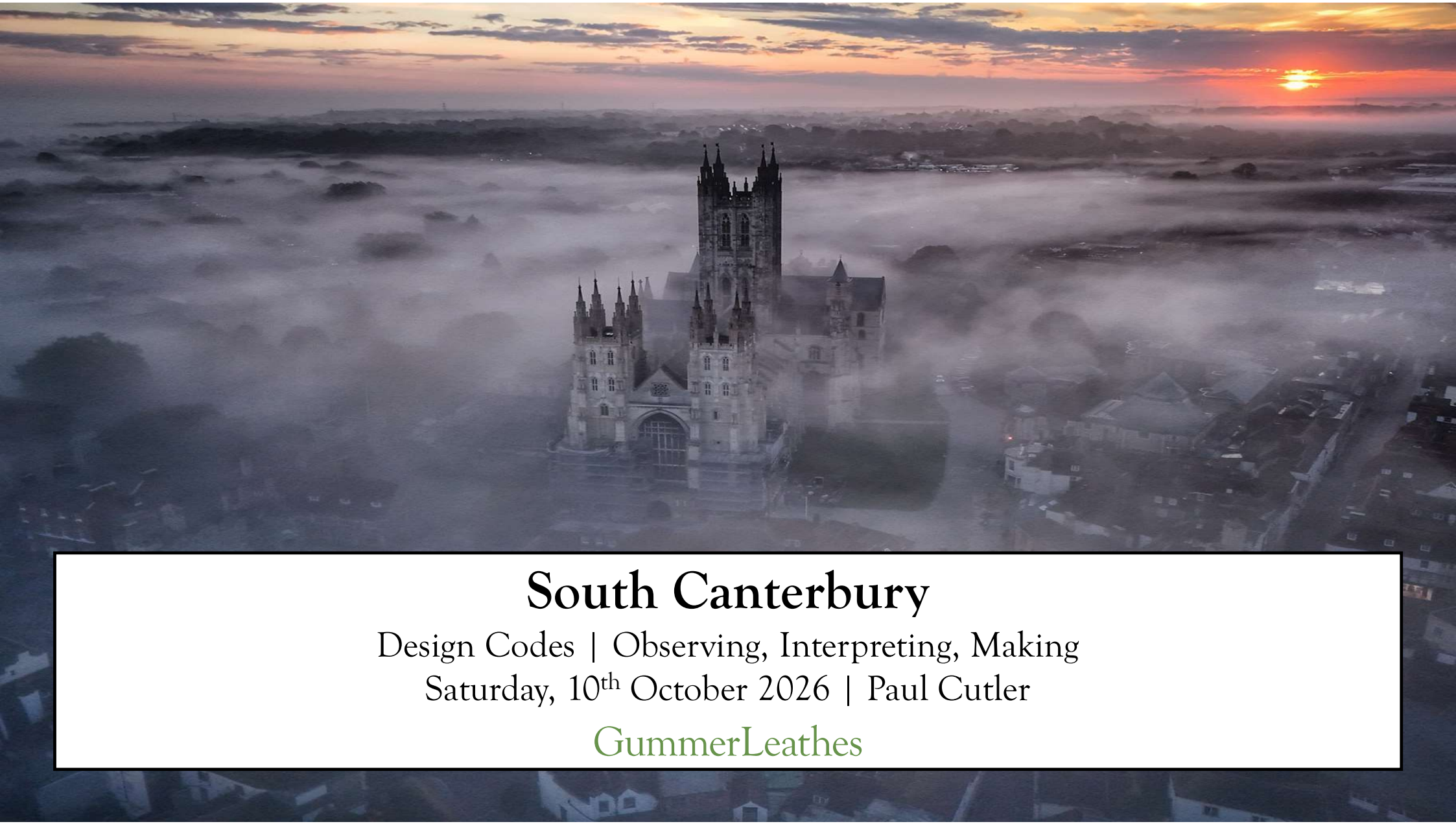


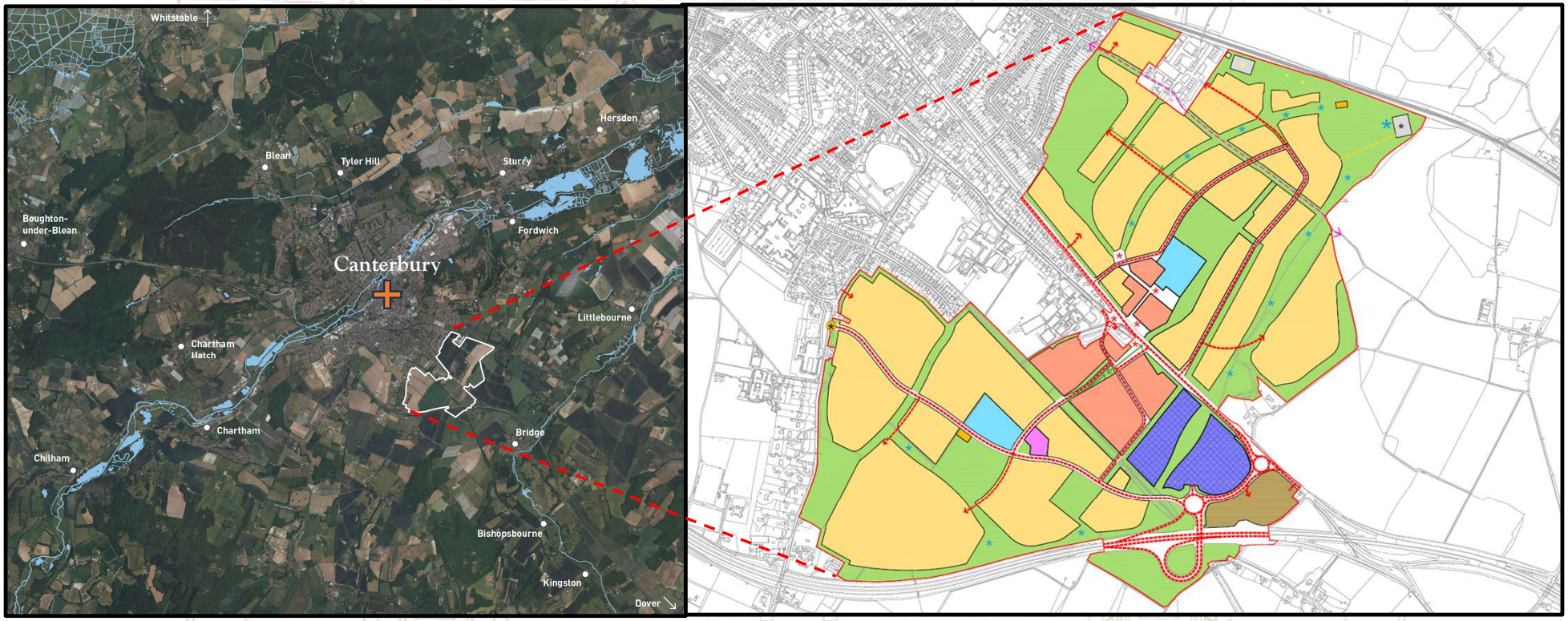
South Canterbury

Design Codes | Observing, Interpreting, Making

Saturday, 10th October 2026 | Paul Cutler

GummerLeathes

Introduction | South Canterbury

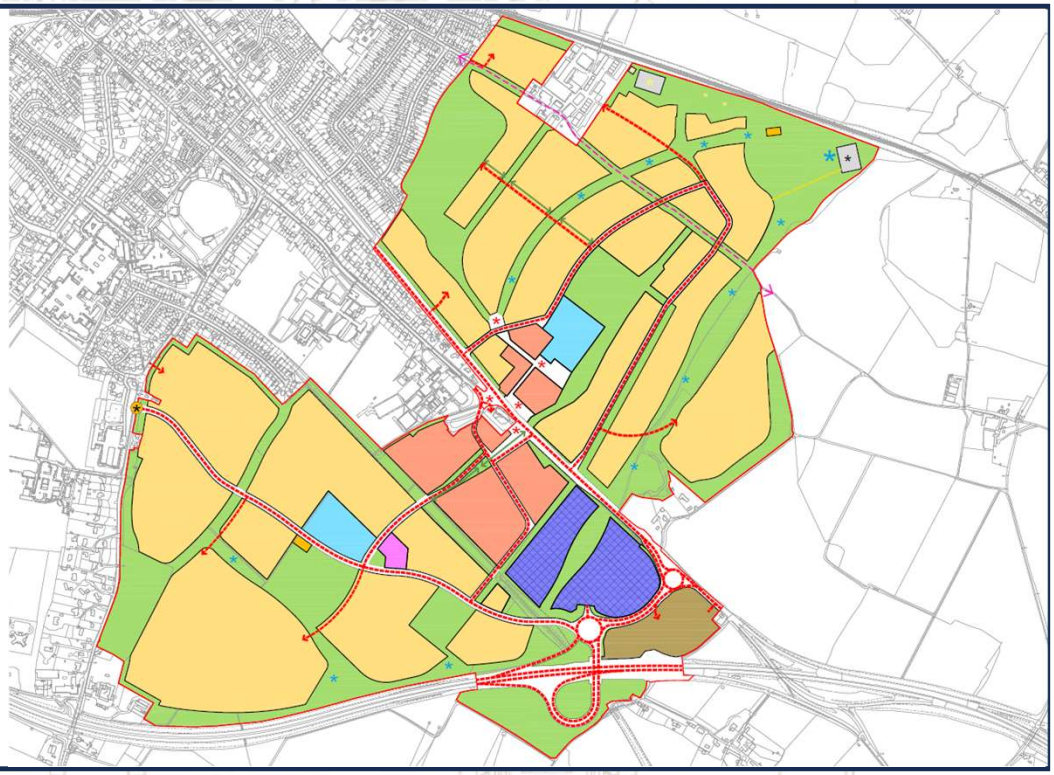


Introduction | The Master Developer Model

GummerLeathes' Master Developer Scope:

