

July 2023

Tenterden Neighbourhood Plan 2013–2030

Tenterden Design Code Appendix 1

TENTERDEN
NEIGHBOURHOOD PLAN

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TENTERDEN DESIGN CODE FOR EDGE OF TOWN DEVELOPMENT

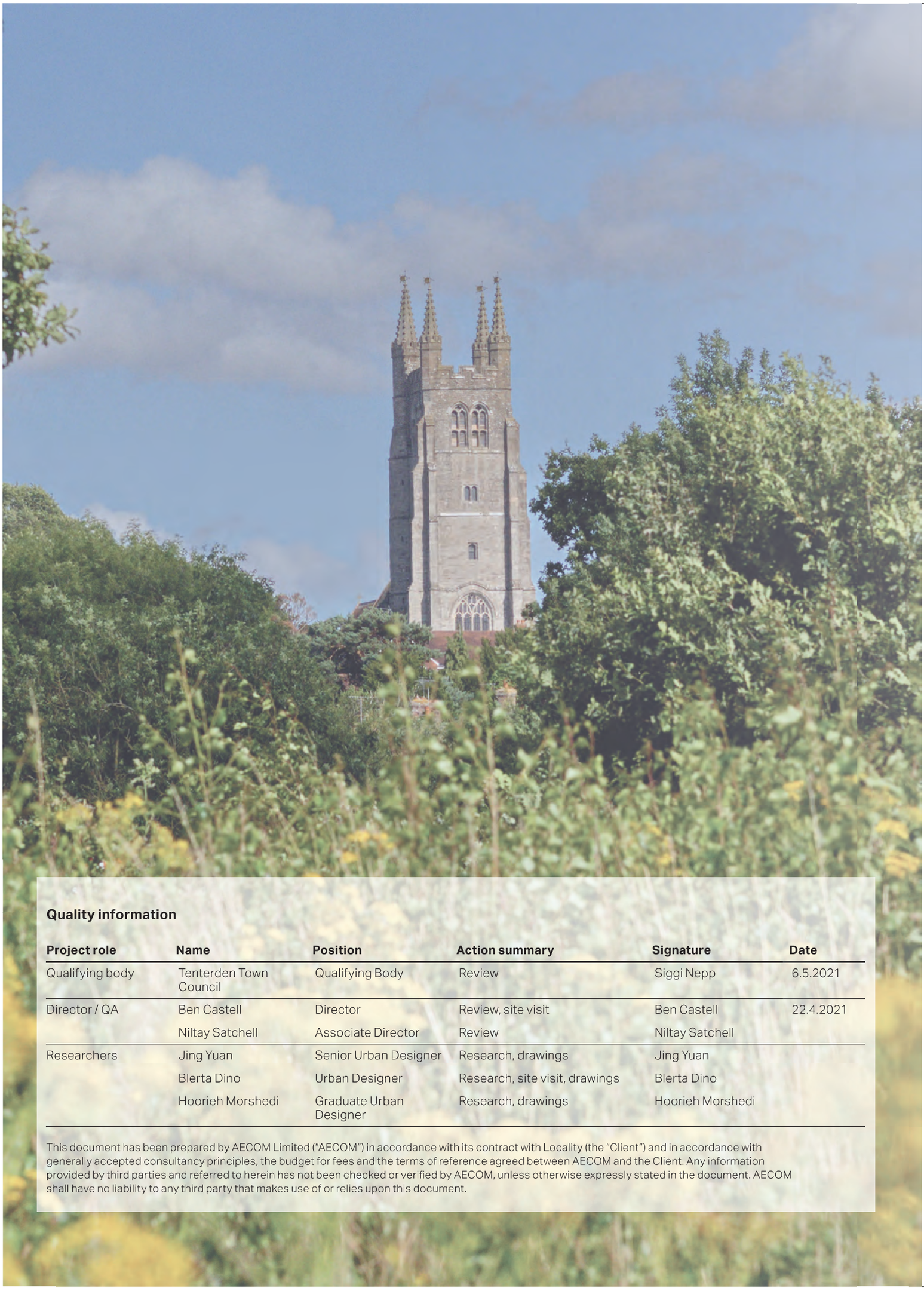
AECOM

Tony Fullwood Associates

FINAL REPORT

July 2023

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Quality information

Project role	Name	Position	Action summary	Signature	Date
Qualifying body	Tenterden Town Council	Qualifying Body	Review	Siggi Nepp	6.5.2021
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Introduction

01

1. Introduction

1.1. Background

Through the Ministry for Housing, Communities and Local Government's (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design support to the Tenterden Town Council. Tony Fullwood Associates assisted in creating the structure of the Design Code, providing local context and content and drafting the design principles and masterplan framework.

1.2. The importance of good design

As the NPPF (paragraph 124) notes, "*good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities*".

Research, such as for the Government's Commission for Architecture and the Built Environment (now part of the Design Council; see, for example, The Value of Good Design[1]) has shown that good design of buildings and places can:

- Improve health and well-being;
- Increase civic pride and cultural activity;
- Reduce crime and anti-social behaviour; and
- Reduce pollution.

Local people understand what good design means in the context of their town, including the importance of tourism and the local economy. The Neighbourhood Plan baseline work shows that they appreciate the character of the town with its strong medieval influence, the typical lanes and generous green verges along the town centre.

This document seeks to harness an understanding of how good design can make future development as enduringly popular as the best of what has gone before. Following an analysis of the town and good practice, those elements of good design which have been successful in edge of town locations are set out clearly as Design Principles which all development in such locations in Tenterden should follow in order to comply with this Design Code

1.3. What is a design code?

Planning Policy Guidance defines design codes as:

"... a set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should be proportionate and build upon a design vision, such as a masterplan or other design and development framework for a site or area. Their content should also be informed by the 10 characteristics of good places set out in the National Design Guide

They can be ...appended to a Neighbourhood Plan..." (Paragraph: 008 Reference ID: 26-008-20191001 - Revision date: 01 10 2019).

1.4. The purpose of this document

The National Planning Policy Framework (NPPF 2019, paragraphs 125 - 126) states that:

"*Plans should... set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.*

To provide maximum clarity about design expectations at an early stage, plans ... should use visual tools such as design guides and codes. These provide a framework for creating distinctive places, with a consistent and high quality standard of design. However their level of detail and degree of prescription should be tailored to the

1. https://www.designcouncil.org.uk/sites/default/files/asset/document/the-value-of-good-design.pdf



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circumstances in each place, and should allow a suitable degree of variety where this would be justified."

The Government is placing significant importance on the development of Design Codes in order to set standards for design upfront and provide firm guidance on how sites should be developed.

Tenterden is undergoing a period of expansion to the south of the town centre. Tenterden Southern Extension Phase A has been constructed and Phase B with an indicative capacity of 225 dwellings is allocated in the Ashford Local Plan 2030. Local Plan Policy S24 (Tenterden Southern Extension Phase B) sets out broad principles for developing this site. This Design Code provides an additional and more detailed framework for creating a distinctive place with a consistent and high quality standard of design.

Other locations which may come forward through Local Plan Policies HOU2 and HOU5, or longer term allocations through a Local Plan review, could also be potentially at the edge of the town, however these sites are not yet known at this stage.

This Design Code therefore focuses on providing further guidance for the Tenterden Southern Extension Phase B in particular. In addition it provides more general guidance for development at other edge of town locations which may come forward.

It is intended that the Design Code become an integral part of the Neighbourhood Plan and be given weight in the planning process. The Government intends to make it clear that decisions on design should be made in line with design codes.

With its focus on larger development sites, this Design Code does not focus on windfall sites elsewhere in the Plan Area which also need to carefully respect their setting. For such sites, reference should be made to relevant Neighbourhood Plan policies, the Kent Design Guide, the High Weald Housing Design Guide, 2019, Ashford Borough Council's Sustainable Design SPD, 2012 and the Conservation Area Appraisals and Management Plans when produced.

1.5. Preparing the Design Code

The following steps were undertaken to produce this document:

- Initial meeting between AECOM and the Tenterden Neighbourhood Plan Steering Committee and joint site visit;
- Review of existing baseline documents, including reports of community engagement;
- Preparation of design codes and guidance;
- The Town Council will seek comments on the draft Design Code through extensive community engagement at the Regulation 14 stage of the Neighbourhood Plan. The Neighbourhood Plan questionnaire will elicit views on the draft Code. All comments will require a response and, where justified, proposed amendments will be made to the draft Code.

It is intended that an amended Design Code form an integral part of the Regulation 16 Neighbourhood Plan - allowing further opportunities to comment and potential amendments by the Examiner.

Finally, the Neighbourhood Plan and accompanying Design Code will be put to local referendum in order to demonstrate local support for the document.

There will therefore be opportunities for engagement of a wide range of residents and stakeholders to influence the final document.



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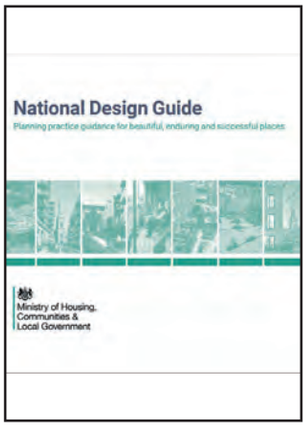
1.6. Policy and design guidance

The following documents have informed this design code document. Some of these guidelines have been produced at national, district or parish level.

Any new development application should be familiar with these documents and, where relevant, make explicit reference to how each of them is taken into account in the proposal.

National design guidance

District-wide policy & design guidance



National Design Guide

Ministry of Housing, Communities & Local Government, 2019



National Model Design Code

Ministry of Housing, Communities & Local Government, 2021



Ashford Local Plan

Ashford Borough Council, 2019

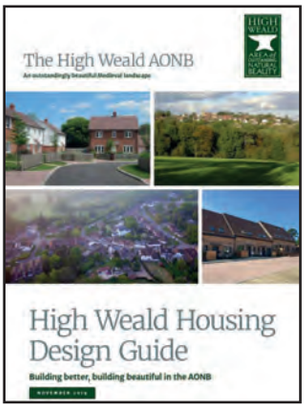
District-wide policy & design guidance

Parish-wide policy & design guidance



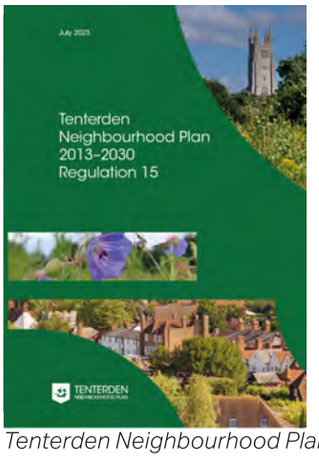
The Kent Design Guide

The Kent Design Initiative, 2000



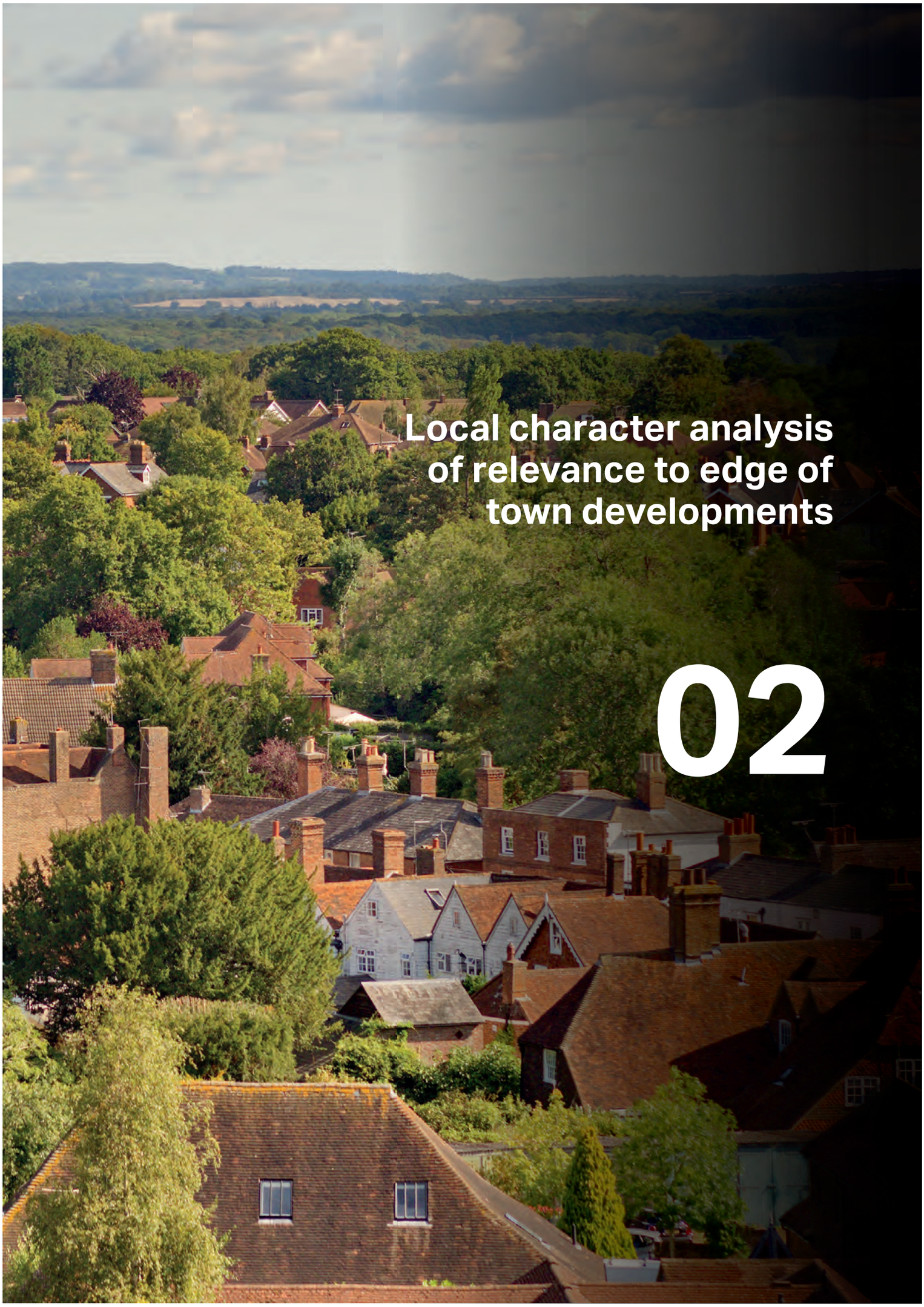
High Weald Housing Design Guide

High Weald Joint Advisory Committee, 2019



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Local character analysis of relevance to edge of town developments

02

2. Local character analysis of relevance to edge of town developments

2.1. Settlement pattern

The figures on this page illustrate the historic evolution of the area over time. Settlements grew on the main approach to the St Mildred's Church (High Street) and along Ashford Road leading into the area around the junction of Ashford Road and Beacon Oak Road, forming an historical core. Over time, Tenterden grew northwards along Ashford Road.

From the mid-20th century, the town saw housing developments gradually expanding outwards to the south, west and east. New buildings have largely filled the gaps between existing dwellings and, in many cases, short cul-de-sacs have been used for neighbourhood developments which reduces permeability and connectivity through the town.

