

## PRINCIPLES OF THE MASTERPLAN - continued

The eastern part of the scheme will have a more formal character, with a larger two storey apartment building marking the frontage to Kiln Barn Road. The character will gradually change towards the west, to reflect the loose, informal farmsteads of Bradbourne Estate and Ditton village to the west of the site. Generous open spaces would have a more informal nature. Homes would predominantly be semi-detached and detached, and would be set back from the street within larger gardens.

A gateway entrance will be created with a new singular vehicular access off Kiln Barn Road. A combination of marker buildings and landscaping would create a new arrival space. Careful consideration to the location and orientation of fronts and backs of dwellings has been given to ensure active street scenes, natural surveillance and high quality residential amenity. Proposed dwellings will front onto streets and open space.

### Historic field structure

The existing field system will influence the layout of the site and location of proposed streets. Trees and hedgerows will be preserved where possible to maintain the existing character. On the Eastern Edge,

vegetation will create a multi-layered soft front edge to Kiln Barn Road that reflects the rural, country lane character south of the site. The southern edge will be fronted by a linear green corridor creating a soft edge to the development. The southern windbreak will be retained but broken in places to allow views south from the north-south orientated streets and lanes. New vegetation and street trees are proposed across the development.

### Green Corridors

A generous, linear green corridor along the alignment of the southern street would create a main feature of the development, providing alternating rhythm of development and open space from the south to the north. This space will be replicated along the southern edge, both green corridors contributing to biodiversity and ecological enhancement within the scheme.

### Green open space

The proposal will be high quality with significant open space. Play space and playground facilities would be located within the larger green open spaces. Walking, running, cycling and dog walking would

be accommodated along the eastern, southern and western boundaries. The green would create a formal public open space for the proposed development, connecting it to Brampton Field. This space would also include one of the sustainable drainage ponds. This area would enhance the setting of existing mature tree, as well as include new vegetation. Its location is pivotal and is fronted by existing and proposed residential dwellings linking existing and new.

