TERTIARY STREET

Residential streets forming a large part of each of the neighbourhoods. Percieved as a home-zone; welcoming, safe and green.

SECONDARY STREET

These streets are primarily residential in character. They provide connections within each neighbourhood to facilities such as the Local Centre.

Type T1: Tertiary street through residential areas

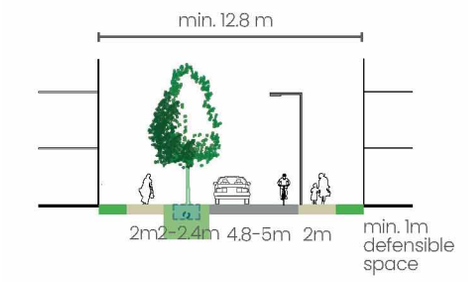
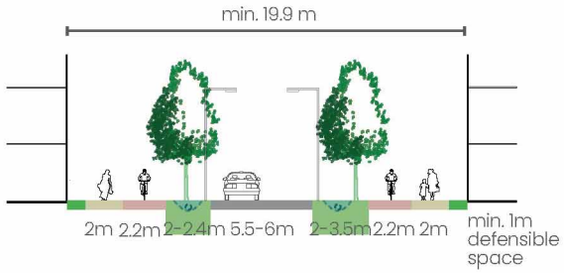
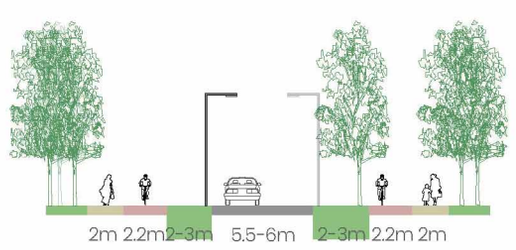


Fig. 5.26: Tertiary street precedents, including filtered permeability (below), with segregated footpaths from the carriageway alongside landscaping

Type S1: Secondary Street through less dense residential areas



Type S2: Secondary street through parkland



Type S3: Secondary street with an urban character

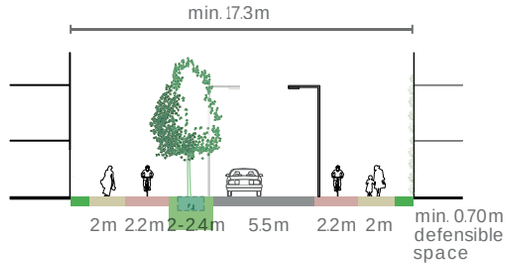
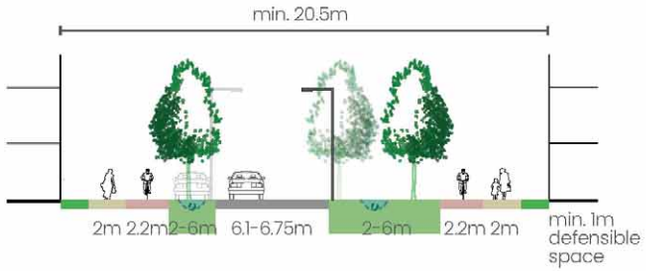


Fig. 5.27: Secondary street precedents with trees and landscape on both sides with some on-street parking

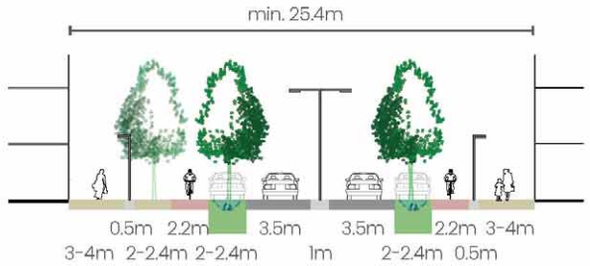
PRIMARY STREET

These streets, including the new Otterpool Avenue, are the key network for all modes of transport, connecting the major destinations of Town Centre, Local Centres and the Railway Station together in an easily navigable way. The character of the street responds to the adjacent land use and landscape setting, creating an attractive, vibrant and responsive environment.

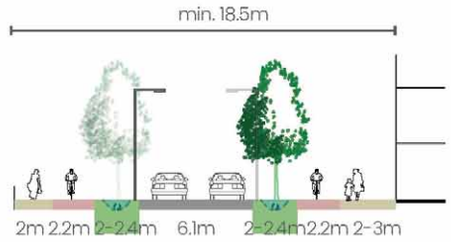
Type P1: Primary street through less dense residential areas



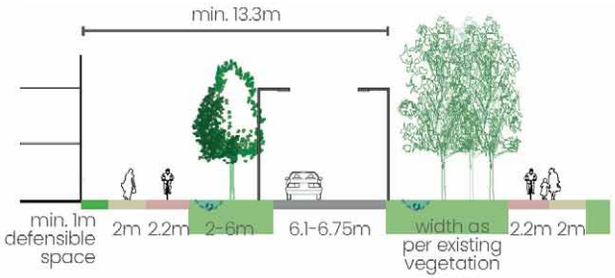
Type P2: Primary street through commercial areas



Type P3: Primary street overlooking waterfront



Type P4: Primary street with one sided residential development



Type P5: Primary street through dense residential areas

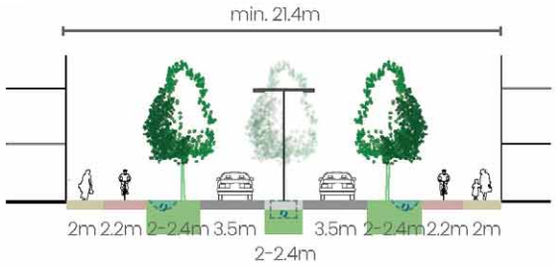


Fig. 5.28: Primary street precedents from contemporary and traditional places indicating the intended character

STRATEGIC STREET (A20)

Transforming the character of the existing A20/Ashford Road is a key part of creating a high quality new town. It will change from a road for cars, to a street that brings communities together and have specific character areas along its length.

The transformation of the existing A20/Ashford Road will be gradual as the development of Otterpool Park proceeds. Changes to the road to slow traffic and to make it part of the town will require well-considered co-ordination as to how this happens and will need consultation with KCC Highways and others.

Where the A20/Ashford Road is part of the phase being detailed, the design strategy will need to consider the principles as set out on this page. Initial priorities will include:

- establishing the location of junctions (e.g. where placemaking will play an important role);
- pedestrian and cycle crossings and connections;
- identifying existing trees and landscape that need to be retained as part of establishing character; and
- understanding the built frontage approach as part of the Masterplan.

Fig. 5.29: Existing access and notable trees/landscaping along the A20/Ashford Road should be retained

A20 CHARACTER AREAS

Masterplans and Design Codes will also need to consider the varying character areas identified along the A20 as set out in Fig. 5.31 alongside other technical requirements whilst adhering to the key principles and considerations set out within this guidance.

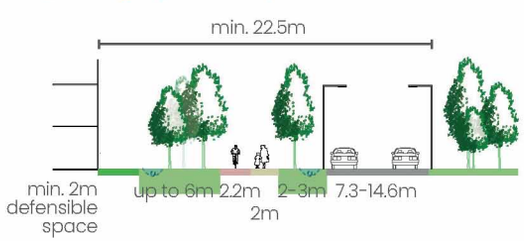
Fig. 5.31 also highlights key junctions and relationships with adjacent features which will be important to developing the detailed design of the Strategic Street along its length.

Fig. 5.30: Median strips in different materials can help to visually narrow the carriageway, slowing traffic and creating a more people-oriented environment in urban areas

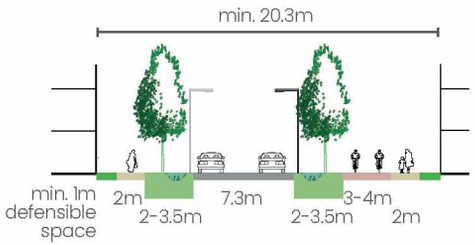
PRINCIPLE 11: The detailed design of the A20 must lead to a transformation of its environment which strikes a balance between the 'movement' and 'place' functions so that the route continues to provide for strategic and local movement but also becomes a lower speed, considered design and place within Otterpool Park. Detailed principles include:

- A maximum speed limit of 30mph
- Retention of existing accesses to homes and businesses
- Retention of existing trees of value where possible
- A coherent tree planting and landscape strategy
- Promotion of the use of SUDS where possible
- Slower traffic speeds at pedestrian and cycle crossing points, and the approaches to the more urban areas
- For new buildings to front onto the A20 and be accessed off it where it is possible and appropriate
- Minimum use of over-engineered geometry, signs and lines
- The use of medians and tighter radii at new urban locations along the A20 in areas 2,4 and 5
- Coordinate with the masterplan so that junctions positions, road narrowing, features (squares, greens etc) enhance the A20 as a place

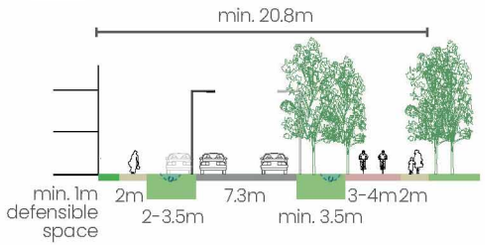
Type ST1: Front door to Otterpool Park - strategic street along Hillhurst Farm area (leading to junction 11)



