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Red Line Boundary

EXISTING KEY:

Existing Sports and Recreation Grounds

Existing Footpaths

Existing National Trail

Existing Overhead Cables with 50m Buffer

Existing Waterways

Flood Zone 2 (0.1% AEP of fluvial Flooding)

Flood Zone 3 (1% AEP of fluvial Flooding)

Historical Flooding (March 1974)

Existing GCN Ponds with 50m Buffer

Surface Water Flooding

Contours

+50m Spot Levels above AOD

Existing Habitat Constraints

TREES

Quality categories based on BS5837:2012 Trees in relation to design, demolition and construction - Recommendations RPA - Root Protection Area

Category A Trees and RPA

Category B Trees and RPA

Category C Trees and RPA

Category U Trees and RPA

Existing Ancient Woodland

Existing Hedgerows

NOTE: Not to scale

Kingsnorth Green Masterplan

14007(P)005D Supporting Plan: Existing Landscape and Habitat Constraints

5.1.3

Existing Archaeology and Heritage Constraints

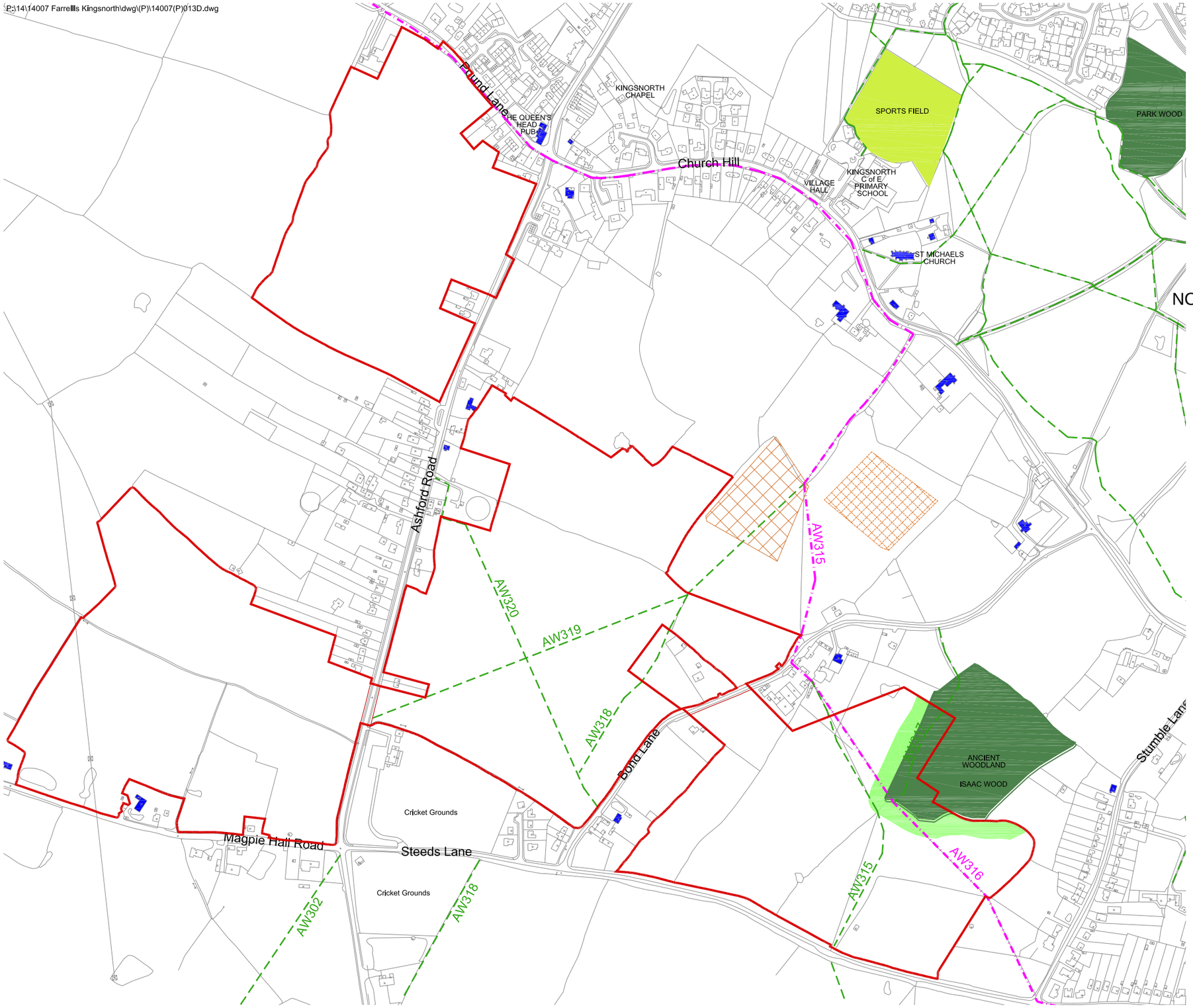
Historic Landscape Characterisation

The site is located within the Central Valley Area which is thought to have been subject to intensive agricultural activity for at least the last 200 years.

Historic Features

There are no designated heritage features within the site boundary, although there are areas that potentially show crop marks and signs of early settlement in the north east of the site.

Within the environs of the site there are 30 listed buildings, comprising of one Grade I and 29 Grade II listed buildings.



Red Line Boundary

EXISTING KEY:

- Existing Ancient Woodland
- Existing Footpaths
- Existing National Trail
- Existing Listed Buildings
- 2012 Cropmark Area Restricted Development
- Geophysical Anomolies Restricted Development

NOTE: Not to scale

Kingsnorth Green Masterplan

14007(P)013D Supporting Plan: Existing Archaeology and Heritage Constaints

5.1.4

Existing Levels & Topography

Geology, landform and drainage: The underlying geology in the area of Kingsnorth is dominated by the bedrock geology of the Weald Clay formation with some superficial sand a gravel deposits.

