mixed use District Centre. Any building facing the Market Square must have at least 4m floor to floor height at ground floor level. This will allow for changes of use over time.



Precedent for the market square

Aerial view of District Centre

5. CHARACTER AREAS

Urban Structure

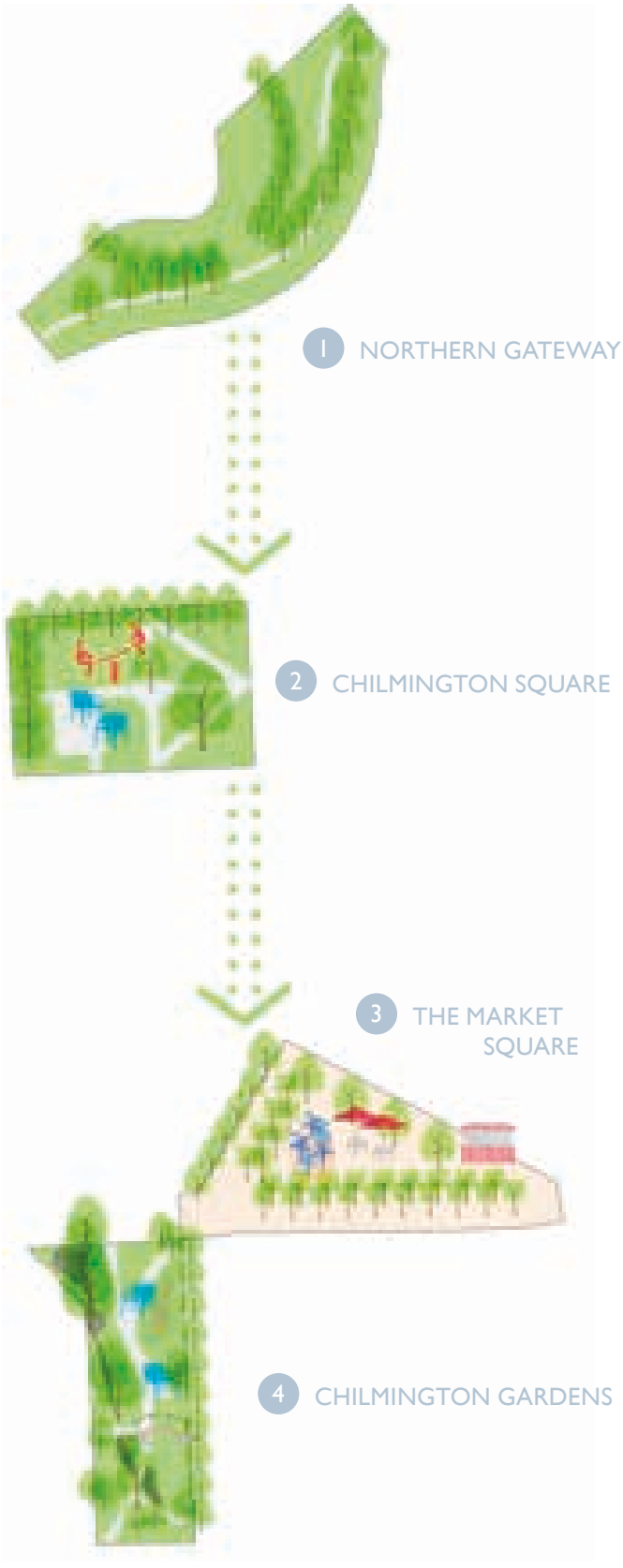
The urban structure of Chilmington Rise neighbourhood as reflected in the Outline Planning Application Parameter Plans and illustrated in the DAS draws inspiration from the town plans of Letchworth and Welwyn Garden Cities where the town centres have a formal composition and are approached along tree-lined avenues. The formality of the original Garden Cities clearly reflects the fact that they were planned settlements rather than places that grew organically.

Chilmington Green is also a planned settlement and the approach to the District Centre though Chilmington Rise should reflect this concept. The tree-lined Avenue will lead south though a sequence of distinctive and memorable spaces including; the formal crescent at the Northern Gateway; the small urban park at Chilmington Square; the triangular Market Square and Chilmington Gardens with its more picturesque informal landscape design.

This strong structure of civic spaces forms the spine of the Chilmington Rise neighbourhood from which the residential streets will branch out to create an interconnected grid that is formal and orthogonal close to the Avenue and more organic towards the neighbourhood's edges.

The composition and density of the urban blocks will also reflect this transition from formality to informality. Areas of lower density were established in principle in the Chilmington Green Area Action Plan and reflected in section 7 of the Design Code. Higher density development with a more compact, orthogonal block structure and straight streets will line the Avenue and surround the District Centre. Medium and lower density development with a less rigid block structure, larger gardens and gently curving streets will characterise the areas on Great Chart Ridge and nearer to the Hamlet.

Plan of Welwyn Garden City



Series of spaces diagram

Trees

Trees will play an important role in establishing the garden suburb character of Chilmington Rise. The Avenue will be planted with limes that will reach a significant height to create a strong statement. Mature trees will be retained and new trees planted within the key civic spaces of Chilmingon Square, Chilmington Gardens and the Market Square. There will also be significant tree planting within the car parks around the District Centre and in parking courts for housing of higher density.

In lower density areas plot sizes will be larger providing scope for trees within private gardens. Street widths will also decrease as they serve less homes and although street trees will be an important aspect of the design of minor access streets, lanes and homezones they will be less formally arranged and generally smaller than in the higher density areas.

Architectural design

In order to establish its identity as a neighbourhood within Chilmington Green it will be important for Chilmington Rise to achieve coherence in architectural design, however given the size of the neighbourhood there needs to be sufficient variety to avoid it being relentlessly repetitive or monotonous. There needs to be unity without uniformity. This will be achieved in a number of ways:

1. The Chilmington Rise neighbourhood will be characterised by high-quality, contemporary design.
2. The design individual buildings will respond to the degree of formality within the overall neighbourhood block composition – more formal along the Avenue and District Centre and less formal towards the Ridge and Hamlet.
3. Key groupings identified in the Design Code must have a coherence to ensure buildings enclosing these key spaces work together to make a harmonious composition.
4. Within these boundaries architects are encouraged to express individuality through the design of their housing product.
5. The development of sub areas with a different design emphasis is also encouraged – one example being the cluster of housing on Great Chart Ridge to the north where an important hedgerow is retained and creates a natural separation. Another is the area to the east of the District Centre which is approached from Chilmington Green Road across a SUDS area.

Building materials

As described within the introduction to this section, the full Chilmington Green palette of materials is limited by the Code for particular areas. Within Chilmington Rise the more resilient materials such as brick and stone will predominate. This is an environmental response to the more exposed position of the neighbourhood along the Great Chart Ridge, but also reflects the formality and urban context of the neighbourhood design.

Architectural details

Detailing for buildings of contemporary design will need to strike an appropriate balance between the desire to achieve clean lines with un-fussy details, and details that are robust in terms of weathering and maintenance. The intention in this regard, is to use traditional details in a modern way, such as deep window reveals, projecting sills, eaves and plinths etc., to avoid the unnecessary staining of facades by rainwater runoff.

Precedent images for architectural style

5.2 ORCHARD VILLAGE

The name Orchard Village was selected to refer to many orchards that were once a common feature of this area. Fruit trees including small orchards will be common features of the new streets and open spaces. There will also be extensive areas of allotments to reflect the Garden City principle of providing opportunities for residents to grow food locally.

Orchard Village will provide a sensitive transition from the compact urban grain of Chilmington Rise in the north east to the settlement's countryside edge in the south west. Along this edge very low density development with detached homes in large plots will have a rural character and overlook areas of managed wetland and woodland. The urban grain will gradually loosen in the areas closest to the countryside edge with plots becoming larger and streets taking on the character of rural lanes rather than suburban streets.

The Orchard Village neighbourhood will be focussed on a local centre with a parade of shops and potential for community facilities and employment uses clustered around a small village square. Chilmington Green's secondary school will form the northern edge of the neighbourhood.

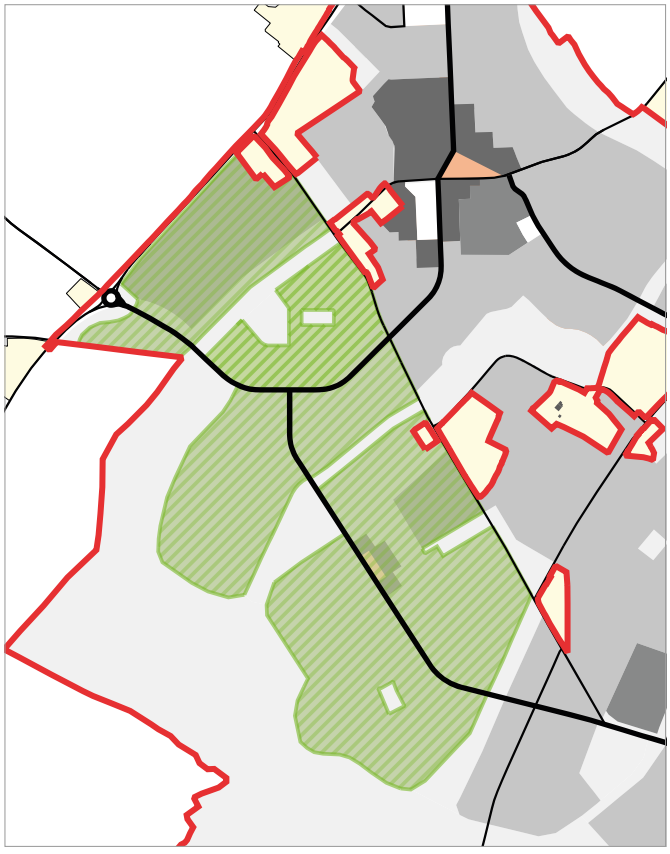
Natural features

The site lies on flat land to the south west of Chilmington Green Road and is characterised by strong belts of mature trees running along field boundaries and by Boyce and Willow Woods, fragments of ancient woodland that will be linked by new tree planting of native species. New wetland habitat will be created as part of the ecological mitigation strategy in the area to the west of Orchard Village.

Built/cultural heritage assets

In the Second World War an airfield, RAF Ashford was built on the site. The airfield was used by the Royal Canadian Airforce as well as by the RAF and the USAAF. Its key role was to provide tactical support for the US Third Army in northern Europe. Farm buildings and houses were requisitioned and Little Chilmington Farm was used for the main stores. Many airmen were billeted in tents amongst the orchards that were a key feature of the area. In the early morning of 22 May 1944 fourteen men from the 5003 Airfield Construction Squadron, Royal Air Force were killed by a Luftaffe bomb dropped on their camp. A remembrance corner at St Mary's in Great Chart has been established for them and others from the airfield who lost their lives during the war. There is an opportunity for the airfield's history to be referenced in naming of streets and public art.

Chilmington Green Road follows the alignment of a Roman road and Orchard Way will run parallel to it along the alignment of the former RAF Ashford airfield runway. These routes will provide key structuring elements for the new movement network.



Key plan

Aspect views and vistas

Views into the neighbourhood from the A28 and from the open countryside will be filtered by the lines of mature trees and woodland. Lower density along the settlement edge will also provide a greener and softer character adjacent to the wetland areas.

Open spaces

Broad fingers of green space incorporating hedgerows with lines of mature trees will cut though the development and provide wildlife corridors as well as recreational space. These linear green spaces will also be a key structuring element and provide homes in the neighbourhood with easy access to informal green space. They will provide a natural structuring device that divides Orchard Village into a series of well-connected but separate sub-neighbourhoods.

Streets, roads and lanes

Chilmington Green Road will form the north eastern boundary of the neighbourhood. A new strategic route, Orchard Way will form the main vehicular spine through the neighbourhood, providing access to homes and connecting the area to the wider road infrastructure. The northern section of Chilmington Green Road will lose its strategic role and become a secondary route. This will avoid the need for significant widening and allow green verges and hedges to be retained. A network of residential streets will connect Orchard Way and Chilmington Green Road and provide access to homes. The residential streets closest to the western edge will take the form of gently curving rural lanes and homezones.

Urban structure

The green fingers and strategic routes will form a strong structure for the neighbourhood. Residential density will be highest close to Orchard Way and around the mixed use local centre. In these areas the blocks will be characterised by a more compact urban grain with smaller plots and gardens. The urban grain will gradually loosen and plots become more generous the closer they are to the western countryside edge. Provision for relatively higher densities surrounding the village centre, and lower densities around the edges, will result in varied built form across the neighbourhood. Lower-density housing will facilitate a mix of house types including semi-detached and detached forms, with bigger front gardens and staggered or stepped building lines. Conversely, higher-density areas will manifest themselves in a higher proportion of terraced houses, town houses and apartments, with relatively small front gardens and more continuous street frontage.

Scale, height and massing

The height of buildings along the edges of the neighbourhood to the north and west are limited to 2.5 storeys. Buildings of up to three storeys are permitted within most other parts of Orchard Village and taller buildings up to four storeys are not only permitted but positively encouraged around the local centre.

5. CHARACTER AREAS

Roofscape/skyline

Along the western rural edge it is important to create a varied roofscape in character with the less formal arrangement of buildings on plots. Pitched roof forms including a variety of gabled, hipped and cat slide roofs should predominate. Chimneys should form part of the overall roofscape composition. Where chimneys are not required or needed to ventilate fireplaces or solid-fuel appliances (e.g. for environmental reasons), they should be incorporated in order to vent other building services. Provision of 'fake' features (i.e. that serve no function), however, should be discouraged.

Within the local centre and along the avenue a more formal and regular roofscape is appropriate. Taller roof features are encouraged within the local centre to mark the significance of the place for the community and to act as local landmarks. Within the medium and higher density areas street facing gables are encouraged to emphasise the individuality of homes.

Architectural style

Chilmington Orchard Neighbourhood is located in the Weald landscape. The architectural design of the neighbourhood will respond to this by combining traditional with modern re-interpretations of vernacular Wealden architecture. The natural division of the area by fingers of green space provides scope for creating sub character areas and offering a choice within a cohesive overall theme. As stated in the Kent Design Guide (Section 2.4.2), emphasis will be placed on the quality of the design solution, whether it is a reflection of a historic style or a contemporary approach, and avoiding modern buildings dressed in 'period costume'.

Architectural details

Where a traditional style is adopted traditional detailing will be favoured including eaves details, softwood bargeboards, cills and window frames. Any such details derived from local buildings should retain the scale and quality of the original.

Materials

The Design Code specifies a predominance of natural materials for key streets such as Orchard Way. The choice of materials reflects the neighbourhood's sub-urban to rural transition and its location in the Weald, and should be carried through to non-designated streets.

Mixed-use buildings

Orchard Village will have its own mixed-use centre. This will be low-key, with shops and apartments defining a modest village square. It is envisaged this will be manifested in traditional building forms with pitched roofs and natural materials, such as ship-lap cladding.

Following traditional precedents, buildings should be based on a fine-grain of small plots. Where this is not feasible, however, design will need to emulate some of the characteristic of traditional plot-based centres by incorporating a vertical emphasis in the design of building facades, an appropriate ratio of solid to void in the building façade, and vertically proportioned windows.

Flexible ground floors

A floor to floor height of at least 3.5m is required for ground floors of all buildings in the mixed use local centre. This will allow for changes of use in the future.

5.3 CHILMINGTON BROOK

Chilmington Brook Neighbourhood takes its name from the existing stream which will run alongside the main thoroughfare and create a feature within the Chilmington Brook local centre. Its southern edge will be encircled by watercourses and new ponds providing many homes with views over water and naturalistic wetlands. The eastern edge of the neighbourhood will be encircled by a watercourse which will define the boundary of Discovery Park. The homes along this eastern edge will also play an important role in defining the character of Discovery Park. The relationship between new homes and adjacent water features will therefore be particularly important in developing the unique character of the neighbourhood. This water theme should be developed in the detailing of the public realm throughout the area with small water features forming an integral aspect to the design.

At the heart of Chilmington Brook neighbourhood there will be a small local centre with shops, community space and potential for employment uses in addition to apartments. A small square will provide space for café seating overlooking the brook. New bridges crossing the brook will be important elements in defining the character of the space. Bartlet's Lane forms the boundary between the Hamlet character area and Chilmington Brook neighbourhood. The areas closest to Bartlets lane will be lower in height and density to reflect the sensitivity of the location.

Areas to the south bordering Stubbs Cross will also be very low density and rural in character – creating a sensitive transition to the countryside along the southern edge.

Topography

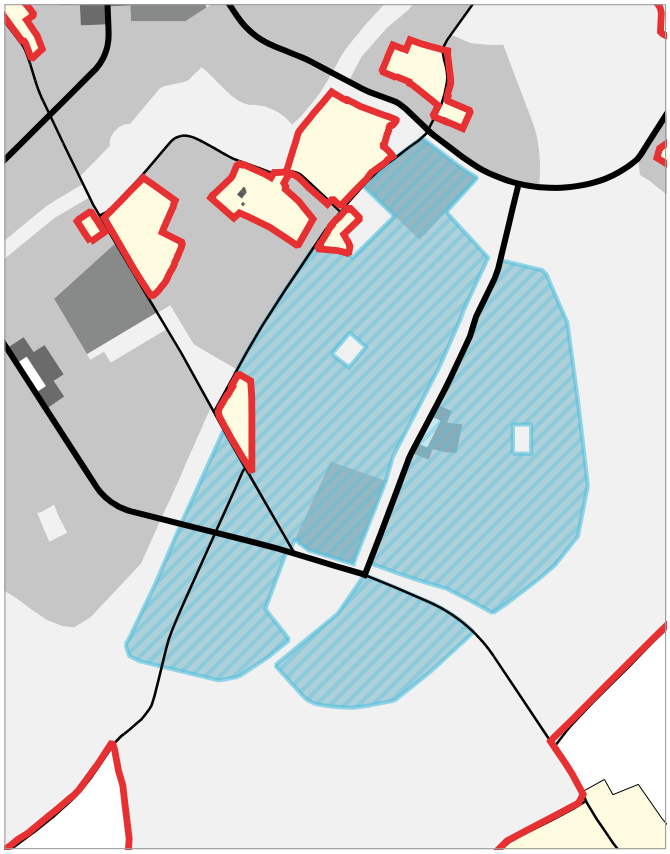
Chilmington Brook sits below the eastern end of the Great Chart Ridge on land that falls gently towards the south.

Natural features

Watercourses, ponds and woodland are important natural features for Chilmington Brook neighbourhood. These include existing and new ponds which together form part of the SUDS system. Coleman's Kitchen Wood and Stubbs Cross wood are important features in the wider landscape which will be highly visible from Discovery Park and parts of Chilmington Brook neighbourhood. However the majority of the neighbourhood will sit within land that has long been cleared of landscape features to facilitate arable farming.

Built/cultural heritage assets

Two Roman roads cross just north of Stubbs Cross. One runs east/westand and connects to the Westhawk Farm site where evidence of a Roman settlement has been found. The other runs north/south along the alignment of Chilmington Green Road. Part of this north/south route crosses land where development is proposed. The Outline Planning Application Parameter plans acknowledge this and retain public footpaths along the alignment of the Roman Roads as they run through the super play space and housing areas. The detailed design of the super play space should include reference to a Roman theme.



Key plan

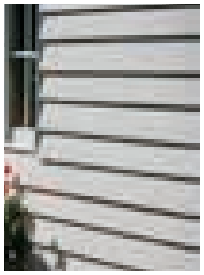
Precendent for buildings fronting SUDS corridors

Urban form
Chilmington Brook is conceived as a leafy suburban neighbourhood of quiet, yet interconnected residential streets. The street pattern will be a loose grid of streets that provide good pedestrian connections between Discovery Park and the rest of the neighbourhood.

There will be a variety of building heights and densities across the neighbourhood in response to context. These are reflected in the Regulatory Plan coding. Areas near the Hamlet will be lower in height and density with a less formal arrangement of streets. Homes will have larger gardens and a less formal relationship between frontage and street. In contrast the areas around the local centre will be more compact areas with smaller gardens and tighter streets. Homes will have a more formal relationship with the street and include more terraced types.

The edge of Discovery Park will include buildings of up to four storeys and more formal continuous frontage addressing the wide open space of the park. The roofscape of buildings facing the park should be varied to create an attractive skyline composition when viewed from the park.

Open space
Discovery Park, a strategic park for South Ashford wraps eastern edge of the Chilmington Brook neighbourhood. The park will include informal recreation space, a sports hub with indoor and outdoor pitches and a super play space.



Architectural design
Chilmington Brook will be the last phase of Chilmington Green to be built out and it is therefore inappropriate to restrict the architectural design at this stage. However the early phases will need to establish an architectural theme that can be developed as the neighbourhood grows over time to create a cohesive place.

Architectural details
The design of roofs will be particularly important for the neighbourhood as they will be highly visible from Great Chart Ridge as well as from Discovery Park. A variety of roof forms and materials are encouraged. Detailing should be appropriate for the style of buildings and any such details derived from local traditional buildings should retain the scale and quality of the original.

Materials
The design code specifies a predominance of natural materials for key streets such as Chilmington Brook. The choice of materials reflects its sub-urban to rural transition and its location in the Weald, and should be carried through to non-designated streets, where feasible.

Mixed-use buildings
Chilmington Brook Neighbourhood will be focal point for the neighbourhood with a parade of shops and apartments defining a modest village square. Following traditional precedents, buildings should be based on a fine-grain of small plots. Where this is not feasible, however, design will need to emulate some of the characteristic of traditional plot-based centres by incorporating a vertical emphasis in the design of building facades, an appropriate ratio of solid to void in the building façade, with vertically proportioned windows. It is envisaged this will be manifested in traditional building forms, with pitched roofs and natural materials, such as stained or painted ship-lap cladding. However this may be varied to reflect the wider concept for the architectural theme as this is developed in time.

Flexible ground floors
A floor to floor height of at least 3.5m is required for ground floors of all buildings in the mixed use local centre. This will allow for changes of use in the future.

Precendent for Discovery Park frontage - scale and varied skyline

5.4 THE HAMLET

The Hamlet is a response to the challenge and opportunity presented by the existing heritage buildings and remnant landscape features located in the heart of Chilmington Green. The challenge is to conserve key views of the existing buildings and respond appropriately to their setting and context, without detracting from their character. The opportunity is to build on that character by taking design cues from the existing buildings, and to create a very high-quality and distinctive character area characterised by generously sized houses and set within large private gardens.

Bartlets Lane and the unnamed dog-leg lane that connects it to Chilmington Green Road are attractive rural lanes that will be retained in their current form as much as possible to maintain the Hamlet's rural character.

The Hamlet area defined in the AAP has been extended in the Design Code to include the land around Chilmington Green Farm.

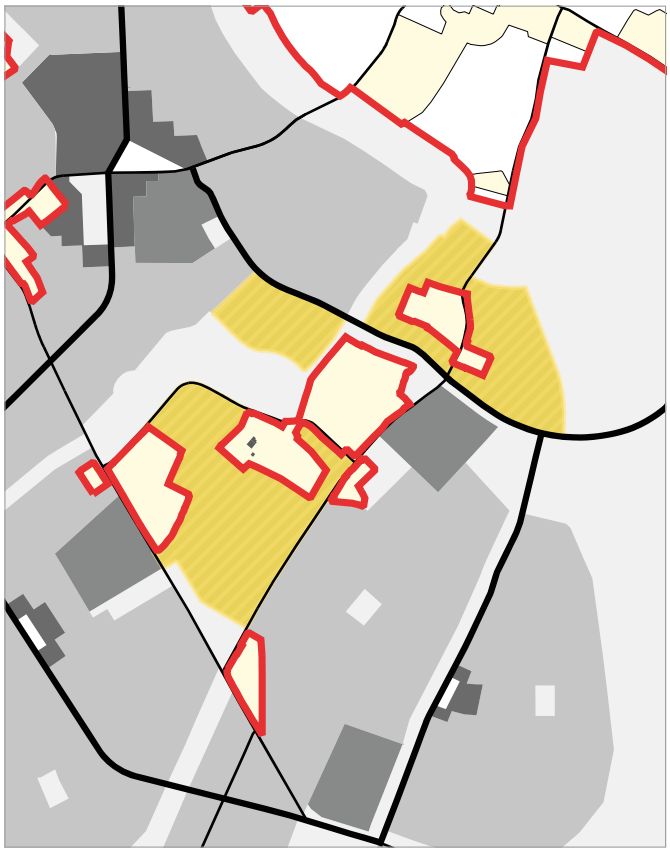
The Hamlet character area also includes important social spaces for the wider Chilmington community in the form of the super play space set in the Arc of Green and the Cricket Green and pavilion.

Natural features

There are many hedgerows around the hamlet that define the remnants of the historic field pattern. These will be retained where possible to creat a sense of place and to encourage biodiversity by creating wildlife corridors. Around the existing properties many of the hedgerows have trees that have been allowed to grow to maturity. These, along with mature trees in private gardens create a secluded setting for many of the larger homes which can only be glimpsed from the lanes. Glimpsed views through trees of red peg tiled roofs are a particular characteristic of the existing settlement.

The lanes themselves have characteristic wide grass verges which underline the rural character of the Hamlet. Retaining these is particularly important.

A stream runs through the area and forms the northern boundary to the Hamlet near Chilmington Green Farm – dividing it from Chilmington Rise. The stream and adjacent footpath then run south west and form the southern boundary of the Cricket Green near Netters Farm. Retaining these features is an important aspect of Hamlet character area. The stream also feeds the historic moat within the grounds of Great Chilmington.



Key plan

Listed building within Hamlet

Precedent for materials, roofs and chimneys

Built/cultural heritage

There is a cluster of listed buildings within Chilmington Green – many dating from the medieval period when it was a farming hamlet. Remnant hedges and lanes around the cluster also date from this period and are important in maintaining the unique sense of place. During the Second World War many buildings were requisitioned and used in association with the airfield. Gas canisters dating from this period have been re-used as posts to the field gate from Bartlets Lane and should be kept as a memory of the area's cultural history. There is also an opportunity to reflect the area's farming heritage in public art within the play area, informal open space and cricket pavilion building.

Aspect views and vistas

The Regulatory Plan shows key views of existing listed buildings that must be maintained. The new housing layout must be designed to ensure these views are protected. However new strategic planting around the Hamlet is encouraged to maintain it's quiet and secluded quality. The retention of existing hedgerows will also assist in supporting this characteristic sense of being a secluded enclave.

Open spaces

The Green Arc which follows the line of the dog leg lane will play an important role in maintaining the separate identity of the hamlet. The Green Arc includes informal open space, SUDS ponds, a super play space and the Cricket Green and pavilion. It provides a green setting for the older listed buildings and an important asset for the wider community. The Cricket Green and pavilion should be designed to create the impression of a traditional village green.

Streets and lanes

The layout of new streets and homes should follow the guidance within the Chilmington Green AAP and limit vehicular access from existing lanes in order to retain the distinctive hedgerows and verges and maintain a quiet rural character within the historic hamlet. New streets should vary in width and aim to be gently curving with a rural informal character..

Urban form

An informal and varied pattern of development should characterise the Hamlet area. The AAP sets maximum densities around the cluster of existing buildings. In the areas closest to the listed buildings densities are restricted to a maximum of 10 dph and further away to a maximum of 15dph. In the very northern part of the hamlet character area the density is set by the OAP parameter plan to a maximum of 25dph. The densities will be reflected in large plot sizes, generous gardens and a mix of mainly of large detached houses, with some semi-detached houses. In some areas closest to the existing hamlet properties only detached houses are permitted. Elsewhere some rows of cottages may also be included to provide variety a mix of dwelling sizes. Within the existing hamlet the Stone Cottages provide a precedent for short terraces of worker's accommodation mixed in with larger properties.

The emphasis will be on informality in the relationship between the frontage of homes and the street – avoiding a suburban character. Homes fronting the Cricket Green should be designed to form an attractive backdrop to this key space with particular attention given to creating a sense of enclosure and a varied roofline.

Precendent for terraced housing within Hamlet

5. CHARACTER AREAS

Scale, height and massing
The height of buildings within the hamlet character area is restricted to 2.5 storeys (up to 10m to the top of the ridgeline).

Architectural design
Housing design will follow traditional precedents, taking their design cues from the existing buildings. This will manifested in rectangular and L-shaped plan forms, with pitched, cat slide, hipped and half hipped roofs..

Architectural details
As above, traditional detailing will be favoured in the hamlet, including traditional eaves details, softwood bargeboards, cills and window frames. Any such details derived from local buildings, however, should retain the scale and quality of the original.

Chimneys should form part of the overall roofscape composition. Where chimneys are not required or needed to ventilate fireplaces or solid-fuel appliances (e.g. for environmental reasons), they should be incorporated in order to vent other building services. Provision of 'fake' features (i.e. that serve no function), however, should be discouraged.

Materials
Within the Hamlet, the local ragstone will be used to visually 'anchor' selected buildings in the ground, in combination with visually 'lighter' materials such as tile-hung or weather-boarded upper floors. Brick may also be used on ground and upper floors together with brick quoin details at corners and around openings. Stone porches with curved roofs may be used to distinguish larger dwellings in key locations, making reference to local precedents. The incorporation of brick chimneys with gable walls will also be appropriate. Roofs should be predominantly plain clay tiles of a similar colour range to the existing historic properties. Garages may have clay tile or green roofs.

Precendent materials, roofs and style

Precendent for rural enclave housing

Precendent for new housing in northern Hamlet area

5.5 BRISLEY FARM EXTENSION

Brisley Farm is located on the north-eastern site boundary, and is separated from the main body of Chilmington Green by the intervening Discovery Park. Existing homes have rear boundaries facing the site. The development of this parcel provides an opportunity to form a more appropriate edge to the existing neighbourhood at Brisley Farm, that will also respond to the new Park.

There are also opportunities to create pedestrian and green links between the existing and proposed development. Brisley Farm will thus form an extension to the existing neighbourhood while also taking its design cues from its relationship to the park.

Existing high voltage overhead power lines run across the site for the new neighbourhood, these form a significant man made feature in the landscape and will have an impact on the housing layout. Land near the lines is designated for allotments rather than housing.

Topography

The northern part of the new built edge to Brisley Farm sits on the steep lower slopes of Great Chart Ridge. The southern part sits on land that is much flatter and will have long views out over the new park.

Natural features

There are no significant natural features.

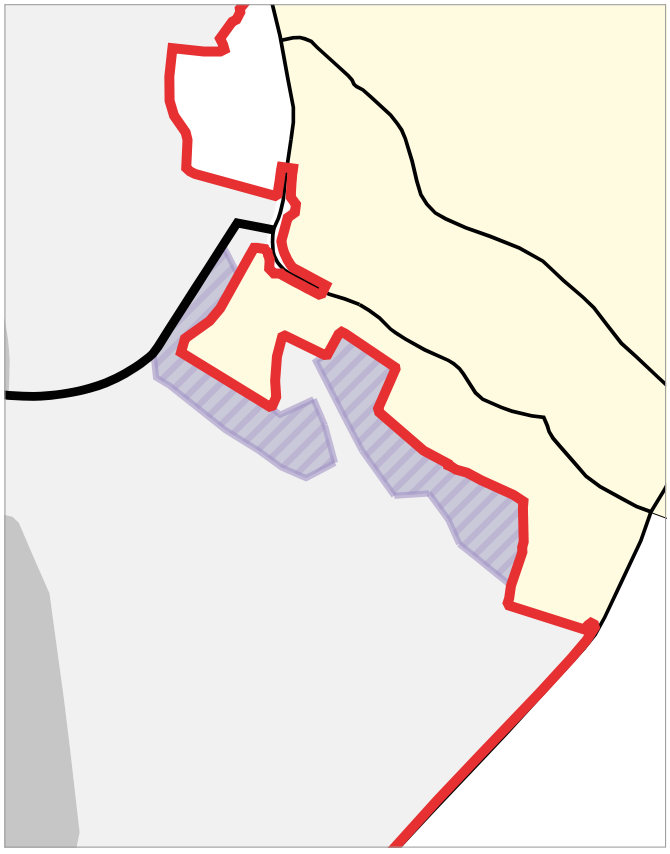
Built/cultural heritage assets

Important archaeological finds in the wider area include the Roman settlement at Westhawk Farm and the very significant Iron Age warrior burials at Brisley Farm. There is an opportunity for these and any further discoveries to be reflected in public art within Discovery Park and in naming of new streets.

Open Space

The new homes will overlook sports pitches and a new super play area as well as an indoor sports hall.

The area below the overhead power lines will also be an important space for the neighbourhood – providing allotments to support the Garden City principle of providing space close to home for people to grow food.



Key plan

Precedent images for play and allotments

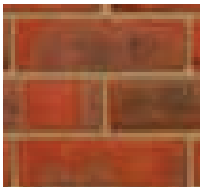
Urban form
The built form in this location will create a more positive outlook to the park, by backing new houses onto existing back gardens where possible. This will help ensure the park is overlooked and safe and respond to the existing irregular development edge. The new edge will be reinforced by the Discovery Park link road and the local access street that, together, will define the interface with the park. The proposed density is average (35 dwellings per hectare), made up of detached and semi-detached houses with some short terraces.

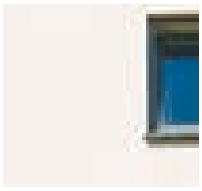
Streets and lanes
The main access to new homes will run along the edge of the park. This edge street will have a dedicated cycle and pedestrian route running parallel to it on the park side providing a link between the sports pitches, super play area and the District Centre.

Architectural design
Architectural design will mediate between the existing development and the park edge using traditional building forms with pitched roofs.

Architectural details
Traditional and modern detailing will be permitted in this area, including traditional eaves details, softwood bargeboards, cills and window frames. Large windows and balconies overlooking the park should be a feature of elevetions.

Materials
Predominantly durable materials such as brick, stone and render walls with clay tiled roofs, will be used to harmonise with, or be complementary to existing development at Brisley Farm. Timber and metal window frames will be permitted. Limited use of painted weatherboarding and clay wall tiles may also be used to provide variety and relief from the predominant materials.



Precendent image

STEP 2

6. Key groupings

6.1 Market Square & High Street
6.2 Chilmington Gardens
6.3 Chilmington Square
6.4 Northern Gateway
6.5 Orchard Village Local Centre
6.6 Chilmington Brook Local Centre
6.7 Cricket Green

6. KEY GROUPINGS

Seven key groupings have been identified:

1. The Market Square and High Street;
2. Chilmington Gardens;
3. Chilmington Square;
4. The Northern Gateway;
5. Orchard Village Local Centre;
6. Chilmington Brook Local Centre; and
7. The Cricket Green.

The design of these spaces will anchor the creation of a high-quality place. The plan opposite shows their locations within each character area. High level economic, social and environmental sustainability outcomes are defined for each key grouping followed by a descriptive Vision for the place and specific design requirements that will help achieve the required outcomes.

The following general townscape principles apply to all spaces:

Storey heights

The permitted storey heights across the development should be in accordance with the Outline Planning Permission. However the use of taller buildings or use of special features to signify key buildings and landmarks or to celebrate arrival/meeting spaces should be encouraged. This will help to create a legible and varied townscape. Taller ground floors (at least 3.5m floor to floor) are required in mixed use District and Local Centres to allow flexibility for changing use in the future. Ground floors of all buildings facing the market square must have at least 4m floor to floor height to encourage retail and cafes to cluster there.

Key views

The key views identified by the Regulatory Plan (and plan opposite) are particularly significant. Most are focussed on existing site features including heritage buildings and significant landscape features. These views help to create a unique sense of place.

Marker buildings

Marker buildings are intended to assist with wayfinding and are identified on the Regulatory Plan (and plan opposite). They define the main entry points into the development, and should be distinguished from surrounding buildings by design features such as additional height, roof features or a distinctive use of colour and materials. The majority of marker buildings are used to create a memorable sequence of spaces along strategic routes. They can be found in locations where they terminate long vistas or mark important spaces and gateways.

Key buildings

Key buildings are identified at a number of locations on the Regulatory Plan (and plan opposite) and define significant corners, frame key views or address open space and public realm. The frontage of key buildings will address the important locations and will comply with the Design Code.

Site Boundary

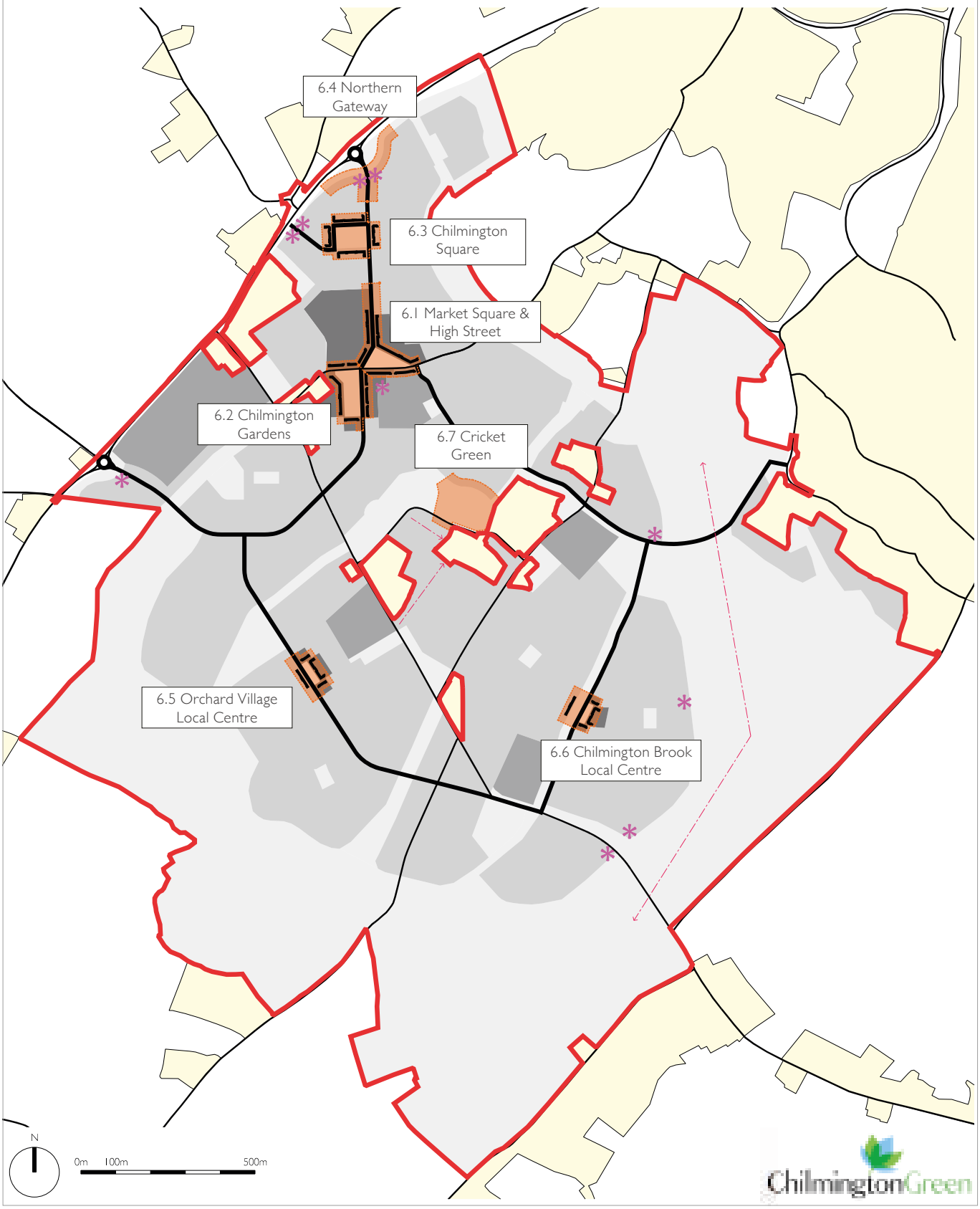
6. Key Groupings
6.1 Market Square & High Street
6.2 Chilmington Gardens
6.3 Chilmington Square
6.4 Northern Gateway
6.5 Orchard Village Local Centre
6.6 Chilmington Brook Local Centre
6.7 Cricket Green

Key views

Marker buildings

Key buildings

STEP 2: KEY GROUPINGS



6. KEY GROUPINGS

6.1 MARKET SQUARE & HIGH STREET

Sustainability Outcomes

Economic

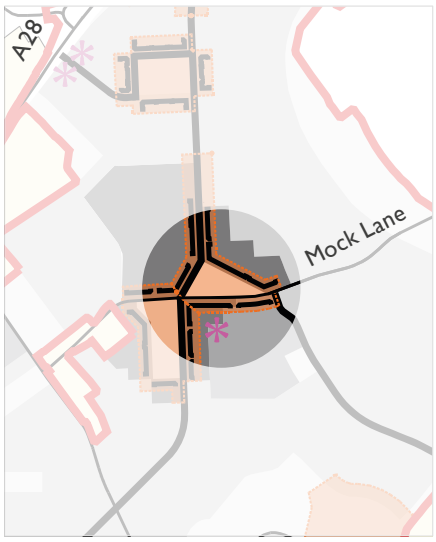
- Provides a focal point for the community to access goods and services
- Creates an environment in which a range of types of businesses can thrive
- Encourages the development of a regular market
- Maintains property values of buildings overlooking the space by creating an attractive, well managed environment.

Social/Cultural

- Provides an inclusive welcoming place
- Establishes a sense of pride and identity for the new community
- Encourages positive interaction between people of different ages, interests and income groups
- Offers opportunities to see outdoor exhibitions and participate in seasonal community events

Environmental

- Minimises the need for travelling by private car through providing facilities within walking distance of a large number of homes
- Promotes the use of cycling by providing safe routes and convenient , well overlooked cycle parking
- Accommodates bus stops with safe and convenient shelters
- Creates a comfortable microclimate that encourages people to stay and socialise
- Includes trees to encourage biodiversity by creating habitat connectivity through the space
- Improves air quality through provision of trees



Key plan

Artist's impression

6. KEY GROUPINGS

Vision

The High Street and Market Square will be the hub of commercial, social and cultural activities for the new community. The vision is for a vibrant, bustling multi-functional place that will share many characteristics with traditional Kentish market towns.

The square itself will also draw inspiration from French village squares with the ability to accommodate a varied range of formal and informal activities at different times of the day and during the different seasons of the year. Key characteristics of French village squares that should be replicated at Chilmington Green include:

- A flexible mix of uses around the public space with residential accommodation above active ground floor uses such as shops and café's
- Trees to provide shade
- Parking along edges below trees – with central space reserved for pedestrians thus avoiding the square being too car dominated
- A mix of seating including outdoor café tables, benches and movable chairs to allow informal grouping of seats
- Informal play space
- Public art
- Opportunities for markets, community events, concerts and exhibitions.

It is particularly important that the detailed design of the civic space and surrounding buildings facilities the development of an economically viable and culturally vibrant place.

Urban form

The Market Square is focussed around the intersection of Chilmington High Street and Mock Lane, and will be triangular in shape with its longest side facing south to take advantage of the sun and encourage outdoor activity and use of outdoor seating.

Proposed uses along the street and around the square include:

- A supermarket
- Health and community buildings
- A pub
- Shops
- Cafés and restaurants
- Offices and;
- Residential apartments

Towards the eastern end of the Square there will be pedestrian access to a new primary school. The frontage of the school must be designed to create a sense of enclosure to the public space by conforming to the building alignment established by other buildings facing the square on the south side and completing the triangular form. The arrangement of uses around the square should be designed to promote the viability of smaller businesses and the market by creating pedestrian footfall past them as people move between key attractions,

The main route serving Chilmington Green from the A28 changes direction within the District Centre, providing an opportunity to terminate the views along the street with 'landmark buildings' which give visual clues of arrival at the centre.

The facades of buildings around the square must create a cohesive composition and provide a sense of enclosure to the civic space. However they must also aim to replicate the scale and grain of a place made up of individual building plots.

All buildings around the square and along the high street must have continuous, active frontage at ground floor level. Breaks between buildings should be restricted to access points to the parking areas and pedestrian access to the primary school. With the exception of the primary school which will be 2 storeys all buildings will be 3-4 storeys with the ground floor having a taller floor to ceiling height (minimum 4.5m) to accommodate a range of non-residential uses.

Hard landscape

High quality paving must be used throughout the square to signify its civic status. The paving should run across the Avenue to create broad safe crossing places where pedestrians clearly have priority over vehicles. These crossings must reflect desire lines between the civic space and key destinations including the supermarket entrance, the primary school, the Community Hub and Chilmington Gardens. Tactile paving must be incorporated at crossing points.

The detailed design of the Avenue and Mock Lane as they enter the square must effectively slow the traffic and reinforce pedestrian priority. Routes for vehicles including buses will be provided along the southern and western edges of the triangular space. The northern edge, with south facing frontage, will be for pedestrians only.

The detailed design of the square should consider public art, lighting, paving, water features, seating, play, planting in an integrated way to create a cohesive design. Street furniture and lighting must reflect the civic status of the High Street and Market Square.

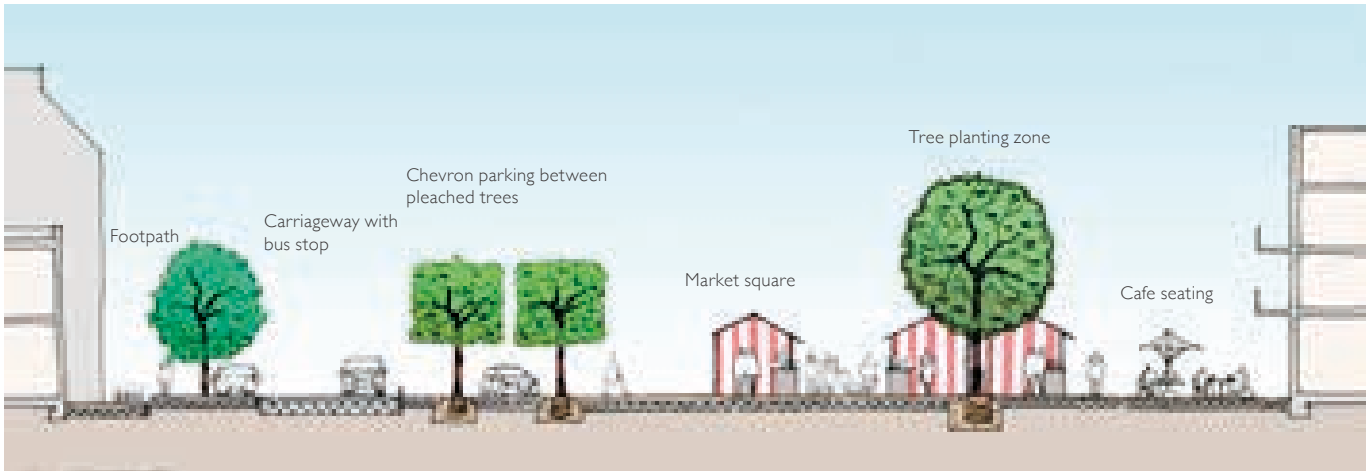
Pop up service units within the square must be provided to supply electricity and water to the market stalls and for event use. Locations for one or more vending kiosks should also be identified.

Trees

The Square will be extensively treed with wide, high canopy, specimens. These trees will play an important role in defining the character of the space. The species selected for Avenue in Chilmington Rise should continue along the western side of the High Street. A formal line of trees should define the pedestrian priority along the northern side of the market square. The southern edge of the square should also be defined with trees that provide shade and reduce the visual dominance of car parking areas.

Indicative layout

1. Linear paving running parallel to buildings
2. Market square with stalls - Yorkstone flags of varying size
3. Water feature
4. Kiosk
5. Block paved raised table
6. Chevron parking between pleached trees
7. Semi mature feature trees
8. Bespoke bus shelter



Typical section

6.2 CHILMINGTON GARDENS

Sustainability outcomes

Economic

- Enhances the viability of the Market Square by providing desirable over-spill space for activities and businesses as the place develops over time
- Maintains property values of adjacent properties through creating an attractive focal space.

Social/Cultural

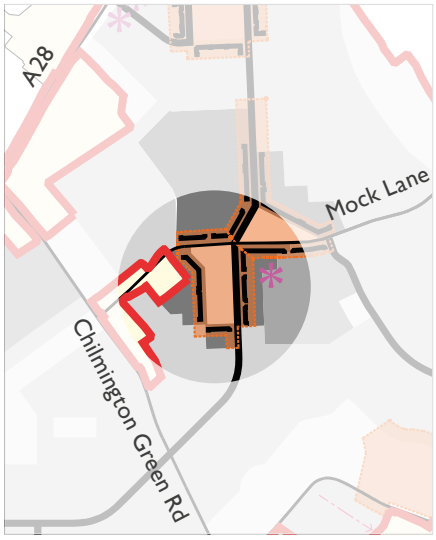
Provides a place for meeting in small groups and also quiet contemplation – in a space with a softer, greener character than the adjacent Market Square

- Provides amenity space for local residents and visitors to the District Centre with something for all age groups including small scale play spaces for children, picnic areas, and bench seating
- Encourages older people living around the square to use it and avoid social isolation
- Creates a local landmark that aids legibility and establishes a sense of identity
- Has the potential to accommodate meaningful public art in a location where it can be enjoyed by many people.

Environmental

- Accommodates large trees including some existing trees that will help create shade – this has advantages for encouraging use of the space and also shading buildings in summer to prevent overheating
- Incorporates an existing watercourse in the design – this also helps cooling in summer, promotes a sense of calm and well-being and supports biodiversity
- Provides a range of different plants to enhance biodiversity by creating habitats for wildlife
- Improves air quality through provision of trees

Artist's impression



Key plan

6. KEY GROUPINGS

Vision
Chilmington Gardens is a small urban park with picturesque informal soft landscaping including some mature trees and a watercourse. It is located to the south-west of the Market Square and provides a meeting place for visitors and residents with a softer and greener character than the Market Square. The contrast between these two civic spaces is part of the unique charm of the District Centre

There will be a mix of types of apartments around Chilmington Gardens including specialised housing for older people and the park should be designed with this in mind as well as offering opportunities for children's play, small social gatherings and picnics etc.

Urban Form
The strategic route running south from the Market Square towards Chilmington Green Road will form the eastern boundary of the space and will be characterised by formal tree planting. The North West corner of Chilmington Gardens will include existing mature trees and a pond. A small watercourse with a bridge will form a key feature within the space.

Buildings of 3-4 storeys in height with continuous frontage will overlook the square on all four sides in order to provide a strong sense of enclosure. Ground floors of buildings around the square will be designed to accommodate residential or non-residential uses in order to provide flexibility for the future.

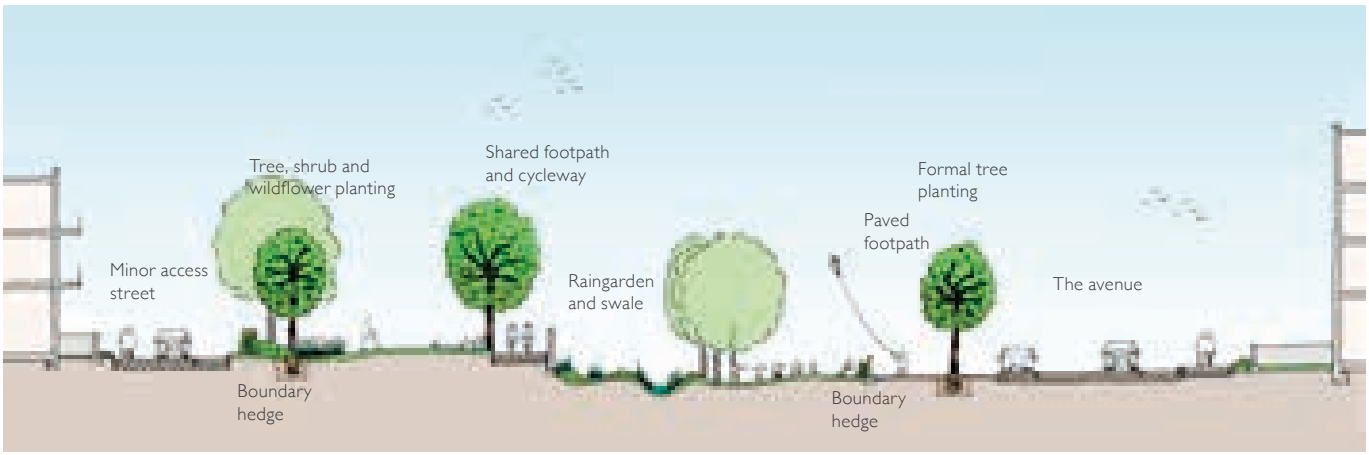
Hard landscape
Hard landscaping on the streets around the square will include broad pedestrian crossing points connecting the park to the Market Square and to the east side of the Avenue. Measures to protect children from running into the Avenue and other streets around it such as low hedges and railings should be included.