### **Access and movement**

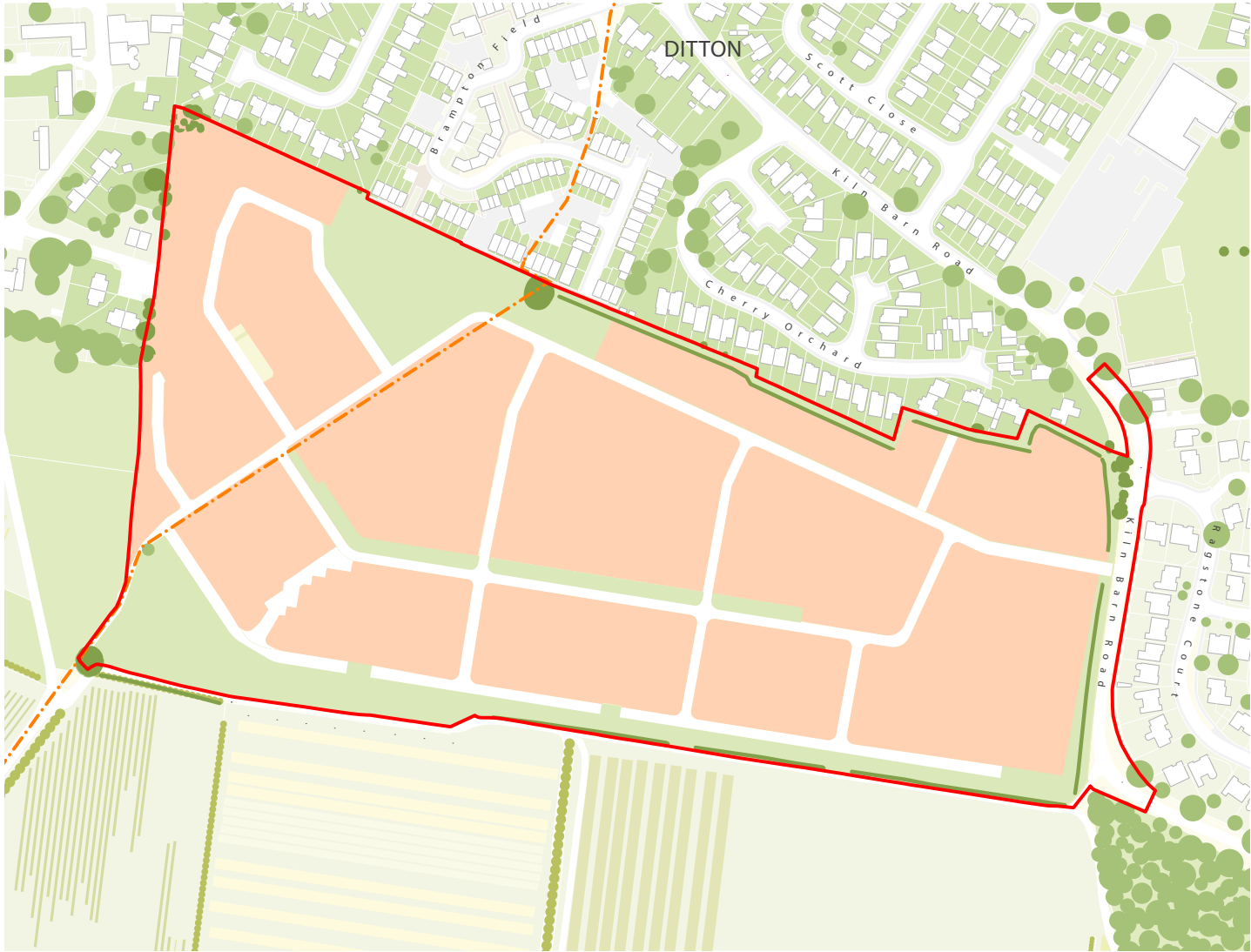
A new access road off Kiln Barn Road would extend into the site providing a network of new streets, footpaths, lanes and private drives. The existing route of the public right of way would be retained and enhanced to provide a pedestrian and cycle connection to the surrounding area. Local trips by foot and bicycle would be encouraged by the site's inherent connectivity and permeability to the existing network of footpaths to Ditton and the wider surrounding countryside. The development will also promote an environment which is pedestrian and cycle friendly. Build-outs, landscaping and changes in road surface materials and street hierarchy across the scheme would encourage reduced vehicle speeds.


### **Parking**

The car parking strategy has been developed to ensure that the street scene is not dominated by cars through a range of parking arrangements. These include parking courts and on-plot provision (parking to the front and side of houses). All parking courts also include residential dwellings to provide surveillance and create a sense of place. The proposals accommodate Kent County Council's 'enhanced' parking standards. This includes at least one parking space for each 1 and 2 bed flat, 1.5 spaces for 1 and 2 bed houses, and 2 spaces for 3 and 4 bed houses. Visitor parking is allocated at 0.2 spaces per dwelling. Garages and parking barns are also proposed.

### **Summary**

The illustrative masterplan has been designed to respond to the sites landscape setting and location on the edge of Ditton. The development is a logical extension to Ditton and contained within existing field boundaries. The design is rooted in the principles of place-making and creates a connection between people and place. The proposal is a development with integrated landscape reflective of its location, setting and local context.



