FORT HALSTEAD

Design Principles
Application Revision 1
May 2020

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Items highlighted in yellow represent amendments made to the previously submitted Design and Access Statement. A dedicated Schedule of Amendments can be found at the end of this document detailing each amendment and where in the document it is located.

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1. THE VISION

A UNIQUE VILLAGE WITH A LIVING AND WORKING COMMUNITY

Surrounded by Kent's dense woodland, Fort Halstead is currently known only as a place closed off. Take a walk now and you'll find a place that conceals, and reveals its history with every turn.

As the site opens up, it will become a *revelation*—its wooded landscape and hidden history instilling an excitement to *venture out to discover* more. In doing so, this place can serve visitors, residents and employees on different levels. Taking a *holistic approach* to design that builds in environmental, social, cultural and economic needs, Fort Halstead has the potential to *become a truly unique village—creating an active, healthy and innovative way of life among woodland.*

1.0 THE VISION

Reinvigorating the past...

The Vision of a new sustainable development at Fort Halstead has been characterised into four key elements:

ECONOMIC

An economic hub of continued innovation, opening the doors to new businesses

Fort Halstead has always been a place for innovation. The new Enterprise campus could take this thinking forward and shape an excellence around a specific topic and attracting pioneers and retaining QinetiQ as a business of international importance.

ENVIRONMENTAL

Restoring the landscape and protecting the surrounding ancient woodland

The extraordinary activities at Fort Halstead have shaped it's landscape. With its enclosed woodland, dramatic slopes and expansive grasslands, the site offers curiosity, excitement and wonder to these diverse spaces. While the remains of the bunkers give the village a unique character which contrasts with its natural surroundings.

Refreshing the present...

SOCIAL

An intriguing and open site for a people of all ages to enjoy

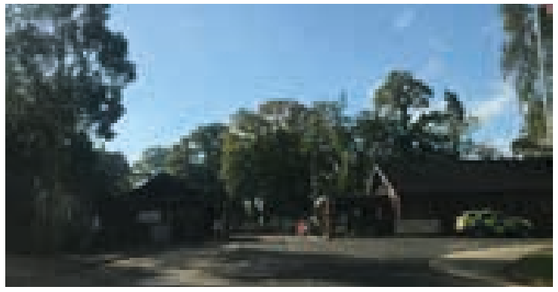
Fort Halstead is opening its doors to the public and transforming from a private to a social site. With 635 new homes and a business campus it will house a new community connected to the network of local villages, shaping itself as a new village that becomes a place for contemplation and healthy living.

CULTURAL

Discovering the history of Fort Halstead

Opening up the site for the existing local community to discover the history of Fort Halstead. Telling the story of events in a sensitive, engaging and immersive way.

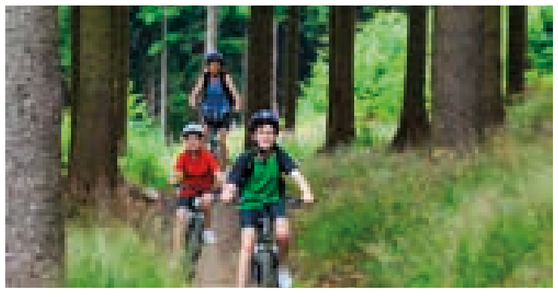
From secluded to inviting...



From concealing to revealing...

From industrial to natural...

From history to heritage...



Realising the Vision...

Below lists the proposed interventions which will help in delivering the four elements in creating a sustainable development at Fort Halstead.