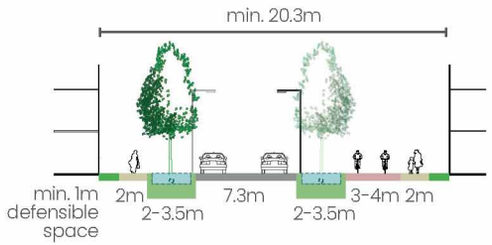
Type ST3: New development - strategic street through development



Type ST4: Country Park - strategic street adjacent to Country Park with development to north



Type ST5: Otterpool Lane - strategic street through development



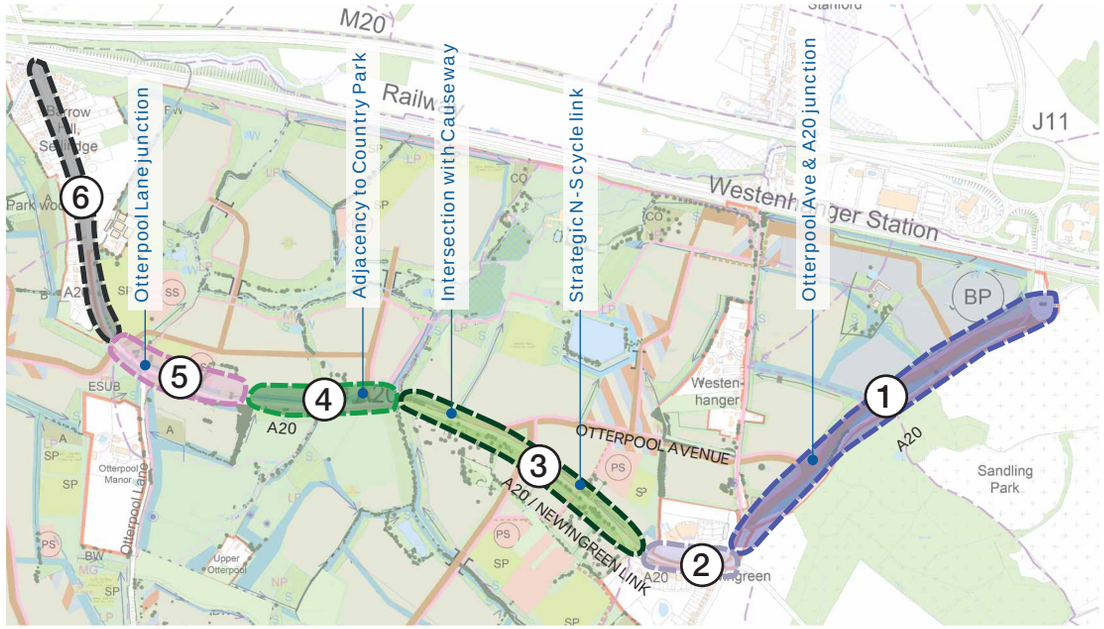


Fig. 5.31: The reimagined A20/Ashford Road will consist of different characters which respond to their immediate context and particular key 'moments' / intersections as indicated

1 Front door to Otterpool Park

- Relationship to AONB Commercial frontage to north
- Transitions to residential as route moves south

2 Existing development

- Street runs between Holiday Extras to north and existing dwellings to south. Minimal intervention.
- Integration of additional cycle infrastructure required, however the character of the street won't change.

3 New development / Causeway moment

- Intersection with Causeway should be a key landscape gateway moment
- A20 runs through residential development on both sides.
- Potential access to Primary School.
- Strategic N-S pedestrian/cycle crossing should also be a key gateway with high visibility on the street

4 Country Park

- Built form - streetscape - country park relationship
- Country Park to be of a naturalistic character

5 Otterpool Lane

- A number of junctions to consider, west to Barrow Hill, north to River corridor in addition to Otterpool Lane junction

6 Barrow Hill/Sellindge

- Transition to existing settlement to be considered as part of sequence
- Integration of additional cycle infrastructure required, however the character of the street won't change.

Fig. 5.32: The existing A20 will be transformed from a road for cars to a place for everyone

Fig. 5.33: Proof that transformation can be achieved: work in progress at Nansledan, an urban extension Newquay where the A3058 is changing from a 60mph road to an urban street of 20-30mph.

Fig. 5.34: Images from both contemporary and traditional places indicating the intended and varied character of the reimagined A20 / Otterpool Avenue as the key Strategic Street through Otterpool Park

5.4 A place with good buildings

INTRODUCTION

The character of buildings will vary across Otterpool Park and within individual areas. Some places will have tightly defined streets and buildings of an urban scale, whilst others will have a rural feel with low density buildings and green landscape working more equally together to create character. Whatever the character, all residential buildings must follow some basic urban design principles. This chapter sets out these principles under the following headings:

- backs and fronts;
- perimeter blocks and pavilion buildings; and
- active and positive frontages.

This Strategic Design Principles document does not impose a specific architectural style. However, it does require the creation of distinctive places with clear contrasts in character between different parts of Otterpool Park. A key component of character is whether buildings share a consistent character or whether they are varied. This chapter concludes with principles for achieving character through:

- built form;
- setbacks; and
- materials and detailing.

BACKS AND FRONTS

Streets and spaces generally feel safe in traditional villages and towns in the area around Otterpool as there are plenty of 'eyes on the street' - that is, the fronts of buildings overlook the street. Rear gardens and yards usually back onto other private space, giving the building's occupants privacy and security from the public area. However, there are many examples where this doesn't happen - most often when rear garden boundaries are right onto streets and spaces. This causes problems:

- public spaces are not overlooked so it doesn't feel safe; and
- the private space is vulnerable, as it can be accessed directly from the public space, rather than being 'protected' by the building.

There are, however, variations to this approach. For example, higher density development, such as apartment buildings, can have a mix of individual private space as well as communal semi-private space which still works to avoid the above issues.

PRINCIPLE 12: Building fronts must overlook public space while private rear spaces or gardens should generally back onto other private spaces.

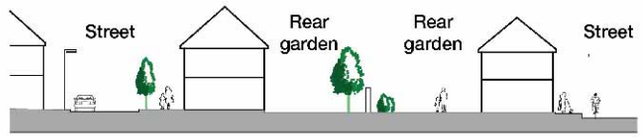


Fig. 5.35: The traditional arrangement of building fronts onto streets and building backs onto the rear of other buildings clearly defines public and private space.

Fig. 5.36: This approach to backs and fronts creates positive building frontages in all types of place: traditional and contemporary, low and high density, residential and mixed-use. The bottom-right image illustrates secure and overlooked semi-private space, accessed from residents' private space.

PERIMETER BLOCKS AND PAVILION BUILDINGS

Achieving a clear layout of backs and fronts is helped by getting the overall layout of buildings right.

'Pavilion' buildings are surrounded by space which can sometimes make it very difficult to distinguish between what space around the building is accessible to the public and what 'belongs' to the building. To make this distinction, fences or walls are commonly used.

'Perimeter block' layouts use the buildings themselves as the 'wall' dividing public space at the front from private space to the rear. Perimeter blocks therefore support the required approach to fronts and backs.

Pavilion buildings, however, have their place, especially for 'destination' and sociable buildings such as schools, community facilities, sports pavilions, places of worship and cultural facilities. Using a pavilion building approach enables the design of a distinctive landmark building.

PRINCIPLE 13: Buildings should normally be designed to form a perimeter block with other buildings.

Pavilion buildings should be used sparingly, and principally for non-residential 'destination' uses.

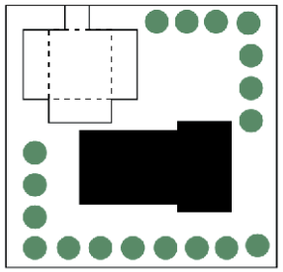


Fig. 5.37: 'Pavilion' buildings do not always clearly define what open space is public and private, leaving areas feeling that they don't 'belong' to anyone, and often making car parking very prominent on the street scene.

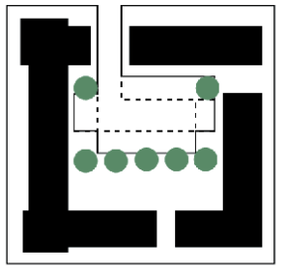


Fig. 5.38: 'Perimeter block' layouts use the buildings to protect the interior open space areas, making a clear distinction between public and private space

ACTIVE FRONTAGES

Getting the orientation of building fronts and backs right, and generally using perimeter blocks, means that it is easy to achieve the basic principle of active building frontages facing onto public streets and spaces.

'Active frontages' have windows to habitable rooms and/or doors and entrances providing access to the building. This enables people inside the building to look out and see what is going on in the street, and provides activity of people coming and going from the building. Balconies at first floor and above also help to provide activity and a sense of passive surveillance.

PRINCIPLE 14: Buildings must have active frontages onto adjacent streets and public spaces.

Fig. 5.39: Windows and front doors provide an active edge to the street..

Fig. 5.40: This building maintains the privacy of the ground floor whilst also providing active overlooking of the green space.

ACHIEVING DISTINCTIVE CHARACTER

A key way of achieving distinctive character areas is having a clear approach to built form in each area, with one of the most basic decisions being whether to have consistency or variety.

A key problem with many Design Codes is that they require 'variety' but do not set clear guidelines on what is expected. Without 'rules' for variety, the result is all too often blandness.

Variety in built form and character is not achieved simply by changing materials. More fundamental **differences between buildings are first required, and** these can then be reinforced through changes in materials. The opposite is true if the design aim is to secure consistency - this is achieved not only through consistent materials, but consistent form.