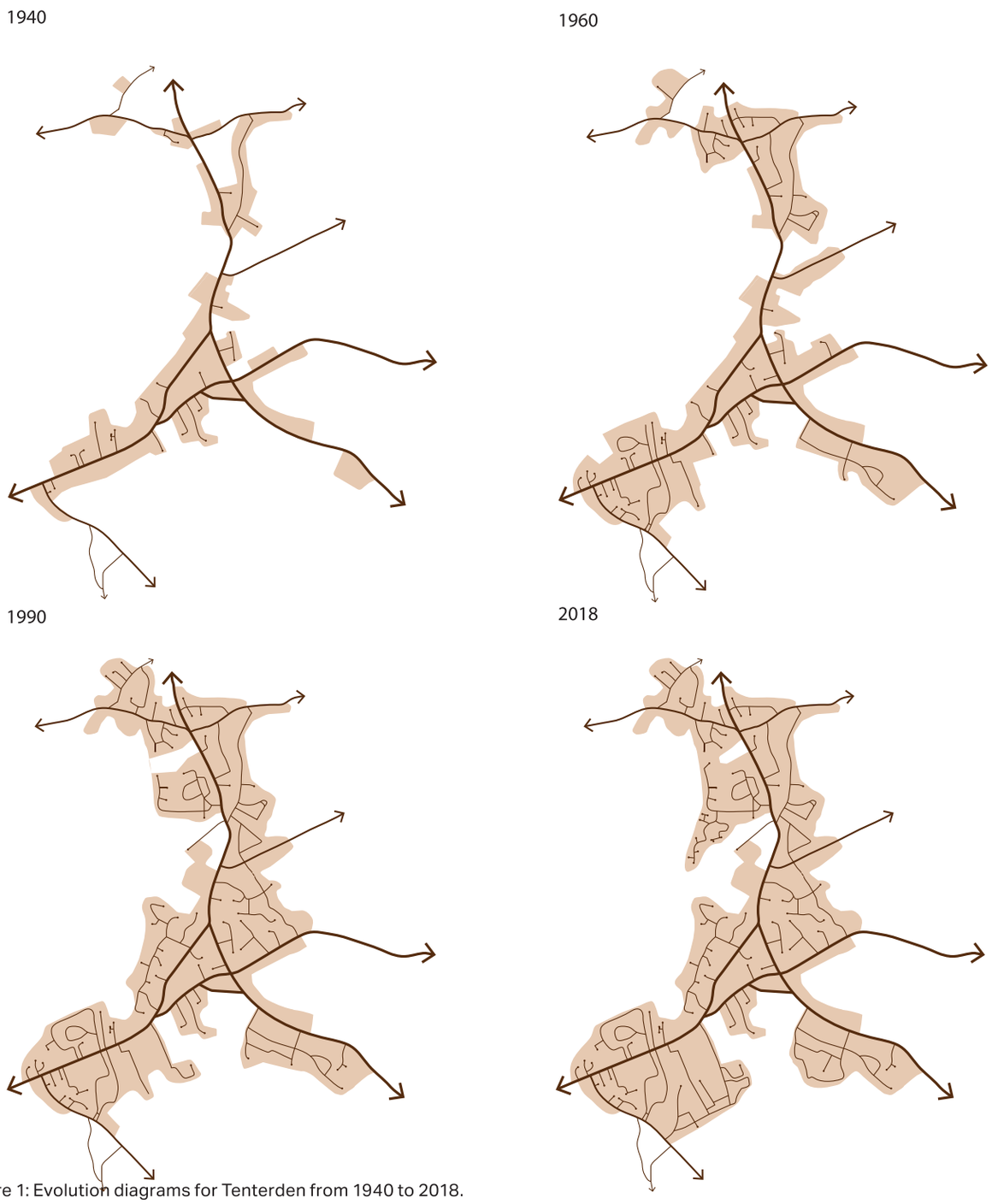


Figure 1: Evolution diagrams for Tenterden from 1940 to 2018.

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2.2. Movement

The High Street is Tenterden's main road where the conservation area and the historic town centre can be found. The High Street continues toward St Michaels through Ashford Road which together form the spine of the town.

The edge of the town is served by three main roads: Smallhythe Road (B2082) and Appledore Road (B2080) to the southeast, and Woodchurch Road (B2067) to the east. In addition, local roads which branch off Ashford Road offer connections from the west to the east.

The northern part of Smallhythe Road is enclosed by houses on one side and mature trees and vegetation on the other, creating a strong green character. The southern part of Smallhythe Road is more open with views onto open fields. Along Appledore Road, buildings have spacious front gardens. A strong sense of enclosure and greenery are achieved by green verges and mature trees. Woodchurch Road is very green and well-planted with a more rural feel.

Other roads in the town are typically enclosed by attractive grass verges, front gardens, buildings and mature trees providing a pleasing character.

The network of footpaths is of high importance to Tenterden. Connecting people with nature and offering alternative ways of transportation is important for national and local planning policy and the Neighbourhood Plan. The existing footpaths, including formal and informal ones, facilitate the connection with the countryside which surrounds the settlement. Furthermore, footpaths also offer easy access to the High Weald Area of Outstanding Natural Beauty (AONB), existing woodlands, recreational grounds and Local Green Spaces located within and outside the settlement.

There are different approaches to car parking within Tenterden. In residential areas parking is generally within the property plot or on-street, although newer development has some rear parking courtyards. In edge of settlement neighbourhoods, on-plot and courtyard parking are predominant.






Figure 2: Local examples of different connections between the centre and edge of the settlement.




Figure 3: Garage parking and plot and courtyard parking.

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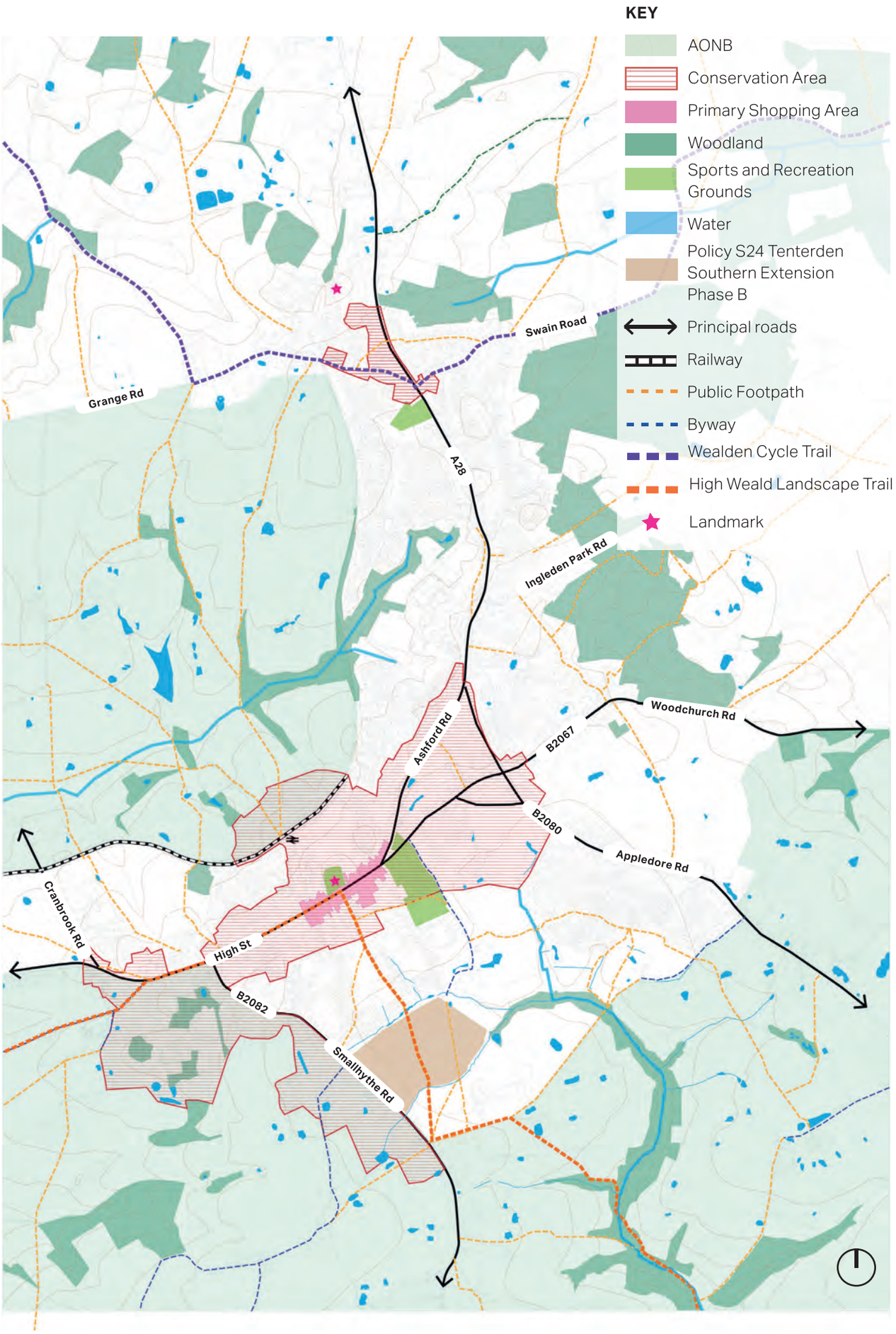


Figure 4: Town plan of Tenterden.

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2.3. Views and landmarks

Tenterden has two important landmark buildings:

- St Mildred's Church
- St Michael and All Angels

The views from the edge of the settlement to St Mildred's Church are of a high value and are to be retained through the Phase A development. These create long distant views towards the High Street from the development and act as wayfinding elements which consequently increase legibility of the place. These view corridors should be respected in future development for Phase B, both from within the development and from the footpaths and Smallhythe Road to the south.





Figure 5: Views towards the town's two main landmark buildings.

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2.4. Green space, public realm and streetscape

Within the town the majority of open spaces, sports and recreation facilities lie along the High Street/A28 corridor, including Tenterden Recreation Ground, St Mildred's churchyard and St Michaels Recreation Ground. These open spaces provide a strong soft landscaped character within the town and offer formal and informal recreation space.

In addition, informal green spaces along the A28 are well maintained, consisting of lawn with street furniture, accented by ornamental tree planting.

The edge of the town remains a rural tranquil landscape. The High Weald Area of Outstanding Natural Beauty wraps around much of the settlement whilst the landscape outside the AONB comprises a different landscape character with key landscape features. There are several mature and ancient woodlands and attractive open countryside.

These settings strongly contribute to the overall quality and 'sense of place', beauty, history and character of the edge of the town.



Figure 6: Good examples of public realm, well-kept green spaces and streetscape arrangements.

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2.5. Building typology and layout

There is a mix of housing typologies within Tenterden. The majority of housing typologies are detached and semi-detached buildings in residential areas, and terraced buildings mostly situated along the High Street.

The orientation of buildings in both the town centre and edge of the settlement varies, with most of them fronting onto the street and a small number of properties addressing the street with the gable end.

2.6. Building line and boundary treatment

1960s-1970s residential developments tend to have regular building lines. These modern house setbacks are usually consistent, evenly offset from the carriageway with regular open front gardens and reasonable size of rear garden. This creates a more public and suburban feel throughout the neighbourhoods.

1980s-1990s residential developments tend to have private driveways and garages but relatively smaller front gardens compared to the previous period. Hedge boundaries are very common, providing an enclosed and well-planted street scene.

Front garden sizes and plot sizes are further reduced in post-2000 residential developments. The most recent development - Phase A has front gardens of various depths that create irregular recesses from the road. However front garden depths are generally less than 3 metres and back gardens do not usually exceed 8 metres. Boundary treatments are diversified in terms of height, materials and types. There are low brick walls, hedgerows, picket fences and railings which are sympathetic in materials and size. These strongly respond to traditional materials and styles which can be found in the conservation area.

Building setbacks vary by street typologies. Along a tree-lined street, dwellings tend to have generous setbacks and well-planted front gardens. However, dwellings in mews, lanes or twittens are usually with a narrow privacy strip or without any privacy strip and the front doors right at the edge of the foot path.



Figure 7: Hedge boundaries create a verdant street scene, help enclose the road space, define the boundary between public and private space and provide a natural habitat for wildlife.



Figure 8: Planting softens boundaries in mews or twittens

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2.7. Building heights and roofline

Domestic buildings in Tenterden are typically 2 and 2.5 storeys. There are occasional 3 storey feature buildings within edge of centre developments such as Phase A, but these are the exception, not the rule.

Hipped or half-hipped roofs are commonplace in both town centre and edge of town areas. Varying roof orientation, eaves height and angles also add to local character.

2.8. Land use

Land use on edge of town is distinctly residential and with limited amenities and facilities.

2.9. Architectural details

The buildings are well-articulated, often with sash windows and the use of bay windows adding interest to the local vernacular. Gabled and hipped dormers and gabled porches play a positive role in creating an interesting and varied street scene at the edge of the settlement.

Other prevailing details include long and short painted wooden quoins and eaves cornices.

2.10. Building materials

Typical materials used in Tenterden are white painted timber weatherboarding, red brick and sometimes hung tiles on upper floors of the buildings.

Traditionally, render is applied in a smooth floated finish in a limited range of naturally occurring colours. The local rendering tradition suggests a white or light pastel colouring. It is recommended to keep render to subtle tones.

Please see section I 07 in Chapter 4 for more details.









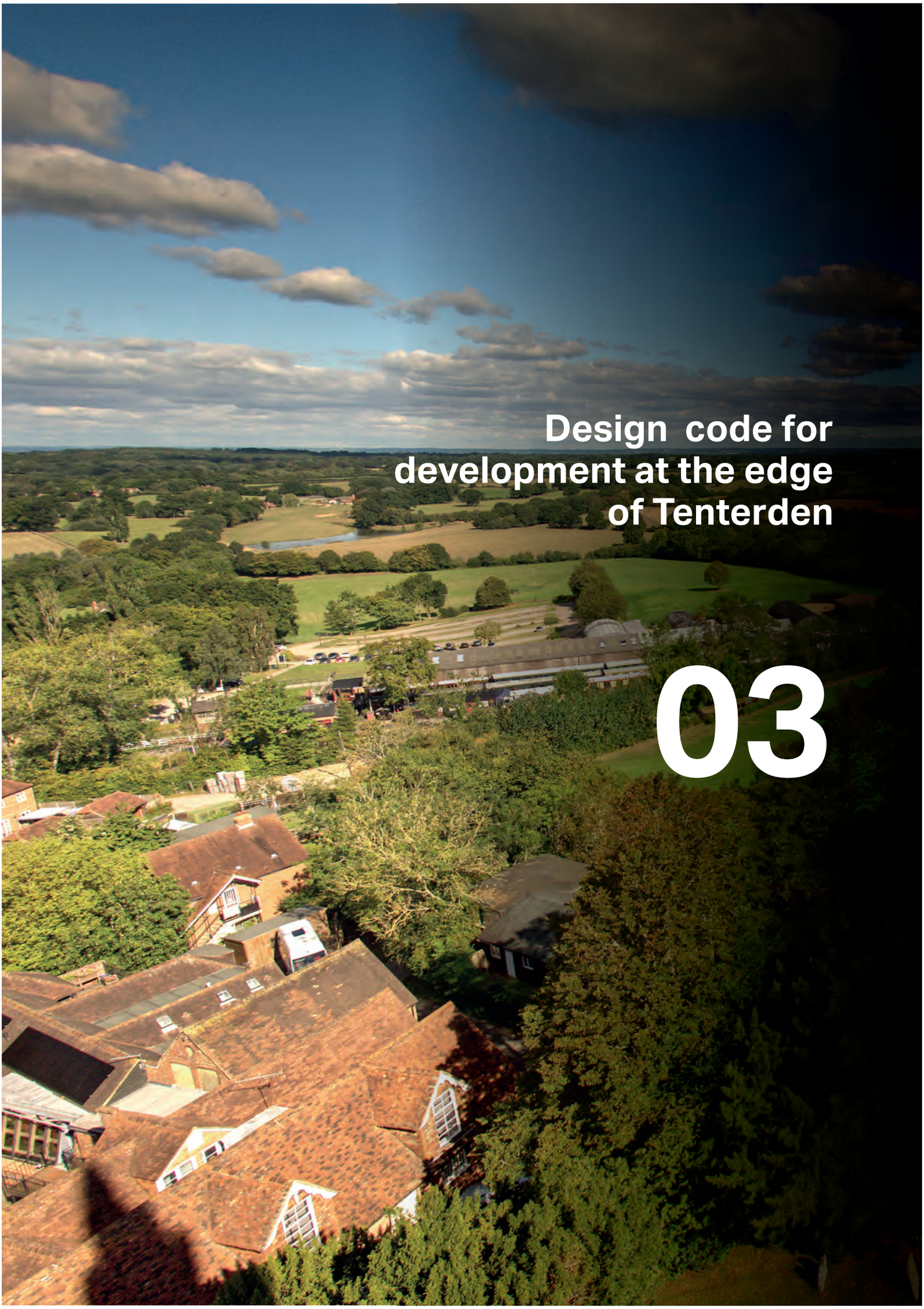
Figure 9: Positive examples of architectural details and materials.