- Landscape (Green Infrastructure)
- Primary Movement Network (Grey Infrastructure)
- Surface Water Drainage (Blue Infrastructure)
- Community Facilities (Schools, Mixed-Use Centres, Community Buildings, Allotments, etc)
- Primary Utility Network (Below Ground Services)
- Design Control

❑**Creates 'Serviced Parcels' for Housebuilders**



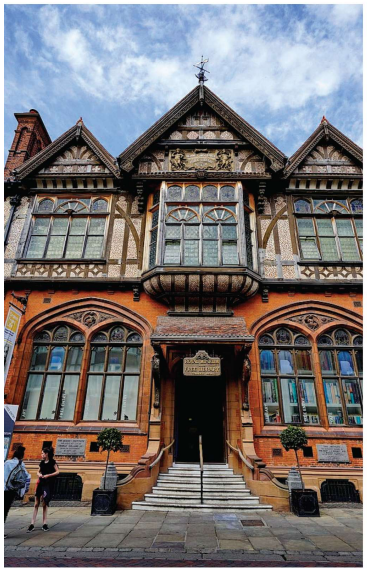
Introduction | Observing, Interpreting, Making



Observing | Defining a Character



Patrixbourne from north-east on Station Road



Beaney House of Art and Knowledge, High Street



Old Weaver's House next to the Great Stour



The new Longmarket (c1997)



Canterbury Cathedral within the World Heritage Site



Cromwell Road, South Canterbury



High Street facades and roof profiles

What is the essence of local character?

What is particular about Canterbury's buildings, spaces and landscape?

How can domestic architecture respond to today's challenges and respond to existing character?

What could be a contemporary and sustainable interpretation of traditional forms and buildings?

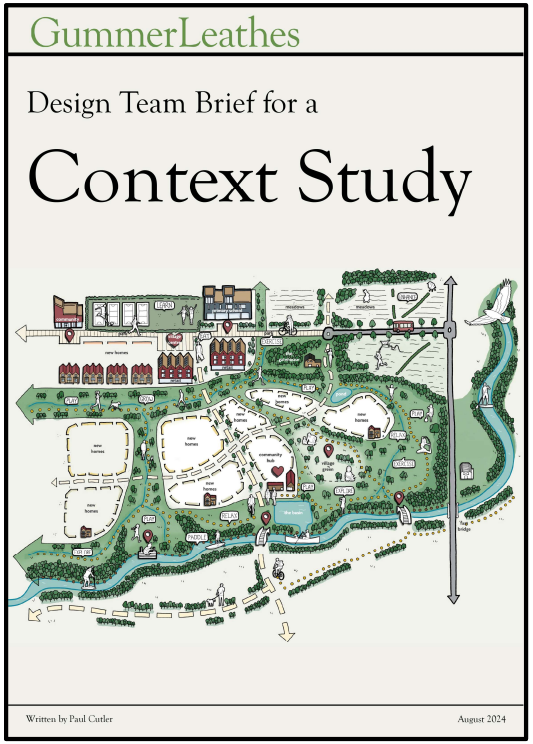


Nailbourne passing through Bridge



River Stour in Chartham

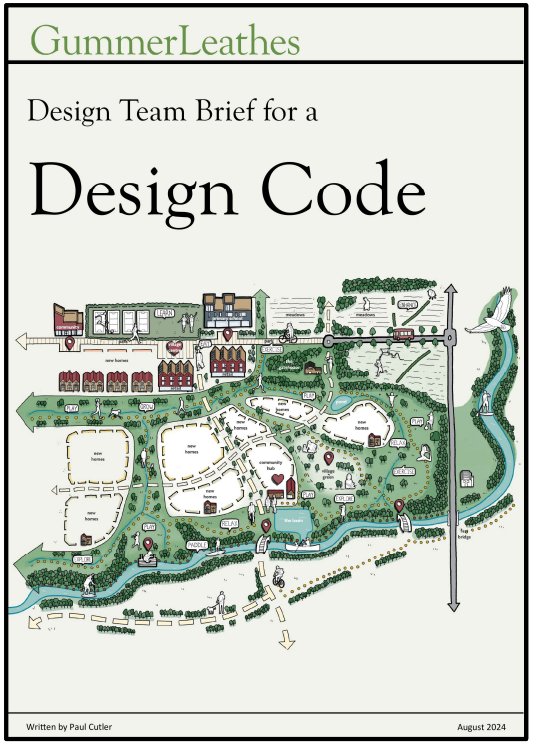
Observing & Interpreting |



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>

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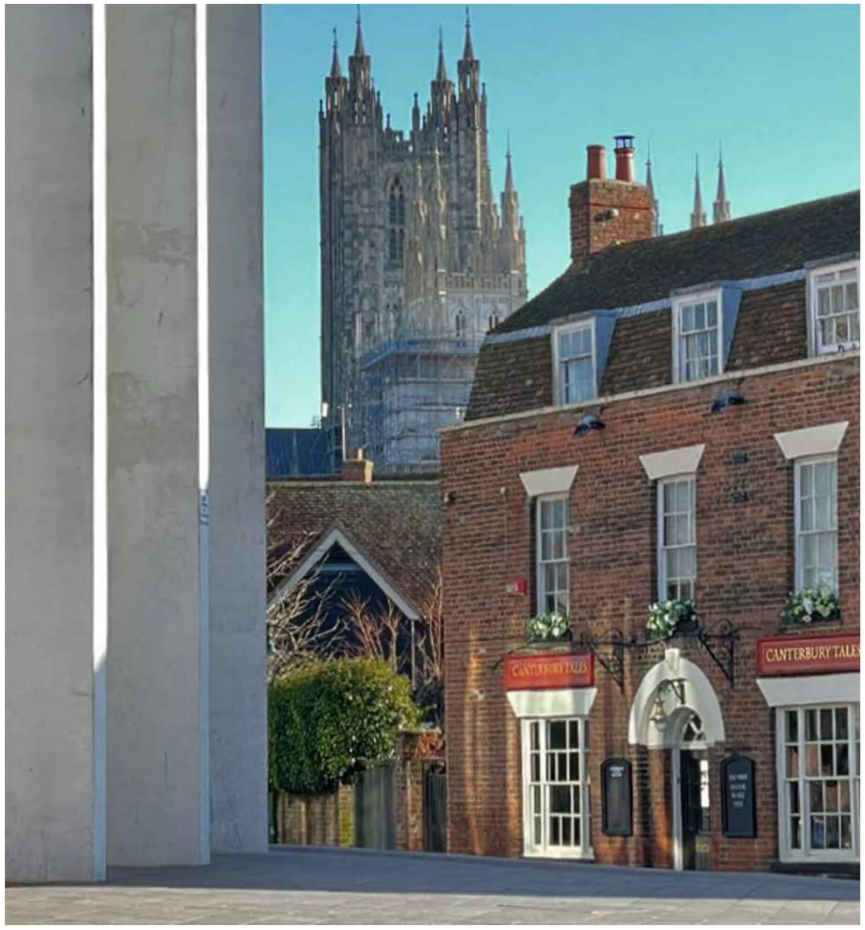
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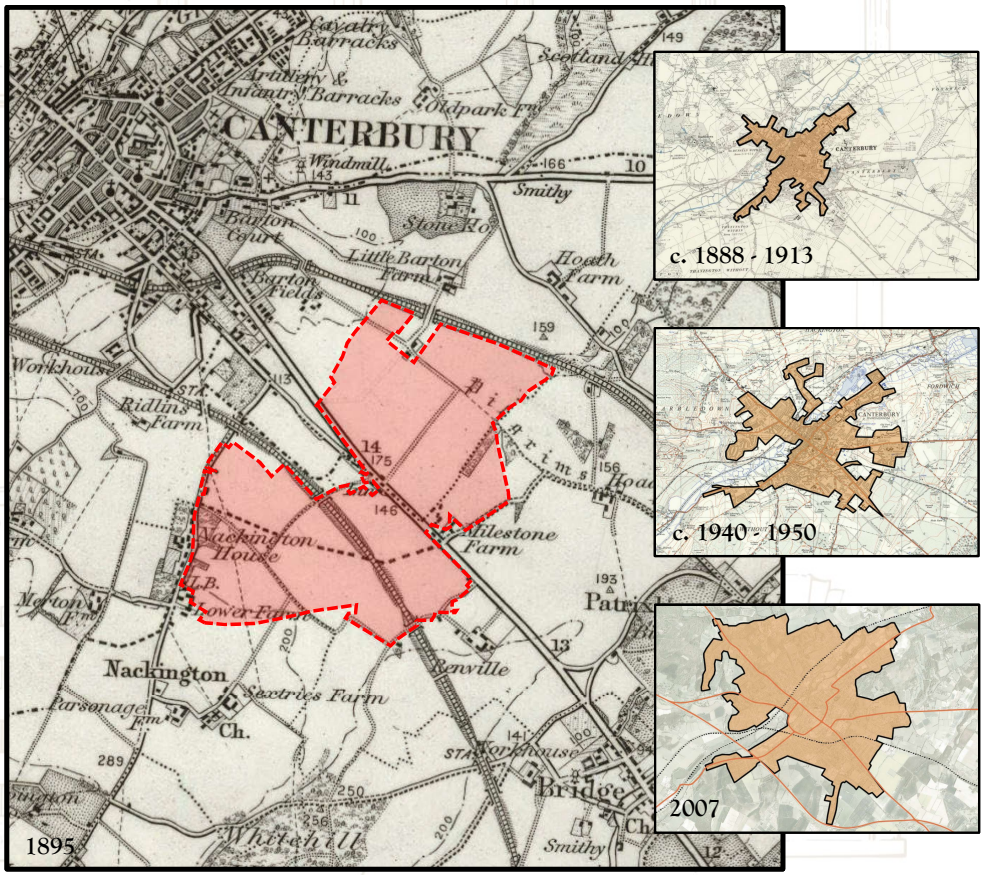
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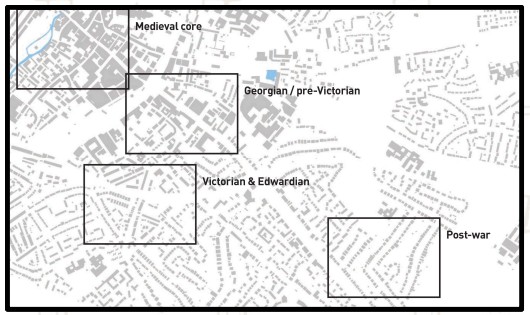
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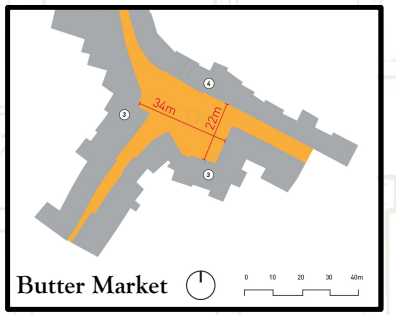
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Observing | Dissecting the Character