ECONOMIC

- New Innovation and Education Hub – to significantly contribute to the existing employment opportunities in the area. The innovation and education hub will provide a variety of employment space including office, research and development and light industrial uses
- Provide local employment opportunities to reduce the need to travel
- Retention of existing employer QinetiQ on site
- Retention and integration of key existing buildings within the employment area

SOCIAL

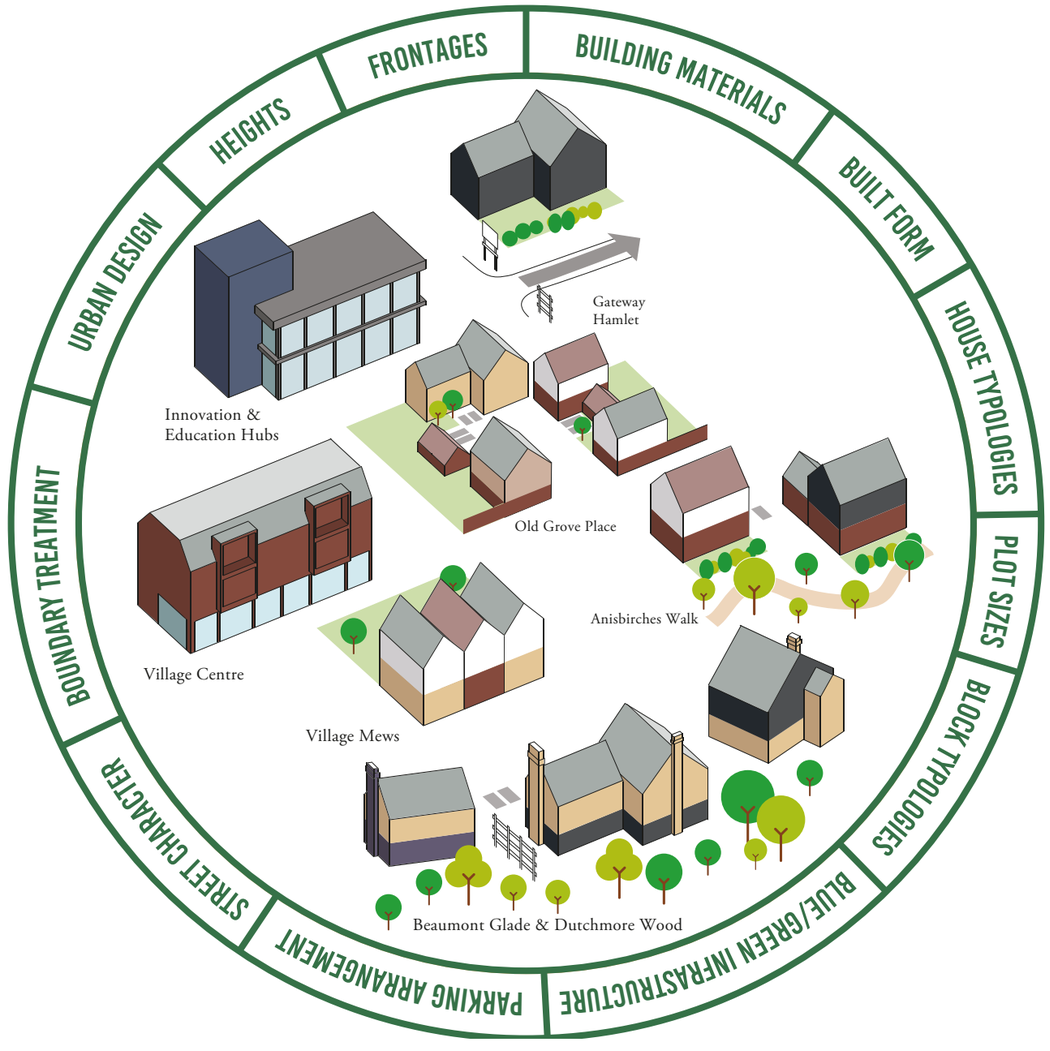
- Providing community and retail facilities in the village centre
- Land safeguarded for a new primary school on site
- Diverse range of house types including size, architectural style and tenure.
- New early years nursery on site
- Permeable road network with a wide range of traffic calming measures to create a people and child-friendly environment

ENVIRONMENTAL

- Protection, enhancement and maintenance of ancient woodland and retention of key tree groups within the site
- Sustainable drainage
- Network of green and recreational spaces, providing every resident with access to a green link within 100m of their home
- Encouraging sustainable transport i.e. new bus link, reducing the reliance on the private car
- Promotion of healthy lifestyle through creation of safe, attractive and convenient walking and cycling routes
- Locally sourced building materials
- Sustainable energy strategy