-  Proposed site
-  Development parcels
-  Development parcels

Development structure



## DEVELOPMENT STRUCTURE

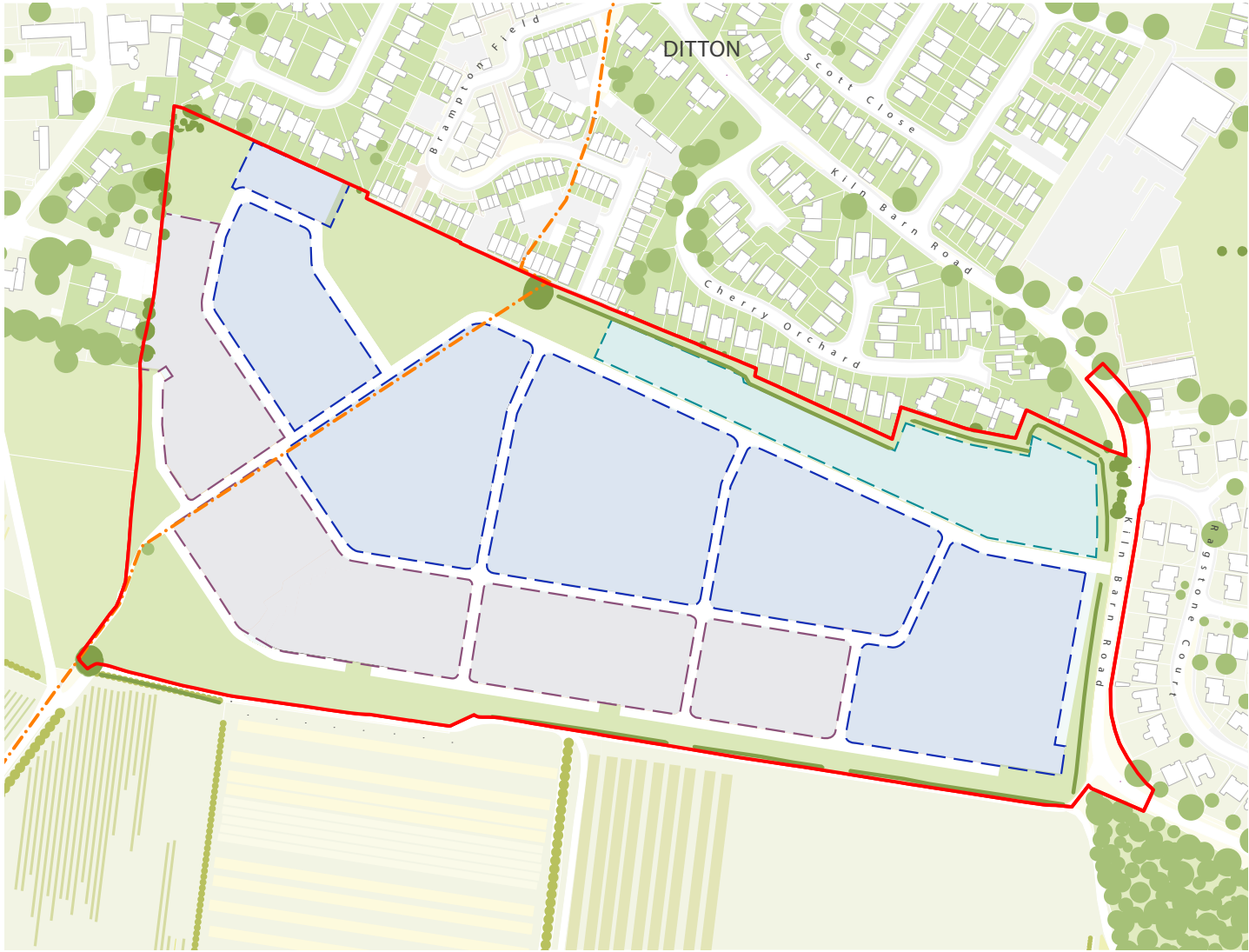
Informed by the sites geometry and shape, the masterplan accommodates a coherent structure of development parcels, streets and spaces.

Accessed from Kiln Barn Road in the east, a vehicular circuit extends around the site from which a number of secondary and tertiary streets and lanes provide access to residential development and views of the landscape to the south.

The resultant structure of development parcels is logical and maintains a clear order of building fronts (public) and backs (private) throughout the development. The northern edge of the development responds to the existing context of fronts and backs of dwellings located along the edge of the site. Development parcels along the southern and western edges are designed to always front on to streets and edges with residential development parcels backing onto each other.

The larger development parcels at the centre of the site accommodate residential courtyards, which are tightly enclosed residential spaces that echo a village feel.

The following pages describe the proposed character, frontages, movement, street hierarchy, green open space, parking parameters, drainage strategy and access in more detail.



- Proposed site
- Semi-urban edge
- Suburban centre
- Landscape edge

↑  
Dwelling  
density  
increase

Character areas

## CHARACTER AREAS

### Responding to the context

The illustrative masterplan has been designed to respond to the urban form of Ditton to the north and the landscape setting to the south. The illustrative masterplan has three distinct character areas:

### Semi-urban edge (north)

The semi-urban edge responds to the existing edge condition of fronts and backs and replicates the character of existing development to the north. This area contains predominantly 2 and 3 bed terrace and semi-detached dwellings and parking that formally addresses the street. It is characterised by a higher density of development compared to other character areas across the site.