Contours and Gradients

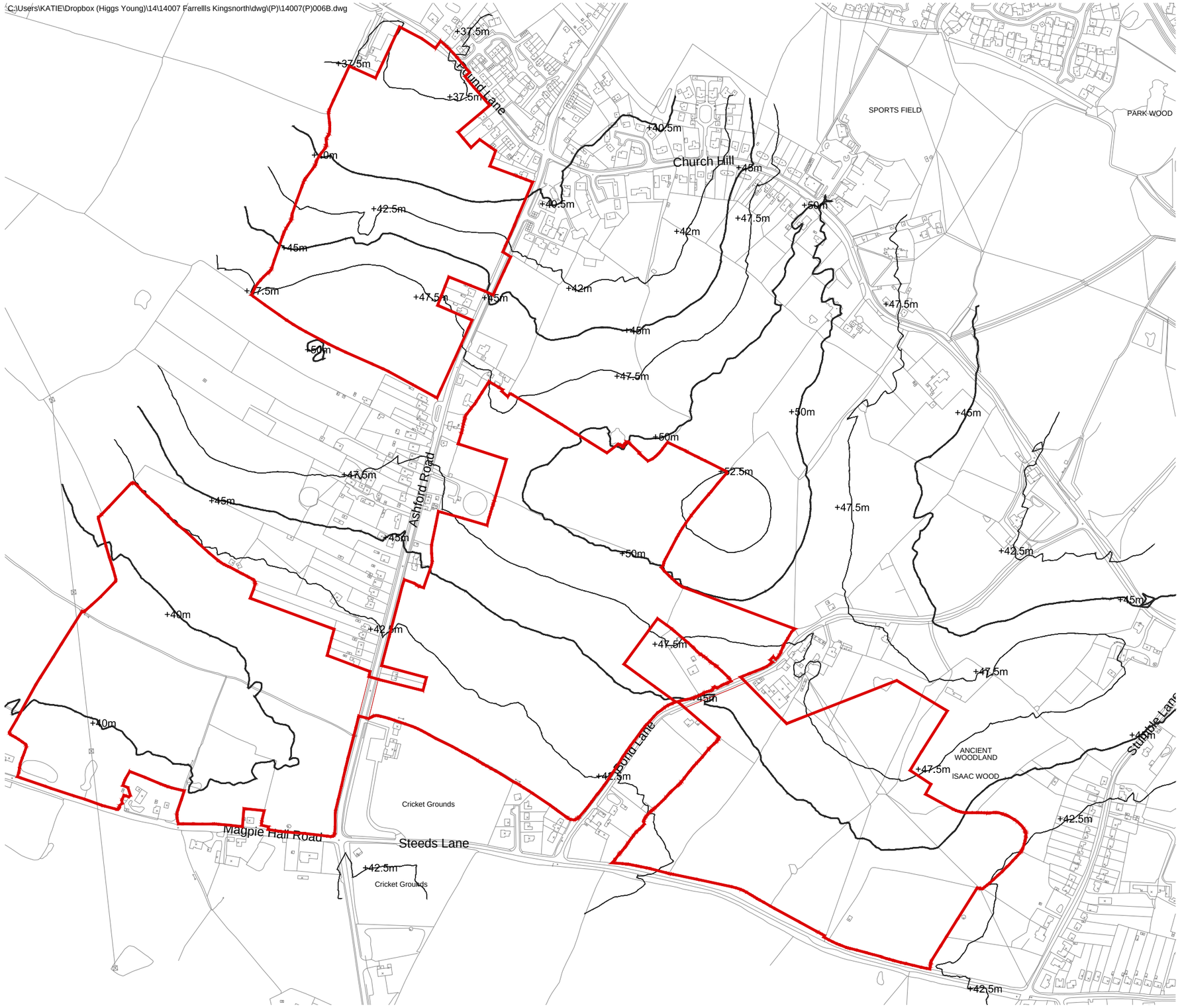
Kingsnorth Village is situated on a local high point in the otherwise fairly flat area to the south of Ashford. Overall, the site has a very varied topography. There is a general topographic slope from east to west, with levels falling from 49m AOD to 38m AOD, whilst the northern area of the site is generally steeper than the southern part. There is a ridge running east to west across the site and surroundings with the highest point in Area 3 opposite St Michaels Church.

Area 1 slopes quite steeply down north towards Pound Lane.

Area 2 slopes gently down east with a small valley running down the centre where there is a small stream.

Area 3 slopes down in all directions with the steepest areas in the north end of the site.

Area 4 slopes down south and east towards Steeds Lane.



Kingsnorth Green Masterplan

14007(P)006B Supporting Plans: Existing Levels and

FARRELLS

5.1.5

Trees & Hedgerows with areas that may be removed or broken

Existing field boundary pattern

The site area is currently divided into agricultural fields. The boundaries primarily consist of hedgerows with some trees with a scattering of some field standard trees in the cente of the fields.

As the field boundaries provide some of the richer habitats within the site area, the design will aim to retain them wherever possible. The parameter plan shows the approximate location where the hedgerows are expected to be broken by the primary access corridor.

New structured landscape will aim to link with the retained hedgerows in order to maintain wildlife movement through the site.

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Red Line Boundary

EXISTING KEY:

Existing Ancient Woodland

TREES

Quality categories based on BS5837:2012 Trees in relation to design, demolition and construction - Recommendations RPA - Root Protection Area

- Category A Trees and RPA
- Category B Trees and RPA
- Category C Trees and RPA
- Category U Trees and RPA

PROPOSED KEY:

Existing Hedgerows

Existing Trees and Hedgerows with areas that may be removed or broken

Location is flexible and subject to detailed design
(square does not represent true scale)
Breaks will be kept to a minimum where possible

Ancient Woodland 15m Buffer

NOTE: Not to scale

Kingsnorth Green Masterplan

14007(P)007E Supporting Plan: Trees and Hedgerows with areas to be removed or broken

FARRELLS

5.1.6

Proposed Landscape Open Space Strategy

Landscape is primary infrastructure

The design team sought to:

- Create a focus for the proposed Kingsnorth Green Development around the existing sports fields on Steeds Lane linked to a network of smaller greens.
- Ensure the development proposals recognize the importance of the existing landscape character and setting.
- Respect all areas of wildlife importance and sensitivity.
- Include green buffers, wildlife corridors, wildlife habitats and countryside access in the proposals.
- Establish sustainable green infrastructure.
- Retaining open space as high ground to create separation between Kingsnorth and proposed new development.
- New development grouped north of Steeds Land and Magpie Hall Road grouped around existing sports fields and cricket grounds.
- New habitats created with linkages to surrounding green spaces to the south east and south west
- Accessibility for public transport with bus route networks and bus stops
- Create a buffer of green space between the new development and the existing surrounding.

Landscape Buffers

Landscape buffers will be provided surrounding all retained habitats. There will be a minimum offset of 10m to all water and 15m to ancient woodland with varying offsets to sites of specific habitats.

Where listed buildings are within close proximity and view of the site boundary a landscape buffer zone will be provided in order to reduce the impact of the new development.

Where high quality trees occur within the site the layout aims to provide a buffer of landscape to include the root protectioin area.

Topographical influence

By leaving an area clear of built development at the high point of the site it will help to reduce the visual impact of the development on existing residents.

Connectivity

The masterplan works with the existing pedestrian and cycle connectivity of the area and integrates it into the scheme. The routes of all existing paths have been retained, with the addition of a footpath connection from Ashford Road to Court Lodge in response to Ashford Borough Council Local Plan Policy S5.

Provision

The total provision for green space is above the minimum requirement defined in the Ashford SPD. Within the areas defined as amenity green space there is allowance for:

- Up to 0.66 Ha play space
- Up to 3.40 Ha sports playing fields
- Up to 0.26 Ha allotments
- Up to 2.64 Ha amenity green space (parks, footpaths, green buffers)
- Up to 12.99 Ha areas designated for habitat protection and creation
- Up to 1.83 Ha SuDS
- Up to 3.54 Ha Woodland