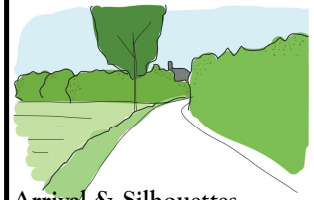





Contained Spaces


Narrow Streets


Varying Forms & Materials


Arrival & Silhouettes


Relationship with Water


The Streetscene

Observing | Dissecting the Character

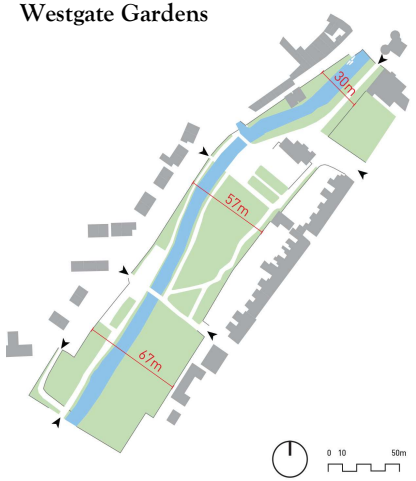


Station Road, Patrixbourne



River Stour in Chartham

Westgate Gardens





Bridge, from Bridge Hill



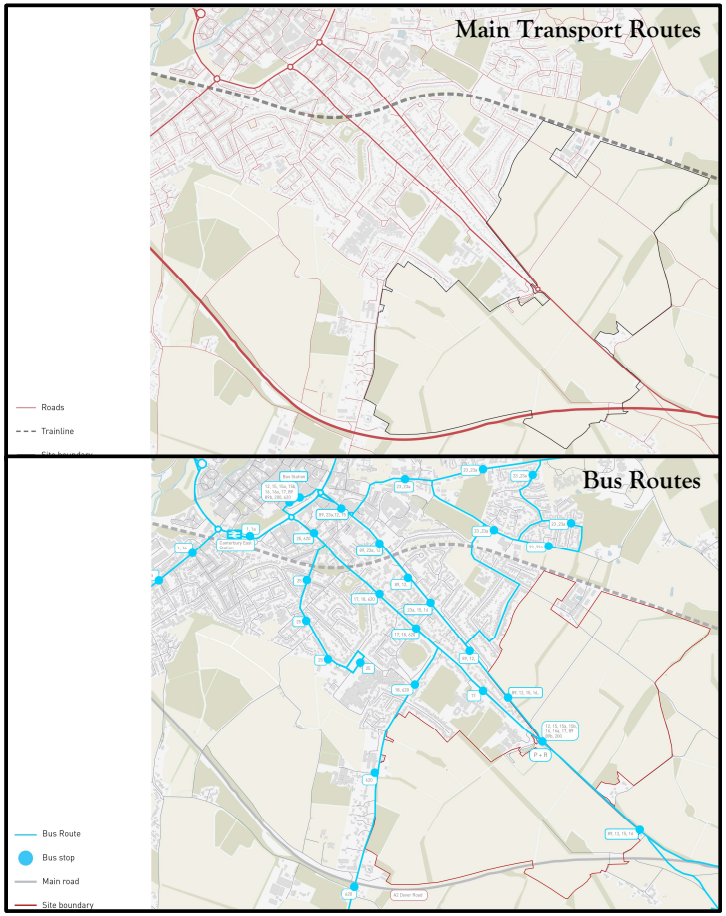
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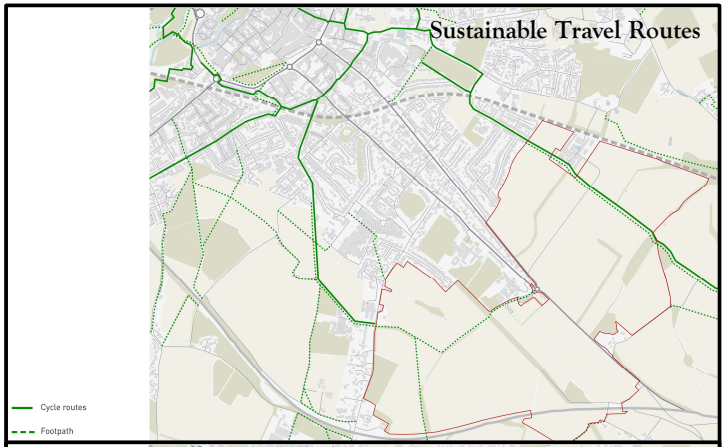


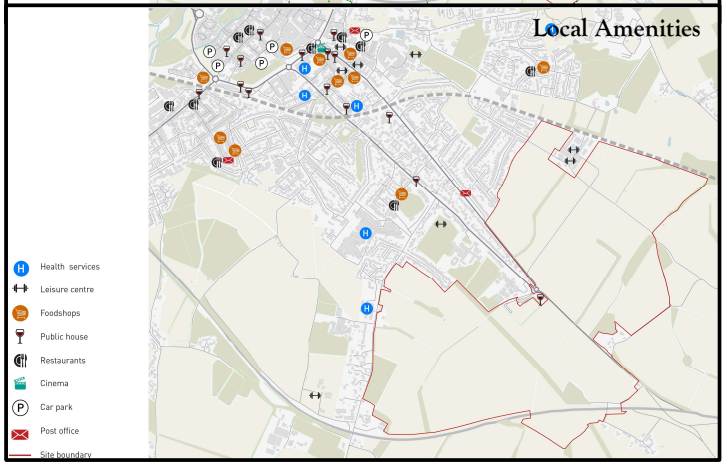
Nailbourne, Bridge



Observing | Mapping Integration







Observing & Interpreting



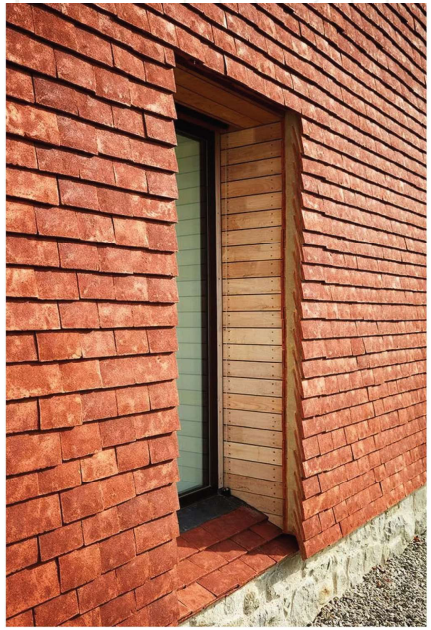
Thatched roof cottage, Preston



High Street, Fordwich



Caring Wood





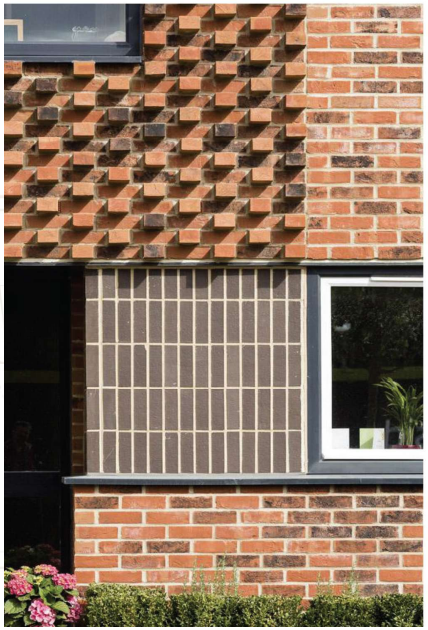
Mitchell Building, Skinners' School, Tunbridge Wells