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2.11. Summary

Category	Good practice	Bad practice
Settlement pattern	– Permeable and connected streets and routeways	– Poorly-connected streets
Movement	– A sense of enclosure and greenery – On plot car parking	– Spacious and suburban streetscape – Parking on the pavement or open spaces
Views and landmarks	– Retain and enhance views to landmarks	
Green space, public realm and streetscape	– A variety of spaces that can host a diverse range of activities and accommodate different users – Link green spaces and rural areas	
Building typology and layout	– Mix of housing typologies – Buildings fronting onto street	– Single housing typology throughout the development
Building line and boundary treatment	– Irregular set backs from the road – Setbacks that can provide front gardens, or alternatively small areas that offer buffer zones between private and public spaces – Hedgerow, picket fence or railing	– Consistent building line without subtle variation – Open plan – Panel fence – Hard boundary treatments in narrow paths
Building height and roofline	– Typically 2 and 2.5 storeys – Varying roof type, orientation, eaves height and angle	– Exceed 3 storeys – Monotonous building elevations
Land use	– Predominately residential with complementary community facilities and open space	
Architecture details	– Hipped or half-hipped roof with roof elements – Sash windows and bay windows	
Building materials	– White painted timber weatherboarding, red brick and sometimes hung tiles on upper floors of the buildings – White or light pastel render – Various but simple material palette	– Monotonous building materials – Use of materials with no reference to local vernacular

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Design code for development at the edge of Tenterden

03

3. Design code for development at the edge of Tenterden

This chapter provides a set of design principles than can be applied to Tenterden Southern Extension Phase B and any other suitable development at the edge of Tenterden. The design principles are set out in the blue boxes below.

Developments at the edge of Tenterden must follow the design process and successful edge of town design principles from the area set out in the sections below.

3.1. Design process

The aim of this Design Code is to ensure that future proposals consider local character and can enhance local distinctiveness by creating good quality developments, thriving communities and prosperous places to live. **Proposals will need to show how the designs are informed by an analysis of the specific local context**.

It is intended that this section applies to Tenterden Southern Extension Phase B and any other suitable development at the edge of Tenterden. Compliance with the Design Code does not mean that development of a site is acceptable in principle. Rather, if a development is acceptable in principle, it should comply with the Design Code.

3.2. Placemaking

Placemaking

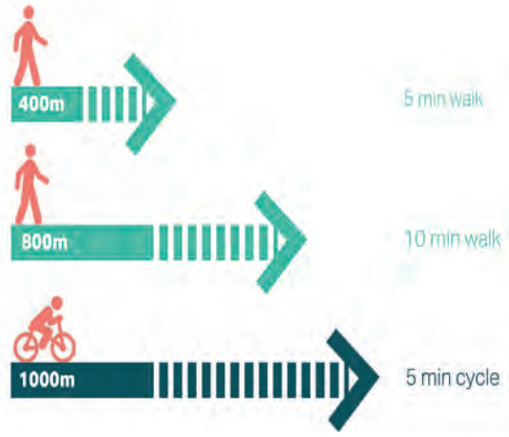
What urban designers and planners call 'placemaking' is about creating the physical conditions that residents and users find attractive and safe, with good levels of social interaction and layouts that are easily understood.

The placemaking principles set out in the following pages should be used to asses the design quality of future development or regeneration proposals. These key principles should be considered in all cases of future development as they reflect positive place-making and draw on the principles set out in many national urban design best practice documents including Building for a Healthy Life, the National Design Guide and National Model Design Code, 2021.



Walkable places

Creating new walking routes which are well connected to existing ones is a prerequisite for any new development. Walking routes should usually be laid out in a way where they follow the shortest and straightest distance between two points. Pedestrian footpaths should be at least 2 metres wide and be well lit to encourage use at all times.



The success of a place is influenced by how walkable it is. It is good practice to plan new homes within a 400 metres walking distance (= 5 minutes) of bus stops and within 800 metres (= 10 minutes) of convenience store or community building.



Figure 10: Walkable space, aligned with green verges.
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3.3. Tenterden Design Code

This section introduces a set of design principles that are specific to edge of town locations. These are based on:

- Local character analysis of the built form of edge of town developments in Chapter 2;
- Understanding national design documents such as the National Design Guide and National Model Design Code documents which informed the principles and design codes; and
- Discussion with members of the Neighbourhood Plan Steering Committee and the engagement that has been undertaken by the Committee.

The following codes are intended to guide the design of developments:

1. Land use/mix (LU)

LU 01. Mix of uses

2. Hierarchy of movement (HM)

HM 01. Connectivity

HM 02. Access

HM 03. Types of street

HM 04. Cycle paths

HM 05. Car parking

HM 06. Bin storage

3. Landscape, nature and open space (LOS)

LOS 01. Green infrastructure

LOS 02. Water management

4. Built form (BT)

BF 01. Building scale and massing

BF 02. Block types

BF 03. Building lines

BF 04. Buildings turning a corner

BF 05. Enclosure

5. Identity (I)

I 01. Landmarks and vistas

I 02. Boundary treatment

I 03. Roofline

I 04. Chimneys

I 05. Windows

I 06. Porches and canopies

I 07. Materials and architectural details

6. Public space (PS)

PS 01. Street materials/ hard landscaping

PS 02. Lighting

7. Sustainability (SU)

SU 01. Minimising energy use

SU 02. Lifetime adaptability

SU 03. Minimising construction waste

SU 04. Recycling materials and buildings

SU 05. Reducing car use

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1. Land use/mix

It is unlikely that there will be a great variety of uses within development at the edge of Tenterden, with the predominant use being housing. Nevertheless, within this use there can be a variety of house types, sizes and tenures which will help to ensure a range of housing needs are met and a more interesting townscape created. Ashford Local Plan requires the provision of affordable housing within schemes of 10 dwellings or more (and on sites of 0.5 hectares or more).

With a greater emphasis on home working, new homes should be designed to be adaptable and enable workspace opportunities within the new dwelling.

It is also important that open space and natural features such as hedgerows, trees and ponds are incorporated within schemes to protect and create natural habitats and networks and provide recreational opportunities for new residents.

LU 01. Mix of uses

Design Principles:

- New housing proposals should provide a mix of house types, sizes and tenures, including affordable housing in schemes of 10 dwellings or more (and on sites of 0.5 hectares or more).
- New and existing open space and natural features such as hedgerows, trees and ponds should be carefully integrated within schemes.





Figure 11: Existing housing mix along edge of the town.

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2. Hierarchy of movement

The network of streets should be designed to enable direct and convenient walking routes to public transport stops and to town and local centres. Streets should be considered as spaces for use by all, not just by motor vehicles. They must provide a safe and pleasant-to-use environment at all times of the day. Streets should be designed considering the needs of users in the following order:

- Pedestrians;
- Cyclists;
- Public transport users; and
- Other motor traffic.

Streets should be differentiated based on their character, role and function, and can be identified based on their proportion to the scale of development as primary, secondary or tertiary.

To stimulate and support district and local centres, movement routes should be designed in a way that they go 'through' places rather than 'around' them.

HM 01. Connectivity

An area with a comprehensive network of footpaths and cycle paths can be described as an area with good permeability. Historically, Tenterden had well connected streets but more recent edge of settlement developments have seen the creation of a series of poorly connected cul-de-sacs and severed footpaths which prevent permeability for pedestrians, cyclists and vehicles and isolate neighbourhoods from each other.

Design Principles:

- New housing proposals should provide direct, safe and attractive walking and cycle connections to local facilities such as the town centre, community uses, schools and public transport facilities.
- New developments should create permeable networks of pedestrian, cycle and vehicle connections within sites as well as connecting to the wider locality and to public footpath networks in the countryside beyond. Cul-de-sacs should be avoided.

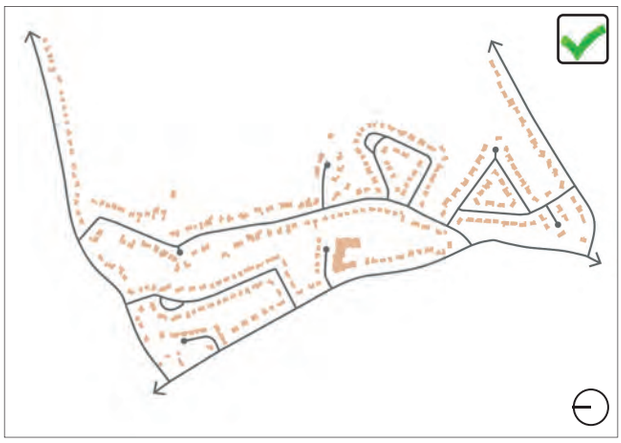


Figure 12: Local example of highly permeable residential areas.



Figure 13: Local example of cul-de-sac developments. This scheme should be avoided in future development as it consists of several consecutive cul-de-sac developments that inhibit sustainable travel choices, not least walking.

HM 02. Access

The needs of all users of any development should be taken into account in the design process. This includes children and their carers, elderly people and people with disabilities. Designs should encourage social interaction while facilitating movement.

Design Principles:

- New developments should create a barrier free environment, except where vehicular movement needs to be restricted.
- Gradients, changes in level, openings, boundaries, textures and colours, lighting, shelter, street furniture and parking areas should have regard to the full range of age and abilities at the outset in the design process.

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HM 03. Types of street

Streets should be differentiated based on their character, role and function, and can be identified based on their proportion to the scale of development as primary, secondary or tertiary.

In Tenterden, edge of settlement development is likely to be served by a classified (A or B) road and be at a scale where large distributor roads will not be required. Edge of town development is by definition bordering the countryside and therefore the character of the development has to be able to transition successfully from built development to the countryside. The scale and location of development should result in the creation of schemes based on the types of street included within the Kent Design Guide and Residential Parking and Design Guidance SPD which are not dominated by roads, but where the secondary routes are green avenues and the tertiary routes are more intimate spaces based around greens, lanes and mews courts.

Design Principles:

- New developments should be based around a hierarchy of a principal green avenue leading to more intimate spaces based around greens, lanes and mews courts.
- All types of street, cycle paths and parking spaces should be well overlooked by dwellings to provide natural surveillance.

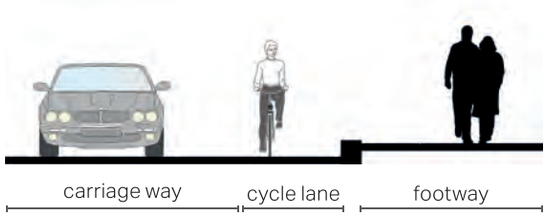


Figure 14: An example of segregated cycleway from footway.

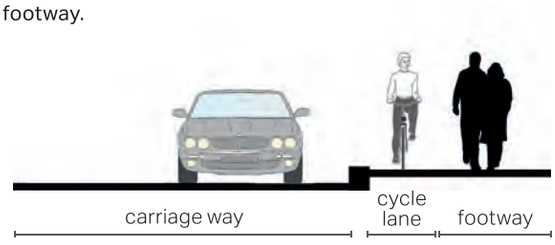


Figure 15: An example of shared cycleway and footway.



Figure 19: An example of footway.

Hierarchy of Movement



Figure 16: An example of primary street



Figure 17: An example of secondary street



Figure 18: An example of tertiary street

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HM 03.01 Avenue

Avenues can be the main access routes into edge of town locations with tree-planted verges connecting the site with a main road and neighbourhoods with each other. They can also be used for utility and emergency vehicles, as well as buses, if any. Avenues are fronted by houses on both sides with generous front gardens.

1. Carriageway (town-wide traffic).
2. Green verge with tall trees. The latter provide habitat, shading, cooling, air quality improvements and carbon sequestration, as well as being a vital component of attractive places. Parking bays are inset into the verges to avoid impeding moving traffic or pedestrians.
3. Shared footway and cycleway - cyclists to be segregated from vehicle traffic.
4. Footway.
5. Residential frontage with boundary hedges and front gardens.

Design Principles:

- Avenues should be designed to include the planting of trees and green verges along the road.
- Avenues should be defined by hedged boundaries enclosing generous front gardens.
- As the principal street(s), avenues should be wide enough to accommodate traffic within the scheme and connect to development beyond the site (5.5m – 6.0m carriageway). Avenues can be designed to be appropriate locations for on-street cycleways or for cycleways to be segregated from traffic by the planted verges (see Figure 20).

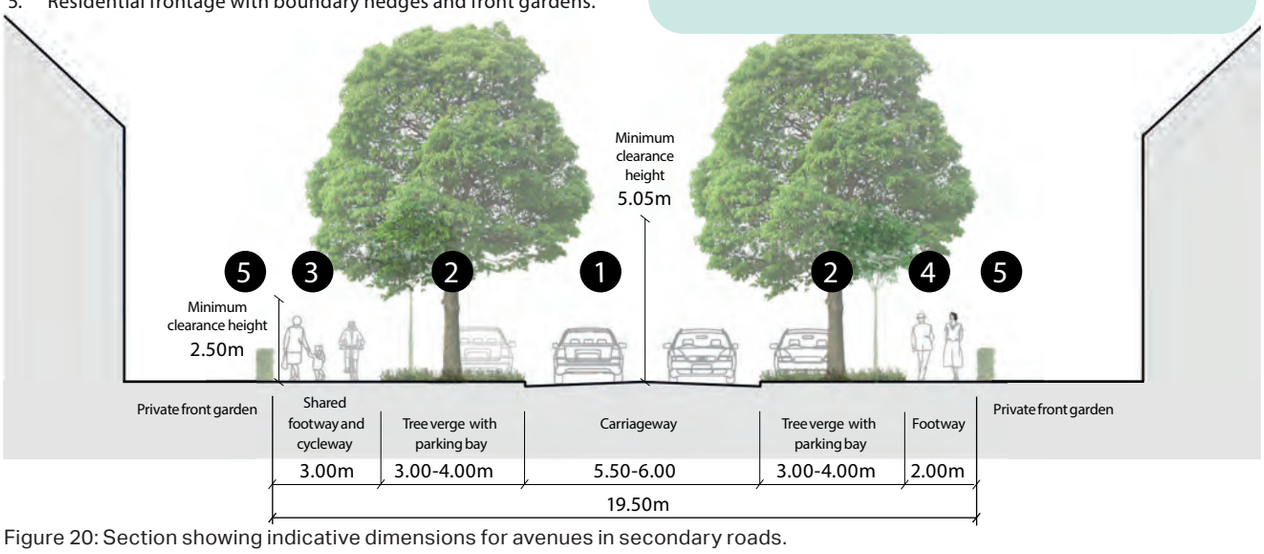


Figure 20: Section showing indicative dimensions for avenues in secondary roads.

HM 05. Lane

Lanes serve areas with a low volume of traffic and are fronted by houses with gardens on both sides.

1. Lanes (shared by local vehicle access, cyclists and pedestrians).
2. Residential frontage with front hedges and gardens.

Design Principles:

- Lanes should be designed with an informal layout with soft landscaping (such as trees, hedges and verges) a dominant feature of the street scene.
- As tertiary streets, lanes should be narrow but can vary in width (3.5m – 4.1m) and should be made safe for pedestrians, mobility scooters, cycles and vehicles to share (see Figure 21).
- Variations in materials and textures should be used instead of kerbs or road markings.