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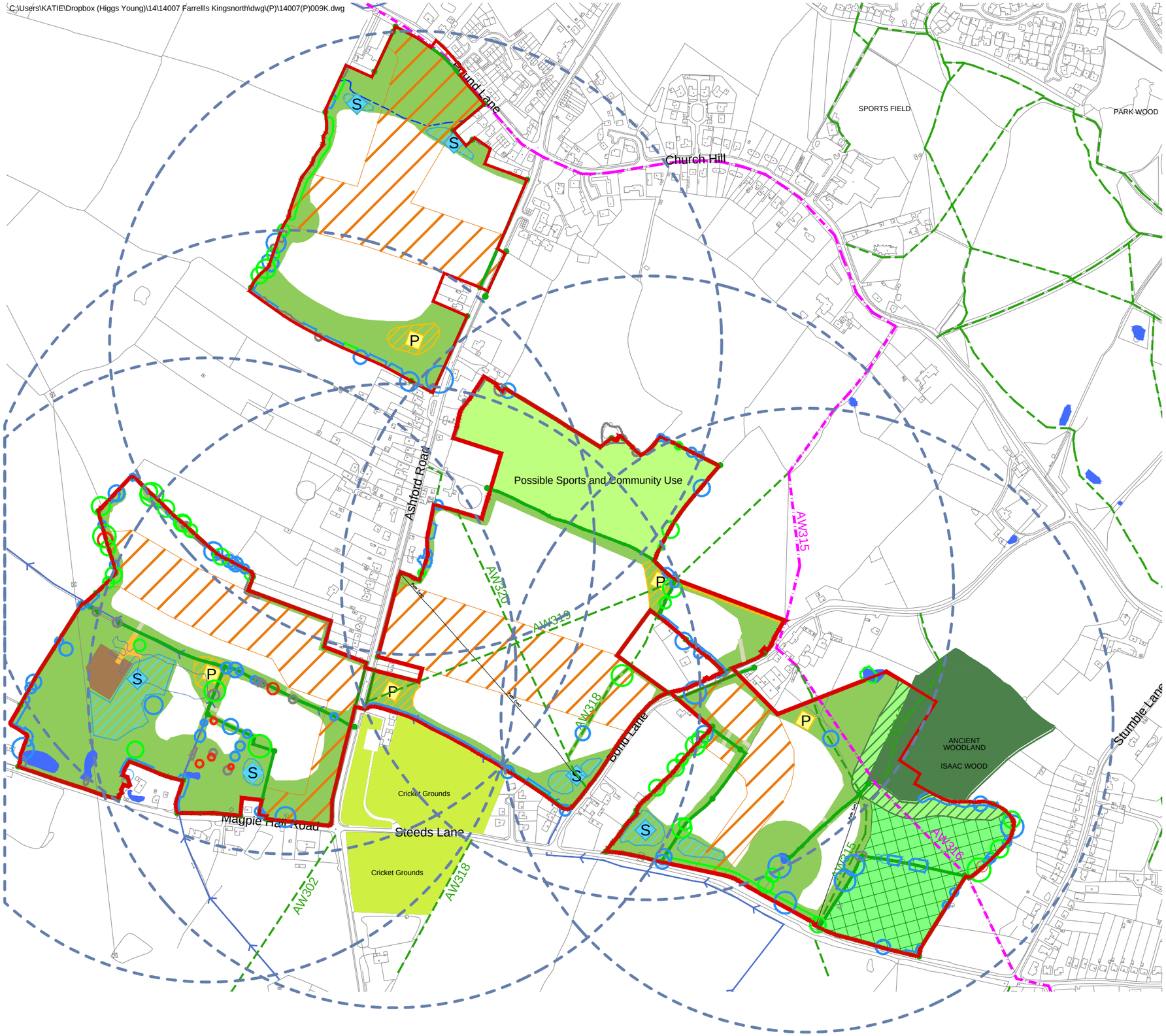

Red Line Boundary

EXISTING KEY:

- Existing Ancient Woodland
- Existing Sports and Recreation Grounds
- Existing Footpaths
- Existing National Trail
- Existing Waterways
- Existing GCN Ponds

TREES

Quality categories based on BS5837:2012 Trees in relation to design, demolition and construction - Recommendations RPA - Root Protection Area

- Category A Trees and RPA
- Category B Trees and RPA
- Category C Trees and RPA
- Category U Trees and RPA
- Existing Hedgerows

NOTE: Not to scale

PROPOSED KEY:

- Proposed Green Spaces
- S — Proposed Locations for SUDS/Attenuation Ponds
- P — Proposed LEAP and Buffer Zone
- Proposed Primary Access Corridor
- Ancient Woodland 15m Buffer
- WWT — Proposed Waste Water Treatment Compound + Access
- Zones for Development and Access to have a tolerance of +-25m to allow flexibility
- Approx 400m Catchment to play areas

Kingsnorth Green Masterplan

14007(P)009K Supporting Plan:
Proposed Landscape Strategy

FARRELLS

5.1.7

Proposed SuDs and Drainage

Surface water run off is proposed to be managed in a suitable manner through SuDS.

General SUDS Principles

Appropriately designed, constructed and maintained SuDS can mitigate many of the adverse effects of urban storm water run-off to the environment; through reducing runoff rates and reducing pollutant concentrations in storm water. They can also generate important habitats for wildlife in urban areas and opportunities for biodiversity enhancement as well as making a significant contribution to the enhanced amenity and aesthetic value of developed areas through the introduction of distinct visual textures and colours.

Attenuation / Conveyance Swales

Swales are linear vegetated drainage features in which surface water can be stored or conveyed. They should promote low flow velocities to allow suspended particulates in the runoff to settle out so as to potentially provide a form of pollutant removal. The channel is generally broad and shallow and covered by dense vegetation (typically grass) to slow down flows and trap particulate pollutants. A swale can have check dams or berms installed across the flow path to promote further settling. The positioning of such berms and the profiling of the swales would be carefully designed so as to integrate these features into the development landscape, making the most of the opportunity to create more permanently wet areas where relevant within the ecological mitigation strategy.

In addition, consideration would be given to developing specific sections of the swales system as informal play space in locations where this could be delivered safely.

Roadside swales have the potential to replace conventional gullies and drainage pipes and, with the use of adjacent filter strips or flow spreaders, could remove the need for kerbs and gullies. Designed creatively, they present an opportunity to soften the visual impact of adjacent hard infrastructure such as roads and footpaths and can also assist in controlling vehicle and pedestrian movement through a site without having to resort to more visually prominent barriers such as fencing or bollards.

The linear nature of swales means they can play a key role in achieving ecological connectivity through the site, particularly for invertebrates and amphibians, linking neighbouring key habitat areas of value.

Proposed Drainage

It is proposed that open SuDS features such as ponds, wetlands or attenuation basins, or a combination of these are provided at the downstream end of the surface water drainage systems. This provides a site control feature for managing surface water runoff and a temporary storage area for flows that exceed the design capacity of the system.

Within the areas identified as residential SuDS options include rain gardens, permeable paving, swales, filter drains, ponds/wetlands and dry detention basins. Detailed design will determine the application of these features and how to enhance the additional benefits provided to habitats and amenity green space.

SuDS features such as swales can be provided along some of the primary roads to act as primary conveyance features.

There is to be no development on areas of flood risk.