Nethersole House, Canterbury



St Mary, Patrixbourne



Caring Wood tile hung window detail



Wildernesse Mews, Sevenoaks

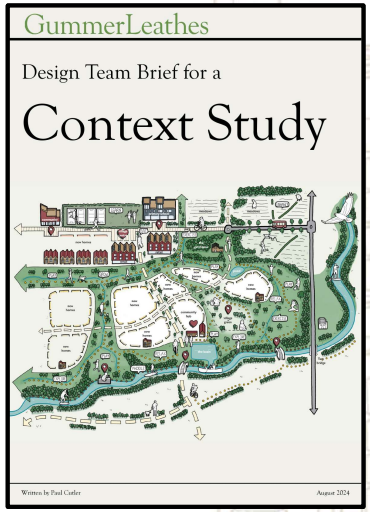




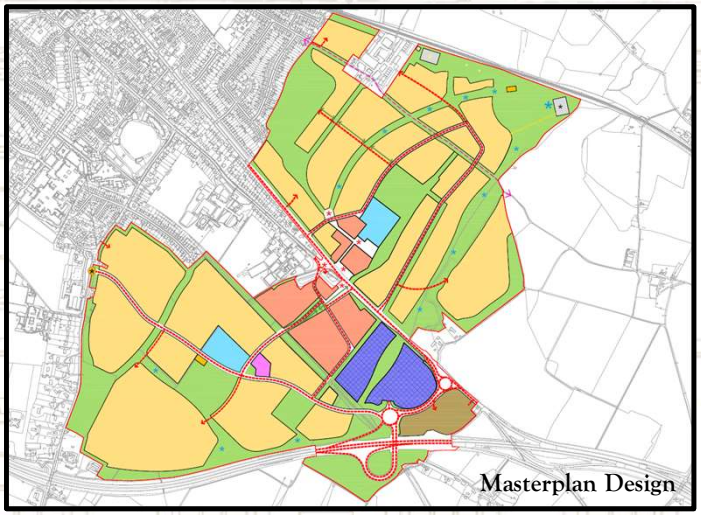


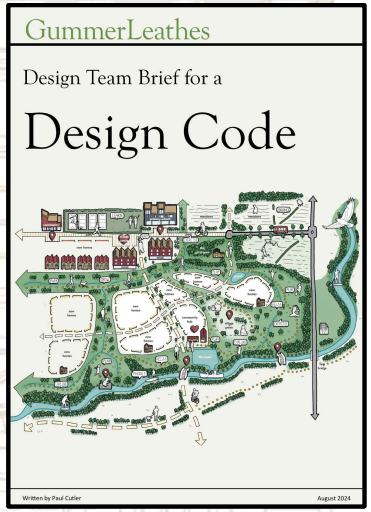


Observing > Interpreting

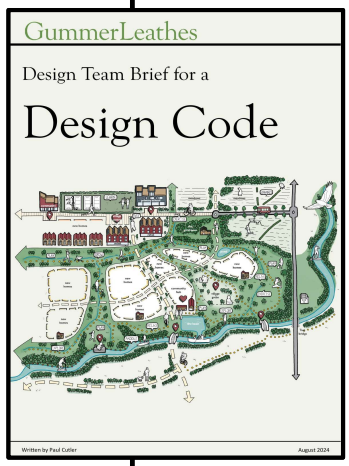


INFORMS





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1. Work with the existing landscape as the foundation for a sustainable neighbourhood
The steep topography of the site provides an opportunity to provide a distinctive and landscape led neighbourhood. The natural landforms will be optimised to reduce cut and fill, and integrate SuDS as part of a wider blue-green network.



Fig. 1 Image of woodland corridor walk

2. A well-connected place that promotes active lifestyles
The pedestrian experience will be prioritised through the provision of safe, strong, and clear network of streets which connect into Canterbury's existing cycle, and public transport routes. The development offers a choice of routes and destinations, supporting varied activities and healthy lifestyles.



Fig. 3 Image of Neighbourhood Drive

3. A thriving community with facilities for everyone
South Canterbury will offer a choice of spaces and become a place for the community to gather, socialise, and relax. The Local Centre will be one hub of activity including a School, Community Hub, GPs, shops, and homes. Key civic spaces will act as destinations that enable diverse activities to take place, encouraging everyone to feel welcome and be part of the community.



Fig. 2 Image of New Walk

4. A welcoming and integrated neighbourhood with a wide variety of home types
South Canterbury will be a neighbourhood where people of different demographics and tenures come together. A range of home types and tenures supports a mixed community across the development.



Fig. 4 Image of entering the Local Centre

5. A welcoming gateway into a World Heritage City
South Canterbury will become a new gateway into Canterbury City Centre. Special importance will be placed in the design and quality of the public realm and buildings that lead up to the City Centre. Vehicular entrances such as New Dover Road and the connection to Old Dover Road, will be framed by key civic spaces and benefit from traffic calming measures. Key pedestrian priority routes such as New Walk and Via Francigena, provide an opportunity to celebrate the pedestrian experience and connect into Canterbury's heritage.



Fig. 5 Image of the approach to Local Centre along New Dover Road

Regulatory Plan | Draft Plan

Development Parcels

- Parcel boundary
- Key frontages - Frontages with high level of design control (Via Francigena, New Dover Road and Local Centre) See sections 5.3 & section 5.4
- Secondary frontages (see sections 5.3 & 5.4)
- Tertiary frontages (see sections 5.3 & 5.4)
- Marker buildings - including visual stopper, key marker and key corner (See section 5.7 Marker Buildings)

Use Types

- Residential parcel with maximum building height of 12 m (see section 1.4)
- Community hub parcels (see section 1.4)
- Community Hub Parcels south of NDR (See Chapter 10: - Community Hub Parcels)
- Community Hub Parcels south of NDR (See Chapter 10: - Community Hub Parcels)
- Areas where non residential at gorundfloor is permitted (See Section 7.8 Non residential uses within the Local Centre)
- CH - Community Hall - The location is indicative (See Section 7.8 Non residential uses within the Local Centre)
- CA - Care Accommodation - The location is indicative (See Section 7.8 Non residential uses within the Local Centre)
- H - Health Facility - The location is indicative (See Section 7.8 Non residential uses within the Local Centre)

Frontage Types
(Components that define frontages are described in sections 5.9, 5.10 &5.11)

- LC - Local Centre Frontage (Chapter 7)
- VF - Via Francigena Frontage (Chapter 8)
- NDR - New Dover Road Frontage (Chapter 9)
- RP - Ridge Park Frontage (Section 6.2)
- AP - Attenuation Pond Frontages (Section 6.3)
- PS - Primary Street Frontage (Section 6.4)
- RC - Riparian Corridor Frontage (Section 6.5)
- WC - Woodland Corridor Frontage (Section 6.7)
- GW - Greenway Frontage (Section 6.8)

Movement & Access

- New Dover Road (See Chapter 9)
- Primary Roads (See section 4.5)
- Secondary Roads (See section 4.6)
- Vehicular access to parcels (See section 4.7 for more information on tertiary streets)
- Primary shared pedestrian and cycle path along NDR & Green infrastructure (See section 4.3 active travel)
- Secondary shared pedestrian and cycle path along Primary streets (See section 4.3 active travel)
- Recreational cycle lane (See section 4.3 active travel)
- In parcel permeability route - indicative location (See section 3.10 - in parcel landscape)
- Pedestrian & cycle links from development parcel to public path (Location to be coordinated with landscape design)
- Sustainable travel Mobility Hub - Indicative locations (Check section 4.9 for hierarchy and requirements)

Landscape & Public Realm

- Green Infrastructure (See section 3.3)
- Retained landscape (See section 3.3)
- New Woodland (See section 3.3)
- Blue Infrastructure (See section 3.3)
- Sports areas (See section 3.5)
- Public Parking (See section 3.6)
- Community Allotments (See section 3.6)
- Leap (See section 3.5)
- NEAP (see section 3.5)
- Civic Spaoe (See Section 7.7)
- Sports Pavilion - Cricket (See Section 3.X)



Design Code | Emerging Design Code

3.0 Landscape

3.0 Landscape

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Design Code | Landscape Examples

draft

3.3 Green Infrastructure Strategy

3.3.1 Green Infrastructure

Key Guidance

- Green Infrastructure **must** form the organising landscape framework for SP1, connecting green spaces, corridors, streets and neighbourhoods with the wider landscape.
- Existing landform, woodland, hedgerows, habitats and landscape features **must** inform the structure and character of the network.
- Green and Blue Infrastructure **must** be multifunctional, combining biodiversity, water management, recreation, movement, wellbeing and climate resilience.
- A connected ecological network **must** be created through the retention, enhancement and creation of woodland, wetland, grassland, hedgerow and other locally appropriate habitats.
- Green Infrastructure **must** provide continuous walking and cycling connections, linking homes with parks, schools, community facilities and the wider countryside.
- Landscape design **must** reinforce South Canterbury's distinctive character and heritage, including historic routes, productive landscapes and important views towards Canterbury.

Green Infrastructure

Green Infrastructure provides the landscape framework for SP1, integrating nature, water, movement and public life within a connected network that responds to South Canterbury's landform, ecology and historic landscape character. It connects SP1 with the wider landscape and establishes the framework for the more detailed landscape components set out within this Design Code.

Refer also to Section 3.4 Key Open Spaces, Section 3.5 Productive Landscape, Section 3.7 Green Corridors & Greenways, Section 3.8 Landscape for Surface Water Drainage, Section 4.0 Streets and Section 7.0 Via Francigena.