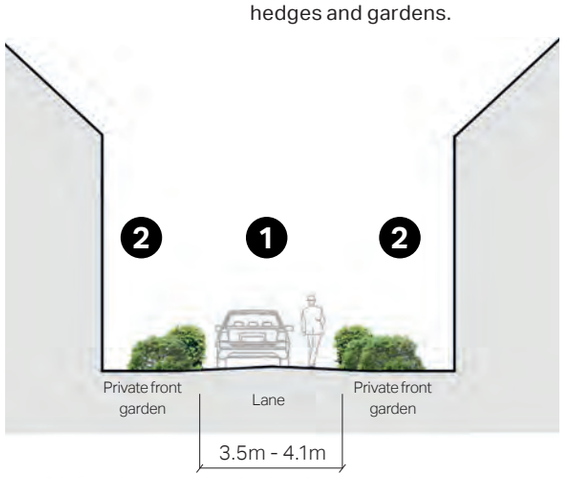


Figure 21: Section showing indicative dimensions for lanes and private drives.

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HM 03.02 Edge lane

Edge lanes are low-speed and low-traffic roads that are fronted by houses with gardens on one side and a green space on the other.

Design Principles:

- Edge lanes should be designed with an informal layout with soft landscaping a dominant feature of the street scene.
- As tertiary streets, edge lanes should be narrow but can vary in width (3.5m – 4.1m) and should be made safe for pedestrians, mobility scooters, cycles and vehicles to share (see Figure 22).
- Variations in materials and textures should be used instead of kerbs or road markings.

1. Edge lane (local access) - width to vary.
2. Green verge with trees. The latter are optional but would be positive additions. Parking bays to be interspersed with trees to avoid impeding moving traffic or pedestrians.
3. Footway.
4. Residential frontage with boundary hedges and front gardens.
5. Green space.

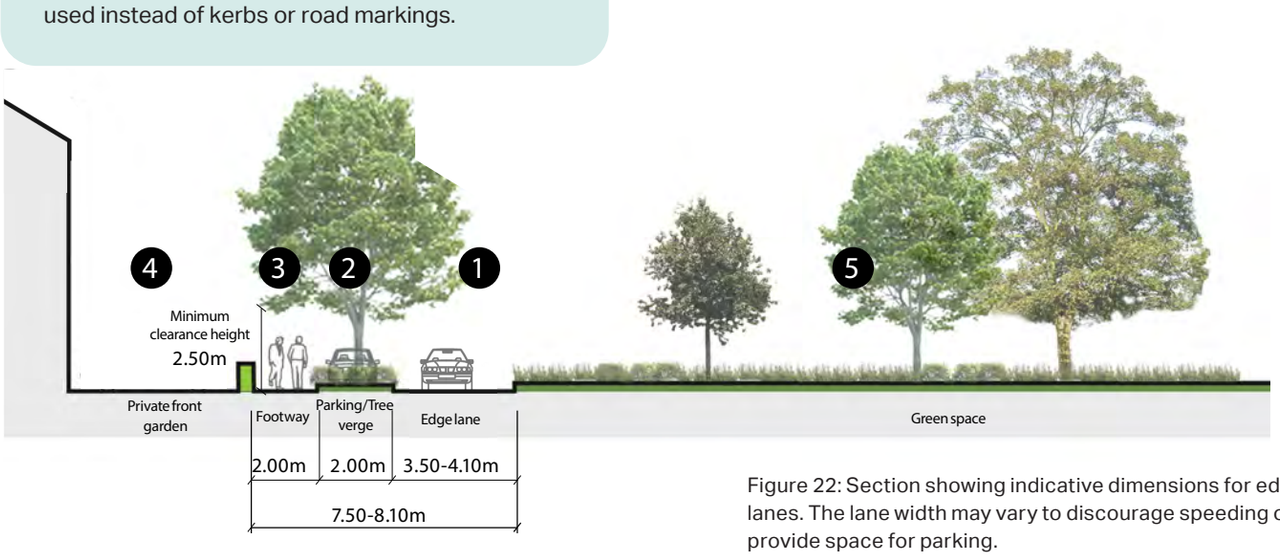


Figure 22: Section showing indicative dimensions for edge lanes. The lane width may vary to discourage speeding or provide space for parking.

HM 03.03 Green

Buildings arranged around an open space providing a strong identity.

Design Principles:

- Tertiary streets around greens should be narrow but can vary in width (3.5m – 4.1m).
- The green should be enclosed by development and be well overlooked.
- Variations in materials and textures should be used instead of kerbs or road markings.



Figure 23: An example Green in Phase A.

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HM 03.04 Mews

Mews should be positively enclosed attractive streets with a strong residential presence and not a collection of car courtyards. Buildings are generally set closely around a semi-public street. Parking is usually accommodated within the mews and in directly adjacent parking spaces or garage.

Design Principles:

- Mews should be made safe for pedestrians, cycles and vehicles to share the semi-public courtyard (see Figure 24).
- Variations in materials and textures can be used instead of kerbs or road markings.
- Opportunities should be taken to include specimen trees and/or shallow front gardens to soften the edges.

1. Shared mews (no footway) - width to vary.
2. Perpendicular parking bays to be interspersed and give adequate space to moving traffic or pedestrians.
3. Back garden width varied, but the minimum width is 12.00 metre.

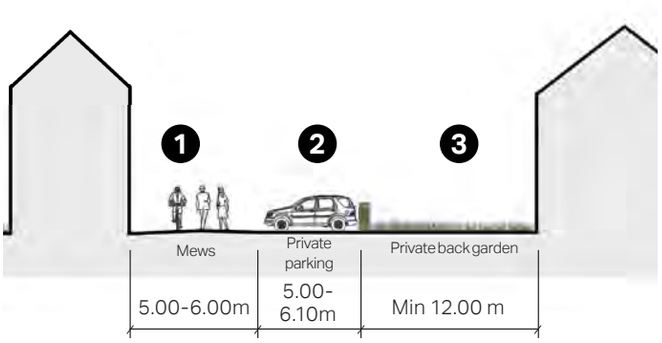


Figure 24: Section showing indicative dimensions for mews. The mews width may vary to discourage speeding or provide space for parking.

HM 04. Cycle paths

Cycling routes should be safe and direct and should form part of a well connected network within Tenterden and beyond.

Design Principles:

- Where dedicated cycle paths are required, these should be well lit and separate from other traffic and pedestrians and natural surveillance should be provided wherever possible.

HM 05. Car parking

Parking areas are a necessity of modern development. However, they should not dominate or be unsightly within the street scene. Parking provision should be undertaken as an exercise of placemaking. It must comply with Ashford Local Plan Policy TRA3a.

When needed, residential car parking can be translated into a mix of on-plot side, garage, and courtyard parking, and complemented by on-street parking.

Design Principles:

- Car parking design should be combined with landscaping to minimise the visual impact of parked vehicles.
- For detached or semi-detached homes with gardens, parking spaces and garages should be on-plot at the side of the property.
- For mews or terraced homes with little or no front garden, parking should be accommodated within the mews building or on-street in front of dwellings with continuous parking areas separated by planting.
- For small groups of terraced housing small rear parking courts may be used where placemaking dictates a continuous street frontage.
- Parking areas and driveways should be designed to improve impervious surfaces, for example, through the use of permeable paving.

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HM 05.01. On-plot side parking

Design Principles:

- Boundary treatment is the key element to help avoid a car-dominated character and elements such as hedges and trees should be used to enclose and separate front gardens.
- A method of electric car charging should be incorporated.

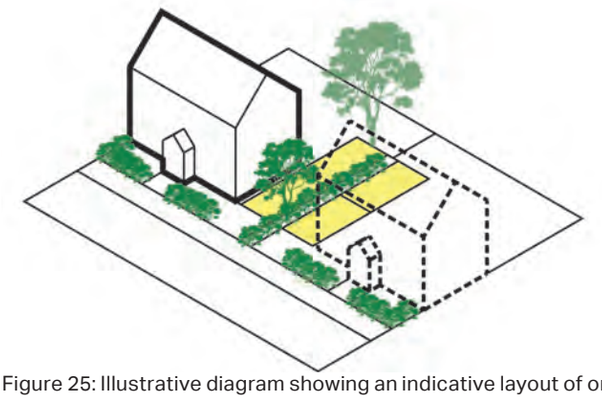


Figure 25: Illustrative diagram showing an indicative layout of on-plot side parking.

HM 05.02. On-plot garage

Design Principles:

- Where provided, garages should be designed either as free-standing structures or as additive form to the main building complementing the architectural style of the main building.
- Garages and parking spaces should not be set forward of the building line in order to minimise visual intrusion on an informal and landscape-dominated street scene.
- Consideration should be given to the integration of bicycle parking and/or waste storage into garages.
- A method of electric car charging should be incorporated.

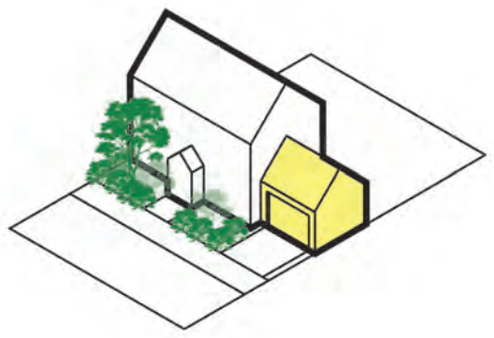


Figure 26: Illustrative diagram showing an indicative layout of on-plot garage parking.

HM 05.03. On-street parking

Design Principles:

- On-street parking should be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function.
- On-street parking should be broken up with soft landscaping and tree planting.

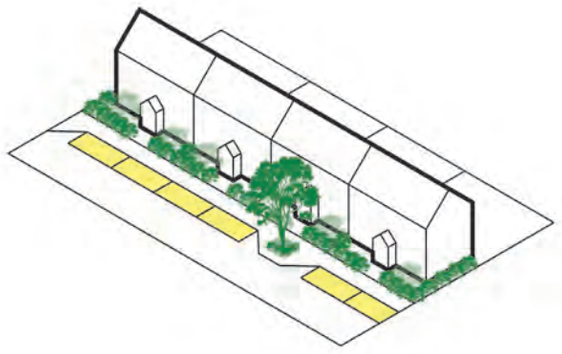


Figure 27: Illustrative diagram showing an indicative layout of on-street parking.

- On low-traffic residential streets or lanes that are shared between vehicles, cycles and pedestrians, parking bays can be clearly marked using changes in paving materials instead of markings.
- A method of electric car charging should be incorporated.

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HM 05.04. Parking courtyard

Design Principles:

- Parking courts should benefit from some natural surveillance.
- Parking courts should complement the public realm, hence it is important that high-quality design and materials are used both for hard and soft landscaping elements.
- Parking bays should be arranged into clusters with small groups of spaces interspersed with trees and soft landscaping.
- A method of electric car charging should be incorporated

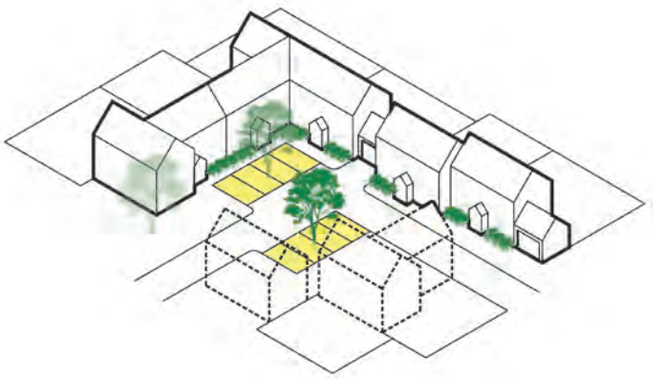


Figure 29: Illustrative diagram showing an indicative layout of parking courtyards.

HM 06. Bin storage

With modern requirements for waste separation and recycling, the number and size of household bins has increased. Bin storage should be an integral part of layouts.

Design Principles:

- A specific enclosure of sufficient size for all necessary bin storage should be created which is close to the home and accessible from the street and where it would not be visually intrusive in the street scene.





Figure 28: Good examples showing bin storage

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3. Landscape, nature and open space

Tenterden has a rich and varied landscape character. The AONB almost surrounds the town.

Landscape and natural features play a vital role in creating attractive environments and providing wildlife habitats. New developments at the edge of Tenterden should incorporate and respond to natural features such as hedgerows, trees and ponds, and should provide net gains for biodiversity.

Mature and veteran trees, species-rich hedgerows and wide green verges are essential for biodiversity. Green corridors should penetrate through the development from the countryside (possibly providing sustainable connections for footpaths, cycleways and habitat networks). This will enable wildlife to travel to and from foraging areas and their habitats.

Strategic landscaping on the boundary with the countryside provides the opportunity to soften the transition from build form to the landscape beyond.

Open space provision should accord with Ashford Local Plan Policy COM2 - Recreation, Sport, Play and Open and the adopted Public Green Spaces & Water Environment SPD

LOS 01. Green infrastructure

Design Principles:

- The layout should demonstrate a comprehensive and connected network of habitats through the site.
- All existing good quality woodland, hedgerows, trees and shrubs should be retained within the layout and, where necessary, enhanced through additional planting and/or improved management.
- Ancient trees and hedges together with veteran trees must be preserved.
- Green corridors should penetrate through the development from the countryside providing sustainable connections for footpaths, cycleways and habitat networks.
- Development should take opportunities to help connect and improve wider ecological networks.
- Habitats should be provided with sufficient width of buffer zones based on their specific ecological function.
- All retained and newly planted trees should be considered at the earliest design stage to ensure that they will be able to grow and mature in the future without outgrowing their surroundings and foundations.
- New open space should be designed to incorporate existing landscape features to create informal open space with opportunities for natural play, recreation and routeways.
- New trees should be incorporated along avenues and lanes as well as within mews courts and parking areas.
- Trees to be sited within or close to footways should be carefully selected so that their spread does not reduce pedestrian space below minimum dimensions for width and headroom. A minimum clearance height of 2.5m should be maintained above the footway and 5.05m over a principal road (an Avenue) likely to accommodate buses.
- New hedge front boundaries should be provided to properties fronting the avenues and lanes.
- Where development abuts the countryside a generous and comprehensive landscape buffer should be created or retained to allow the transition from built form to the surrounding landscape. There should be no abrupt edges with little vegetation or landscape in such locations.
- New trees, hedges, grassland and shrubs planted to supplement existing vegetation should use local species.
- Active frontages should face onto green spaces.

LOS 02. Water management

LOS 02.01. SuDS

The term SuDS stands for Sustainable Drainage Systems. It covers a range of approaches to manage surface water in a sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits.

This Parish is an area that is very susceptible to surface water flooding due to impermeable Kentish Wealden Clay.

SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system.

Usually, the most sustainable option is the collection of surface water to reuse, for example in a water butt or

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rainwater harvesting system, as this has the added benefit of reducing pressure on important water sources. Where reuse is not possible there are two alternative approaches using SuDS.

- Infiltration, which allows water to percolate into the ground and eventually restore groundwater; and

- Attenuation and controlled release, which holds back the water and slowly releases it into the sewer network.

Although the overall volume entering the sewer system is the same, the peak flow is reduced. This reduces the risk of sewers overflowing. Attenuation and controlled release options are suitable when either infiltration is not possible (for example where the water table is high or soils are clay) or where infiltration could be polluting (such as on contaminated sites).

The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination. A number of overarching principles can however be applied:

Edge of settlement sites should comply with Ashford Local Plan Policy ENV9 - Sustainable Drainage and any SuDS scheme must demonstrate regard to the adopted Sustainable Drainage SPD and any subsequent revisions. On edge of town greenfield sites this means:

Design Principles:

- All development should be designed to eliminate the risk of surface water flooding and potential overloading of the sewage network, and maximise environmental gain, such as: water quality, water resources, biodiversity, landscape and recreational open space.
- Development should discharge at a maximum of 4l/s/ha. On smaller sites (less than 0.25ha), development should achieve a maximum discharge of 2l/s.
- All development should include appropriate sustainable drainage systems (SuDS) for the disposal of surface water in order to avoid any increase in flood risk or adverse impact on water quality, and to mimic the drainage from the pre-developed site. SuDS features should always be the preferred option and provided onsite wherever practicable.
- SUDs schemes should be designed sensitively to augment the landscape and newly created street scene and provide biodiversity and amenity benefits.
- SUDs schemes should demonstrate that clear arrangements have been established for the operation and maintenance of the SuDS component for the lifetime of the development.
- The natural watercourses and drainage flow paths that support the natural environment and wider landscape should be maintained and incorporated within the landscape and biodiversity proposals as appropriate.