Chilmington Gardens will be designed to function as a town park and garden, and will be furnished with a range of park furniture, informal play equipment, picnic areas, zones of ornamental and feature planting along with wide areas of amenity grassland for informal recreational use. Opportunities for public art should be considered which could include customised benches and paving.

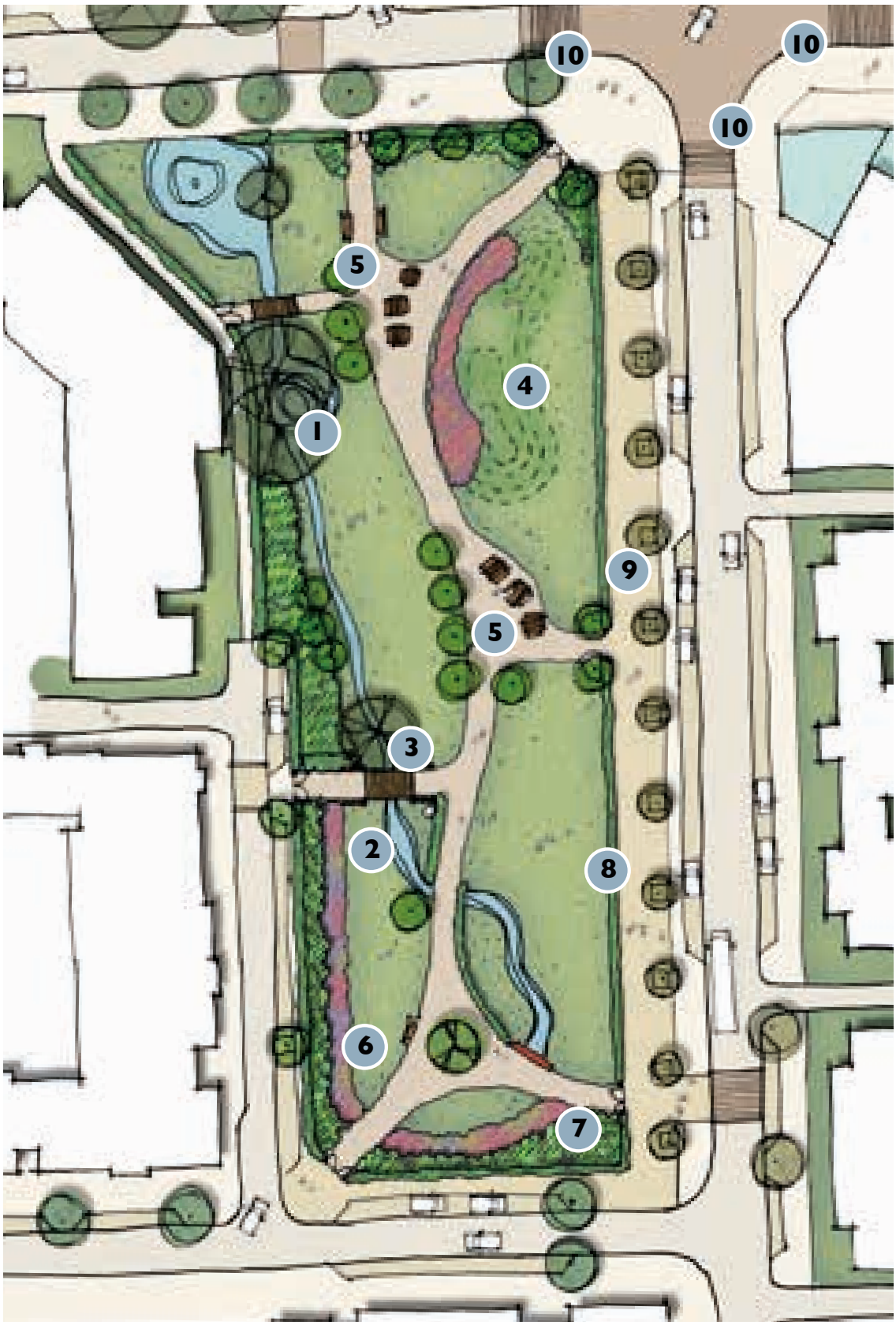
Soft landscape
Planting along the highways will accord with the adjacent road types with larger species along the Avenue and smaller varieties on the minor access streets and home zones.

Existing mature trees will be retained and new trees and shrubs will be planted in ornamental style. There should be an emphasis on seasonal colour and variation. Herbaceous borders and under planting should be used to promote habitats for birds and insects to bolster local biodiversity.

1. Existing trees
2. Swale
3. Footbridge
4. Natural play
5. Picnic / seating area
6. Wildflower beds
7. Shrub planting
8. Hedge
9. Footpath



Typical section



Indicative layout

6.3 CHILMINGTON SQUARE

Sustainability outcomes

Economic

- Supports property values by providing homes with views over attractive, well-managed open space and offering a local amenity

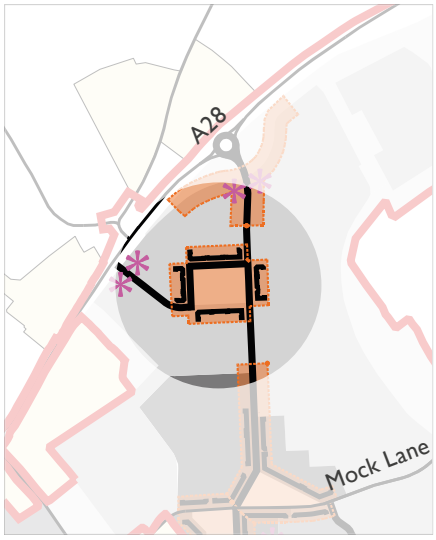
Social/Cultural

- Provides a local meeting place that has positive outcome for mental health by encouraging development of social networks within neighbourhood
- Provides play space for children
- Assists in wayfinding and placemaking by creating a distinctive space
- Creates a positive cultural identity for the community through public art

Environmental

- Supports biodiversity by providing a variety of plants and trees including retention of an existing mature oak tree
- Improves health of residents through contact with nature and encouraging exercise
- Benefits health by providing shade in outdoor space
- Improves air quality through provision of trees
- Provides shade for adjacent buildings to avoid overheating in summer and avoid need for air conditioning

Artist's impression



Key plan

6. KEY GROUPINGS

Vision

Chilmington Square will be a small neighbourhood park in the form of an urban square with the edges defined and well overlooked by homes which create a good sense of enclosure to the space. It will provide play space close to homes as well as informal recreation for all age groups. The formal composition (but not necessarily the architectural style) of the square will draw inspiration from London's 19th century residential squares such as De Beauvoir Square in London N1. Like De Beauvoir Square facades enclosing the park should create a varied and interesting composition with and gables providing extra height to create sense of enclosure to a semi-formal neighbourhood park.

Urban Form

Buildings along the south side of the park can be up to four storeys in height whilst those on the other three sides, further from the District Centre should two and a half or preferably three storeys with gables facing the park. Bay, windows, oriel windows and balconies should provide visual connections between private interior spaces and the public space. The facades of buildings around the square should form a well-considered and cohesive composition with a limited palette of materials made up predominantly of red brick, painted brick and timber.

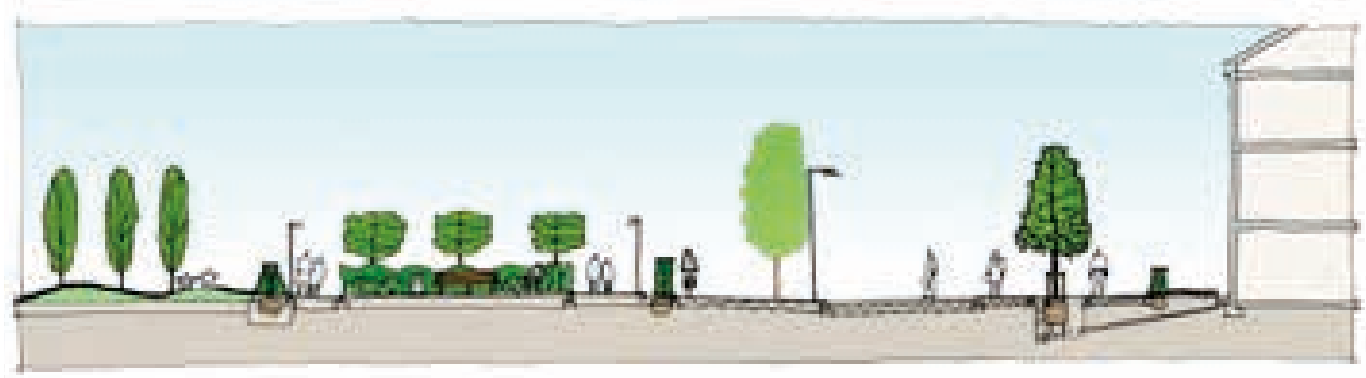
Hard Landscaping

Where The Avenue runs along the eastern end of the park broad pedestrian crossings will be provided in the form of raised tables designed to slow traffic speeds and provide safe places to cross connecting to desire lines for entering the park. The other three sides of the square will be formed of minor access streets with on-street visitor parking. These streets will provide access to the homes which will face towards the park and overlook it. Bus stops with shelters will be provided on both sides of the Avenue adjacent to the park. The layout of the park should encourage people to walk through it when moving around the neighbourhood by considering natural desire lines between bus stops and footpaths on adjacent streets.

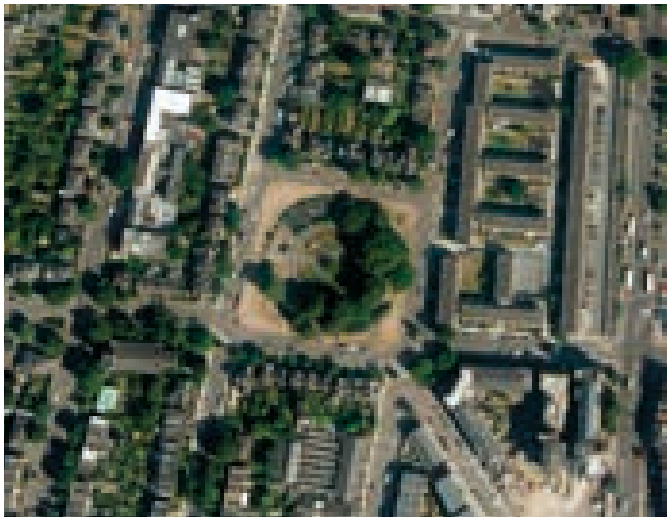
There should be a co-ordinated a range of park furniture including benches and a designated equipped area for play. Opportunities for public art should be considered which could include customised benches and paving. There should be railings around the park to enable it to be locked at night.

Soft landscaping

A mature oak tree will be retained adjacent to the south east corner of the square with appropriate safeguarding of root protection during and after construction of adjacent buildings. The design of the park should ensure there are visual connections between the space within it and adjacent streets to promote to encourage natural surveillance. The design should also aim to create an attractive design when viewed form the interior spaces of homes around it.



Typical section



Precedent images from De Beauvoir Square, Hackney

6.4 NORTHERN GATEWAY

Sustainability outcomes

Economic

- Enhances and maintains property values by creating an attractive 'front door' to the whole development from the A28.
- Maintains the economic viability of businesses within the District Centre by signifying the presence of this key destination from the highway network

Social/Cultural

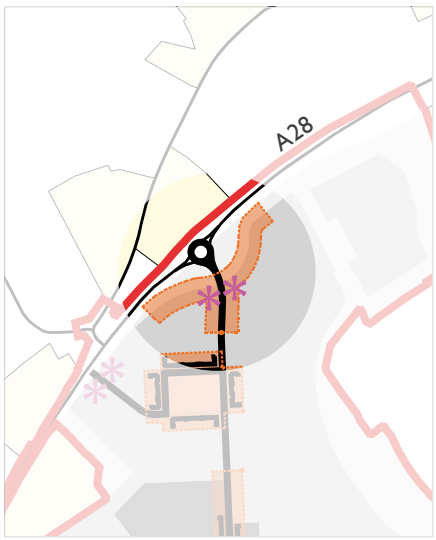
- Creates a sense of pride for the community by providing access through an attractive and well maintained space
- Assists in wayfinding and placemaking by creating a distinctive gateway space
- Creates a positive cultural identity for the community through public art with relevance to the new citizens of the Garden Suburb

Environmental

- Supports biodiversity by providing a variety of plants and trees forming part of the A28 corridor
- Improves air quality within residential area through provision of trees and setting residential buildings back from the highway
- Minimises impact of noise pollution by setting buildings back from the highway

Vision

The Northern Gateway marks the entrance to the new Garden Suburb by making a bold statement – clearly identifying Chilmington Green as a planned 21st century settlement with high ambitions for quality. It forms the first of a sequence of distinctive and memorable spaces leading from the highway network to the District Centre. Unlike many villages and towns that grew from the centre outwards and present a ragged and often sprawling edge to the surrounding countryside, Chilmington Green needs to establish a well-designed entrance space that conveys pride of place from day one.



Key plan

Urban Form

The formal aspects of the gateway buildings will draw inspiration from Britain's well-loved urban set pieces including the crescents of Bath, London and Edinburgh New Town. The aim is to develop a modern interpretation of these structures by creating an impressive and elegant backdrop to the landscaped approach from the new Garden Suburb from Ashford.

Hard Landscaping

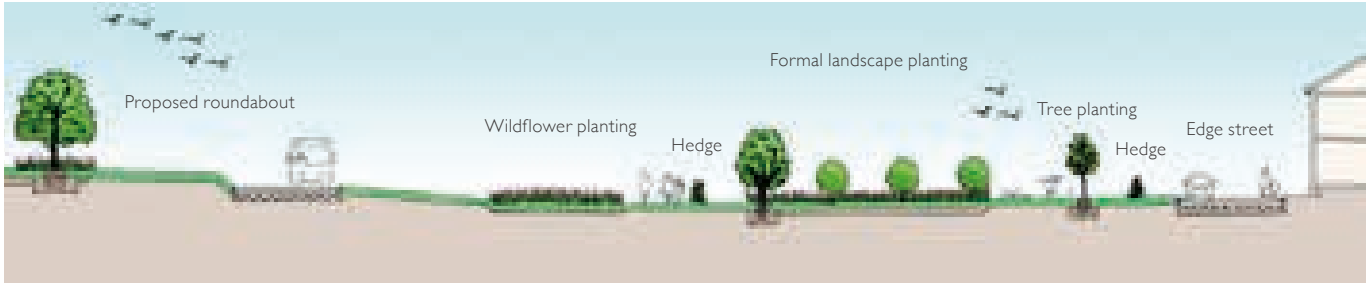
The highway junction with the A28 will take the form of a roundabout designed to slow vehicular speeds on the approach to Chilmington Green. A shared surface approach will be adopted for the streets providing access to the homes forming the crescent.

Soft Landscaping

A formal pattern of tree planting and shrub planting will mark the entrance to Chilmington Green and the start of the tree lined Avenue leading in to the District Centre. A mown path will run through the formally landscaped space providing an informal route to the pedestrian bridge over the A28 to Great Chart. The treatment of the A28 edge to the south and north of the entrance will create a gradual transition from informal roadside hedging to the more formal planting at the Avenue gateway. Some existing trees and hedgerows will be retained as part of the composition. Within the roundabout there will be a large species tree to create a landmark feature.

Indicative layout

1. A28
2. Proposed roundabout with large species tree
3. Mown path through landscaped open space
4. Wilflower and bulb beds
5. Rasied table pedestrian crossing



Typical section

6.5 ORCHARD VILLAGE LOCAL CENTRE

Sustainability outcomes

Economic

- Provides shops and services within walking distance of homes for neighbourhoods furthest from the District Centre
- Provides local jobs including space for small scale start up businesses.

Social/Cultural

- Provides meeting places to encourage social interaction
- Assists wayfinding be creating a local landmark on Orchard Way
- Creates a sense of identity through public art.

Environmental

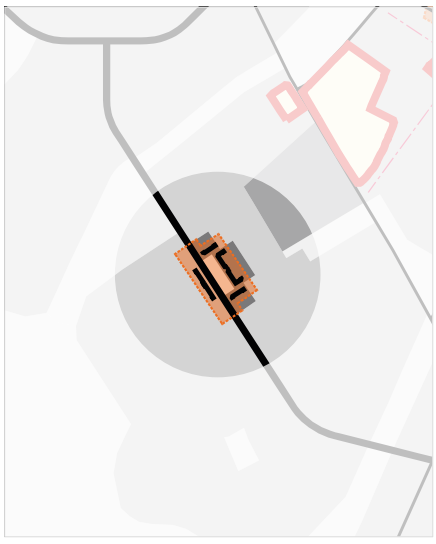
- Supports local bus service through creation of node of missed use and higher density development on the main vehicular route
- Enhances biodiversity through provision of street trees.

Vison

Orchard Village Local Centre is located on Orchard Way, a strategic route running parallel to Chilmington Green Road along the alignment of the former WW11 airfield. It is designed to provide local facilities such as shops and meeting places within walking distance of homes within the Orchard Village Neighbourhood.

The public realm will take the form of a small urban square with high quality planting and paving to the north of the main vehicular route. There will be a mix of retail, small scale employment, service and community uses as well as residential units. The inclusion of space for a pub, restaurant and cafe is encouraged.

Artist's impression



Key plan

6. KEY GROUPINGS

Urban Form
Buildings around the square may be up to four storeys in height and should be a minimum of two storeys. Gable roof forms are encouraged facing the square to increase the impression of height and create an interesting and varied roofline. Ground floors of all buildings in mixed use area must be at least 3.5m floor to floor to allow flexibility of use. The facades of buildings should form an attractive composition with continuous active frontage around the civic space.

Hard Landscaping
Within the square there will be bus stops, short stay parking and provision for outdoor café seating. The orchard theme will be reflected in the choice of species for the square with an emphasis on attractive displays of blossom in springtime. Consideration should be given when selecting public art, naming streets and buildings and detailing the public realm to commemorating the WW11 airfield personnel who served in the area.

Soft landscape
Tree planting will include a range of ornamental orchard or fruiting varieties, such as ornamental pear, apple and cherry (planted in fully prepared compactable soil tree pits and trenches).

Indicative layout

1. Raised table
2. Bus shelters
3. Cafe seating
4. Benches

Typical section

6.6 CHILMINGTON BROOK LOCAL CENTRE

Sustainability outcomes

Economic

- Provides shops and services within walking distance of homes for neighbourhoods furthest from the District Centre
- Provides local jobs including space for small scale start-up businesses

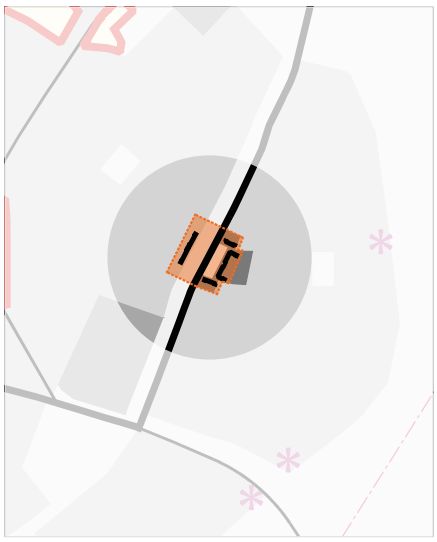
Social/Cultural

- Provides meeting places to encourage social interaction
- Assists wayfinding be creating a local landmark on strategic route
- Creates a special sense of identity for the neighbourhood
- Creates a sense of identity through public art
- Provides play space with opportunities to play close to wetland habitat and learn about nature

Environmental

- Supports local bus service through creation of node of missed use and higher density development on the main vehicular route
- Enhances biodiversity through provision of trees, naturalistic planting and wetland habitat alongside brook
- Includes sustainable drainage within brook corridor

Artist's impression



Key plan

6. KEY GROUPINGS

Vision
Chilmington Brook Local Centre is located on a strategic route that runs north-south through the centre of the Chilmington Brook Neighbourhood. The small civic space will be characterised by its brook side setting with naturalistic wetland landscape including reed-beds and informal waterside play – all designed with safety in mind.

It will be designed to provide a range of local facilities such as shops and meeting places within walking distance of homes. There will be a mix of, retail, small scale employment, service and community uses as well as residential units. The inclusion of space for a pub, restaurant and cafe is overlooking the brook is encouraged.

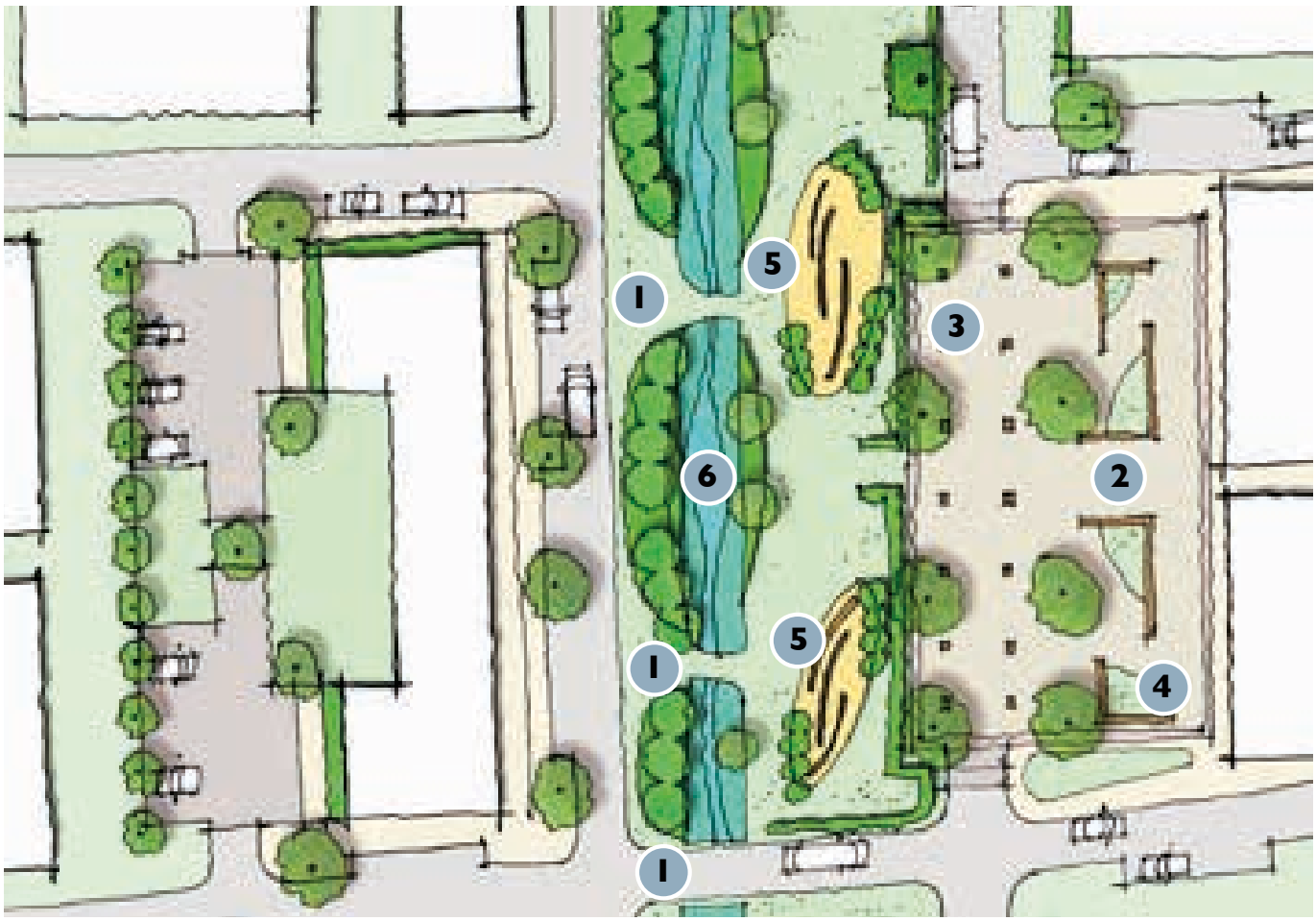
Urban Form
Buildings around the square may be up to four storeys in height and should be a minimum of two storeys. Gable roof forms are encouraged facing the square to increase the impression of height and create an interesting and varied roofline. Ground floors of all buildings in mixed use area must be at least 3.5m floor to floor to allow flexibility of use. The facades of buildings should form an attractive composition with continuous active frontage around the civic space.

Hard landscaping
The public realm will take the form of a small urban square with an open side on the west where it will overlook a landscaped area that includes a swale. Within the square there will be bus stops, short stay parking and provision for outdoor café seating. Bridges crossing the brook and swale will be on key desire lines leading to Discovery Park. The design of bridges should be designed to complement the naturalistic landscaping along the brook corridor.

There should be a range of natural play equipment utilising timber natural stone and landform to create active and inspiring play landscapes. The play provision will include extensive natural play areas comprised of sculptured earth forms, boulderscapes, and log pole climbing frames. Provision for smaller children and toddlers will include educational spaces and more active zones to encourage developing minds, bodies, emotions, and social skills.

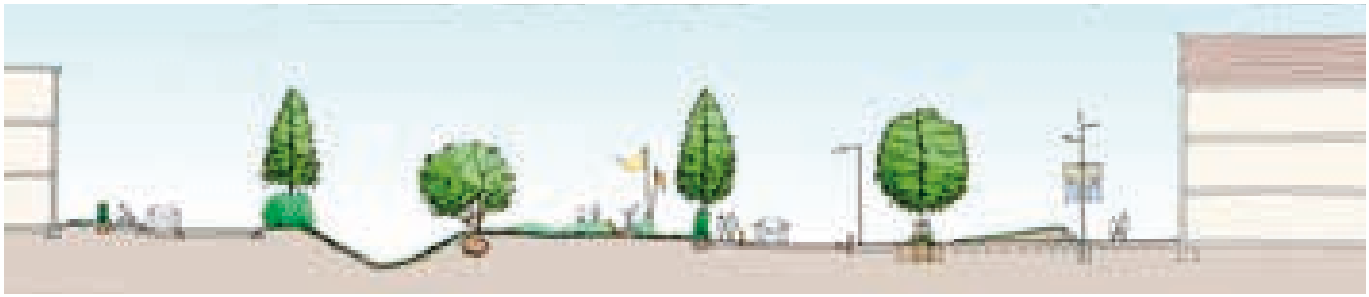
Soft landscape
Along the brook areas trees, shrubs and plants should be selected to will include riverine species to reinforce the special wetland character of the linear space. .Secondary layer of more water tolerant shrubs closer to the brook margins will line the open space boundaries. Wildflower mixtures will be sown in large swathes to create seasonal variety and promote local biodiversity along the Brook.

Areas for young adults and teenagers will also be created, in areas safely overlooked by surrounding residences but distant enough to prevent local nuisance occurring. All play areas will be designed in accordance with Secure by Design and ROSPA safety principles and guidance.



Indicative layout

1. Bridges
2. Shared space
3. Bus stops and shelters
4. Cafe seating
5. Informal play
6. The brook



Typical section

6.7 CRICKET GREEN

Sustainability outcomes

Economic

- Enhances property values by creating unique character space adjacent to existing hamlet

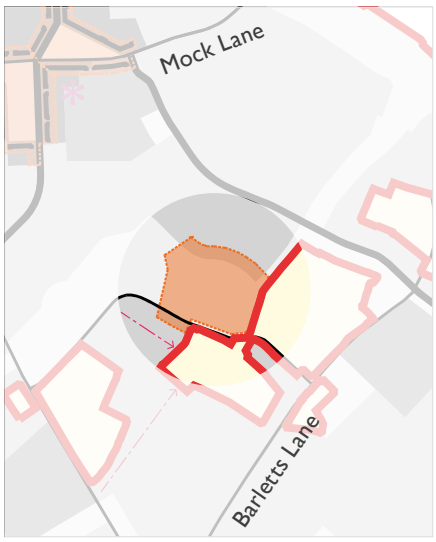
Social/Cultural

- Provides opportunities for sport and social interaction with associated health benefits
- Encourages positive social interaction through provision of a meeting place in the pavilion and associated open spaces
- Plays an important role in creating the identity of the community by providing links with the rural heritage
- Preserves views of heritage buildings within the hamlet
- Provides play area that encourages active play and access to fresh air

Environmental

- Retains existing features such as trees, hedges and watercourses and thus retains ecological assets

Artist's impression



Key plan

6. KEY GROUPINGS

Vision

The Cricket Green is located within the special character area of Chilmington Green Hamlet. It forms a key element of the Green Arc and allows for long views towards the listed buildings within the Hamlet from the north-west. The space will have the character and function of a village green, providing a focus for social life during the summer months as well as providing sports and play facilities.

The cricket green will be set out in accordance with Sport England recommendations with safety netting provided at all critical locations. A cricket pavilion providing changing facilities, and multi-purpose community meeting space with a bar and kitchen will also be provided. The building should include a veranda overlooking the Cricket Green and car parking facilities behind the building to the north-west.

Urban Form

The northern boundary of the Cricket Green will be formed by new residential development. Detached villa-style properties will face onto the green forming a curved building line. Spaces between buildings should be no more than 3.5m wide. The homes will have large windows overlooking the space to provide passive surveillance and take advantage of the southerly orientation as well as the view. Deep overhanging eaves, projecting balconies and shading devices should be used to add depth to the elevations and avoid overheating through solar gain. Front gardens should be between 3m-4m deep with front boundaries in the form of low brick walls with metal railings and gates. There will be no parking in front gardens.

Hard Landscaping

A shared surface vehicular route will run in front of all homes between the property boundary and the public open space. This can be used to access private driveways to parking located to the rear of properties.

Soft Landscaping

The southern and eastern boundaries of the green are formed by existing hedges and a watercourse, both features with a high heritage and ecological value. These are to be retained in order to preserve the secluded quality of individual properties within the Hamlet where glimpsed views of Kent peg tile roofs behind high hedges are a key characteristic of the place. The western edge of the cricket field borders the Village Green play area, one of the development's four strategic Play Spaces. The design of the play space will integrate the Drovers' Lane, a historic feature that once provided a route between individual fields and properties within the Hamlet.

To the east and south, the green will be screened by an existing tall native hedge which will be bulked up and embellished with specimen tree planting of native species.

Indicative layout

1. Pavillion
2. Edge street
3. Existing watercourse

STEP 3

7. Residential density

7.1 Mixed use with residential

7.2 Formal urban

7.3 Medium density urban

7.4 Medium density suburban

7.5 Low density suburban

7.6 The Hamlet

7.7 Rural edge

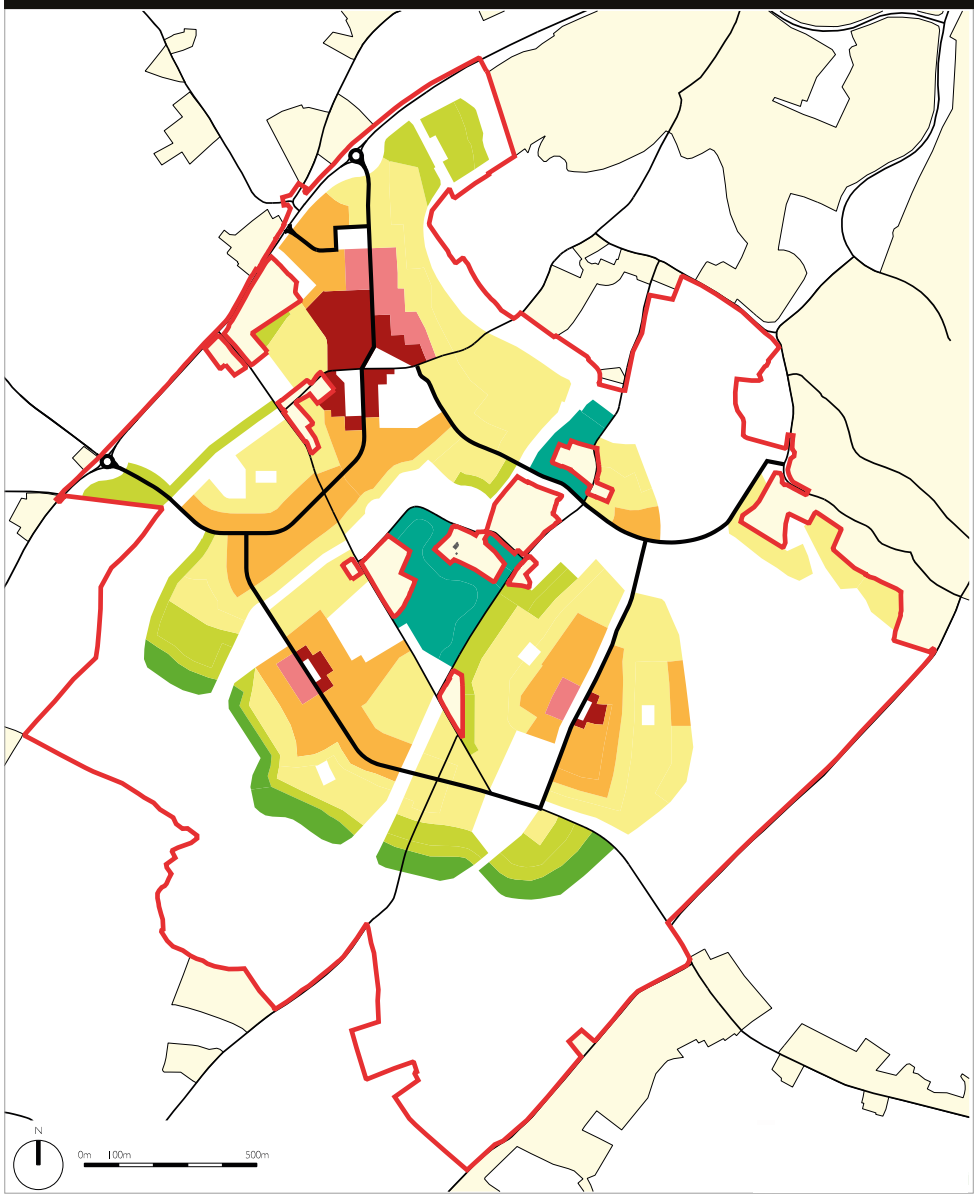
7. RESIDENTIAL DENSITY

The development at Chilmington Green is divided into different character areas within which there are varying density bands. These density bands will add a level of distinctiveness within each character area, with variations of urban, suburban and rural characters.

The varying density bands are illustrated on the plan opposite and the characters of each explained in more detail on the following pages.

The density bands and character within each inform the Typology Matrices in section 14.

STEP 3: RESIDENTIAL DENSITY



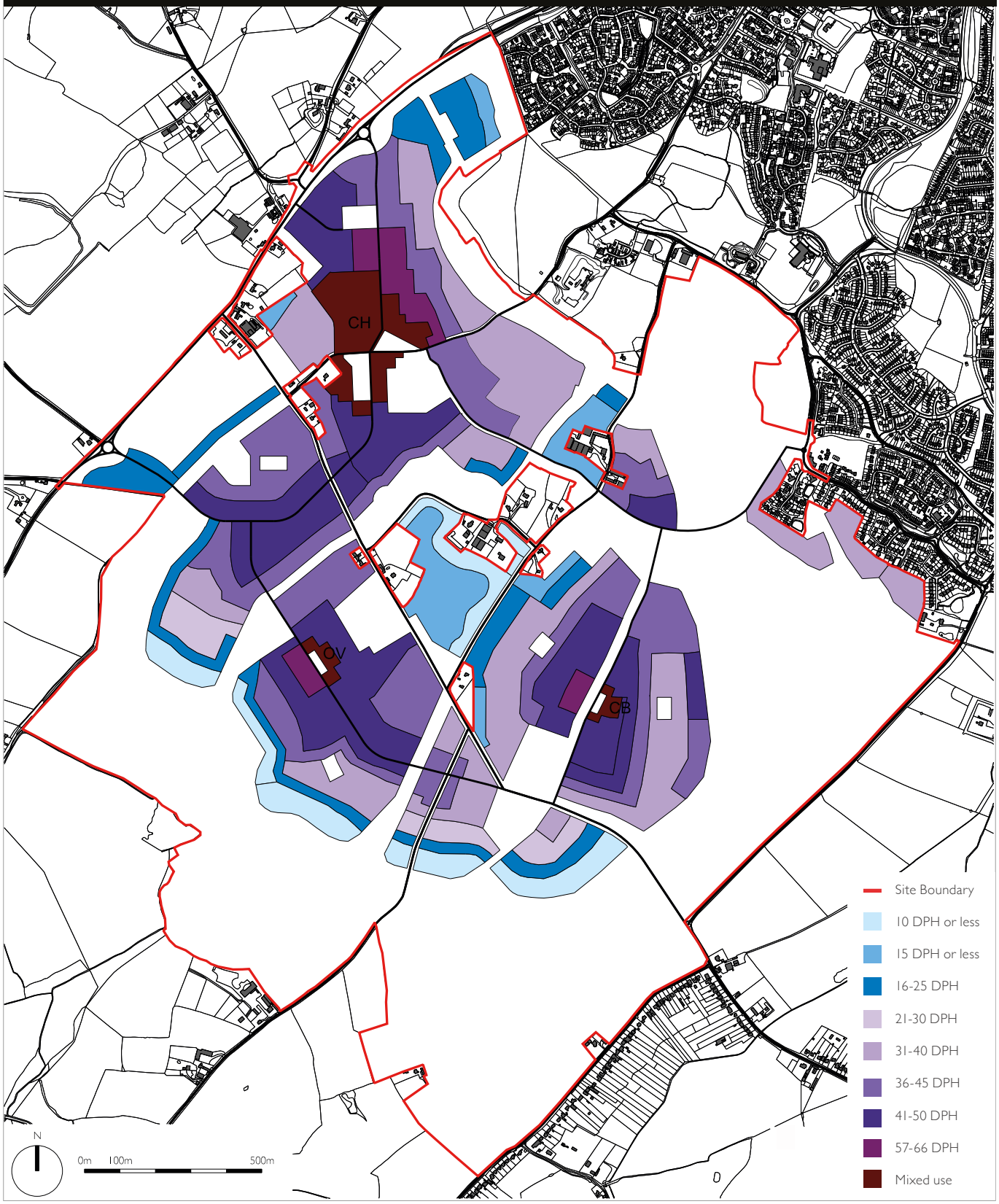
URBAN

SUBURBAN

RURAL

- Site Boundary
- 7.1 Mixed use with residential
- 7.2 Formal urban
- 7.3 Medium density urban
- 7.4 Medium density suburban
- 7.5 Low density suburban
- 7.6 The Hamlet
- 7.7 Rural edge

RESIDENTIAL DENSITY PARAMETER PLAN



7. RESIDENTIAL DENSITY

7.1 MIXED USE WITH RESIDENTIAL

The Chilmington Green District Centre and the local centres of Orchard Village and Chilmington Brook may include residential units in the form of mixed-use buildings with apartments on upper levels above other uses as well as single-use apartment blocks. The blocks should be grouped to create streets and squares with an urban character, and provide a good sense of enclosure to the public spaces.

For all buildings in district and local centres ground floors must be at least 3.5m floor to floor to allow flexibility for changing uses in the future. In addition, all ground floors of buildings facing the market square in the district centre must be at least 4m floor to floor. Parking for residential units will be in shared courtyards to the rear of blocks.

7.2 FORMAL URBAN

Residential areas adjacent to the District Centre and local centres will also be formal and urban in character. Apartment blocks and terraced housing will provide strong frontage to streets. Gardens will be small and allocated parking for residents will be predominantly arranged in formal landscaped courtyards or mews-style shared surface streets. In addition some visitor parking will be provided on-street interspersed with street trees. Densities of up to 66dph will be permitted.

7.3 MEDIUM DENSITY URBAN

Medium density urban areas provide a transition between the areas of formal urban development and streets with a suburban character. They are also located along the eastern edge of Discovery Park where taller landmark buildings will act as markers to the key routes into the neighbourhoods. Residential streets will have a mix of detached, semi-detached and terraced homes with small villa-style apartment blocks at key locations. The layout will be semi-formal with building lines generally following the line of streets. A range of parking solutions will be allowed for allocated parking including small courtyards (maximum of 6 houses sharing), mews style shared surface streets and on-plot spaces to the side of homes. In addition some visitor parking will be provided on-street interspersed with street trees. Densities will range from 41to 50 dph.

7.4 MEDIUM DENSITY SUBURBAN

Medium density suburban areas will comprise residential streets with a mix of detached, semi-detached and occasional terraced homes. The layout will be semi-formal with building lines generally following the line of streets. These areas will also provide a strong frontage to Discovery Park on its western edge. A range of solutions will be allowed for allocated parking including small rear courtyards (maximum of 6 houses sharing), mews style shared surface streets and on-plot spaces to the side of homes. In addition some visitor parking will be provided on-street interspersed with street trees. Residential Character 7.4 is identical to 7.3, as described above, but building heights are restricted to a maximum of 2.5 storeys. This variation of medium density suburban is designed to provide a sensitive transition from areas of existing housing for example at Brisley Farm to the new development.

Medium Density Suburban areas cover two density bands; the 31-40dph and the 36-45dph band.

7.5 LOW DENSITY SUBURBAN

Low Density Suburban areas will provide a transition between the informal character of the Rural Edge and Hamlet areas and the more formal Medium Density Suburban areas. The majority of homes will be detached or semi-detached although a few short terraces of smaller units will be permitted.

Allocated parking will generally be provided on-plot to the side of homes. A limited amount of mews style parking on shared surface streets will be allowed in association with the terraced houses. Low Density Suburban areas cover three density bands; 15dph or less, 16-25dph and 21-30 dph.

7.6 THE HAMLET

The Hamlet will be an area of special character with low and very low density housing around the cluster of historic buildings within Chilmington Green. Detached and semi-detached houses will be arranged informally within their plots – avoiding a rigid suburban character. Small rows of cottages could also be included. Access will be provided by a dog-legged minor access road and via existing lanes leading to a series of new lanes and courts. Incidental open space will be incorporated within the streetscape to provide a green picturesque setting with glimpsed views towards the listed buildings. Densities will range from below 10dph to below 15dph as set out in OPA Parameter Plan. Parking will generally be on-plot within garages, carports or driveways.

7.7 RURAL EDGE

The Rural Edge will comprise of low and very low density housing, forming a soft edge to the development and a transition between suburban areas and adjacent major open spaces and countryside. Rural edge development is located to the north of Chilmington Green where it borders Great Chart Ridge, and to the south where it provides a sensitive transition to areas of open farmland. Dwellings will be detached or semi-detached and accessed by lanes or shared surface streets. Densities will be below 10dph as set out in the Parameter Plan. All parking will be on-plot within garages, carports or driveways.

PART C: DETAILING THE PLACE

STEP 4

8. Land use
8.1 Residential
8.2 Mixed use
8.3 Secondary school
8.4 Primary school
8.5 Open space
8.6 Civic space
8.7 Community buildings

STEP 5

9. Green infrastructure
9.1 Discovery Park
9.2 Rural Edge
9.3 Green Arc
9.4 Great Chart Ridge
9.5 Chilmington Gardens
9.6 Chilmington Square
9.7 Great Chart Green
9.8 A28 Corridor
9.9 Green Corridors
9.10 Allotments
9.11 Sports pitches
9.12 Local play spaces
9.13 Super play spaces

STEP 6

10. Street design
10.1 Strategic routes
10.2 Major access roads
10.3 Minor access roads
10.4 Lanes
10.5 Pedestrian & cycle network
10.6 Bus route & stops

STEP 7

11. Access conditions
11.1 No access to plots
11.2 Occasional access to plots

STEP 8

12. Edge conditions
12.1-12.5 A28
12.6-12.7 Great Chart Ridge
12.8-12.10 Discovery Park
12.11-12.13 Rural Edge
12.14-12.15 Green Corridors
12.16-12.20 Green Arc Edge

STEP 9

13.1 Frontage character

STEP 10

14.1 Residential Plot Components

STEP 11

15.1 Materials palette

STEP 4

8. Land use

8.1 Residential

8.2 Mixed use

8.3 Secondary school

8.4 Primary school

8.5 Open space

8.6 Civic space

8.7 Community buildings

8. LAND USE

8.1 RESIDENTIAL
These areas are for residential use only. The areas equal the net developable area for residential development on site. Areas of incidental green space within these areas will be provided as indicated on the regulatory plan.

8.2 MIXED USE
Mixed use areas will include both residential and non-residential uses along with associated parking and landscaping. Mixed use areas are located within the District Centre and the Local Centres. Vertical mixing of uses is encouraged with residential above retail, office or cafe, for example. Taller ground floors should encourage active ground floor uses with flexibility to adapt to changing needs as the community develops over time.

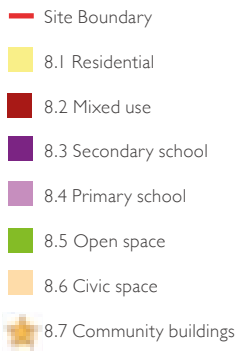
8.3 SECONDARY SCHOOL
There is one secondary school site provided in Chilmington Green. The boundary treatments are set out in more detail in the Appendix.

8.4 PRIMARY SCHOOL
There are sites provided for up to four primary schools in Chilmington Green. The school boundary treatments are set out in more detail in the Appendix.

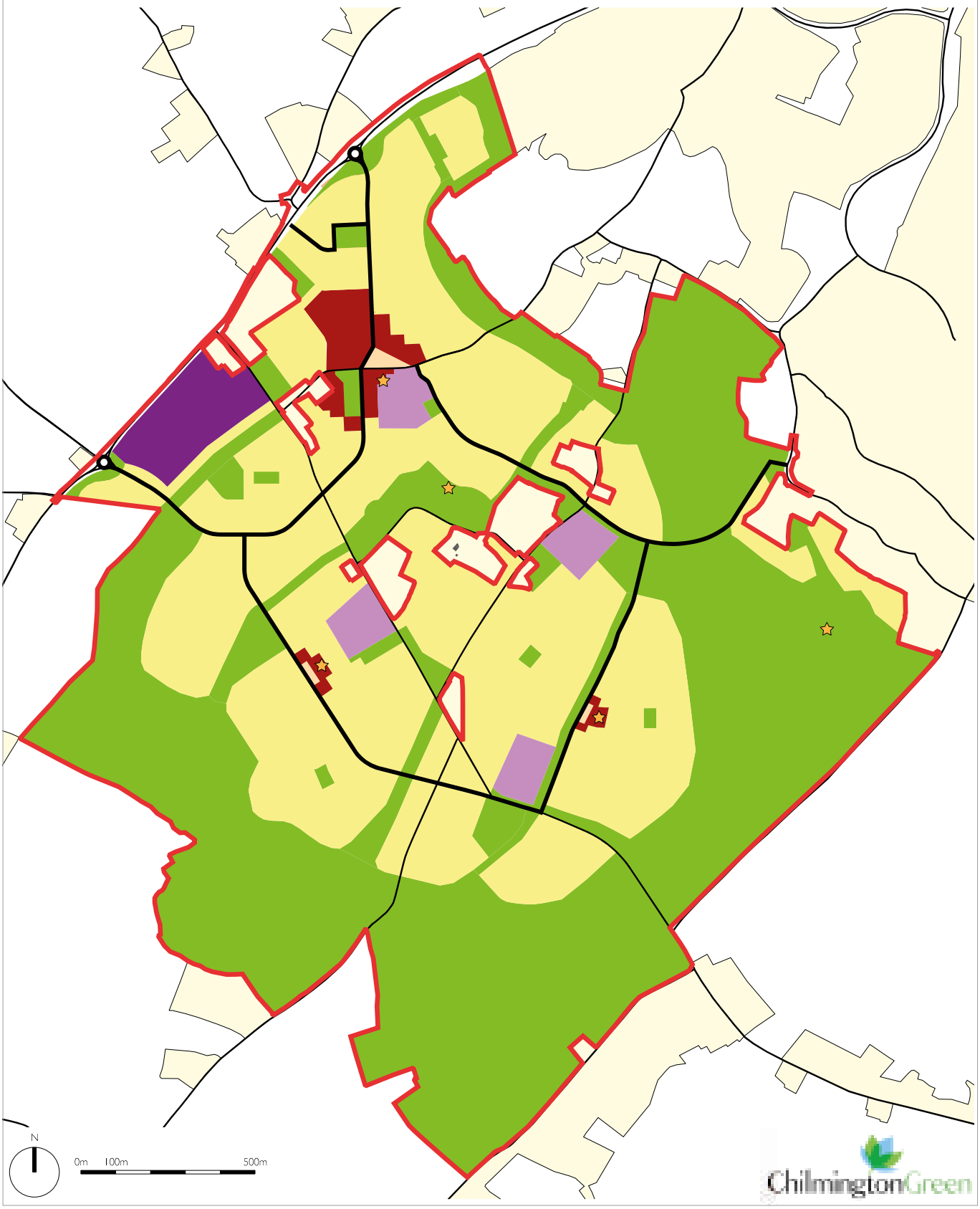
8.5 OPEN SPACE
Open space land use areas include informal natural green space, allotments, outdoor sports pitches, play space, parks and recreational grounds. These spaces are broken down in more detail in section 9.

8.6 CIVIC SPACE
Civic space will be provided within the District Centre and Local Centres in the form of public squares.

8.7 COMMUNITY BUILDINGS
Buildings suitable for community uses will be provided within the District Centre and the Local Centres. These buildings should be designed to be flexible in order to accommodate the changing needs of the community as it grows over time. The cricket pavilion and the indoor sports hall will also be designed to accommodate a range of community activities.