In developing the Green Infrastructure network, the following principles should also apply:

- Green spaces **should** form a complementary network supporting recreation, community use, biodiversity and productive landscapes.
- Green Corridors and Greenways **should** provide connected ecological, recreational and movement routes through SP1.
- Blue Infrastructure **should** form a visible, multifunctional part of the landscape, supporting drainage, biodiversity and amenity.
- The Via Francigena **should** retain its significance as a historic pilgrimage route between Canterbury and Rome.
- Streets **should** contribute to the network through tree planting, landscape, sustainable drainage and pedestrian-focused public realm.
- Green Infrastructure **should** strengthen connections beyond SP1, linking with the wider countryside and Canterbury's Green Infrastructure network.

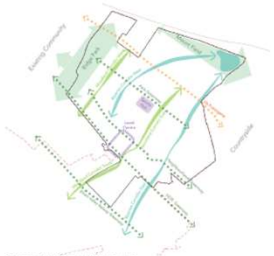


Diagram of SP1 Green Infrastructure

Coding with South Canterbury Context

Refer to the South Canterbury Context Study: Sections 2.2 Topography, 2.3 Water, 2.4 Landscape, 3.8 Public Green Spaces, Sports & Play Areas and 4.4 Topographical Response for the evidence base informing the Green Infrastructure network.

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South Canterbury | Design Code 42

draft

WIP



Green Infrastructure Plan

Review legend before final draft

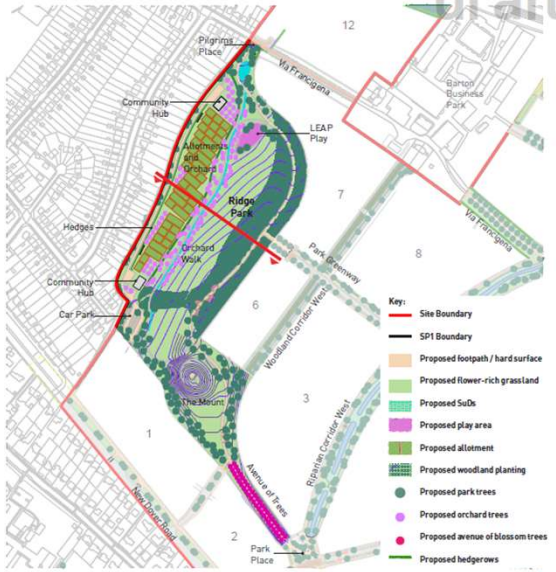
Key:

- Site Boundary
- SP1 Boundary
- Existing woodland trees and hedgerow to be retained
- Proposed woodland
- Proposed orchard trees
- Proposed avenue of blossom trees
- Proposed trees
- Proposed hedgerow
- Existing hedgerow to be retained
- Proposed allotments
- Proposed sports pitches
- Proposed species-rich grassland
- Proposed SUDs
- Proposed hard landscape surfaces
- Proposed Community Square
- Proposed primary and secondary street
- Proposed street interface
- Proposed play areas
- Proposed bridleway

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South Canterbury | Design Code 43

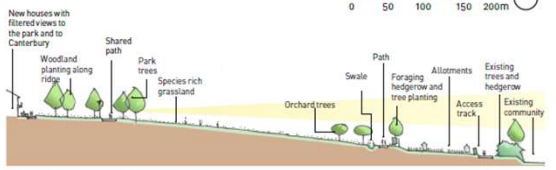
draft



Ridge Park Plan

Key:

- Site Boundary
- SP1 Boundary
- Proposed footpath / hard surface
- Proposed flower-rich grassland
- Proposed SuDs
- Proposed play area
- Proposed allotment
- Proposed woodland planting
- Proposed park trees
- Proposed orchard trees
- Proposed avenue of blossom trees
- Proposed hedgerows



Right Park Section - Cutting through the east-west slope

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South Canterbury | Design Code 47

Design Code | Landscape Examples

draft draft draft

3.5.2 Outdoor Play Provision

Key Guidance

- A balanced hierarchy of formal, informal and incidental play spaces **must** serve children and young people of different ages, abilities and genders, with particular consideration given to the needs of girls and young women.
- Play spaces **must** form a connected network integrated with parks, Greenways, schools, community facilities and neighbourhood streets.
- Informal and incidental play **should** be woven throughout the wider landscape to encourage everyday play and exploration.
- Play **must** respond to its landscape setting and be integrated with parks, Greenways, Woodland Corridors and public open spaces.
- Natural, sensory, imaginative and exploratory play **should** be prioritised alongside conventional play equipment.
- Play spaces **must** be inclusive, accessible, safe and welcoming, with good natural surveillance and opportunities for accompanying adults.

Outdoor Play Provision
Outdoor play should provide a diverse range of experiences that encourage activity, exploration, social interaction and contact with nature. Provision should respond to the differing ways children and young people use and experience public space, creating a connected hierarchy of formal, informal and incidental play opportunities rather than relying solely on designated play areas.

Refer also to Section 3.3 Green Infrastructure, Section 3.4 Key Open Spaces, Section 3.8 Green Corridors & Greenways, Section 3.9 Landscape for Surface Water Drainage, Section 3.11 Soft Landscape and Section 3.12 Hard Landscape.

Outdoor play should also be guided by the following principles:

- Landform, planting, trees, swales, logs, boulders and other natural features **should** form integral components of the play experience.
- Existing trees and landscape features **must** be retained and incorporated wherever practicable.
- Native planting **should** contribute to biodiversity while creating attractive, shaded and engaging play environments.
- Sustainable drainage **should** be designed as playable landscape where appropriate.
- The design and distribution of play spaces **should** consider how girls and young women use, move through and socialise within public space, including opportunities for informal activity, gathering and social play.

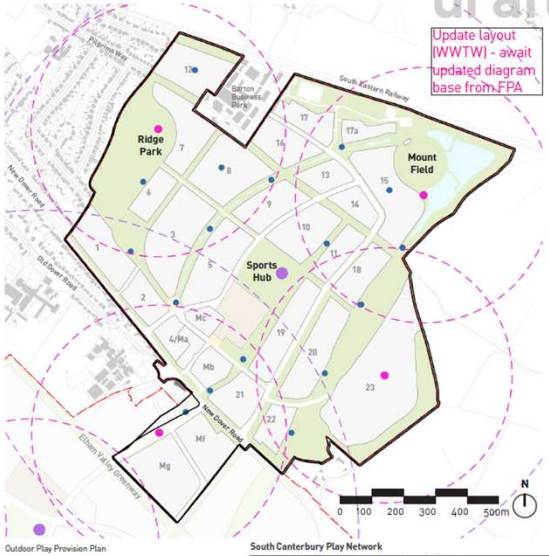


Play features that are well-integrated in the landscape



Play on the way features along everyday routes encourage activity for all ages

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Outdoor Play Provision Plan

Key:

- Site Boundary
- SP1 Boundary
- Proposed Neighbourhood Equipped Area for Play (NEAP)
- Proposed Local Equipped Area for Play (LEAP)
- Indicative Local Area of Play (LAP)
- NEAP - Indicative 1000m walking catchment
- LEAP - Indicative 400m walking catchment

South Canterbury Play Network

Type	Location	Primary Users	Landscape Setting
NEAP	Sports Hub	12-18 years old	Sports Hub / woodland edge; active and challenging play integrated with recreation
LEAP	Mount Field	5-12 years old	Wetland park; natural and exploratory play integrated with landform and planting
LEAP	Ridge Park	5-12 years old	Parkland setting; natural and imaginative play integrated with open grassland, trees and landform.
LEAP	Wood-land Corridor	5-12 years old	Woodland play; natural materials, trees and exploratory play
LEAP	Plot 23	5-12 years old	Residential play space integrated with surrounding landscape
LAP	Across the site	0-5 years old	Small-scale doorstep play appropriate to its immediate setting
Play along the way	Across the site	All ages	Incidental and informal play integrated with Greenways, streets and open spaces

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Play Provision Requirements

Requirement	Provision
Minimum formal play provision	2.82 ha
Play provision standard	0.3 ha per 1,000 population (3 m² per person)
Play hierarchy	NEAP, LEAP, LAP and informal/incidental play
Accessibility	Play spaces must meet recommended walking catchments and be connected by safe, direct and accessible pedestrian routes.
Delivery	Play provision must be phased alongside residential occupation
Buffer Zones	Appropriate 20-30 m buffers should be provided according to play-space type and integrated into the landscape.
Delivery	Play provision must be phased alongside residential occupation.
Inclusive Play	Play spaces must provide inclusive and accessible opportunities for different ages, abilities and genders.
Safety and Surveillance	Formal play spaces must provide good natural surveillance and clearly defined activity areas.
Landscape Integration	Trees, planting and landform should provide shade, biodiversity value and integration with the surrounding landscape.
Materials	Durable natural materials should be prioritised; extensive brightly coloured equipment and soft-pour surfacing should be avoided unless required for accessibility or safety.
Standards	Equipment, surfacing, inspection and maintenance must comply with BS EN 1176, BS EN 1177 and other relevant standards

Relevant guidance: Canterbury District Local Plan; Canterbury District Open Space Strategy 2025-2040; Fields in Trust Guidance for Outdoor Sport and Play; BS EN 1176 and BS EN 1177.

Design Requirements for Local Play Spaces

	Local Area for Play (LAP)	Local Equipped Area for Play (LEAP)	Neighbourhood Equipped Area for Play (NEAP)
Minimum area	100sqm	400sqm	1000sqm
Walking catchment	100m	400m	1000m

Play throughout the network should respond to its particular landscape setting rather than adopting a standardised approach. Natural, sensory, imaginative and exploratory play should be integrated through planting, landform, trees, swales, logs, boulders and other landscape features where appropriate. Existing trees and landscape features should be retained and incorporated wherever practicable, with SuDS designed as playable landscape where appropriate.