Example of attenuation/conveyance swales

Example of roadside swales

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Red Line Boundary

EXISTING KEY:

- Existing Ancient Woodland
- Existing Waterways
- Existing GCN Ponds
- Contours
- +50m Spot Levels above AOD

PROPOSED KEY:

- Proposed Green Spaces
- Proposed Locations for SUDS/Attenuation Ponds
- Proposed Primary Access Corridor
- Proposed Woodland
- Ancient Woodland 15m Buffer
- WWT Proposed Waste Water Treatment Compound + Access
- Zones for Development and Access to have a tolerance of +-25m to allow flexibility

NOTE: Not to scale

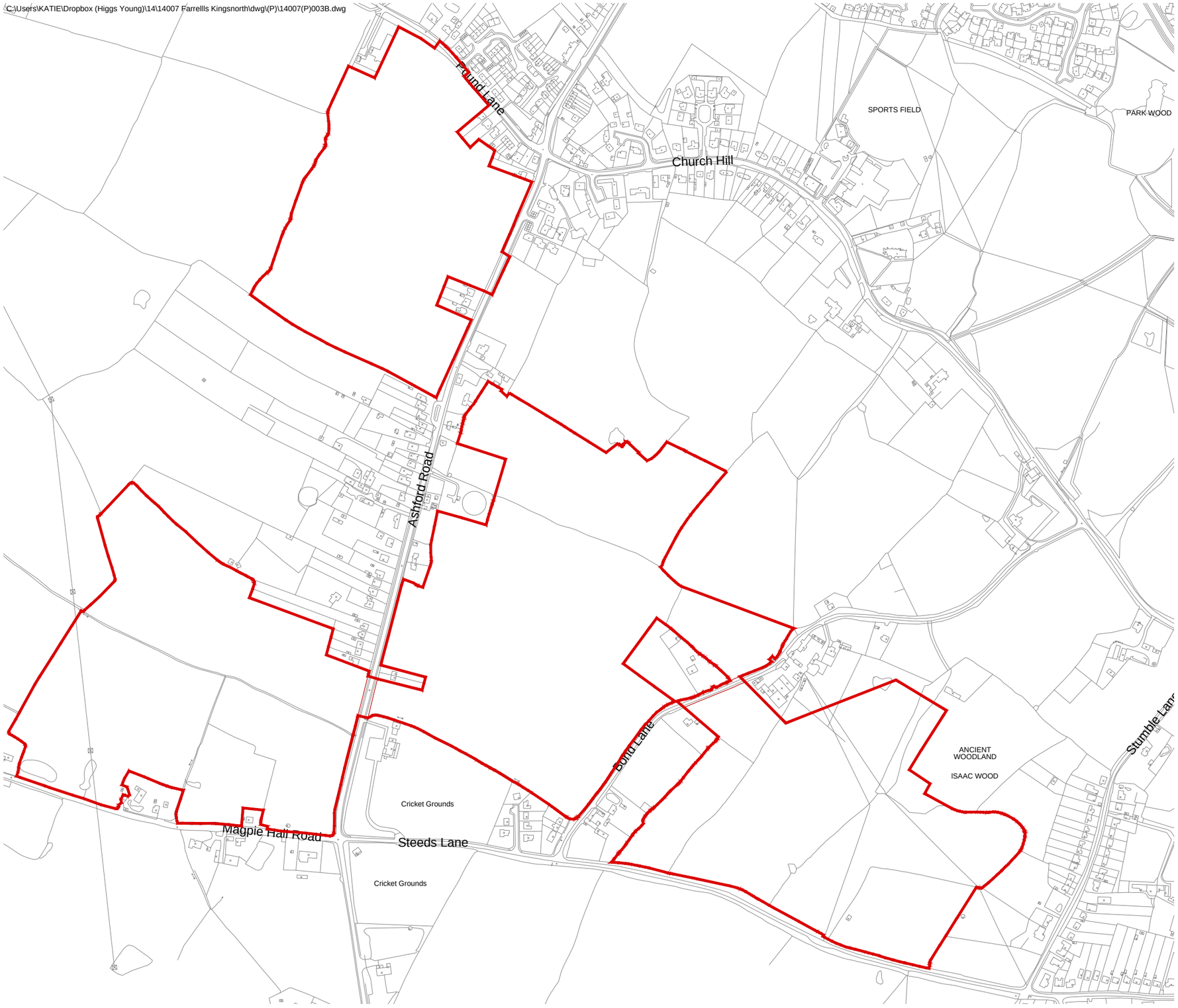
Kingsnorth Green Masterplan

14007(P)010J Supporting Plan:
Proposed SuDS and Drainage

FARRELLS

5.2 Application Boundary and Parameter Plans

5.2.0 Application Boundary Plan	14007(P)003B
5.2.1 Proposed Connectivity	14007(P)011J
5.2.2 Proposed Land Use	14007(P)012K
5.2.3 Proposed Density	14007(P)014G
5.2.4 Proposed Building Heights	14007(P)015F



Red Line Boundary

NOTE: Not to scale

Kingsnorth Green Masterplan

14007(P)003B Application Boundary Plan

5.2.1

Proposed Connectivity

Vehicular Access

The proposed road layout aims to improve the current traffic flow through the area by improving existing roads and junctions. More detailed information about the proposed site access is given in the Transport Assessment Report as prepared by Peter Brett Associates LLP.

The existing roads surrounding the site are primarily unlit country lanes with narrow or no footways. However, Ashford Road and Church Hill are fronted by houses where they are adjacent to the site.

Connection to Ashford Centre

The junctions at the north and south end of Ashford Road will be improved accordingly:

- **Ashford Road/ Magpie Hall Road/ Steeds Lane Junction** is currently a priority crossroads with tight radii making turning movements difficult. A highway rerouting within the site is proposed to significantly improve turning movement, capacity and visibility, refer to Peter Brett Associates LLP Transport Assessment Report.
- **Ashford Road/ Pound Lane/ Church Hill Junction** is currently a priority crossroads and is the location of the existing village centre with the Queens Head Pub and village green. The proposal aims to protect the existing nature of this crossroads by rerouting Pound Lane through Area 1 and connecting to Ashford Road south of the original junction.

There is also possibility of creating a Kingsnorth relief road on adjacent land north of Pound Lane outside of the site that, would bypass the centre of Kingsnorth en route to Ashford.

Access into the Kingsnorth Green development

The proposed primary road access paths into the development sites are connected to the existing road network in positions that will avoid disruption to the current flow of traffic. The layout will provide dual access into all areas of housing in order to allow for continuous flow of traffic.

Flexibility is allowed for roads to be located in area shown hatched orange in the parameter plan. The final road layout is subject to detailed design.

Area 1 The proposed vehicluar access will be from Ashford Road to the east and Pound Lane to the north with a possible future linkage to Court Lodge to the west.

Area 2 The proposed vehicluar access will be from Ashford Road to the east and enables future linkage to Court Lodge to the west.

Area 3 The proposed vehicluar access has been determined to have minimum impact on the existing habitats and trees, and to have staggered junctions to Area 2 from Ashford Road to the west and link through to Bonds Lane to the east.

Area 4 The proposed vehicluar access will be from Bond Lane to the west and to Steeds Lane to the south.

Public Transport

Road layout provides potential linkage routes for bus services with possible future connections to surrounding developments Court Lodge and Chilmington Green.

Pedestrian Footpaths

Existing footpaths are to be retained. New footpaths/ cycle routes in Area 1 from Ashford Road to provide linkage to Court Lodge to the west.

Flexibility is allowed for the location of proposed pedestrian/ cycle routes to be located in area shown hatched green in the parameter plan.