STEP 4: LAND USE



STEP 5

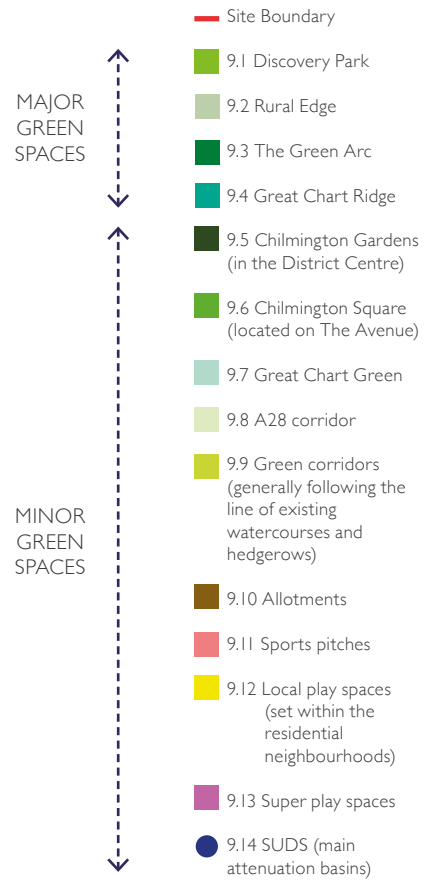
9. Green infrastructure

9.1 Discovery Park
9.2 Rural Edge
9.3 Green Arc
9.4 Great Chart Ridge
9.5 Chilmington Gardens
9.6 Chilmington Square
9.7 Great Chart Green
9.8 A28 Corridor
9.9 Green Corridors
9.10
9.10 Allotments
9.11 Sports pitches
9.12 Local play spaces
9.13 Super play spaces

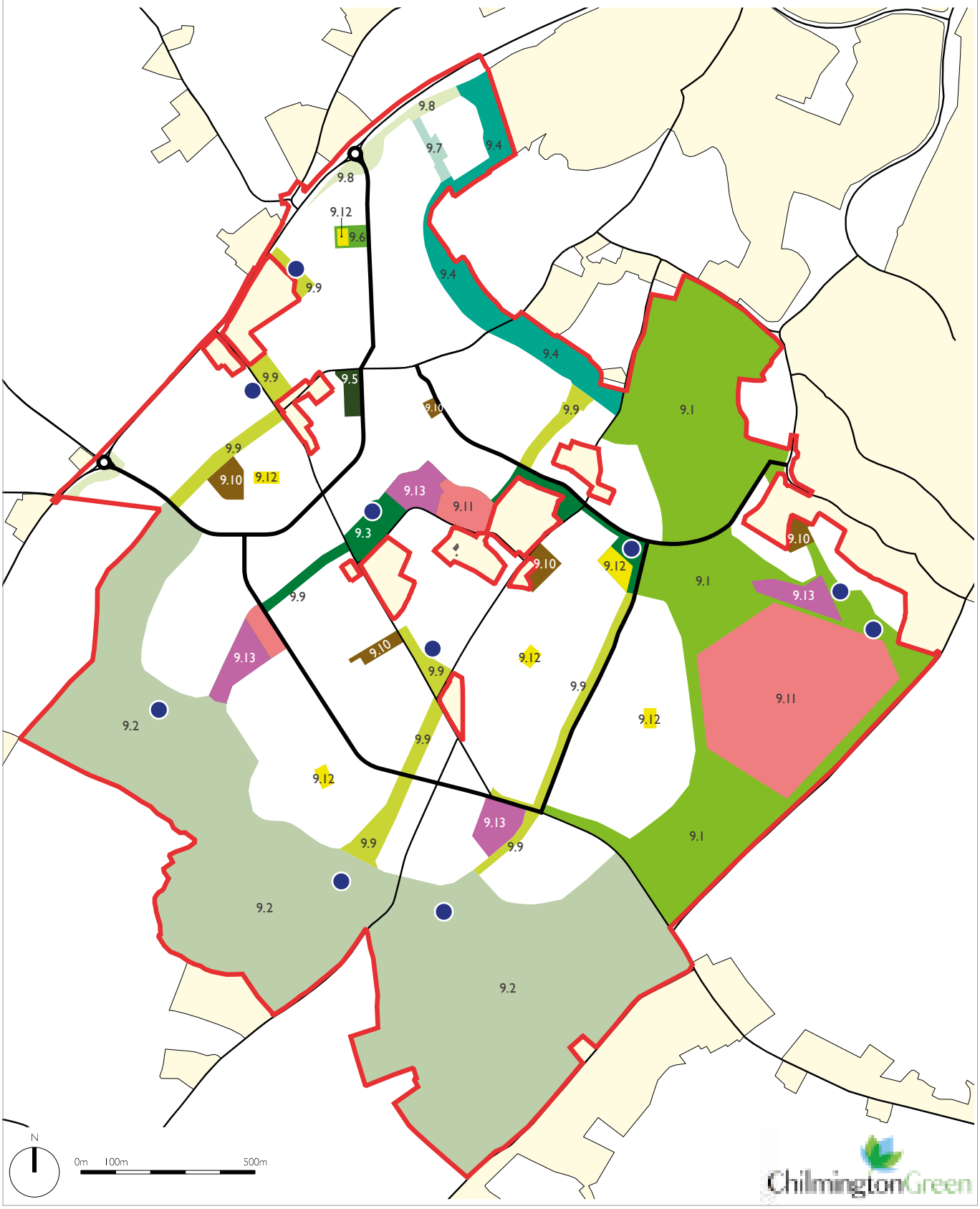
9. GREEN & BLUE INFRASTRUCTURE

The green infrastructure will create a range of high quality spaces which complement the existing landscape character and give Chilmington Green a unique identity. The Design Code for green infrastructure will ensure that:

- significant landscape elements such as woodland, mature trees, hedgerows and watercourses are retained and integrated into the design of new open spaces;
- a limited palette of hard and soft materials is used to create a cohesive identity to a series of distinctive spaces, each with a different character;
- the environment will be inclusive and of a high quality throughout;
- the design of landscaping has a key role to play in tackling climate change problems;
- there will be a co-ordinated approach to connectivity, drainage, underground utilities, tree planting, lighting and provision of space for sport, play and food production, and
- the technical requirements of the National Houses Building Code (NHBC) and the National Joint Utilities Group (NJUG) are met.



STEP 5: GREEN INFRASTRUCTURE



MAJOR GREEN SPACES

9.1 DISCOVERY PARK

Discovery Park will be a new strategic park for South Ashford with facilities for all age groups including sports pitches, play spaces, picnic areas, wildflower meadows and woodland walks. New homes will benefit from views across the park, create an attractive backdrop and help the space feel safe by providing passive surveillance.

Artist's Impression - Discovery Park

9.2 RURAL EDGE

The land to the south of Chilmington Green will be a combination of wetlands, woodlands and managed farmland. It will be designed to provide habitats for a variety of species as part of the ecological mitigation measures required for the development. Access to the land will be controlled using natural features such as hedges and watercourses where possible to ensure wildlife is protected.

Artist's Impression - homes over looking rural edge

9.3 GREEN ARC

The Green Arc is a generous swathe of open space that connects Discovery Park to the rural edge land to the south. The Green Arc not only creates high quality pedestrian, cycle and horse-riding links but also provides a setting for play and sports facilities, SuDS features, allotments, ecological planting and habitat enhancements . The Green Arc includes a school, and provides a green setting for Chilmington Green Hamlet so that the Hamlet's rural character will be protected in the long term.

Illustrative masterplan highlighting the Green Arc

9.4 GREAT CHART RIDGE

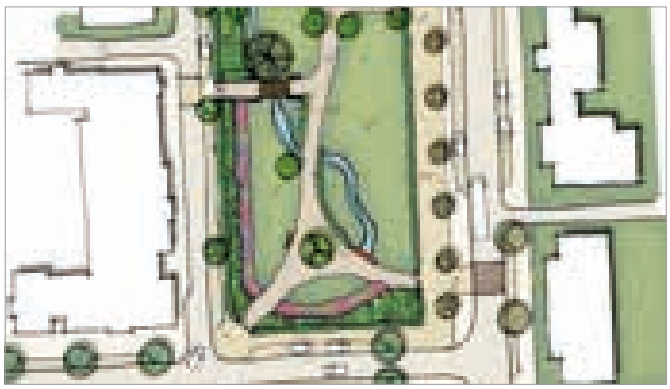
The south-eastern toe slopes of the Great Chart Ridge drop down into the northern edge of the site. Greensand Way runs along the length of the space and will benefit from views over the rooftops of new homes to the countryside beyond. The green space along the ridge will be characterised by woodland planting and informal grassed areas.

Illustrative masterplan highlighting Great Chart Ridge

MINOR GREEN SPACES

9.5 CHILMINGTON GARDENS

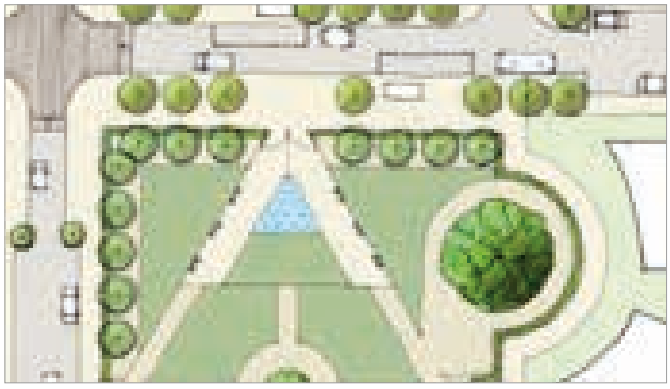
Chilmington Gardens is a formal urban square within the District Centre which is intended to provide amenity space for visitors and residents of all ages. For further details on Chilmington Gardens, refer back to section 6.2.



Illustrative plan of Chilmington Gardens

9.6 CHILMINGTON SQUARE

Chilmington Square, including a play space, is located on the Avenue leading south towards the District Centre. In addition to play facilities for children there will be areas of ornamental planting with seating and areas of edible plants providing amenity space for all age groups. For further details on the Chilmington Square, refer back to section 6.3.



Illustrative plan of the Chilmington Square

9.7 GREAT CHART GREEN

Great Chart Green will be an informal green space fronted by residential properties and including an existing hedgerow. The green will include naturalistic landscaping that will act as an ecological corridor connecting woodland around the landfill site with the A28 embankment.

Planting arrangements will include bulking up the existing hedgerow, creating an informal boulevard effect with additional tree planting to the roadside, and developing a multi-use amenity space to include informal play and seating areas, a dog walking zone, and open lawn space for picnicking.

Illustrative plan of Great Chart Green

9.8 A28 CORRIDOR

The northern gateway to the development from the A28 will be green in character with tree planning around the edges and on the roundabout itself. Curved bands of trees interspersed with lower shrub planning will allow glimpses of large villas fronting the space. A high quality of materials and rich planning on the gateway will set the scene for arrival at the Avenue. To the north of the gateway on the steeper embankment slopes to the A28 the landscaping will be more naturalistic in character. The roadside treatments will reflect the landscape around the main Northern Gateway entrance to The Avenue. The bunding will continue, greened with native tree and shrub planting and set behind a wide verge, with clipped edges and longer grassed/wildflower borders. For further details on the Northern Gateway, refer back to section 6.4.

Illustrative plan of the northern roundabout gateway off the A28 to the development

9.9 GREEN CORRIDORS

The Green Corridors provide a variety of types of recreational space, including play (naturalistic, informal play features for "play along the way") within the residential areas. They incorporate a number of existing linear features such as watercourses, hedges and ditches. Planting within the green corridors will be predominantly naturalistic with an emphasis on creating habitats for invertebrates, birds and mammal species.

9.10 ALLOTMENTS

Allotment sites will also generally be located within the greenspace infrastructure network or adjacent to schools. All allotments will be defined by secure fencing in combination with native hedgerows and tree planting. Facilities might include centralised composting and refuse areas, water points at approximately 60m centres, irrigation tanks and a rainwater collection system. The larger allotment areas may provide toilet and wash down facilities, along with small areas of informal play for younger children.

9.11 SPORTS PITCHES

A destination sports hub with outdoor pitches, changing facilities, toilets, a café, bar and multi-use hall suitable for indoor sports will form a key element of Discovery Park. A cricket green and pavilion will be located to the north west of the Hamlet within the Green Arc and further tennis and netball pitches to the south along Orchard Way.

9.12 LOCAL PLAY SPACES

Local Play Spaces will take the form of informal, naturalistic play areas with casual seating and static play equipment including sculptural elements. They will be located to ensure that all residents are within 400m or 5 minutes walking distance of an aggregated play space for all ages. They will be at least 0.5ha in size and respond to their location and context to provide a distinctive play destination with good connectivity.

In addition, doorstep play spaces will be integrated into the development footprint, nestled within the block layout. These are play spaces for under 5 year olds, which are located within 100m of each residence, and encourage imaginative play and informal recreation.

9.14 SUDS

SuDS features in the form of swales and attenuation basins must be well integrated into the overall green space network. They must consider community safety but avoid the need to resort to fencing by ensuring gradients are shallow and planting is incorporated to prevent accidental falls into standing water. Opportunities for placemaking at the such as bridges across swales should be explored. Planting should aim to promote biodiversity and be considered in the context of the site wide ecological mitigation strategy. Local and national SuDS guidance should be referred to as set out in the Appendix.

Precedent for SuDS and Green Corridors

Precedent for allotments

Precedent for sports pitches

9.14 SUPER PLAY SPACES

Super Play Spaces are at least 1.5 Ha in size and located along green open space corridors with good pedestrian and cycle connectivity. All residents within the proposed Development will be within 10 minutes walking distance of a Super Play Space. The Super Play Spaces combine equipped play for all age groups within a landscaped setting that provides for informal play and recreation.

All equipment and associated materials in Super Play Areas, Local Play Areas and Naturalistic Play Areas, will need to ensure they are constructed to the best possible specification to ensure their longevity and ease of maintenance.

Super play spaces within 800m / 10 minutes walking distance

A Wildlife Adventure ps

B Heritage ps

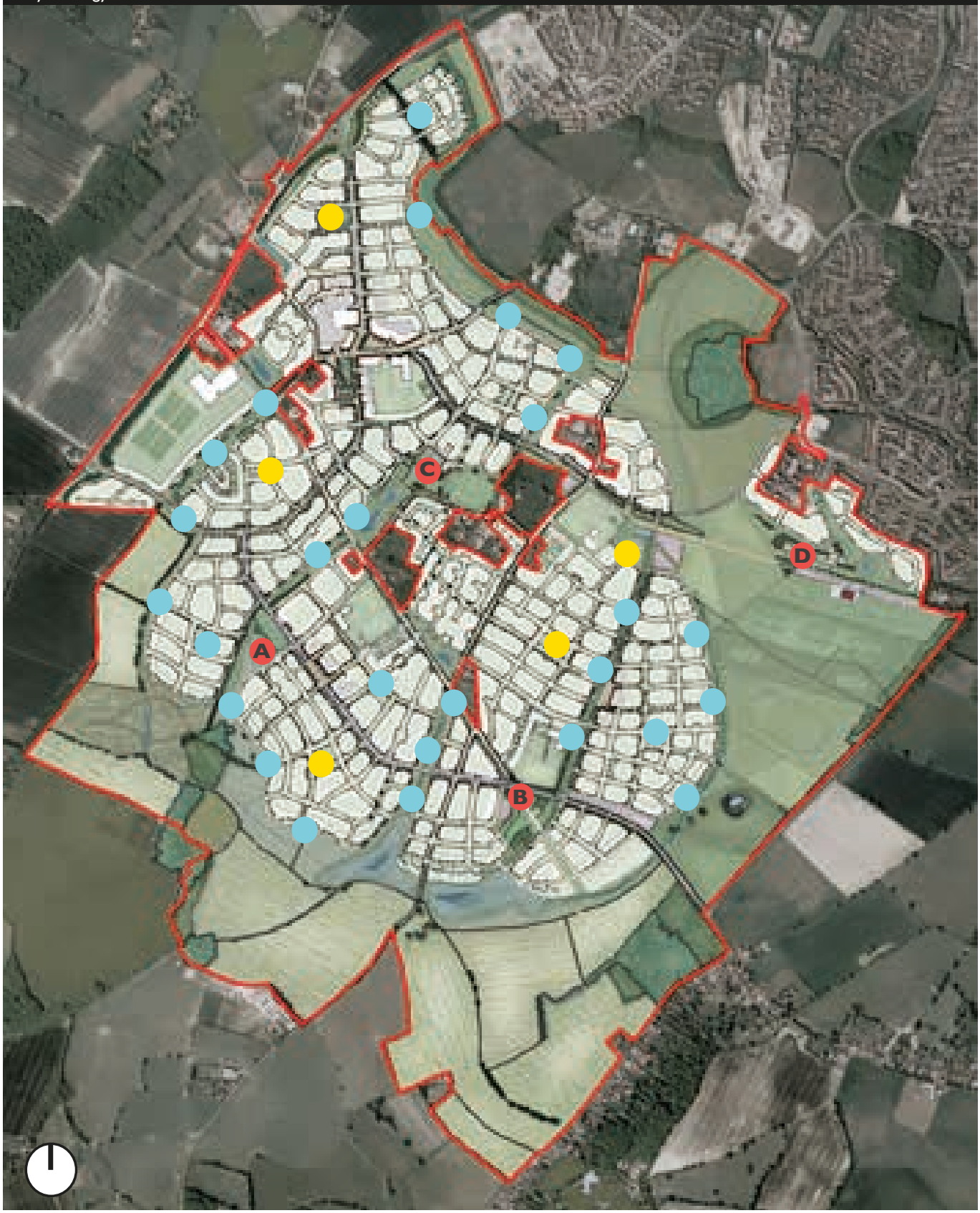
C Village Green ps

D Discovery Park ps

Local play spaces within 400m / 5 minutes walking distance

Incidental naturalistic play within green corridors and routes

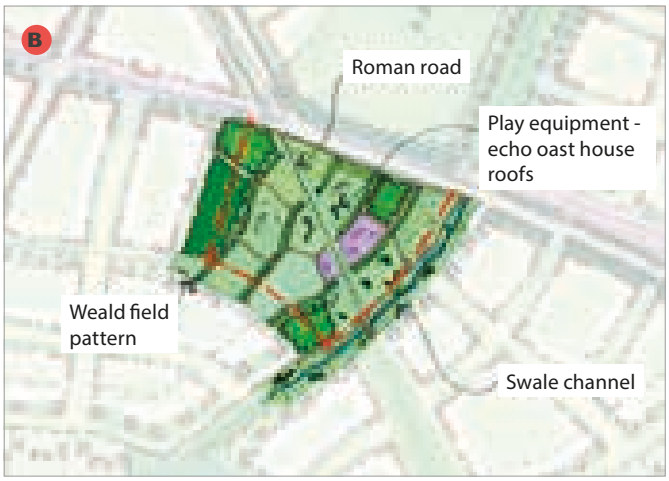
Play Strategy Plan



9. GREEN & BLUE INFRASTRUCTURE

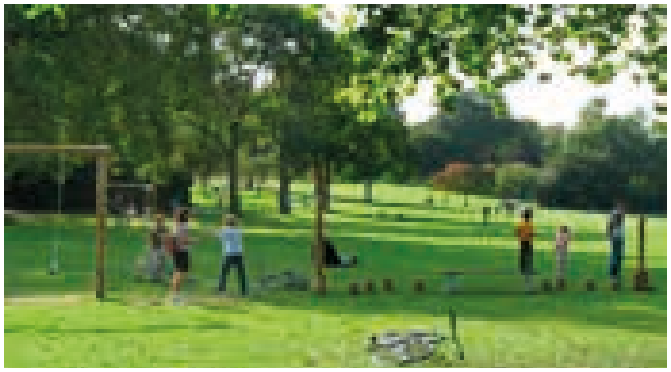
Illustrative plan of Wildlife Adventure play space

Illustrative plan of Heritage play space



Illustrative plan of Village Green play space

Illustrative plan of Discovery Park play space



STEP 6

10. STREET DESIGN

10.0 INTRODUCTION

Streets make up the majority of the public realm within Chilmington Green and the detailed design of streets will play a key role in establishing the character of the place as a whole and the different character of the neighbourhoods within it.

The principles set out in the Department for Transport's Manual for Streets (MfS 1) and Manual for Streets 2 (MfS 2) should be reflected in the detailed design of streets.

'In the past street design has been dominated by some stakeholders at the expense of others, often resulting in unimaginatively designed streets which tend to favour motorists over other users. MfS aims to address this by encouraging a more holistic approach to street design, while assigning a higher priority to the needs of pedestrians, cyclists and public transport. The intention is to create streets that encourage greater social interaction and enjoyment while still performing successfully as conduits for movement.'
MfS 1

'People need to think creatively about their various roles in the process of delivering streets, breaking away from standardised, prescriptive, risk-averse methods to create high-quality places.'
MfS 1

Each street should be designed to encourage the particular activities intended to take place within it. In addition to accommodating movement by pedestrians, cyclists and vehicles, streets need to provide access to homes and parking spaces, create visual interest and amenity and encourage social interaction. Within Chilmington Green there is a range of streets types; each with a different function within the overall movement hierarchy.

The following section sets out the considerations and requirements for each type of street as well as some general design principles.

MfS 1 and 2 include guidance aimed at 'encouraging innovation with a flexible approach to street layouts and the use of locally distinctive, durable and maintainable materials and street furniture'. Rather than setting out fixed dimensions for street widths and junction radii, they require the use vehicle tracking and quality audit systems that demonstrate how designs will meet key objectives for the local environment.






Examples of streets that reflect different character areas
(Images courtesy of WSP | Parsons Brinckerhoff)

10.0.1 VEHICULAR SPEEDS – 20MPH LIMIT

Throughout Chilmington Green vehicular speeds will be restricted to 20mph or less. The exception to this are two short stretches of the Avenue connecting to the A28 where a 30mph limit will apply in order to allow drivers to adjust speeds on leaving the highway network.

Welcome signage at each vehicular entrance to Chilmington Green will include reference to the 20mph maximum speed limit. Within the residential area all streets must be designed to naturally slow traffic to 20mph or below by visual clues such as built frontage, on street parking, horizontal deflections and surface materials. On long straight sections of street there will need to be interventions such as changes in horizontal alignment of the carriageway, subtle informal build outs and uses of changes of material to act as speed restraints.

Examples of streets that reflect different character areas
(Images courtesy of WSP | Parsons Brinckerhoff)

10.0.2 LEGIBLE AND PERMEABLE STREET NETWORK

Chilmington Green is designed around walkable neighbourhoods which provide a range of facilities within a short walking distance of all homes. To ensure the new neighbourhoods function as they are intended to do and encourage people to walk and cycle rather than use the private car for short trips, it is important that the street network is legible and permeable.

Chilmington Green's streets will be designed as a warped grid structure which will provide a legible and permeable route network throughout the neighbourhoods. The grid will be not be uniform and rigid but will flex and warp in response to natural features and topography to create a variety of attractive characterful streets. The street grid should be more orthogonal and formal in higher density areas where streets are more intensively used and less formal, and where densities are lower and use less intense. This graduation from formality to informality will be reflected in every aspect of design for the different types of street within the hierarchy, from the relationship between built frontage and public realm, to the choice of surfacing, spacing of street trees, front boundary types, and signage.

A permeable street network is an essential aspect of the Chilmington Green masterplan. The warped grid concept will make it easy for pedestrians, cyclists and motorists to get around; provide choice of movement direction and avoid the need for turning heads. All streets should aim to interconnect, and cul-de-sacs, gated streets and one way streets should be avoided.

10.0.3 STREET GEOMETRY

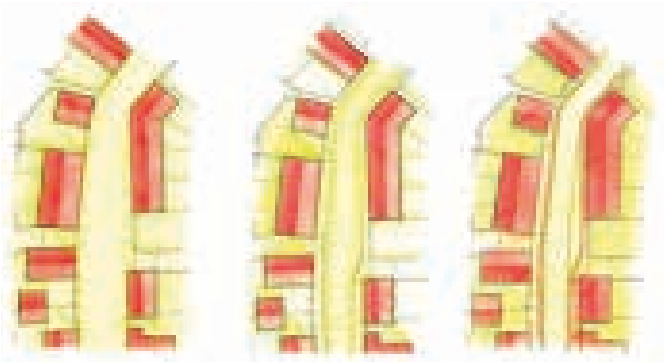
Cross Roads will be the most common form of junctions within the street network. In order to allow pedestrians to follow straight desire lines when crossing streets, it is important that junction radii are kept as small as possible. Radii should generally be less than 4m with the less trafficked streets achieving 2m, 1m or even no radii. Exceptions to this can be made in the junctions onto the stretches of 30mph street leading from the A28 where 6m radii may be required.

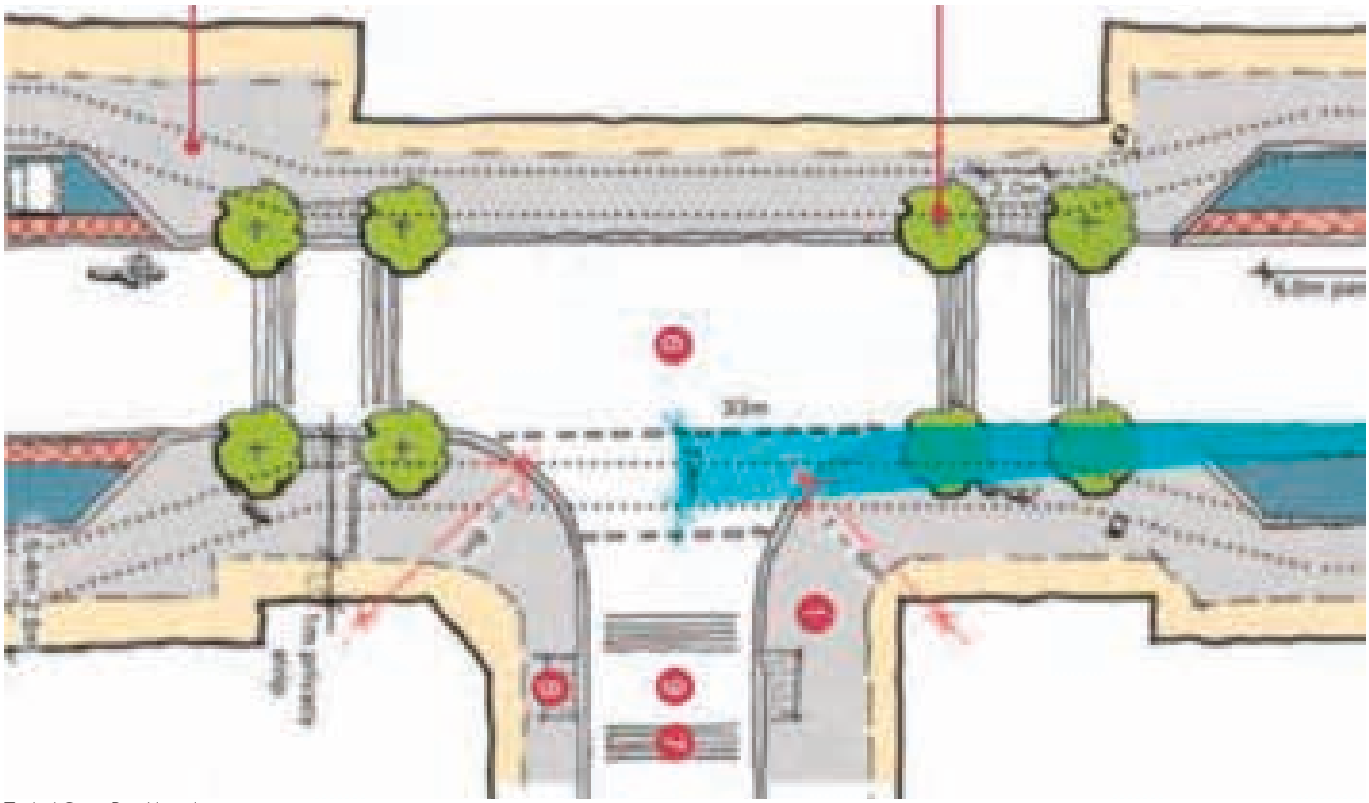
Vehicle tracking should be undertaken to test junction designs and achieve tight radii at junctions. It is acceptable for large vehicles to use the opposite carriageway when turning in areas where traffic is moving at 20mph. Widening the street near the junction can help achieve tighter radii. Where there is concern about larger vehicles running over the corners at junctions when turning, materials can be used that allow this to occur without causing damage. Where on-street car parking is provided near junctions, wider car parking bays can also be used to allow visibility splays to be maintained. Street trees can also be located within these visibility splays to allow continuity of street trees.

The following approach as explained in MfS1 should be adopted in designing streets.

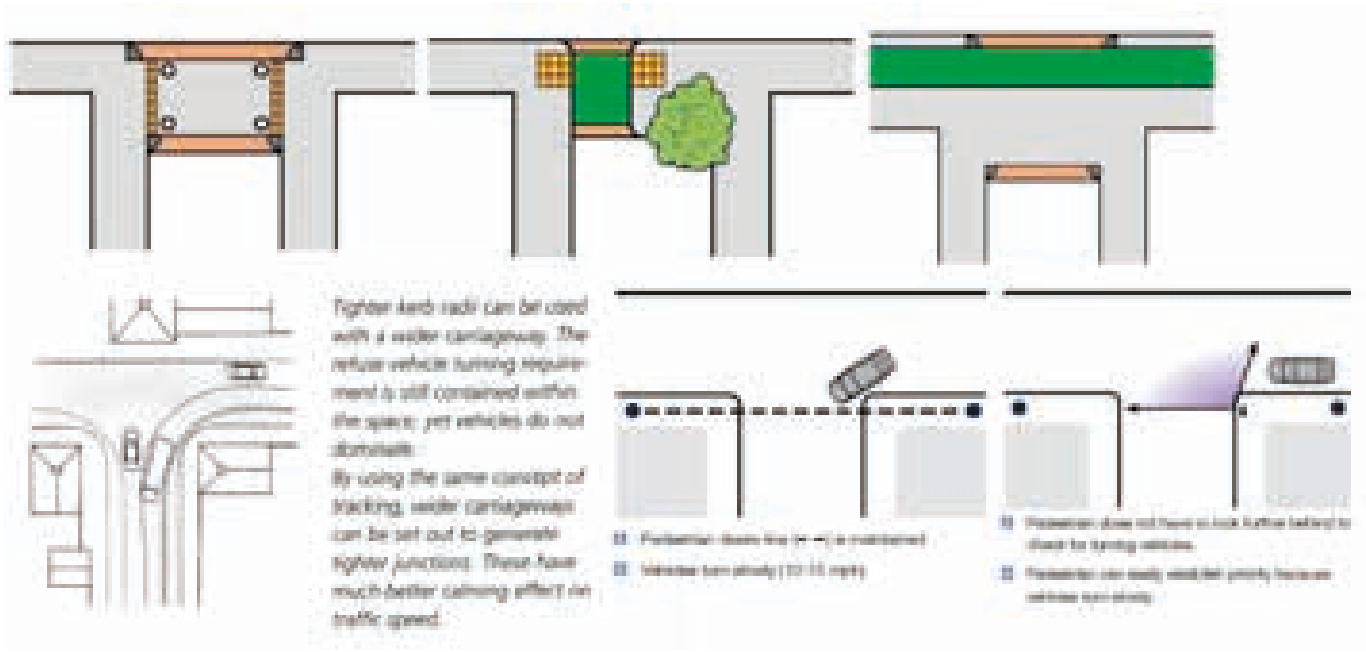
> 'Swept path analysis, or tracking, is used to determine the space required for various vehicles and is a key tool for designing carriageways for vehicular movement within the overall layout of the street. The potential layouts of buildings and spaces do not have to be dictated by carriageway alignment – they should generally be considered first, with the carriageway alignment being designed to fit within the remaining space' MfS1

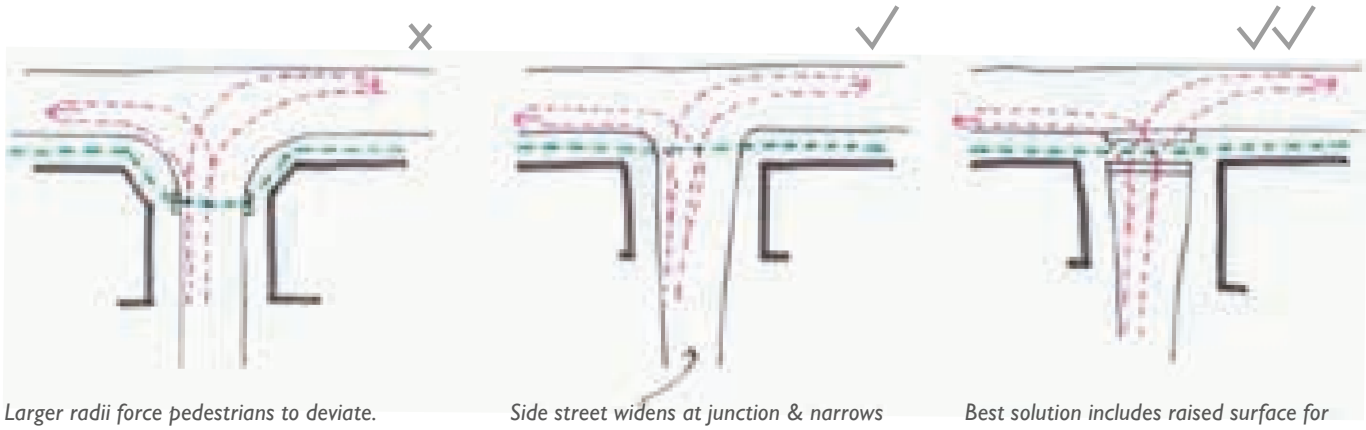
For required standards of visibility splays and street centre radii reference should be made to current guidance in the Kent Design Guide 2010 and any subsequent amendments.





Typical Cross Road junction geometry





Larger radii force pedestrians to deviate.

Side street widens at junction & narrows further back to allow smaller radii. Smaller radii allow pedestrians to cross more easily.

Best solution includes raised surface for easier pedestrian crossing.

Key street geometry principles

Construction Detail

At the corners of all junctions or other vulnerable areas, footways or other hard-standings will be constructed to the same quality as the carriageway to avoid being damaged by vehicles overrunning the footways or parking. All details of trees, tree pits, utilities will need to be factored in to ensure a holistic design of the sub base and surfaces to ensure longevity."

(Diagrams page 103-104 courtesy of WSP | Parsons Brinckerhoff)

10.0.4 INCLUSIVE DESIGN

The public realm within Chilmington Green must be designed to accommodate people with disabilities including wheelchair users, blind and partially sighted people. Tactile paving will be required to mark approaches to crossing points. Making crossing streets easy for the elderly, for people pushing buggies and walking with small children is also important.

Raised table courtesy crossings act as speed restraints and also assist frame and wheelchair users and people pushing buggies
(Images courtesy of WSP | Parsons Brinckerhoff)

10.0.5 DECLUTTERING

The public realm throughout Chilmington Green must aim to avoid unnecessary highway paraphernalia. With the exception of the signs at the entrances to the neighbourhood stating that it is a 20mph zone, it should not be necessary to place speed limit signage. This can be achieved if streets are designed carefully in the first instance to naturally slow speeds and provide design cues that make it obvious where parking is acceptable and where pedestrians are likely to be crossing the street.

Wayfinding and street name signs will form part of a specially designed suite of signs with a distinctive look that will be used throughout the new settlement. Where possible, these should be attached to buildings or walls to avoid cluttering the street scene.

10.0.6 LINING

The aim should be to avoid white lining to mark carriageway lanes and yellow lining to define parking restrictions. Where lines are deemed absolutely necessary 50mm white centre lines and 50mm wide primrose or yellow lines should be used, not 100mm lines.

10.0.7 STREET LIGHTING

Street lighting should be considered as an integral part of the street design. Lighting columns should generally be kept as low as possible to signify that Chilmington Green is a residential environment where traffic is expected to move slowly and carefully. On strategic routes, columns up to 8m tall are acceptable, whilst those on local access streets, shared spaces lanes and edge streets should be 6m or less, with 5m columns being the norm. On less trafficked streets and in key public spaces lighting attached to buildings should be considered to avoid clutter at ground level where possible. All lighting should comply with ABC's Dark Skies Policy.

In key public spaces such as the market square, play areas and the neighbourhood centres, lighting should be considered as part of the design as a whole and opportunities for innovative solutions encouraged. These could include integration of lighting with public art or water features.

10.0.8 CONSTRUCTION DETAIL

At corners of all junctions or other vulnerable areas, footways or other hardstandings, the sub-base foundations will be constructed to the same quality as the carriageway to avoid being damaged by vehicles overrunning the footways or parking. All details of trees, tree pits, and utilities will need to be factored in to ensure a holistic design of the sub-base and surfaces to ensure longevity.

Examples of decluttered streets with lighting and signage on buildings (Images courtesy of WSP | Parsons Brinckerhoff)

Examples of innovative well integrated lighting design for key public spaces (Images courtesy of WSP | Parsons Brinckerhoff)

10.0.8 STREET TREES, SWALES AND GREEN VERGES

Street trees, swales and green verges are important aspects of the Garden suburb character. The selection of soft landscaping will vary in accordance with the character and scale of the street. Trees create visual interest and help to soften the urban environment. Although providing and maintaining street trees has financial implications, the economic, environmental and social benefits vastly outweigh these costs and promote a sense of well-being and pride in the environment for all road users.

Formal double rows of large species trees will be used on the wider avenues and boulevards, while staggered smaller species trees alternating on each side of the street will be appropriate on smaller residential streets. Individual trees will be used in more intimate mews and home zones.

Tree pits are an important part of tree planting proposals in an urban street environment and the design will be site specific due to the nature and conditions of the local environment.
Principles for Street Trees Design are set out below.

Street Trees Design Principles

1. Where appropriate, tree pits should be designed to accommodate as large as possible species. Root barriers should be robust enough to ensure that the mature tree is not in conflict with the surrounding infrastructure in 50-100 years from planting;

2. Avenues of trees provide strong aesthetic form and may be themed to give different neighbourhoods distinct identities; Possible Species include:
- Field Maple 'Streetwise'
- Hawthorns (e.g. x Grignonensis, monogyna 'Stricta')
- London Plane
- Caucasian Lime
- American Lime
- Beech
- Tulip Tree
- Callery Pear
- Hungarian Oak
- Pin Oak
- Holm Oak
- Himalayan Birch
- Hornbeam 'Frans Fontaine'
- Ginkgo
- Liquidambar 'Worplesdon'
- Cherries
- Whitebeam crosses (e.g. x thuringiaca)

3. Where space permits SUDs may be planted with low maintenance large-scale species, these should include non-native wetland species to provide wider aesthetic and textural interest. With a change in emphasis it is hoped that residents will identify with SUDS as an attractive landscape feature with which they can engage rather than a drainage ditch with willows and scrub populating its margins. Possible non-native species include:
- Pin Oak
- Swamp White Oak
- Swamp Cypress
- Dawn Redwood
- Red Alder
- Italian Alder
- River Birch
- Silver Maple
- Caucasian Wingnut

   Willows are high maintenance and should be used very sparingly, alders are much more robust and if required, may be coppiced on a rotational cycle making them suitable for use nearer to structures and gardens. A carefully selected palette can result in a remarkable visual spectacle year round. Selected shrubs and trees may be coppiced on 1-2 year cycles to create winter interest with species such as Salix 'Britzensis', salix melanostachys and cornus flaviramea.

4. Due consideration may be given to the planting of evergreen species as structural elements within plazas and squares to provide winter interest. Species should reflect the required aesthetic vision and presence required. Species include
- Japanese Tree Privet,
- Photinia,
- Bay Laurel,
- Hollies,
- Magnolia grandiflora,
- Portugal Laurel,
- Holm Oak & Turners Oak.

The lists above are suggested, however, the opportunity exists to create a contribution towards the urban forest that is more imaginative, diverse and potentially climate change aware than usually is designed. Non-native species can be used in good measure to bolster the palette and ensure that the best possible species choice is made within the framework of the design vision.

Examples of street trees, SuDs and soft verges that add character to the street scene (Images courtesy of WSP | Parsons Brinckerhoff)

10.0.9 STREET TYPES

Welcome Signs
Welcome Signs at the entrances to the Chilmington Green Street network will include a 20mph speed limit. With the exception of the short stretches of the Avenue leading from the A28 where a 30mph limit will apply, all streets will be designed to restrict speeds to 20mph or less.

Strategic routes
Strategic routes in the form of boulevards or avenues will connect the site to the wider road network via the A28 in the north-west. They will also connect to Chilmington Road in the south-east with provision for a future connection to the south avoiding the Stubbs Cross junction. In addition, there will be a link to Coulter Road in Brisley Farm via a route crossing Discovery Park.

Local access streets
Local access streets will provide access to homes off the strategic route where a minor access road/shared space is unable to provide sufficient capacity to serve the number of homes in an area. They will connect to a network of minor access roads/shared spaces.

Minor access streets & shared spaces
A network of minor access streets and shared spaces/residential streets will provide access to homes.

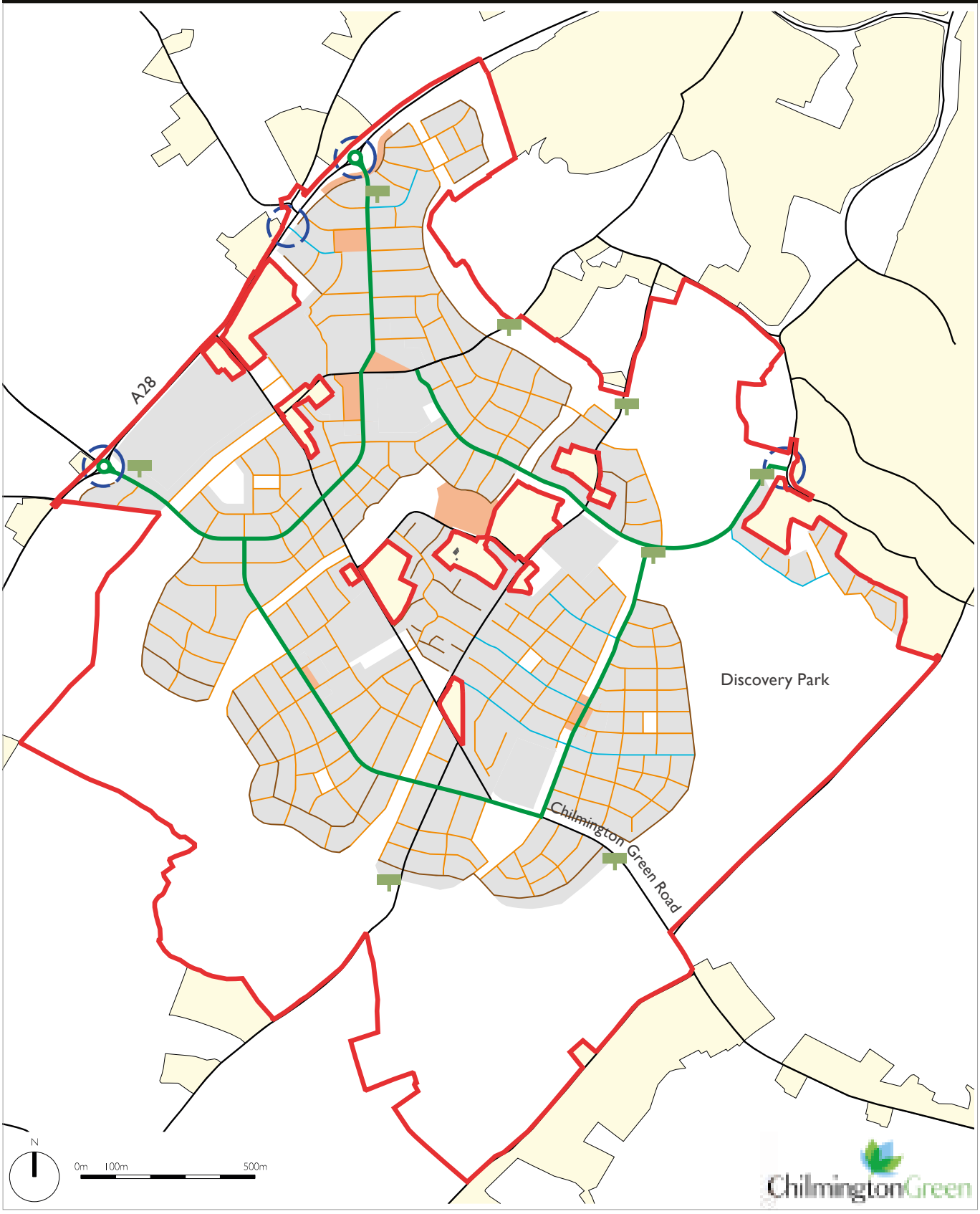
Lanes & edge streets
Towards the edges of the development and around Chilmington Green Hamlet, access to homes will be via lanes with a rural character. Edge streets should be used where homes face outwards towards open space.

Existing roads and lanes
There are a number of existing roads and lanes within the development. The aim is to encourage traffic to use the new street network where possible, in order to retain the historic character of the older routes.

Occasionally a pedestrian orientated surface could be appropriate which might have the look and feel of a traditional narrow rural lane or tight homezone. Here the introduction of low automatic rural-style gates or rural gateway features, shared surface materials listed above and contrasting materials would all help to reduce the dominance of motor vehicles on these tight surfaces while emphasising pedestrian and cycle priority and safety. A locked gated community would not be acceptable so any discrete gates would need to remain unlocked and would only seek to restrict vehicle access but would be open to sides to allow pedestrian and cyclist to pass.

- Site Boundary
- Vehicular access points
- Existing roads & lanes
- 10.1 Strategic routes
- 10.2 Local access streets
- 10.3 Minor access streets & shared spaces
- 10.4 Lanes & edge streets
- Welcome Signs

STEP 6: STREET HIERARCHY



10. STREET DESIGN

10.0.10 HARD LANDSCAPING MATERIALS

Carriageways for strategic routes, local access streets and minor access streets will be surfaced in Stone Mastic Asphalt (SMA) or bituminous macadam with exposed aggregate kerbs.

The footpaths will mostly be of fine textured hot-rolled asphalt surfacing with conservation trims, but in key areas, exposed aggregate blocks will be employed to define the special nature of the place/space.

Pedestrian crossovers will be paved in trafficable sett blocks laid in a range of sizes, with a continuation of the conservation trims to maintain consistency in materials along the whole route.

Spillways to roadside swales are to be surfaced in riven granite setts (which are robust and offer a degree of deterrent paving) with conservation trims; whilst the site wide tree trenches will be surfaced with permeable block pavers and conservation trims.

Where streets pass through key public spaces such as the market square, play areas and the neighbourhood centres, the materials should change to signify the civic importance of the space.and mark pedestrian priority crossing points.

Shared spaces, lanes and mews parking courts should be surfaced with a variety of materials used in combination to create characterful spaces and slow traffic speeds. Suitable materials include exposed aggregate blocks, roman format brick detailing (i.e. 200 x 100 x 48/50mm brick on edges), permeable sett blocks and fine surface asphalt. Permeable paving should be used on private paths and driveways.

Occasionally a pedestrian-oriented surface could be appropriate which might have that look and feel of a traditional narrow rural lane or tight homezone. Here, the implementation of rural gates, shared surface materials listed above, and contrasting materials would all help to reduce the presence of motor vehicles on these tight surfaces while emphasising pedestrian and cycle priority and safety.

10.1 STRATEGIC ROUTES

Primary access through the site will be provided by the strategic routes. The strategic routes form a square loop with connections to the A28 and other smaller existing roads. They provide access to the network of new residential streets within the site.

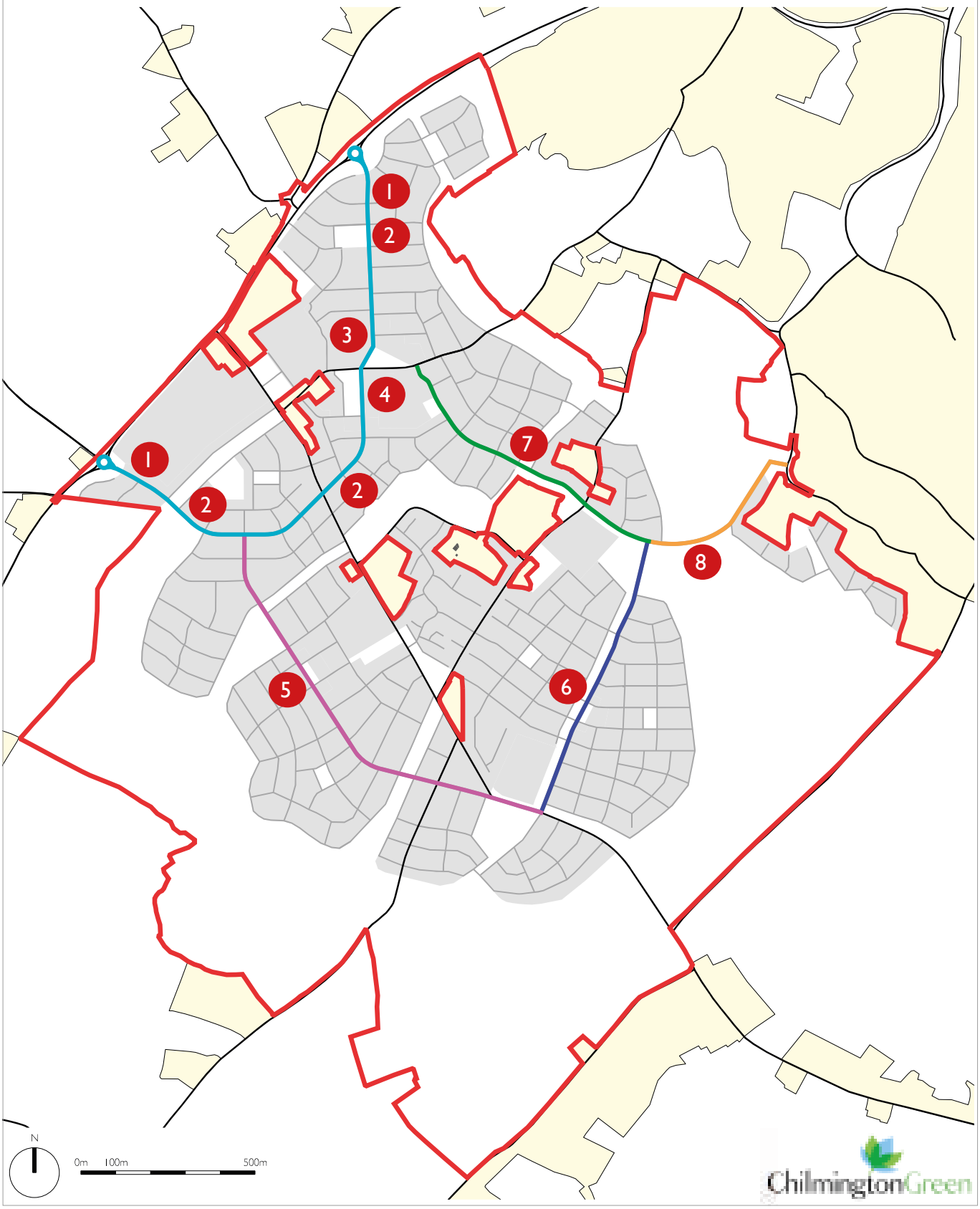
The strategic routes through Chilmington Green take on various forms along their length in response to different functions and character areas. For example, the Avenue changes in form as it becomes the High Street where it enters the District Centre, then changes again as it passes Chilmington Gardens, before it reverts back to the typical Avenue design.

The strategic routes are therefore broken down into a number of different sections as numbered on the plan opposite.

- The Avenue
- Orchard Way
- Chilmington Brook
- The Green Spine
- Discovery Park link road

1. The Avenue (gateway)
2. The Avenue (typical)
3. The High Street
4. Chilmington Gardens
5. Orchard Way
6. Chilmington Brook
7. The Green Spine
8. Discovery Park link road

Strategic routes



10. STREET DESIGN

10.1.1 The Avenue (gateway)

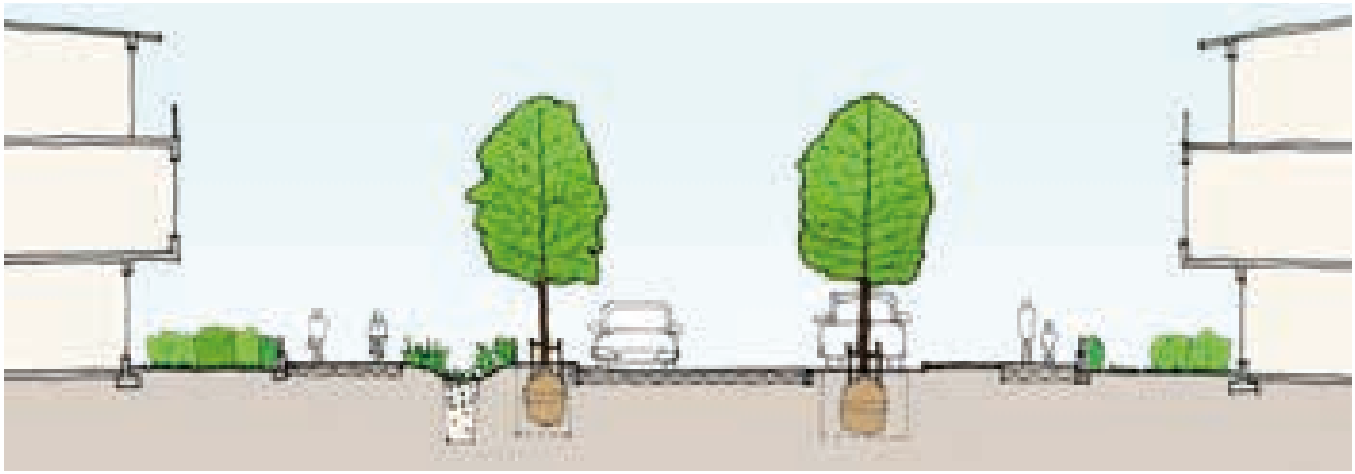
The Avenue is the main route into Chilmington Green from the A28. The first sections of the Avenue leading in from the A28 will have a 30mph speed limit. The design of these Avenue Gateway sections will therefore differ from the remainder of the Avenue where a 20mph speed limit will apply. The Avenue Gateway sections should be kept as short as possible. The transition into the typical Avenue section should be marked by a feature such as a rumble strip and raised courtesy crossing as well as the welcome signage to signify the requirement for decreasing speed to 20mph.

The Avenue Gateways will have a double line of large species street trees planted in green verges. The species must be compatible with the function of the Avenue as a route for taller vehicles including delivery vehicles and buses.