### Suburban (centre)

Development at the centre of the site consists of larger development parcels centred around residential courtyards. These parcels consist of predominantly 2 and 3 bed dwellings with a mixture of detached and terrace housing but also include larger 4 bed houses that frame the central courtyard spaces. Views into the courtyards are always terminated by building elevations, windows and front doors.

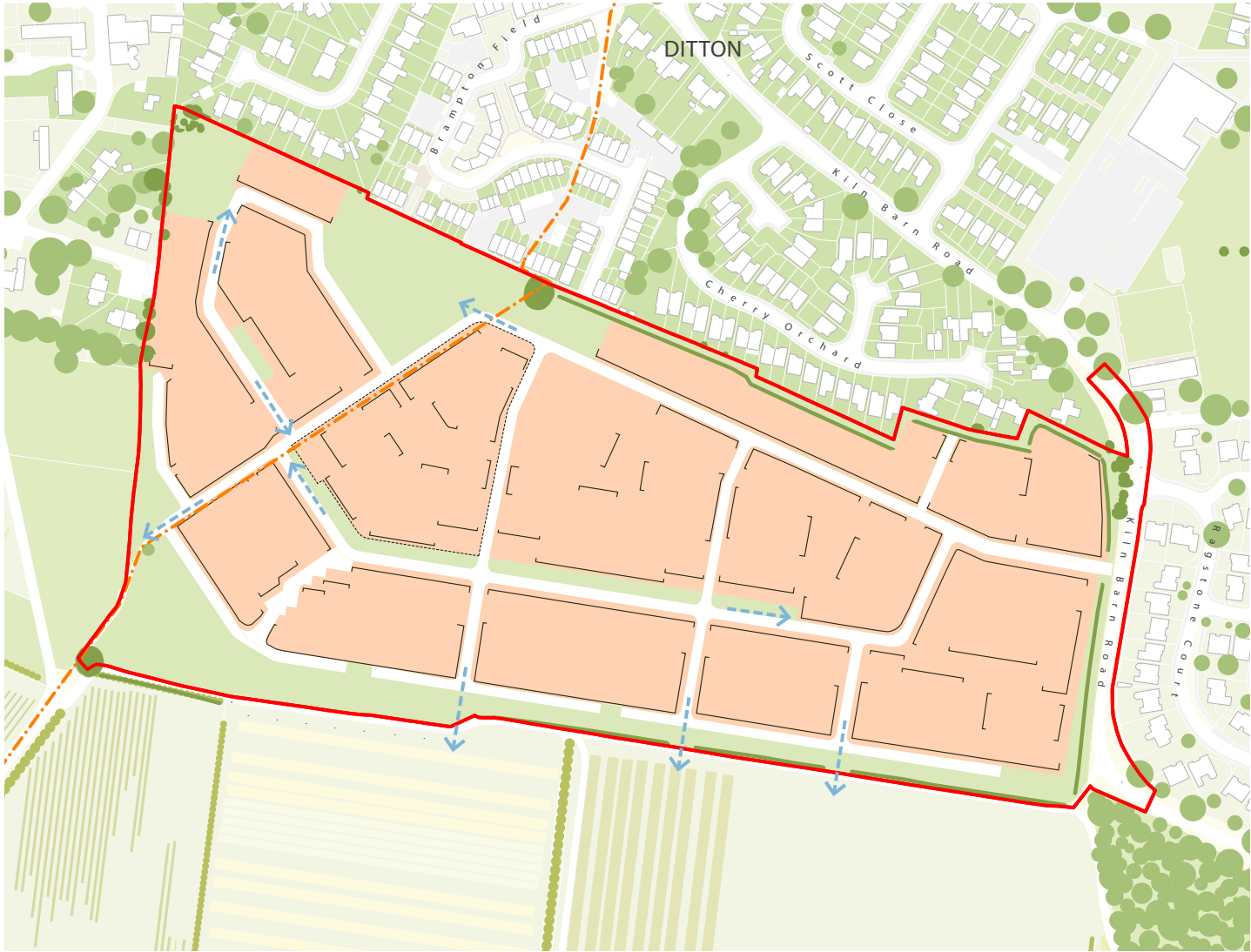
The internal courtyards allow a portion of the parking to be relocated within the development parcels. As a result there is less on-street parking (in comparison to the Semi-urban edge creating a more informal and relaxed street frontage.