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Red Line Boundary

EXISTING KEY:

- Existing Roads
- Existing Footpaths
- Existing National Trail

PROPOSED KEY:

- Proposed Housing Areas
- Proposed Primary Access Corridor
- B — Proposed Bus Stop Location
- Possible Bus Link
- Proposed Zone for Path + Cycle Link location to be confirmed
- WWT — Proposed Waste Water Treatment Compound + Access
- Zones for Development and Access to have a tolerance of +-25m to allow flexibility

NOTE: Not to scale

Kingsnorth Green Masterplan

14007(P)011J Parameter Plan: Connectivity

NOTE: Refer to Transport Strategy as prepared by Peter Brett Associates for more detail

5.2.2

Proposed Land Use and Amount

The framework plan proposes an integrated land use for residential mixed use

Land use layout for residential use provides: 25.0 ha

- The residential land use will provide **up to 550 homes**

The green infrastructure provides: 25.324 ha

- Existing habitats will be protected and enriched with sympathetic landscape design that works with existing hedgerows and trees
- A network of green spaces that allows for a connected public amenity space
- Proposed SuDS with no proposed development on areas of floor risk.
- Possible sports pitches, community spaces and general amenity space including play, natural landscape and allotments

The access framework provides: 0.75 ha

Proposed roads will comprise approx. 0.6 Ha

Existing roads within the red boundary line comprise approx. 0.15 Ha

Total area within red line boundary = Approx. 51.07 Ha

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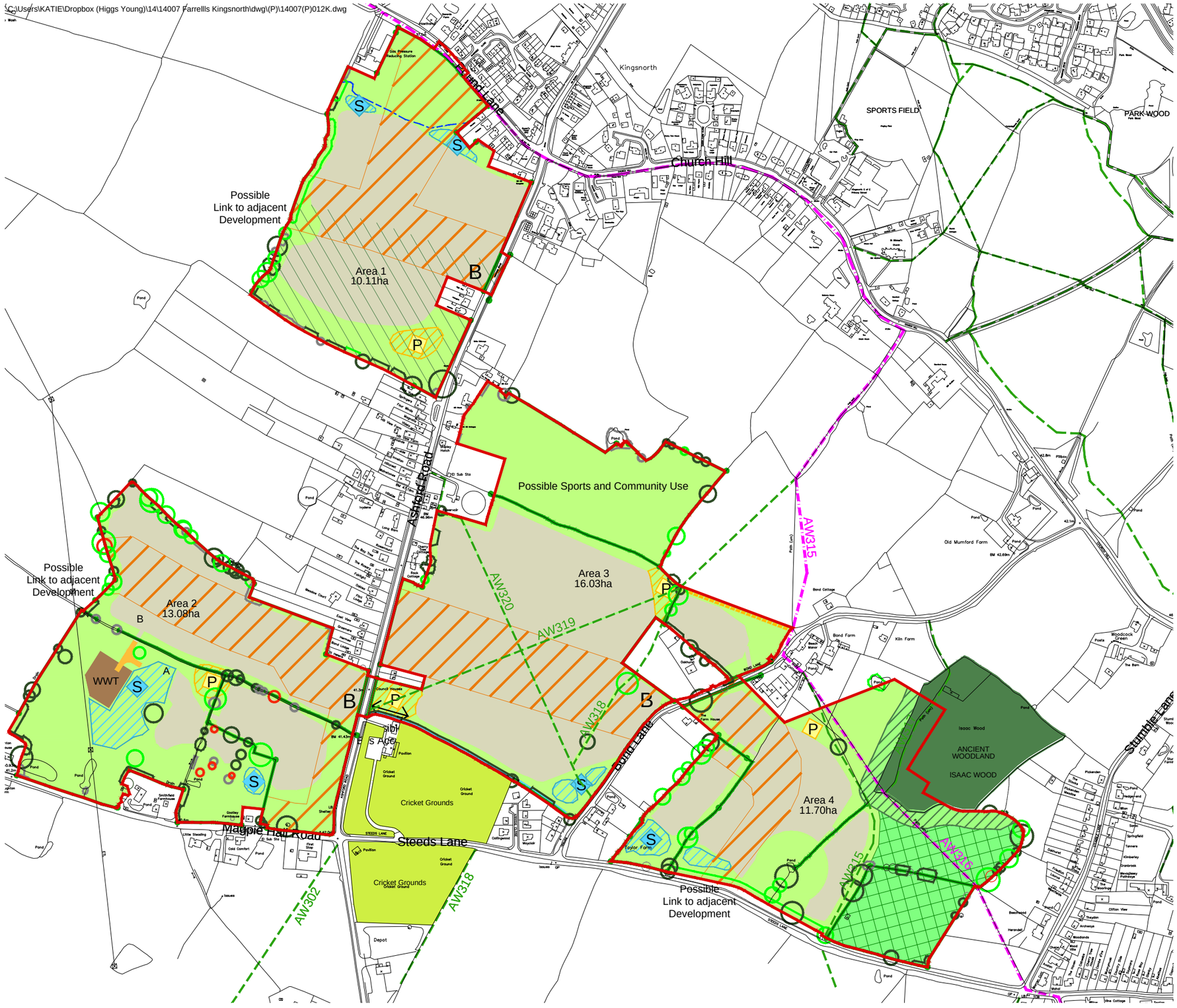


Red Line Boundary

EXISTING KEY:

- Existing Footpaths
- Existing National Trail
- Existing Ancient Woodland
- Existing Hedgerows

TREES

Quality categories based on BS5837:2012 Trees in relation to design, demolition and construction - Recommendations RPA - Root Protection Area

- Category A Trees and RPA
- Category B Trees and RPA
- Category C Trees and RPA
- Category U Trees and RPA

- Existing Sports and Recreation Grounds

NOTE: Not to scale

PROPOSED KEY:

- Proposed Housing Areas
- Proposed Green Spaces
- Proposed Locations for SUDS/Attenuation Ponds
- Proposed LEAP and Buffer Zone
- Proposed Primary Access Corridor
- Ancient Woodland 15m Buffer
- Proposed Woodland
- Proposed Zone for Path + Cycle Link location to be confirmed
- Proposed Waste Water Treatment Compound + Access
- Zones for Development and Access to have a tolerance of +-25m to allow flexibility

Kingsnorth Green Masterplan

14007(P)012K Parameter Plan: Land Use

FARRELLS

5.2.3

Proposed Density

Proposed density in the context of existing Kingsnorth

Excluding green infrastructure, the application housing areas will have an average density of approximately 22 dwellings per hectare with a range of densities from 15 dwellings per hectare to 24 dwellings per hectare. Higher density areas are proposed in close relation to the proposed transport infrastructure, schools and local centre.

Lower density housing character area

The housing character in the lower density areas is a mix of 1-2 storey detached, semi detached and short terrace house types predominantly perimeter facing to green lanes and wider open green spaces with a smaller number of street facing house types. The lower density character areas provide larger areas of green open space within the housing, creating either central spaces or open edges to fields and hedgerows and incorporates suds, natural play, allotments, amenity and habitats.

Medium density housing character area

The housing in medium density character area is a mix of 1-3 storey detached, semi detached and short terraced house types predominantly perimeter facing house types with a smaller number street facing house types.

The plot sizes creates a flexible layout for a mix of houses in one block and a variety of solutions for car parking: rear parking in mews housing courtyards and discete areas of frontage parking on street and in garages, avoiding rear court parking where possible.

Higher density housing character area

The housing character in higher density housing area is a mix of 1-3 storey detached, semi-detached and short terraced house type predominantly street facing house types with a smaller number of perimeter facing houses.

The plot sizes creates a flexible layout for a mix of houses in one block and a variety of solutions for car parking: rear parking in mews housing courtyards and discete areas of frontage parking on street and in garages, avoiding rear court parking where possible.

The local centre provides the opportunity for higher densities to create a village centre with amenities in mixed use in close proximity to the school and village green.