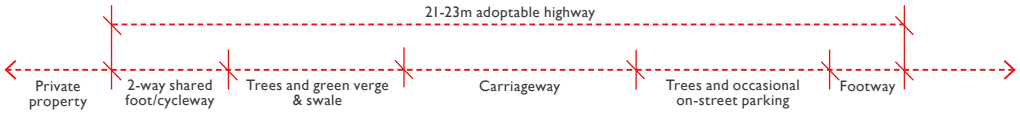
A shallow swale may be located within one verge or both verges as required. Tall kerbs should be used on the boundary between verge and carriageway to prevent parking on the soft verge in the gateway sections. On street parking should be provided where possible inset between the trees.

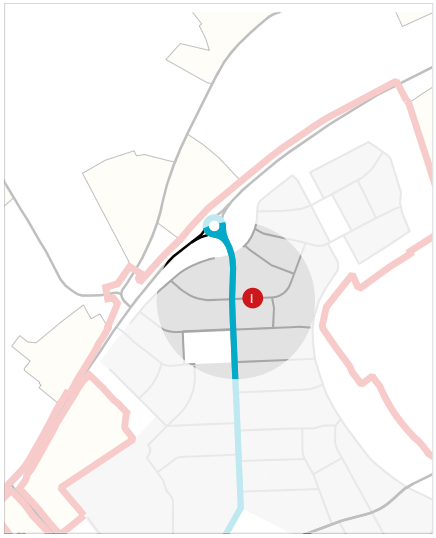
On one side of the Avenue Gateway sections there will be a 3m minimum combined cycle and footway, and on the other side a 2m minimum footway.

THE AVENUE (GATEWAY)		
Chilmington Green street type		Strategic Avenue
Speed limit		30
Width of adoptable highway		20m - 23m
Carriageway width		6.0m
Footway provision		2m min.
Cycleway provision		3m (2-way) (shared foot/cycleway)
Highway verge		4.5-6m swale & tree planting zone
Junction radii		4m (max) 2m (typical)
Direct vehicular access to properties		NO
Bus route		YES
On-street parking		Occasional permitted
Speed restriction features		Raised table & rumble strips
Statutory utility provision (excl. drainage)		YES (beneath footway)
Road markings		50mm if required
Lighting	8m max	Steel, tapered columns

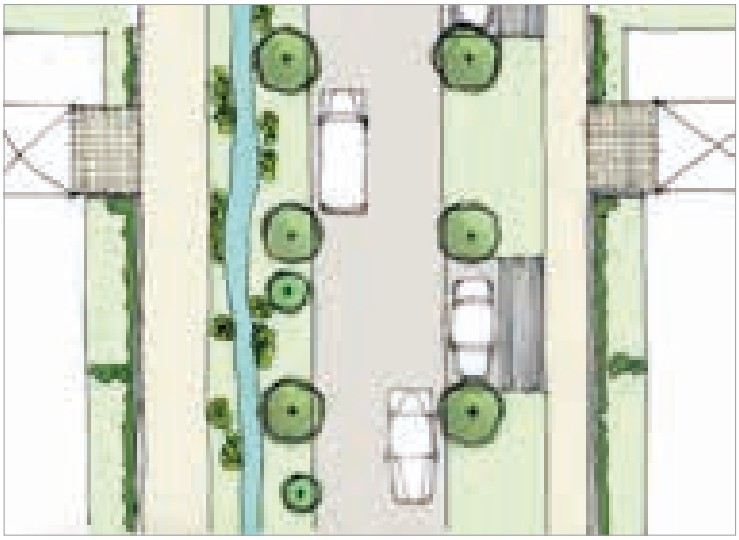


Typical section

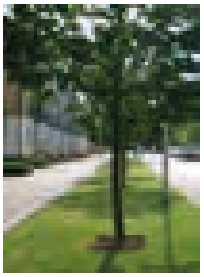




Key plan



Typical plan



Hard and soft landscaping precedent images

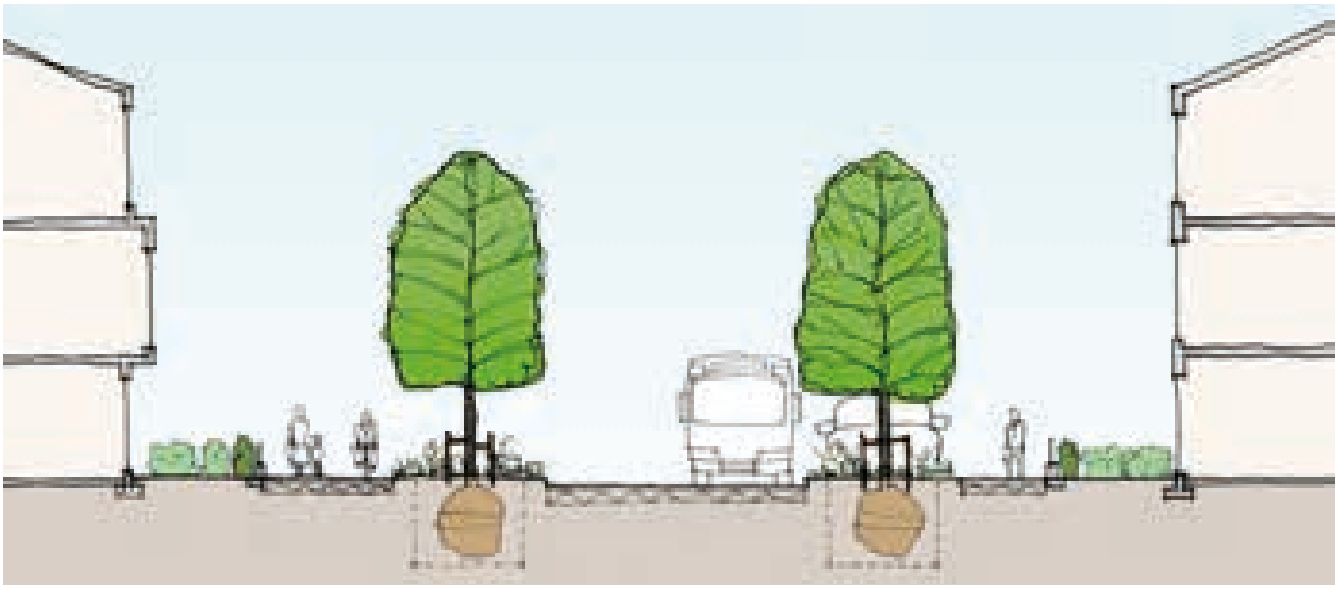
10.1.2 The Avenue (typical)

The Avenue runs between the northern and southern Avenue Gateway sections that connect Chilmington Green to the A28. The Avenue will be characterised by large species street trees planted in a formal arrangement on each side of the street.

A 20mph speed limit will apply and the design of the street will emphasise the residential character of the neighbourhood with homes facing the street and providing a good sense of enclosure, on-street parking between street trees, and changes of carriageway surface at key pedestrian crossing points.

A 2-way combined pedestrian and cycle route will run along the west side of the street, with a standard 2m minimum footway to the other. The street design needs to accommodate the movement of buses and also integrate bus stops.

THE AVENUE (TYPICAL)		
Chilmington Green street type		Strategic Avenue
Speed limit		20
Width of adoptable highway		18m - 20m
Carriageway width		6m
Footway provision		2m min.
Cycleway provision		3m (2-way) (shared foot/cycleway)
Highway verge		3m - 4.5m tree planting zone
Junction radii		4m (max) 2m (typical)
Direct vehicular access to properties		YES
Bus route		YES
On-street parking		YES
Speed restriction features		Raised table junctions
Statutory utility provision (excl. drainage)		YES (beneath footway)
Road markings		NO
Lighting	8m max	Steel, tapered columns



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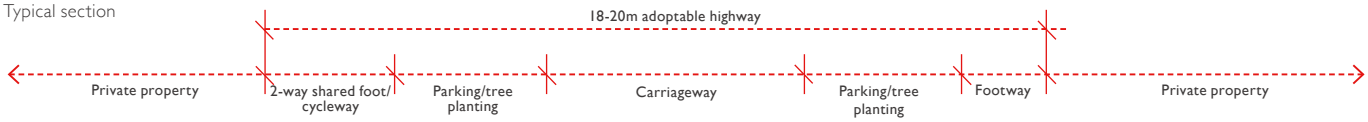
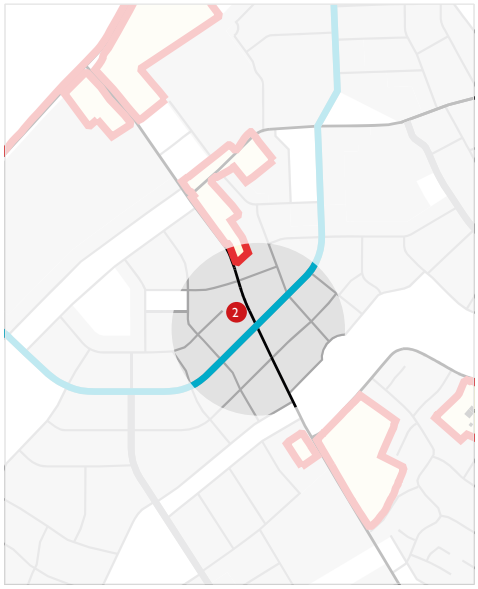


Typical plan



Key plan

10.1.3 The High Street

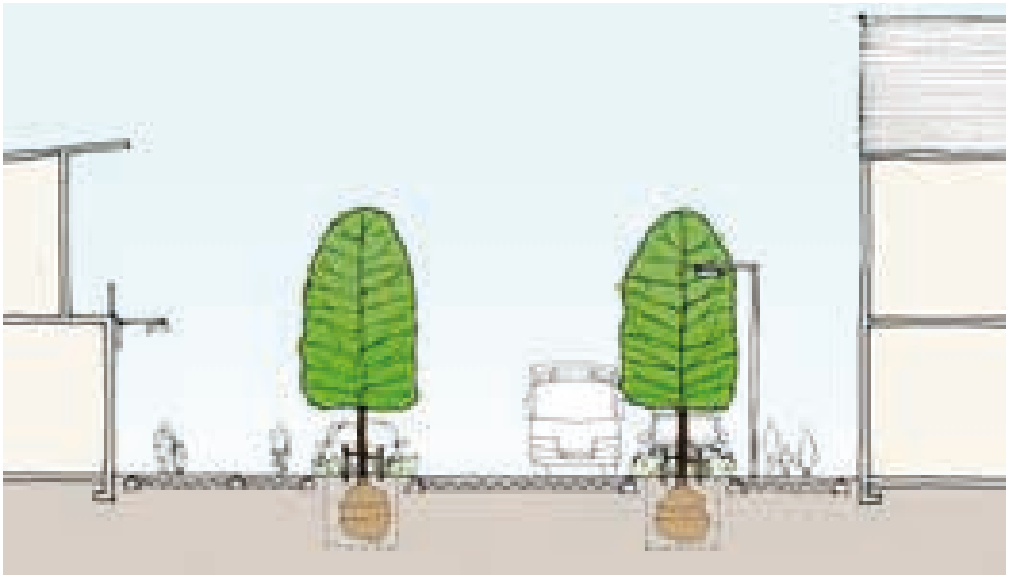
The High Street will have a higher volume of pedestrian movement than the typical sections of the Avenue and therefore requires wider pavements and other features that signify pedestrian priority.

The pavement will run up to property boundaries to allow shopfronts in a traditional high street design. Special paving will mark pedestrian crossing points on desire lines and the design of street furniture, lighting, public art and soft landscaping will emphasise the civic importance of the place.

Where the High Street runs along the edge of the Market Square, it will form an integral part of the square with the carriageway and adjoining pedestrian space at the same level. Changes in material rather than standard kerbs should be used to demarcate pedestrian priority and parking areas.

Bus stops will include raised platforms to allow easy boarding. Tactile paving must be used to indicate safe crossing places for blind and partially-sighted pedestrians.

THE HIGH STREET		
Chilmington Green street type		Strategic Avenue
Speed limit		20
Width of adoptable highway		18m - 20m
Carriageway width		6m
Footway provision		3m min.
Cycleway provision		3-5m (2-way) (shared foot/cycleway)
Highway verge		N/A
Junction radii		4m (max) 2m (typical)
Direct vehicular access to properties		NO
Bus route		YES
On-street parking		YES (incl. interspersed street trees)
Speed restriction features		Raised table junctions
Statutory utility provision (excl. drainage)		YES (beneath footway)
Road markings		NO
Lighting	8m max. or set on buildings	Steel, tapered columns



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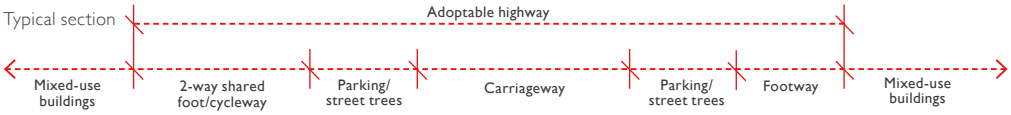

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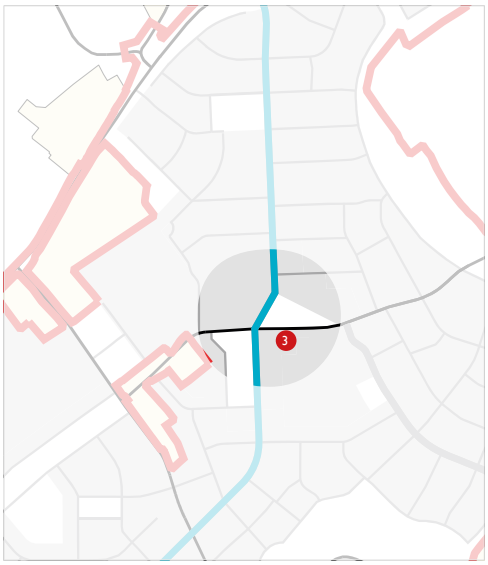


Key plan

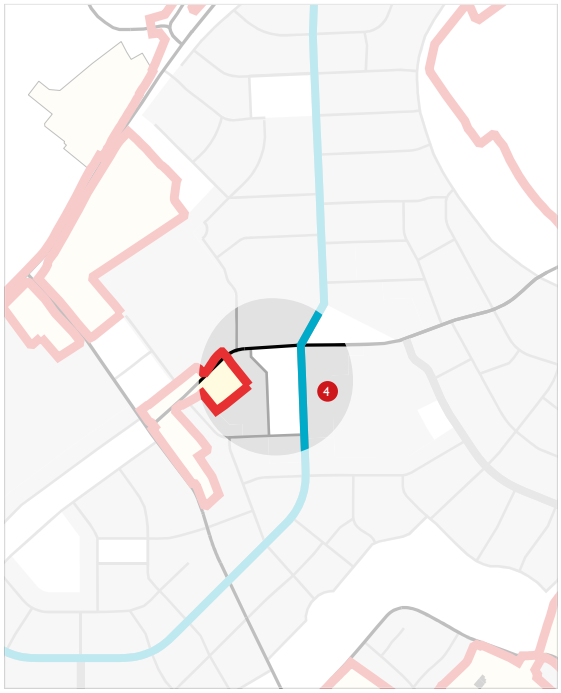
10.1.4 Chilmington Gardens

The nature of the Avenue will change as it runs alongside Chilmington Gardens. It will reflect the character of the adjacent park and include a generous shared pedestrian and cycle route with formal street tree planting between the Avenue and the park.

There will be on-street parking on both sides of the carriageway and raised table crossings on key pedestrian desire lines.

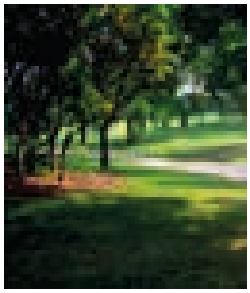
CHILMINGTON GARDENS		
Chilmington Green street type		Strategic Avenue
Speed limit		20
Width of adoptable highway		21m
Carriageway width		6m
Footway provision		2m min.
Cycleway provision		2m 2-way
Highway verge		Western side: 3m tree planting zone
Junction radii		4m (max) 2m (typical)
Direct vehicular access to properties		YES
Bus route		YES
On-street parking		YES (incl. interspersed street trees)
Speed restriction features		Raised table junctions
Statutory utility provision (excl. drainage)		YES (beneath footway)
Road markings		NO
Lighting	8m max	steel, tapered columns

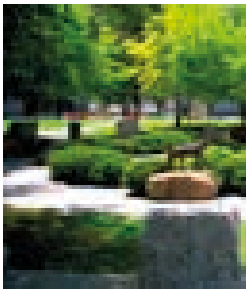
Typical section



Key plan

Typical plan





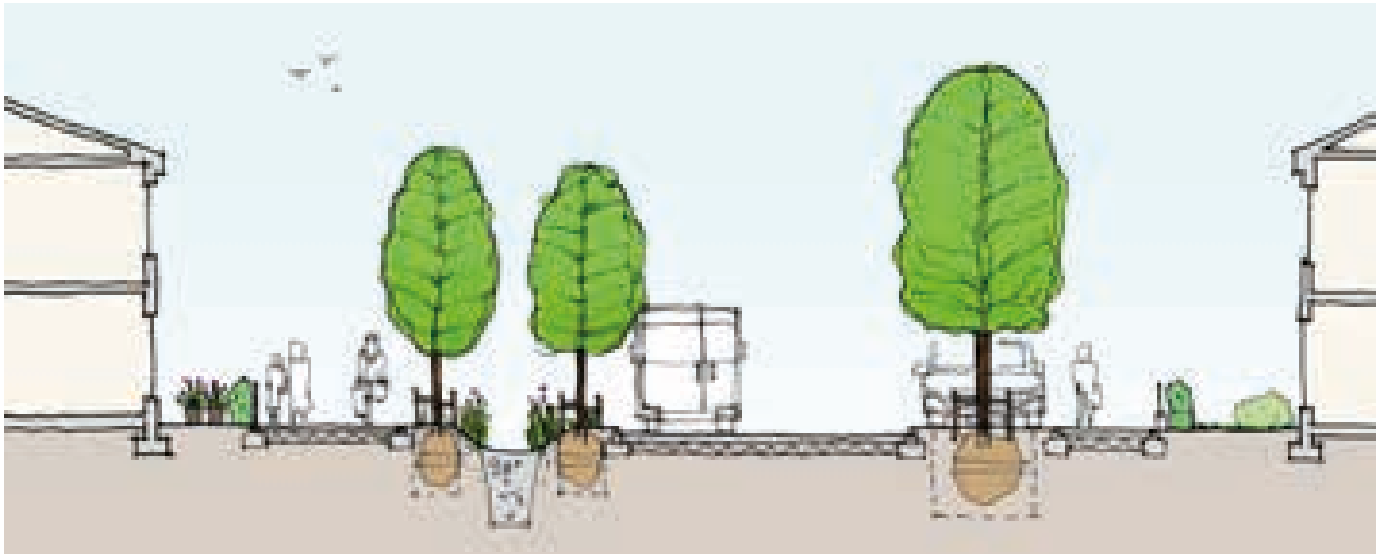
Hard and soft landscaping precedent images

10.1.5 Orchard Way

Orchard Way will be characterised by a mix of larger and smaller trees and a landscaped swale with naturalistic planting including some fruit trees. Residential buildings will face the street along its length.

There will be on-street parking between street trees along the northern side of the carriageway. A 2-way shared cycle and footway will run to the south of the landscaped swale.

ORCHARD WAY		
Chilmington Green street type		Boulevard
Speed limit		20
Width of adoptable highway		17m typical
Carriageway width		6m
Footway provision		2m min.
Cycleway provision		3m (2-way) (shared foot/cycleway)
Highway verge		Western side: 4.5-6m swale & tree planting zone
Junction radii		4m (max) 2m (typical)
Direct vehicular access to properties		YES
Bus route		YES
On-street parking		YES (incl. interspersed street trees)
Speed restriction features		Raised table junctions
Statutory utility provision (excl. drainage)		YES (beneath footway)
Road markings		NO
Lighting	8m max	Steel, tapered columns. Smaller columns could include timber elements



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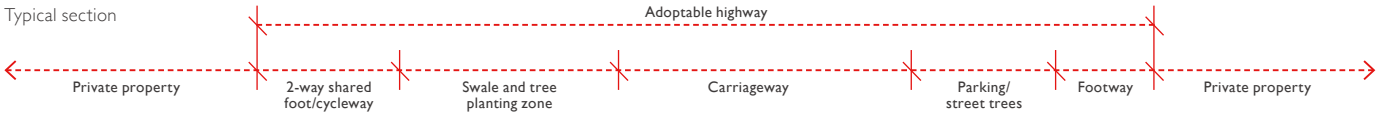

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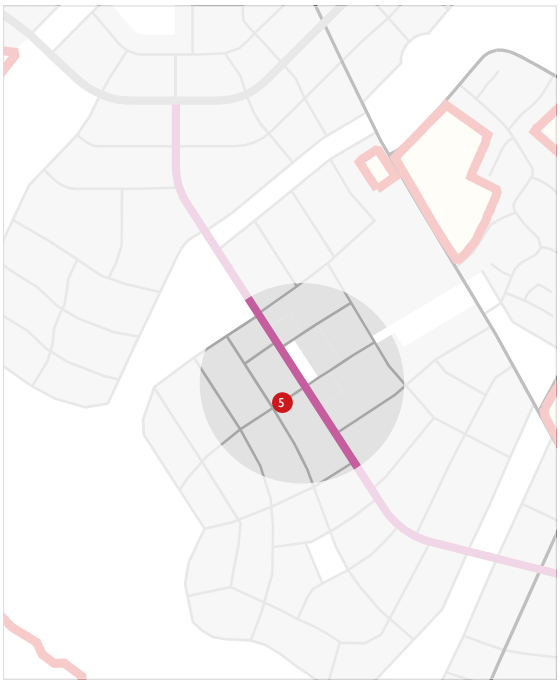


Key plan

Precendent image

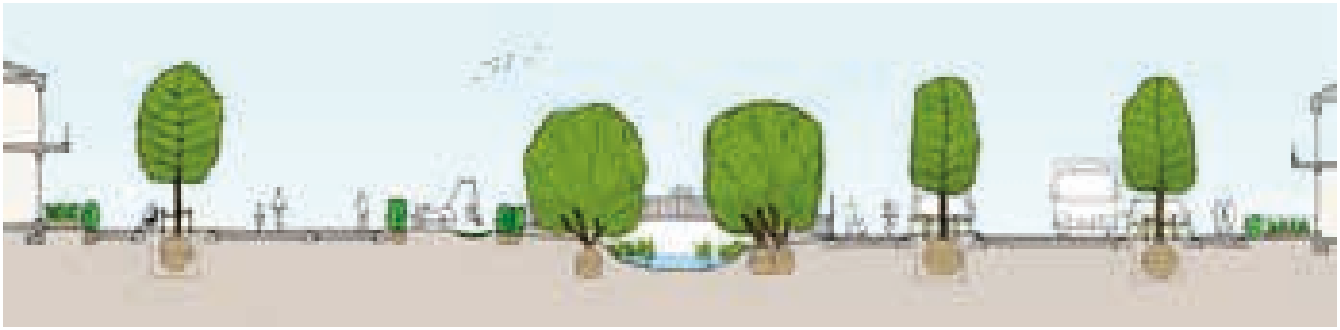
10.1.6 Chilmington Brook

Chilmington Brook will be characterised by a wide swale with naturalistic landscaping, informal play features and footbridge bridge crossings.

The carriageway will run to the east of the swale and include street trees with parking interspersed between. A 2-way shared foot/cycle way will run along the eastern side of the swale.

Residential buildings will face the carriageway and to the west of the swale, they will be accessed by a shared surface street.

CHILMINGTON BROOK		
Chilmington Green street type		Boulevard
Speed limit		20
Width of adoptable highway		16.5m - 18m
Carriageway width		6m
Footway provision		2m min.
Cycleway provision		3m (2-way) (shared foot/cycleway)
Highway verge		N/A
Junction radii		4m (max) 2m (typical)
Direct vehicular access to properties		YES
Bus route		YES
On-street parking		YES (incl. interspersed street trees)
Speed restriction features		Raised table junctions
Statutory utility provision (excl. drainage)		YES (beneath footway)
Road markings		NO
Lighting	8m max	Steel, tapered columns. Smaller columns could include timber elements



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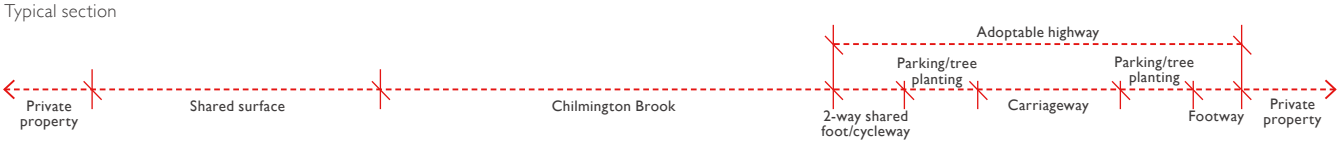

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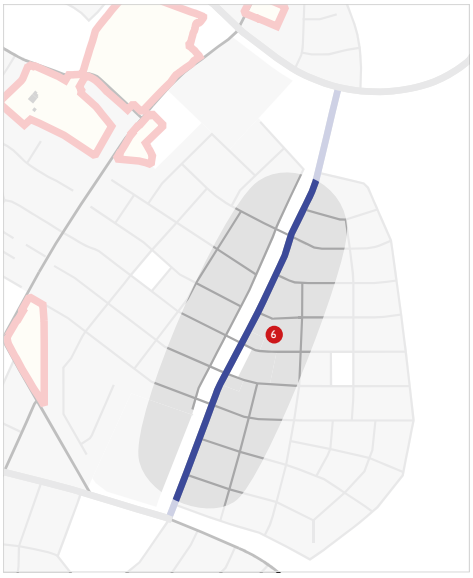


Key plan

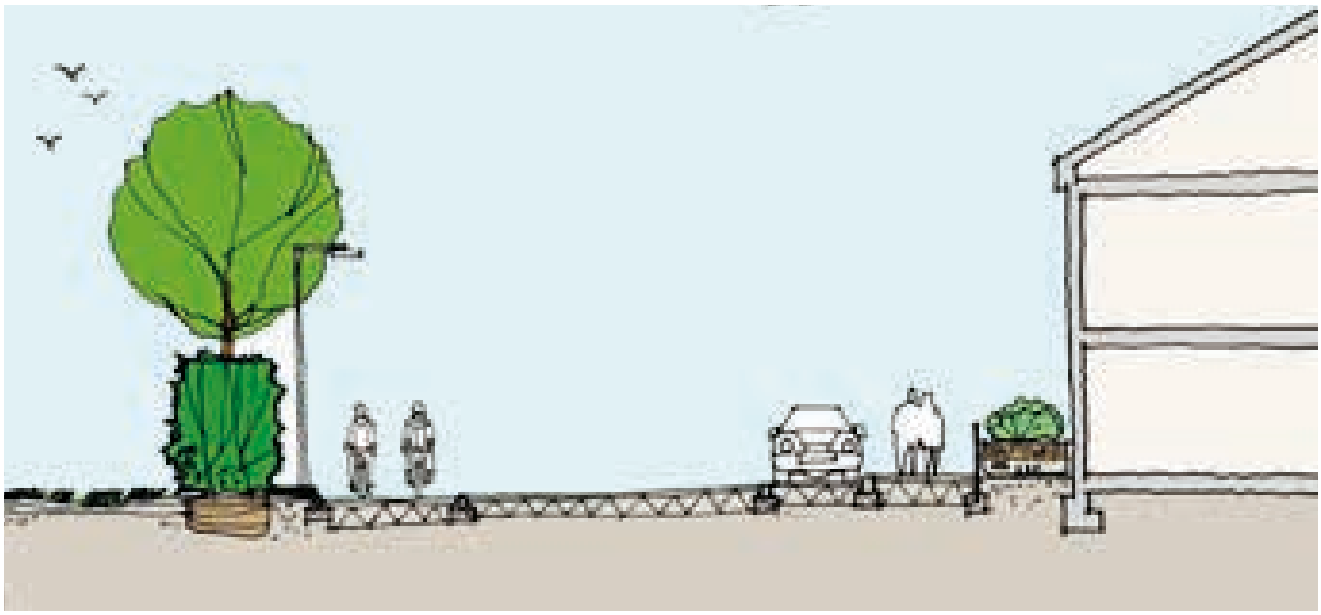
Precedent Image

10.1.7 The Green Spine

The Green Spine is an east-west route that connects the District Centre to Discovery Park. Between the District Centre and Bartlets Lane, the route takes the form of a boulevard with a double line of large species street trees and a 2-way shared foot/cycle way along its southern side.

To the east of Bartlets Lane, the Green Spine becomes a cycle and pedestrian only route. This section of the route will be 4m wide and will extend to Long Length in the east.

THE GREEN SPINE		
Chilmington Green street type		Boulevard
Speed limit		20
Width of adoptable highway		13.5m - 14m
Carriageway width		6m
Footway provision		2m min.
Cycleway provision		3m (2-way) (shared foot/cycleway)
Junction radii		4m (max) 2m (typical)
Direct vehicular access to properties		YES
Bus route		YES
On-street parking		YES (incl. interspersed street trees)
Speed restriction features		Raised table junctions
Statutory utility provision (excl. drainage)		YES (beneath footway)
Road markings		NO
Lighting	6m max	Steel, tapered columns. Smaller columns could include timber element



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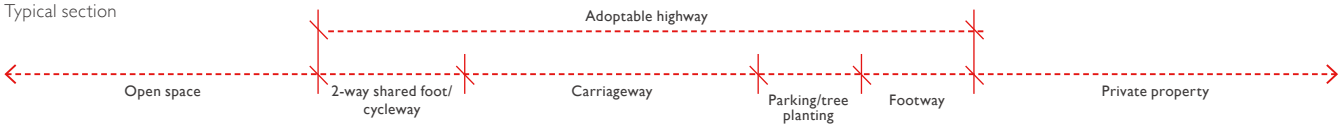

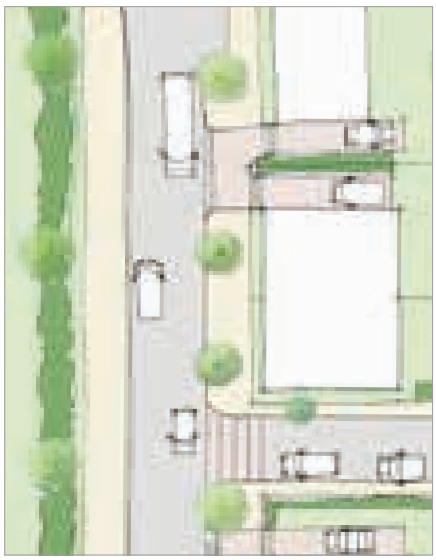

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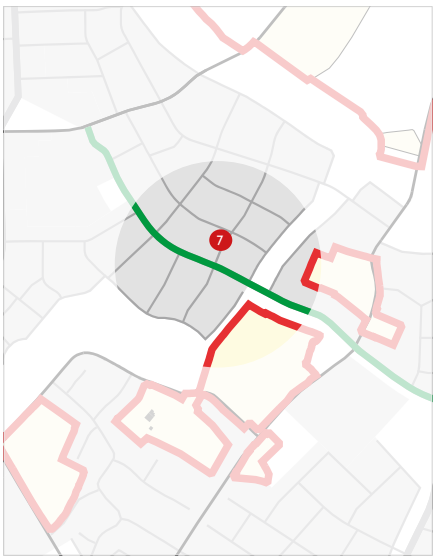

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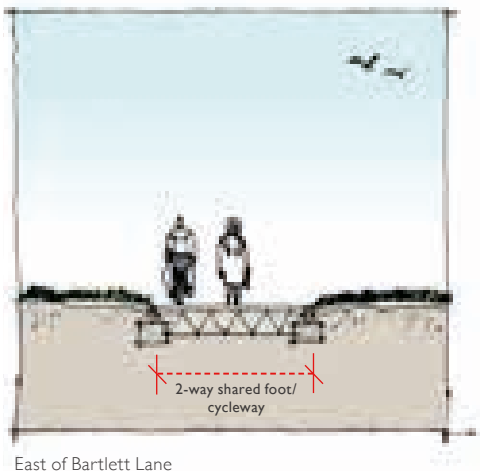


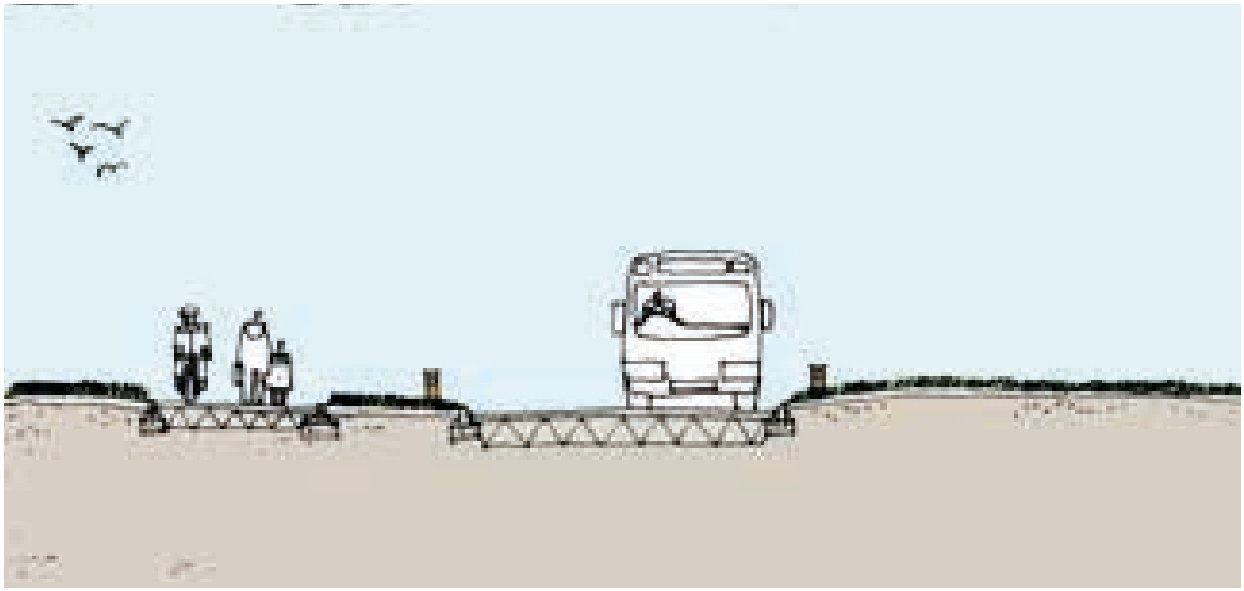
East of Bartlett Lane

10.1.8 Discovery Park link road

Discovery Park Link connects the new neighbourhoods of Chilmington Green near Brisley Farm and joins Coulter Road.

As it crosses the park, its character will be more rural and lighting will only be provided to the shared foot/cycle way.

DISCOVERY PARK LINK ROAD	
Chilmington Green street type	Boulevard
Speed limit	20
Width of adoptable highway	11m - 12m
Carriageway width	6m
Cycleway provision	3m (2-way) (shared foot/cycle way)
Highway verge	Northern side: 2-3m verge
Junction radii	4m (max) 2m (typical)
Direct vehicular access to properties	YES
Highway features	
Bus route	FUTURE POTENTIAL
On-street parking	NO
Speed restriction features	Raised table junctions
Statutory utility provision (excl. drainage)	YES (beneath footway)
Road markings	NO
Lighting	To shared foot/cycleway only



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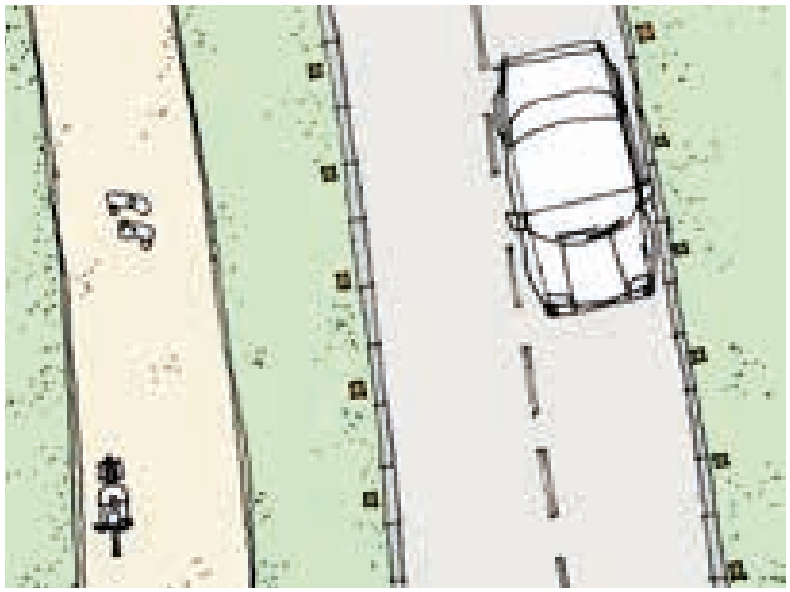

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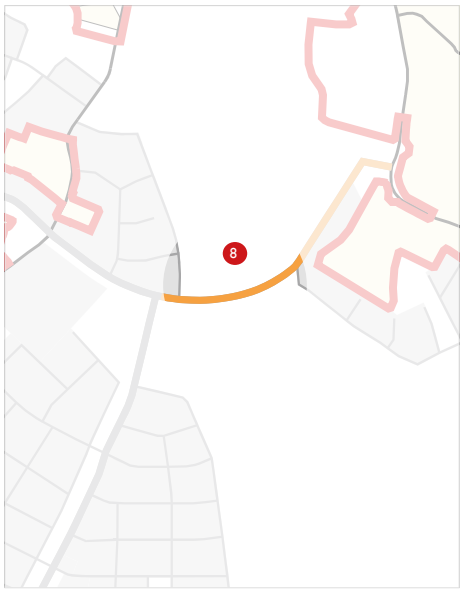

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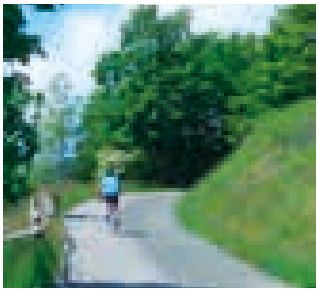


Hard and soft landscaping precedent images

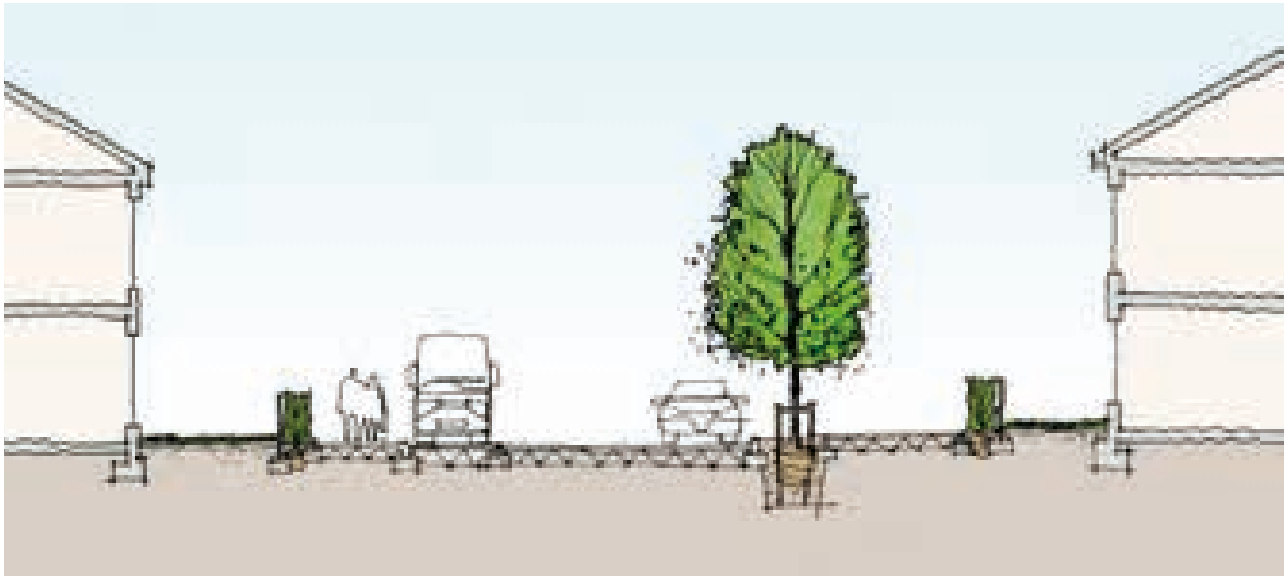
10.2 LOCAL ACCESS STREETS

Local Access Streets distribute traffic from strategic routes into residential parcels. They are residential streets with a 20mph maximum speed limit and must be designed to naturally slow vehicular speeds by design features such as horizontal deviations in the carriageway, placement of buildings, on-street parking and raised tables at junctions. Street trees should form an integral part of the design.

The Local Access Streets are designed to accommodate a higher volume of vehicle movements than Minor Access Streets, Shared Spaces, Lanes and Edge Streets, and for this reason a minimum carriageway width of 5.5 m should be achieved.

LOCAL ACCESS STREETS		
Chilmington Green street type		Local access street
Speed limit		20
Width of adoptable highway		12m - 15m
Combined carriageway & parking width		5.5m - 8m*
Footway provision		2m min.
Cycleway provision		In carriageway
Junction radii		4m (max) 2m (typical)
Direct vehicular access to properties		YES
Bus route		NO
On-street parking		YES* (incl. interspersed street trees)
Speed restriction features		Raised table junctions
Statutory utility provision (excl. drainage)		YES (beneath footway)
Road markings		NO
Lighting	6m max	Smaller columns could include timber elements

*Width to vary to reflect street design guidance and provide opportunity parking on street



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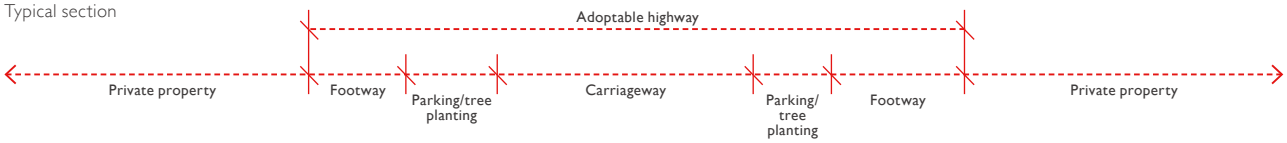
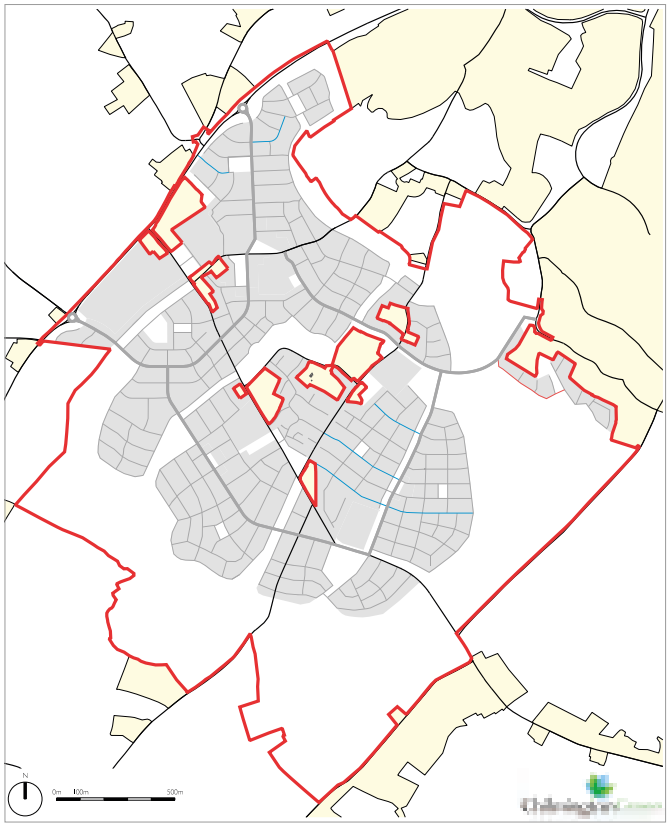




Key plan

Typical plan

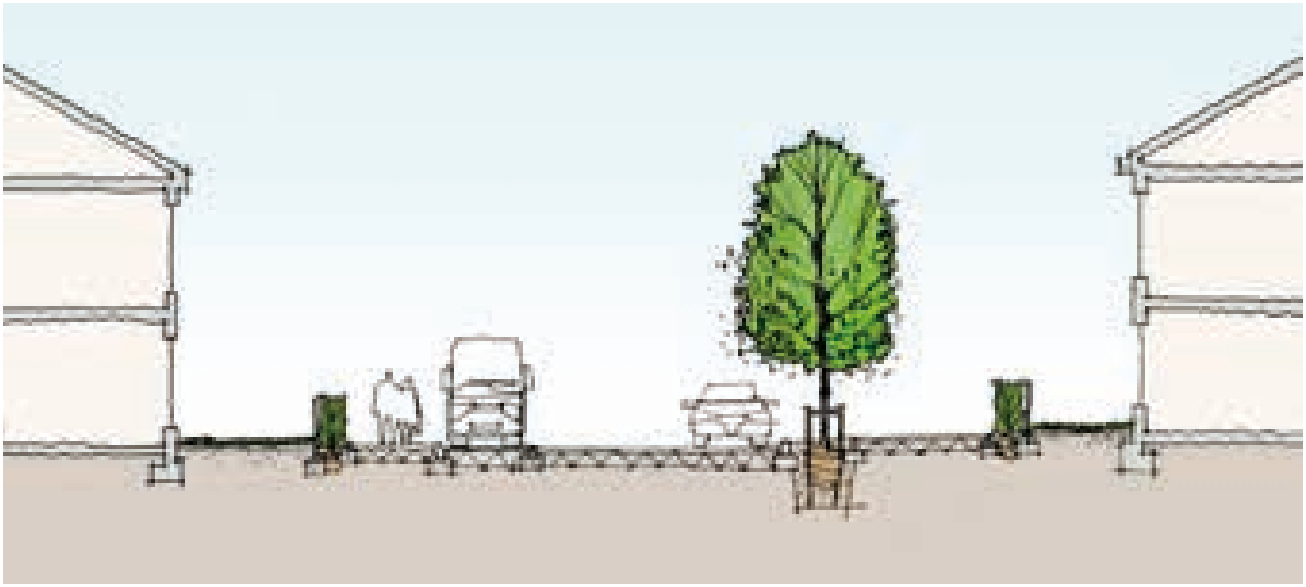
10.3 MINOR ACCESS STREETS

Minor Access Streets provide access to residential areas where the expected volumes of traffic are low. They should be designed to achieve target design speeds of 15mph or less through incorporating design features such as pinch points in the carriageway (4.1m minimum), on-street parking, and changes in carriageway surface to demarcate pedestrian crossing points.

Variable width of carriageway with widening to provide opportunity spaces for visitor parking should be a feature of Minor Access Streets. Street trees should also be incorporated to emphasise the garden city character of Chilmington Green.

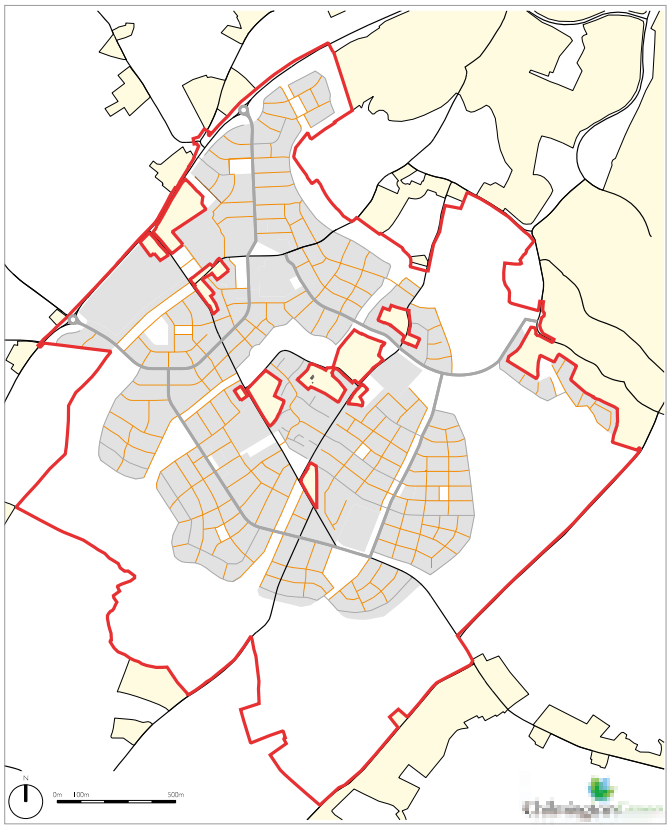
MINOR ACCESS STREETS		
Chilmington Green street type		Minor access street
Speed limit		20 (Target design speed is 15mph)
Width of adoptable highway		8.1m - 14m
Combined carriageway and parking width*		4.1m - 7m*
Footway provision		2m min.
Cycleway provision		In carriageway
Highway verge		N/A
Junction radii		3m (max) 2m (typical)
Direct vehicular access to properties		YES
Bus route		NO
On-street parking		YES (incl. interspersed street trees)
Speed restriction features		Raised tables at junctions and horizontal diversion
Statutory utility provision (excl. drainage)		YES (beneath footway)
Road markings		NO
Lighting	5m max	Steel, tapered columns. Smaller columns could include timber elements

*Variable street width to provide non-parallel street edges and create character



Typical section

Typical plan



Key plan

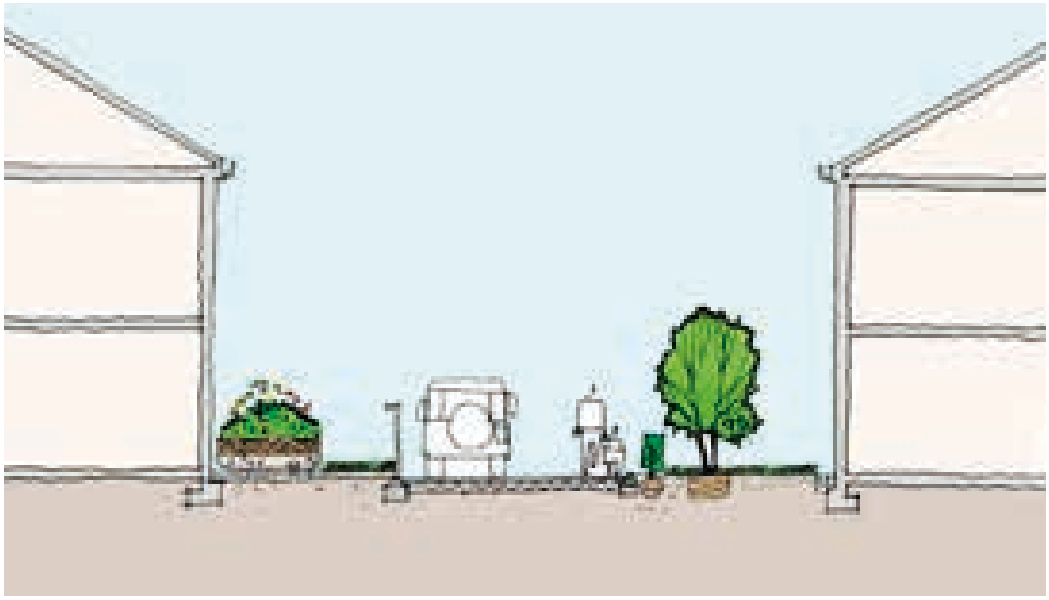
10.3.1 SHARED SPACES

Shared space gives priority to pedestrians and cyclists. Like the Minor Access Streets, they must be designed to achieve target speeds of 15mph or less using design cues such as pinch points in the carriageway (4.1m minimum) and on-street parking.

Kerbs are usually omitted in shared space schemes to give a clear indication that vehicles should give way to pedestrians. Trees, planters, and doorstep play are a feature of these types of street.

The needs of blind or partially-sighted people must be considered in the detailed design, and suitable tactile features included to assist them in safely navigating the Shared Spaces.