CULTURAL

- Opening of the 19th Century Fort to the public
- Refurbishment of the listed buildings in the Village Centre and Fort
- Retention of the bunker area to form part of the heritage walking trail within the site



Masterplan 'ingredients'

2. INTRODUCTION

2.1 INTRODUCTION

FORMAT OF THE PLANNING APPLICATION AND THE PURPOSE OF THIS DOCUMENT

This planning application, has been prepared and submitted on behalf of the applicant, Merseyside Pension Fund (MPF), for the redevelopment of the existing defence research complex at Fort Halstead ('the Site').

The planning application is a hybrid which comprises some elements submitted in outline and some elements in detail. The aspects of the planning application submitted in outline include a new mixed-use development up to 635 new homes and employment areas. All matters will be reserved, except means of access and the refurbishment of Q13 & Q14 buildings which is submitted for full detailed planning. A Listed Building application is also be submitted for Q14.

Specific design guidance which features in both the Outline and Detailed Design and Access Statements, is extracted and compiled into this Design Principles Document which is formally submitted for approval as part of the planning application.

In accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015, the planning application also seeks approval, at this stage, for:

- Use
  The uses proposed for the development and any distinct development zones identified within the site
- Amount of development
  The amount of development proposed for each use
- Access
  The location of pedestrian, cycle, equine and vehicular access points
- Scale parameters
  The upper limit for all building heights

FORT HALSTEAD HYBRID PLANNING APPLICATION DOCUMENT STRUCTURE

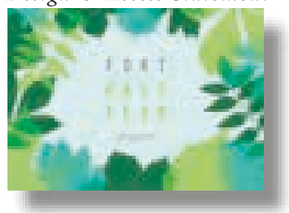
FORT HALSTEAD HYBRID PLANNING APPLICATION

OUTLINE PLANNING COMPONENTS
(for up to 635 homes)

DETAILED PLANNING COMPONENTS
(Village Centre Design Guidance and Design & Access Statement for Q13 & Q14)

SUPPORTING PLANNING APPLICATION DOCUMENTS (NOT FOR APPROVAL)

Design & Access Statement



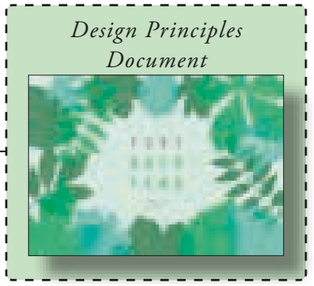
Village Centre Document

SUBMITTED PLANNING APPLICATION DOCUMENTS (FOR APPROVAL)

Parameter Plans

Detailed Drawings

Design Principles Document



Chapters extracted from both the Design & Access Statement and the Village Centre document to be submitted for planning approval.

Extracts include:

- Character Areas Guidance (outline)
- Access and Movement Chapter (outline)
- Crow Drive Character Areas (outline)
- Village Centre Design Guidance (detailed)

2.1 INTRODUCTION

DESCRIPTION OF DEVELOPMENT

Fort Halstead lies to the north of Sevenoaks, and close to the south-eastern edge of the M25. It is bounded by the A224/Polhill Road to the east, Star Hill and Lime Pit Lane to the west and south, respectively, and a number of farm properties and Great Stockholme Wood to the north.

The site itself is currently occupied by Dstl and QinetiQ as a defence research complex, with a range of industrial buildings scattered throughout the site. The existing larger scale industrial buildings are connected with internal roads, served by large areas of hardstanding used for parking and access with smaller storage buildings and bunkers as well as areas of amenity grassland and mature trees completing the picture of the current development. The surrounding mature woodland is a key characteristic of the site, which envelopes the majority of the current built-up area and provides a high degree of enclosure and privacy.

The application as outlined in this document is for the following:

In detail:
- Demolition of existing buildings;
- Change of use and works to buildings Q13 and Q14 (including landscaping and public realm);
- Primary and secondary accesses.