Good and Bad Examples of Play Spaces/Equipment



Play features that stimulate children's curiosity and imagination



Play features with limited or unclear play value



Play integrated within a natural landscape setting



Poor drainage creating safety and accessibility risk



A variety of play opportunities for different ages and abilities



Limited range and variety of play opportunities



Play areas well located, overlooked and integrated with surrounding public space.



Isolated play areas with poor visibility and limited natural surveillance.

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Design Code | Emerging Design Code

4.0 Movement & Access

4.0 Movement & Access

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Design Code | Movement & Access Examples

Draft

4.2 Movement & Access

- The **Regulatory Plan** sets out the structure of routes across SP1. Design of streets and spaces **must** be in accordance with the Regulatory Plan, and diagrams in this section.
- Elements outside the SP1 boundary, shown with dashed lines, are indicative only and are subject to future Strategic Phase approvals. However, the location, function and character of future routes **should** adhere to these principles whilst exact dimensions, alignments and relationship to built form are subject to review at later stages
- Highway design **should** also be in accordance with Manual for Streets or other relevant national/ local standards and good practice guides

Active Travel

- Active travel **must** be prioritised across the masterplan, with a network of pedestrian and cycle paths (**Chapter X**).
- Via Francigena is a historical pedestrian route that **must** be retained and enhanced - **Chapter X.**
- Crossings **must** be provided in appropriate locations for pedestrians, cyclists and horses (Bridle Way) - **section xx**

Vehicular Movement

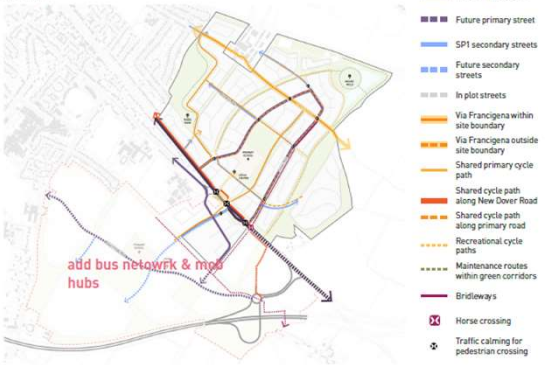
- New Dover Road is the primary vehicular route through the site and a major route into Canterbury. - **Chapter XX**
- The proposed street network **must** be legible and easy to navigate (**chapter x.**)

Public Transport

- New bus stops **must** be provided along the Primary Street and routes **must** connect with existing routes - Chapter xxx
- Mobility hubs **should** be provided across the development - Section xx

Movement Principles

The masterplan has been designed to prioritise active travel and ensure South Canterbury is well connected with Canterbury and the surrounding context. The location of South Canterbury at the edge of the city brings the opportunity to re-define the entry sequence into Canterbury along New Dover Road and along Via Francigena.



- New Dover Road
- New Dover Road outside SP1
- SP1 primary street
- Future primary street
- SP1 secondary streets
- Future secondary streets
- In plot streets
- Via Francigena within site boundary
- Via Francigena outside site boundary
- Shared primary cycle path
- Shared cycle path along New Dover Road
- Shared cycle path along primary road
- Recreational cycle paths
- Maintenance routes within green corridors
- Bridleways
- Horse crossing
- Traffic calming for pedestrian crossing
- Signalized crossing

Image caption

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- Site boundary
- SP1
- New Dover Road
- New Dover Road outside SP1
- SP1 primary street
- Future primary street
- SP1 secondary streets
- Future secondary streets
- Tertiary streets

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4.5 Primary Streets

Key Guidance

- Primary Streets **must** provide safe, legible and attractive routes for all users whilst accommodating the highest levels of movement.
- These route **must** have 2 vehicular lanes (one lane per direction), footpaths on both sides and on-street parking in key locations.
- These routes **must** accommodate for large vehicles, including buses and vehicles accessing Barton Business Park
- Planting along the route **must** follow landscape description in section xxx
- There are multiple primary streets. Primary street North loops through the north and all plots within SP1 (except plot 1 and 12) **must** be accessed from it or from secondary streets connecting to it. Primary street South connects with NDR and liks the A2 with Old Dover Road
- Primary streets are likely to be adopted so **must** follow KCC adoptable standards.
- Bus stops and Mobility hubs **must** be located along primary streets
- Private drives are **not permitted** along primary streets

Vision

These routes are the main vehicular routes through the site, but they are also key pedestrian routes.

They should provide a safe and welcoming environments for a mix of users including public transport, large vehicles, private vehicles, cyclists and pedestrians.

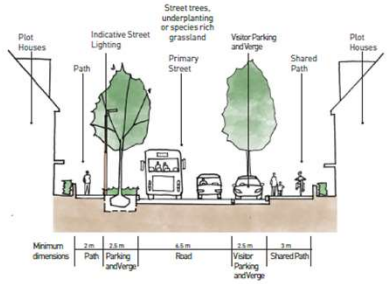


Street view 2



Diagram with primary streets

Typical Section



Design Code | Movement & Access Examples

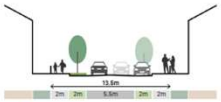
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4.7.1 Residential Streets

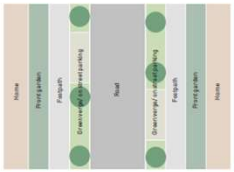
Residential streets

These streets can range its width from 11.5 meters to 14 meters. These are in-parcel streets that provide access to dwellings or parking courts.

These streets will have pavements on both sides. Planting along the street must be provided, and will be alternated with on-street parking and private drives when required.



Section of residential street with maximum width



Plan of residential street with maximum width

Component	Description	Material (Section 3.12)	Notes
Character	Tertiary streets providing access to homes		
Location	In parcel		
Street Design			
Typical Corridor Width	from 11.5 m to 14 m		
Carriage width	5.5 m	Asphalt	
Footpaths	3 meters - on both sides	Pedestrian asphalt	• **See section 3.11.7**
Cycleways	Secondary route, shared with footpath	Pedestrian asphalt	• **See section 3.11.7**
Public Transport Route	No		
Traffic Calming	WSP	WSP/ASU	
Street Lighting	WSP	WSP/ASU	
Utilities Corridor	WSP	WSP/ASU	
On-street parking	Yes, interchangeable with verges. On-street parking spaces **must not** be marked out On-street parking areas **must have** squared off / rounded ends, no 45-degree	Permeable unit paving	• **See section xxx**
Driveway access to homes	Yes to plot 5	WSP/ASU	
Crossing & Raised tables		WSP/ASU	• **See Reg Plan for location**
Technical Details			
Design Speed	WSP/RGP		
Junction spacing	WSP		
Junction Radii Range	WSP		
Forward Visibility	WSP		
Visibility splays	WSP		
Centreline radii range	WSP		
Road markings	WSP		
Kerb heights	WSP		
Street Landscaping	Tree lined on one or both sides. Verges can be wider to accommodate trees and or SUDs		• **See section 3.11.6**

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4.8 Junctions & Crossings

Key Guidance

- Junctions and crossings **must** prioritise safe, direct and accessible pedestrian movement while accommodating necessary vehicle movements.
- Key junctions and pedestrian crossings **must** use raised tables and changes in surface treatment to reinforce pedestrian priority and encourage slower vehicle speeds.
- Carriageways **must** narrow from 6.5 m to 4.8 m at identified pedestrian focused crossing points, using changes in surfacing and/or planting to reinforce the transition.
- Raised tables **must** provide flush pedestrian crossings, with approach ramps at a minimum gradient of 1:20 to accommodate buses and other vehicles comfortably.
- Crossings **must** maintain continuous, legible pedestrian routes, with Copenhagen-style crossings integrated where appropriate.
- Via Francigena crossings **must** reinforce the continuity and identity of the route while providing safe and clearly identifiable crossings of vehicular streets.

Junctions & Crossings

Junctions and crossings must form an integral part of the movement and public realm network, creating safe and legible connections while reinforcing pedestrian priority. Raised tables, carriageway narrowing, planting and changes in surface treatment should encourage lower vehicle speeds and signal locations where greater care is required. Along the Via Francigena, crossings should maintain the continuity and distinctive character of the historic route as it passes through the development.

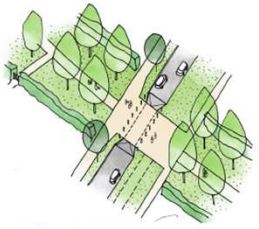
Refer also to Section 3.12.2 Hard Landscape Materials Palette, Section 4.2 Streets and Section 7 Via Francigena.

In developing junctions and crossings, the following principles should also apply:

- Raised crossings should be provided along key pedestrian desire lines and incorporated at key vehicle junctions, where appropriate to the street context and contribute to traffic calming.
- Surface changes should be coordinated with the wider materials palette and clearly signal pedestrian-priority areas without creating unnecessary visual clutter.
- Carriageway narrowing should be reinforced through planting, build-outs or contrasting surface treatments where appropriate.
- Kerbs across raised tables should be flush or shallow and must meet relevant highway and accessibility requirements.
- Crossing layouts should maintain clear visibility between pedestrians, cyclists and motorists and avoid unnecessary street furniture or other obstructions.
- Junction treatments along the Primary Street should form a coordinated family, including the approach from New Dover Road and other key junctions through the development.



Typical Raised Junction & Pedestrian Crossing



Typical Via Francigena Raised Crossing

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4.9 Bus Network & Sustainable Travel Mobility Hubs

Key Guidance

- New bus routes **must** connect with existing routes.
- Bus routes **must** only run along primary streets
- Bus stops **must** ensure all development sits within 400 meters radius
- Bus stops **must** be considered as key components of the mobility hubs, as per table below
- Rapid bus route will connect the new Park & Ride with Canterbury.
- Mobility hubs must be placed as per the Regs Plan, and **must** provide the facilities listed in the table below according to their hierarchy.