SHARED SPACES		
Chilmington Green street type		Shared Spaces
Speed limit		20 (Target design speed is 15mph)
Width of adoptable highway		4.1m - 14m
Combined carriageway and parking width		4.1m - 5.5m
Footway provision		In shared surface
Cycleway provision		In shared surface
Junction radii		2m max
Direct vehicular access to properties		YES
Bus route		NO
On-street parking		YES
Traffic calming features		Integral features
Statutory utility provision (excl. drainage)		YES (beneath footway)
Road markings		NO
Lighting	5m max	Steel, tapered columns. Smaller columns could include timber element



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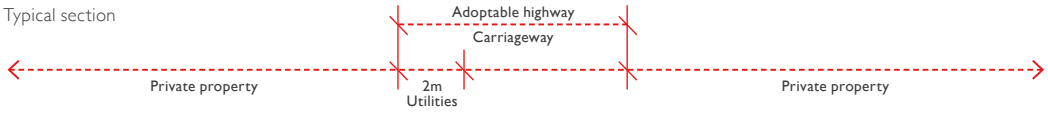
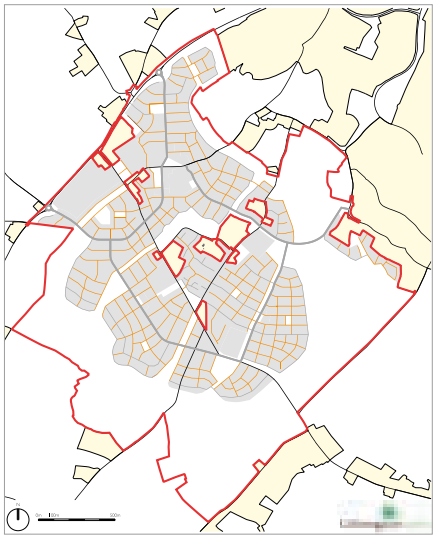
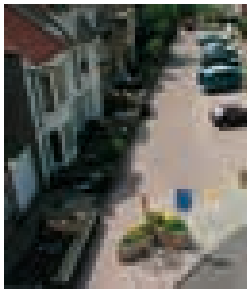


Typical plan



Key plan



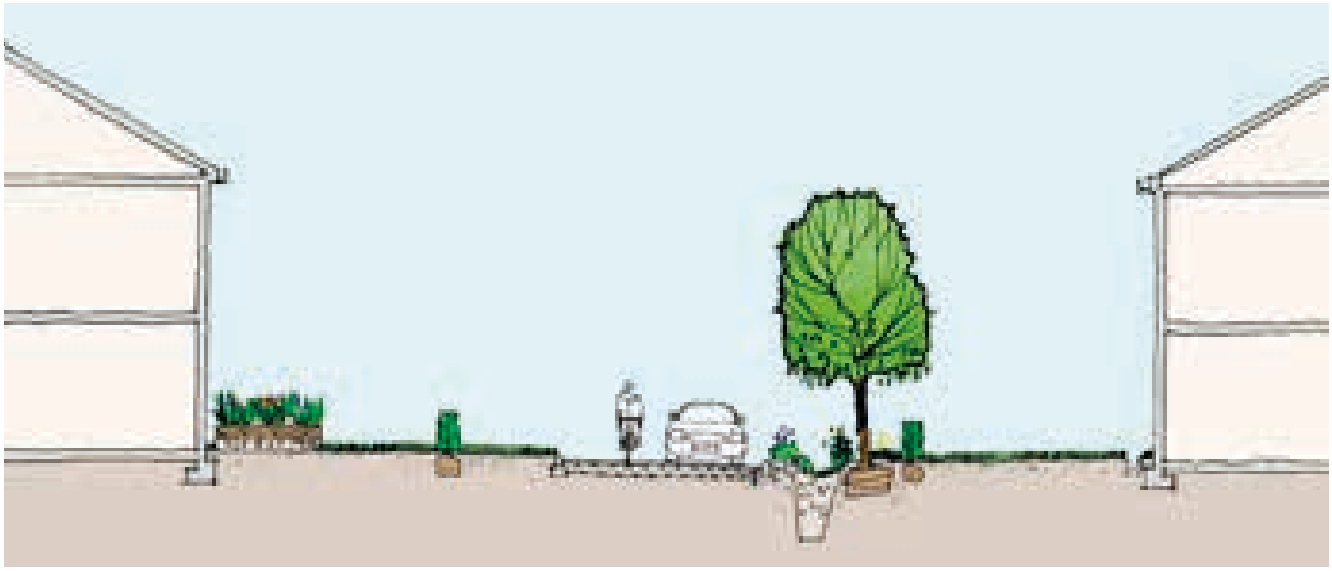
Precedent image

10.4 LANES & EDGE STREETS

Lanes are informal and narrow in character. They provide access to a relatively low number of dwellings and can be designed as shared spaces.

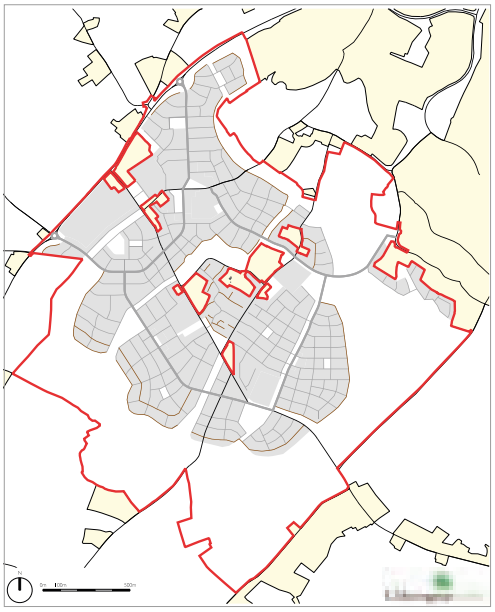
Features such as narrowing of the carriageway to allow only one vehicle at a time to pass at pinch points (minimum 3m) should be incorporated. Variable width carriageways can also provide opportunity spaces for on-street parking and create a rural character.

LANES		
Chilmington Green street type		Lane
Speed limit		20 (Target design speed 15mph)
Width of adoptable highway		5m - 11.5m
Combined carriageway and parking width		3m pinch points - 5.5m
Footway provision		In shared surface
Cycleway provision		In shared surface
Highway verge		Both sides: 1-3.5m margin (with potential swale and tree planting)
Junction radii		2m max
Direct vehicular access to properties		YES
Bus route		NO
On-street parking		YES
Speed restriction features		Horizontal diversion
Statutory utility provision (excl. drainage)		YES (beneath footway)
Road markings		NO
Lighting	5m max	Steel, tapered columns. Smaller columns could include timber elements as per images



Typical section

Typical plan



Key plan



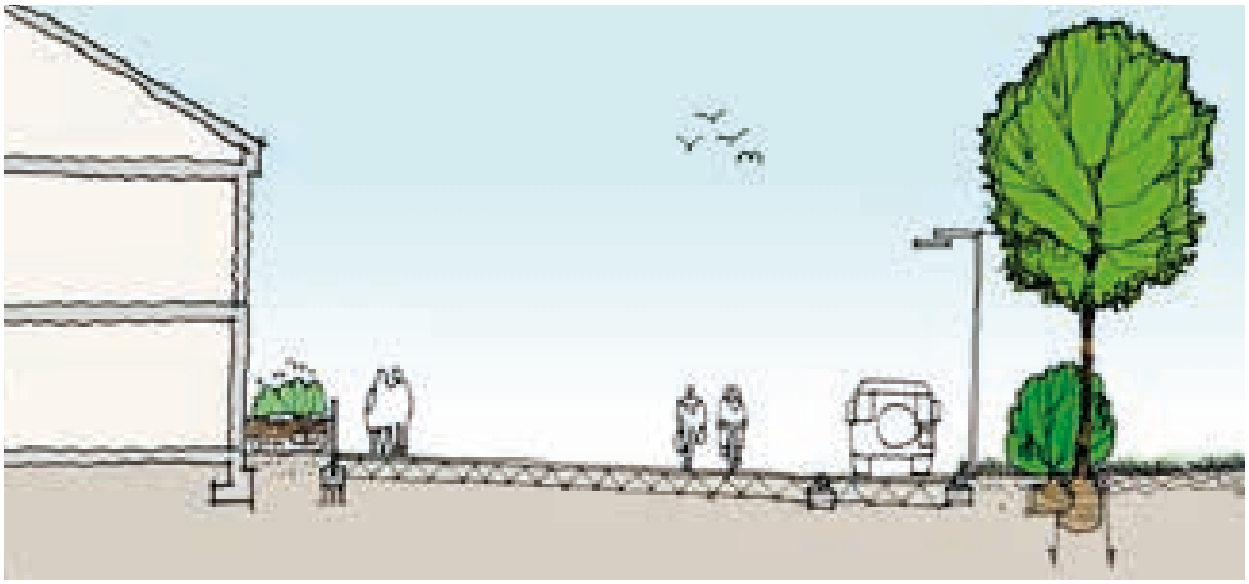

Hard and soft landscaping precedent images

10.4.1 EDGE STREETS

Edge Streets ae designed to create a rural character on the edges of development where homes face out towards green space. They provide access to a relatively low number of dwellings and can be designed as shared spaces.

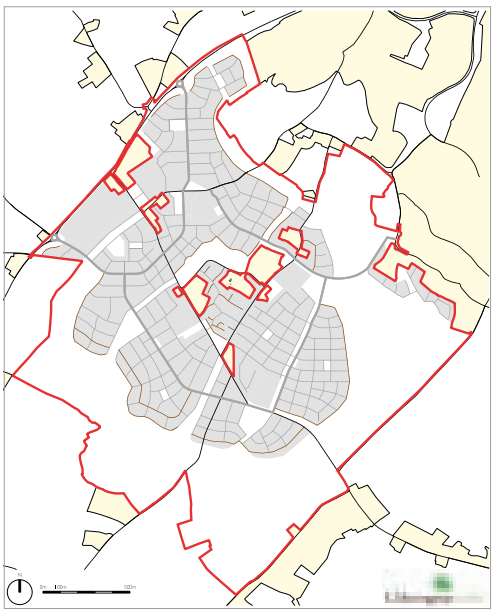
Features such as narrowing of the carriageway to allow only one vehicle at a time to pass at pinch points (minimum 3m) should be incorporated. Variable width carriageways can also provide opportunity spaces for on street parking and emphasise the rural character.

EDGE STREETS		
Chilmington Green street type		Edge street
Speed limit		20 (Target design speed 15mph)
Width of adoptable highway		3m pinch points - 8.8m
Carriageway width		3m - 4.8m
Footway provision		In shared surface
Cycleway provision		In shared surface
Junction radii		2m max
Direct vehicular access to properties		YES
Bus route		NO
On-street parking		YES
Speed restriction features		Horizontal diversion
Statutory utility provision (excl. drainage)		YES (beneath footway)
Road markings		NO
Lighting	5m max	Steel, tapered columns. Smaller columns could include timber elements as per images



Typical section

Typical plan



Key plan

10.5 PEDESTRIAN & CYCLE NETWORK

A network of Public Rights of Way runs in and around the Chilmington Green site. These will be upgraded and enhanced in order to bring them to the standard required to serve the daytime and residential populations of the development.

Safety and ease of access have been paramount in the design of pedestrian and cycle facilities at Chilmington Green. The main access points to the site for vehicles also incorporate good cycle and pedestrian routes. In addition there are three access points designed for pedestrians and cyclists only.

Three of these are located at the north of the development and connect to the current residential areas in the south of Ashford. Another two are situated at the south of the site, allowing residents of the small settlements to the south of Chilmington Green easy access to the facilities on offer. These will also allow Chilmington Green's residents to access Kent's picturesque countryside that lies only a few minutes from the heart of their community.

The internal pedestrian and cycle network will demonstrate a high level of permeability, making a trip from one part of Chilmington Green to another via a sustainable mode quick, easy and pleasurable. Chilmington Green's vibrant District Centre will form the hub of the pedestrian and cycle network, with routes branching from it, serving the two local centres and facilitating access to the rest of the development, and to Ashford.

Pedestrian safety will be further enhanced by the provision of formal pedestrian crossings in the District Centre and where Bartlets Lane crosses the new priority route which will be used by the high frequency bus service. Along with these crossings, there will be many informal crossing points allowing safe movement around Chilmington Green.

Section through Green Spine

Site Boundary

Key pedestrian access point

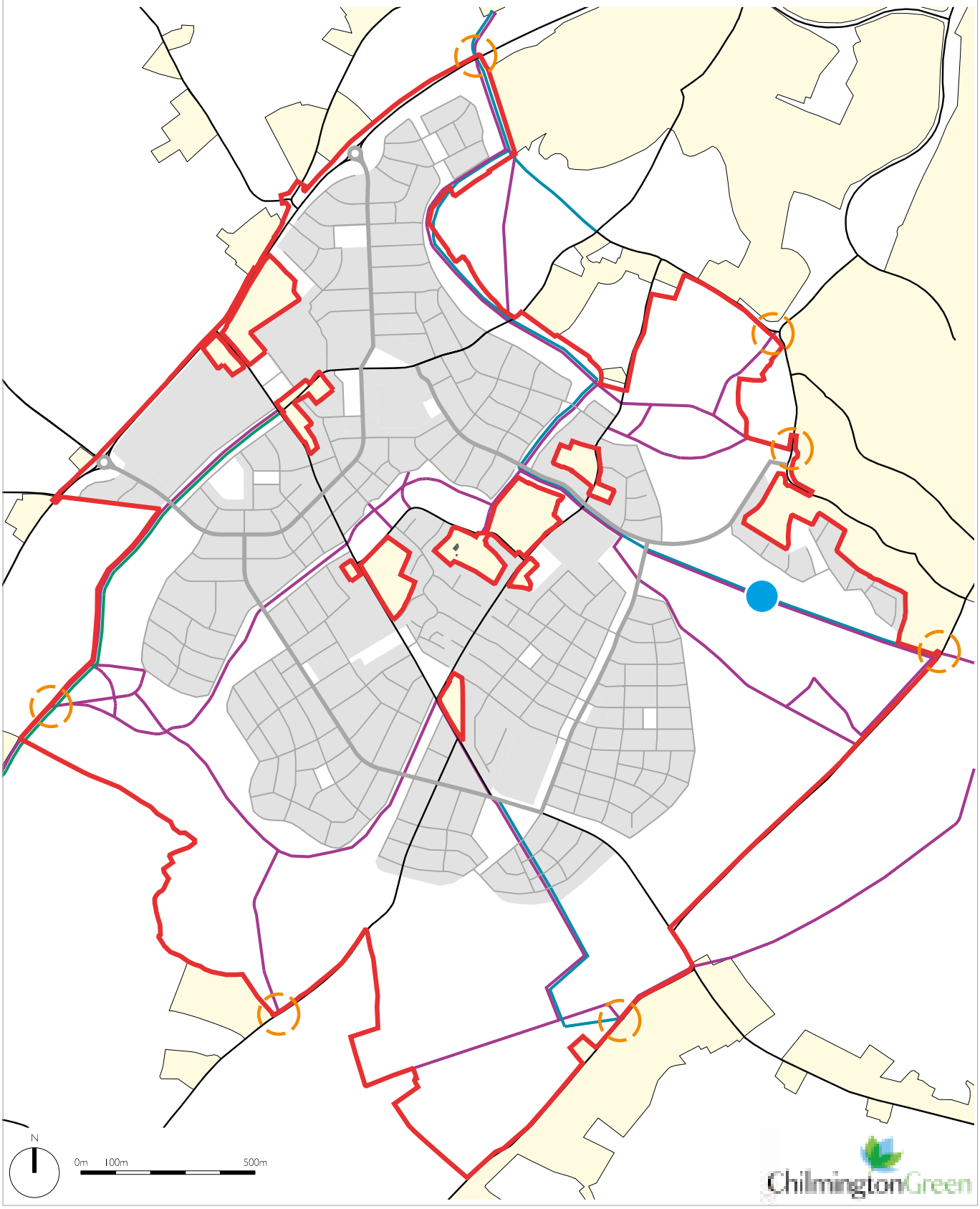
10.5.1 Foot/cycleway

10.5.2 Bridleway

10.5.3 Byway

Location of section

Pedestrian & Cycle Network



10.6 BUS ROUTE & STOPS

A bus service will run in a loop around Chilmington Green in both directions passing through the District Centre and Local Centres and providing a link to Ashford town centre and railway station.

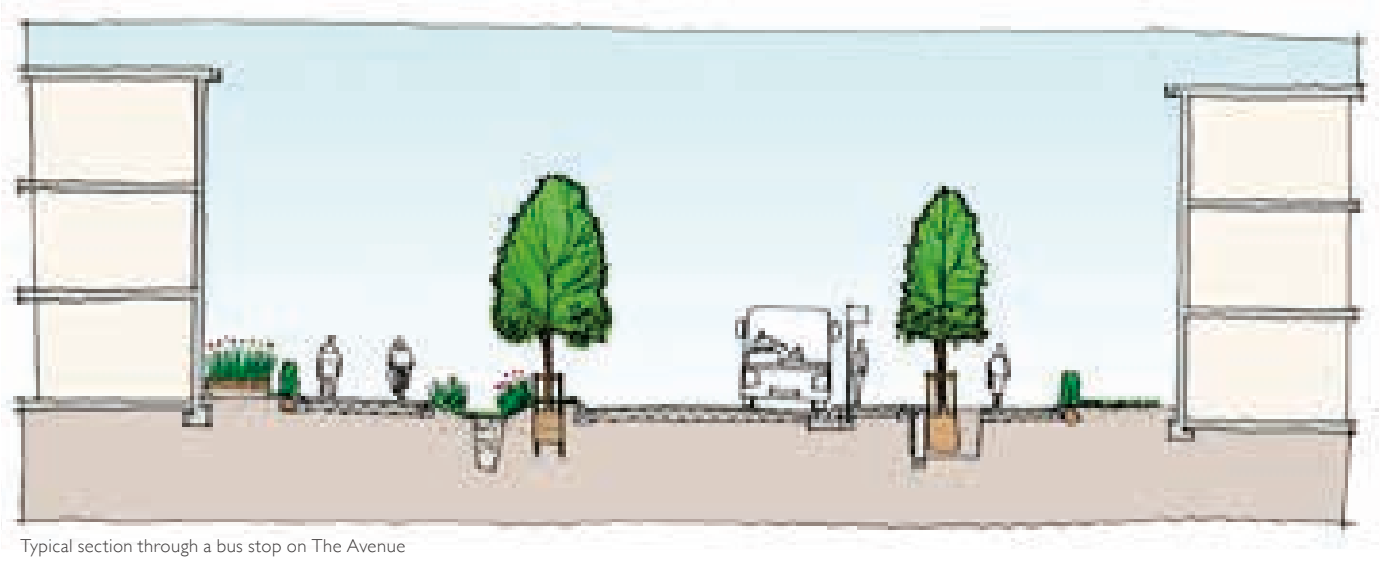
The diagram opposite shows the route of the bus and location of bus stops within the masterplan. The bus stops are also shown on the Regulatory Plan.

Bus stops will be designed to a high-quality at places that are safe and comfortable to use and highly accessible by all people. Bus stops will be provided close to specific passenger destinations.

Bus boarders will be provided where required to enable buses to stop within a traffic stream and move off without difficulty. They will be built out from the existing kerb line where there are parked cars or other obstructions that would prevent the bus from stopping parallel to the kerb, so that people, particularly those with impaired mobility, can get on and off the bus without difficulty.

The provision of good quality bus kerbs and platforms that are well-integrated with bus shelters and the street are important to ensure a level step-free access onto buses for people with impaired mobility, wheelchairs, and pushchairs.

An example of a good quality bus kerb and platform



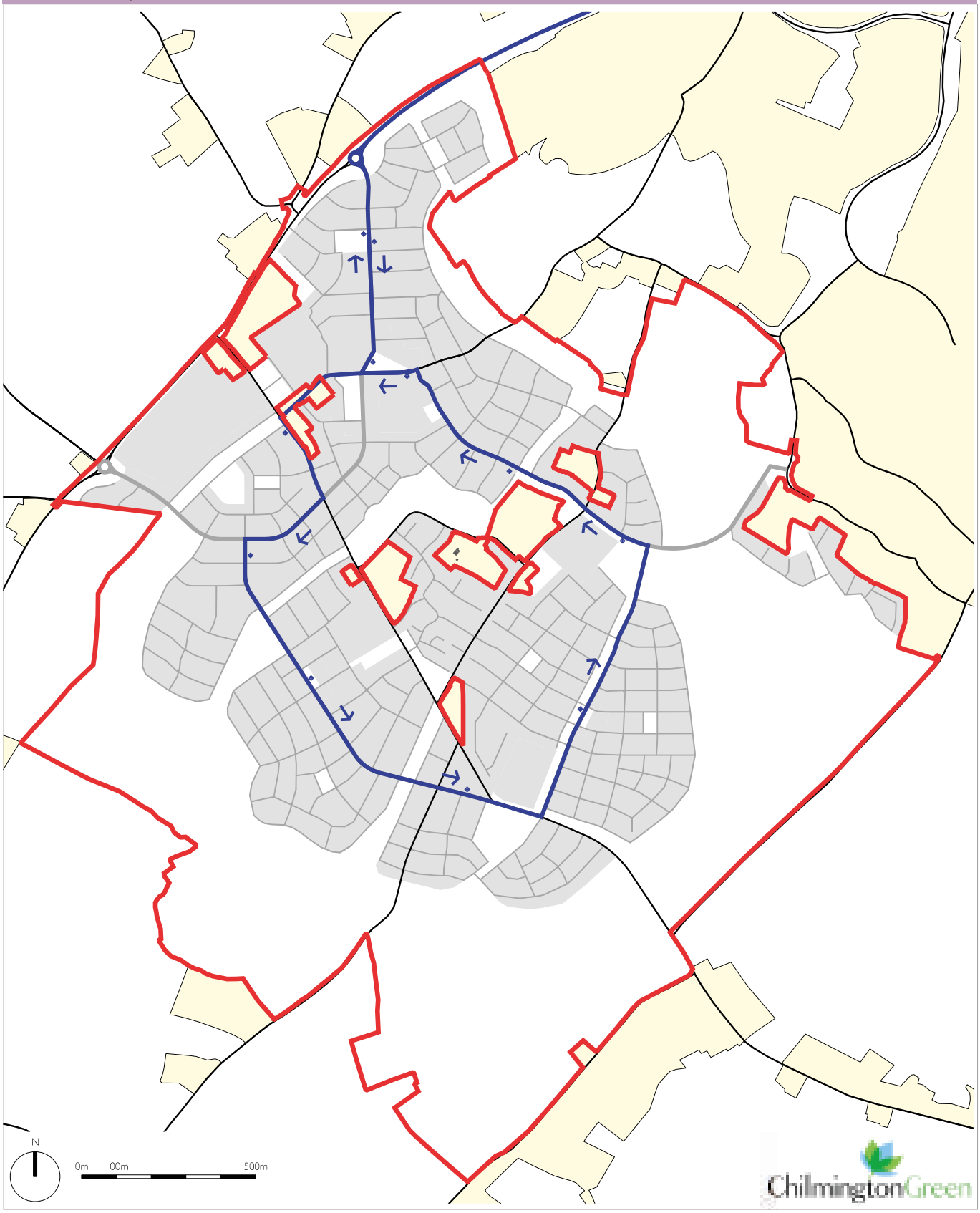
Typical section through a bus stop on The Avenue

Site Boundary

Bus route

10.6.1 Bus stops

Bus route & stops



STEP 7

11. Access conditions

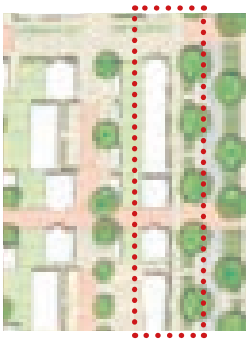
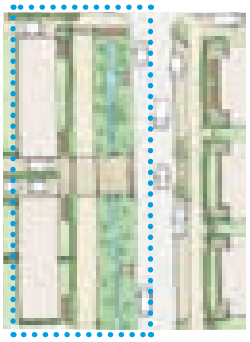
11.1 No vehicular access to plots

11.2 Occasional vehicular access to plots

11. ACCESS CONDITIONS

The edges of strategic routes and existing roads are colour coded according to the type of access or movement permitted along that edge. The purpose of this section is to clarify where vehicular access to plots will be restricted.

There are very few locations where this restriction applies. The key reason for restricting vehicular access is to create pedestrian routes along shopping frontage in the district and local centres. Lenghts of street with special avenue tree planting and swales are other locations where restricted access will apply. The locations of restricted access are shown on the regulatory plan and are mandatory.

STEP 7: VEHICULAR ACCESS CONDITIONS		
COLOUR CODING ON REGULATORY PLAN	EXAMPLE PLAN AND RELEVANT EDGE	EDGE TYPE AND DESCRIPTION
11.1		NO VEHICULAR MOVEMENT OR ACCESS TO PLOTS PERMITTED ALONG EDGE This type of edge is predominantly located along the following frontages: • Mixed use frontage within the District Centre and Local Centres, to create a pedestrian friendly environment. • Selected frontage along Avenues and Boulevards where swales run parallel to the highway.
11.2		OCCASIONAL ACCESS TO SHARED OR INDIVIDUAL DRIVEWAYS PERMITTED ALONG EDGE FOR ACCESS TO PARKING SPACES This type of edge is predominantly located along strategic routes and bus routes where the number of vehicular access points to individual plots needs to be reduced to facilitate traffic movement or minimise interruption of swales.

STEP 8

12. Edge conditions

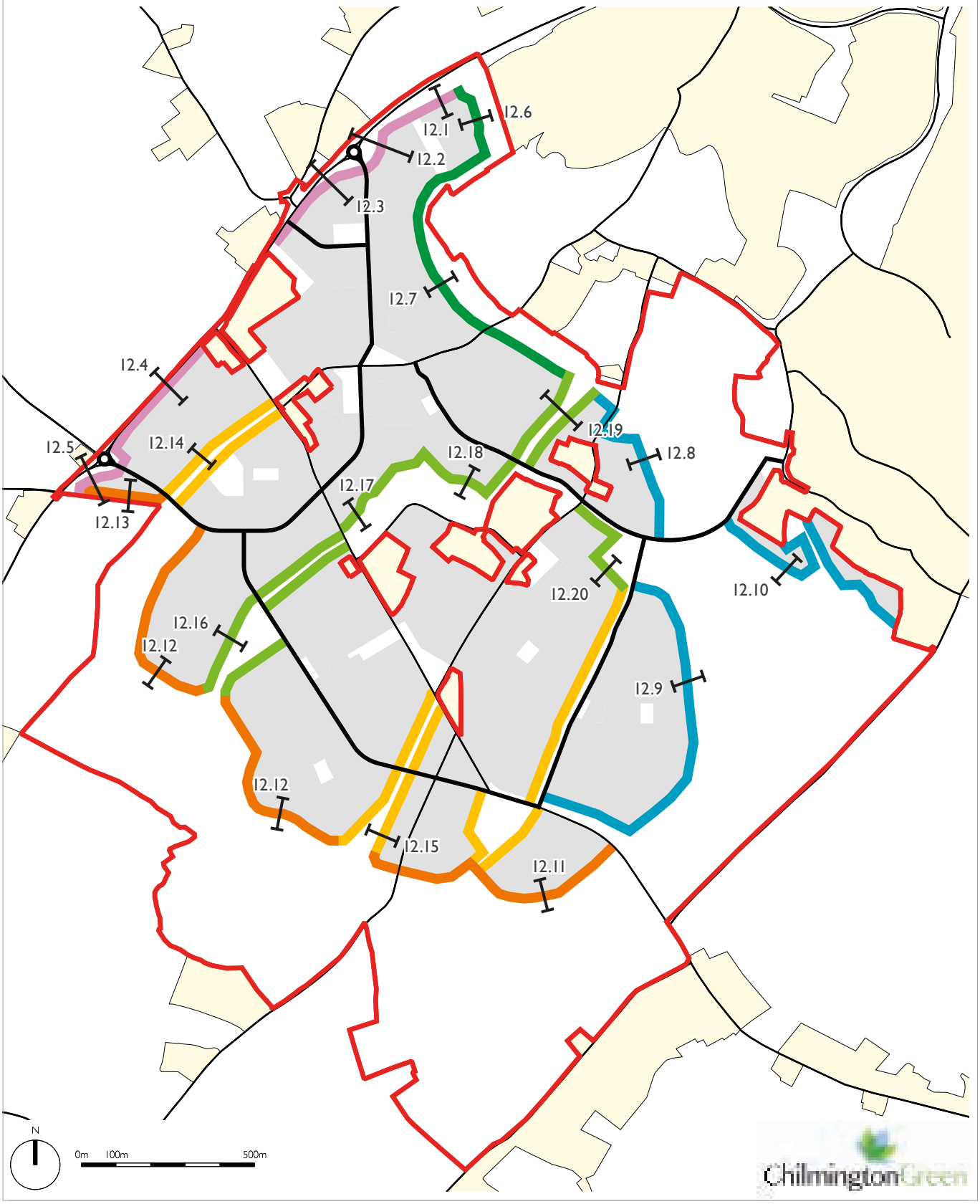
12.1-12.5 A28
12.6-12.7 Great Chart Ridge
12.8-12.10 Discovery Park
12.11-12.13 Rural Edge
12.14-12.15 Green Corridors
12.16-12.20 Green Arc Edge

12. EDGE CONDITIONS

The following sections provide an indication of character, landscape and relationship between built form and open space along development edges. Edge sections are annotated on the Regulatory Plan. Each section symbol on the regulatory plan has a number which relates to the relevant section diagram and text in this chapter. The diagram opposite shows where the coded edges are located on the masterplan. Reserved matters applications must demonstrate how these sections have been considered and incorporated into the design.

- Site Boundary
- A28 Edge
- Great Chart Ridge
- Discovery Park
- Rural Edge
- Green Corridors
- Green Arc

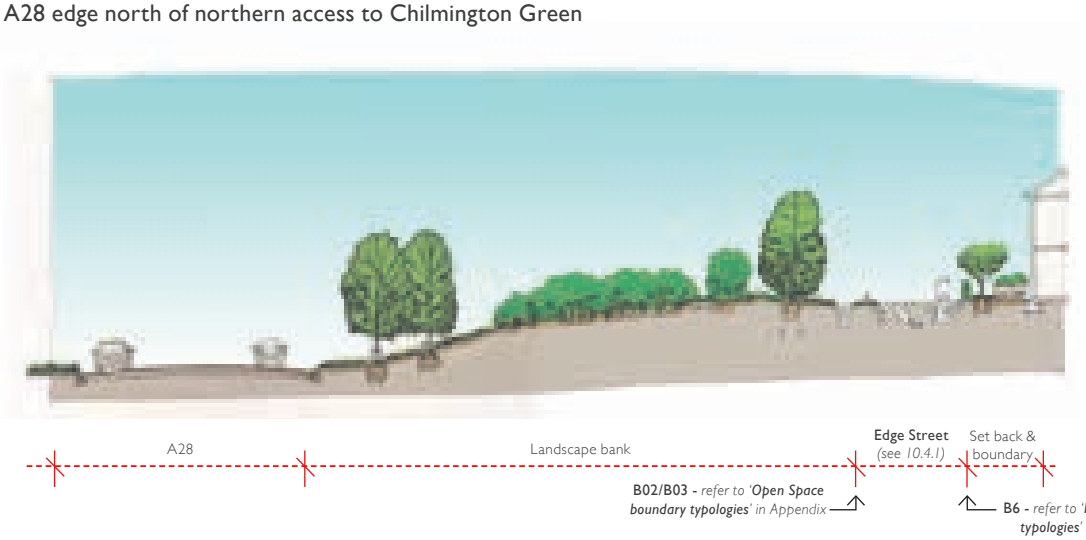
STEP 8: EDGE CONDITIONS



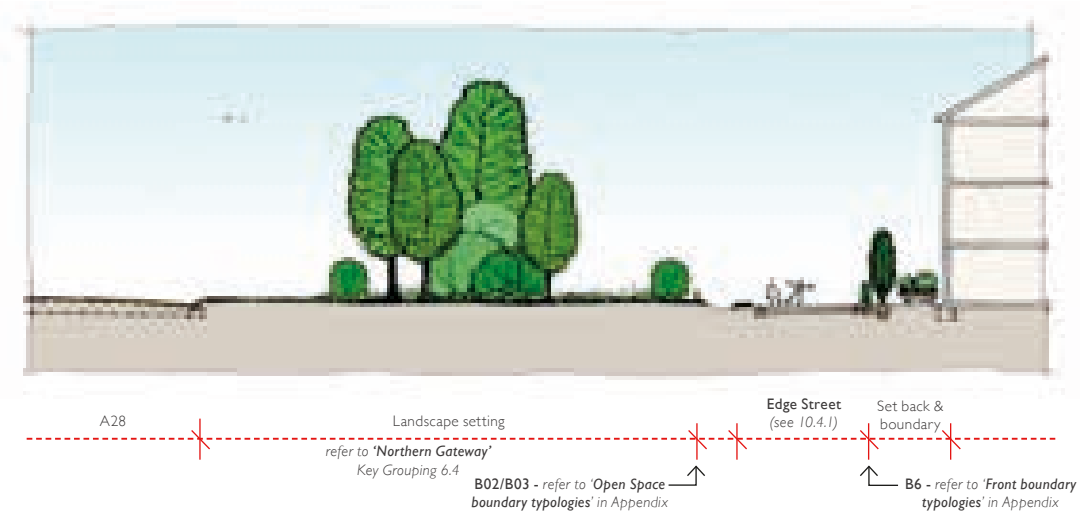
12. EDGE CONDITIONS

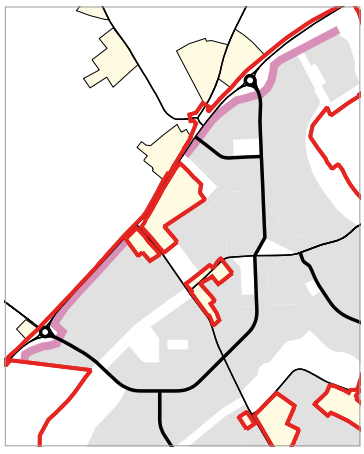
A28

12.1 A28 edge north of northern access to Chilmington Green



12.2 A28 edge to northern roundabout





Key plan

12.1 A28 edge north of northern access to Chilmington Green

A significant landscape buffer separates the A28 from proposed residential frontages north of the northern access to the site, and to the north of the roundabout. This helps to reduce the visual presence of Chilmington Green from sensitive locations along the road. The separation distance will also mitigate traffic noise from the A28. Shared-surface edge streets will provide access to a limited number of dwellings.

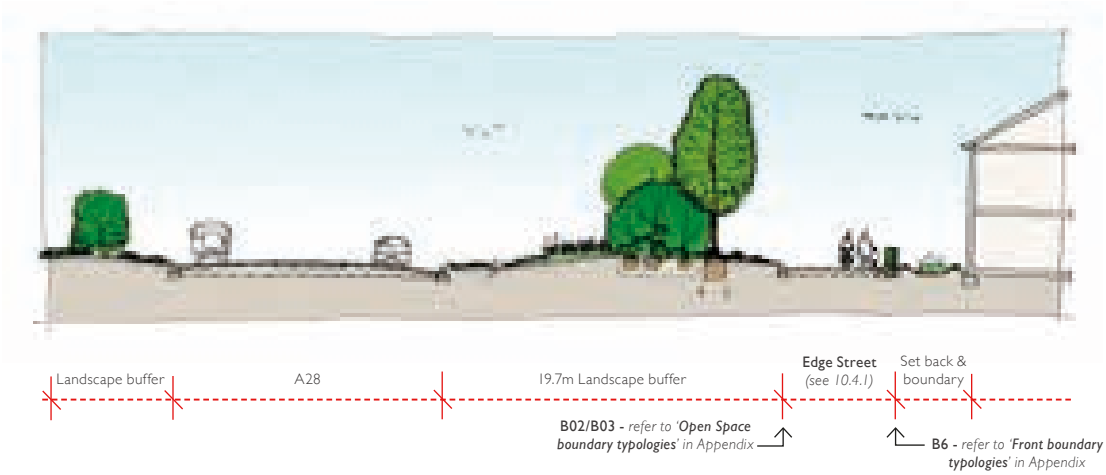
12.2 A28 edge to northern roundabout

The landscape edge to the northern roundabout performs a similar function in reducing noise through separation distance, landscaping and planting. However the gateway landscaping will provide views of housing.

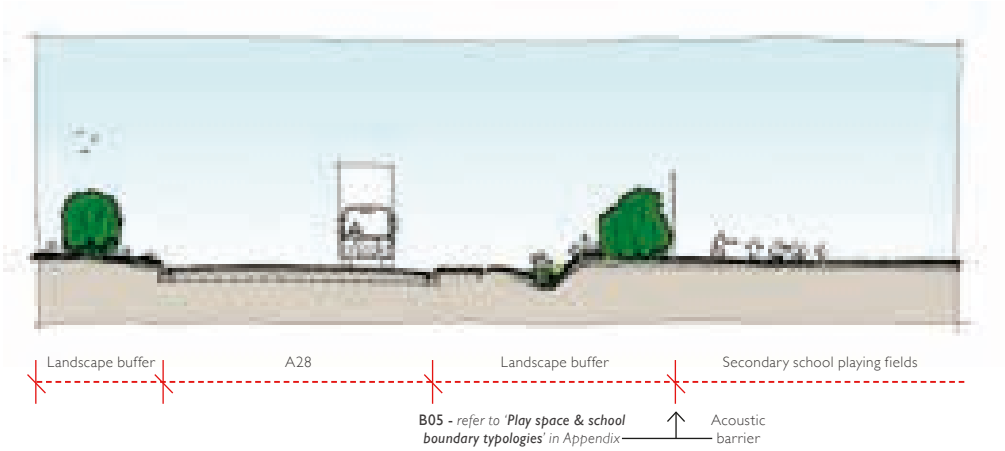
Mounding in this location will also play an important role in visually framing the gateway to the development.

A28

12.3 A28 edge south of northern roundabout



12.4 A28 edge to secondary school

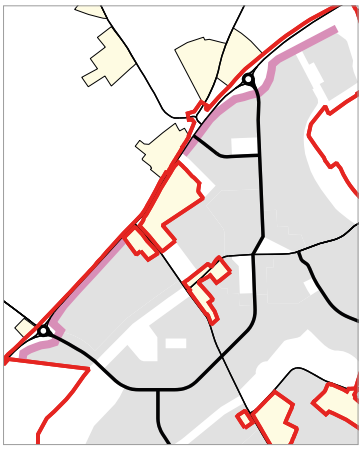


12.3 A28 edge south of northern roundabout

The treatment of the edge north of the roundabout is repeated immediately to the south, with a tapering landscape buffer providing visual screening and noise mitigation from the A28. Access to dwellings is also via a shared-surface edge street

12.4 A28 edge to secondary school

Secondary school playing fields will have a landscaped edge as well as an acoustic barrier to mitigate noise impact from the road.

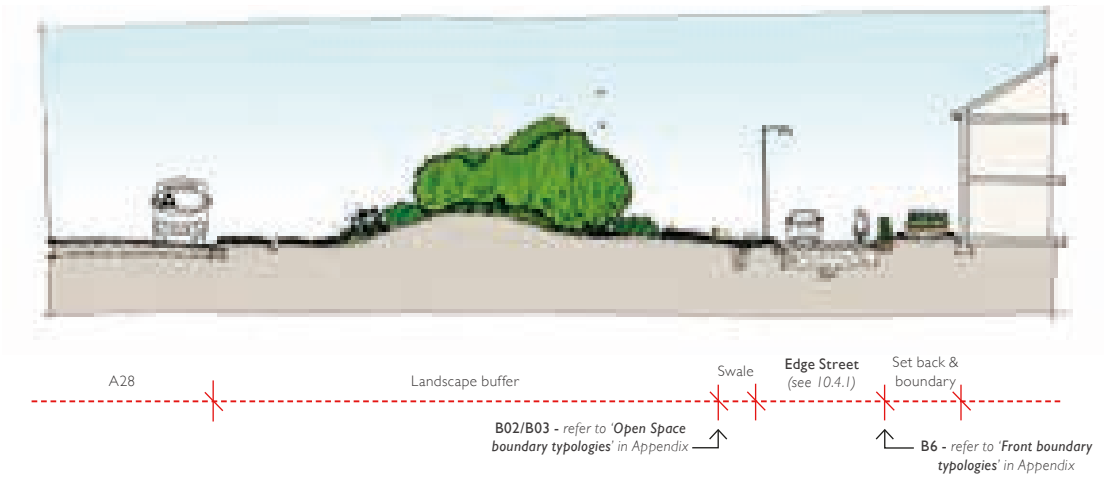


Key plan

12. EDGE CONDITIONS

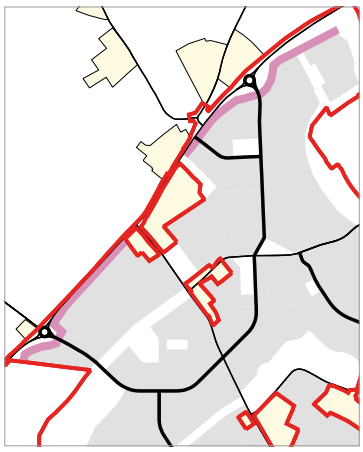
A28

12.5 A28 edge to southern roundabout



12.5 A28 edge to southern roundabout

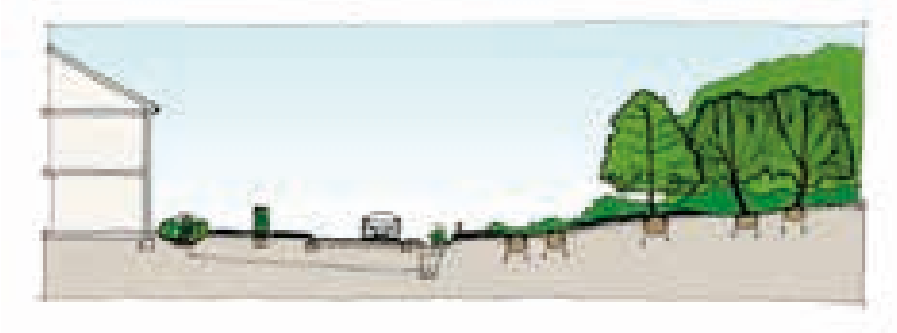
A significant landscape buffer is also provided at the southern access roundabout, mitigating the visual presence of the development from the A28 and providing noise attenuation where needed.



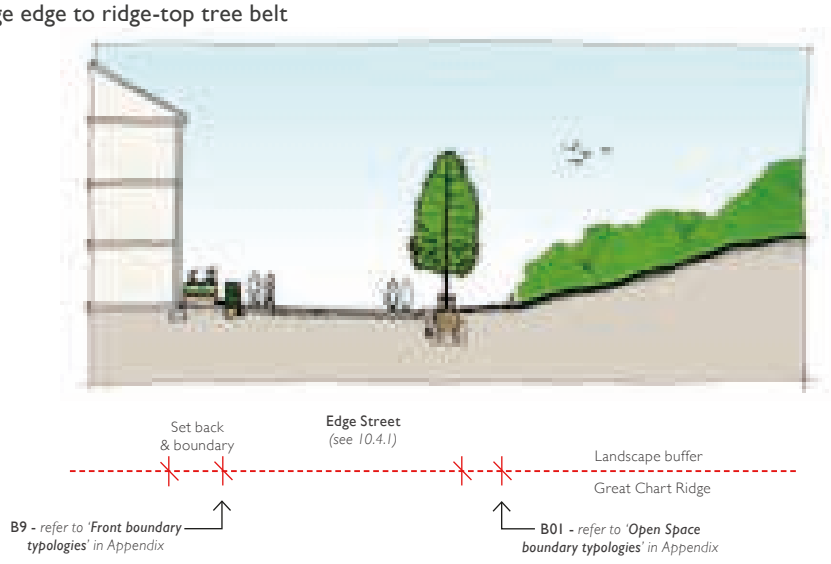
Key plan

Great Chart Ridge

12.6 Great Chart Ridge Edge to Singleton



12.7 Great Chart Ridge edge to ridge-top tree belt

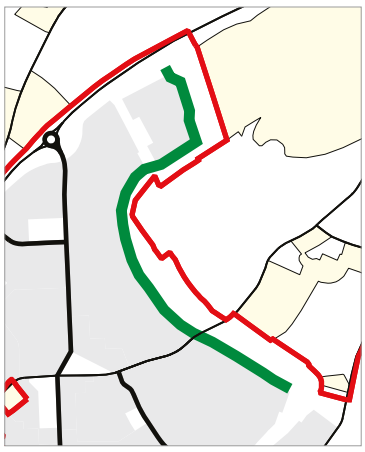


12.6 Great Chart Ridge edge to Singleton

The proposed landscape buffer to the east of Chilmington Green where the land rises to the Great Chart Ridge and Singleton includes significant native woodland planting in order to screen long distance views of Singleton and create tree lined ridge.

12.7 Great Chart Ridge edge to ridge-top tree belt

Development will be set back from Great Chart Ridge and, in this case, its associated ridge-top tree belt. This buffer will help to screen views of the development from the east.

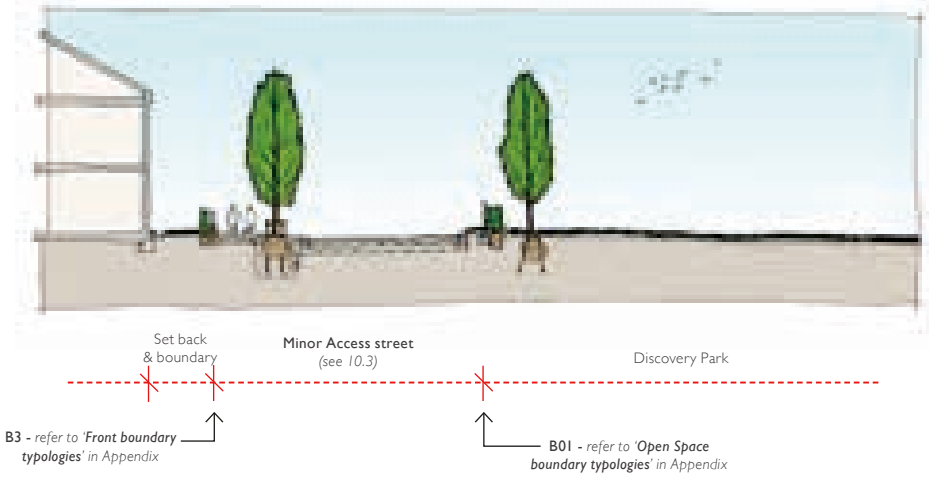


Key plan

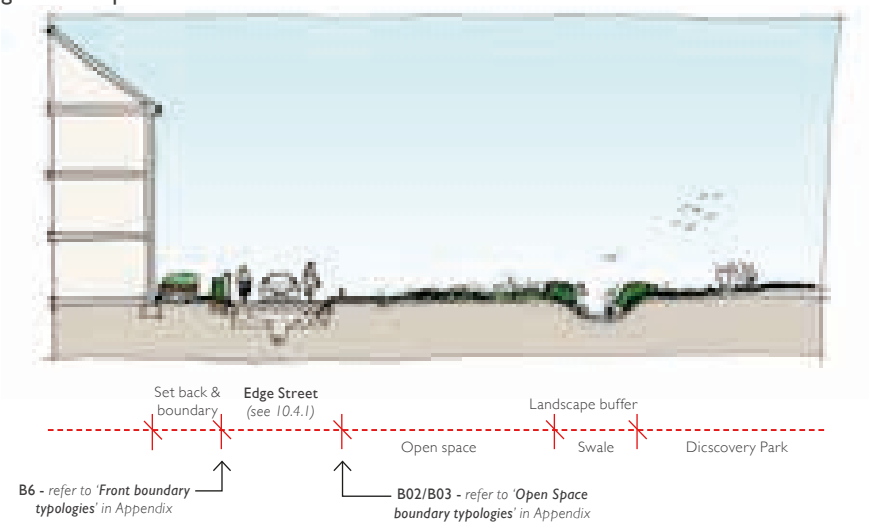
12. EDGE CONDITIONS

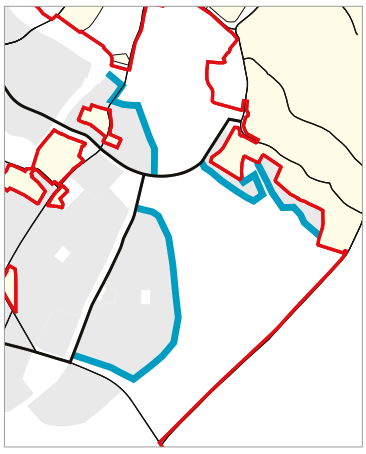
Discovery Park

12.8 Discovery Park edge to Colemans' Kitchen Wood



12.9 Discovery Park edge to main park area





Key plan

12.8 Discovery Park edge to Colemans' Kitchen Wood

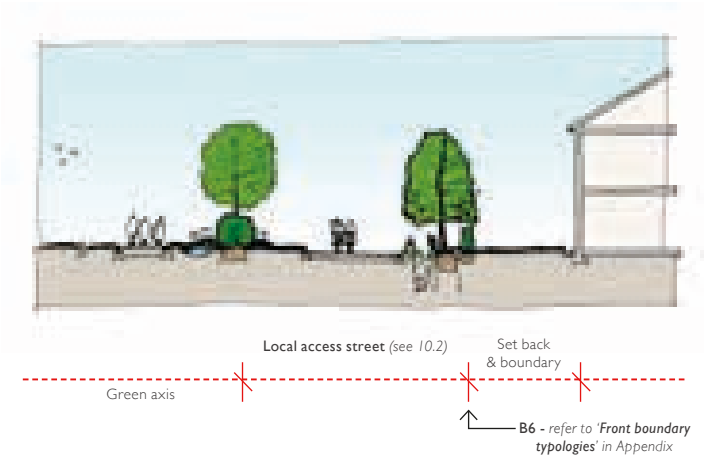
At the residential edge of the Discovery Park and Colemans' Kitchen Wood, a minor access road with street trees and planting will mark the interface of the development with the park.

12.9 Discovery Park edge to main park area

Where a residential parcel sits adjacent to the main Discovery Park, a landscape buffer, including a swale, will separate development from the Park. Edge Streets will provide access to relatively small numbers of dwellings along the edge.

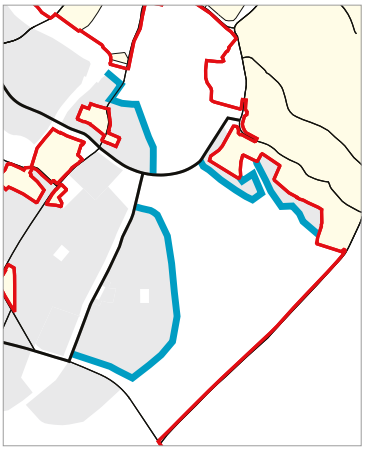
Discovery Park

12.10 Discovery Park edge to Brisley Farm



12.10 Discovery Park edge to Brisley Farm

A green axis, including new planting and a footpath, will form a new edge to Brisley Farm where it meets the Discovery Park. Local and minor access roads run adjacent to the green axis to provide access to dwellings.