### Landscape edge (south)

The landscape edge condition responds to the more rural landscape setting to the south of the Site. It consists primarily of lanes and private drives/streets embedded in the landscape that provide access to the 4 bed houses with off-street parking and garages. This informal street arrangement does not accommodate through routes to other streets resulting in a quieter and more sensitive response to the surrounding landscape.

### Major access

Whilst the street hierarchy is set out in a separate chapter, it should be noted that the primary vehicular access road changes in character throughout the site in response to the different character areas. The northern access road is more urban in character framed by 2 and 3 bed terraces and semi-detached dwellings. To the south, the primary street accommodates a linear green open space corridor and is tree-lined reinforcing the change in characteristic from suburban to a landscape setting.



-  Proposed site
-  Development parcels
-  Primary frontages
-  Focal points and vistas

Building frontages and focal points



## FRONTAGES & FOCAL POINTS

Any new development must create a sense of place and identity through considered design. This includes a coherent urban structure, good connectivity, building frontages, siting, vistas and detail. The illustrative masterplan acknowledges these issues by providing active frontages, front doors on to streets and focal points that address public and private spaces, streets and connections by emphasising and formalising the spaces through the site.

### Frontages

Building frontages will focus activity on the edge of the development plots, reinforcing and supporting the perimeter block structure, and approach to façades and access. Active frontages and front doors provides good enclosure to the streets and informal surveillance to the

both public and private areas, such as the parking and areas of open space. Building edge and footprints help to define and frame the spaces through the site.

### Focal points & spaces

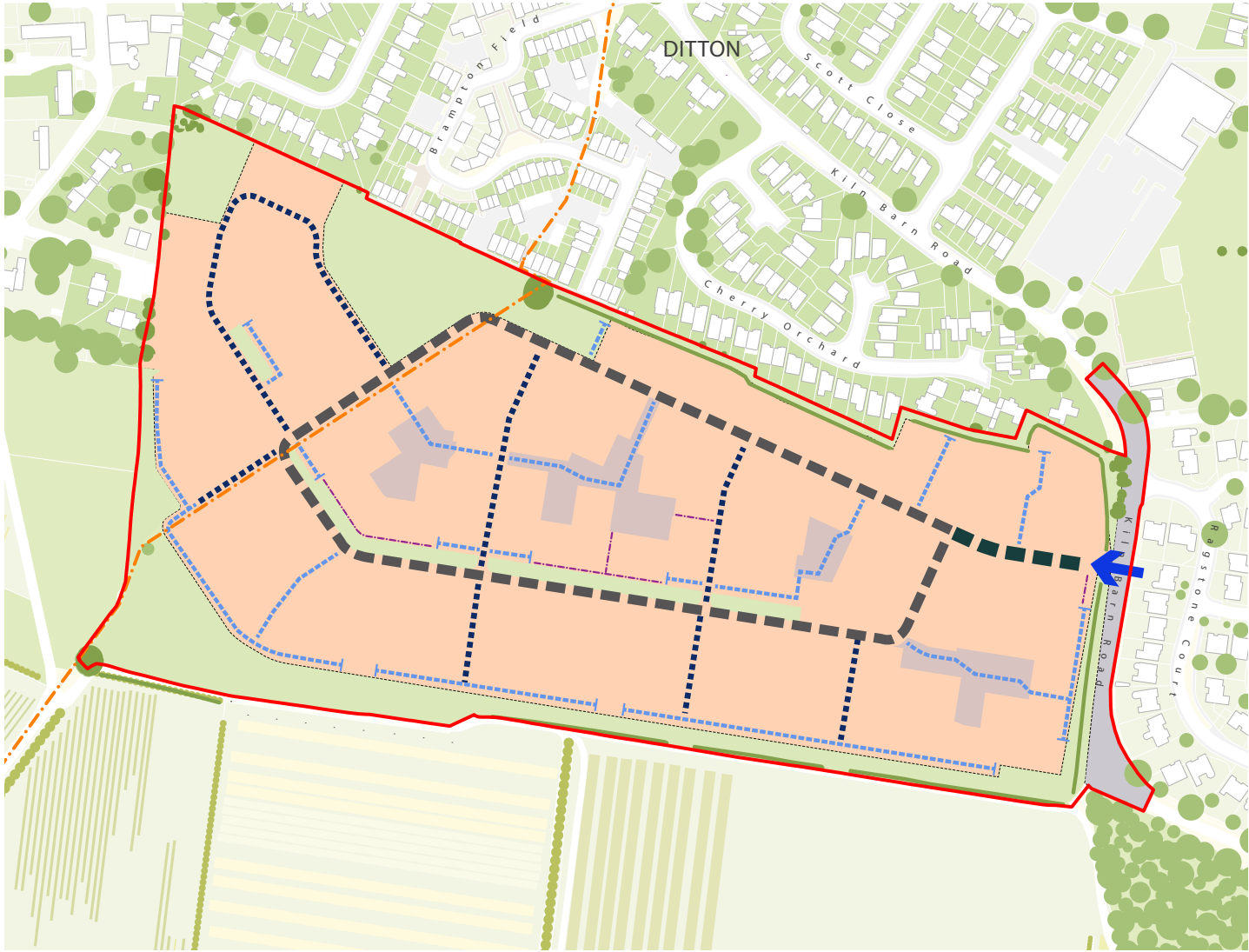
The masterplan opposite begins to demonstrates how focal points through the site, created by landscape or architectural detail can compliment the active frontage and spaces. Key focal points and vistas terminated by buildings or wider views add interest to the street scene, enclosure and legibility.