The first step, therefore, is to be clear about what sort of character is desired and whether this is broadly about consistency or variety. The 'Character Area' chapter of this Code gives some initial guidance on the approach for specific areas. This section provides some simple principles and high-level guidance which will be expanded upon to provide specific guidelines within the next detailed design stages.

BUILT FORM

Character is derived not only from what buildings look like and the materials used, but the way different building types and forms work together to create an overall streetscape. Building types are often driven by what housing developers believe will sell quickly - so it is common to see a variety of types within each street, ready to offer products to appeal to a range of buyers. So a consistent character is rarely seen. At the same time, this 'variety' is not truly the varied character that is found in traditional towns and villages, but a repeated pattern across the development that ultimately becomes bland.

Creating truly distinctive areas of different character requires a clear strategy for consistency and variety of built form. The following principles should be embodied in Detailed Design Codes and Masterplans to inform detailed design of each phase of development:

PRINCIPLE 15: Building types in residential areas

- For a consistent residential character, use the same house types on both sides of the street or overlooking a space.
- For a varied residential character, use a range of house types avoiding long runs of the same type.

Fig. 5.41: Traditional buildings with a varied character in nearby Elham

Fig. 5.42: Housebuilder 'variety' typically results in blandness

Fig. 5.43: Consistent character in the main terrace at Goldsmith Street, Norwich, with the corners introducing a low-key 'landmark' moment with slightly taller building volumes.

PRINCIPLE 16 : Built form

For a consistent character:

- Keep the height of most buildings the same in residential areas, with the exceptions being buildings acting as a 'landmark' on a viewline and/ or on a corner.
- Features such as bay windows should be repeated, and may be 'mirrored'

For a varied character:

- Limit the number of residential dwellings having the same eaves height in residential areas of varied character.
- Use different features, window proportions and types on each building type.

PRINCIPLE 17: Roof form

- For a consistent character, use the same roof form. This does not mean only a simple pitch - repeated gable ends, repeated mono-pitches and flat roofs can also achieve consistency.
- For a varied character, change the orientation and type of roofs. A traditional approach would involve varying the orientation of the ridge line (parallel or perpendicular to the street), whilst a contemporary approach may involve different roof types. The orientation and type of roof form should relate to the house type.

Fig. 5.44: A consistent character doesn't mean lacking interest

Fig. 5.45: Varying the orientation of the ridgeline and varying eaves heights introduces complexity in form

SETBACKS AND CONTINUITY OF FRONTAGE

The character of streets is influenced not only by the street dimensions, materials and landscape such as street trees. **Character is heavily influenced by the way in which buildings define and enclose streets**. The same street type will have a very different character when it is lined by four storey terraces at the back edges of pavement to when it is lined by two-storey detached houses set back behind generous front gardens. So the higher degree of enclosure in the first example will give an urban character, in contrast to the suburban character of the second street.

Three things affect the degree of enclosure:

- the height of the buildings in relation to the width of the street;
- how far the buildings are set back from the back edge of pavement; and
- how continuous the building frontage is - terraces give a more enclosed feel than detached houses.

The following principles should be embodied in Detailed Design Codes and Masterplans to inform detailed design of each phase of development.

PRINCIPLE 18: Setbacks and continuity of frontage should be part of developing a consistent approach to the street hierarchy strategy within each development parcel. Masterplans and Design Codes for each area must set out guidelines that are in accordance with the street types set out in this Strategic Design Principles document as well as considering the below:

- For a consistent character, ensure building setbacks are the same along the street or space.
- For a varied character, use differing setbacks avoiding long runs of the same distance from the street to the building front.

For a formal, urban character:

- have the buildings closer to the pavement edge
- use terraced forms to create as continuous a frontage as possible
- where there is small setback, use a formal boundary treatment such as railings, wall or combination of both.

For a rural character:

- use larger setbacks and provide green front gardens with soft boundary treatments such as hedges or walls
- use landscape, boundary treatments and outbuildings to loosely define the street.

For a suburban character:

- the setback will depend on the character of each individual area - informal or formal, consistent or varied, tightly defined or loosely enclosed streets.

Generally, the degree of enclosure of street will vary:

- Use terraced forms where a higher degree of enclosure is required, and semi-detached and detached forms for a looser sense of street definition.
- The setback distance, boundary treatment and building types should support the intended character.

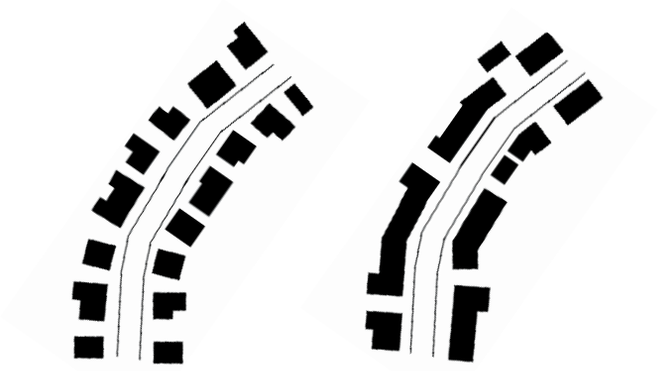


Fig. 5.46: Continuous frontages (right) provide a strong sense of enclosure (right) compared to predominantly detached dwellings (left). Depending on the intended character of the area, either may be appropriate in the right location.

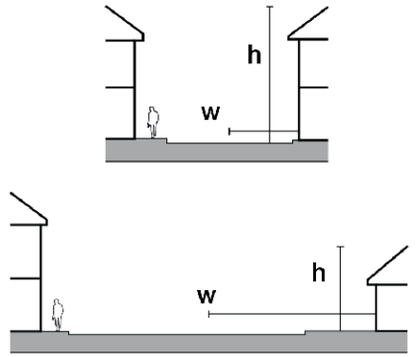


Fig. 5.47: The degree of enclosure is related to the relationship between the building height frontage (h) and the width (w) of the space.

Fig. 5.48: Buildings located consistently at the edge of pavement create an enclosed streetscape character (left), compared with buidings which are set back (right) which feels more open..

MATERIALS AND DETAILING

Material alone can't create character. Character must be driven by the 'big picture' of the layout of streets and open spaces, and the townscape formed by buildings. Materials and details can then be used as the 'icing on the cake' to reinforce the approach to character.

Looking at good examples of traditional and contemporary buildings in the local area, there is a core palette of materials.

- red clay bricks and tiles (both for roofs and walls);
- flint;
- sandstone;
- timber weatherboarding;
- timber framed buildings; and
- painted bricks.

The approach to materials and detailing should have regard to the local vernacular where appropriate. 'A Contemporary Kentish Vernacular Study' produced by Farrells provides a useful summary and reference point.

Fig. 5.49: Typical materials and details used in the local area.

PRINCIPLE 19: Materials and detailing

- Consider the overall approach to design and use materials to support this. For a consistent character, use a limited palette of materials across buildings. For a varied character, change the materials used for each buildings in a logical way - e.g. relate changes to a change in building type.
- **Avoid changes of materials midway along a flat** facade, and instead make a change at a logical point - e.g. where a terrace steps back. This helps changes in materials look robust and less like 'wallpaper'.
- Recess windows from the front face of the outer **wall, so avoiding a 'flat' appearance.**
- Avoid 'stick on' elements such as GRP porches, and instead design porches, bay windows, chimneys and so on as an integral part of the building.
- Create texture and interest through robust detailing that can stand the test of time - e.g brickwork.

In addition to the above, Masterplans and Design Codes should have regard to 'A Contemporary Kentish Vernacular Study' (Farrells) where appropriate.

5.5 A place planned for the future

Otterpool Park will take many years to build out, and will become a permanent new Town, providing homes, community facilities, employment and leisure activities to a changing population. It is vital to the success **of the town that it is designed to be flexible, so that** it can respond to changes in the future - different working patterns, alternative modes of transport, and developments in technology – whilst still being focused on people and their needs. A 'monitor and manage' approach, as set out in Principle 1, will ensure this is part of the ongoing development of Otterpool Park.". This section sets out principles for 'future-proofing' Otterpool Park:

- managing edges and interfaces between different development parcels during construction, so that the end result is a seamless place;
- creating sustainable buildings; and
- managing the car.

EDGES AND INTERFACES

Otterpool Park will be developed as a series of parcels over many years. Without coordination, there is a risk that the 'joins' between different parcels are obvious, making the town feel disjointed rather than a seamless whole. The main areas of risk are:

- different phases of development facing one another across a street, with the architectural form and style of each side being different; and
- frontages to open spaces having different treatments along the same edge, so that it becomes an architectural 'zoo'.

To ensure the development evolves into the future as a coherent place the principles set out below must be followed.

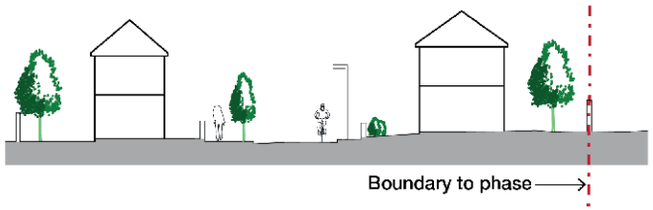


Fig. 5.50: Where possible, locate boundaries to phases along the line of the rear of building plots to minimise the potentially disjointed appearance between different buidling phases.