In outline:
- Development of business space (use classes B1a/b/c) of up to 27,659 sqm GEA;
- Works within the 'X' enclave relating to energetic testing operations, including fencing, access, car parking;
- Development of up to 635 residential dwellings;
- Development of a mixed-use village centre (use classes A1/A3/A4/A5/B1a/D1/D2);
- Development of a one form entry primary school;
- Change of use of Fort Area and bunkers to Historic Interpretation Centre (use class D1) with workshop space;
- Roads, pedestrian and cycle routes, public transport infrastructure, car parking, utilities infrastructure, drainage;
- Landscaping, landforming and ecological mitigation works.

Illustrative masterplan

3. CHARACTER AREA GUIDANCE

3.1 CHARACTER AREAS

INTRODUCTION

Fort Halstead will contain a number of distinct character areas, creating an interesting series of spatial and visual experiences as one moves through the site. Utilising the historical road network, subtle differences in design, the scale of buildings and their relationship to adjacent landscape spaces will help to define the different character areas, whilst maintaining an overall sense of unity across the site.

There should be a broad range of different house types and groupings across the development, within individual streets and spaces to create a variety of homes. This will ensure Fort Halstead is a place with a distinct character.

There are seven character areas, these are:

- Gateway Hamlets
  Small groups of high-quality homes, each with its own distinct character, in low density neighbourhoods, arranged to mark entrances to the development.

- Old Grove Place
  Homes focused around the Entrance Green, in a series of intimate courtyards; the area incorporates existing mature trees which line Crow Drive.

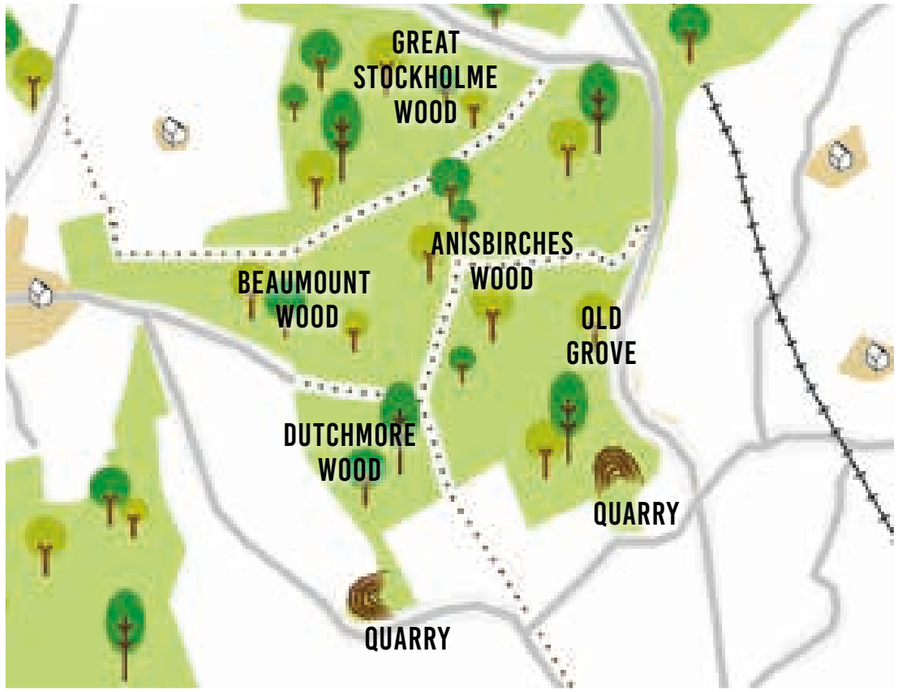
- Anisbirches Walk
  Homes nestled amongst mature trees, framing either side of the Green Link, providing the main east-west pedestrian and cycle route through the site.

- Beaumont Glade & Dutchmore Wood
  Homes arranged around streets and mews courtyards, transitioning to lower density housing around the edges, with views onto surrounding areas of ancient woodland.