Name	Type	Appropriateness
Green roof	Source control	♦♦♦♦♦
Water butt / rainwater harvesting systems	Source control	♦♦♦♦♦
Soakaways	Infiltration	♦♦
Permeable paving	Infiltration / storage	♦♦♦♦
Filter strip	Conveyance / infiltration	♦♦♦♦
Swale	Conveyance / infiltration	♦♦♦♦♦
Infiltration trenches	Infiltration / conveyance	♦♦
Open channels, Rills,	Conveyance	♦♦♦♦
Infiltration basin	Storage / infiltration	♦♦♦♦
Wet ponds (retention basins)	Storage	♦♦♦♦♦
Detention basins	Storage / infiltration	♦♦♦♦♦
Constructed wetland	Storage / infiltration	♦♦♦♦
Online / offline storage, including over-sized pipes, 'modular storage' systems	Storage	♦♦
Infiltration techniques	Storage / infiltration	♦

Figure 31: Sustainable Drainage SPD, Table 4.1 Types of SUDS and their appropriateness in Ashford Borough





Figure 30: Well kept SuDS, edge of town.

4. Built form

BF 01. Building scale and massing

Design Principles:

- Buildings should be sympathetic in scale to the context of the site and should not normally exceed 2 or 2.5 storeys (with rooms/ dormer windows in the roof). Buildings should not exceed this height at the edges of development abutting the countryside. Elsewhere, very exceptionally 3 storey houses may be acceptable where this can be justified, for example as a landmark building.
- Subtle variations in height should be created by altering eaves and ridge heights to add visual interest.
- The ground level to eaves height should not exceed 6m (IBID).

BF 02. Block types

The layout of an edge of settlement scheme based on the road types selected will create a number of distinct blocks of development. The character of any block will vary depending on the structure and density of the block. For example the avenue block will be fronted by larger detached houses set back from the public domain by a hedged boundary whereas the mews development will be set closely around a semi-public street with limited or no front garden.

New development should respond to the existing pattern of development within successful edge of town development in Tenterden, taking cues from existing block sizes and structures, patterns of plot subdivision and the relationship between the built and the non-built private space. Most blocks will be perimeter blocks with new homes facing the street and back gardens backing onto back gardens.



Figure 32: Residential neighbourhood nestled into its landscape setting on the edge of town.

Design Principles:

- Block types should be principally back to back rear gardens, development edge and mews block types.

BF 02.01. Back to back rear gardens

The back to back rear gardens block type is a type of perimeter development defined by houses which face apart and have private gardens in between the rears of the buildings. Considering local preference for housing typologies, this kind of block organisation is suitable for most types of houses: detached, semi-detached and terraced.

Design Principles:

- Secure rear garden spaces should be provided by creating blocks where houses face the street and have private gardens in between the rears of the buildings avoiding back gardens along streets.

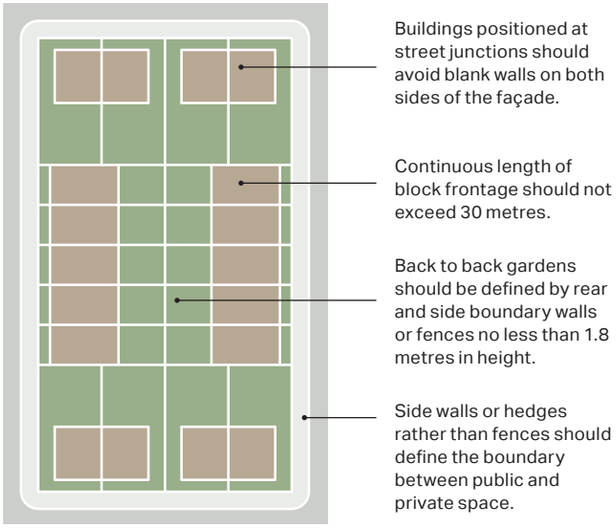


Figure 34: Back to back rear gardens.



Figure 33: Good level of detail on building facades.

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BF 02.02. Development edge

As a settlement's public face, the treatment of the edge of development is particularly important when facing open countryside, other open space and primary roads. Buildings should face outwards towards the countryside to present a more attractive edge façade and ensure natural surveillance of the abutting road/ footpath/ landscape buffer and countryside.

Design Principles:

- New development should provide a positive edge which has a clear and well defined external image.
- Regardless of dwelling type (terraced, semi-detached or detached house), buildings at the development edge should face outwards, with a front garden and a street or footpath/cycleway between the home and the open space.
- Frontages should have strong architectural forms and careful detailing, in view of their prominence.
- Back and side fences should not border the development edge in order to avoid a harsh and unattractive edge to new development and the absence of natural surveillance.
- Interfaces between the existing settlement edges and new development should be carefully designed to integrate new and existing communities. New buildings should usually be no higher than existing homes where they are adjacent. This is particularly important where new residential buildings will face existing residential properties that until now faced onto open fields.
- Belts of trees and hedges that define the existing settlement edge should be integrated into, and supplemented by, the new neighbourhood as part of the scheme's green infrastructure.

BF 02.03. Mews

Design Principles:

- Frontage should be as continuous as possible, with good street rhythm created by windows and front doors.
- In the case of integral garages, the access to this part of the building should be well integrated within the overall design, to minimise negative impact on public realm.

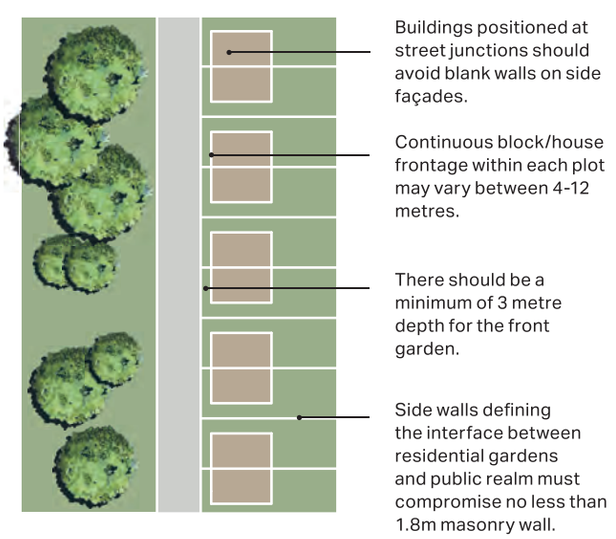


Figure 35: Development edge.

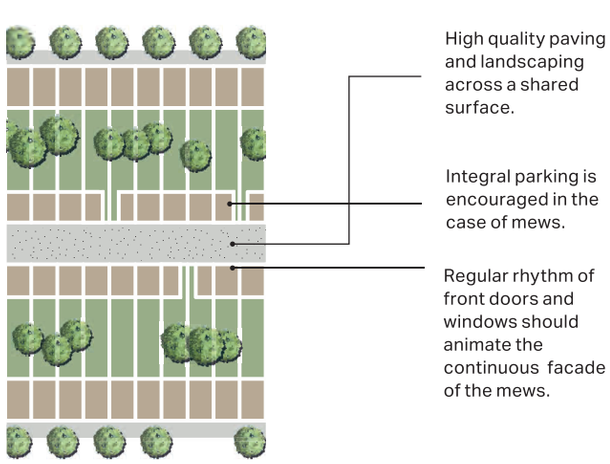


Figure 36: Mews.

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BF 03. Building lines

The way buildings sit in relation to the street can affect the feel and attractiveness of a development. Building lines should have subtle variations in the form of recesses and protrusions but should generally form a unified whole.

Boundary treatments should reinforce the sense of continuity of the building line and help define the street. Also, boundary treatments should not impair natural surveillance.

A setback is the distance between the back of the pavement and the building line. The size of the setback contributes to the overall character and sense of enclosure along a street. The setbacks of residential developments in rural character areas can be deeper due to large front gardens.

Design Principles:

- A coherent street frontage should be achieved by coordinating the setback between buildings and the road.
- Large differences in setbacks for adjacent properties should be discouraged as this does not contribute to the overall streetscene or cohesiveness of place. The range of set back from the dwelling to the front boundary should generally be between 3-6m but some lanes and mews courts may have shallow, or no, front gardens (National Model Design Code, MHCLG, 2021).

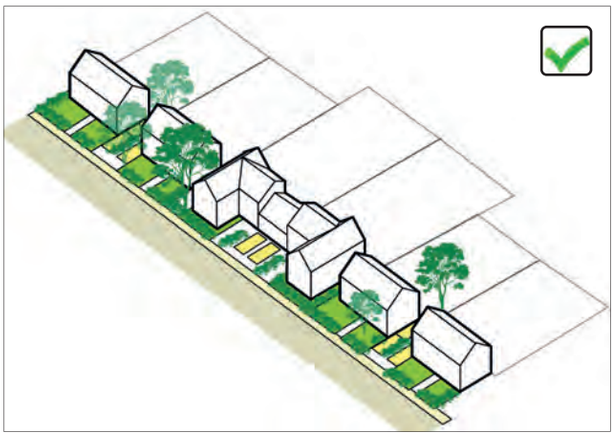


Figure 37: Diagram reflecting positive treatment of building line; building frontage creating variety as well as cohesiveness in the streetscape.

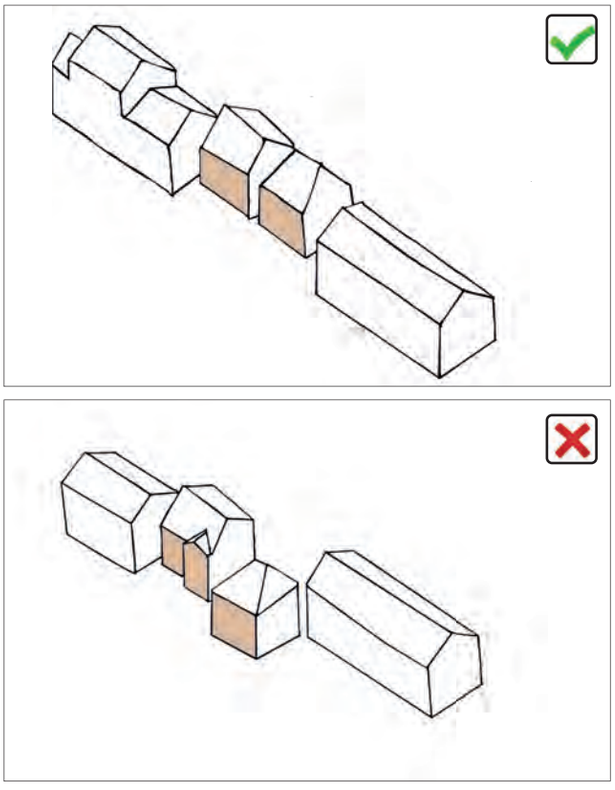


Figure 38: New buildings should respect the established building line.



Figure 39: Consistent building line with subtle setbacks.



Figure 40: Building line with subtle variation adding interest to the streetscene.

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BF 04. Buildings turning a corner

Design Principles:

- Streets should have strong continuity of frontage not only for being visually attractive and enhancing the streetscape, but also for providing high levels of natural surveillance.
- Buildings should be designed to turn corners and terminate views. Corner buildings should have both side façades animated with doors and/or windows. Exposed, blank gable end buildings with no windows fronting the public realm should be avoided.
- Given their prominence, decorative architectural elements should also be considered in treating corner buildings.

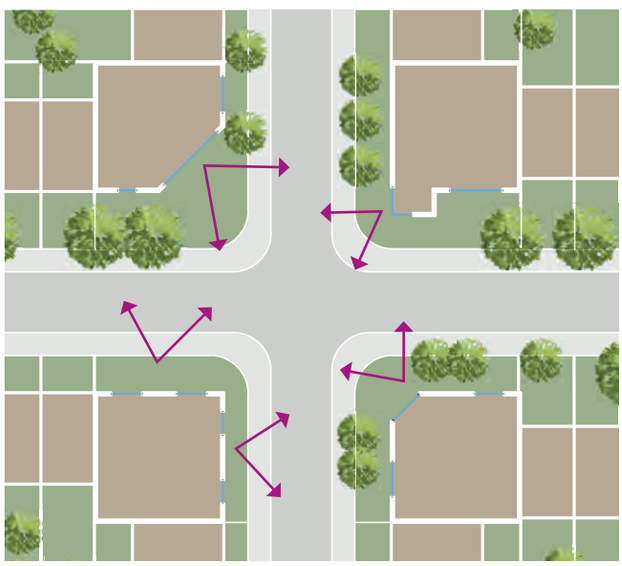


Figure 41: Diagram reflecting design principles for corner buildings.

BF 05. Enclosure

Enclosure is the relationship between public spaces and the buildings or other features that surround them. A more cohesive and attractive settlement especially on the edge of the town is achieved where this relationship is in proportion. The following principles serve as general guidelines that should be considered to achieve a satisfactory sense of enclosure:

Design Principles:

- Façades should have an appropriate ratio between the width of the street and the building height.
- Narrow gaps between buildings should be avoided, they should be either detached/semi-detached or properly linked.
- Generally, building lines should run parallel to the back of the pavement.

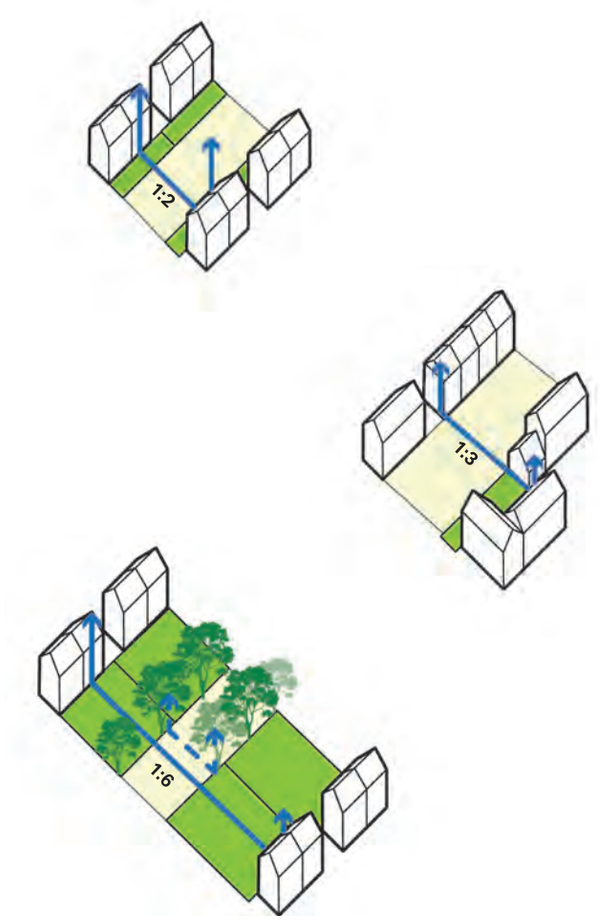


Figure 42: The various enclosure ratios depend on the amount of front garden width, road width, tree canopies and building heights.

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5. Identity

I 01. Landmarks and vistas

Landmarks act as a visual guide for people to navigate through places. Therefore, it is important to retain views of existing landmarks such as St Mildred's and St Michaels churches and, in order to assist orientation and prevent monotonous developments, create new landmarks within schemes. This should help create places which are recognisable and memorable.

Design Principles:

- Layouts should be designed to retain and reinforce views of St Mildred's and St Michaels landmark buildings.
- Layouts should include new landmark buildings or features such as specimen trees which are well located (such as corner sites or buildings which terminate vistas) to ensure that places are distinct, recognisable and memorable.