PRINCIPLE 20: Edges and Interfaces

- Where possible, locate boundaries to phases along the line of the rear of building plots, so that buildings onto both sides of streets are from the same phase of development.
- Where this is not possible, ensure that the Detailed Design Code includes guidelines for the opposite side of the street. The Detailed Design Code for the parcel opposite will be expected to incorporate these design principles.
- Where possible, ensure that a single phase of development fronts onto an open space so that the buildings and edge treatment are consistent.
- Longer interfaces to public open space (such as the River Stour corridor) will pass through several development parcels. A consistent approach along the whole corridor is not necessarily appropriate - character will need to change to create a memorable place. In such instances, the Masterplan should set out the requirements for the building interfaces along the open space, and these should be reflected in the Design Codes for individual development parcels.
- Where open spaces perform a specific function e.g. dark corridors for habitat, building frontages will not be expected to front onto them, and an appropriate layout strategy which is sensitive to ecological requirements will need to be developed.
- The separation distances between existing residential properties and new development, including consideration of the gap between the habitable rooms of existing and new dwellings (particularly where such dwellings differ in their number of storeys or in their finished floor levels) will be subject to detailed design at planning Tiers 2 and 3 to avoid unacceptable overbearing and dominating effects upon occupiers.

CREATING SUSTAINABLE BUILDINGS

Otterpool Park will be developed over a long period of time, at least 25 years. During this time we can expect that requirements for energy and sustainability in buildings will evolve and change. This Strategic Design Principles document therefore does not set out very prescriptive requirements, but instead explains the **overall principles for energy and water efficient and** sustainable buildings. These principles are drawn from documents submitted as part of the outline planning application:

- the Design and Access Statement;
- Energy Strategy;
- Water Cycle Strategy; and
- the Sustainability Statement.

PRINCIPLE 21: Masterplans and Design Codes for each phase of development will be expected to set out a clear Energy, Water and Sustainability Strategy that sets aspirational targets based on the latest technologies available and accords with the principles in this Strategic Design Principles document.

OVERALL APPROACH

The overall aspiration is for Otterpool Park to be a low carbon development, embracing sustainable approaches from the large scale (the layout of the town, including green spaces and the movement network) through to the detailed design of buildings. The approach to the design of buildings is to:

- Be Lean: Reduce energy demand
- Be Green: Use renewables and low carbon energy generation
- Be Smart: Use information technology to exploit green technologies

PRINCIPLE 22: Design all buildings to reduce the demand for energy by:

- orientating them to take advantage of winter solar gains and to provide roof orientations suitable for PV panels;
- improving building fabric and insulation beyond minimum Building Regulations requirements;
- installing windows with improved performance;
- improving air tightness;
- specifying low-flow taps and showers; and
- providing 100% low energy lighting.

PRINCIPLE 23: Incorporate renewable energy generation into the design of all buildings, using technologies such as:

- high efficiency air source heat pumps; and
- photovoltaic panels.

PRINCIPLE 24: Design non-residential buildings to meet policy standards for BREEAM (or the equivalent standard should BREEAM be discontinued).

PRINCIPLE 25: Install smart meters and technology to control energy provision and water consumption with every residential dwelling.

Fig. 5.51: Solar PV panels should be integrated into all buildings

MANAGING THE CAR

Private cars will continue to be a mode of transport used by residents of Otterpool Park, and by visitors. Whilst the town is being designed to promote sustainable modes of travel, people will continue to own cars and want to park them somewhere safe and convenient. The challenges are:

- to avoid 'hard wiring' car parking into Otterpool Park from the outset, and instead design it as something that is flexible, and can change and evolve over time; and
- ensure that parked cars do not dominate the street scene by providing a variety of parking solutions, allowing buildings, landscape and public realm to shine through.

A FLEXIBLE APPROACH TO PARKING

Most recent low- to medium-density residential developments provide most parking within the curtilage of each home ('on-plot') - typically in garages or on driveways. This permanently fixes parking as space that 'belongs' to each dwelling. So - should car ownership and use reduce in the future - this space will become redundant. It would be up to each individual occupier to decide what to do with this 'left over' space.

A more flexible approach would be to provide a reduced amount of parking on-plot, with the remainder in other locations that can become part of the public realm in the future if they are no longer needed for car parking. These other locations could include:

- on-street parking;
- parking within landscaped areas including parking courts, serving several dwellings (e.g. as un-allocated spaces); and
- parking 'barns' that could later be converted to other shared uses.

Parking should be un-allocated for all apartments and dwellings within and around the town centre.

Fig. 5.53: A resilient approach to parking: the public realm works with and without cars

Fig. 5.52: On-street parking provides a flexible approach, enabling the street to accommodate future modes of transport and uses

PROVIDE A VARIETY OF PARKING SOLUTIONS

The overall aim of designing car parking is to ensure that it does not visually dominate the street, so that the buildings and public realm remain the most important aspect of the townscape. This is often best achieved by incorporating a variety of different approaches to parking, including:

- basement and/or undercroft parking in higher density areas such as the Town Centre;
- garages integral to the dwelling or standing alone within the plot;
- shared courtyards, either at the front or rear of the dwellings they serve, however rear courtyards will only be acceptable if integrated with overlooking dwellings, high quality materials, landscaping and boundary treatments, and at least 2 access points; and,
- parking in front of or between dwellings. Parking in front of dwellings requires careful design to avoid cars dominating the street scene - landscape must be used to screen and soften the views of cars.

PRINCIPLE 26: Develop Masterplans to incorporate a range of parking solutions, ensuring that the visual impact of parked cars on the streetscene is minimised and that areas of parking are designed to be attractive areas of public realm in their own **right to aid with their future flexibility. Detailed** Design Codes to include guidance on how this can be achieved.

Fig. 5.54: If they are thoughtfully located and carefully designed, garages can make a positive contribution to the street scene

Fig. 5.55: Parking in front of the dwellings is interspersed with tree planting to soften its impact

Fig. 5.56: Carefully designed integral garages work with the overall building design, whilst overlooking of the street is provided from upper floor windows - a solution that should be avoided for long stretches as the frontage is not sufficiently 'active'

Fig. 5.57: High quality paving and planting softens the visual impact of parking within this street

6

Requirements for Masterplans and Design Codes

6.0 Requirements for Masterplans and Design Codes

This Strategic Design Principles document will form part of the outline planning application (Tier 1) material **for Otterpool Park and as such has a significant role in** informing future detailed design. Developers and their design teams will be expected to produce a Masterplan accompanied by a Detailed Design Code informed by principles within this document for approval by the Local Planning Authority (Tier 2) prior to the submission of Reserved Matters (RM) applications. Subsequent RM applications (Tier 3) will be expected to accord with the Masterplan and Design Code.

This chapter provides guidelines on what is expected for:

- a Masterplan; and
- a Detailed Design Code.

The intention is not to provide a rigid set of requirements, but to ensure that developers and their design teams address all of the key issues.

MASTERPLANS

The following will be expected as part of the Masterplan, as well as a high quality design and layout which takes account of the site-wide and character area guidance and design principles set out within this Strategic Design Principles document:

- the boundary of the phase being considered should be made clear;
- a framework for future Tier 3 submissions should be provided;
- indication of where various land uses are proposed;
- indication of where movement and access points are located; and
- indication of landscaping and public realm design.

DETAILED DESIGN CODE

In developing the guidelines in this chapter, a number of existing Design Codes have been reviewed and their strengths and weaknesses discussed with Local Planning Authority officers. The key lessons were:

- Use an area-based rather than topic-based approach - this Strategic Design Principles document sets out seven character areas. We would expect individual areas to be further broken down into specific areas of different sub-characters to give the richness and variety expected within the design of Otterpool Park. Use these specific character areas to structure the Design Code, rather than individual topics (streets, open spaces, buildings etc).
- A focus on 'key character generators' within areas is helpful - Strong masterplans and Design Codes include focal areas that drive placemaking. This Strategic Design Principles document begins to identify some of these (e.g. the former runway in the Airfield Park). It is important that the Masterplans and Design Codes expand on these, including more elements to generate a strong and memorable character tailored to individual areas of the masterplan.
- Background on the existing site and context is helpful in understanding the approach - This Strategic Design Principles document includes an overview of key features of the existing site and wider context to explain how the character is shaped to respond to these. Greater detail on site constraints and opportunities will be expected in the detailed Design Code to help explain how the design responds to the site's challenges.
- Minimise words and maximise diagrams and images - An annotated diagram can replace 1000 words. Use a mix of graphics and text to communicate the design intent and design code requirements. Precedent images from good places provide inspiration and are helpful in communicating the intended character of an area.
- Where words must be used, use techniques like tables, bolding and so on to avoid an unreadable mass of text. Graphic design and layout should be used thoughtfully to avoid long blocks of text. Bullet points, bolding, tables, clear headings and colour can help the reader navigate the Design Code. Be clear about what is mandatory and what is flexible.