Mobility Hub Strategy:

The strategy is to provide Mobility Hubs across the South Canterbury development of varying scales to accommodate varying needs and interchanges with other transport modes.

Four different Mobility Hub sizes have been identified, and the table opposite lists the features within each mobility hub type.

The location of the different types of Mobility Hub are indicated on the diagram and the Regulatory Plan.

Their location has been chosen to correspond with the following:

- Likely bus routes both around the Primary Street and along New Dover Road for existing bus services;
- Centred around large residential areas;
- Adjacent to other destinations;
- At nodes where walking and cycling routes converge.

Mobility Hubs locations

Mobility Hubs A and B are proposed to be linked through the Community Hub and would serve the first primary school, community centre and retail offering as part of Strategic Phase 1. The connection is important to link together existing bus routes and the proposed foot/cycleway along New Dover Road with the Community Hub and the Primary Street West.

Mobility Hub C would be the main hub in the southern part of South Canterbury service the second primary school and local centre as part of Strategic Phase 3.

Mobility Hub D would serve the Park&Ride and the main commercial part of South Canterbury. At the Park& Ride there is an opportunity to choose the bus, or cycle to the city centre of walk to other local destinations.

Mobility Hubs E and H would be mini-hubs providing a focal point for the extensive residential areas which surround them, located on the main bus routes and close to the primary cycle routes towards the city centre including Via Francigena within Strategic Phase 1.

Mobility Hub F serves the early part of development within Strategic Phase 1 and lies adjacent to New Dover Road enabling opportunity for existing residents also. This sits on the existing bus routes along New Dover Road and the early foot/cycleway immediately to the north of New Dover Road.

Mobility Hub G offers an opportunity to include some additional parking facilities such as for car clubs, blue badge holders and for lift sharing.

The **Micro Mobility Hubs** are proposed at the following locations:

Near the entrance to the small Barton field site (north-east corner of the South Canterbury development) adjacent to Pilgrims Way; Proposed Foodstore; Proposed Leisure use; Proposed commercial part of development; Sports Pitches / Recreational Grounds; Peripheral Land Parcels.

Facility	Micro	Mini	Midi	Main
Cycle Parking	○	●	●	●
Beryl E-bike Docking station	○	●	●	●
Information Totem	○	●	●	●
Cycle repair station		●	●	●
Bus Stop		●	●	●
Timetible/real-time information		●	●	●
Seating (not necessarily within shelter)		●	●	●
Covered / secured cycle storage			●	●
Disabled car parking			●	●
Toilets (as part of P&R, local centre or community centre)			●	●
Kiosk / vending opportunity			●	●
Delivery lockers			●	●
Drop-off / pick up bay for lift sharing			●	●
Car club bay			●	●
Taxi Lay-by				●
Community Centre / Retail / Cafe etc.				●
EV Charging				●

Design Code | Emerging Design Code

5.0 Residential Built Form

5.0 Residential Built Form

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Design Code | Residential Built Form Examples

draft

5.3.1 Design Control Plan

The Design Control Plan shows where each level applies, across every parcel edge and key parcel. It is the first plan to check when preparing a layout. The plan is also included as an inset on the full size Regulatory Plan.



Key

- Site boundary
- SP1
- Key Frontages: High Level of Design Control
- Secondary Frontages: Medium - High Level of Design Control
- Tertiary Frontages: Medium level of design control
- Parcels with high level of design control
- Parcels with low level of design control

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5.4 Residential Parcel Frontage Characters

Key Principles

- This section identifies the character of every frontage across the masterplan, based on what each one responds to.
- Frontages are grouped so that built form and landscape read as one coherent edge, with each group carrying its own consistent language.
- Each frontage character is defined by a combination of street and building components. It sits within the frontage hierarchy and levels of design control set out in section 5.3.

Key Guidance

Frontage Characters

- The frontage character of each parcel edge **must** be identified from the Frontages Plan in section 5.4.1.
- Each frontage **must** be designed in line with the component table for its character, set out in chapters 6 to 8.

Applying Frontage Characters

- Marker buildings (key marker, key corner and visual stop) **must** be considered depending of the frontage where they are...
- Where a parcel edge falls under more than one frontage character, it **must** follow the character with the higher level of design control.

Key Frontages	Design Control	Description	Page
Local Centre	High	Frontages to the commercial and civic heart of the masterplan, with the highest standard of active frontage.	Chapter 6
Via Francigena	High	Frontages along the main pedestrian and cycle route through the site, consistently active and well overlooked.	Chapter 7
New Dover Road	High	Frontages to the principal vehicular gateway into Canterbury, creating a strong sense of arrival.	Chapter 8
Secondary Frontages			
Ridge Park	Medium-High	Frontages framing the main park, respecting protected views to Canterbury Cathedral.	Section 6.2
Attenuation Pond	Medium-High	Frontages around a formal, landscaped water feature, forming a continuous and uniform edge.	Section 6.3
Riparian Corridors	Medium-High	Frontages along the east and west watercourses, with a softer, landscape-led character.	Section 6.6 - 6.7
Primary Street	Medium-High	Frontages along the main vehicular spine linking the Local Centre, school and residential areas.	Section 6.5
Tertiary Frontages			
Woodland Corridors	Medium	Frontages facing retained and new woodland planting.	Section 6.8
Greenways	Medium	Frontages along the pedestrian and cycle links stitching character areas together.	Section 6.9
Internal Parcels	Low	Frontages within parcels, away from key public realm, with the greatest flexibility.	

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5.8.1 Façade Composition

Key Guidance

Proportions

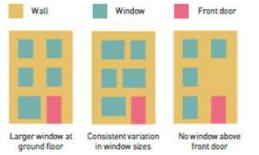
- Wall to window ratios **must** be visually well balanced on key frontages.
- Facades **should** consider large windows where possible.
- Ground floor windows **must not** be smaller than upper floors.

Alignment

- Alignment of front doors and windows **must** be well considered.
- Alignments of windows and doors **must** be at the outer edges. Exception of this alignment can be made at corner turner buildings and/or key marker buildings.

Proportions

- Wall to window ratios **must** be visually well balanced on all frontages
- Window size and proportions **must** be considered. Façades **must** prioritise larger windows where possible. Ground floor windows **should** be larger than upper floors.
- Where ground floors windows are larger, the ground floor can be treated as its own plane, upper floor windows acting in unity and coherence with each other
- Where there is variation in window sizes, these **must** be consistent across the dwelling
- If a façade has predominantly small windows, detailing **should** work to trick the eye into perceiving the window as a larger window. For example through a different colour brick or panel.
- A common feature on Canterbury façades is the lack of windows directly above front doors, and this **must** be considered in the façade composition



Diagrams showing different proportions of window to wall ratios

Horstead Park - bad example for window to wall proportions

- Façade composition is too brick heavy compared to area of openings
- Ground floor window very small even with additional panelling extending proportions



Horstead Park, Chatham - Proctor & Matthews

Goldsmith Street - Good example for window to wall proportions

- Uses brick panel below window to make it appear larger
- Uses brick framing around windows and doors to make openings appear larger
- Same language for doors and windows



Goldsmith Street, Norwich - Mikhail Riches

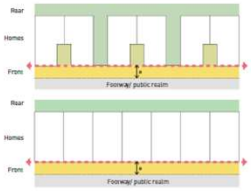
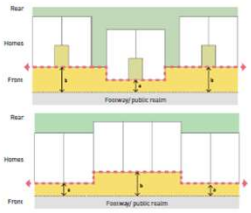
Design Code | Residential Built Form Examples

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5.10.1 Frontage Alignment

Overview

Alignment sets the rhythm of a street. Linear frontages have a tight, even rhythm; stepped frontages break that rhythm into groups, with the depth of the step read as the interval; irregular frontages have a looser one, where the depth shifts from dwelling to dwelling. In each case the rhythm holds along the length of the frontage so that it reads as one composition.

Code	Name	Description	Examples
FA1	Linear	Frontage line **must** be parallel to the street,building line **must** be on the same plane along the street scene.  • Frontage type **must** be applied to all locations indicated on section 5.8.2. • **Must** be formed by dwellings with a high level of architectural uniformity in expression and materials. • A range of dwelling types **should** be considered. Terraced typologies are permitted in higher density plots such as areas close or adjacent to and in the Local Centre.	
FA2	Stepped	Frontage line **must** be parallel to the street. Building line **must** step back within the setback ranges. Set backs **must** be uniform within each step. 	

5.11.2 General Material Palette

Key Guidance

- Development **must** choose materials from the permitted material palette set out below.
- Future RMAs **must** prove adherence to the palette, including specifications and samples for review. Future RMAs **must** provide entire street scene elevations for review.
- Future RMAs **must** respond to and reflect the built context, where applicable. Materials are drawn from Canterbury's historical and current context, but their use and detailing **must** be a contemporary interpretation of that character.
- Special locations such as corner turner buildings and Key Frontages (Local Centre, Via Francigena and New Dover Road) can use this palette in a different way to established a different character, such as using secondary materials as accent materials.
- Any departure from the palette **must** be justified through the Design Code Checklist, **section [x.x]**, and will only be accepted where the proposed material is of a higher quality than the one it replaces.