Through incorporating simple design techniques and principles, the proposal is able to discourage and minimise the risk of crime and anti-social behaviour through natural and informal surveillance.



Illustrative typical street section showing building frontages onto streets





-  Proposed site boundary
-  Development parcels
-  Access infrastructure
-  Site access point
-  Primary vehicular route (6m Major Access Road)
-  Primary vehicular route (5.5m Major Access Road)
-  Secondary vehicular routes (Streets)
-  Shared vehicular lanes (Lanes)
-  Public Right of Way
-  Footpaths
-  Residential courtyards

Movement strategy plan



## MOVEMENT & CIRCULATION



### Vehicular access

A circular street around the development is proposed to accommodate vehicular movement and access. Secondary streets, lanes and shared surface courtyards will create an ordered street hierarchy in accordance with the Kent Design Guide. The new development will connect into and extend existing routes.

A new access off Kiln Barn Road provides vehicular access into the Site's network of streets and footpaths. The proposed access has the capacity to accommodate the movement from 300 new dwellings on this Site through a 6m wide access junction. Access at this point will allow vehicles to access and exit the site to the north and south. A footpath is proposed along the western carriageway of Kiln Barn Road extending north and south from the new access junction along the extent of the Sites eastern boundary. A pedestrian crossing is proposed to the north of the new Kiln Barn Road access junction with tactile paving connecting the scheme into the existing footpath network.

### Accessibility to public transport

Local bus services are accessed within 800m (approximately 10 minutes walk) providing accessibility to and from Snodland, Kings Hill, Maidstone Town Centre and Greenhithe.

East Malling Station is approximately 1,000m south of the Site. It provides regular services to Maidstone, Ashford International and London, and other local destinations.