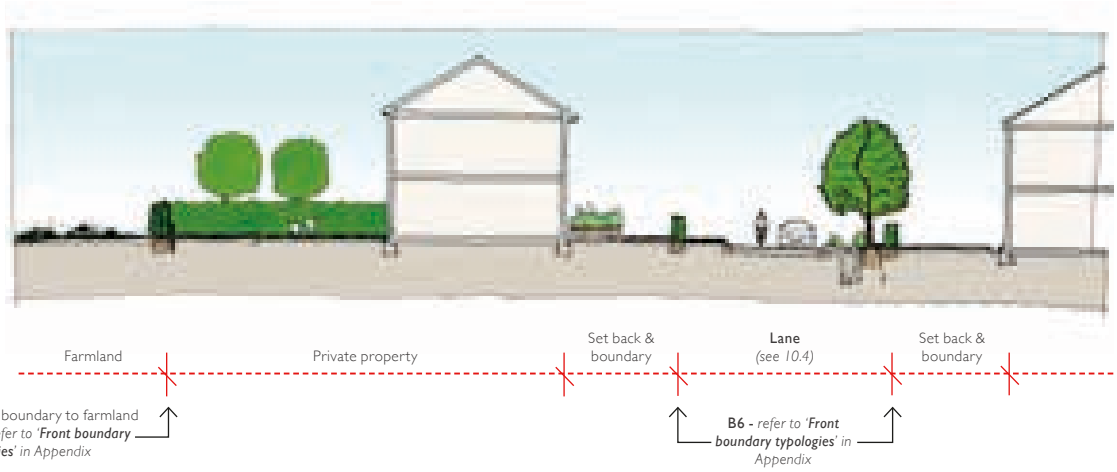


Key plan

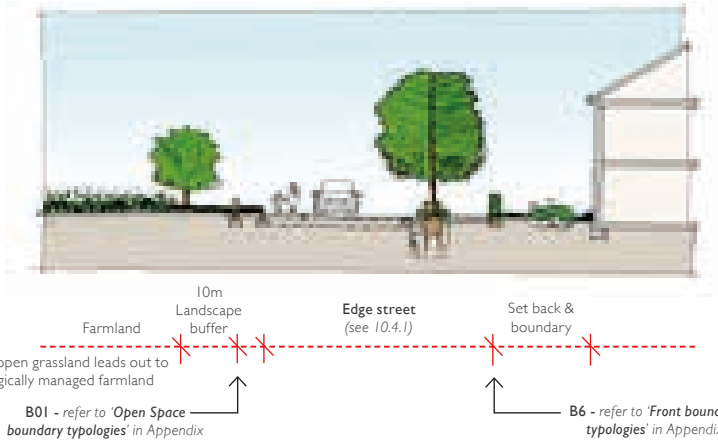
12. EDGE CONDITIONS

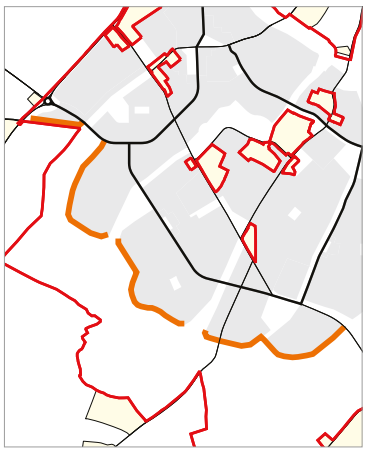
Rural Edge

12.11 Rural edge east



12.12 Rural edge west





Key plan

12.11 Rural edge east

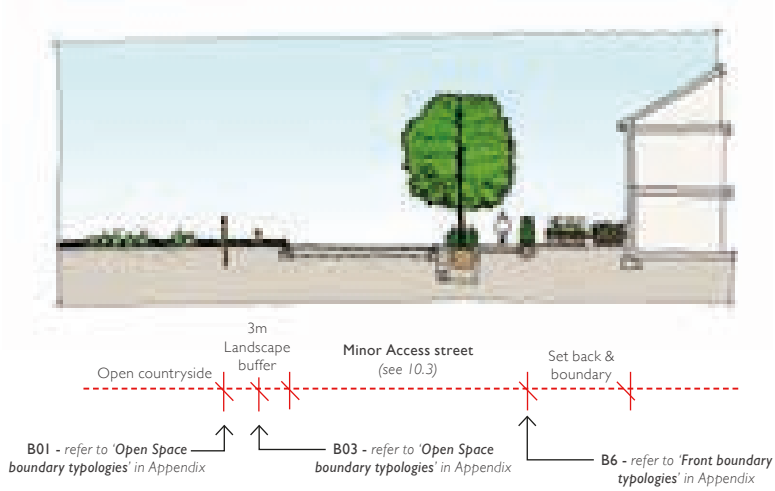
At the eastern rural edge, residential dwellings will back onto farmland. Gardens and appropriate rear property boundary treatments will provide a soft edge at this location.

12.12 Rural edge west

At the western rural edge, properties will front onto farmland. Farmland will be separated from residential parcels by a landscape buffer. Edge streets should provide street trees and a footpath in this location.

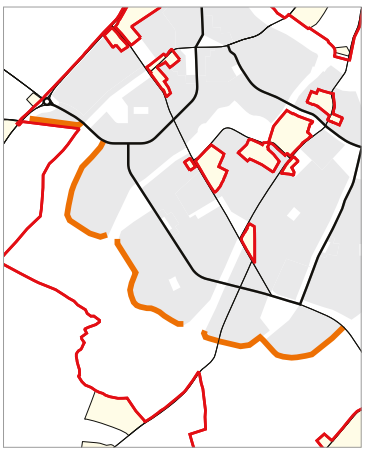
Rural Edge

12.13 Rural edge south of southern roundabout



12.13 Rural edge south of southern roundabout

Where residential development fronts onto open countryside to the south of the southern roundabout and landscape buffer of 3m minimum must be provided between the street and the countryside. Minor access roads with street trees will provide access to dwellings.

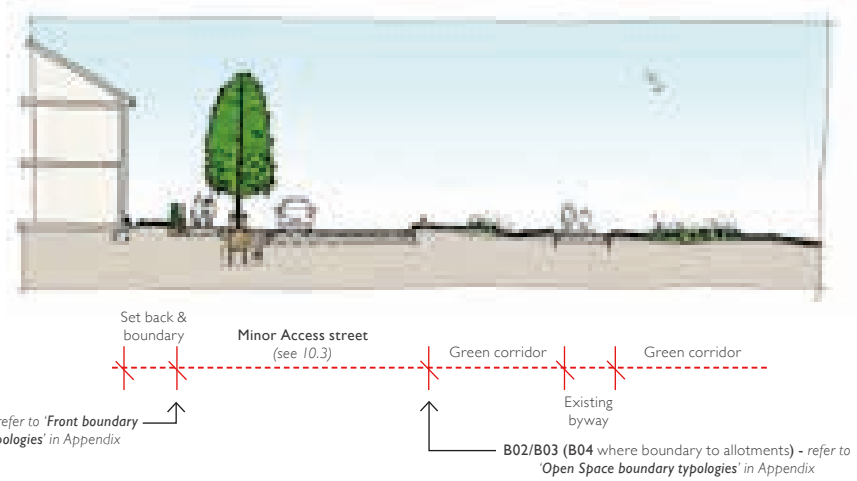


Key plan

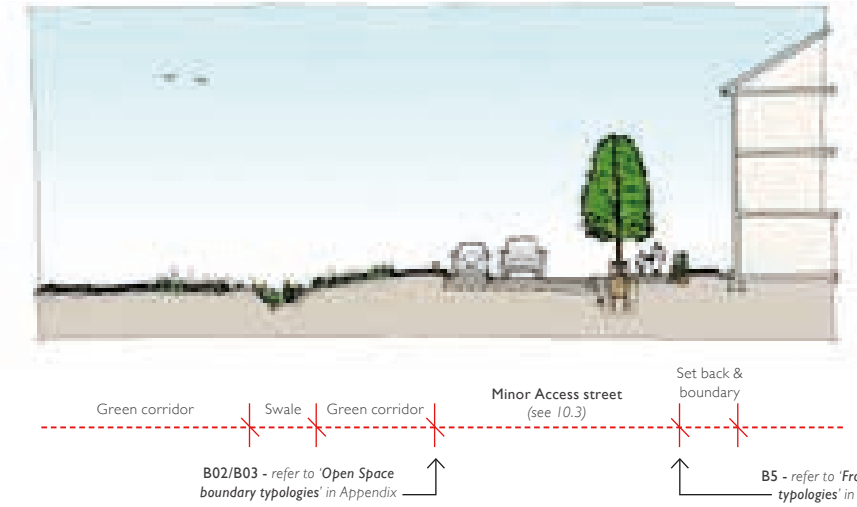
12. EDGE CONDITIONS

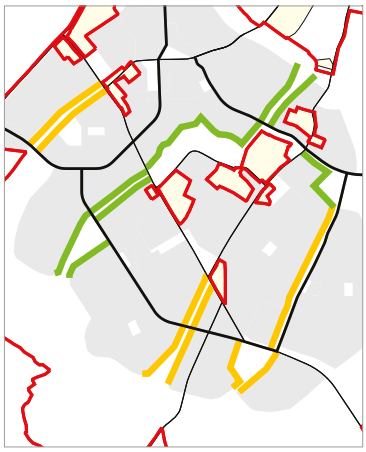
Green Corridors & Green Arc

12.14 Green Corridor edge to byway



12.15 Green corridor edge general





Key plan

12.14 Green Corridor edge to byway

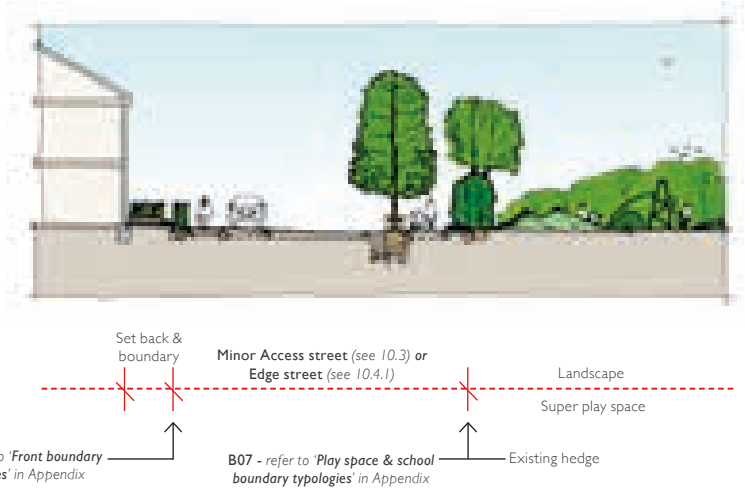
The existing byway will be accommodated within the green corridor, with open space provided on both sides. Minor access streets at the edge will provide access to residential dwellings.

12.15 Green corridor edge general

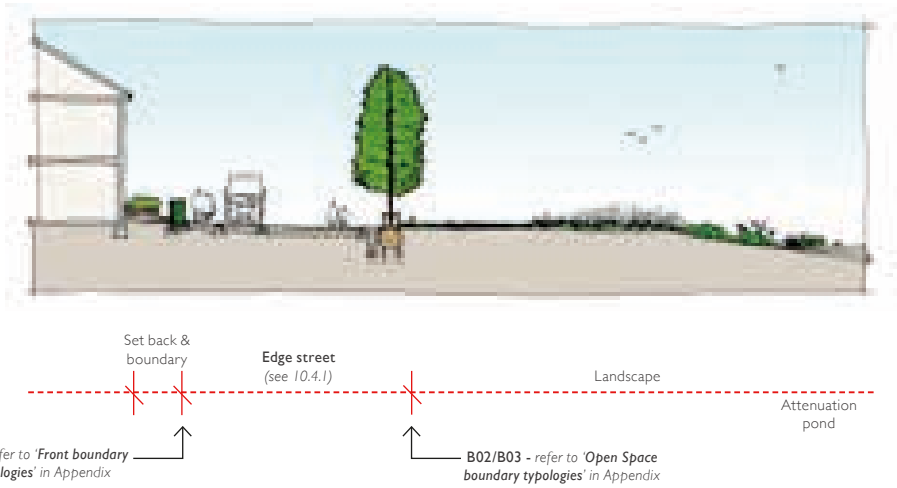
Green corridors will be overlooked by residential frontages. Minor access streets will run alongside the green corridor.

Green Corridors & Green Arc

12.16 Green Arc edge to play area



12.17 Green Arc edge to attenuation basins

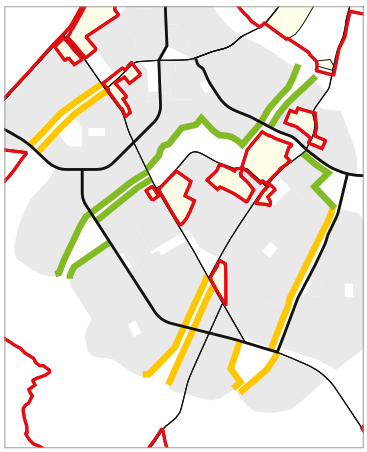


12.16 Green Arc edge to play area

Where the Green Arc meets a play area, an appropriate boundary treatment will be adopted, as per 'Play space & school boundary typologies' in the Appendix. Minor access streets and edge streets adjacent to this boundary will provide access to dwellings.

12.17 Green Arc edge to attenuation basins

An appropriate area of open landscape will separate the edge streets, and associated residential development, from the attenuation basins within the Green Arc.

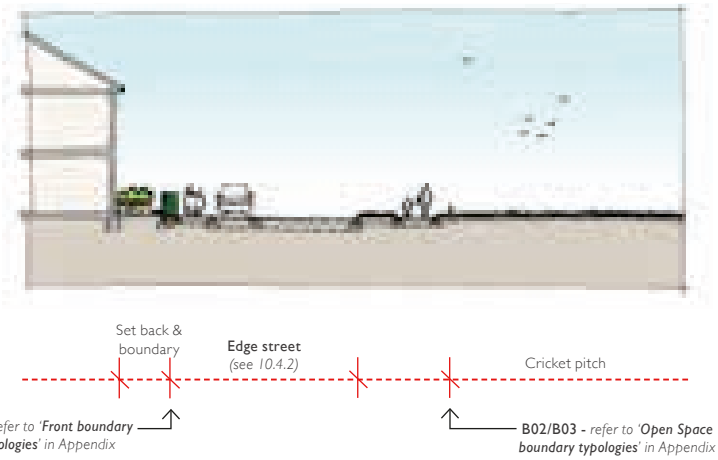


Key plan

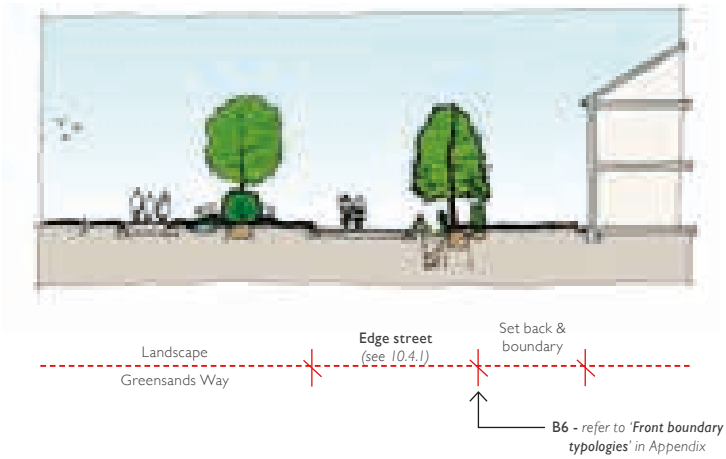
12. EDGE CONDITIONS

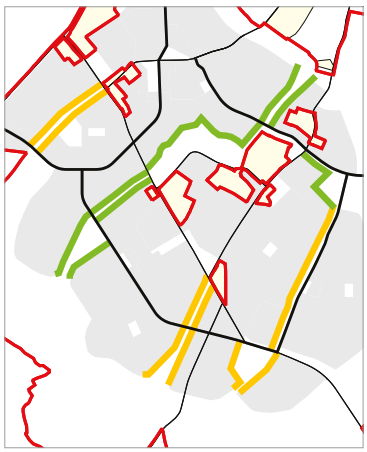
Green Corridors & Green Arc

12.18 Green Arc edge to cricket green



12.19 Green Arc edge to watercourse & Greensands Way





Key plan

12.18 Green Arc edge to cricket green

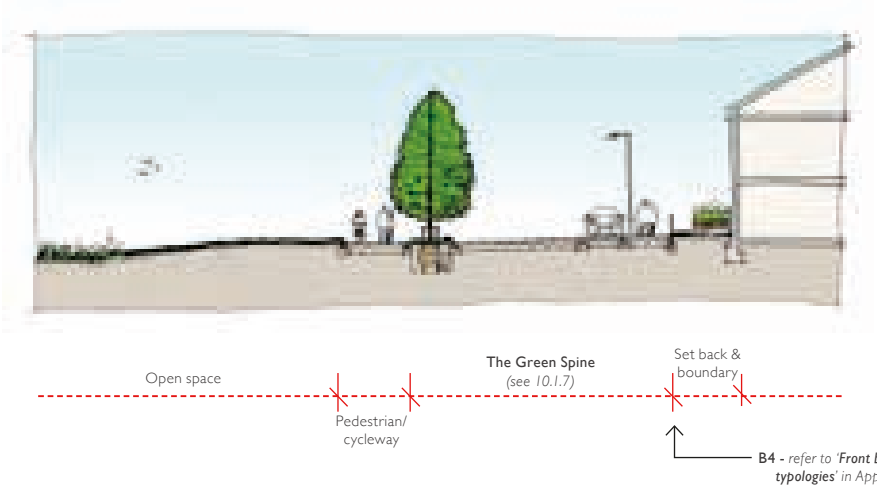
A green verge and footpath will separate the Green Arc at the cricket green from the residential development. Edge streets will provide access to properties.

12.19 Green Arc edge to watercourse & Greensands Way

Greensands Way and the existing watercourse will be separated from houses by a verge and proposed planting. Edge streets will also provide access to dwellings.

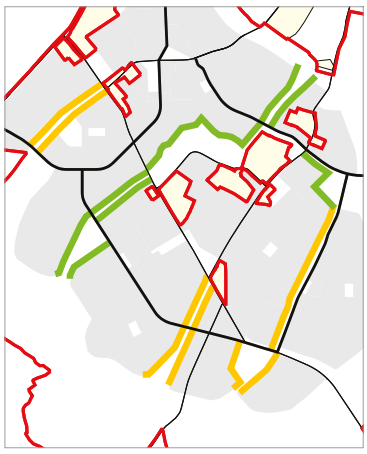
Green Corridors & Green Arc

12.20 Green Arc edge to Green Spine



12.20 Green Arc edge to Green Spine

A shared pedestrian and cycleway will be accommodated within the open space adjacent to the green spine. Residential frontages will address this space.



Key plan

STEP 9

13. Residential layout

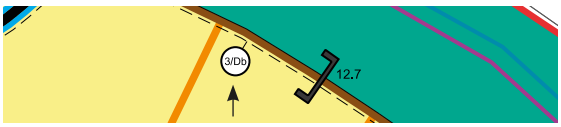
13.1 Frontage character

13.1 FRONTAGE CHARACTER

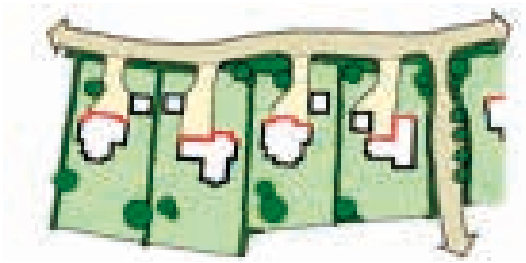
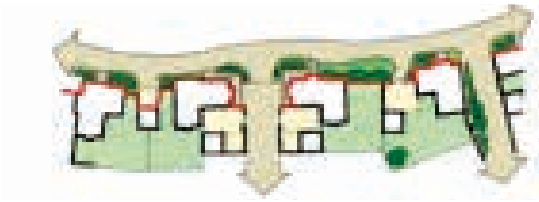
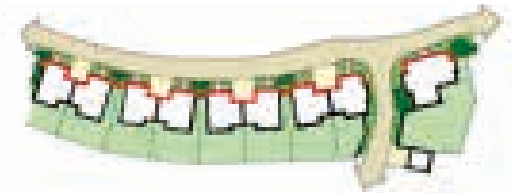
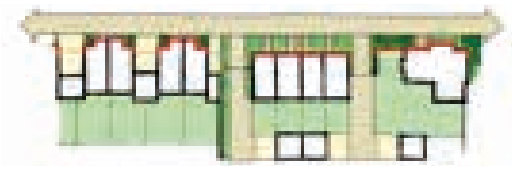
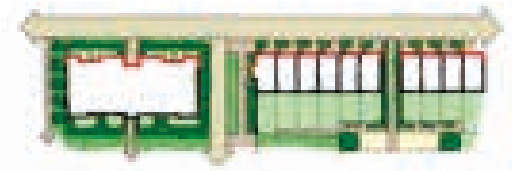
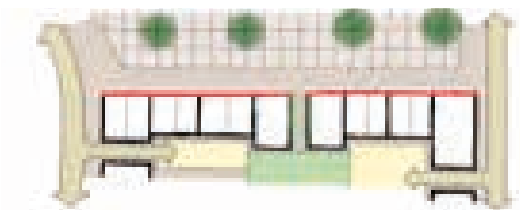
The various frontage typologies opposite set out the grain/ frontage character of the residential parcels.

The 'frontage character' label on the Regulatory Plan (highlighted on the right) prescribes which frontage character must be used along a given edge.

Frontage refers to the relationship between fronts of dwellings and the street. The 6 different frontage types will each result in very different characters of street. In many cases the edges of green spaces are also coded.



Extract of the Regulatory Plan

STEP 9A: FRONTAGE CHARACTER	
FRONTAGE CHARACTER TYPOLOGY	PLAN EXAMPLE
1 • Set back, staggered frontage • Consists of detached dwellings of varying size set back from country style lanes • Frontage may include garages, hedges and garden walls • Distance between each house frontage and street must vary between adjacent plots • Only used in very low density areas with rural character	
2 • Staggered frontage • Consists of predominantly detached and some semi-detached dwellings of varying size • Frontage may include garages and garden walls but garages must be set behind main frontage • Distance between street edge and frontage may vary	
3 • Consistent frontage • Consists of dwellings of a similar typology and size, plotted the same distance apart to create rhythm and order • Distance from street edge to frontage consistent along row	
4 • Stepped frontage with a high degree of enclosure • Consists groups of semi-detached, terraced dwellings and apartments • Distance between groups of homes and street can vary along the street	
5 • Continuous, formal frontage • Consistent grouping of typologies • Consists of terraces and apartments, with gaps only for vehicular access to parking and pedestrian routes • Distance from street edge to frontage consistent along row	
6 • Mixed use • Continuous, formal frontage facing square • Consists of mixed use blocks with gaps only for pedestrian access to parking at rear	

STEP 10

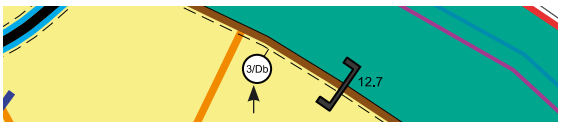
14 Residential layout

14.1 Residential plot components

13. RESIDENTIAL LAYOUT

14.1 RESIDENTIAL PLOT COMPONENTS

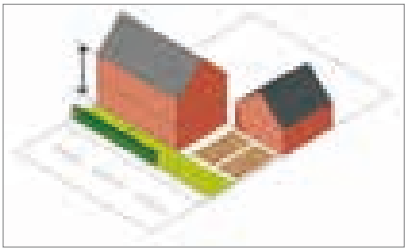
There are five components which determine the design of a residential plot. These components can be combined in a number of ways to create different residential character. The components are dwelling typology, parking typology, front boundary typology, setback, and dwelling height. The 'plot component' label on the Regulatory Plan (highlighted on the right) prescribes which plot components will be used along a given edge. The 'plot component' label signifies which typology matrix on pages 165-174 to use. The regulatory plan restricts the range of plot components that may be used in order to create appropriate character. Along key routes and edges, only typologies in the matrix can be used. For all development within the middle of a residential parcel, the text which is highlighted below with a box applies.



Extract of the Regulatory Plan

3/Db

Matrix D
-Dwelling typology
-Parking typology
-Front boundary typology
-Set back
-Dwelling height



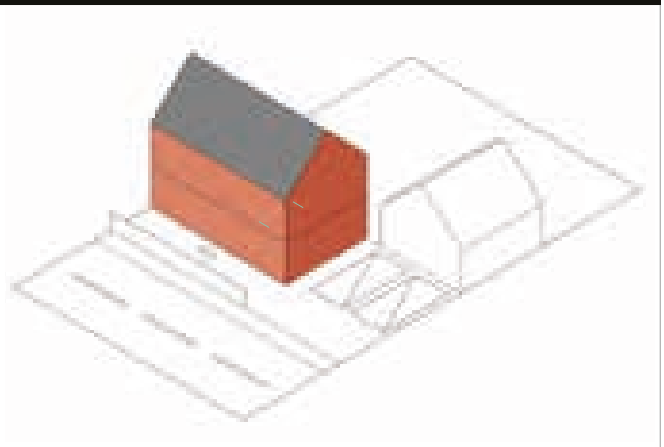
Residential Plot components

STEP 10: RESIDENTIAL PLOT COMPONENTS

Dwelling typologies

D - Detached
SD - Semi-detached
T - Terraced
F - Flats

Within the middle of the residential parcel, any dwelling typology can be used which has already been prescribed for a parcel's edge and providing it is in keeping with the relevant character area. A parcel with edges labelled A, D and F can use any typology from matrices A, D and F within the parcel. (Coachhouses are not included in any typology matrix but may be added inside a residential parcel in mews and courtyards for surveillance and to create variety.)

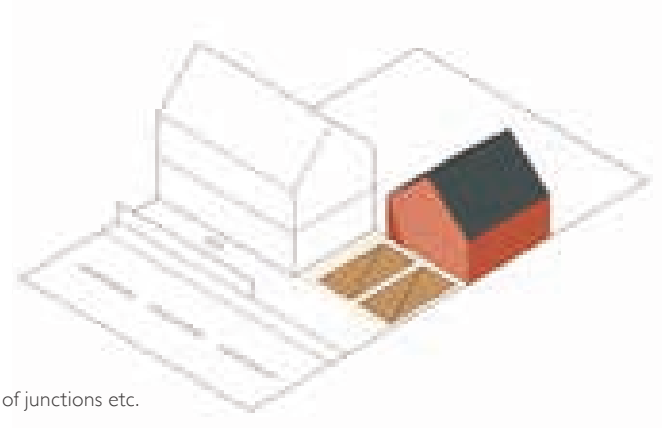


*The dwellings typologies that can be used along a given edge are listed in the relevant matrix and are set out in further detail in the '**Dwelling Typologies**' section of the Appendix (p. 193-196).*

Parking typologies

P1 - On-plot frontage
P2 - On-plot corner
P3 - On-plot between dwellings
P4 - Courtyard
P5 - Mews
P6 - Front access drive through
P7 - Rear parking courts
P8 - Forecourt
P9 - Detached car barns
P10 - On-street visitor parking*
P11 - Forecourt attached

*P10 can be used where required on any street subject to detailed design of junctions etc.



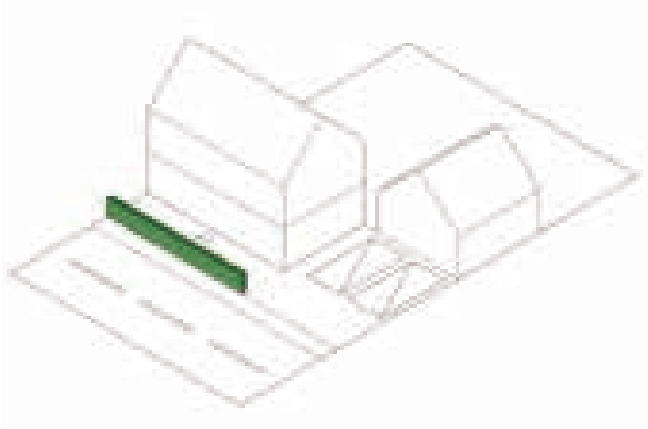
Within the middle of the residential parcel, any parking typology can be used, providing it is in keeping with relvant character area. There must be a variety of parking typologies used to minimise the visual intrusion of the car within the street scene.

*The parking typologies that can be used along a given edge are listed in the relvant matrix and are set out in further detail in the '**Parking Typologies**' section of the Appendix (p. 197-200).*
Details on ABC's parking standards are also set out in the Appendix.

Front boundary typologies

The boundary definition separates the private and public realm:

B1 - No boundary
B2 - Urban style railing
B3 - Railing on low wall
B4 - Railing & hedge
B5 - Low wall & ornamental hedge
B6 - Hedge (ornamental / native) new or existing
B7 - Planted Zone
B8 - Cleft fencing
B9 - Cleft fencing with hedge



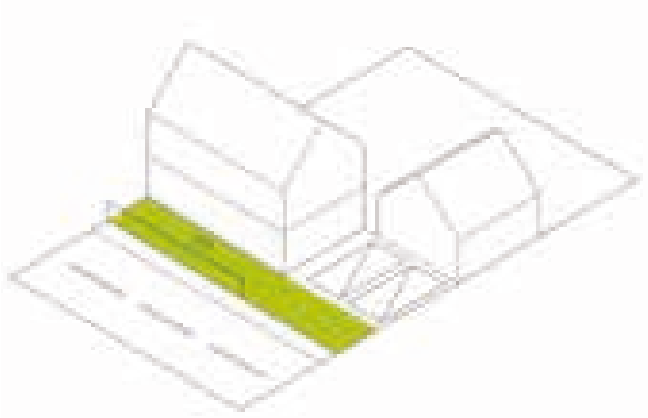
Within the middle of the residential parcel, any boundary type can be used which has already been prescribed for a parcel's edge and providing it is in keeping with the relevant character area. For example, a parcel with edges labelled A, D and F can use any boundary from matrices A, D and F in the middle of the parcel.

*The front boundary typologies that can be used along a given edge are listed in the relevant matrix and are set out in more detail in the '**Front Boundary Typologies**' section of the Appendix (p.203-204).*

Set back

The set back of a dwelling relates to the distance in metres from the back edge of pavement to the front facade of the dwelling. This space can include a front garden where suitable.

The matrices set out minimum and maximum thresholds for set backs along labelled residential edges. Where edge sections apply, set backs must be shown as in section 12.

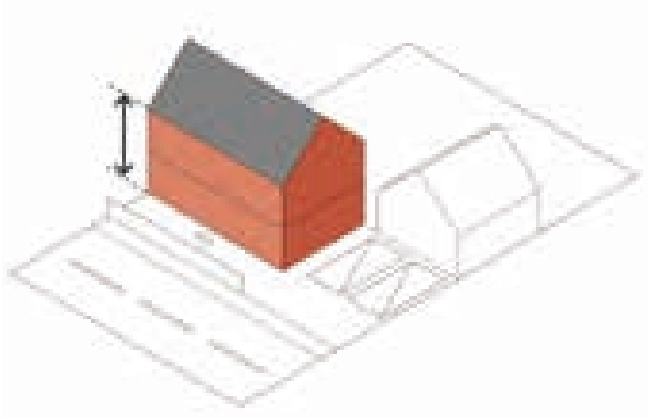


Within the middle of the residential parcel, any set back distance can be used which has already been prescribed for a parcel's edge and providing it is in keeping with the relevant character area. For example, a parcel with edges labelled A, D and F can use any set back distance from matrices A, D and F within the middle of the parcel.
The set back distance must be adjusted to comply with visibility splays at road junctions.

The set back of dwellings along a given edge is listed in the relevant matrix in relation to the dwelling typology.

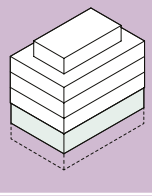
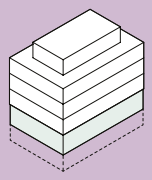
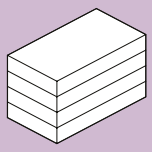
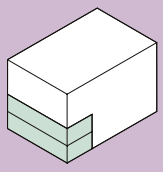
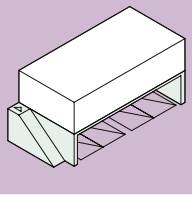
Dwelling height

The dwelling height is provided in storeys.

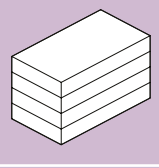
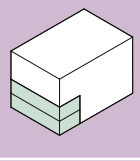
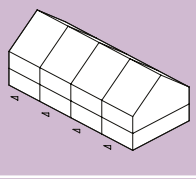
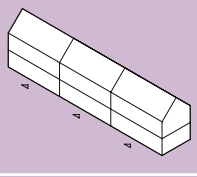
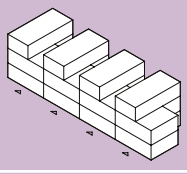
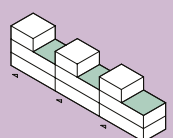
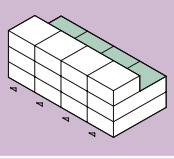
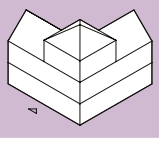


Within the middle of the parcel, the height of dwellings will follow the Storey Heights Plan submitted as part of the Outline Planning Application.

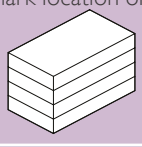
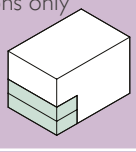
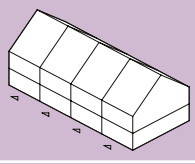
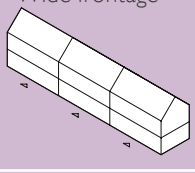
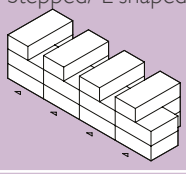
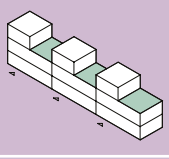
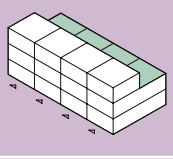
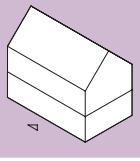
The dwelling height along a given edge is listed in the relevant matrix in relation to the dwelling typology.

MATRIX A				
DWELLING TYPOLOGIES	PARKING TYPOLOGIES	BOUNDARY TYPOLOGIES	SET BACK	HEIGHT
F1 - mixed use flat block over retail 	• P5 • P7	• B1	0-3m	3-4 storey
F1a - Mixed use flat block over flexible use 	• P5 • P7	• B1 • B2 • B7	0-3m	3-4 storey
F2 - Typical flat block 	• P5 • P7	• B2 • B3 • B4	1.5-2m	3-4 storey
F3 - Duplex 	• P5 • P7	• B2 • B3 • B4	1.5-2m	3-4 storey
F4 - Coach house mews 	• P3	• B2 • B3 • B4	1.5-2m	2 storey

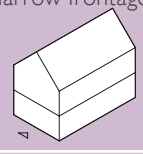
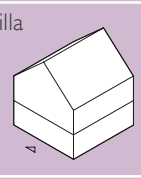
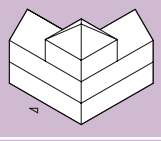
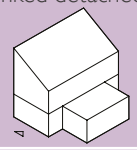
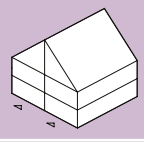
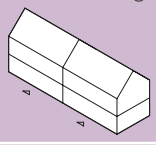
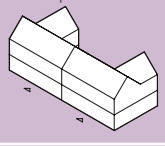
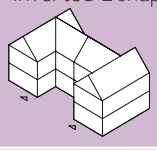
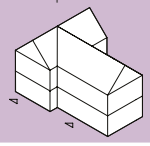
MATRIX B

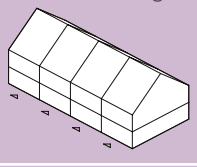
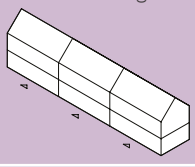
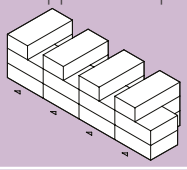
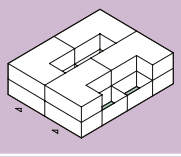
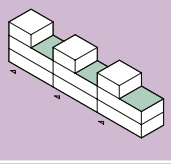
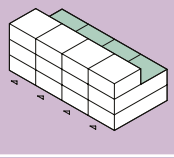
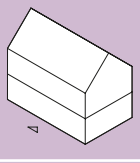
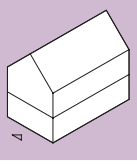
DWELLING TYPOLOGIES	PARKING TYPOLOGIES	BOUNDARY TYPOLOGIES	SET BACK	HEIGHT
F2 - Typical flat block 	• P5 • P7	• B2 • B3 • B4	1-2m	3-4 storey
F3 - Duplex 	• P5 • P7	• B2 • B3 • B4	1-2m	3-4 storey
T1 - Narrow frontage 	• P1 • P2 • P3 • P4 • P5 • P6 • P7	• B3	1-2m	2-3 storey
T2 - Wide frontage 	• P1 • P2 • P3 • P4 • P5 • P6 • P7	• B3	1-2m	2-3 storey
T3 - Stepped/ L-shaped 	• P1 • P2 • P3 • P4 • P5 • P6 • P7	• B3	1-2m	2-3 storey
T5 - Side terrace 	• P1 • P2 • P3 • P4 • P5 • P7	• B3	1-2m	2-3 storey
T6 - Rear terrace 	• P1 • P2 • P3 • P4 • P5 • P7	• B3	1-2m	2-3 storey
D4 - L-shaped corner house 	• P1 • P2 • P3 • P4 • P5 • P7	• B3	1-2m	2-3 storey

MATRIX C

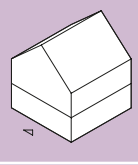
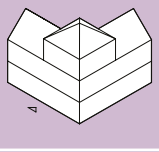
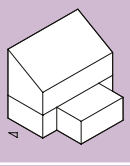
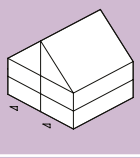
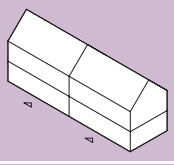
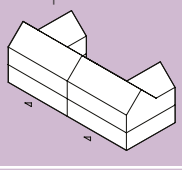
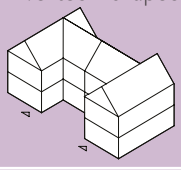
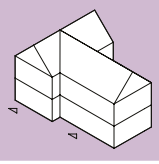
DWELLING TYPOLOGIES	PARKING TYPOLOGIES	BOUNDARY TYPOLOGIES	SET BACK	HEIGHT
F2 - Typical flat block *in landmark location only 	• P5 • P7	• B2 • B3 • B4	1.5-3m	2-4 storey
F3 - Duplex *in landmark locations only 	• P5 • P7	• B2 • B3 • B4	1.5-3m	2-4 storey
T1 - Narrow frontage 	• P1 • P2 • P3 • P4 • P5 • P7	• B3	1.5-3m	2-3 storey
T2 - Wide frontage 	• P1 • P2 • P3 • P4 • P5 • P7	• B3	1.5-3m	2-3 storey
T3 - Stepped/ L-shaped 	• P1 • P2 • P3 • P4 • P5 • P7	• B3	1.5-3m	2-3 storey
T5 - Side terrace 	• P1 • P2 • P3 • P4 • P5 • P7	• B3	1.5-3m	2-3 storey
T6 - Rear terrace 	• P1 • P2 • P3 • P4 • P5 • P7	• B3	1.5-3m	2-3 storey
D1 - Wide frontage 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-3m	2-3 storey

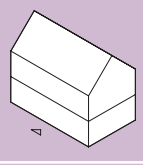
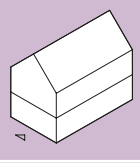
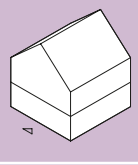
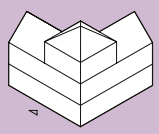
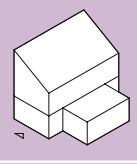
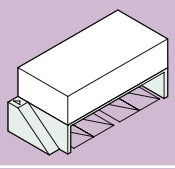
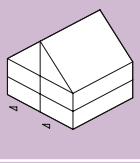
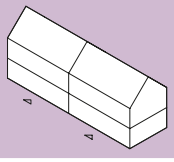
MATRIX C

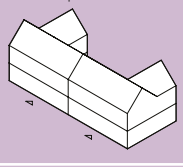
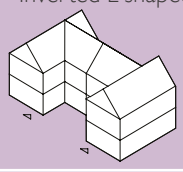
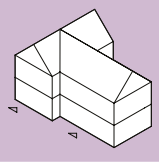
DWELLING TYPOLOGIES	PARKING TYPOLOGIES	BOUNDARY TYPOLOGIES	SET BACK	HEIGHT
D2 - Narrow frontage 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-3m	2-3 storey
D3 - Villa 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-3m	2-3 storey
D4 - L-shaped corner house 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-3m	2-3 storey
D5 - Linked detached 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-3m	2-3 storey
SD1 - Narrow frontage 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-3m	2-3 storey
SD2 - Wide frontage 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-3m	2-3 storey
SD3 - L-shaped 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-3m	2-3 storey
SD4 - Inverted L-shaped 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-3m	2-3 storey
SD5 - T-shaped 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-3m	2-3 storey

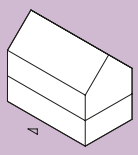
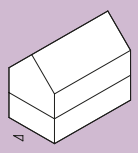
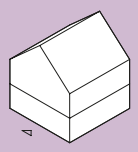
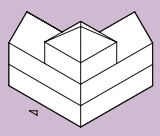
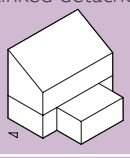
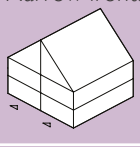
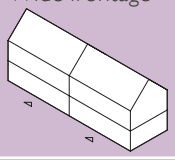
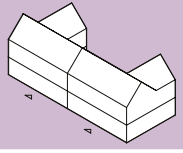
MATRIX D				
DWELLING TYPOLOGIES	PARKING TYPOLOGIES	BOUNDARY TYPOLOGIES	SET BACK	HEIGHT
T1 - Narrow frontage 	• P1 • P2 • P3 • P4 • P5 • P7	• B3	1.5-4m	2-3 storey
T2 - Wide frontage 	• P1 • P2 • P3 • P4 • P5 • P7	• B3	1.5-4m	2-3 storey
T3 - Stepped/ L-shaped 	• P1 • P2 • P3 • P4 • P5 • P7	• B3	1.5-4m	2-3 storey
T4 - Courtyard 	• P1 • P2 • P3 • P4 • P5 • P7	• B3	1.5-4m	2-3 storey
T5 - Side terrace 	• P1 • P2 • P3 • P4 • P5 • P7	• B3	1.5-4m	2-3 storey
T6 - Rear terrace 	• P1 • P2 • P3 • P4 • P5 • P7	• B3	1.5-4m	2-3 storey
D1 - Wide frontage 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-4m	2-3 storey
D2 - Narrow frontage 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-4m	2-3 storey

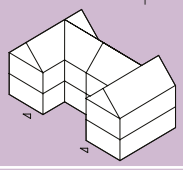
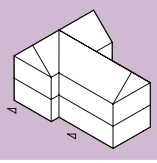
MATRIX D

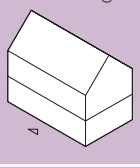
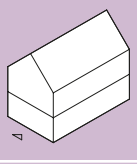
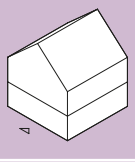
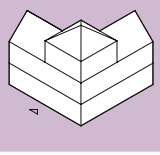
DWELLING TYPOLOGIES	PARKING TYPOLOGIES	BOUNDARY TYPOLOGIES	SET BACK	HEIGHT
D3 - Villa 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-4m	2-3 storey
D4 - L-shaped corner house 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-4m	2-3 storey
D5 - Linked detached 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-4m	2-3 storey
SD1 - Narrow frontage 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-4m	2-3 storey
SD2 - Wide frontage 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-4m	2-3 storey
SD3 - L-shaped 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-4m	2-3 storey
SD4 - Inverted L-shaped 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-4m	2-3 storey
SD5 - T-shaped 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-4m	2-3 storey

MATRIX E				
DWELLING TYPOLOGIES	PARKING TYPOLOGIES	BOUNDARY TYPOLOGIES	SET BACK	HEIGHT
D1 - Wide frontage 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-6m	2-3 storey
D2 - Narrow frontage 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-6m	2-3 storey
D3 - Villa 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-6m	2-3 storey
D4 - L-shaped corner house 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-6m	2-3 storey
D5 - Linked detached 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-6m	2-3 storey
F4 - Coach house mews 	• P3	• B3 • B5 • B6 • B7	1.5-6m	2 storey
SD1 - Narrow frontage 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-6m	2-3 storey
SD2 - Wide frontage 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-6m	2-3 storey

MATRIX E				
DWELLING TYPOLOGIES	PARKING TYPOLOGIES	BOUNDARY TYPOLOGIES	SET BACK	HEIGHT
SD3 - L-shaped 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-6m	2-3 storey
SD4 - Inverted L-shaped 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-6m	2-3 storey
SD5 - T-shaped 	• P2 • P3 • P4 • P5 • P7	• B3 • B5 • B6 • B7	1.5-6m	2-3 storey

MATRIX F				
DWELLING TYPOLOGIES	PARKING TYPOLOGIES	BOUNDARY TYPOLOGIES	SET BACK	HEIGHT
D1 - Wide frontage 	• P2 • P3 • P4 • P5 • P7 • P8 • P11	• B5 • B6 • B7	Unrestricted	2-2.5 storey
D2 - Narrow frontage 	• P2 • P3 • P4 • P5 • P7 • P8 • P11	• B5 • B6 • B7	Unrestricted	2-2.5 storey
D3 - Villa 	• P2 • P3 • P4 • P5 • P7 • P8 • P11	• B5 • B6 • B7	Unrestricted	2-2.5 storey
D4 - L-shaped corner house 	• P2 • P3 • P4 • P5 • P7 • P8 • P11	• B5 • B6 • B7	Unrestricted	2-2.5 storey
D5 - Linked detached 	• P2 • P3 • P4 • P5 • P7	• B5 • B6 • B7	Unrestricted	2-2.5 storey
SD1 - Narrow frontage 	• P2 • P3 • P4 • P5 • P7	• B5 • B6 • B7	Unrestricted	2-2.5 storey
SD2 - Wide frontage 	• P2 • P3 • P4 • P5 • P7	• B5 • B6 • B7	Unrestricted	2-2.5 storey
SD3 - L-shaped 	• P2 • P3 • P4 • P5 • P7	• B5 • B6 • B7	Unrestricted	2-2.5 storey

MATRIX F				
DWELLING TYPOLOGIES	PARKING TYPOLOGIES	BOUNDARY TYPOLOGIES	SET BACK	HEIGHT
SD4 - Inverted L-shaped 	• P2 • P3 • P4 • P5 • P7	• B5 • B6 • B7	Unrestricted	2-2.5 storey
SD5 - T-shaped 	• P2 • P3 • P4 • P5 • P7	• B5 • B6 • B7	Unrestricted	2-2.5 storey

MATRIX G				
DWELLING TYPOLOGIES	PARKING TYPOLOGIES	BOUNDARY TYPOLOGIES	SET BACK	HEIGHT
D1 - Wide frontage 	• P8	• B5 • B6 • B9	Unrestricted	2-2.5 storey
D2 - Narrow frontage 	• P8	• B5 • B6 • B9	Unrestricted	2-2.5 storey
D3 - Villa 	• P8	• B5 • B6 • B9	Unrestricted	2-2.5 storey
D4 - L-shaped corner house 	• P8	• B5 • B6 • B9	Unrestricted	2-2.5 storey

STEP 11

15. Materials Palette

15.1 Materials palette

15. MATERIALS PALETTE

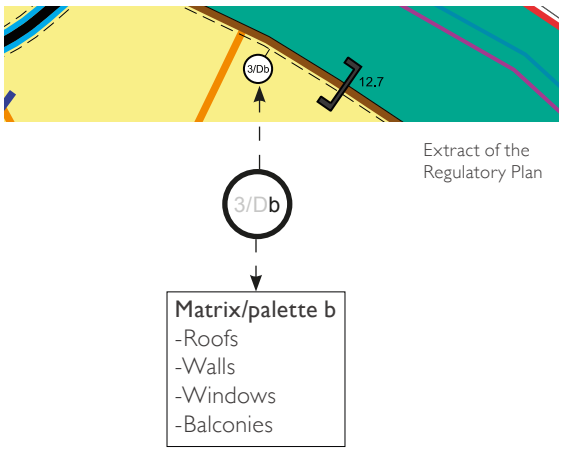
15.1 MATERIALS PALETTE

The aim of this section of the code is to encourage a thoughtful selection of materials for the buildings and public realm within each character area and to maintain a high quality of design as each phase is built out over time.

The materials palettes are designed to ensure that Chilmington Green has a distinctive character that draws inspiration from the vernacular architecture of the locality as well as a series of clearly distinguishable character areas.

The code does not seek to prescribe a particular architectural style but rather to develop a distinctive Chilmington colour and materials palette that can be used on different styles of building as the place grows over time. The palette includes enough variety to create unity without uniformity, allowing each character area and key grouping to develop an individual identity but still be recognisably Chilmington.

Chilmington Green should be a place that ages well with carefully detailed and durable exterior finishes that will look as good in 10, 20 and 30 years time as they do when new. To achieve this it is important to consider the long term maintenance regimes from the outset and select materials appropriately. It is desirable for materials to be sourced locally, where possible, but the overarching principle of high quality materials is paramount.



Extract of the Regulatory Plan

The 'materials palette' label on the Regulatory Plan (highlighted above) prescribes which materials will be used along a given edge. The 'materials palette' label signifies which matrix/palette on pages 178-190 to use.

Along key routes and edges, only materials in the matrix can be used. For all development within the middle of a residential parcel, Palette a (General Palette) may be used, looking to the prescribed edges for influence as well as the Character Areas chapter.