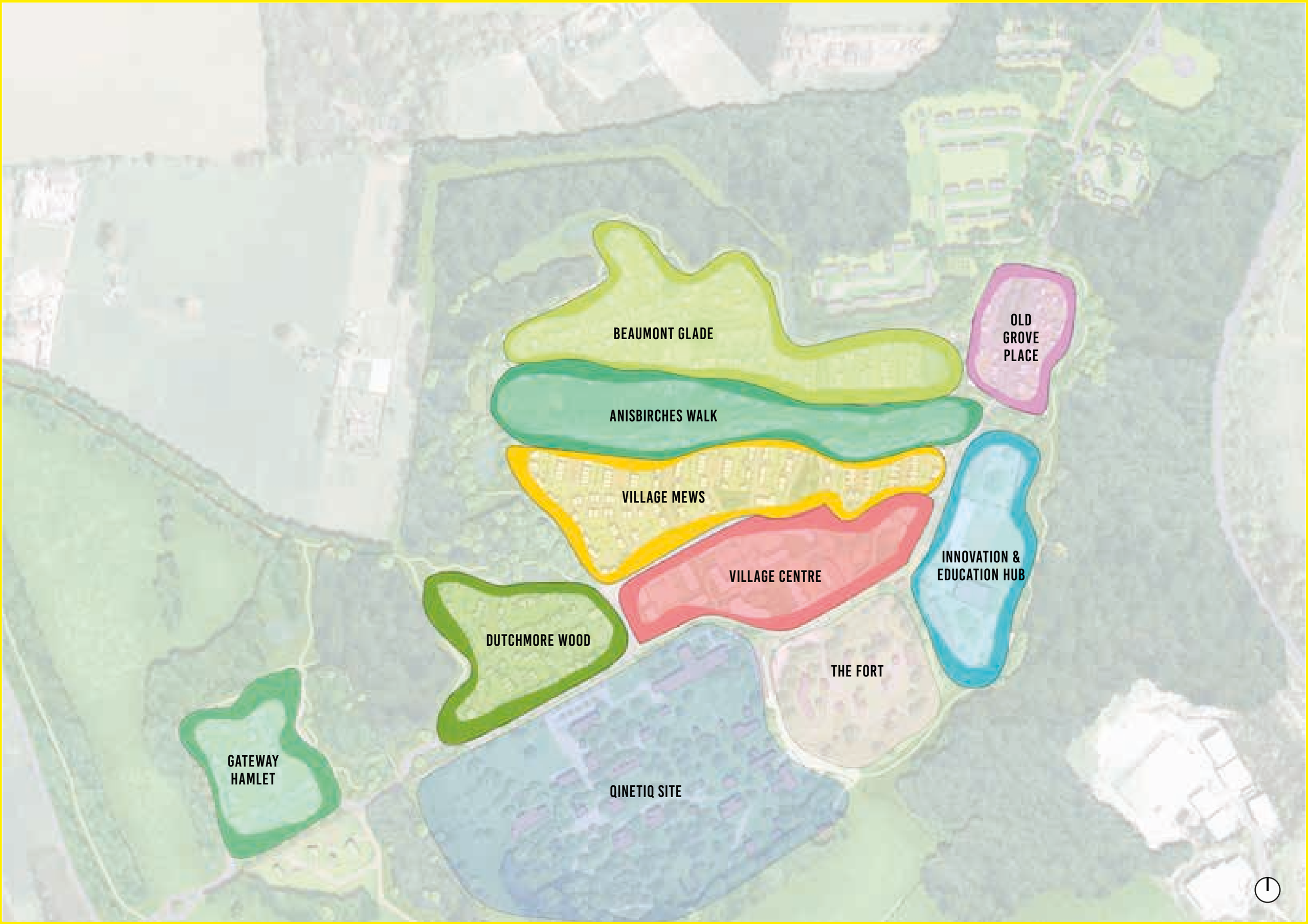
- Village Mews
  Narrow-fronted homes around shared-surface mews streets, creating a gradual intensification towards the larger buildings and facilities found in the Village Centre.