Figure 43: Respecting views and landmarks in Tenterden.

I 02. Boundary treatment

Boundary treatments provide the interface between private and public sphere. The treatment of these boundaries is fundamental to the creation of a safe and secure environment for residents and helps to create a unified and uncluttered streetscape.

Design Principles:

- Boundary treatments should reinforce the sense of continuity of the building line and help define the street, be appropriate to the rural character of the area and not impair natural surveillance.
- Typically, boundaries are between 0.9-1.2m in height, and at edge of settlement locations should predominantly comprise native hedges.
- Front gardens should be included where this is characteristic of the area (including avenues and lanes). For development abutting the edge of settlement the front garden should be larger with well landscaped boundary treatment.
- Boundaries at edge of settlement locations should be permeable to allow for roaming wildlife. All boundary treatments should integrate sensitively with local vernacular.











Figure 44: Examples of boundary treatment in Tenterden.

I 03. Roofline

Creating a good variety in the roof line is a significant element of designing attractive places. There are certain elements that can help achieve a good variety of roofs:

Design Principles:

- Scale of the roof should always be in proportion with the dimensions of the building.
- Monotonous building elevations should be avoided, with subtle changes in roof line and the introduction of dormers and cat slides being promoted during the design process.
- Local traditional roof detailing elements such as dormers and chimneys should be included in the design.
- Where Solar Photovoltaic Panels are incorporated in the roofline, they should be flush with the roof tiles.

I 04. Chimneys

Typical chimneys of Tenterden and the surrounding area are tall chimney stacks. Chimneys add interest to roof lines, even if they are no longer needed to heat the home, and they contribute towards the local vernacular. These structures can accommodate wood burners, which are an opportunity to use locally sourced timber for fuel.

Design Principles:

- Chimneys should be included in roof designs.





Figure 45: Images showing positive examples of roofscape articulations





Figure 46: Images showing positive examples of local styles of chimneys, typical of Tenterden.

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I 05. Windows

Windows are the 'eyes' of a building and are crucial to its character. Traditionally, ground floor windows were larger than upper floor windows. In general, they have a vertical emphasis. This can act as a visual 'counterbalance' to the horizontal proportions of wide-fronted properties, and helps to maintain privacy from the street.

A limited range of traditional window patterns are characteristic of traditional houses in Tenterden and provide appropriate models where a period effect is sought or required. Bay windows are part of the local vernacular so they are encouraged to be used in new developments. They add interest and strengthen local character along any streetscene. Timber windows allow a finer profile to be achieved and if they are maintained properly they tend to be more durable than uPVC alternatives.

Design Principles:

- White painted timber or oak windows should be included in the design.
- Consideration should be given to ground floor windows being larger than upper floor windows, to add more animation and natural surveillance to the streetscene.
- Consideration should be given to including windows with a vertical emphasis.
- Consideration should be given to including bay windows to add interest and strengthen local character along any streetscene.



Figure 47: Images showing positive examples of windows articulations

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I 06. Porches and canopies

Porches are often the key focal point of a building and should be incorporated into the scheme with care from the initial stage of design. A well-designed porch or canopy can enhance and give interest to a new building as well as reinforcing local building traditions. On the contrary, a poorly designed porch can blight even a well-designed new building and add an inappropriate and discordant feature to the overall character of the building and have a negative impact on the streetscene.

I 06.01. Traditional forms of porch

Those porches that were part of the original design of a house, or added later, were generally very simple gabled or shed porches. A recessed draught lobby located within the house is often more appropriate than a projecting porch or canopy, this however would depend on the setting of the building.

I 06.02. Porches on new buildings

Design Principles:

- Porches should be simple and relate to the style of the building to which they are attached. Leaving an open canopy is often the most appropriate form.
- Modern enclosed porches should be included in designs if they are an integral part of the overall design of the house. Glass canopies should be avoided.
- Porch roofs should be visually separated from the main roof of the dwelling (unless part of a cat slide design) in order to produce an authentic feature.



Figure 48: Local examples of porches.

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I 07. Materials and architectural details

It is important that the materials used in new developments are of a high quality and reinforce the local character of Tenterden. Weatherboarding is a widely-used cladding material in Tenterden, different to other parts of the country where it is usually associated with barns and outbuildings. Locally, clays created bricks of rich hues of predominantly reds and orange. In Tenterden, the buildings may have a brick ground floor with a first floor clad in weatherboarding or hung tiles. Rendering can be used to protect the walling material beneath. Traditionally, render is a smooth coated finish in a limited range of naturally occurring colours, however considering the local vernacular rendering is recommended to be white. The use of through coloured render could also be possible as it reduces the need for external painting and limits the need for future maintenance.

Architectural detailing provides interest, scale and texture to form and elevations and local examples include long and short painted wooden quoins, hipped roof with modillion eaves cornice and dormers, doorcases with flat hoods over or pilaster and pediment, etc.

Design Principles:

- Materials proposed for use in new development and building extensions should match or be guided by those used in existing buildings of the area. (typically red/orange bricks, weatherboarding, rendering and hanging tile walls with plain clay tile or slate roofs).
- Architectural detailing should typically display elements that equate to those on existing traditional buildings such as quoins, eaves cornice and dormers.











Figure 50: Local examples of architecture details and materials

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I 07.01. Weatherboarding

Design Principles:

- White painted or black stained timber panels or oak boards should be used unless a different material or colour can be justified and would not lead to a pastiche with an unsympathetic and unnatural appearance.

I 07.02. Render

Design Principles:

- White coloured rendering should be used unless a different colour can be justified.

I 07.03. Brick and tiles

Design Principles:

- Bricks and tiles should predominantly be rich hues of reds and orange.
- Variety should be introduced by mixing a brick ground floor with a first floor clad in weatherboarding or hung tiles. The cladding material should continue all the way around the building, using the traditional timber corner fillet.

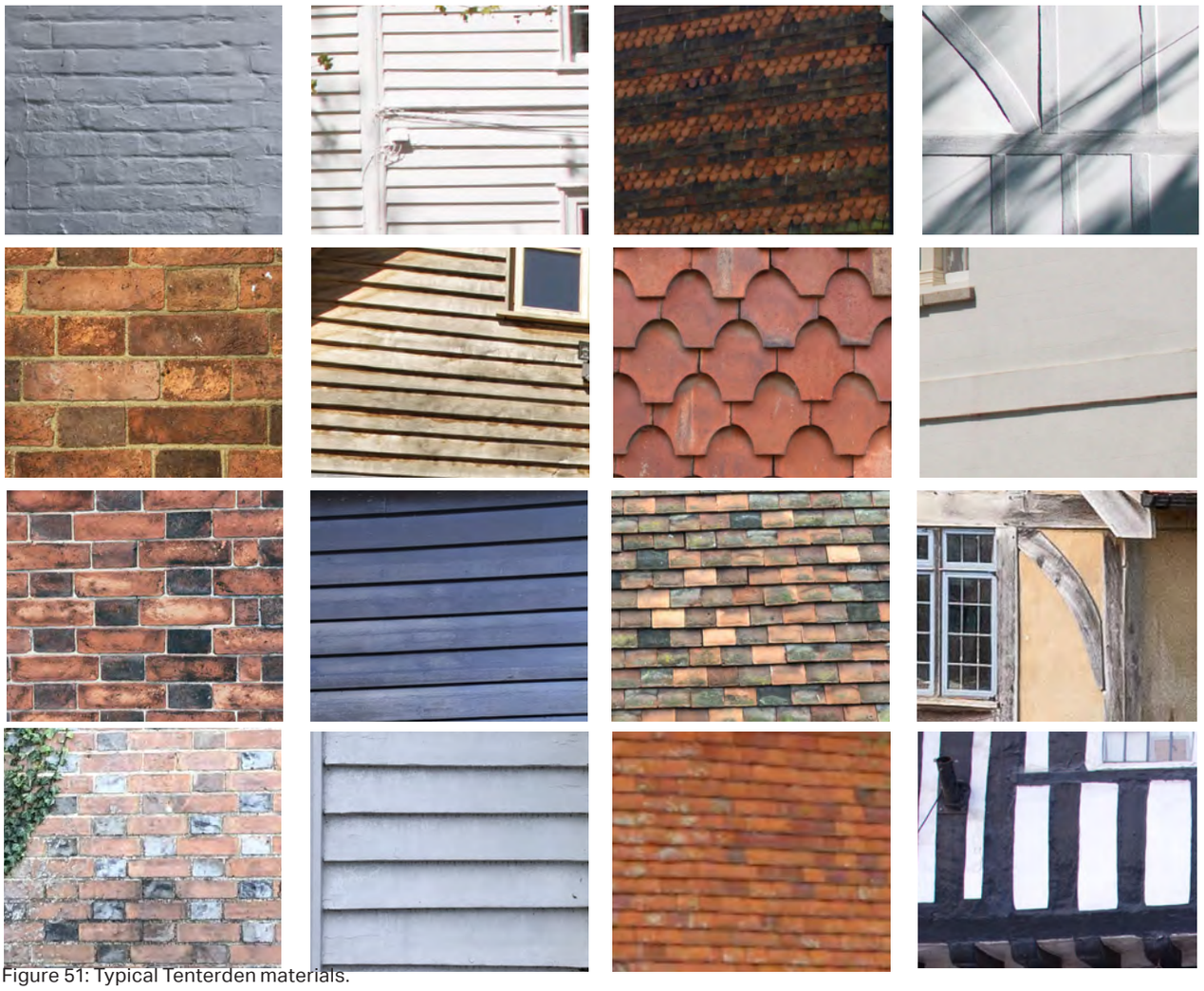


Figure 51: Typical Tenterden materials.

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6. Public space

Streets are the most important components of public space and these are referenced in the hierarchy of movement section. This section looks at the details of hard surfacing materials and lighting of the public realm.

PS 01. Hard surfacing materials and laying patterns

Paved areas are a major element within most developments, and their design has a significant impact on the overall appearance, quality and success of a scheme. Care must be taken when choosing appropriate materials and when detailing paved areas as part of the overall design. High quality materials such as stone, gravel and brick can provide a durable and attractive hard surface, although there are an extensive range of modern materials that can contribute positively to the quality of outdoor spaces if chosen with care. The laying pattern and materials used should make a significant contribution to the overall appearance, quality and success of a scheme. 45 degree herringbone patterns are less visually pleasing than other laying patterns such as random bond, broken bond, gauged width, and the European fan.

Design Principles:

- The public realm should provide high quality paving that is of a cohesive and high quality design using a palette of sustainable and durable materials, especially for the main streets and the public realm.
- Materials should be robust, aesthetically attractive and with excellent weathering characteristics defining a sustainable and attractive place for residents and visitors.
- The laying pattern and materials used should make a significant contribution to the overall appearance, quality and success of a scheme.
- Large unbroken areas of a particular surface material should be avoided, especially tarmac. Areas can be made distinctive by using materials of a similar colour but with different textures.
- Larger development projects with more than one developer should employ the same consistent palette of materials and designs.



Figure 52: Examples of quality materials and visually pleasing layout patterns that could be considered for public realm surfacing.

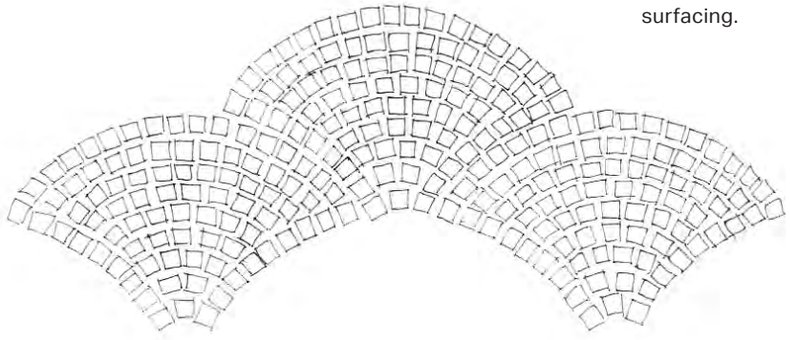


Figure 53: European fan, layout pattern.

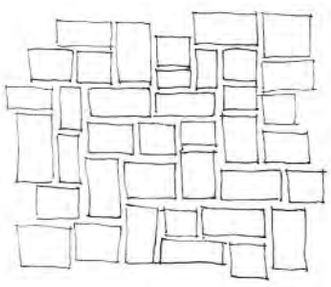


Figure 54: Random bond, laying pattern.

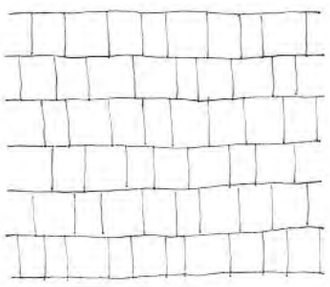


Figure 55: Broken bond, laying pattern.

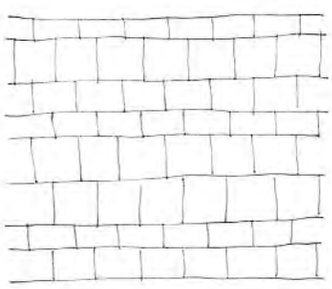


Figure 56: Gauged width, laying pattern.

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PS 02. Lighting

Artificial light provides valuable benefits and can make some areas feel more welcoming on a night time for vulnerable users. Equally, artificial light is not always necessary, has the potential to become what is termed 'light pollution' or 'obtrusive light' and not all modern lighting is suitable in all locations. This is particularly the case in edge of town locations where dark skies prevail. It can be a source of annoyance to people, harmful to wildlife, undermine enjoyment of the countryside or detract from enjoyment of the night sky. For maximum benefit, the best use of artificial light is about getting the right light, in the right place and at the right time. Glare is the uncomfortable brightness of a light source due to the excessive contrast between bright and dark areas in the field of view. Consequently, the perceived glare depends on the brightness of the background against which it is viewed. It is affected by the quantity and directional attributes of the source. Where appropriate, lighting schemes could include 'dimming' to lower the level of lighting (e.g. during periods of reduced use of an area, when higher lighting levels are not needed).

Lighting schemes can be costly and difficult to change, so getting the design right and setting appropriate conditions at the design stage is important. The following guidelines aim to ensure there is enough consideration given at the design stage.

Design Principles:

- Lighting schemes should not cause unacceptable levels of light pollution particularly in intrinsically dark areas close to the countryside where dark skies are enjoyed.
- Impact on sensitive wildlife receptors throughout the year, or at particular times (e.g. on migration routes), should be mitigated by the design of the lighting or by turning it off or down at sensitive times.
- Glare should be avoided, particularly for safety reasons.
- The needs of particular individuals or groups should be considered where appropriate (e.g. the safety of pedestrians and cyclists).
- Foot/cycle path lighting should be sensitively incorporated with the surrounding landscape. Full-height lighting should be avoided and alternatives such as solar catseye lighting, reflective paint and ground-based lighting should be considered.
- Schemes designed for residents more likely to be older or visually impaired should provide higher levels of light and enhanced contrast, together with more control, as the negative effects of glare also increase with age.

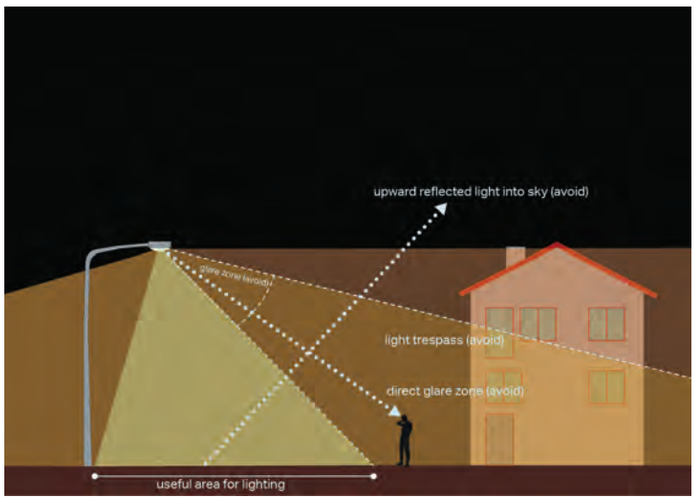


Figure 57: Lighting considerations diagram.