STEP 11: MATERIALS PALETTE			
Character Area	Palette	Strategic routes	
	a	General Palette (for non designated areas)	
CHILMINGTON RISE NEIGHBOURHOOD	**b**	Chilmington Rise	
	c	Market Square and High Street	Key groupings
	d	Chilmington Gardens	
	e	Chilmington Square	
	f	Northern Gateway	
ORCHARD VILLAGE NEIGHBOURHOOD	**g**	Orchard Village Neighbourhood	
	h	Orchard Village Local Centre	Key grouping
CHILMINGTON BROOK NEIGHBOURHOOD	**i**	Chilmington Brook Neighbourhood	
	j	Chilmington Brook Local Centre	Key grouping
THE HAMLET	**k**	The Hamlet	
	l	Cricket Green	Key grouping
BRISLEY FARM EXTENSION	**m**	Brisley Farm extension	

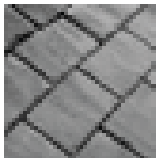
PALETTE a
(General Palette)

Roofs

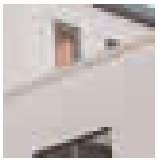

Orange / red plain clay tiles

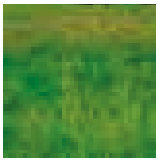

Dark red plain clay tiles


Profiled tiles red/ orange/dark red


Grey slates natural or good quality reconstitution

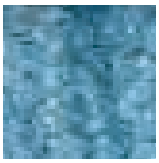

Standing seam metal


Flat roof behind parapet


Green roof

Walls


Stone

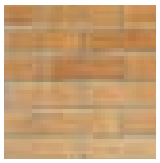

Ragstone


Red stock brick


Red/orange brick


Red multi mix brick

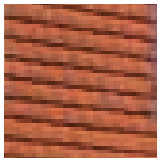

Brown multi mix brick


Yellow brick


Grey/ blue brick*


White painted brick


Hand made clay tiles red/ orange


Hand made clay tiles various colours


Self coloured render


White stained or painted weatherboarding


Natural stained weather boarding


Stained or painted weatherboarding

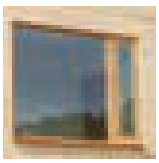

Black stained weatherboarding


Fibre board cladding

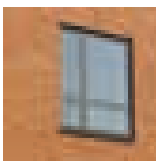

Oak frame


Glazed or solid cladding panels

Windows


Timber natural stain


Timber white


Metal


White UPVC


Grey UPVC


Shop windows

Balconies


Timber painted white


Timber stained


Glazed balustrades with powder coated finish to metal


Grey or black metal

*Grey/ blue bricks generally for used on base of walls only

15. MATERIALS PALETTE

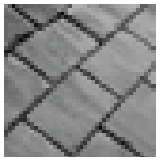
PALETTE b
(Chilmington Rise)

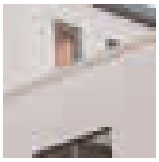
Roofs

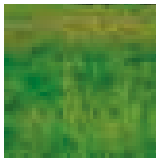

Orange / red plain clay tiles


Dark red plain clay tiles


Standing seam metal


Grey slates natural or good quality reconstitution

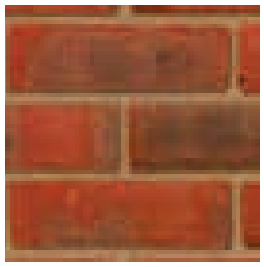

Flat roof behind parapet


Green roof

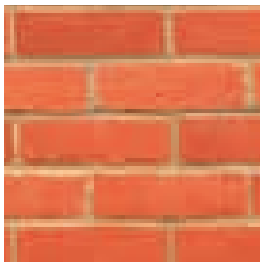
Walls

Predominant


Stone


Red stock brick


Red multi mix brick


Red/orange brick

Limited


Brown multi mix brick


Yellow brick


Grey/ blue brick*

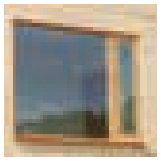

White painted brick

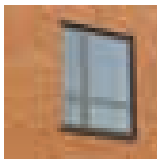

Self coloured render


White stained or painted weatherboarding


Hand made clay tiles red/ orange

Windows


Timber natural stain


Metal


Grey UPVC

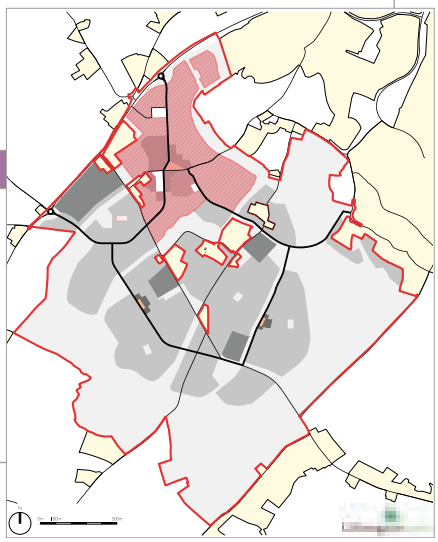
Balconies


Timber stained


Glazed balustrades with powder coated finish to metal


Grey or black metal

*Grey/ blue bricks generally for used on base of walls only


Key plan

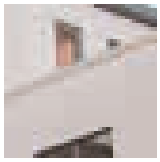
PALETTE c
(Market Square and High Street)

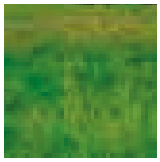
Roofs


Orange / red plain clay tiles


Dark red plain clay tiles


Standing seam metal

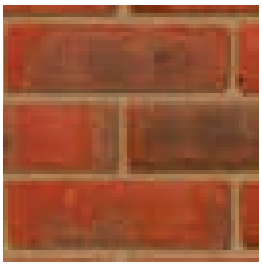

Flat roof behind parapet

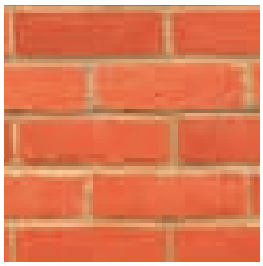

Green roof

Walls

Predominant


Stone


Red stock brick

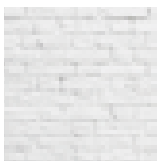

Red/orange brick


Self coloured render

Limited


Grey/ blue brick*


Yellow brick


White painted brick

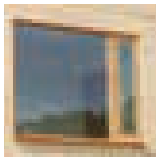

White stained or painted weatherboarding


Hand made clay tiles red/ orange

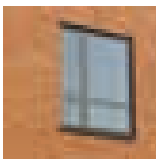

Fibre board cladding


Glazed or solid cladding panels

Windows


Timber natural stain

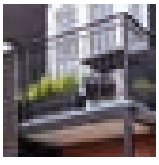

Timber white


Metal

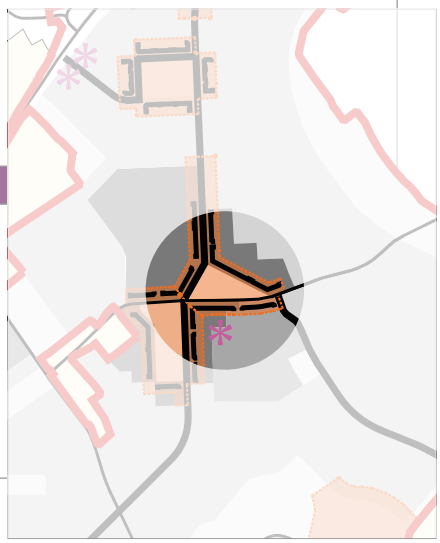

Shop windows

Balconies


Glazed balustrades with powder coated finish to metal


Grey or black metal

*Grey/ blue bricks generally for used on base of walls only


Key plan

15. MATERIALS PALETTE

PALETTE d
(Chilmington Gardens)

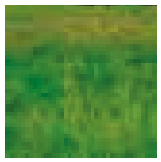
Roofs


Orange / red plain clay tiles


Dark red plain clay tiles


Standing seam metal

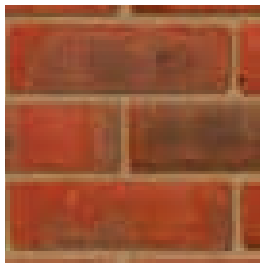

Flat roof behind parapet

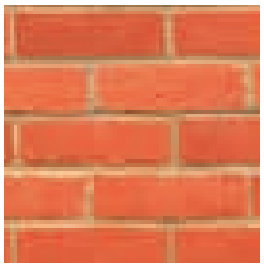

Green roof

Walls

Predominant


Stone


Red stock brick


Red/orange brick


Self coloured render

Limited


Grey/ blue brick*


Red multi mix brick

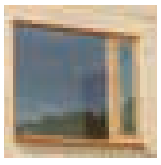

White painted brick


White stained or painted weatherboarding

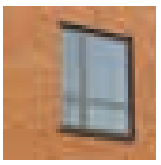

Hand made clay tiles red/ orange


Glazed or solid cladding panels

Windows


Timber natural stain


Timber white


Metal


Grey UPVC


Shop windows

Balconies

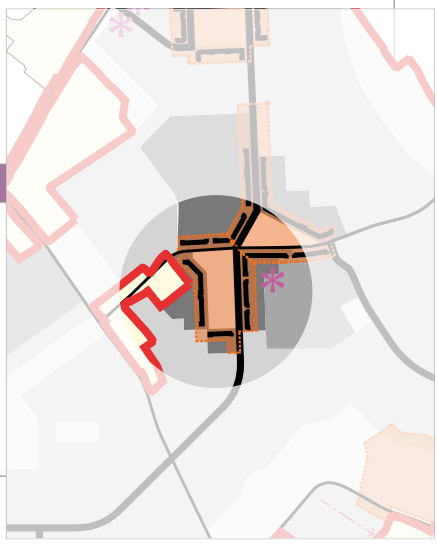

Timber painted white


Timber stained


Glazed balustrades with powder coated finish to metal


Grey or black metal

*Grey/ blue bricks generally for used on base of walls only


Key plan

PALETTE e
(Chilmington Square)

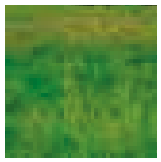
Roofs


Orange / red plain clay tiles


Dark red plain clay tiles


Standing seam metal

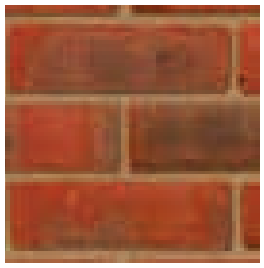

Flat roof behind parapet

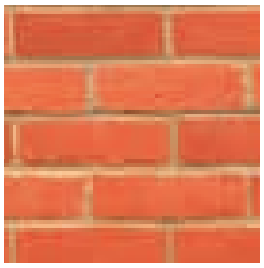

Green roof

Walls

Predominant


Stone


Red stock brick


Red/orange brick


Self coloured render

Limited


Grey/ blue brick*

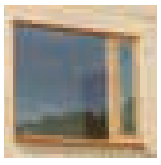

Red multi mix brick


White painted brick

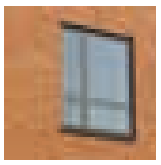

White stained or painted weatherboarding


Hand made clay tiles red/ orange

Windows


Timber natural stain


Timber white


Metal


Grey UPVC

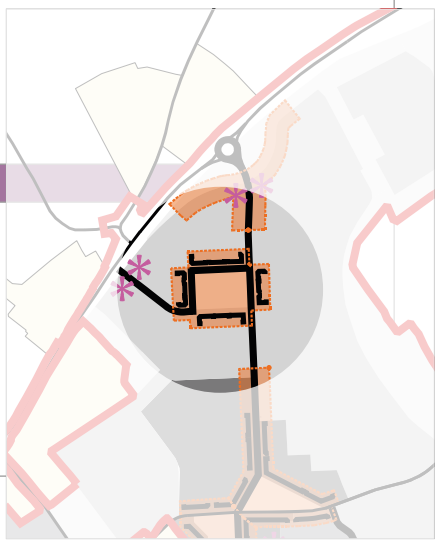
Balconies


Timber stained


Glazed balustrades with powder coated finish to metal


Grey or black metal

*Grey/ blue bricks generally for used on base of walls only


Key plan

15. MATERIALS PALETTE

PALETTE f
(Northern Gateway)

Roofs


Orange / red plain clay tiles

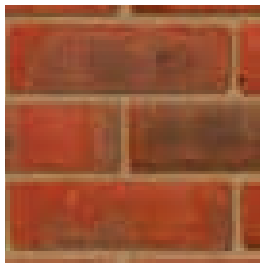

Dark red plain clay tiles


Standing seam metal

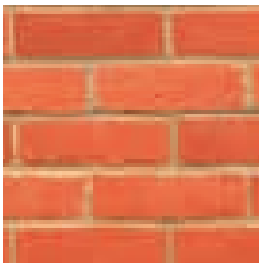
Walls

Predominant


Stone


Red stock brick


Red multi mix brick


Red/orange brick

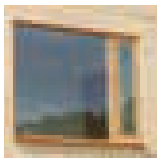
Limited

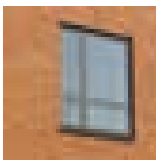

Grey/ blue brick*


White stained or painted weatherboarding


White painted brick

Windows


Timber natural stain


Metal


Grey UPVC

Balconies

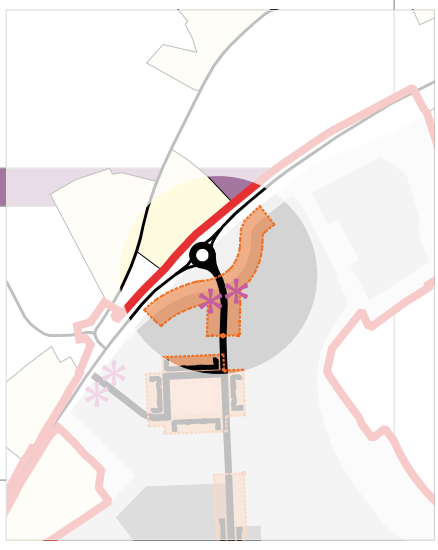

Timber painted white


Timber stained


Glazed balustrades with powder coated finish to metal


Grey or black metal

*Grey/ blue bricks generally for used on base of walls only


Key plan

PALETTE g
(Orchard Village Neighbourhood)

Roofs


Orange / red plain clay tiles

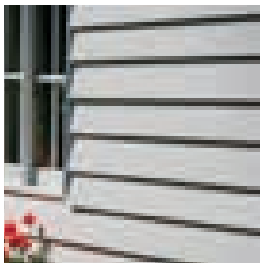

Dark red plain clay tiles


Profiled tiles red/ orange/dark red

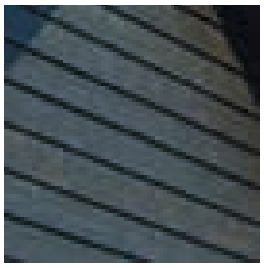

Standing seam metal

Walls

Predominant


White stained or painted weatherboarding


Stained or painted weatherboarding various colours

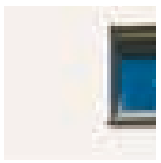

Black stained weatherboarding

Limited


Stone

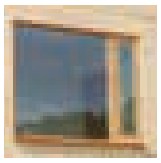

Red stock brick


Red multi mix brick

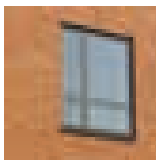

Self coloured render


White painted brick

Windows


Timber natural stain


Timber white


Metal

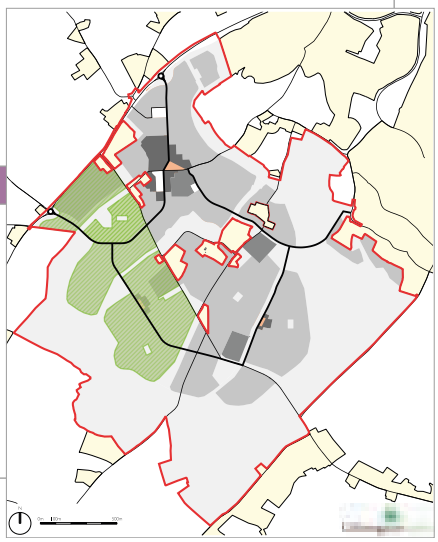

Grey UPVC

Balconies


Timber painted white


Timber stained


Grey or black metal


Key plan

15. MATERIALS PALETTE

PALETTE h
(Orchard Village Local Centre)

Roofs

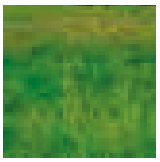

Orange / red plain clay tiles


Dark red plain clay tiles


Profiled tiles red/ orange/dark red

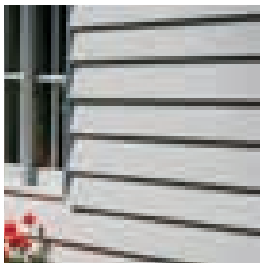

Standing seam metal


Flat roof behind parapet

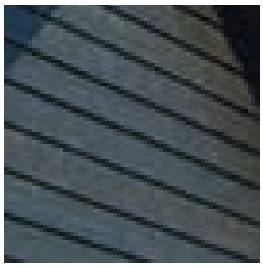

Green roof

Walls

Predominant


White stained or painted weatherboarding


Stained or painted weatherboarding various colours


Black stained weatherboarding


Self coloured render

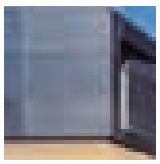
Limited


Red stock brick

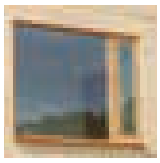

Red multi mix brick


Grey/ blue brick*

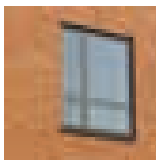

Fibre board cladding


Glazed or solid cladding panels

Windows


Timber natural stain


Timber white


Metal


Shop windows

Balconies

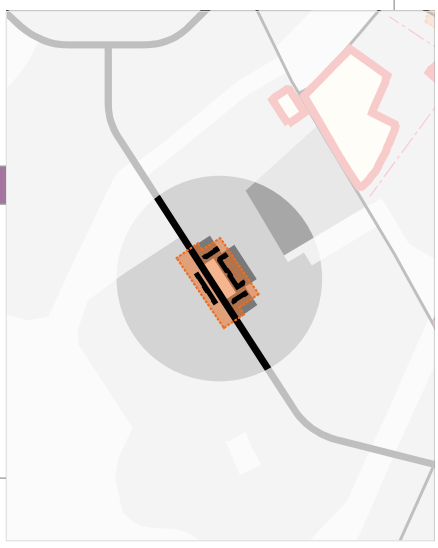

Timber painted white


Timber stained


Glazed balustrades with powder coated finish to metal


Grey or black metal

*Grey/ blue bricks generally for used on base of walls only


Key plan

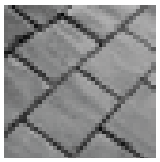
PALETTE i
(Chilmington Brook Neighbourhood)

Roofs


Orange / red plain clay tiles


Dark red plain clay tiles

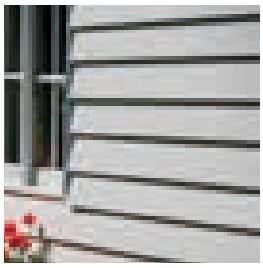

Profiled tiles red/ orange/dark red


Grey slates natural or good quality reconstitution


Standing seam metal

Walls

Predominant


White stained or painted weatherboarding


Stained or painted weatherboarding various colours


Natural stained weather boarding

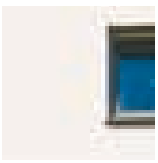
Limited


Stone

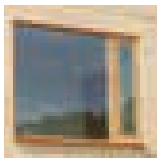

Red stock brick


Red multi mix brick

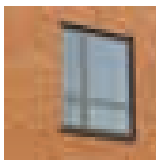

Brown multi mix brick


Self coloured render

Windows


Timber natural stain


Timber white


Metal

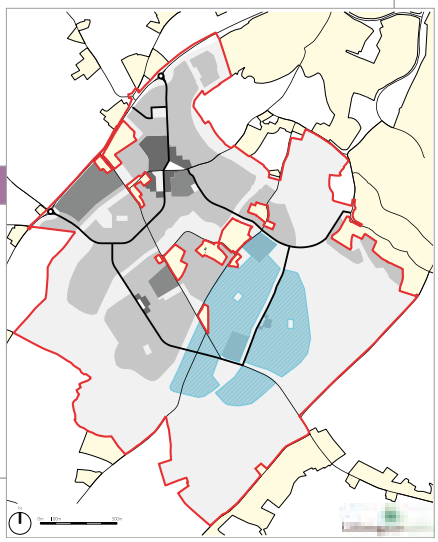

Grey UPVC

Balconies


Timber painted white


Timber stained


Grey or black metal


Key plan

15. MATERIALS PALETTE

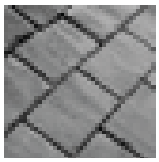
PALETTE j
(Chilmington Brook Local Centre)

Roofs


Orange / red plain clay tiles

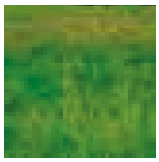

Dark red plain clay tiles


Profiled tiles red/ orange/dark red


Grey slates natural or good quality reconstitution

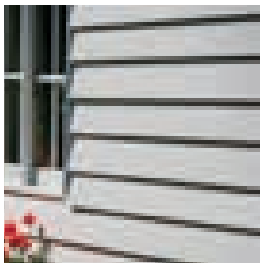

Standing seam metal


Flat roof behind parapet


Green roof

Walls

Predominant


White stained or painted weatherboarding


Stained or painted weatherboarding various colours


Natural stained weather boarding


Self coloured render

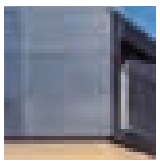
Limited


Red stock brick

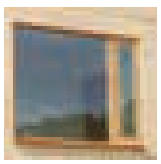

Red multi mix brick


Grey/ blue brick*

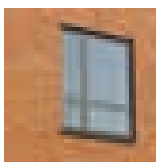

Fibre board cladding


Glazed or solid cladding panels

Windows


Timber natural stain


Timber white


Metal


Shop windows

Balconies

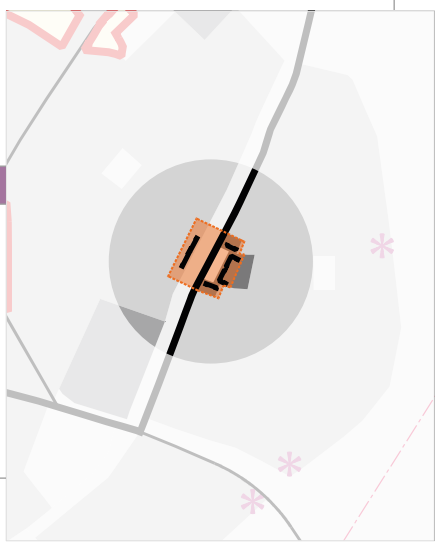

Timber painted white


Timber stained


Glazed balustrades with powder coated finish to metal


Grey or black metal

*Grey/ blue bricks generally for used on base of walls only

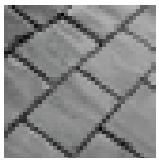

Key plan

PALETTE k
(The Hamlet)

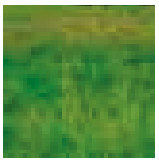
Roofs


Orange / red plain clay tiles


Dark red plain clay tiles


Grey slates natural or good quality reconstitution


Standing seam metal

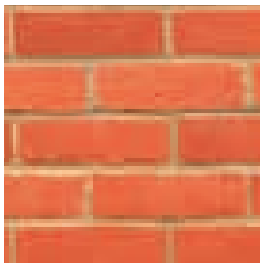

Green roof

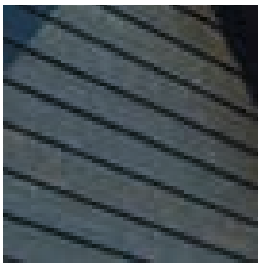
Walls

Predominant


Stone


Red multi mix brick


Red/orange brick


Black stained weatherboarding

Limited


Brown multi mix brick


Hand made clay tiles red/ orange


Hand made clay tiles various colours

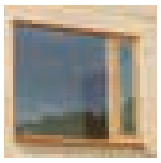

White stained or painted weatherboarding


Natural stained weather boarding

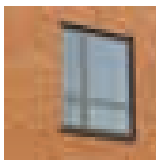

Stained or painted weatherboarding various colours


Oak frame

Windows


Timber natural stain

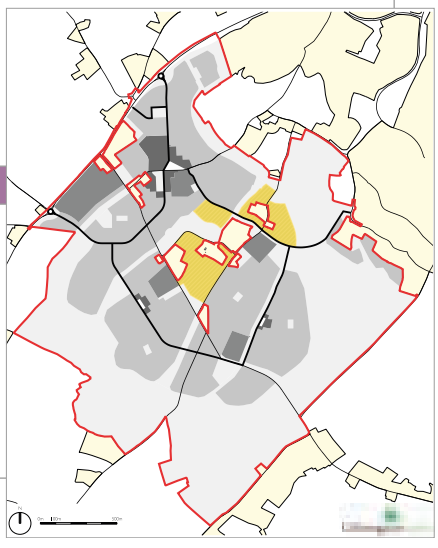

Timber white


Metal

Balconies


Timber painted white


Timber stained


Key plan

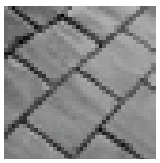
15. MATERIALS PALETTE

PALETTE I
(Cricket Green)

Roofs


Orange / red plain clay tiles


Dark red plain clay tiles


Grey slates natural or good quality reconstitution


Standing seam metal

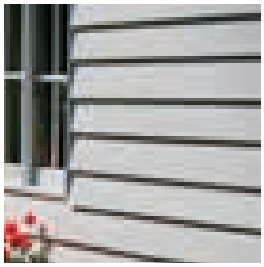
Walls

Predominant


Stone


Red multi mix brick


Brown multi mix brick


White stained or painted weatherboarding

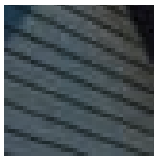
Limited


Hand made clay tiles red/ orange


Hand made clay tiles various colours

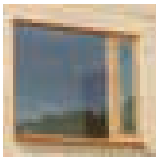

Natural stained weather boarding


Stained or painted weatherboarding various colours

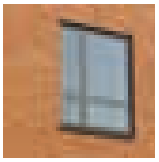

Black stained weatherboarding


Oak frame

Windows


Timber natural stain


Timber white

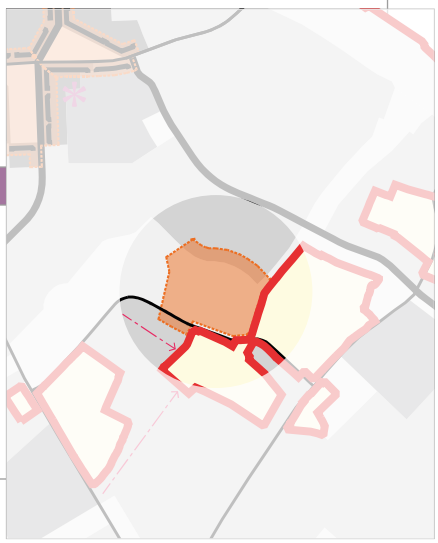

Metal

Balconies


Timber painted white


Timber stained


Grey or black metal


Key plan

PALETTE m
(Brisley Farm extension)

Roofs


Orange / red plain clay tiles


Dark red plain clay tiles

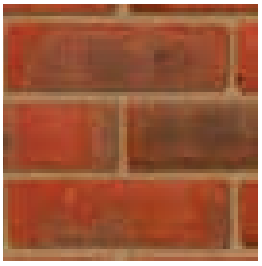

Profiled tiles red/ orange/dark red


Standing seam metal

Walls

Predominant


Stone


Red stock brick


Red multi mix brick


Self coloured render

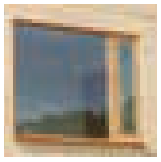
Limited


White stained or painted weatherboarding

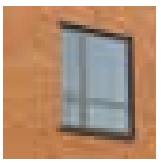

Hand made clay tiles red/ orange


White painted brick

Windows


Timber natural stain


Timber white


Metal

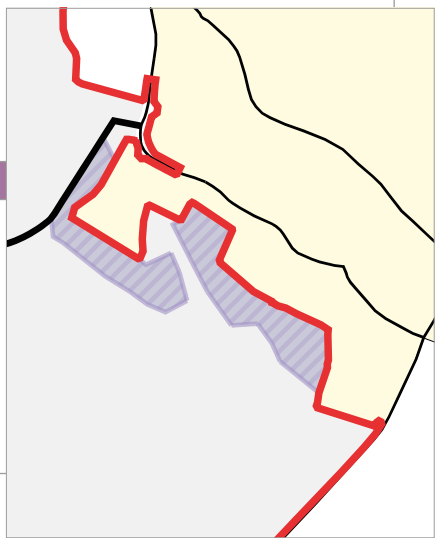

Grey UPVC

Balconies


Timber painted white


Timber stained

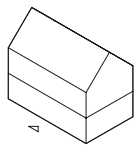
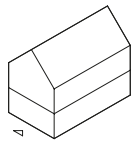
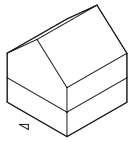
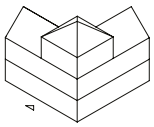
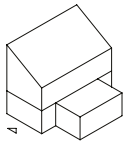

Grey or black metal


Key plan

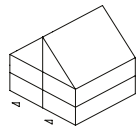
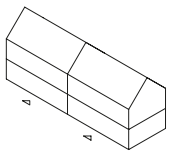
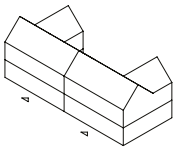
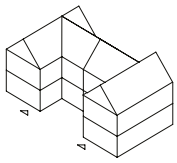
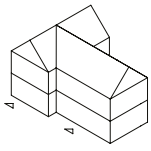
APPENDIX

Further guidance

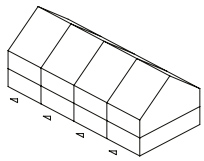
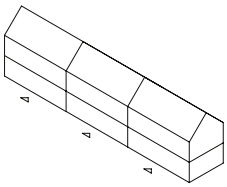
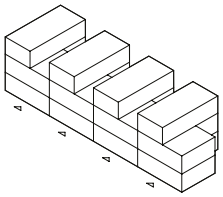
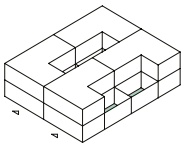
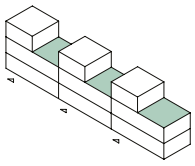
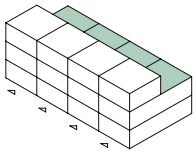
DWELLING TYPOLOGIES

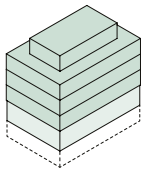
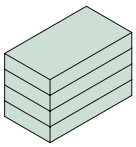
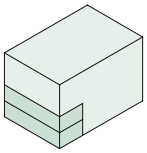
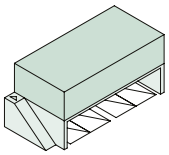
DETACHED TYPOLOGIES	ILLUSTRATION *(illustrative purposes only)*	DESCRIPTION
D1 Wide frontage		• The principal frontage width is greater than the depth of the primary building form • The principal frontage more than 7m wide • The ridge line is parallel to the principal frontage
D2 Narrow frontage		• The principal frontage width is less than the depth of the primary building form • The principal frontage is less than 7m wide • The ridge line is perpendicular to the principal frontage
D3 Villa		• The principal frontage width is between 90-110% of the depth of the dwelling • The principal frontage is more than 8m
D4 L-shaped/corner house		• The dwelling has two principal frontages at 90 degrees to one another
D5 Linked detached		• The mass of the secondary building form is less than 50% of the mass of the primary built form • When the secondary building form includes a garage, the width of the primary building should be more than 7m wide

NB. Roof forms are illustrative - other forms of roof such as hipped are permitted.

SEMI DETACHED TYPOLOGIES	ILLUSTRATION *(illustrative purposes only)*	DESCRIPTION
SD1 Narrow frontage		• The combined principal frontage width is less than 15m wide • The ridge line is perpendicular to the principle frontages
SD2 Wide frontage		• The combined principal frontage width is greater than the depth of the primary building form • The combined principal frontage width is more than 15m wide • The ridge lines are parallel to the principal frontages
SD3 L-shaped		• The dwellings have two principal frontages at 90 degrees to one another • The combined principal frontage width is more than 15m wide
SD4 Inverted L-shaped		• The dwellings have two principal frontages at 90 degrees to one another • Two dwellings are attached to form a symmetrical form
SD5 T-shaped		• The T consists of a wide frontage (D1) and an adjoining narrow frontage (D2) • The wide frontage unit's principal frontage is more than 7m wide • The ridge lines are perpendicular to each other and are adjoining • The dwellings are set perpendicular to each other

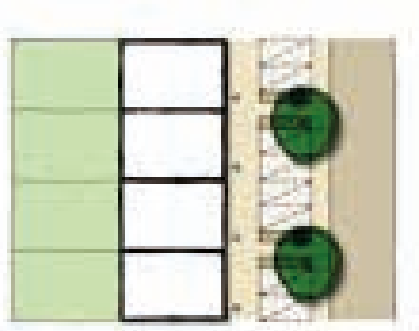
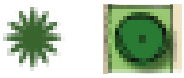
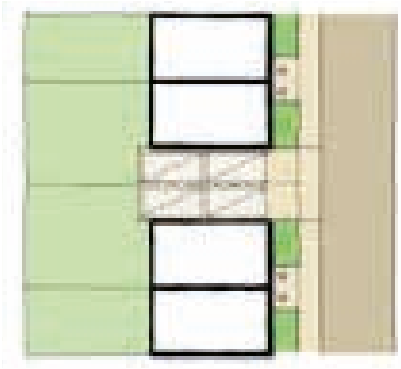
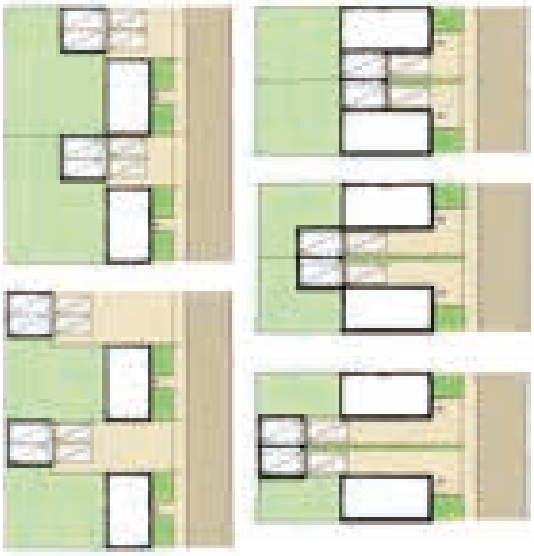
DWELLING TYPOLOGIES

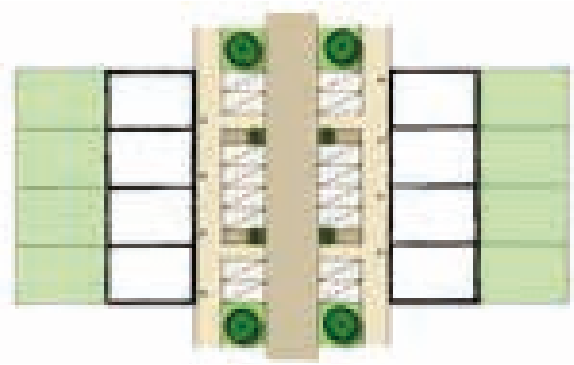
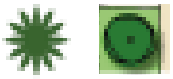
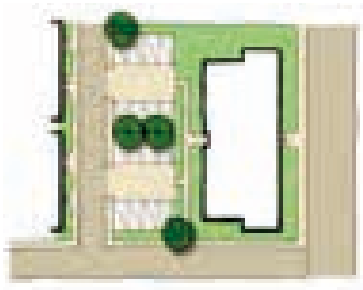
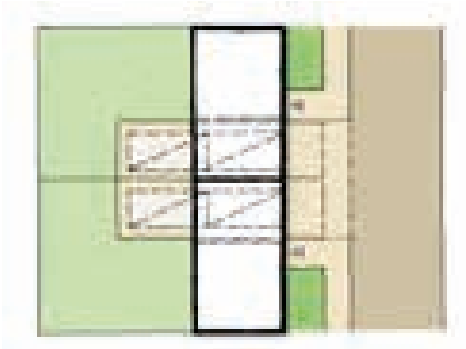
TERRACED TYPOLOGIES	ILLUSTRATION *(illustrative purposes only)*	DESCRIPTION
T1 Narrow frontage		• The combined principal frontage width of the dwelling is less than the depth of the primary building form • The individual principal frontage width is less than 7m wide • The overall frontage width of the row of terraces must be more than 18m and consist of at least three dwellings.
T2 Wide frontage		• The combined principal frontage width of the dwelling is more than the depth of the primary building form • The individual principal frontage width is more than 7m wide • The ridge lines are parallel to the principal frontages and are adjoining • The overall frontage width of the row of terraces must be more than 21m and consist of at least three dwellings
T3 Stepped/L-shaped		• The mass of the secondary building form is less than 60% of the mass of the primary built form • When the secondary building form includes a garage, the frontage of the dwelling is more than 7m wide • The overall frontage width of the row of terraces is more than 200% of the principal depth of the dwellings
T4 Courtyard		• The principal frontage is more than 7m wide • Courtyard is created using L-shaped building footprints, connected in back to back terraces • Courtyards are to be a minimum of 4 x 3m
T5 Side terrace		• The combined principal frontage width is greater than the depth of the primary building form • The overall frontage width of the row of terraces must be more than 21m and consist of at least three dwellings
T6 Rear terrace		• The combined principal frontage width is less than the depth of the primary building form • The overall frontage width of the row of terraces must be more than 18m and consist of at least three dwellings

FLATS TYPOLOGIES		DESCRIPTION
F1 Mixed use flat block		• The block is at least 3 storeys • Parking may be provided in a basement or semi-basement or a courtyard (see P4 and P10) • Mixed uses may be provided at ground level
F2 Typical flat block		• The block is at least 3 storeys • The internal layout does not include single aspect or north facing flats • Parking may be provided in a basement or semi-basement or a courtyard (see P4 and P10)
F3 Duplex		• A flat within the block which is distributed over two storeys • A private entrance may be provided directly from the street at ground level • The duplex flat is not single aspect north facing
F4 Coach house		• Accommodation is provided above garages within a mews or parking court arrangement • The flat provides natural surveillance to the mews or court • The flat is no more than one storey • This typology must be used inside a residential parcel and never along an edge

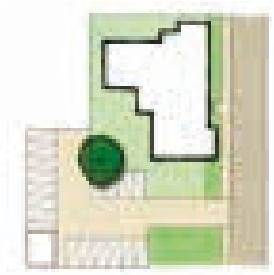
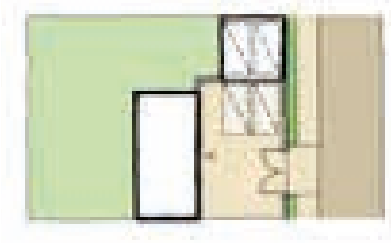
NB: Innovative typologies can be submitted for approval, the four typologies above give an example of what could be used

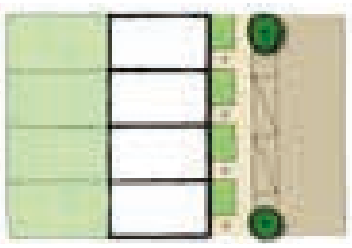
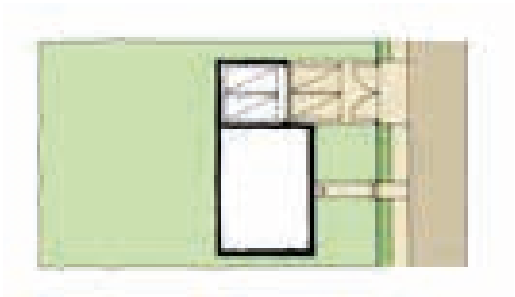
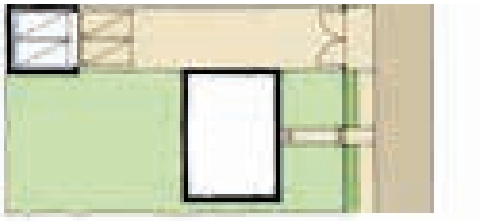
PARKING TYPOLOGIES

TYPOLOGIES	TYPOLOGIES	DESCRIPTION / NOTES
P1 On-plot frontage		• A maximum of six spaces in a row separated by landscape • Not to serve more than eight dwellings on any one side of the street • A minimum landscape break of 1.5m wide to accommodate tree or specimen shrub planting where possible • Shrubs to be species that achieve 1m min and 1.2m max height • Shrub or tree to be set closer to the road to minimise car door damage to plant stems • A hard landscape treatment provides a clear space to readily manoeuvre around the parked cars • Chevron parking can be used if desired  = Specimen shrub set in gravel or medium sized trees
P2 On-plot corner		• A maximum of four spaces (eight with a car barn) • Enclosure will be provided through the use of brick walls enclosing parking bays
P3 On-plot between dwellings		• Parking spaces must be set behind the building line • No more than two cars allowed in tandem parking • Garages will not count as parking spaces • Alternative layout options:  Setting garages back to form the rear boundary of plots are encouraged, however this must not impact on back garden sizesw

TYPOLOGIES	TYPOLOGIES	DESCRIPTION / NOTES
P4 Courtyard		• The courtyard will be designed as a whole, to create a meaningful space. • Landscape will be used to define the spaces • A minimum landscape break of 1.5m wide to accommodate a tree or specimen shrub planting where possible • Shrubs to be species that achieve 1m min and 1.2m max height • The layout of the parking to be formed to create a rhythm to the landscape; • A hard landscape treatment provides a clear space to readily manoeuvre around the parked cars  = Specimen shrub set in gravel or medium sized trees
P5 Mews		• Parking will be overlooked for security through natural surveillance Alternative layout for apartments : 
P6 Front access drive through		• A screen or gate with visual permeability must be used to access parking spaces to ensure that spaces are not to be open • Solid garage doors must not be used for integral parking spaces (except for a flat over garage where this will be permitted).

PARKING TYPOLOGIES

	TYPOLOGIES	DESCRIPTION / NOTES
P7 Rear parking courts		• Courts to serve no more than six dwellings. For apartment blocks this may be increased, but would need to be sensitively designed • Enclosure will be provided to define the access, through the use of walls • The space will be designed as a whole • To include an area of space where a medium or large tree can be located in view from the streetscene • Natural surveillance required from adjacent dwellings • Maximum width of access from street 3m Alternative layout for apartments : 
P8 Forecourt		• Applies to large dwellings only • The front boundary will be walls, railing and hedge or hedge (this must be complied to regardless of the boundary typologies set out in section 9.8) • Gates to be inward opening • Maximum width of access from street 3m
P9 Detached car barns		• No more than eight spaces in a single structure • Natural surveillance required from adjacent dwellings • Integral car barn or garage

	TYPOLOGIES	DESCRIPTION / NOTES
P10 On-street visitor parking		• A maximum of two parallel parking visitor spaces before landscaping occurs unless within the local centre • Medium sized tree species to be planted between bays • Designed to prevent unauthorised parking • Size of demarked bays min 2m wide x 6m long (see ABC's parking SPD for more detail)
P11 Forecourt attached		• Applies to large dwellings only • The front boundary will be walls or hedgerows (this must be complied with regardless of the boundary typologies specified) • Alternative layout option:  Setting garages back to form the rear boundary of plots are encouraged, however this must not impact on back garden sizes

RESIDENTIAL BOUNDARY TYPOLOGIES

Boundary typologies play an important role in setting a building into a street scene. The boundary types will depend on the character area and set back of the building from the public realm.

The coherence of front boundaries of built edges addressing primary streets and spaces is a key objective.

FRONT BOUNDARIES

The three different types are:
Type 1a. Front boundary addressing public realm
Type 1b. Front boundary to demarcate property line
Type 1c. Front boundary as linking element between dwellings

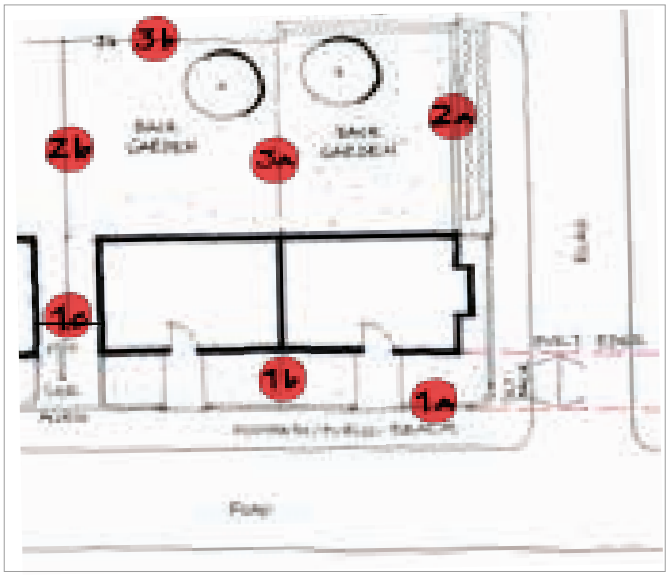
The table on the pages 203-204 set out the appropriate front boundary typologies for residential development addressing the public realm. The table explain the appropriate front demarcation treatment. This is mandatory and must be adhered to link the front boundary treatment type(1a) and property demarcation treatment type(1b).

Matrices A-G in section 14.1 set out the appropriate front boundary typologies for each specified key edge.

Boundary typologies for properties within each parcel should use type as specified on the closest edge.

The following design criteria will be adhered to -

- The use of treated timber fences, high solid walls or high hedges (more than 1.5m high) as front boundaries will not be permitted.
- Close board fencing should not be used in front gardens/set backs type (1a) or to demarcate property boundaries type (1b).
- Brick walls or close boarded fencing could be used as a linking element between 2 dwellings (1c) but must be set back from the face wall of the dwelling by a minimum of 1m.
- Gates for pedestrian or vehicular access must be coordinated with the suitable adjoining front boundary treatment.
- Rain Gardens
  Where specified as part of the SuDS system permeable areas acting as rain gardens to are to included.



Boundary typology definition

SIDE BOUNDARIES

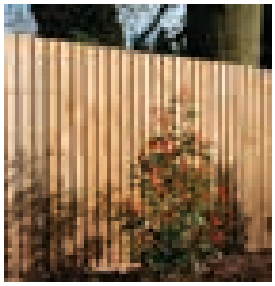
The two different types are:
Type 2a. Side boundary facing public realm
Type 2b. Side boundary between dwellings

- Brick walls must be used as side boundaries which address a lane, public realm or mews, as a continuation of the built form (2a). The wall must not be more than 2.1m high and should be brick to match the dwelling, including the bonding and mortar details. Coping stones or a 'brick on edge' detail is considered appropriate. Walls will be of a consistent height or stepped/ raked to cope with gradient.

- A 500mm wide minimum planting zone is to be provided alongside the wall to the back of the footpath. Where this is proposed alongside a pedestrian path, a minimum of 1.5m wide verge is to be incorporated in relation to 'Secure by Design' requirements and limiting the opportunities for concealment. However this may vary for Minor Access Road and Lanes.

- Timber fencing or brick walls may be used alongside boundaries between gardens or side access of dwellings type(2b). This will not be more than 1.8 m in height. Timber should be stained using a suitable and sustainable treatment.

2a, 2b



2b

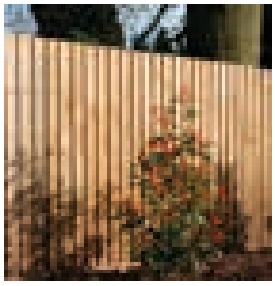
REAR BOUNDARIES

The three different types are:
Type 3a. Rear boundary between back gardens or central courtyard
Type 3b. Rear Boundary between back gardens and rear access parking courts
Type 3c. Rear Boundary to gardens abutting phasing boundaries

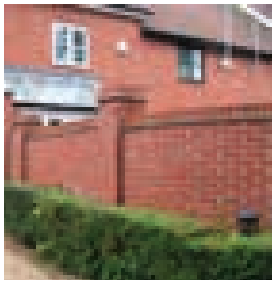
- Timber close or featherboarded fencing of 1.8m high may be used along rear boundaries between gardens type(3a). Timber should be stained using a suitable and sustainable treatment.

- Brick walls must be used along rear boundaries which back onto courtyard parking areas type(3b). The wall will be between 1.8 - 2.1m high and raked to match the slope profile.

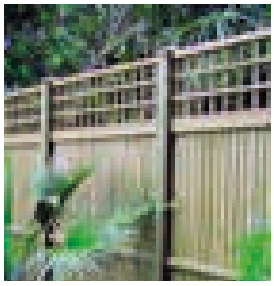
- Timber fencing up to a max of 1.5 m with a 300mm trellis above will be used for rear boundaries abutting phases type(3c), as a temporary measure.



3a

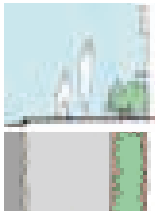
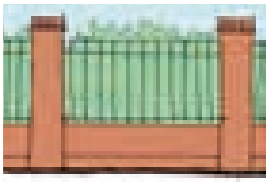
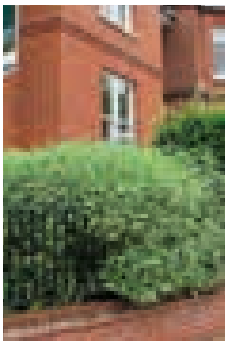
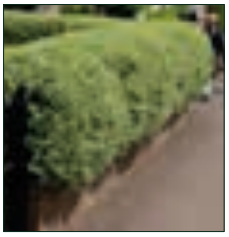


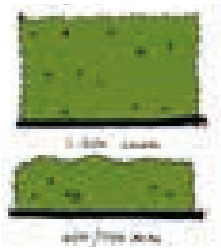
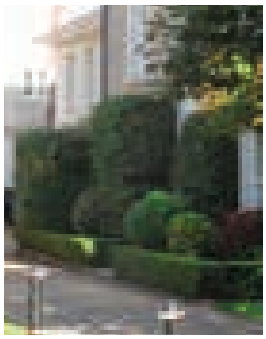
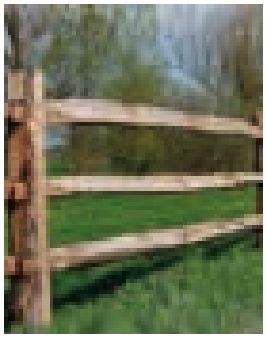
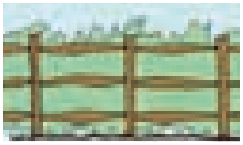
3b



3c

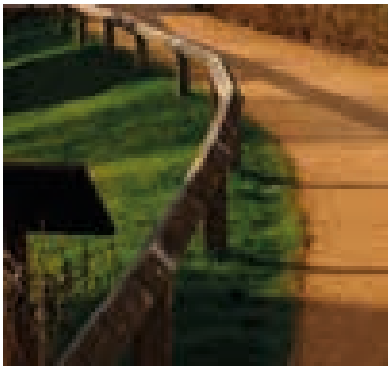
RESIDENTIAL BOUNDARY TYPOLOGIES

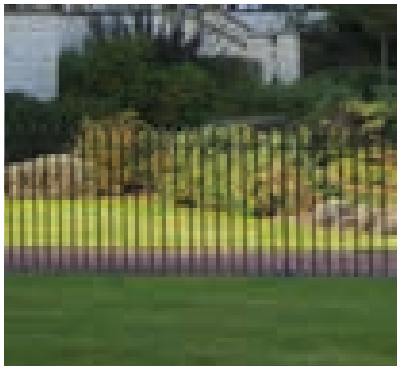
TYPOLOGIES	ILLUSTRATION	DESCRIPTION	NOTES	EXAMPLES
B1 No boundary	 Plan  Plan	• Within public squares in district and local centres a hard surface finish must be provided alongside retail frontage • Hard surface finish should be in same material and colour as adjoining pavement • Inset metal studs to be used to demarcate ownership • Flexible frontage away from public squares (e.g. on Chilmington Gardens) can have soft finish but a minimum of 450mm depth of top soil must be provided to allow for low evergreen shrubs. • Grass, gravel or loose materials as surface cover are not acceptable	-	 
B2 Urban style railing		• Height – 1.2m max • Set back minimum 1.5m • Black / grey metal, painted • Soft landscape to allow for shrub planting • Contemporary and in character with the street scene • Stepped	Property demarcation (1b) to be created through the same design of urban style railing or ornamental hedge	
B3 Railing on low wall		• Height – 1.5m max • Set back minimum 1.5m • Up to 300mm high brick wall, Brick wall with brick piers & coping; to match dwelling • Powder coated black or grey railings • Privacy zone – hard or soft landscape finish, to allow for shrub planting, maintained at a height of 1.5 m • Stepped • Gates to match railings	Property demarcation (1b) to be created through a same low height brick wall with the same railing OR ornamental hedge	
B4 Railing & hedge		• Height – 1.2m max • Set back minimum 1.5m • Black metal painted (or grey) • Clipped hedge of continuous species • Gates to match railings	Property demarcation (1b) to be created through same railing OR ornamental hedge	
B5 Low wall & ornamental hedge		• Height – 1.2m max • Set back minimum 1.5m • 600mm brick wall with brick coping, clay tiles creasing, bricks to match dwelling • Hedge to grow not more than 900mm high • Stepped	Property demarcation (1b) to be created through same height low brick wall with hedge OR ornamental hedge only.	

TYPOLOGIES	ILLUSTRATION	DESCRIPTION	NOTES	EXAMPLES
B6 Hedge		• Height – 0.9 / 1.2 m max* • Set back minimum 2m • Post and wire fence integral to the hedge while it establishes	Property demarcation (1b) to be created through ornamental hedge of similar species and height	
B7 Planted zone	 Plan	• Height – maximum 600mm • Set back minimum 2m • Low clipped hedge with shrub planting	Property demarcation (1b) to be created through ornamental hedge of similar species and height	
B8 Cleft fencing		• Height – 1.2m max • Set back greater than 2m • Gates to match • Stepped	Property demarcation (1b) to be created through same cleft fencing or ornamental hedge	
B9 Cleft fencing with hedge		• Height – 1.2m-1.5m max • Set back greater than 2m • Applicable to the rural edge • Gates to match	Property demarcation (1b) to be created through same cleft fencing or ornamental hedge	

* Exception can be made for retention of existing hedgerows

OPEN SPACE BOUNDARY TYPOLOGIES

TYPOLOGIES	DESCRIPTION	EXAMPLES
B01 Cleft fencing	Cleft fencing can be used to create a soft boundary to ancient woodland and open countryside.	 
B02 Low 'Racing' rails	Low 'Racing' rails can be used to parkland margins	
B03 Dragon tooth posts	Dragon tooth posts can be used to parkland margins	
B04 Weldmesh fencing	Weldmesh fencing can be used to create a secure boundary to allotments (1.5 - 1.8m in height)	

TYPOLOGIES	DESCRIPTION	EXAMPLES
B05 Weldmesh fencing	Weldmesh fencing can be used to create a secure boundary to the school sites and the hard surface area within the play space , if required	
B06 Metal railings	Metal railings can be used to play areas	
B07 Picket fencing	Picket fencing can be used to play areas	
B08 Park railings	Formal metal railings can be used to enclose parks	

PUBLIC REALM

Street Furniture - Timber

Seating

Chicco or similar

Informal timber seating (or similar and approved)

Key design principles:

- Simple
- Functional
- Declutter
- Integrated

Accessories

Timber bollard to hard landscape (with integral way marking) - limited locations

Timber bollard to soft landscape and park edges (with integral way marking) - limited locations

Contemporary timber bollard in timber

Timber bins to be co-ordinated with dog litter bins or similar and approved

Hardwood timber bollard

Signage/ way finding

Rural/ urban edge way marking - timber finger post

Note - Street signage to be provided in accordance with KCC guidance

Street Furniture - Metal / contemporary

Seating

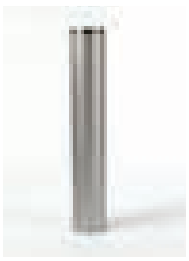
Informal timber seating
(or similar and approved)

Seating Integral to grass terrace

Key design principles:

- Simple
- Functional
- Declutter
- Integrated

Accessories



Signage/ way finding

Urban way marking

Note - Street signage to be provided in accordance with KCC guidance

Lighting

Column type

All lighting units used at Chilmington Green should be taken from the KCC standard list. An example is the LED Urbis Axia unit shown right.