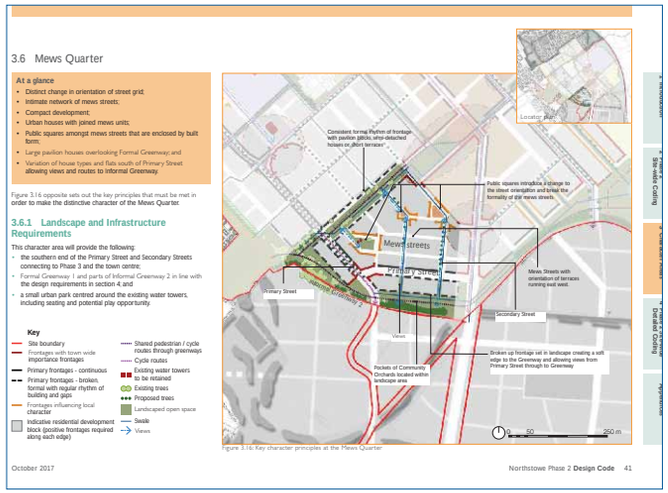


Fig. 6.1: Area-based approach: Northstowe, Cambridgeshire

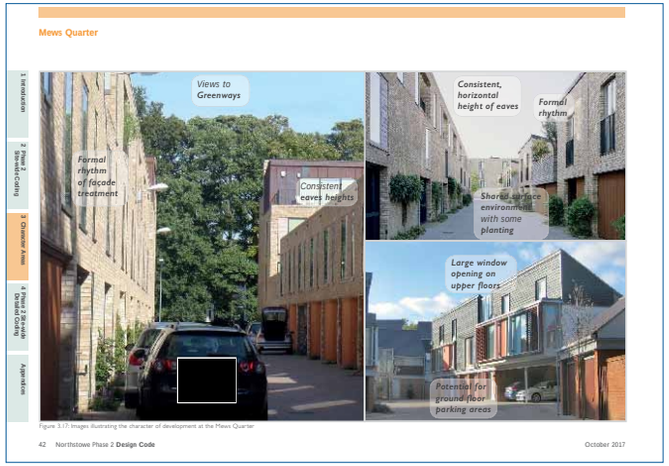


Fig. 6.2: Precedent images supporting the area-based approach: Northstowe, Cambridgeshire

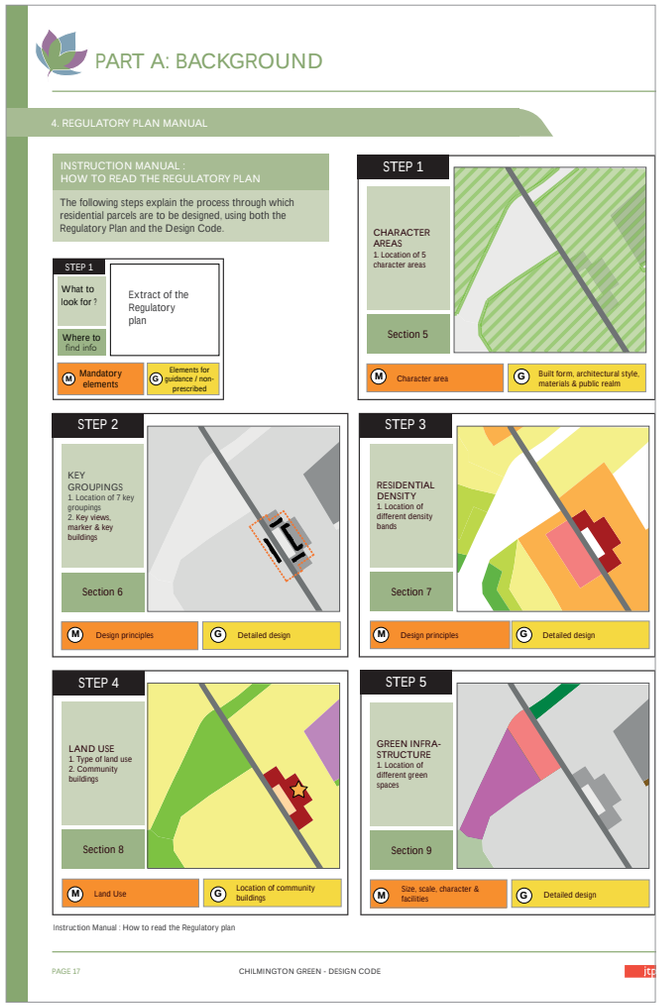


Fig. 6.3: Simple, strong diagrams within the Chilmington Green Design Code

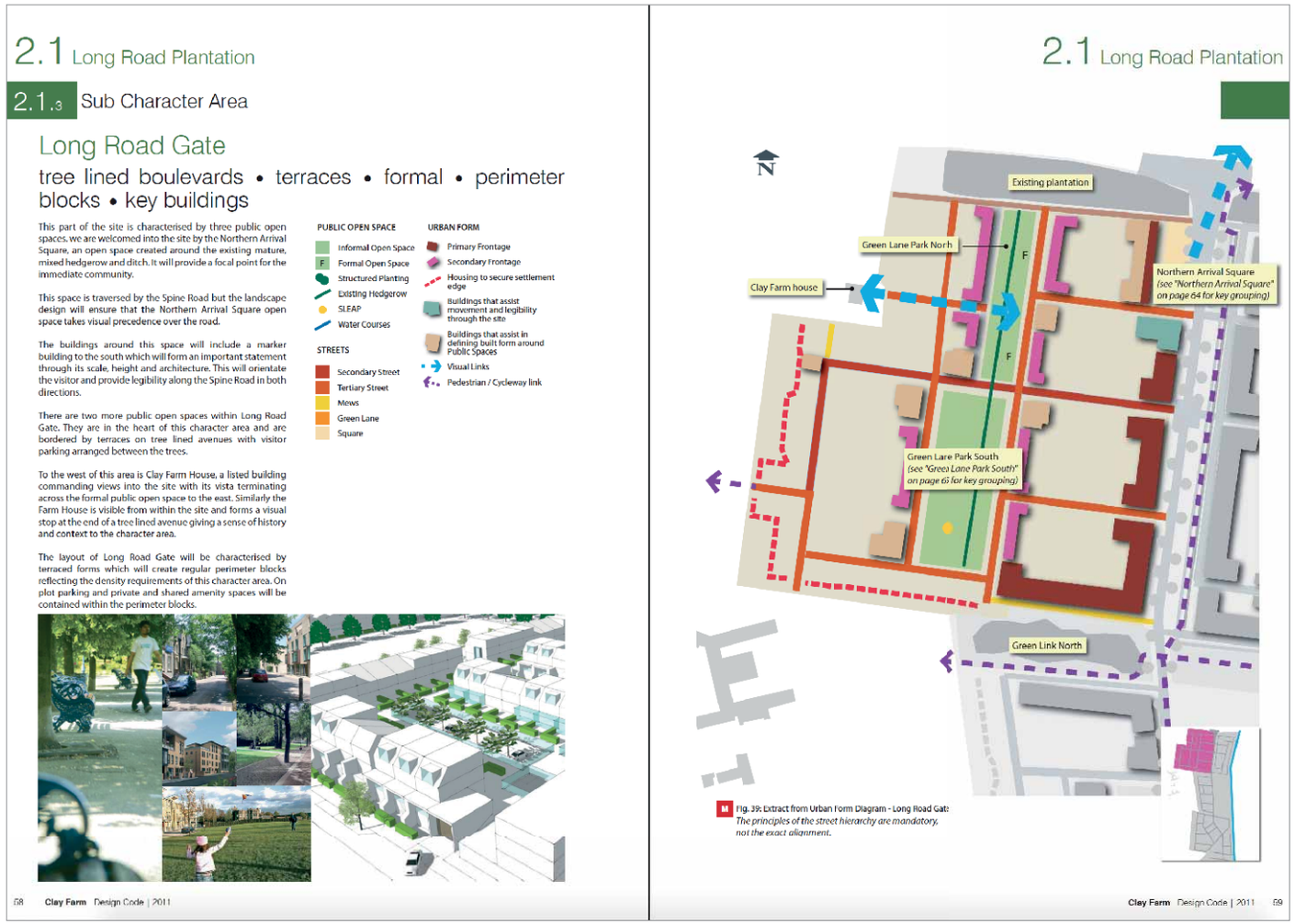


Fig. 6.4: Different types of illustrative material (e.g. 3D vignettes, diagrams/plans and precedent images) combine to clearly communicate the sought character in a sub-character area of Clay Farm, Cambridge

6.1 Detailed Design Code contents

The recommended structure for Detailed Design Codes is as follows:

1. INTRODUCTION AND PURPOSE OF THE PHASE [X] DETAILED DESIGN CODE

1.1 Introduction

1.2 Purpose and status of this document

1.3 How to use this Design Code (incl. checklist e.g. how have you met X?) (reference Strategic Design Principles document)

2. VISION FOR OTTERPOOL PARK

2.1 Summary of principles

2.2 Link to Strategic Design Principles document and overall vision for Otterpool Park

3. ABOUT THE PHASE [X] MASTERPLAN

3.1 Background (context of the masterplan)

3.2 Phase [X] site influences (incl. landscape, heritage and topography)

3.3 Phase [X] vision

3.4 Key Phase [X] principles

4. CO-ORDINATING PLANS

4.1 Character and urban design (incl. land use, key character drivers, building heights, etc)

4.2 Landscape, open space and heritage

4.3 Movement (incl. public art, play and heritage)

4.4 Green and blue infrastructure (incl. ecology and water management, e.g. SUDs)

5. DETAILED CODING FOR PHASE [X]

(this chapter describes the coordinating plans in detail)

5.1 Landmark and key non-residential building design

5.1 Cycle parking: design requirements

5.2 Car parking: design requirements

5.3 Mobility hubs and public transport: design requirements

5.4 Hard landscape (incl. street furniture)

5.5 Soft landscape (incl. tree/plant species)

5.6 Green and blue strategy (incl. ecology and water management, e.g. SUDs)

5.7 Play, sport and recreation

5.8 Integrating heritage

5.9 Integrating public art

5.10 Lighting strategy

5.11 Waste, recycling and utilities

5.12 Servicing and logisitcs

6. PHASE [X] CHARACTER AREAS

6.1 Character Area A

(incl. 'At a glance' character overview / guiding design principles; key character drivers e.g. streets, spaces and building interface; built form; landscape, streets and open space; boundary treatments; and, development edges)

6.2 Character Area B

6.3 Character Area C

6.4 Etc

The National Model Design Code should also be referenced in the development of Detailed Design Codes, as appropriate to the phase.