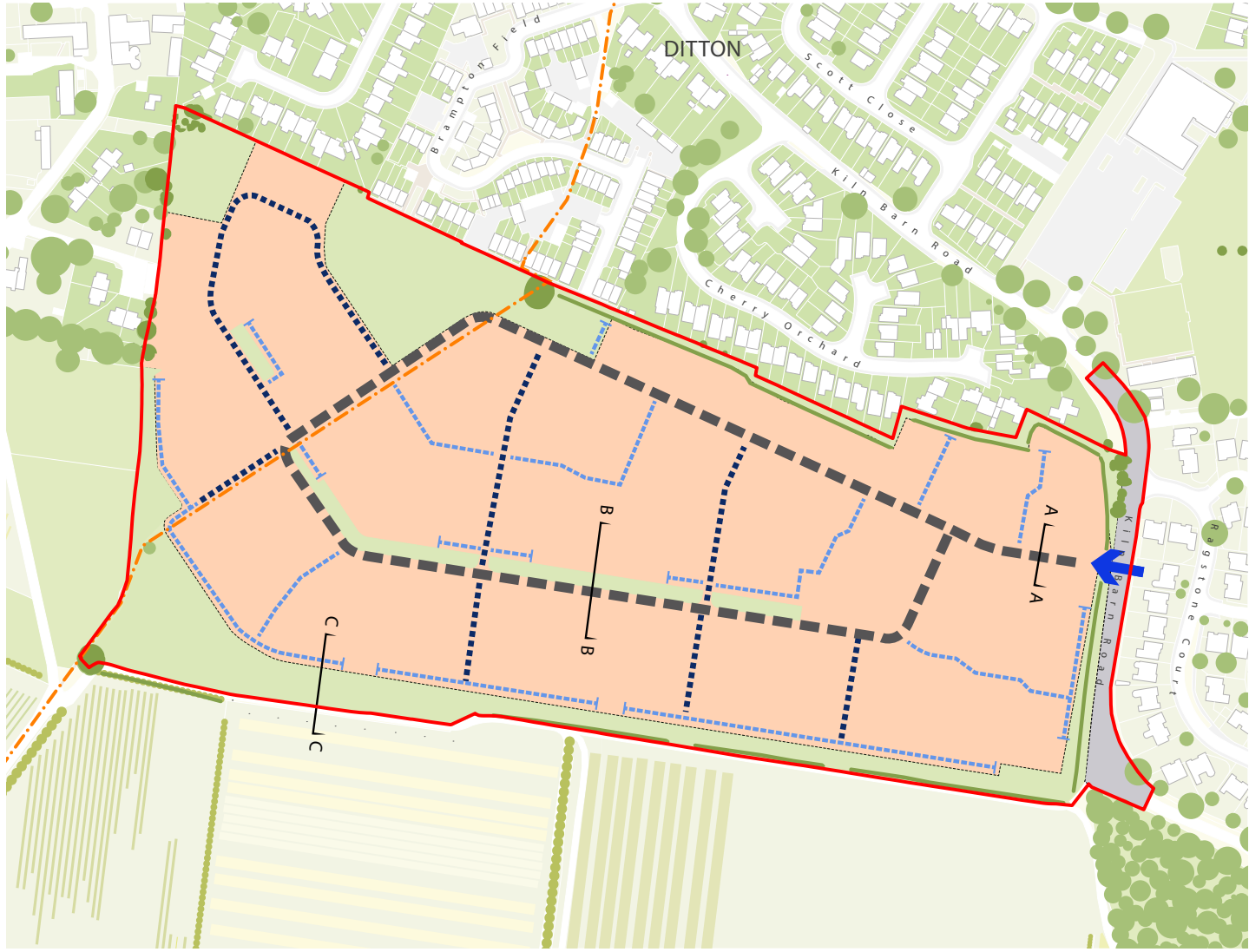
### Walking & cycling accessibility

The retention of the existing public right of way, which is located to the west of the Site provides foot and cycle connection to the surrounding area; A round-site footway will also be provided where possible.

The development will accommodate a safe walking and cycling environment, through the provision of new shared surfaces, footpath links that connect to the existing movement network to Ditton and wider countryside. Changes in materials, textures and colour of the access roads will further define and reinforce the pedestrian priority nature of the development (to be specified at the detailed design stage). Street trees and other landscaping features will also act as traffic calming measures, in addition to enhancing the street scene.

The pedestrian and cycle routes will provide safe and secure access to the children's play spaces, recreational open space and wider network.