Optional higher spec lighting, such as the Woodhouse range must be paid for through commuted sums.

Ashford are also using Central Monitoring System from Telematics Wireless to have full control over the lighting levels and switching of the lanterns. As such, the lighting within the development will need to be fitted with the appropriate control notes and associated collectors to be able to link to this system.

Option for street lighting column (LED Urbis Axia)

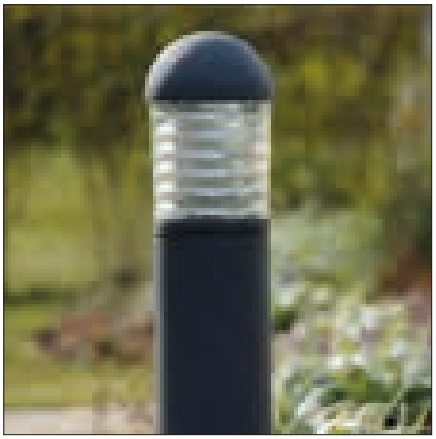
Timber lampost from the Woodhouse range

Option for street lighting column (CU Phosco P852)

Low level lighting

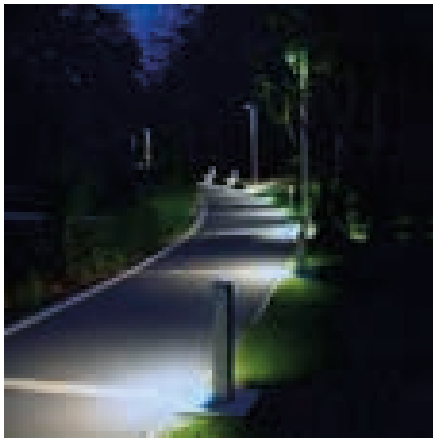
Low level, timber lighting bollard (if required to non-adoptable pedestrian paths only)

Low level, timber/metal lighting bollard (if required to non-adoptable pedestrian paths only)

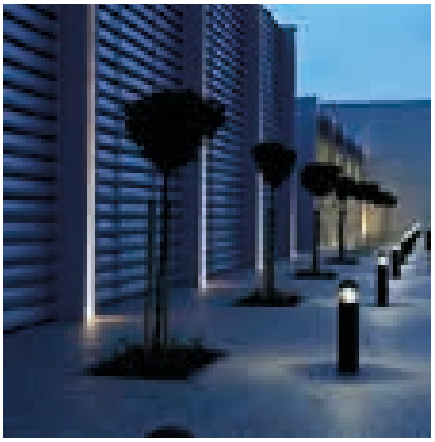


Low level, metal lighting bollard (if required to non-adoptable pedestrian paths only)

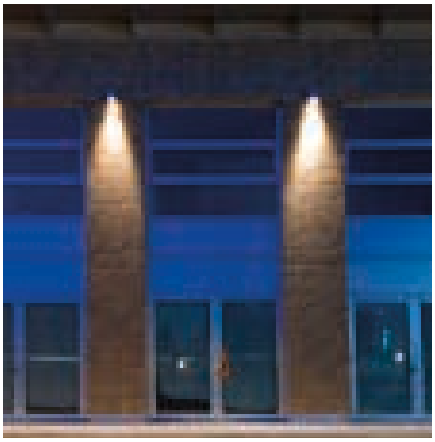
Feature lighting



Subtle lighting to open spaces



Subtle lighting to paths



Accent lighting to façades

Public art

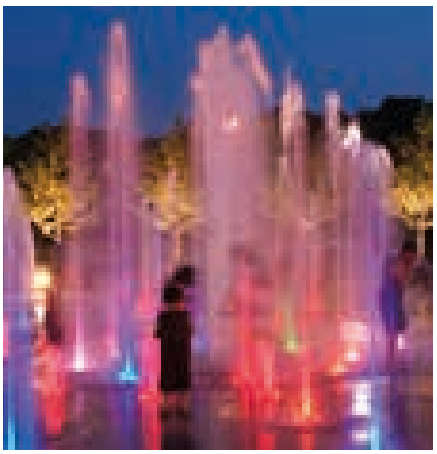
Public Art Strategy
Key design principles

- Commission artists to create a visually stimulating environment
- Permanent commissions or temporary
- Exploring art in different scale, form and discipline
- Varied forms - sculptural, earthworks or landscaping, entrance features, flags, banners, performance art, digital projections and creative night lighting
- Encourage cultural activity in the community - social integration

Creative Night Lighting Strategy

- Subtle
- Create ambience
- Enhance quality of space and night time activity

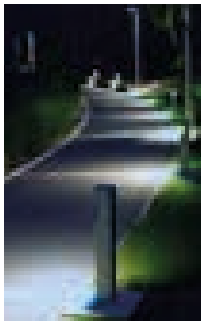
Feature lighting columns - part of the public art strategy; to be considered as part of the design proposals for The Market and Local Centre Square

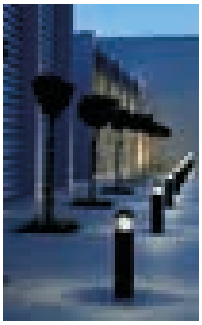


Water feature (within paving)

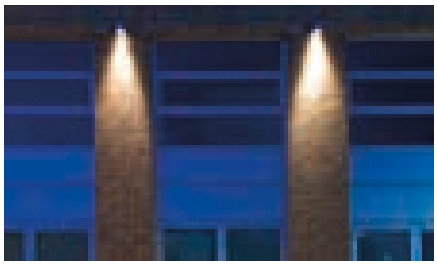
Feature inlaid lighting (through the Market Square as part of the public art strategy)

Paving feature text





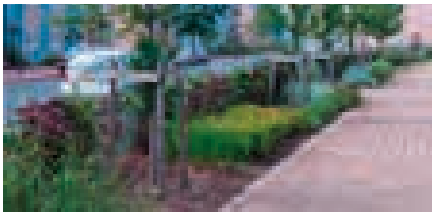
Subtle lighting to open spaces



Accent lighting to façades

Tree details

Tree staking



Tree staking

Tree pit detail

HARD LANDSCAPING

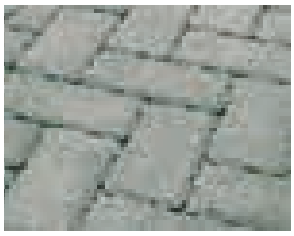
Surface

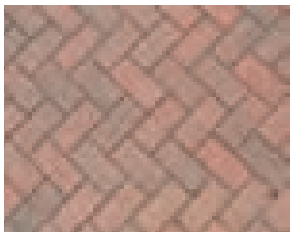

SMA


SMA

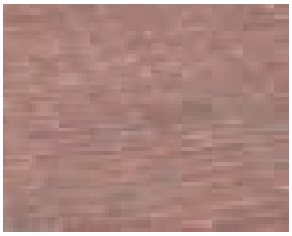

Slab paving - la linia


Granite setts/ block paving


Permeable keyblock paving


Red block paving


Brick paving - Wienerberger Foru


Brick paving - Vandemoortel


Fine surfaced asphalt


Breedon gravel


York Stone

Crossings


Tactile blister paving

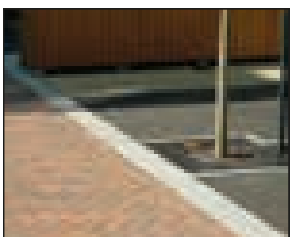

Tactile corduroy paving


Conservation tactile paving

Kerbs


Conservation kerb


Pre-cast concrete kerb


Flush Conservation kerb
Marshalls or similar & approved

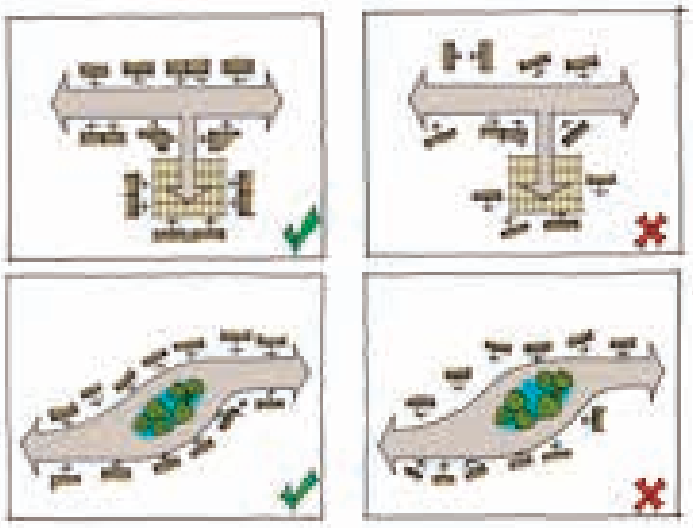

Conservation edge

MATERIALS	THE AVENUE	ORCHARD WAY	CHILMINGTON BROOK	THE GREEN SPINE	LOCAL AND MINOR ACCESS ROADS	SHARED SPACES	LANES	MEWS / PARKING COURTS
CARRIAGEWAY	Stone mastic asphalt (SMA)	SMA	SMA	SMA	SMA	Exposed aggregate blocks, permeable sett blocks and fine surface asphalt (60/40%)	SMA	Permeable blocks and roman format brick detailing (i.e. 200x100x 48/50mm brick on edge)
FOOTWAY	Fine surface asphalt with Conservation trims Linear tree trenches surfaced with permeable tarmac/ block and Conservation trims	Fine surface asphalt with Conservation trims Linear tree trenches surfaced with permeable tarmac/ block and Conservation trims	Fine surface asphalt with Conservation trims Linear tree trenches surfaced with permeable tarmac/ block and Conservation trims	Fine surface asphalt with Conservation trims Linear tree trenches surfaced with permeable tarmac /block and Conservation trims	Brick paving with Conservation trims Linear tree trenches surfaced with permeable tarmac/ block and Conservation trims	Roman format Brick feature paving, Conservation edging Tree pits and trenches with permeable self bound gravel surfacing, galvanised steel edging	Fine surface asphalt with Conservation trims Linear tree trenches surfaced with permeable block/ self bound gravel and Conservation trims	Permeable blocks and roman format brick detailing
CYCLEWAY	Natural bitmac with PC trims	Natural bitmac with PC trims	Natural bitmac with PC trims	Natural bitmac with PC trims	N/A	N/A	N/A	N/A
PARKING AREA	SMA	SMA	SMA	SMA	SMA	Permeable blocks and roman format brick detailing.	SMA	Permeable blocks and roman format brick detailing
PEDESTRIAN CROSSINGS	3 sizes exposed aggregate, exposed aggregate/ conservation blocks and slabs	3 sizes exposed aggregate, exposed aggregate/ conservation blocks and slabs	3 sizes exposed aggregate, exposed aggregate/ conservation blocks and slabs	3 sizes exposed aggregate, exposed aggregate/ conservation blocks and slabs	Brick feature panels with exposed aggregate/ conservation blocks and slabs/ Exposed aggregate trim	Brick feature panels with Exposed aggregate/ Conservation trim	Brick feature panels with exposed aggregate/ conservation blocks and slabs, Exposed aggregate trim	Permeable blocks and roman format brick detailing
DEMARCATION EXTENT OF ADOPTION	Stainless Steel studs	Stainless Steel studs	Stainless Steel studs	Stainless Steel studs	Stainless Steel studs	Brass Studs	Stainless Steel studs	Brass Studs
KERB	Exposed aggregate	Exposed aggregate	Exposed aggregate	Exposed aggregate	Exposed aggregate	N/A	Exposed aggregate	N/A
KERB AT PEDESTRIAN CROSSING	Exposed aggregate / Conservation trims	Exposed aggregate / Conservation trims	Exposed aggregate / Conservation trims	Exposed aggregate / Conservation trims	Exposed aggregate / Conservation trims	N/A	Exposed aggregate / Conservation trims	N/A

PLOT LAYOUT RULES

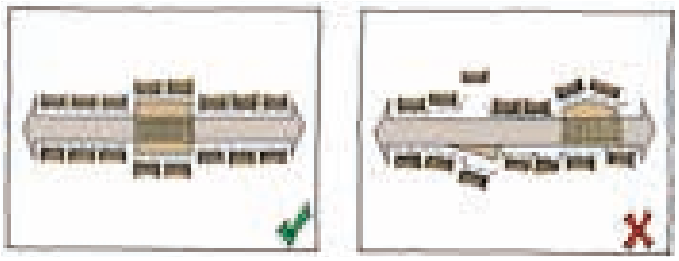
Building orientation will relate to routes and spaces

- Buildings must directly address routes and spaces such that their primary frontage is parallel to the edge of that route or space.
- Buildings should not be positioned at an angle to the back-of-footpath line, or to the defined edge of a shared surface.
- For informal arrangements the dwelling must still align to the immediate edge of the route or space it faces.
- Primary entrances to buildings must be visible from the public realm.



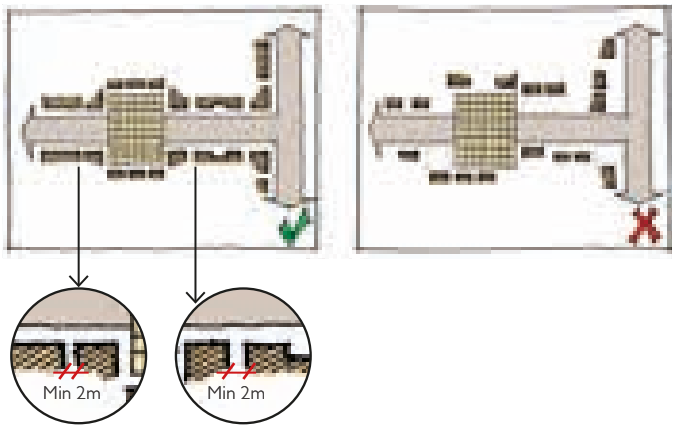
Building alignment will be coherent

- Building frontages must establish a common building line where they face routes or linear spaces (except in areas of lowest density e.g. the 'Rural Edge' character areas where departure from this principle is permitted).
- Rear and flank walls of garages and outbuildings may be considered as components in establishing a common building line, although this must be limited.
- Along tighter/more enclosed streets where the distance between building frontage and back of footpath should be minimised, a buffer privacy strip of minimum 0.8m, including landscaping must be maintained at all times.
- Set-backs from an established building line will be in accordance with the permitted dimensions specified on the Typology Matrices in section 14.



Continuity and enclosure will be achieved

- All frontages along streets and spaces must be designed to create clear definition through legible continuity of building form, linkage and positioning.
- Public and private space must be clearly distinguished through continuity of frontage.
- 'Semi-public' space arising from lack of continuity or enclosure must be avoided.
- Dwellings must be clearly separated, with a minimum of 2.0 metres clear between flank walls. This minimum dimension applies to detached, semi-detached dwellings and terraces (as shown on the right).



Routes and spaces will be addressed by active frontage

- Routes and spaces must be overlooked by windows to habitable rooms at ground and first floor levels, providing natural surveillance.
- Blank elevations largely devoid of windows must be avoided where they face or are clearly visible from the public realm.
- Active frontage should be enhanced through the use of balconies at first floor level, glazing within or alongside primary entrances, and full height projecting bays on flank elevations where appropriate.

Corners and plot sides will be positively resolved

- All buildings located on identifiable corners (where two routes, two spaces, or a route and a space meet) must positively address both directions through positioning of entrances, generous windows to habitable rooms, glazed projections and upper level balconies where appropriate.
- Building form must respond to defined corner locations through the tallest or largest element of the building massing being located directly on that corner.
- Buildings L-shaped in plan can provide a good solution on defined corner locations.
- Where a corner plot forms the end of a row of street-facing dwellings, the dwelling on that corner plot may have its primary entrance positioned on its flank elevation, but should ensure active frontage in all cases on both elevations. Interest may be created through projected windows and upper level balconies.
- Simply introducing one or two small windows on a flank elevation will not represent acceptable solution of a dwelling addressing a corner plot.

Groupings will form components of the layout

- Within development parcels, dwellings are to be configured in identifiable groupings that define spaces of a certain character • and function.
- Groupings will be discernible either as 'clusters' of buildings around a shared space, or configurations that address and define a particular space to their front.

Identifiable groupings add character and function and creates a sense of place

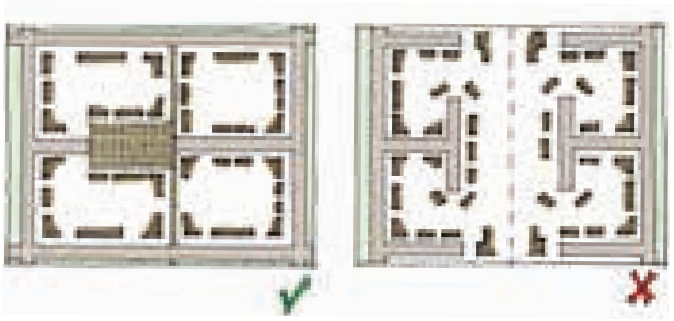
No variation of dwelling typologies, massing or enclosure does not add character and creates no sense of place

PLOT LAYOUT RULES

Privacy will be maintained

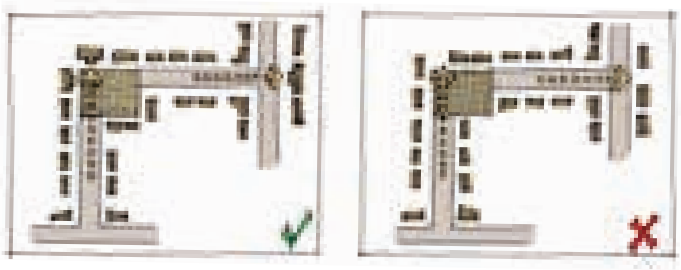
- Direct views from dwellings into dwellings through windows on their rear and flank elevations will be avoided, either by separation of >20 metres (properties back-to-back) or through detailed design.
- For apartment blocks, a minimum distance of 10m must be provided between facing windows on side elevations of 2 apartment blocks.
- Appropriate design measures in higher density areas include use of opaque glazing or louvres, the angling or positioning of windows to avoid direct sight lines, and the use of full height screening to courtyards or terraces.
- No habitable room will be served only by windows comprising of opaque glass.

Connections and permeability will be integrated throughout the layout



- Pedestrian and cycle routes must be interconnected and not lead to dead-ends.
- Where vehicular routes reach a terminating space pedestrian routes must continue beyond that space and connect to the nearest public route or space.
- Rigid 'hammerhead' road arrangements must be avoided.

Visual stops will be established



- Where linear spaces or routes establish a vista, that vista must either end in a defined public open space or be terminated by a 'visual stop.'
- A 'visual stop' may be a carefully positioned marker or key building or a prominent landscape feature.
- Vistas must not terminate in a view of a private driveway or garage door, or the side boundary wall to a plot.
- Key buildings will define key corners and frame key views.

Car parking will have minimal visual impact

- All development parcels must utilise a variety of parking solutions and not rely on just one or two methods of accommodating cars.
- On-plot parking must be positioned such that parked cars do not sit forward of the common or the projected building line in areas of high enclosure where a layout has established street continuity e.g. along strategic routes. This may be permitted along areas of lower density with larger set backs and in internal lanes / mews / courtyards.
- All private parking spaces must be located with easy access to the dwellings they serve.
- In no instance shall a group of more than 4 parking spaces in front of dwellings be proposed without sub-division by a landscape strip of minimum 1.5m or a large tree is planted in that row.
- On-street parking, parallel to the carriageway, shall be laid out such that no more than three spaces are joined without sub-division by an area of landscape and sufficient space for planting of at least one street-tree, except in the District Centre and Local Centre squares.

ARCHITECTURAL PRINCIPLES

Recognisable form

- Ensure there is a graduated transition of scale from larger apartment buildings , grand villas or terraces to low density large detached houses appropriate to location and character area

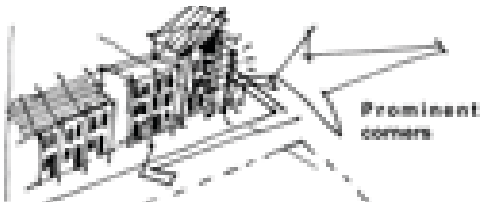
Silhouette

- Consider rooflines and create attractive silhouettes
- Give prominent landmarks distinctive rooflines

Large buildings have distinctive silhouette

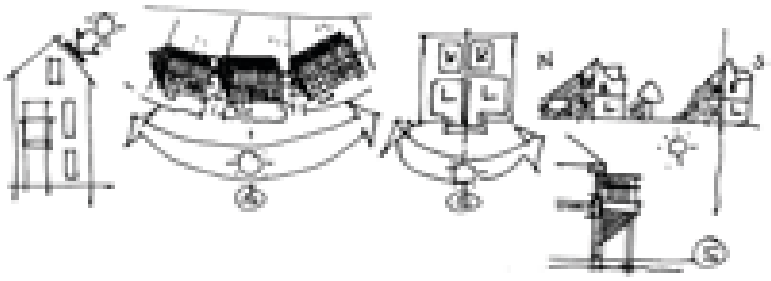
Landmark

- Mark vistas or close long views with landmarks
- Address prominent corners
- Frame views



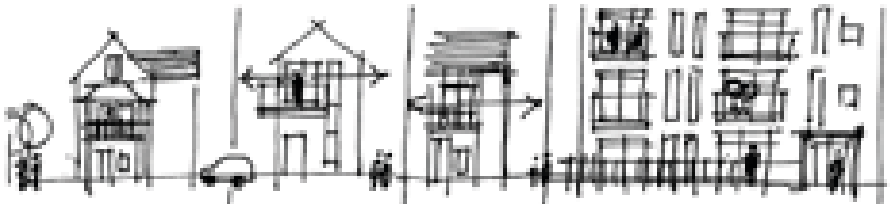
Aspect & orientation

- Maximise potential use of south facing roofs
- Where possible, locate living rooms to south/ west / south-west
- Provide solar shading to avoid excessive solar gain



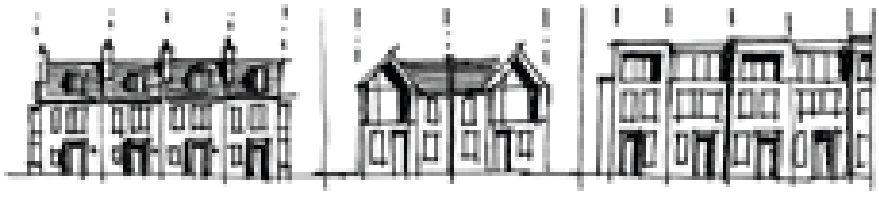
Animate frontage addressing the public realm

- Provide active frontage to all public realm
- Maximise views between the dwelling and the street



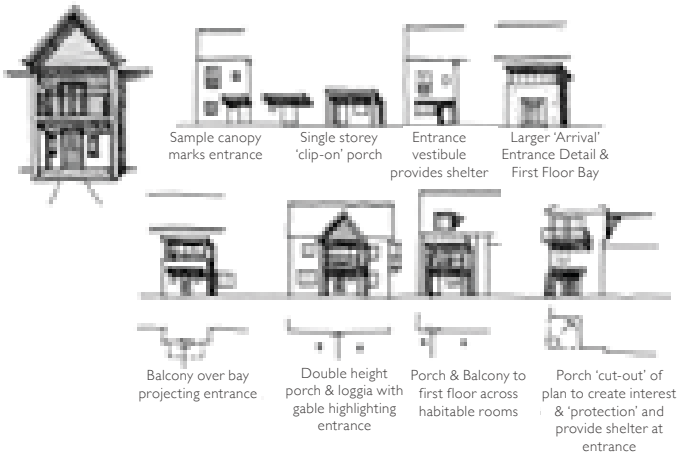
Express individuality of linked & terraced dwellings

- Define individual proportions by roofline, grouping of openings, party walls and rain water pipes



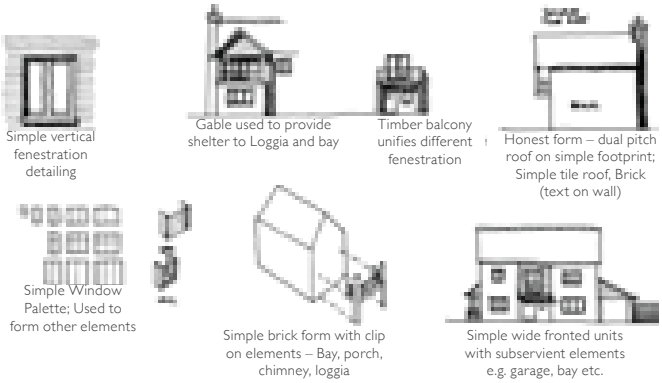
Celebrate entrances

- Define entrances and create interest
- Provide shelter at entrances
- Create legibility



'Honesty'

- Use simple footprints to create legible form
- Avoid unnecessary detailing
- Use materials honestly
- Keep palette of materials simple

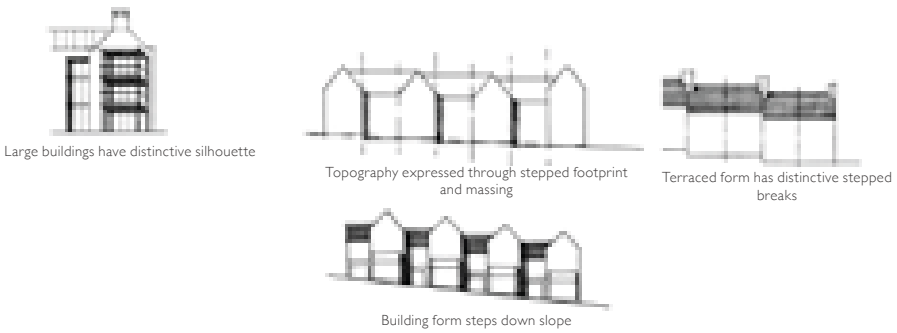


Create order & unity

- Use handed, framed and repeated dwelling types to create a rich variety in the streetscene but with unity

Responding to slope

- Design to respond to changes in topography
- Ensure forms reflects changes in level
- Avoid significant retaining walls
- Step terraces evenly



KEY SUDS DESIGN PRINCIPLES

1. **Consideration of SuDS throughout the design process from inception** – During the masterplan phase of the project an integrated approach between landscaping and SuDS should be completed, ensuring that the visual features of SuDS are integrated with the engineering elements of a feasible SuDS design. This integrated approach between SuDS and landscaping should remain at the forefront of the design and should focus on "open" SuDS elements whilst seeking innovation to this high quality development. Climate change should also be considered and allowance should reference the latest guidance on climate change as published by the EA.

2. **Integrating SuDS throughout the Landscape Design** - The SuDS engineering solution should not become an "after thought" with engineering fundamentals and feasibility integrated with in wider landscaping throughout the design process, from inception through completion into construction and beyond. If suitably appropriate design of SuDS is considered from the outset this should not make the inclusion of SuDS an additional hurdle, or burden unnecessary expenditure on developers, or future owners. Well designed, innovative SuDS provides opportunity to reduce the installation of below ground infrastructure, enhance the wider landscaping design and add value by improving the overall quality of the development. CIRIA C753 "The SuDS Manual" should be used as a catalyst for ideas and methodologies for uses of best practices in integrating SuDS from masterplanning phase through installation, future operation and maintenance.

3. **SuDS appropriate to Ashford** - To ensure the most appropriate form of SuDS is used for Ashford the "Ashford Borough Council Sustainable Drainage SPD" should be used throughout the design phase to ensure a good level of appropriateness for Ashford. Furthermore, SuDS should be appropriate to the local and wider ground conditions; low infiltration rates are expected to be prevalent throughout the Chilmington development. As such, feasibility of infiltration should be appropriately assessed to inform design and sufficient space provisions made through the development to facilitate the integration of open and green SuDS. More appropriate SuDS for Ashford, as defined in the sustainable drainage SPD, will be required in comparison to lower quality SuDS system which have low overall value to a development. Four & five star appropriate SuDS, as defined within the Ashford Sustainable Drainage SPD, are expected throughout the scheme with due consideration on future maintenance and strategic integration. Innovative above ground SuDS design, which add wider benefits will be looked upon favourable and should be used to add value to a development.

4. **Strategic, Innovative, Multifunctional SuDS** - Focus should remain on strategic, innovative, multifunctional, high quality, "centralised" SuDS systems. These should be easy to maintain and allow developers to "feed into" when development of land parcels occurs. As part of the drive towards a strategic SuDS solution, cross site (Land Parcel) integration and partnership working between developers should be encouraged wherever possible; this should be encouraged through effective design within the SuDS masterplan. Strategic SuDS should be appropriate to not only ground, but also wider topographic conditions, as well as the natural land drainage regime. Enhancements to biodiversity and water quality should also be applied to assist in achieving the ambitions of the Water Framework Directive.

5. **Designed with the end in mind** - Maintenance provisions for all SuDS should be considered from the inception stage of the design and throughout the design process, this includes (but is not limited to) consideration of the access for maintenance, being suitable to the capability of plant and providing suitable, safe points of access to undertake maintenance throughout the scheme. Practicality, buildability (including construction H&S) and future public Health & Safety should be considered throughout the design of the scheme; this will ensure that SuDS features remain safe, but not unsightly; for example uses of hard barrier protection should not be used to protect SuDS anywhere within the development.

Local guidance should be referred to for possible SUDS solutions. Including;

- ABC Sustainable Drainage SPD Oct 2010 and subsequent future revisions.
- Water. People. Places. – A guide for master planning sustainable drainage into developments. Prepared by the LLFA of the SE of England.
- Kent County Council's Kent Design Guide (Section 2.2.7, p95)
- Kent County Council's Making it Happen Technical Appendices (Section C - Sustainability)

Relevant national guidelines include

- The SUDS manual (C753)
- Planning for SuDS – Making it Happen (C687)
- Going with the flow - SuDS infographic
- Demonstrating the multiple benefits of SuDS - A business case - Literature review
- Site handbook for the construction of SUDS (C698)
- New Ciria build on the existing information and contain information on maintenance costs and commuted sums for SuDS installations.

All are currently available at www.susdrain.org.

Climate change allowance should reference the latest guidance on climate change as published by the Environment Agency

Source Control Features

Feature	Description
Green roofs 	Multi-layered systems that cover building roofs on community/ education buildings, garages and car parks or podium structures with vegetation, landscaping or permeable car parking over a drainage layer. Green roofs intercept rain, slowing the flow and removing any airborne impurities before water drains from the roof.
Rain gardens 	Rain gardens and bioretention areas have a similar function. Rain gardens are typically designed to receive relatively clean roofwater runoff, whereas bioretention areas typically receive road or hard surface runoff. Rain gardens and bioretention areas are shallow, landscaped depressions, which allow water to infiltrate through engineered topsoil into a drainage layer below the surface. Pollution and silt are intercepted by both the vegetation and the topsoil. Once the drainage layer is at capacity, an overflow conveys relatively clean water to the next stage of the management train.
Bioretention areas 	
Swales 	Shallow, densely vegetated, linear depressions with a flat base, designed to convey water. The dense vegetation slows flow velocities, enabling some water to infiltrate into the ground. The vegetation also allows water to evaporate and helps filter out pollution.
Permeable paving 	Surfaces suitable for pedestrians and/or vehicular traffic which allow runoff to pass through the pavement structure, leaving behind silt on or just below the surface. Hydrocarbons and other pollutants are trapped on geotextiles or in the stone construction below the pavement surface, where they are biodegradable.
Rainwater butts 	In-curtilage, small, off-line storage devices that capture and store roof runoff.

Site Control Features

Feature	Description
Permeable paving 	Surfaces suitable for pedestrians and/or vehicular traffic which allow runoff to pass through the pavement structure, leaving behind silt on or just below the surface. Hydrocarbons and other pollutants are trapped on geotextiles or in the stone construction below the pavement surface, where they are biodegradable.
Swales (including under-drained swales) 	Shallow, densely vegetated, linear depressions with a flat base, designed to convey water. The dense vegetation slows flow velocities, enabling some water to infiltrate into the ground. The vegetation also allows water to evaporate and helps filter out pollution. Under-drained swales include a filter bed or prepared soil that overlay a drain, which provides additional treatment and conveyance capacity beneath the surface of the swale.
Bioretention areas 	Bioretention areas are shallow, landscaped depressions, which typically receive road or hard surface runoff. These features allow water to infiltrate through engineered topsoil into a drainage layer below the surface. Pollution and silt are intercepted by both the vegetation and the topsoil. Once the drainage layer is at capacity, an overflow conveys relatively clean water to the next stage of the management train.

Regional Control Features

Feature	Description
Ponds 	Ponds, sometimes called retention basins, can provide both stormwater attenuation and treatment, with runoff from each rain event being detained and treated in the pool. The longer retention time promotes pollutant removal through sedimentation and the opportunity for biological uptake mechanisms to reduce nutrient concentrations.
Wetlands 	Wetlands comprise shallow ponds and marshy areas with a range of deep and shallow water areas, covered almost entirely in aquatic vegetation, which provide both stormwater attenuation and treatment. Wetlands detain flows for an extended period to allow sediments to settle, and to remove contaminants by facilitating adhesion to vegetation and aerobic decomposition.

SUSTAINABILITY STRATEGY

The masterplan has been designed to encourage sustainable patterns of living, including the following-

- Provision of a District Centre and two Local Centres with a range of facilities to minimise off-site trips.
- Incorporation of an accessible public transport strategy
- Provision of a well-connected network of footpaths and cycle routes within the site and the wider network.

2 Key Principles

1. Optimise energy-efficiency of urban structure to maximise daylight and passive heat from the sun.

- Orientation to the sun.

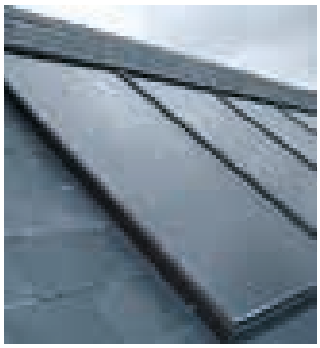
- Optimisation of distances between buildings.

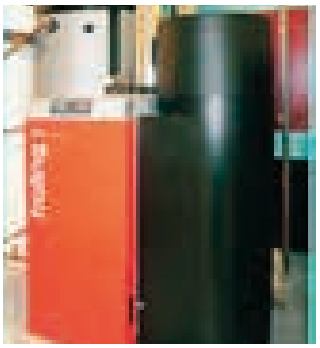
2. Minimise energy demand of buildings.

The building envelope for the Chilmington Green homes will be constructed to be highly efficient so that the amount of energy which is typically required in homes is minimised.

- Minimise heat losses through a very good building envelope (walls, roofs, windows) and a high compactness of the buildings (good ratio of surfaces to volume).

- Maximise passive solar gains with windows facing south.





Achieving a Sustainability Rating - Aspirations for Chilmington Green Code Level 4 **** Solutions

A strategy for achieving Code Level 4 will be submitted for each Reserved Matters application.

Fabric - The Code Level 4 requirement of condition 26 will be met by fabric improvements such as:

- Improved insulation standards to floors
- Walls, roofs and windows.
- Improved thermal junction details.
- Heat Recovery units.
- Improved airtightness to homes.

Other categories - The following could be adopted throughout the scheme to meet Code for Sustainable Homes Level 4:

- Energy Display Device measuring both Gas and Electrical consumption.
- Dedicated space for drying clothes.
- All external lighting will be low energy.
- Dedicated space for bike storage to promote the wider use of bicycles, reducing the need for short car journeys.
- Dedicated area where a home office could be set up to encourage home working thus reducing the need to commute.
- Water consuming sanitaryware will be fitted with flow restrictors to reduce water consumption to below 105 litres per person per day.
- Water butts to encourage recycling of rainwater.
- Adequate internal and external space for recycling bins
- Dedicated area for compost bins

By adopting the above the total energy consumed by the development is reduced as much as feasibly possible.

10% Renewables / Low Carbon Energy Sources

The 10% energy requirement under condition 28 includes energy use from domestic and non-domestic units and includes regulated and unregulated energy. The energy use will be minimised in the first instance by ensuring that the insulation requirements of the fabric are improved such that in most cases Code Level 4 will be met without the need for renewables. To meet the renewable energy conditions, a combination of the following could be utilised:

1. Photovoltaic panels to the apartments and / or car barns
2. Solar thermal panels to the houses where possible
3. Biomass or gas CHP to the neighbourhood centre.
4. Individual biomass boilers
5. Air and/or ground source heat

A timetable of how at least 10% of the energy supply of the development will be achieved across the whole site, including details of physical works on site, will be submitted with the first Reserved Matters application to satisfy condition 28 of the outline planning permission

Waste & recycling strategy

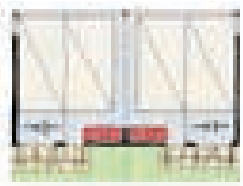
- The size, location and orientation of waste storage facility and collection points must be carefully considered and should be discretely placed to avoid visual intrusion and nuisance from daily use, at all times.

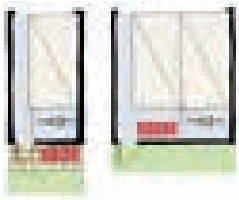
The following considerations must be taken into account when designing these facilities:

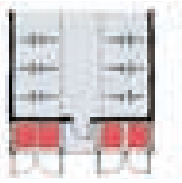
- The facilities should be positioned within close proximity of vehicle collection routes.
- Recycling of waste materials must be encouraged by the provision of facilities for storage and collection of separated waste at residential and non-residential premises.

The potential for external storage and the type of storage that is appropriate varies with the type of dwelling, and is illustrated below :

- **Detached, semi-detached and end of terrace houses with side access** : Waste storage areas must be provided in the rear garden or an on-plot garage or car port, or otherwise screened or sited out of public view, but readily accessible to the occupiers. The layout should enable sacks or bins to be moved easily to the point where they can be collected, e.g. the roadside or a communal collection point.







1. Car barns can provide bin storage areas at the rear of the shelter, to be wheeled to the collection point on specific days.

2. Garages for dwellings can also provide a storage area for bins, or bins can be stored against a wall on a paved area within the private amenity space, however this should be not be placed fronting onto the main entrance area /drive.

3. Apartment blocks are provided with communal bin stores. This can be designed as part of the bike store within the grounds of the apartment block or separate bin stores integrated with the building. Separate external bin stores must be ventilated and must not face the public realm or main pedestrian entrance to the block. Open bins should never be placed along the main approach to the parking court of the block.

Retail / commercial collection

- Where possible, group service areas for retail units
- Include measures to prevent unauthorised parking which prevents access
- Avoid kerbs or provide dropped kerbs.

Security must be considered in design and location eg. to avoid stores being an aid to climbing to commit a crime.

Open bins at main entrance of dwellings / apartment block is not acceptable.

Bin collection point for 3 or more dwellings should never be placed along a public open space or a primary street.

Communal bin stores for apartment blocks must either be integrated with the building and / or designed as a roofed enclosure and sited unobtrusively.

Combined bin and bike storage

Bin storage integrated with entrance

Secure retail/commercial collection point

UTILITIES STRATEGY

The aim of the utilities strategy is to ensure the installation of household and site wide utilities infrastructure does not detract from the overall appearance (and everyday use) of the development.

Site wide utilities infrastructure

The following principles must be adhered to:

- Utility systems will be installed in service corridors within the adoptable highway wherever possible.
- Installation of utility systems will respond to adjacent development parcels in order to achieve an integrated systems network.
- Substations, water pumping stations and gas governors must be constructed in materials which match the adjacent built form. These buildings will be designed as part of the public realm.
- Substations will be located on a vehicular accessible route and will be designed to blend in with the surrounding residential built form in terms of materials. A landscape buffer will be provided between a substation and a parking bay.
- Substation buildings will not be attached to residential dwellings and must be integrated with the alignment of surrounding walls, and
- No above ground utilities to be located inside or adjacent to play areas.

Household utilities infrastructure

The installation of household utilities infrastructure must not compromise the visual quality of the dwelling and street scene. The following principles must be adhered to:

- Wall mounted gas meter boxes must not be fitted to primary elevations where they are visible from the public realm. All gas meter boxes must be ground or semi-concealed. They should be designed and located so that they do not detract from the quality of the public realm.
- Pipes, flues and vents must be architecturally integrated through design to reduce visual intrusion.
- Wires and cables must be hidden from view except during a period of maintenance.
- Letter boxes must be visible from the public access to a dwelling. Letter boxes for apartments must be publicly accessible, in the reception area or common space with provision for a box per unit.
- Burglar alarms must be positioned and integrated through design to avoid them being visually obtrusive on the front elevation of the building facing the public realm.
- Integrated systems for telephones, radios and television must be provided; satellites and aerials will not be permitted on the front facade of any building where they detract from the public realm and
- Photovoltaic panels must be installed so that they are not visually intrusive to the public realm. Innovative designs to integrate them with the building must be encouraged.

Pipework clearly visible from street is not acceptable

Satellite dishes and aerials clearly visible from the street scene are not acceptable

Photovoltaic panels that are visually intrusive to the public realm are not acceptable

These solar slates are integrated in a tiles roof and are virtually hidden when viewed from the street

SECURED BY DESIGN

As part of Reserved Matters applications, discussions would need to be held with the local crime prevention officer, covering defensible space, natural surveillance and access open areas.

Safer Places - Seven attributes of sustainable design

- **Access and movement:** places with well defined routes, spaces and entrances that provide for convenient movement without compromising security.
- **Structure:** places that are structured so that different uses do not cause conflict.
- **Surveillance:** places where all public places are overlooked.
- **Ownership:** places that promote a sense of ownership, respect, territorial responsibility and community.
- **Physical protection:** places that include necessary, well designed security features.
- **Activity:** places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.
- **Management and maintenance:** places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

INCLUSIVE DESIGN

Inclusive design aims to create places without barriers that involve people in undue effort, separation or special treatment and enable everyone to take part in mainstream activities independently.

The Proposed Development will be designed to provide barrier-free access for all sections of the community, with particular regard to the needs of the disabled. Particular consideration must be given to the requirements of the following key standards.

The Approved Document Part M(Access)

The Proposed Development will be designed and built in full accordance with the Building Regulations that set out technical standards for the quality and performance of buildings. Part M of the Building Regulations concerns 'Access' and ensures that the design of buildings does not preclude access for the disabled.

The Equality Act 2010

The Equality Act replaces the Disability Discrimination Act (DDA) and aims to end the discrimination which many disabled people face, legally protecting people from discrimination in the workplace and in wider society. Any requirements set out in the Act in relation to residential dwellings are already covered by the various sections of the Building Regulations, particularly Part M (Access), but the provisions of the Act are relevant to the commercial and mixed-use elements of the neighbourhood centre and the wider public realm.

Streets must be designed to control on-street parking

Unauthorised parking must be prevented through design

Car & cycle parking standards

Vehicle parking for residential dwellings is to be provided in accordance with the standards set in the Supplementary Planning document adopted by Ashford Borough Council in 2010, or the adopted Local Plan, whichever is the relevant adopted standard at the time.

	Residential Parking SPD 2010	
	CENTRAL LOCATION 'Maximum'	SUBURBAN LOCATION 'Designing for Need'
DWELLING SIZE	Parking Per Space Dwelling	Parking Per Space Dwelling
1 BED FLAT	1 SPACE	1 SPACE
2 BED FLAT	1 SPACE	1.5 SPACES
2 BED HOUSE	1 SPACE	2 SPACES
3+ BED HOUSE	1.5 SPACES	2 SPACES

	Draft Local Plan	
	CENTRAL LOCATION	RESIDENTIAL AREAS
DWELLING SIZE	Parking Per Space Dwelling	Parking Per Space Dwelling
1 BED FLAT	MIN. 1 SPACE PER UNIT ON AVERAGE; PROVIDED ON-SITE	1 SPACE
2 BED FLAT		2 SPACES
2 BED HOUSE		2 SPACES
3 BED HOUSE		2 SPACES
4+ BED HOUSE		3 SPACES

NB Requirement of 0.2 spaces/dwelling for visitor parking
Requirement of additional 0.5 space if tandem parking is proposed

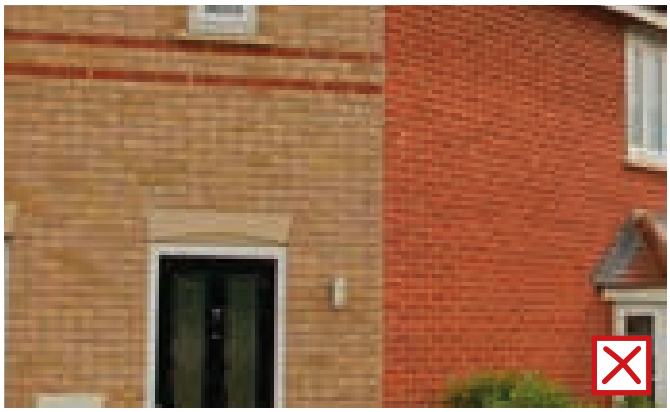
DO'S & DON'T'S

The following design details will not be accepted across the development:

Variation in pitch angle is not acceptable.

Bay windows and dormers with poorly designed GRP details will not be acceptable.

Rainwater goods will not diagonally cross the building elevation on any given street or edge.



No unnecessary change of materials.

In order to reduce unnecessary clutter of rainwater pipes, excessive numbers of dormer windows in closed proximity which break the eaves line will not be permitted.

Timber close board addressing public realm will not be acceptable.

Avoid using different types of street lights in same space

No block paving where white lining is required

Timber fencing with trellis addressing the public realm will not be acceptable, except as a temporary measure to phasing boundaries.

Street furniture, lighting, signage clutter should be avoided.

Chilmington Green
Design Code Compliance Checklist

This Design Code Compliance Checklist will be completed and submitted with all Reserved Matters Planning Applications.

Colour boxes as appropriate in black — Yes ■ No ☐ Partial ☐ N/A ☐

Space for logos of developer/house-builder & architects submitting Reserved Matters Application

Chilmington Green Consortium

jtp

Phase	
Parcel Reference	
Developer	
Architect	
Landscape Architects	

PART A: BACKGROUND

		Yes	No	N/A
	Briefing with ABC & Chilmington Green Consortium	☐	☐	☐

		Yes	No	Partial
1.6	Compliance Checklist completed?	☐	☐	
	Compliance with Code?	☐	☐	☐
	If 1.6 is No or Partial, has Statement of Justification been provided?	☐	☐	

PART B: CHARACTER

STEP 1

5. Character areas

		Yes	No	Partial
	Caracter areas compliance with Code?	☐	☐	☐
	Which charcter area(s) is applicable to parcel?			
5.1	Chilmington Rise	☐	☐	
5.2	Orchard Village Neighbourhood	☐	☐	
5.3	Chilmington Brook Neighbourhood	☐	☐	
5.4	The Hamlet	☐	☐	
5.5	Brisley Farm extension	☐	☐	

STEP 2

6. Key groupings

		Yes	No	Partial	N/A
	Key groupings compliance with Code?	☐	☐	☐	☐
	Which key grouping(s) is applicable to parcel?				
6.1	Market Square & High Street	☐	☐		
6.2	Chilmington Gardens	☐	☐		
6.3	Chilmington Square	☐	☐		
6.4	Northern Gateway	☐	☐		
6.5	Orchard Village Local Centre	☐	☐		
6.6	Chilmington Brook Local Centre	☐	☐		
6.7	Cricket Green	☐	☐		
	Have the following been considered?	Yes	No	Partial	N/A
	Key views	☐	☐	☐	☐
	Marker buildings	☐	☐	☐	☐
	Key buildings	☐	☐	☐	☐

STEP 3

7. Residential density

		Yes	No
	Residential density compliance with OPA consent?	☐	☐
	Which residential densities are applicable to parcel?		
7.1	Mixed use with residential	☐	☐
7.2	Formal urban	☐	☐
7.3	Medium density urban	☐	☐
7.4	Medium density suburban	☐	☐
7.5	Low density suburban	☐	☐
7.6	The Hamlet	☐	☐
7.7	Rural edge	☐	☐

PART C: PLACE

STEP 4

8. Land use

		Yes	No	Partial
	Land use compliance with Code?	☐	☐	☐
	Which land use(s) is applicable to parcel?			
8.1	Residential	☐	☐	☐
8.2	Mixed use	☐	☐	☐
8.3	Secondary school	☐	☐	☐
8.4	Primary school	☐	☐	☐
8.5	Open space	☐	☐	☐
8.6	Civic space	☐	☐	☐
8.7	Community buildings	☐	☐	☐

STEP 5

9. Green infrastructure

	Yes	No	Partial	N/A
Green infrastructure compliance with Code?	☐	☐	☐	☐

Which green space(s) is applicable to parcel?

STEP 6

10. Street Hierarchy

		Yes	No	Partial	N/A
	Street hierarchy compliance with Code?	☐	☐	☐	
	Which street type(s) is applicable to parcel?				
10.1	Strategic routes	☐	☐		
	Which section(s) of the strategic route is applicable?				
10.2	Local access streets	☐	☐		
10.3	Minor access streets	☐	☐		
10.4	Lanes & edge streets	☐	☐		
10.5	Pedestrian & cycle network	☐	☐		
10.6	Bus route & stops	☐	☐		

STEP 7

11. Access conditions

	Yes	No	Partial	N/A
Access conditions compliance with Code?	☐	☐	☐	☐

STEP 8

12. Edge conditions

	Yes	No	Partial	N/A
Edge conditions compliance with Code?	☐	☐	☐	☐

Which edge condition(s) is applicable to parcel?

STEP 9

13. Residential layout

		Yes	No	Partial
13.1	Frontage character compliance with Code?	☐	☐	☐

STEP 10

		Yes	No	Partial
13.2	Residential plot component compliance with Code?	☐	☐	☐
	Which typology matrix is applicable to parcel?			

STEP 11

		Yes	No	Partial
13.3	Materials palette compliance with Code?	☐	☐	☐
	Which materials palette(s) is applicable to parcel?			

Chilmington Green
Design Code Compliance Checklist

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Colour boxes as appropriate in black

Yes ■ No ☐ Partial ☐ N/A ☐

Space for logos of developer/house-builder & architects submitting Reserved Matters Application

Chilmington Green Consortium

jtp

Phase	
Parcel Reference	
Developer	
Architect	
Landscape Architects	

PART A: BACKGROUND

		Yes	No	N/A
	Briefing with ABC & Chilmington Green Consortium	☐	☐	☐

		Yes	No	Partial
1.6	Compliance Checklist completed?	☐	☐	
	Compliance with Code?	☐	☐	☐
	If 1.6 is No or Partial, has Statement of Justification been provided?	☐	☐	

PART B: CHARACTER

STEP 1

		Yes	No	Partial
5.	**Character areas**			
	Caracter areas compliance with Code?	☐	☐	☐
	Which charcter area(s) is applicable to parcel?			
5.1	Chilmington Rise	☐		
5.2	Orchard Village Neighbourhood	☐		
5.3	Chilmington Brook Neighbourhood	☐		
5.4	The Hamlet			
5.5	Brisley Farm extension			

STEP 2

6.	**Key groupings**
	Key groupings compliance wit
	Which key grouping(s) i
6.1	Market Square & H
6.2	Chilmington G
6.3	Chilmingto
6.4	North
6.5	O
6.6	
6.7	

PART C: PLACE

STEP 4

		Yes	No	Partial
8.	**Land use**			
	Land use compliance with Code?	☐	☐	☐
	Which land use(s) is applicable to parcel?			
8.1	Residential	☐		
8.2	Mixed use	☐		
8.3	Secondary school			
8.4	Primary school			
8.5	Open space			
8.6	Civic space			
8.7	Community buildings			

STEP 5

9.	**Green infrastructure**
	Green infrastructure co
	Which green sp