Appendix 1: Summary of design principles

A1 Summary of design principles table

PRINCIPLE #	DESCRIPTION	DESIGN GUIDANCE SECTION
1	From Phase 2 onwards, the master developer, parcel developers and their design teams will work together to identify lessons learned from earlier phases. These lessons learned shall be discussed with the Planning Authority at the beginning of the process of developing Detailed Design Codes and Masterplans for future phases. These discussions shall discuss and agree any changes or additions required to the approach, and also have regard to any ongoing developments in living, working and travel patterns.	5.0 Making good places
2	Develop masterplans and Design Codes which assist in integrating the settlement into the setting of the Kent Downs AONB, enhancing landscape and visual impact including: ◦ Design, scale, setting and materials of new development must respond to the distinctive character and special qualities of the AONB and its setting; allow for significant tree planting between areas of buildings where necessary; and have regard to the Kentish Contemporary Vernacular Study and Colour Study (Doc. Ref. OP5 Appendix 12.5) ◦ Tier 2 masterplan proposals must show how the spacing, alignment, massing and overall design quality has had responded to the distinctive character and special qualities of the AONB and its setting ◦ Demonstrate how the planting framework contributes towards local character, adds to the sense of place and helps with orientation and provides robust defensible edges to it, in part to ensure that abrupt changes of landscape character would not occur. ◦ Demonstrate consideration of the form, open spaces and vegetation that will be introduced to help define views into, out of and within the masterplan and integrate the settlement into its surroundings, in particular the impact on the setting of the AONB ◦ Incorporate the use of non-reflective/appropriately coloured building façade and roof materials, green roofs and green walls on homes and incorporate PV oriented south where feasible, therefore limiting visibility in views from the AONB in the north ◦ Consideration of the landscape character, land-uses and heritage assets within the environs of the site to assimilate the settlement into its setting, and assist the supporting surrounding green infrastructure assets around and beyond it ◦ Ensuring the proposed Development adheres to the Institution of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light, with regards to light spill, glare and sky glow. ◦ Masterplans are to be supported by appropriate modelling and visual assessment such as verified wireframes and rendered views, as agreed with the LPA at Tier 2 and 3.	5.0 Making good places

3	Develop Masterplans and Design Codes to prioritise and integrate resilient landscape and open space features including: ◦ a clear hierarchy of open spaces; ◦ existing and new structural vegetation based on the pattern and form of the current landscape; ◦ the preservation and enhancement of existing key habitats, as well as integration of a range of opportunities for increasing biodiversity to demonstrate contribution to a 20% net gain across the Outline Planning Application site; and ◦ a range of water and SUDs features within all types of open spaces, streets, local squares and development parcels for water management, ecology and play w hile maximising opportunities for incorporating green roofs and green walls on key utility buildings and public buildings.	5.1 A place for nature
4	Design the Masterplan to create memorable focal spaces within each development area. These should be located to aid wayfinding and should be appropriate to the character of the area.	5.2 A memorable place
5	Develop Masterplans and Detailed Design Codes to set out **specific locations and requirements for landmarks and** gateways. These should include not only the buildings or unique landscape features but also - where appropriate - the spaces to which they relate. Ensure that the landmarks and gateways work together with the street hierarchy to create logical and memorable layouts that help people to find their way around. This may include: ◦ locating gateways at key entry points into the development area; ◦ positioning landmarks to terminate important viewlines into and within the development; and ◦ responding to topography - e.g. where appropriate to the character, locating a landmark in a visually prominent position.	5.2 A memorable place
6	Set out principles in the Detailed Design Code to guide the distribution, location, design and function of mobility hubs ensuring that they are well-integrated as part of key public realm spaces within all Masterplans.	5.3 A connected place
7	Design the Masterplan for each area to incorporate a grid of linked streets. The type of grid should relate to the intended character and topography of the area. For example: ◦ For a formal character, use a regular grid. ◦ For an informal character, use an irregular grid. Relate this to the topography of the area, so that slopes and undulations influence the street pattern. ◦ Set out principles in the Detailed Design Code to guide the approach to the connected street pattern.	5.3 A connected place

8	Design the Masterplan for each development parcel to create a permeable layout through block sizes that support regular connections. Avoid large blocks that reduce opportunities for connections.	5.3 A connected place
9	Masterplans for each development area must incorporate a hierarchy of street types based on the types set out in this **Strategic Design Principles document, with Low Traffic Neighbourhood (LTN) principles applied across Otterpool Park.** The Detailed Design Code for each area must set out principles for the character of each street, including the relationship of buildings and landscape to streets.	5.3 A connected place
10	For each development parcel, masterplans must incorporate the different street types so that: ◦ streets that provide connections to the wider town and key destinations within the local area look and feel more important than the majority of streets within the development area - i.e. are Primary or Secondary Streets; ◦ the network of residential streets graduates from Tertiary Streets towards Residential Mews and Homezones, so that the character of the streets becomes increasingly intimate with a strong sense of 'belonging' to the dwellings they serve; ◦ Greenways are located on the edges of character areas, providing an interface between open space and the built area that prioritises pedestrian and cycle access.	5.3 A connected place
11	The detailed design of the A20 must lead to a transformation of its environment which strikes a balance between the 'movement' and 'place' functions so that the route continues to provide for strategic and local movement but also becomes a lower speed, considered design and place within Otterpool Park. Detailed principles include: ◦ A maximum speed limit of 30mph ◦ Retention of existing accesses to homes and businesses ◦ Retention of existing trees of value where possible ◦ A coherent tree planting and landscape strategy ◦ Promotion of the use of SUDS where possible ◦ Slower traffic speeds at pedestrian and cycle crossing points, and the approaches to the more urban areas ◦ For new buildings to front onto the A20 and be accessed off it where it is possible and appropriate ◦ Minimum use of over-engineered geometry, signs and lines ◦ The use of medians and tighter radii at new urban locations along the A20 in areas 2,4 and 5 ◦ Coordinate with the masterplan so that junctions positions, road narrowing, features (squares, greens etc) enhance the A20 as a place	5.3 A connected place

12	Building fronts must overlook public space while private rear spaces or gardens should generally back onto other private spaces.	5.4 A place with good buildings
13	Buildings should normally be designed to form a perimeter block with other buildings. Pavilion buildings should be used sparingly, and principally for non-residential 'destination' uses.	5.4 A place with good buildings
14	Buildings must have active frontages onto adjacent streets and public spaces.	5.4 A place with good buildings
15	Building types in residential areas ◦ For a consistent residential character, use the same house types on both sides of the street or overlooking a space. ◦ For a varied residential character, use a range of house types avoiding long runs of the same type.	5.4 A place with good buildings
16	Built form For a consistent character: ◦ Keep the height of most buildings the same in residential areas, with the exceptions being buildings acting as a 'landmark' on a viewline and/or on a corner. ◦ Features such as bay windows should be repeated, and may be 'mirrored' For a varied character: ◦ Limit the number of residential dwellings having the same eaves height in residential areas of varied character. ◦ Use different features, window proportions and types on each building type.	5.4 A place with good buildings
17	Roof form ◦ For a consistent character, use the same roof form. This does not mean only a simple pitch - repeated gable ends, repeated mono-pitches and flat roofs can also achieve consistency. ◦ For a varied character, change the orientation and type of roofs. A traditional approach would involve varying the orientation of the ridge line (parallel or perpendicular to the street), whilst a contemporary approach may involve different roof types. The orientation and type of roof form should relate to the house type.	5.4 A place with good buildings

18	Setbacks and continuity of frontage should be part of developing a consistent approach to the street hierarchy strategy within each development parcel. Masterplans and Design Codes for each area must set out guidelines that are in accordance with the street types set out in this Strategic Design Principles document as well as considering the below: ◦ For a consistent character, ensure building setbacks are the same along the street or space. ◦ For a varied character, use differing setbacks avoiding long runs of the same distance from the street to the building front. For a formal, urban character: ◦ have the buildings closer to the pavement edge ◦ use terraced forms to create as continuous a frontage as possible ◦ where there is small setback, use a formal boundary treatment such as railings, wall or combination of both. For a rural character: ◦ use larger setbacks and provide green front gardens with soft boundary treatments such as hedges or walls ◦ use landscape, boundary treatments and outbuildings to loosely define the street. For a suburban character: ◦ the setback will depend on the character of each individual area - informal or formal, consistent or varied, tightly defined or loosely enclosed streets. Generally, the degree of enclosure of street will vary: ◦ Use terraced forms where a higher degree of enclosure is required, and semi-detached and detached forms for a looser sense of street definition. ◦ The setback distance, boundary treatment and building types should support the intended character.	5.4 A place with good buildings