Street character

A hierarchy of street character and access creates a gradual hierarchy of stret width, frontage, building scale and landscape detail to establich the primary road, secondary access streets, lanes fronting the wider green open spaces and a loose network of teriary perimeter green lanes and short cul-de-sacs linked by paths.

Kingsnorth Masterplan **27/04/2017** **14007(P)002 Rev G**

Totals in each Area

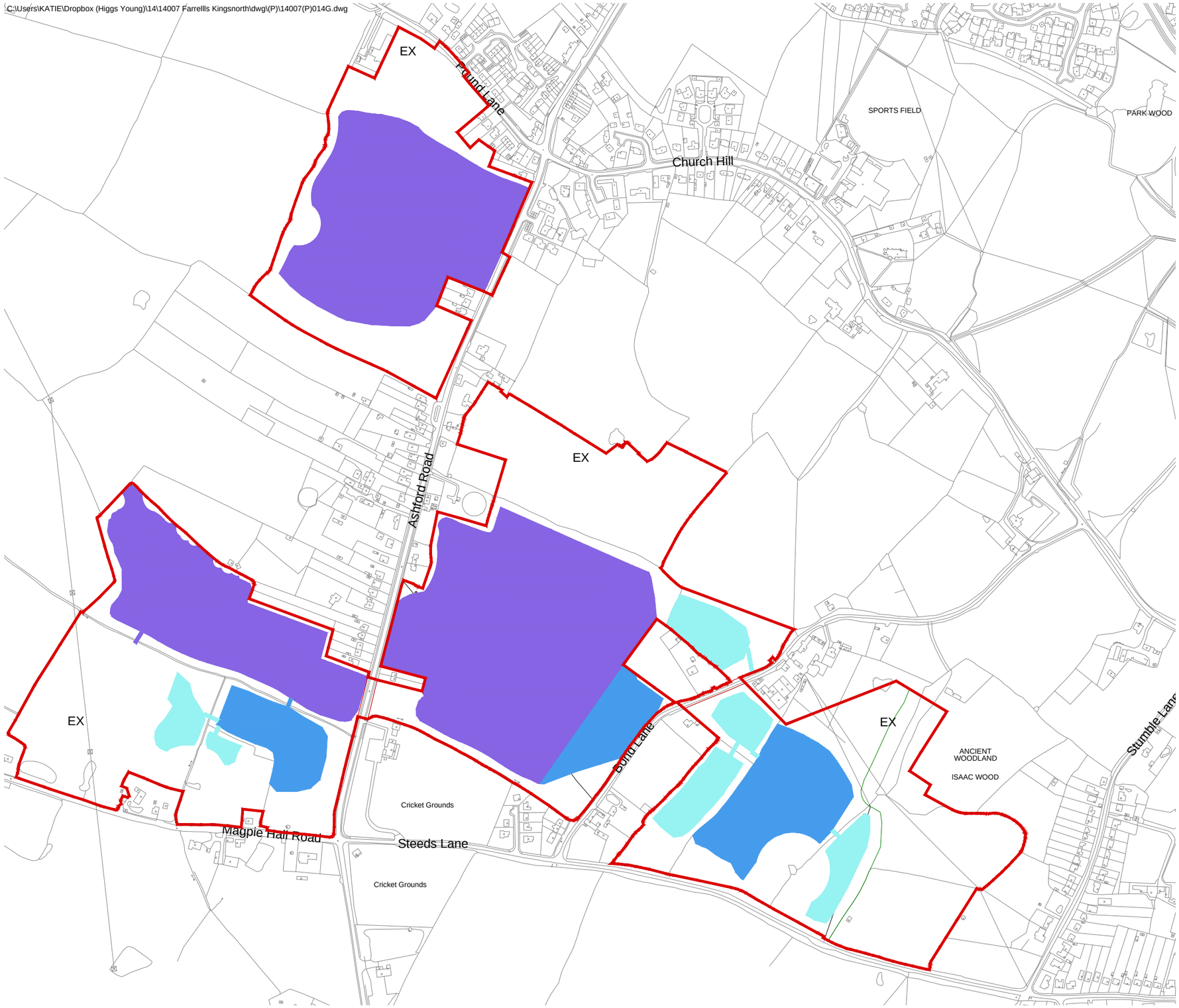
net housing plots density

Area	Area of housing (Ha)	Average Density	Approx. No. Of Units
1	6.05	25	150
2	5.73	23	130
3	9.62	23	225
4	3.63	12	45
TOTAL	25.03	22	550

gross housing areas & density

Area	gross Area of housing (Ha)	Average Density	Approx. No. Of Units
1	10.11	15	150
2	13.08	10	130
3	16.03	14	225
4	11.7	4	45
Total	50.92	11	550

ex roads	0.15
red line	51.07



Red Line Boundary

PROPOSED KEY:

- Low Density (up to 10 dwellings per hectare)
- Transition Low to Medium Density (up to 18 dwellings per hectare)
- Medium Density (up to 25 dwellings per hectare)
- EX — Areas excluded from density calculations including sport and community uses, habitats and flood zones
- Zones for Development and Access to have a tolerance of +-25m to allow flexibility

NOTE: Not to scale

Kingsnorth Green Masterplan

14007(P)014G Parameter Plan: Density

NOTE:
Density calculations are based on definitions contained in
The Use of Density in Urban Planning, DETR, 1998, paras 8.19-8-20
The areas included in the density calculation include the following:
35.4 Ha Housing with private garden spaces and car parking areas
0.14 Ha Mixed use retail, community, business
9 Ha Incidental Open Space and Landscaping and play areas in accordance with Ashford Borough Council SPD required green space
2.5 Ha Access Roads

5.2.4

Proposed Building Heights

The proposed Kingsnorth Green development is predominantly low rise, ranging from 1-3 stories, which are categorized as;

- Lowest – 1 storey with a maximum height of 8m AOD.

- Low to Medium – 1 to 2 stories with a maximum height of 11m AOD.

- Medium - up to 3 stories with a maximum height of 14m AOD

The proposed heights take into account the existing surroundings with lower buildings proposed adjacent to more visible and sensitive areas.

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NOTE: Not to scale

Red Line Boundary

EXISTING KEY:

Contours

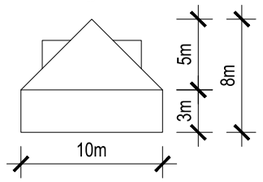
+50m Spot Levels above AOD

NOTE: Proposed ground level to match existing contours within +/-1m

PROPOSED KEY:

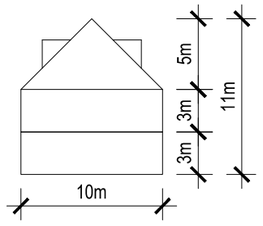
Zones for Development and Access to have a tolerance of +-25m to allow flexibility

Low Height (up to 8m from finished floor level)

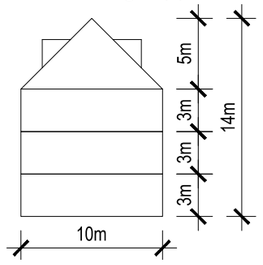


Transition area from Low to Low/Medium Height

Low/Medium Height (up to 11m from finished floor level)



Medium Height (up to 14m from finished floor level)



Kingsnorth Green Masterplan

14007(P)015F Parameter Plan: Building Heights

FARRELLS

6.0 Design

Kingsnorth Green will take into account the nature of its surroundings in order to create a traditional, sustainable and high quality housing design.
The network of green spaces that permeate the development will help create a strong identity based around streets and green lanes.