2. https://www.gov.uk/guidance/light-pollution

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7. Sustainability

Sustainability principles should accord with the Kent Design Guide Appendix 1 (Sustainability, page 26-27).

Minimising Energy Use

"Buildings contribute almost half (46%) of carbon dioxide (CO_2) emissions in the UK. The government has set rigorous targets for the reduction of CO_2 emissions and minimising fossil fuel energy use. It is the responsibility of all new development to minimise energy use in the construction and ongoing use of buildings and to maximise passive and active technologies."

Lifetime Adaptability

"The fastest route to building a functional, supportive, neighbourly community is to build homes that people can and want to live in for most of their lives instead of having to move every time domestic circumstances change. 'Lifetime' homes means designing in the flexibility and adaptability needed to allow for easy incorporation of wheelchair accessibility, addition/removal of internal walls, and ease of extension - both vertically and horizontally. This is particularly important for the aged, infirm or expanding/contracting families who may be dependent on nearby friends and family for emotional and physical support."

Minimising Construction Waste

"Construction waste accounts for an alarmingly high proportion of all waste produced in this country. Government targets aim to reduce construction waste on major sites by 30%. Careful design and specifi cation, including off -site manufacture, can help reduce waste during construction. "

Recycling Materials and Buildings

"Reusing buildings, parts of buildings or elements of buildings such as bricks, tiles, slates or large timbers all help achieve a more sustainable approach to design and construction. Recycling and reuse of materials can help to minimise the extraction of raw materials and the use of energy in the production and transportation of materials. Development should also maximise the re-use of existing buildings (which often supports social, environmental and economic objectives as well)."

Reducing Car Use

"Developments which do not require the use of a car to reach local facilities or enjoy a high quality of life will help reduce traffic, pollution, road accidents and environmental impact for all the community. They will also encourage healthy activities such as walking and cycling and enable more social interaction and neighbourliness.

If developments incorporate local shops and facilities, are close to public transport, and include attractive, safe pedestrian and cycling routes, this will help reduce car usage without reducing car accessibility or car ownership. It will also enable a high quality of life for those least likely to own a car – the very young and the very old."

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Masterplan Framework for Tenterden Southern Extension Phase B

04

4. Masterplan framework for Tenterden Southern Extension Phase B

4.1. Site analysis

4.1.1. Site location

Tenterden Southern Extension Phase B housing allocation, located to the south of the built Phase A development, is identified for development in the Ashford Local Plan, 2030. With open countryside and the boundary of the High Weald AONB to the south-east and south-west, it forms part of the wider southern edge of the built-up area.

4.1.2. Landscape character

The site gently slopes down to the east.

The site is predominantly arable land with mature trees, hedgerows and stream on the southern boundary, and hedgerows along Smallhythe Road and the line of footpath AB31 comprising distinctive landscape features which contribute to the character of the site.

Phase A linear open space with existing drainage is located on the northern boundary of the site. The site lies entirely within the Environment Agency Flood Zone 1 area.

4.1.3. Visibility and views

The Phase A planning application identified view corridors towards St Mildred's Church. These views help to create a sense of place and local character, which should be continued in Phase B.



Figure 58: Site with existing agricultural uses



Figure 59: Footpath AB31 with the hedgerow



Figure 60: Linear open space in Phase A



Figure 61: View toward the church from Phase A

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KEY

- Site Boundary
- High Weald AONB
- Conservation Area
- Woodland
- Water
- Landmark
- Key View Lines to Landmark
- 10m Contour Lines
- Phase A Green Spaces
- Phase B Existing Hedgerows

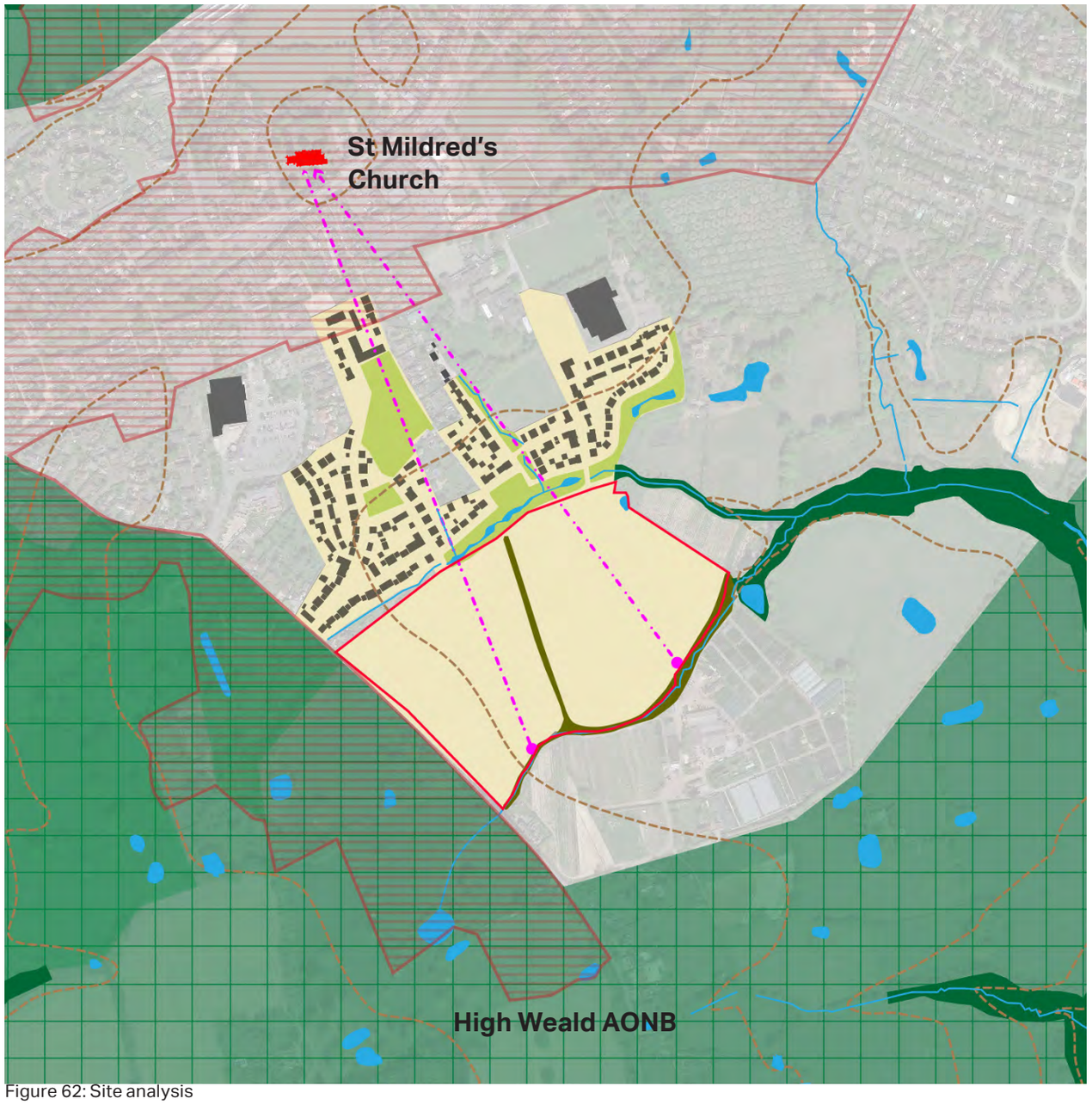


Figure 62: Site analysis

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4.1.4. Movement

The site lies within walking distance of the centre of the town with a number of existing Public Rights of Way passing through the site. This will be a great benefit for the future residents and will promote sustainable modes of travel.

Footpath AB31, known as Sixfields Path, links the site to the High Street to the north. It also forms part of the High Weald Landscape Trail. In addition, footpath AB33 heads north through Phase A becoming a restricted byway (Sandy Lane) and providing a link to Oaks Road.

Along the northern edge of the site, there is a non-designated footpath. To the west, it links to Smallhythe Road and byway AB27. To the east, it joins the linear open space within Phase A and heads to Sandy Lane. These offer opportunities to upgrade the non-designated footpath to create an attractive east-west connection in Phase B.

Smallhythe Road has no footpath alongside it abutting the development site and the opportunity should be taken to provide such a footpath within Phase B alongside Smallhythe Road on the inside of the hedge – overlooked by new dwellings.

There are no dedicated cycleways within the site and surrounding areas, with cyclists generally sharing the carriageway with motorised vehicles.

Direct access from the highway can be gained from Smallhythe Road. Phase A has reserved two vehicular and pedestrian access points along the northern boundary of the site and Phase B should link to these connection points to ensure permeability into the town centre.



Figure 63: Footpath AB31



Figure 64: Smallhythe Road



Figure 67: Footpath to Smallhythe Road



Figure 65: Vehicular connection to Phase A



Figure 66: Vehicular connection to Phase A

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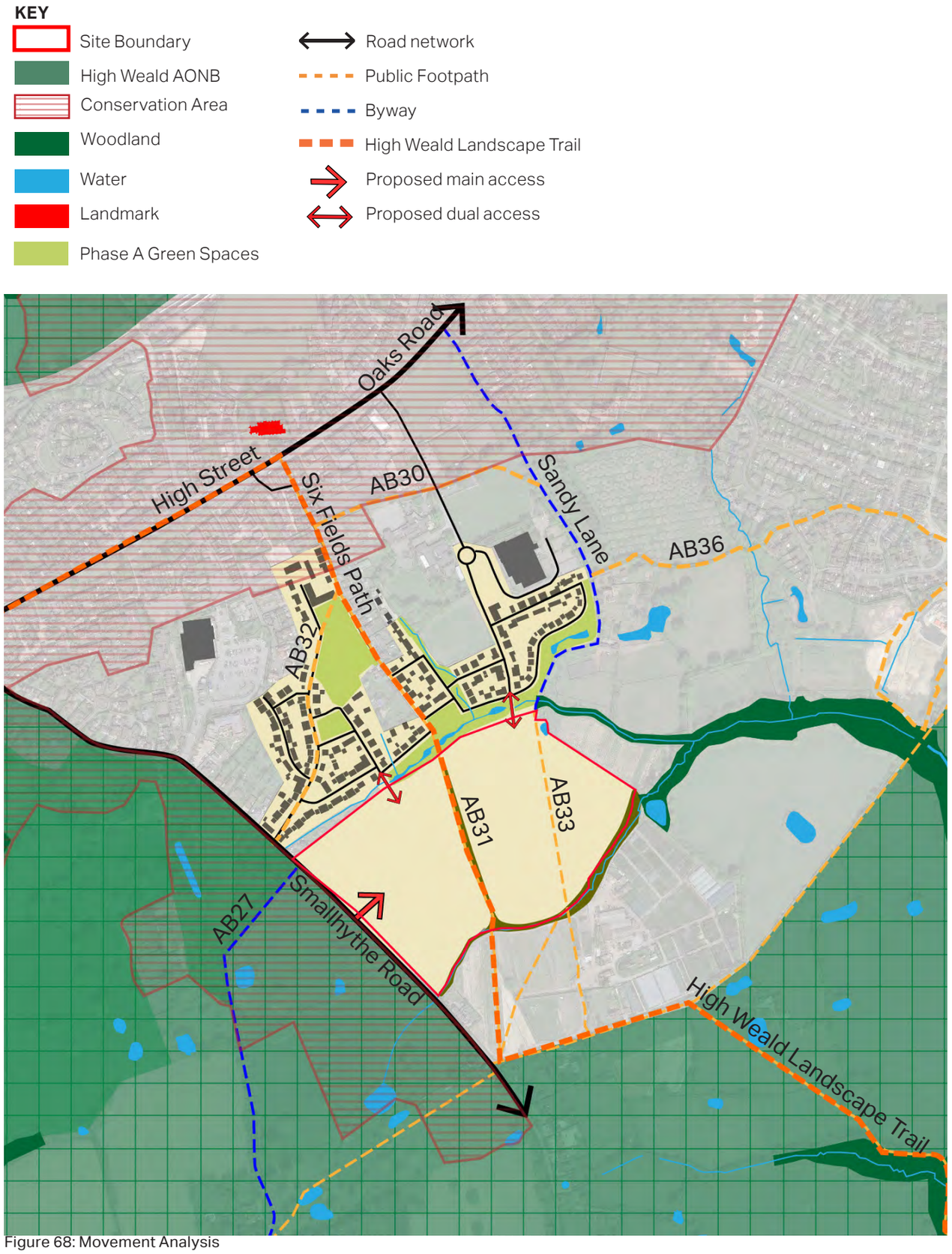


Figure 68: Movement Analysis

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4.2. Opportunities

The Local Plan sets detailed site specific policies for phase B of the housing allocation. The following site opportunities are intended to respond to policies and could be considered in new development proposals.

Local Plan Policy S24	Opportunities
– potential entry points to the site.	– Main access will be from Smallhythe Road. Another two connections will be from Phase A along the northern boundary of the site.
– The creation of pedestrian and cycleway routes through the site based on and retaining the character of public rights of way AB31 and AB33 to link with the Phase A development, the town centre and existing public rights of way off-site, whilst also protecting historic and existing routes through the site including towards Smallhythe.	– AB31 forms part of the High Weald Landscape Trail, providing a major link to the town centre. AB33 is located further to the east and parallel to AB31 providing an additional foot connection. Proposed masterplan should take full advantage of these, to arrange the site network. – An upgraded footpath joining byway AB33A and byway AB27 can facilitate an east and west connection, as well as complement the footpath network.
– Focal points for open space and landmarks and views of St Mildred's Church tower through the site from both within and beyond it.	– The Phase 1A planning application identified view corridors towards St Mildred's Church. The Phase A scheme provided areas of open space to maintain these views towards the church. It is an opportunity for Phase B to continue and strengthen these view corridors. – Key view lines can be maintained by providing disposition of green spaces and aligned street corridors in Phase B. Green spaces can align with the key view lines and integrated with PRoW AB31 and AB33 to form two N-S green links.
– Public open space that falls within this site's boundary, as part of the linear public open space that will run through the centre of both phases of the development, following the line of the existing stream.	– The linear open space along the south edge of Phase A is an important focal point for both phases. Roads and footpaths meet here. Phase B development should create an active frontage towards the linear open space. – Together with the upgraded footpath joining byway AB33A and byway AB27, a new linear green space can be provided in the Phase B site to enhance the central green space of both phases.
– The retention and enhancement of existing hedges and natural watercourses and ponds on the site.	– Existing hedges should be enhanced and integrated with the proposed open spaces and footpath network. – The proposed masterplan should unlock the great potential of the existing watercourses converting them into efficient Sustainable Drainage Systems (SuDS).
– Planting of a substantial woodland (incorporating wetland) belt to the south of the built development area within this site which shall be at least 20m in depth to conserve and enhance the setting of the AONB and provide connectivity between the two parts of the AONB into one integrated whole.	– The south edge of the site should be enhanced and create a green belt to connect two parts of the AONB, and designed to encourage the creation of new habitats and improve the biodiversity of the site. – Planting of a woodland can be continued to the east edge of Phase B, linking to Phase 1 linear open space. – A green setback zone along Smallhythe Road can help to reduce traffic noise, as well as provide opportunities for pedestrian connections.

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4.3. Masterplan Framework

As mentioned more extensively in section 3, future development at Tenterden Southern Extension Phase B should respect the existing qualities and characteristics of the site and wider area, maximise the opportunities afforded by Local Plan Policy S24 and follow the Design Principles set within the Design Code.

It is expected that the development of Tenterden Southern Extension Phase B should follow the Design Principles of the Design Code and they are not repeated here.

The following Masterplan Principles and Framework interpret the Design Principles set within the Design Code and apply them to this specific site to provide the basis for a masterplan / development brief.