19	Materials and detailing ◦ Consider the overall approach to design and use materials to support this. For a consistent character, use a limited palette of materials across buildings. For a varied character, change the materials used for each buildings in a logical way - e.g. relate changes to a change in building type. ◦ Avoid changes of materials midway along a flat facade, and instead make a change at a logical point - e.g. where a terrace steps back. This helps changes in materials look robust and less like 'wallpaper'. ◦ Recess windows from the front face of the outer wall, so avoiding a 'flat' appearance. ◦ Avoid 'stick on' elements such as GRP porches, and instead design porches, bay windows, chimneys and so on as an integral part of the building. ◦ Create texture and interest through robust detailing that can stand the test of time - e.g brickwork. In addition to the above, Masterplans and Design Codes should have regard to 'A Contemporary Kentish Vernacular Study' (Farrells) where appropriate.	5.4 A place with good buildings
20	Edges and Interfaces ◦ Where possible, locate boundaries to phases along the line of the rear of building plots, so that buildings onto both sides of streets are from the same phase of development. ◦ Where this is not possible, ensure that the Detailed Design Code includes guidelines for the opposite side of the street. The Detailed Design Code for the parcel opposite will be expected to incorporate these design principles. ◦ Where possible, ensure that a single phase of development fronts onto an open space so that the buildings and edge treatment are consistent. ◦ Longer interfaces to public open space (such as the River Stour corridor) will pass through several development parcels. A consistent approach along the whole corridor is not necessarily appropriate - character will need to change to create a memorable place. In such instances, the Masterplan should set out the requirements for the building interfaces along the open space, and these should be reflected in the Design Codes for individual development parcels. ◦ Where open spaces perform a specific function e.g. dark corridors for habitat, building frontages will not be expected to front onto them, and an appropriate layout strategy which is sensitive to ecological requirements will need to be developed. ◦ The separation distances between existing residential properties and new development, including consideration of the gap between the habitable rooms of existing and new dwellings (particularly where such dwellings differ in their number of storeys or in their finished floor levels) will be subject to detailed design at planning Tiers 2 and 3 to avoid unacceptable overbearing and dominating effects upon occupiers.	5.5 A place planned for the future

21	Masterplans and Design Codes for each phase of development will be expected to set out a clear Energy, Water and Sustainability Strategy that sets aspirational targets based on the latest technologies available and accords with the principles in this Strategic Design Principles document.	5.5 A place planned for the future
22	Design all buildings to reduce the demand for energy by: ◦ orientating them to take advantage of winter solar gains and to provide roof orientations suitable for PV panels; ◦ improving building fabric and insulation beyond minimum Building Regulations requirements; ◦ installing windows with improved performance; ◦ improving air tightness; ◦ specifying low-flow taps and showers; and ◦ providing 100% low energy lighting.	5.5 A place planned for the future
23	Incorporate renewable energy generation into the design of all buildings, using technologies such as: ◦ high efficiency air source heat pumps; and ◦ photovoltaic panels.	5.5 A place planned for the future
24	Design non-residential buildings to meet policy standards for BREEAM (or the equivalent standard should BREEAM be discontinued).	5.5 A place planned for the future
25	Install smart meters and technology to control energy provision and water consumption with every residential dwelling.	5.5 A place planned for the future
26	Develop Masterplans to incorporate a range of parking solutions, ensuring that the visual impact of parked cars on the streetscene is minimised and that areas of parking are designed to be attractive areas of public realm in their own right to aid with their future flexibility. Detailed Design Codes to include guidance on how this can be achieved.	5.5 A place planned for the future

Appendix 2:
Design Specifications

The following specifications should be read in conjunction with the design principles set out within this document, the Parameter Plans and the other approved documents within the Outline Planning Application.

These specifications respond to specific opportunities and constraints with regards to the barrows and within the caracter areas, and address specific points raised by stakeholders throughout the design process.

OTTERPOOL PARK BARROWS

The following pages set out the key design principles that apply to the barrows within Otterpool Park, a key heritage consideration for the new Garden Town. The barrow reference numbers shown on this page and on the plan opposite are as identified in the Heritage Strategy. All barrows should be integrated into the scheme in line with the principles identified in the Heritage Strategy.

East of Barrow Hill (Barrow 44)

The design of the space must:

- allow for the spatial patterning of the Bronze Age barrows east of Barrow Hill and relationship with the river valley and each other to be appreciated;
- be designed as a place, not just an area of open space;
- provide a 9m minimum buffer of open space between the circumference of the barrow and any built form; and
- buildings closest to the barrow will be no higher than two storeys in height and buildings to the rear will be no higher than three storeys in height (to ensure acceptable massing relationship between built form and barrow 44).

Barrow Hill Green (Barrows 58, 113, 114, 115, and 135)

The design of the open space at Barrow Hill Green must:

- take account of the barrows' wider landscape, including their topographic setting on a localised high point and on its slopes, with views towards the North Downs and to each other;
- be a unified space allowing for appreciation of the whole;
- must be defined by the barrows themselves; and
- allow for appreciation of the relationship between the barrows, especially views between 58, 113, 114 and 135 and views out from these four to the barrows on the Downs to the NE.

South-West of Barrow Hill (Barrow 130)

This barrow has no visibility with the 6 barrows to the north due to being sited at the base of a slope. Any proposed streets or swales must not come closer than 3m to the barrow. The design of the open space around this barrow must:

- be defined by the barrow itself; and
- allow for appreciation of its wider landscape, including its topographic setting and views to the south and west.

North-West of Barrow Hill (Barrow 131)

This barrow is somewhat of an outlier and there is no intervisibility between it with the other 6 to the south due to it being at the side of the slope. Any proposed development must not come closer than 12m to the barrow. Any proposed SuDS to the north west must not come closer than 3m to the barrow. The design of the open space around this barrow must:

- be defined by the barrow itself; and
- allow for appreciation of the relationship between the barrow and the wider landscape, including its topographic setting and views to the North Downs.

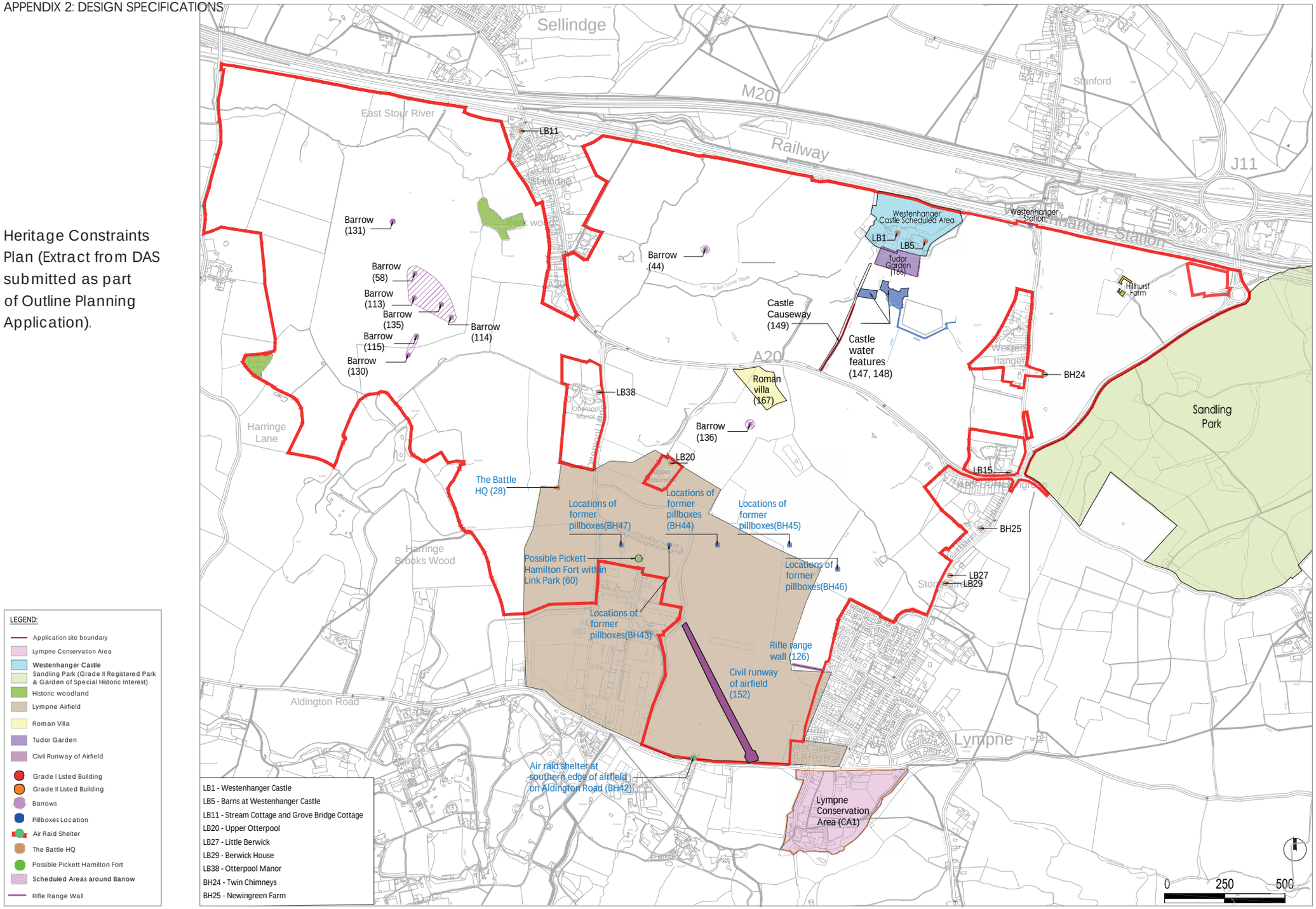
Country Park (Barrow 136)

The relationship of this barrow with the landform and topography of the area forms part of its setting and how the barrow is understood.

The design of the open space around the barrow must:

- be defined by the barrow itself; and
- allow for the appreciation of the relationship between the barrow and the wider landscape, including its topographic setting.

Heritage Constraints Plan (Extract from DAS submitted as part of Outline Planning Application).