The character areas identified in Chapter 2.2.5 of this document will guide the localised character areas within the new development.

1. **Church Hill, Kingsnorth**

   In order to respect the existing housing and context of the Kingnorth Conservation area and St Michaels Church the Kingsnorth Green masterplan provides a large buffer area of open landscape in the land adjacent to Church Hill.

2. **Church Hill Cross**

   To reduce the impact of the proposed Kingsnorth Green development on the key crossroads at the heart of Kingsnorth Village, new junctions on Pound Lane and Ashford Road are proposed.

3. **Ashford Road North**

   The Kingsnorth Green masterplan creates the opportunity for a Kingsnorth relief road that would help reduce traffic along this part of Ashford Road.

5. **Ashford Road South**

   Existing houses line the road to the west and intermittently to the east. The proposal will aim to direct traffic away from this stretch of road to preserve its character as a residential country lane.

New housing is proposed in character areas 4 and 6-10. The design of housing creates an identity which reflects the existing character.

4. **Pound Lane**

   The proposed housing around the edges will be lower to fit with the existing country lane character of neighbouring houses and the open landscape to the west. The central area of this cluster of housing will be a higher density overlooking the proposed green area and branch out into smaller green courtyards, ‘green’ streets and mews housing.

6. **Inner Site**

   The high point will be kept as open landscape and provide a buffer to Kingsnorth. Proposed housing will lead into ‘green’ courtyards and mews housing with ‘green’ streets following the lines of the existing footpaths. On the lower slopes of this area housing will be taller and denser as it is located near to the primary access road which will branch off into mews, home zones and urban courtyards.

7. **Magpie Hall Road**

   Proposed housing will look outwards over open landscape to the south and east and most of this area will be kept for habitat creation and protection

8. **Steeds Lane West**

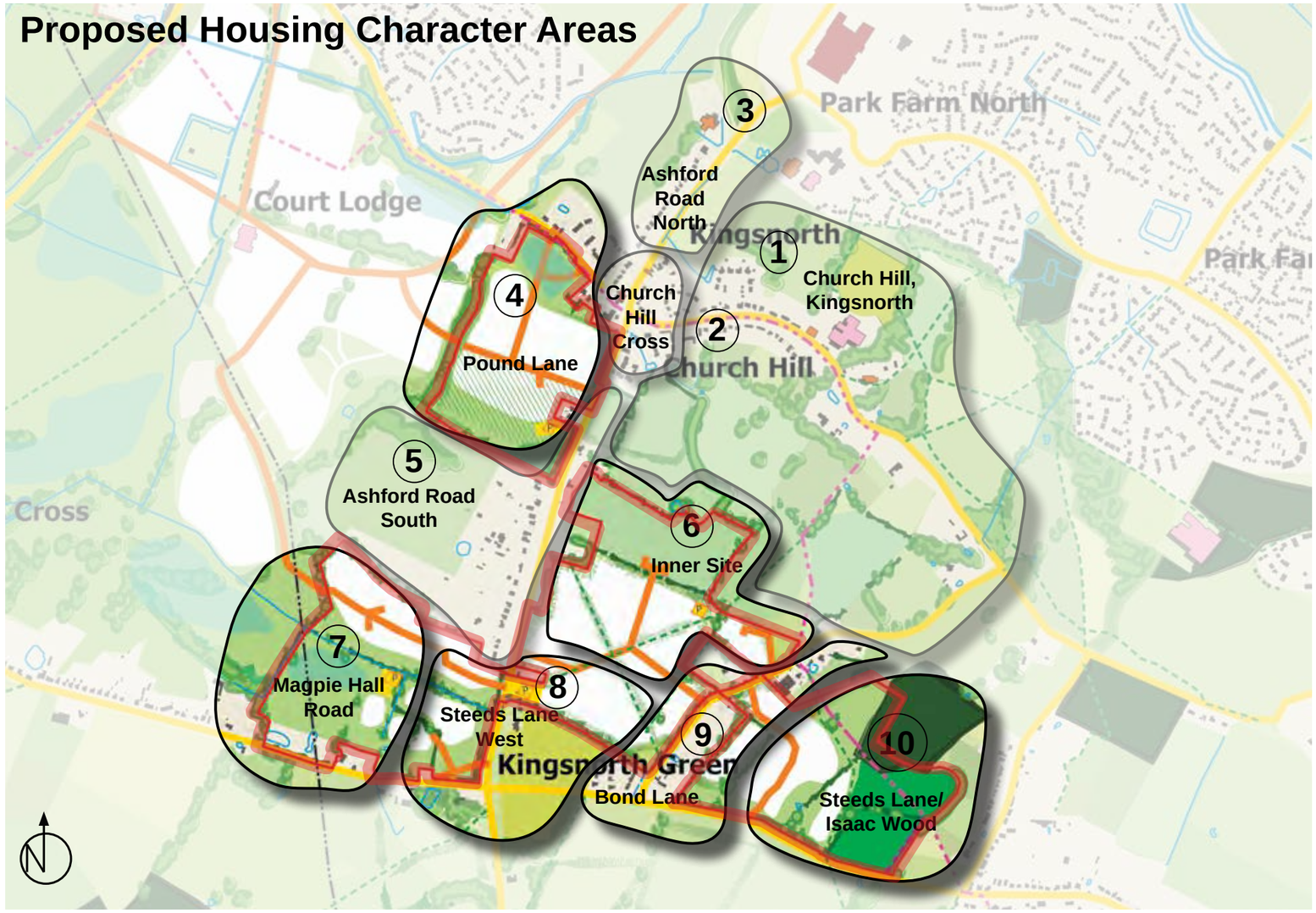
   The existing character of the crossroads with tight hedged corners will be retained and the new through route will ease the flow of traffic through this point. Higher density housing, in close proximity to the public transport links, will face onto the street, with some home zones, mews and urban courtyards in this area.

9. **Bond Lane**

   The Kingsnorth Green masterplan aims to reduce the impact on the listed buildings that overlook the site along Bond Lane by including buffer zones, reducing the housing density and including proposed housing of a smaller scale.

10. **Steeds Lane/Isaac Wood**

    The housing in this area is the lowest density and will overlook the proposed green space and open landscape to the east and north. Green streets and green courtyards will define the housing clusters with housing sympathetic to the neighbouring properties along Bond Lane to the west. The majority of this area will be reserved for landscape and habitat protection.



Housing Design Character Areas

Housing will vary throughout the proposed housing areas to complement the existing and proposed character. The areas are described as follows:

Houses fronting green spaces

These houses overlook green open spaces within the development clusters. They include green ribbons alongside footpaths and ‘green’ courtyards within the development clusters.

Houses fronting perimeter landscape.

This character area is along the perimeter of the development clusters, where a clear view over the landscape beyond. These properties have vehicular access via the perimeter tertiary routes (lanes) so have their front facades overlooking the landscape.

Houses fronting inner streets, through routes

These houses are located along primary, secondary and tertiary streets. Front gardens with varied boundary treatment will create character, such as open, low fence, hedges and railing.

Houses fronting home zones, non-through routes

Housing fronting quieter non-through routes that provide safe-play streets for children and inward looking neighbourhood for families. Vehicle access will be restricted to residents / servicing residents. These can include mews and cul-de-sacs.