Figure 69: Good practices in Phase A

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Land Use principles

Design Principles:

- The site will be predominantly housing but should include a variety of house types, sizes and tenures.
- In accordance with the Local Plan, the masterplan / development brief should define the extent, location and phasing of community infrastructure and employment land to be delivered both on and off site.

Hierarchy of movement principles

The alignment, character and biodiversity of existing public rights of way will be retained and improved within the movement structure to maximise the permeability of the site. The aim is to encourage as many trips as possible to be made by non-car modes. These routeways provide sustainable linkages to local facilities, the town centre and surrounding countryside.

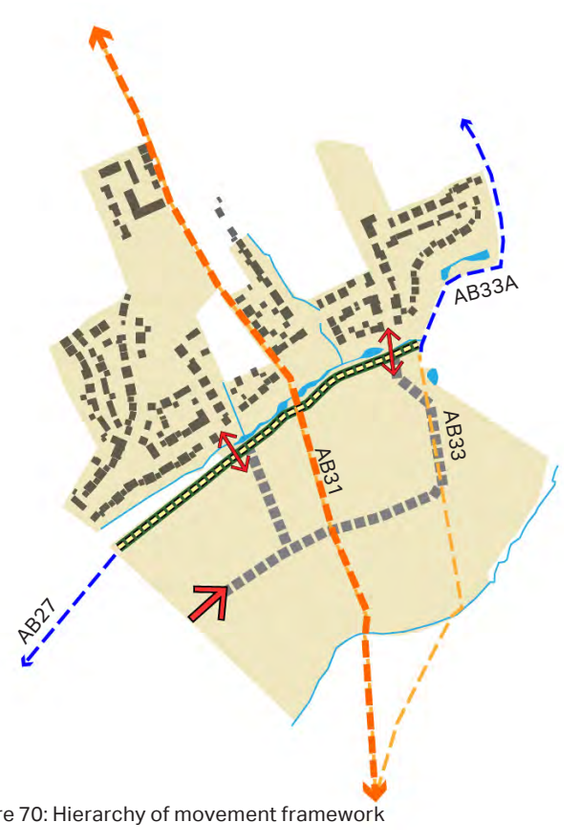


Figure 70: Hierarchy of movement framework

Design Principles:

- Footpath AB31 should become the strategic green corridor linking the countryside through the site, connecting pedestrians and cyclists to the town centre as well as enhancing the biodiversity value of the routeway.
- Footpath AB33 should be the secondary pedestrian and cyclist route accessing Oaks Road via Sandy Lane. It should also be integrated into the new street network.
- Together with the upgraded footpath joining byway AB33A and byway AB27, a new linear green space should be provided in Phase B to enhance the central green space of both phases.
- Main access will be from Smallhythe Road connecting to two secondary accesses from Phase A along the northern boundary of the site.
- To ensure safer routes for pedestrians and cyclists through the site, all roads will be designed in accordance with the Manual for Streets to restrict vehicle speeds to a maximum of 20 miles per hour.
- The principal street serving the site from Smallhythe Road should comprise an avenue with wide tree-planted verges and hedge-lined front gardens.
- The remaining streets should comprise connecting lanes, greens and mews.

KEY

- Proposed main access
- Proposed dual access
- Public Footpath
- Byway
- High Weald Landscape Trail
- Proposed Phase B vehicular connection
- Proposed Phase B linear green space
- Proposed footpath connecting Byways AB33A and AB27

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Landscape, nature and open space principles

The aim is to retain and enhance existing landscape features such as hedgerows, trees and streams and to provide a variety of open spaces and green links that are attractive and accessible, to form a green network to facilitate movement and biodiversity.

Design Principles:

- Development should achieve a minimum 10% increase in biodiversity net gains for wildlife compared with the pre-development baseline.
- South-eastern edge should comprise a substantial woodland belt (incorporating wetland) to enhance the existing natural features and habitats and conserve and enhance the setting of the High Weald AONB. It will join the existing woodland to the east and reinforce the whole green infrastructure network.
- North-western edge should benefit from, and supplement, the linear open space in Phase A and provide legible connections, supported by pedestrian and cycle routes through to both the town centre and the open countryside.
- North-eastern edge should be planted with woodland linking the South- eastern Edge to Phase A linear open space as part of a continuous network to preserve and encourage biodiversity and natural habitats.
- South-western edge should comprise a rural edge character, created through planted hedge boundaries and trees.
- A strategic green corridor should be created through the site along the alignment of footpath AB31 and associated hedgerow, drawing the countryside through the site, connecting pedestrians and cyclists to the town centre as well as enhancing the biodiversity value of the routeway.
- A secondary green corridor should follow the alignment of footpath AB33 , retain its character and enhance biodiversity.
- The potential for the existing watercourses to be converted into efficient Sustainable Drainage Systems (SuDS) should be investigated.

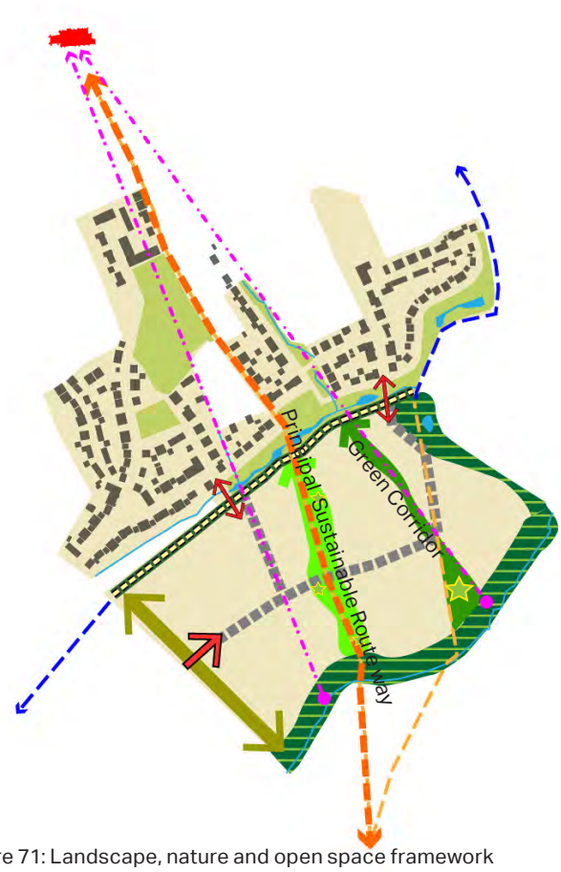


Figure 71: Landscape, nature and open space framework

KEY

- Public Footpath
- Byway
- High Weald Landscape Trail
- Key view lines to landmark
- Landmark
- Phase A green spaces
- Proposed principal sustainable routeway
- Proposed secondary green corridor
- Proposed woodland
- Proposed Phase B vehicular connection
- Proposed Phase B linear green space
- Proposed footpath connecting Byways AB33A and AB27
- Proposed Phase B building setback areas with planted hedge boundaries and trees and pedestrian link
- Proposed main access
- Proposed dual access
- Key open spaces

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Built form principles

Development edges play an important role in minimising negative impacts on the appearance of this site on the landscape and respecting the surrounding built environment and its character.

Design Principles:

- Where development abuts the edge of the site it should face out to overlook the green space and provide the transition from the built form to the surrounding landscape.
- Active frontages should face onto green spaces, the streets and public spaces.

Identity principles

Development edges play an important role in defining the character of this site and assimilating it within the character of Tenterden. The Phase A planning application identified view corridors towards St Mildred's Church. These views help to create a sense of place and local character, which should be continued in Phase B.

Design Principles:

- The layout should retain and reinforce view corridors to St Mildred's tower which have been created through Phase A.
- New trees and hedged front boundaries should be incorporated along the avenues and lanes.
- Development at the edge of the site in particular should employ traditional local materials as set out in the Design Code.

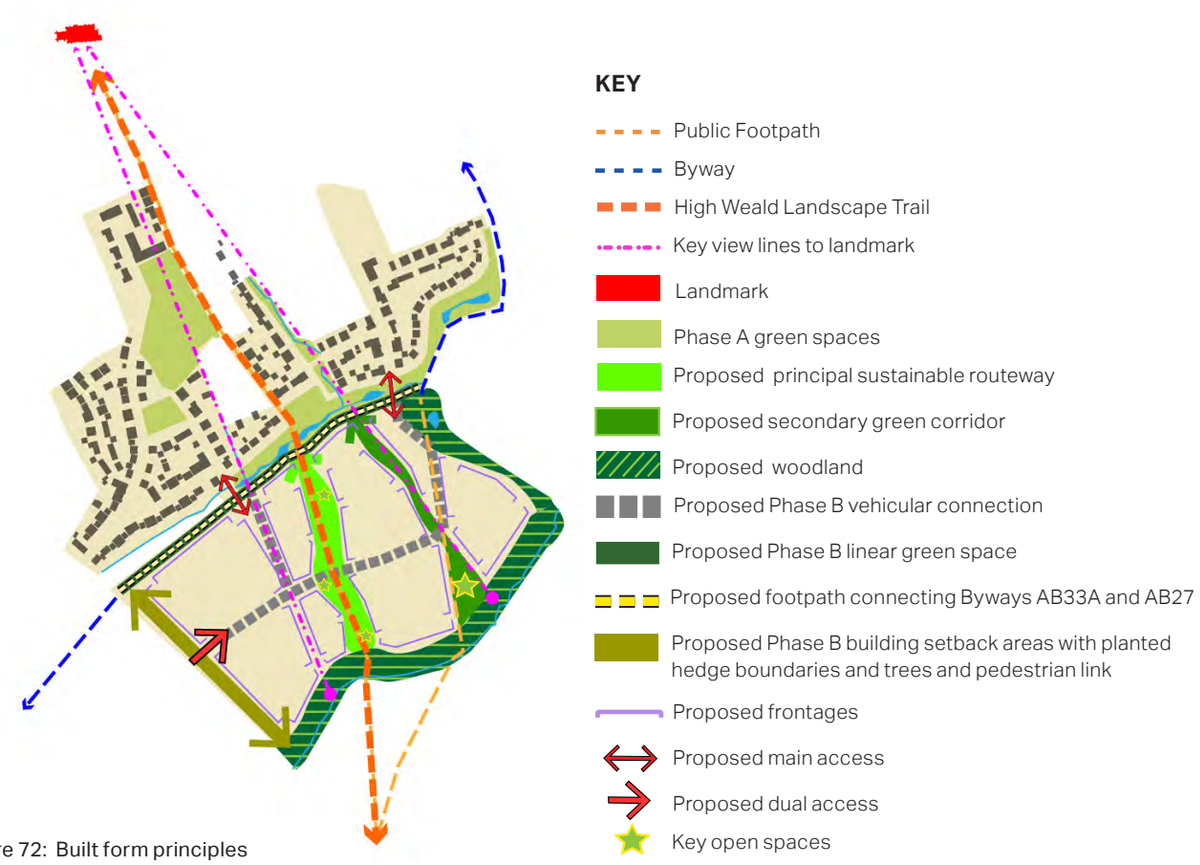


Figure 72: Built form principles

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KEY

- High Weald AONB
- Conservation Area
- Woodland
- Water
- Landmark
- Road network
- Public Footpath
- Byway
- High Weald Landscape Trail
- Key view lines to landmark
- Phase A green spaces
- Proposed Phase B principal sustainable routeway
- Proposed secondary green corridor
- Proposed woodland
- Proposed Phase B vehicular connection
- Proposed Phase B linear green space
- Proposed footpath connecting Byways AB33A and AB27
- Proposed Phase B building setback areas with planted hedge boundaries and trees and pedestrian link
- Proposed frontages
- Proposed main access
- Proposed dual access
- Key open spaces

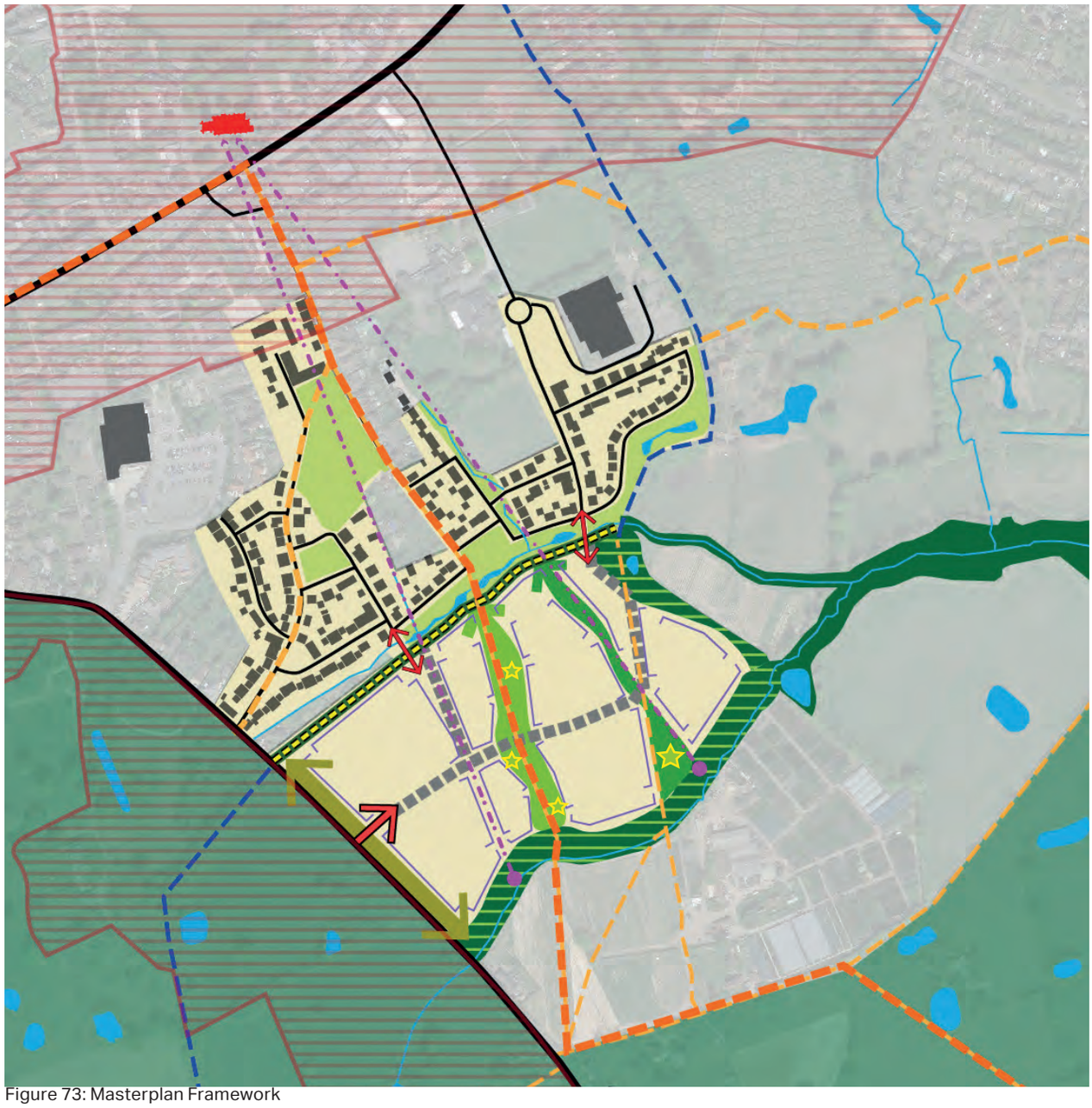


Figure 73: Masterplan Framework

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Delivery

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5. Delivery

The Design Code will be a valuable tool in securing context-driven, high quality development on the edge of Tenterden.

ACTORS	HOW THEY WILL USE THE DESIGN GUIDELINES
Applicants, developers, and landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – development will be expected to follow the Code as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Code should be discussed with applicants during any pre-application discussions.
Town Council	As a guide when commenting on planning applications, ensuring that the Design Code is complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.



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