The palette

- Primary materials form the base of every dwelling, and brick **should** be read as the primary façade material across South Canterbury.
- Façade and roof materials **must** be chosen together; so ethe frontage reads as one considered composition. Window frames, sills, rainwater goods, railings, canopies and fascias **must** be coordinated so their colours and finishes complement one another. Refer to section **5.8.4**.

The Permitted General Material Palette

Façade

- A frontage **must** use one Primary material, and apply it across the elevation. An elevation may be split between two materials, and consideration **must** be given where a split of material happens. Variation in materiality **should** follow the guidance set out in section **5.10.5**.
- Where brick colour or blend varies, the mortar and surrounding materials **must** be tonally coordinated with it and tested on a sample panel. Bricks for garden walls and garages **must** match the dwelling.

Primary	Red brick Multi-coloured red brick	Buff brick Multi-coloured buff brick	Light grey brick Multi-coloured light grey	Dark brick Multi-coloured dark
Secondary	Render (off - white)	Painted Brick (off - white)	Dark tones weatherboarding	Plain clay tiles (red tones)

Roof

- A dwelling **must** use one primary roof material, chosen from the table below. It **must** complement and be tonally related to the façade materials, so roof and wall read as a considered pairing.
- A single roof tile choice **should** anchor each street or parcel. Roof material variation across a frontage **should** be considered so the roofscape holds its rhythm even as individual roofs are different.

Primary	Red concrete tiles	Grey concrete tiles	Red thin concrete tiles	Grey thin concrete tiles

5.11.5 Material variety in dwellings

Key Guidance

- The section shows how materials from the palette in section 5.10.2 are combined and distributed, within a single dwelling.

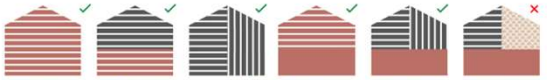
Within a dwelling

- Combinations are measured by which of three differentiators are applied on the main elevation: material, arrangement and colour.
- A dwelling may vary one, two or all three at once, provided: no more than two materials on any elevation; no more than two arrangements of the same material on any elevation; and colours **must** complement one another along the elevation.
- Material changes **must** occur at a change of storey, a gable, a bay window or a plinth, and **must** run the full width of the elevation.
- A dwelling combining different materials **must** follow the same logic as a brick bond change: one considered move at a logical break in the building, not scattered at random.

Achieving material transitions

- Transitions between materials **must** be detailed well, particularly where they are exposed or on the primary Façade.
- Where materials meet, the junction **must** be concealed and weathered with a considered detail — a cornice, string course or drip edge — to shed water away from the Façade, rather than left as an exposed joint.

Examples of Material Combinations in dwellings



- No differentiators One material
- One differentiator One material, two colours
- One differentiator One material, two arrangements
- One differentiator Two materials, same colour
- Two differentiators Two materials, two arrangements
- Three differentiators Three materials

Material Transitions

- Material variety along a Façade is prevalent in Canterbury. The transitions between materials **must** be well considered.
- Transitions with materials **must** consider appropriate measures to shed or divert water away from the Façade.
- Transitions between materials **must** be detailed well, particularly when they are exposed or on the primary Façade.
- Transitions between materials can be hidden with rainwater goods if this is in an appropriate location.



Den Indruik, Brugge - Cameleon Architects

Den Indruik - good example of material transitions

- Transition between brick colours is well detailed and articulated through shadow gap
- Transition between roof and wall is expressed through parapet with hidden gutter
- Flashing around rooflights matches roof tile profile and alignment



Mount Pleasant, London - Peter Barber

Mount pleasant - bad example of material transitions and random window alignment

- Change in material not done in a clean way
- No alignment chosen for change of material
- No seeming logic or grid applied to random appearance of windows



Wildernesse Mews, Sevenoaks - Morris+Company

Wildernesse Mews - bad example of material transitions

- Movement joint is not coordinated with alignment of downpipe

Design Code | Emerging Design Code

6.0 South Canterbury Frontages

6.0 South Canterbury Frontages

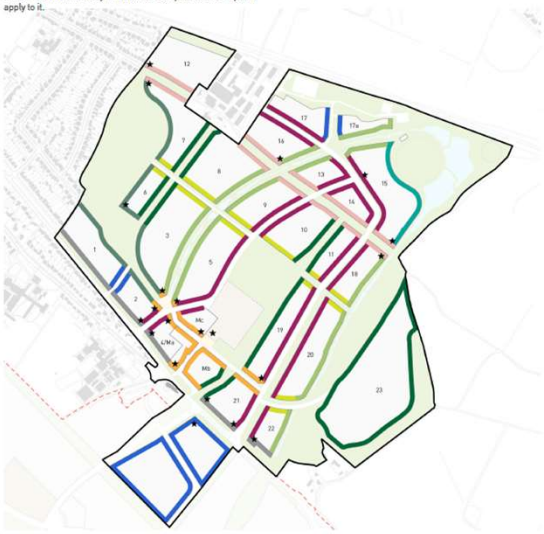
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Design Code | Frontages Examples

6.1 Residential Parcel Frontage Characters

draft

This chapter sets out the character of each residential frontage across South Canterbury and how the components in Chapter 5 apply to it.



Residential Parcel Frontage Characters

- Frontages define how homes meet the streets and spaces around them, so each one is coded to respond to its setting.
- Primary Frontages are set out in Chapters 7 to 9, and Secondary and Tertiary Frontages in sections 6.2 to 6.7.
- Each frontage is coded through the components defined in Chapter 5.

Primary Frontages
- Local Centre
- Via Francigena
- New Dover Road

Secondary Frontages
- Ridge Park
- Attenuation Pond
- Riparian Corridor

Tertiary Frontages
- Primary Street
- Woodland Corridors
- Greenways
- Community Hub Parcels

Use Types
- Marker buildings

6.2 Ridge Park

draft

Key Principles

- Ridge Park is South Canterbury's principal green space, and its frontages frame protected views towards Canterbury Cathedral, part of a World Heritage Site.
- The park edge changes along its length: informal and irregular near the wooded fringe of Via Francigena, more formal and linear towards the Local Centre.
- Homes overlook the park throughout, so it feels safe and welcoming for people walking and cycling.

Key Guidance

- Homes must face Ridge Park, with front doors and habitable rooms overlooking it.
- The park edge must read as one continuous frontage, coordinates across all phases of delivery.
- Application must include the street elevation, showing how parcels relate to the context and one another.
- Car parking must be kept off the park edge, with the only exception set out in RP3.
- Frontage character must shift from the formal edge near the Local Centre to the more rural setting of Via Francigena. Tables RP1 to RP3 set out how each frontage is coded. Marker buildings along this frontage are KC1 (Plot 6, see RP1) and KM1 (Plot 7, see Chapter 8).





RP1 fronting Ridge Park and the existing settlement.



Key

- Parcel boundary
- Secondary frontages (see section 5.4)
- Marker buildings (see section 5.7 Marker Buildings)
- Residential parcel with maximum building height of 12 m
- Ridge Park (see section 6.2)
- Primary shared pedestrian and cycle
- New Woodland (see section 3.x)
- Community Allotments (see section 3.x)
- LEAP

6.2.1 Ridge Park Street and Building Components

draft

RP1

Street Components	Permitted Types	Notes
Frontage Alignment Ref: section 5.7.1	FA2 Stepped	
Frontage Set Back Ref: section 5.7.3	SB2 Medium	
Frontage Enclosure Ref: section 5.7.5	FE2 70-85% enclosure	• Gaps between runs must be placed to keep views through to the park from homes behind the frontage. • Dwellings facing Ridge Park are encouraged to rise to three storeys, within the 12m maximum height, to address long views across the park.
Parcel Edge Landscape Ref: section 5.7.7	PE2 Pedestrian path	
Roofscape Ref: section 5.7.9	RS3 Mixed	• The roofscape must read as a coherent group when seen from across Ridge Park, with changes in roof form grouped rather than varying house to house.
Building Components	**Permitted Types**	**Notes**
Dwelling Typologies Ref: section 5.10.1	All types except apartments (corner flats permitted at key corners only)	• Dwellings **should** be predominantly semi-detached. • Linked semi-detached homes, joined by single-storey links or set-back garages, are encouraged, so the frontage stays enclosed at ground level while gaps at upper level keep views open to homes behind.
Material Palette Ref: section 5.8.2	General Material Palette.	• Buff brick, plain or multi-coloured, must be the predominant facing material along this frontage. • Roof tiles must come from one colour family along the whole frontage, with one tile used per continuous run.
Other Elements Ref: section 5.11.4	As section 5.11.4	• Entrances facing the park must be recessed or canopied.
Material Variety Ref: section 5.11.6	MV2 Medium	• Variety must stay within the buff range. • Corner buildings must be marked with the accents in section 5.11.2, tonally coherent with the run.
Boundary Typologies Ref: section 5.11.6	BT4 Low wall and railing	• Low walls must use the same brick as the dwelling they enclose. • Railings must match the colour of the dwelling's metalwork, as set out in section 5.11.4.
Parking Typologies Ref: section 5.14	Front Parking not allowed	
Marker Buildings	**Location**	**Notes**
KC1 Key Corner Ref: section 5.7	Parcel 6	• KC1 must have active facades towards the Mount and Ridge Park, as it is visible from across the park, with entrances on both faces. • KC1 must use the Special Material Palette, such as mathematical tiles or flint. • KC1 must remain subordinate to KM1 (Plot 7, see Chapter 8), and any rise in height must not interrupt protected views towards Canterbury Cathedral from the park.

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7.0 Local Centre

8.0 Via Francigena

9.0 New Dover Road

10.0 Non Residential Built Form



Observing > Interpreting > Making