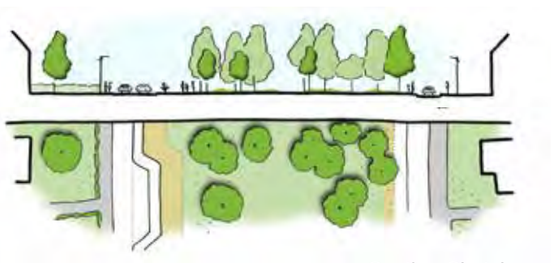
Visual examples of the proposed housing character areas is provided in chapter 6.1.

6.1 Appearance – Illustrative Examples

Housing Fronting Green Spaces

Housing around larger green spaces

- Communal Green.
- Scattered trees.
- Front Gardens, open or low fence facing towards the willage green.
- Varied character, scale and materials
- Limited parking from rear courtyards.



Section Sketch

Cambourne, Cambridgeshire

Housing around smaller green spaces

- Communal or private green area in the middles.
- Houses fronting the green area
- Limited vehicular access.
- Parking from front green lanes.

Section sample D

Section sketch D - D’

Hampstead Garden Suburb,

North London

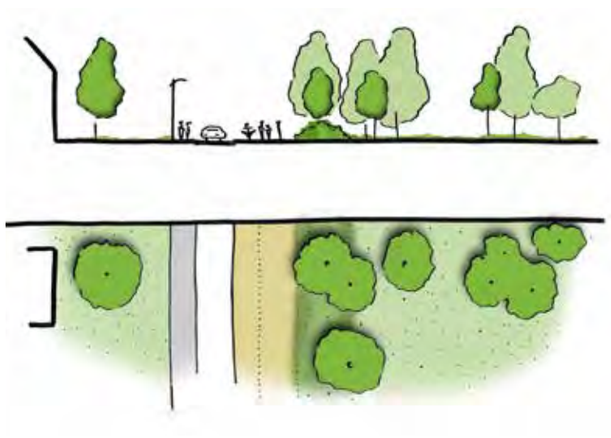
Cambourne, Cambridgeshire

Housing Fronting Perimeter Landscape

Housing with open front to landscape

- Housing fronting green lanes.
- Detached character and scale of houses.
- Small front gardens face towards landscape.

Section sample E

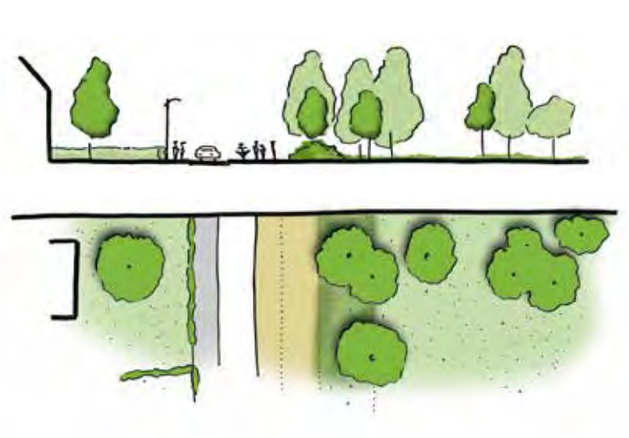


Section sketch E - E’

Housing with a strong hedge enclosure to the landscape

- Strong hedge enclosure along the boundary
- Hedge providing privacy and security
- Hedge completes landscape beyond.
- Varied character, materials and scale of houses.

Section sample F



Section sketch F - F’

Cambourne, Cambridgeshire

Boscombe, Sussex

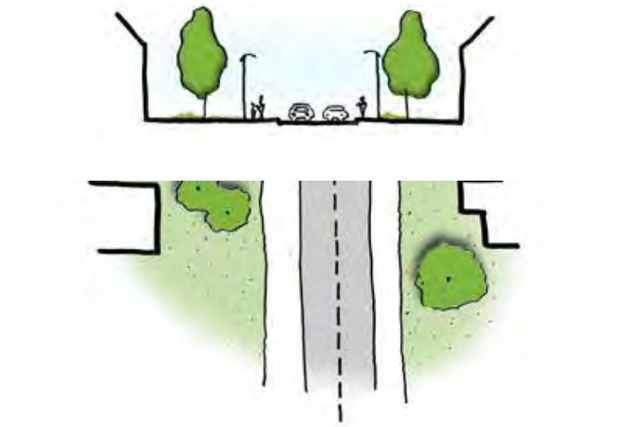
Accordia, Cambridgeshire

Houses Fronting Inner Streets, Through Routes

Housing with open fronts to streets

- Consistent character and scale of houses.
- Varied open boundary enclosures in front of the houses.

Section sample G



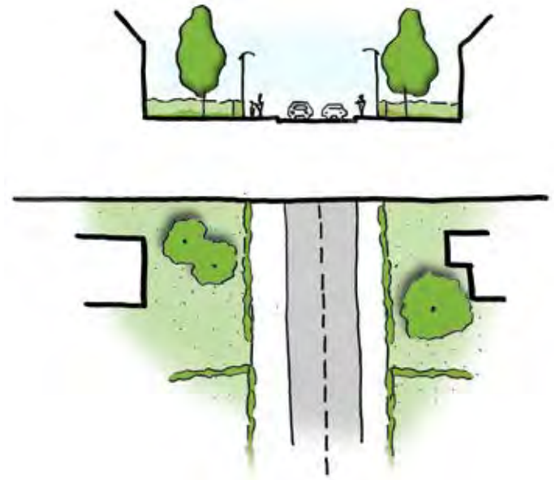
Section sketch G - G’

Letchworth, Hertfordshire

Housing with a hedge enclosure to streets

- Varied character and scale of houses.
- Stronger boundary enclosure to houses.

Section sample H



Section sketch H - H’

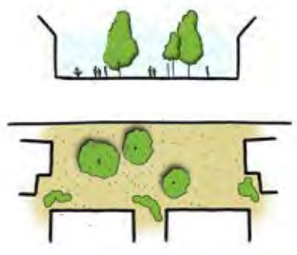
Tenterden

House Fronting Home Zones, Non-through Routes

Housing around a courtyard

- Communal or private area surrounded by houses.
- Create continuous front around the courtyard.
- Few scattered trees in the courtyard.
- Consistent design of houses
- L shaped or elongated houses.

Section sample A


Section sketch A - A'


3D example of an Urban courtyard


Petersham houses, Surrey


Haddenham, Buckinghamshire

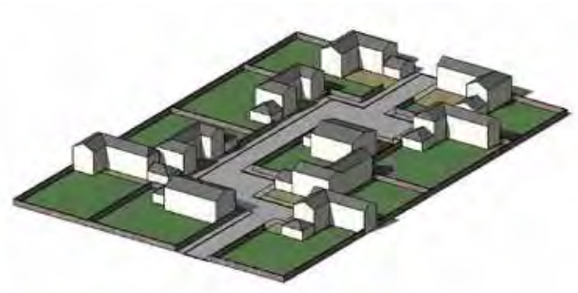

Tenterden

Housing fronting a mews court

- Consistent scale of the houses.
- Varied materials on houses.
- Restricted traffic
- Small front gardens and threshold.
- Building built around a paved yard or court or along a street.

Section sample B


Section sketch B - B'


3D example of a Mews court


Poundbury, Dorset


Tenterden