Illustrative typical footpath section



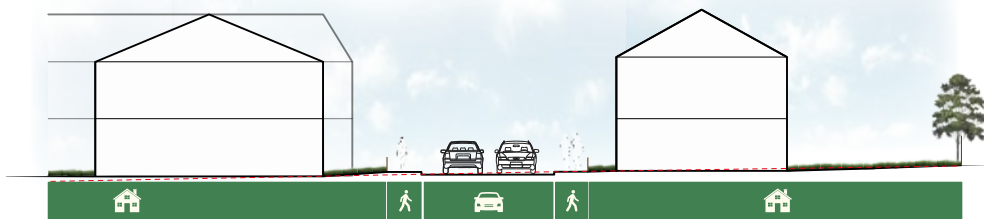
- Proposed site boundary
- Development parcels
- Access infrastructure
- Site access point
- Proposed site
- Primary streets (Primary Access Road)
- Secondary streets (Streets)
- Tertiary streets (Lanes)
- Site sections (See opposite page)

Street hierarchy





Section A (See plan opposite)



Section B (See plan opposite)



Section C (See plan opposite)

## STREET HIERARCHY

The illustrative masterplan delivers a legible and well designed hierarchy of streets serving vehicles, pedestrians and cyclists, which are overlooked by active property frontages (doors and windows). A coherent hierarchy of street typologies designed in accordance with the Kent Design Guide (street typologies identified in brackets below) are proposed that are designed to adoptable standards. They include:












**The Primary Street (Primary Access Road):** At the junction with Kiln Barn Road, the road width is 6 metres reducing to 5.5 metres around the site. The looped nature of the street allows the efficient movement of vehicles.

**Secondary Streets (Streets):** In the majority of cases, a secondary street serves the primary street. Secondary streets provide access to dwellings and will promote a lower vehicular speed in residential areas;

**Lanes / Private Drives:** Lanes and private drives service secondary streets and take the form of shared surfaces. This street typology is shared by pedestrians, cyclists and vehicles;

**Courtyards:** Courtyards are situated internally within the development block. This street typology creates movement equality between the pedestrian, cyclist and vehicular traffic.



-  Proposed site (Approx. 11.58 ha)
-  Residential developable area (Approx. 8.88 ha)
-  Green space network (Approx. 1.0 ha)
-  Formal public open space (Approx. 1.35 ha)
-  Existing trees and hedgerows to be retained
-  Proposed trees
-  Proposed SuDs feature
-  Indicative primary movement
-  Primary site access
-  Local Area for Play (LAP) 400m catchment area
-  Neighbourhood Equipped Area for Play (NEAP) 1km catchment area

Green infrastructure and open space framework plan





## GREEN INFRASTRUCTURE & OPEN SPACE



Ditton Edge is a well-defined parcel of land, bounded by developed land and highways infrastructure to the north and east, and by agricultural land and farm access tracks to the south and west. The development of Ditton Edge will respond well to the existing settlement and urban grain patterns without adversely affecting important heritage assets at Bradbourne House and Bradbourne Conservation Area.

Key sensitivities relate to protecting the amenity of local residents, accommodating the public right of way that crosses the site, and presenting an appropriate developed frontage to the agricultural landscape to the south and west. This is achieved by:

- retaining existing windbreaks, trees, planting and reinforcing this where appropriate;
- designing a soft landscape corridor along the southern and western boundaries;
- designing the layout to open up views of the landscape to the south;
- using native species for structural planting and to enhance biodiversity across the Site;
- ensuring that new planting and retained vegetation is provided across the site to deliver natural screening and mitigation.

Different green/open and play spaces across the site

The masterplan accommodates the following:

### Play Spaces

The inclusion of spaces for children to play and have the opportunity for social interaction is an important element of any new development. The masterplan will deliver play spaces, especially designed for younger children, providing the opportunity for formal and informal play.

### Local Area for Play (LAP)

The illustrative masterplan proposes nine LAP's located along pedestrian and cycle routes. LAP's will have a catchment area of 400m and cater for children up to 6 years of age.

### Neighbourhood Equipped Area for Play (NEAP)

The illustrative masterplan proposes a NEAP at the south-west corner of the site amongst the wider provision of public open space. The NEAP will have a catchment area of 1km in accordance with the Tonbridge and Malling Borough Local Plan.

The space will comprise of two different areas. The first will accommodate an area for play equipment and structures. The second will comprise of an area equivalent to the size of a five-a-side football pitch.



Illustrative car park layout showing compliance with Kent County Council's 'enhanced' parking standards