CHARACTER AREAS

Town Centre & Castle Park

In order to achieve the Key Design Principles, the following specifications have been agreed through the outline planning process:

- Any sports areas provided in the Castle Park must be unfenced with no floodlighting.
- The existing Racecourse Lake and associated existing ditches (north-south and east-west as shown ES appendix 7.3 Figure 2 – Target notes 19, 41, 42, 43, 44) should be retained to create and retain habitat corridors, if there are areas of ditch that cannot be retained, a replacement must be provided.
- A safe passage for wildlife between habitats to the east of the Town Centre and the Racecourse Lake will be provided (a tunnel, or culvert).
- Existing north-west to south-east hedgerows and ditches, on the west edge of the 'Town Centre & Castle Park' area between River East Stour and A20 are required to be preserved in sufficient amount to create strong landscape corridors.
- Around the Racecourse Lake, the area to the south will be safeguarded for flora and fauna. Access to the west of the Racecourse Lake will be retained/ created with ecological valuable habitats, including ditches, wetlands and grasslands for reptiles. This area will be connected to the river park to the west.
- A bus route loop will be provided using the movement corridor in the 'Town Centre & Castle Park' area with a crossing at Stone Street. The loop will connect into the Eastern Triangle movement network, with a potential future connection to the A20. There must be local access only provided to Stone Street.
- The open space buffer between Westenhanger Castle and the application site boundary to the north must accommodate PRoW no. HE227 (FP), and its crossing over the East Stour River. The existing habitats along this corridor must be integrated and preseved within the open space strategy.
- Historic water features east of the causeway and west of the lake (referred to as 147 and 148 in the Heritage Strategy) will be preserved for their historic value as well as their importance as a habitat for great crested newts and reptiles.

River Stour

In order to achieve the Key Design Principles, the following specifications have been agreed through the outline planning process:

- Where roads cross the Riverside park, the bridges across the river will have wide enough openings to allow fauna to traverse and utilise the riverside park as a green corridor.
- The area is crossed with north-south field boundaries linking to the river with trees, hedges and drains (as shown on ES appendix 7.3 Figure 2 Target notes 77 80 83 88 92 97) which will require to be integrated with development layouts. A corridor of hedgerows and drains running approximately north-east to south- west will be retained within the development as a corridor for SuDS and wildlife particularly bats (ES appendix 7.3 Figure 2 Target note 92). This would be bolstered with structural planting.
- Within the Riverside Park, there are a number of water courses and water bodies, including the East Stour River. The water course habitats will be retained, buffered and enhanced. Trees along the water course will be largely retained, with some removal to create heterogeneity for wildlife along the river corridor.
- The existing River East Stour corridor and north-west to south-east and north-east to south-west hedgerows and ditches, which are located between the River East Stour and the A20 (within the development extent shown on the parameter plans and where shown in ES appendix 7.3 Figure 2 target notes 83, 88, 92) must be preserved in sufficient amount to create strong landscape corridors.
- Dark corridors are to be retained along the East Stour River, and running north to south from the East Stour River in the north towards the A20 and country park beyond. A dark corridor is also required linking from the East Stour River in the north towards Otterpool Manor to the south-west, following the existing hedgerow and ditch.
- The existing field tree, between River East Stour and the rear of the existing properties in Barrow Hill Sellindge (ES appendix 7.3 Figure 2, Target note 104) (which is located within the development areas on the parameter plans) should be retained and made into an integral part of the proposed open space network. A landscape buffer will be provided around the tree (of at least 15m in radius from the tree stem).
- Within the north-west of this area, existing ponds (see ES appendix 7.3 Figure 2, Target Note 99) will be retained and additional wetlands and ponds will be created in the open space corridor south of the Railway.

Country Park

In order to achieve the Key Design Principles, the following specifications have been agreed through the outline planning process:

- Landscaping, including the siting, species selection and management of proposed structural planting, should aim to maintain visual links between the listed properties of Upper Otterpool (in the 'Country Park' area) and Otterpool Manor.
- Between the Roman Villa and the retained East Stour tributary a new area of wildlife habitat must be created.
- The SSSI will be maintained and enhanced to expose additional areas of the Hythe Formation geology. This will be undertaken by benching back to create steps in the existing quarry face. Access will be enhanced but controlled to prevent erosion of the geological asset.
- In the open space to the east of Upper Otterpool farm, existing features (isolated woodland, ponds, hedgerows and trees) must be preserved and must be integrated with the buffer and proposed structural planting.
- Buffers of the tributary in this area running between Stone Street and the A20 (shown on ES Appendix 7.3 Figure 1, Target Note 235, 236) are required. The two existing ponds adjacent to the west of this corridor will be retained in green space. A dark corridor will be maintained along this tributary from Stone Street to the A20. This buffer should be 25m either side of the ditch (with exceptions where transport corridors are required to bisect this corridor).
- The existing north to south hedgerows and ditch, between the stream and group of trees east of Upper Otterpool Farm are required to be preserved and enhanced in sufficient amounts to create at least one strong north-south hedgerow.
- The open space between the south-eastern and the adjoining field boundary further to the south-east must accommodate PRoW No. HE314(FP).

Airfield Park

In order to achieve the Key Design Principles, the following specifications have been agreed through the outline planning process:

- Areas with value for reptiles will be provided within the open space in this character area. An area within the open space will be fenced to maintain a meadow habitat with value for invertebrates. The edges of the open space will be left as a natural area for wildlife.
- The proposed bridleway along south side of Lympne Airfield open space is to be linked on both south-west and south-east corners to Aldington Road to provide best connectivity to the existing PRoW (some of which incorporate the Saxon Shore Way long distance path) that extend southwards from here.

Woodland Ridge

In order to achieve the Key Design Principles, the following **specifications have been agreed through the outline planning process:**

- The open space corridor from Otterpool Lane to Harringe Brooks Wood along the line of PRoW HE316(FP) must include structural planting, accommodate PRoW no. HE316(FP) and where roads cross the corridor, crossings (tunnels or culverts) must be provided to allow fauna to utilise the area as green corridor.
- The open space between the eastern edge of development areas WR1/WR2 and Otterpool Lane must include structural planting and accommodate PRoW no. HE315(FP), multifunctional recreational areas and SuDS features.
- Habitat features for great crested newts and water voles must be created within the open space buffer to Harringe Brooks Wood. SuDS features within this area will be utilised to deter public access to Harringe Brooks Woods.

Hill Top

In order to achieve the Key Design Principles, the following **specifications have been agreed through the outline planning process:**

- Where roads cross the open space corridor which runs between Harringe Brooks Wood and the East Stour, crossings (hop overs and tunnels or culverts) will be provided to allow fauna to utilise the area as green corridor.
- The tributary to the East Stour River which runs between Harringe Brooks Woods and the East Stour River must be retained and buffered (25m either side of the stream). Existing hedgerows and ditches in this area (which are located within both the open spaces and development zones identified on the parameter plans and shown on ES Figure 7.3 Figure 2, Target Notes 143, 158, 161, 157) are required to be preserved and enhanced where removal is not required to permit access.
- A dark corridor from Harringe Brooks Woods following the existing stream to the River Corridor in the north must be maintained within a suitable (25m) buffer and will be enhanced by structural planting. A dark corridor along the greenspace adjacent to Barrow Hill (as presented on Figure 3.2 of this document) must be maintained.
- A dark corridor from Harringe Brooks Woods to Otterpool Manor must be created.
- Development adjacent to the open space for the Barrows will require careful consideration of the built form, access and landscaping to provide an appropriate setting for views from the AONB and the heritage of the Barrows.
- Proposed development alongside existing Barrow Hill Sellindge will also require the careful consideration of built form, access and landscape buffer to provide an appropriate setting for the existing residential properties. The buffer between the proposed development area and the application site boundary along the south and south-western edges of Barrow Hill Sellindge will be at least 30m in width and must include:
  - structural planting.
  - preservation and integration of existing trees, hedgerows and other structural vegetation.
  - a bridleway.
  - SuDS and nutrient mitigation wetlands.
- The open space between the eastern edge of development areas HT.2 and Otterpool Lane must accommodate PRoW No. HE315(FP).
- To the north-west of the River East Stour Park open space is the location for a water treatment centre with access from Harringe Lane. The waste water treatment centre could have associated reed beds in the adjacent open space for cleaning and treating grey water. The treatment areas associated with the waste water treatment centre will be natural in design. Detailed design will balance water management with habitat creation for water voles, amphibians, invertebrates and foraging bats with some dry areas to provide reptile habitats.
- Ensure that the built form along the western edge of the development is suitably designed, in terms of density, height and structural planting to allow the preservation of panoramic views to the north Downs escarpment from the junction of PROW HE325 and Harringe Lane, and from the southern end of PRoW HE302.

Hillhurst Farm

In order to achieve the Key Design Principles, **the following specifications have been agreed** through the outline planning process:

- The existing south-west to north-east ditch, between Hillhurst Farm and the railway (as shown in ES Appendix 7.3 Figure 2, Target note 52) should be retained if possible to create a habitat corridors. If it cannot be retained, a replacement feature with suitable planting must be provided.
- In the open space between development parcels HF.3 and HF2/HF.1, along the route of PRoW HE281, structural planting, SuDS and a dark corridor must be provided. Where roads cross the corridor, crossings (tunnels or culverts) will be provided to allow fauna to utilise the area as a green corridor.
- Retain and integrate Hillhurst Farm, building on the principles identified in the Otterpool Park Heritage Strategy and the Kent Farmstead Guidance.

OTTERPOOL PARK

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