- Innovation & Education Hub
  A high quality, R&D and technology focused business & education campus, which could potentially deliver a primary school alongside a variety of employment opportunities in both new and refurbished buildings, allowing people to both live and work at Fort Halstead.

- The Fort & Village Centre
  The historical core of Fort Halstead and to its north, the higher density mixed-use area, forming the focus for the wider site.



Names of the character areas have been inspired by its surrounding context and history of place. Map of 1895


BEAUMONT GLADE
OLD GROVE PLACE
ANISBIRCHES WALK
VILLAGE MEWS
VILLAGE CENTRE
INNOVATION & EDUCATION HUB
DUTCHMORE WOOD
THE FORT
GATEWAY HAMLET
QINETIQ SITE

3.1 CHARACTER AREAS

CONTENTS OF THE CHAPTER

Each section within this chapter describes one of the character areas, providing important guidance on the key characteristics of each. Supported by illustrative plans, artist's impressions and precedent photos, this chapter aims to give a design narrative toward the look and feel of the village.

Each section contains the following elements:

1. A brief introduction setting out the location, vision and key features of the character area.
2. An illustrative view giving a general impression of the character area and how it should look and feel.
3. A table setting out each area's urban design principles, including key layout principles, frontage characters and parking typologies.
4. A diagram and illustrative masterplan demonstrating how the layout principles come together to create a neighbourhood.
5. A table setting out open space principles including green/blue infrastructure, street character and boundary treatments.
6. Illustrative plans and sections to demonstrate how the open space principles could be delivered.
7. A table setting out architectural design principles including plot layout parameters and materials.
8. A number of architectural precedent images which illustrate some or all of the characteristics described by the preceding guidance.

Text and diagrams set within an orange box are used to indicate mandatory design principles that *must be followed* to ensure the development will be of a high quality.

Mandatory Design Principles

Sample pages illustrating the Village Mews Character Area

3.1 CHARACTER AREAS

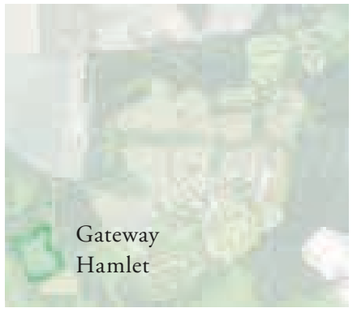
Layout Plan

Each character area should be designed in response to the surrounding parcels and not in isolation. The design of buildings and outdoor areas on the edges of each character area should be consistent with the adjacent parcels to allow for a gradual but apparent transition between character areas.

Key

- Mixed-use frontage
- Courtyard employment frontage
- Dual employment frontage
- School frontage
- Mews frontage
- Regular frontage
- Side-gable frontage
- Stepped frontage
- Staggered frontage
- Feature building
- Important view
- Indicative access into development parcel
- Indicative access into QinetiQ site
- Indicative internal street
- Indicative edge street
- Indicative mews street
- Shared footway/cycleway
- Shared courtyard
- Indicative car park
- Traffic calming measure for junction
- Indicative loading for larger vehicles
- Indicative access to school
- Existing tree to be retained where possible
- Entrance Green
- Grade II listed building and its setting
- Existing building to be retained
- Village Square
- Village Green
- Indicative location of LEAP
- Indicative location of MUGA
- Indicative zone for office/small enterprise
- Indicative zone for light industry
- Land safeguarded for Primary School
- Retention of existing ancient woodland with 15m buffer
- Retention of existing woodland
- The Fort (scheduled monument)
- Retention and consolidation of QinetiQ employment land
- Car park area for the Fort and Village Centre

3.2 GATEWAY HAMLETS

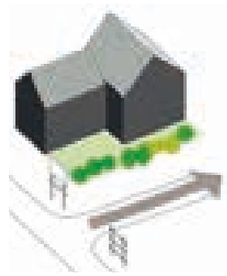


Gateway Hamlet

The Gateway Hamlet mark the entrance from the Star Hill entrance. This area is fringed by woodland on three sides, creating a stand alone parcels with a secluded, intimate, inward looking character. The Star Hill Gateway Hamlet is principally composed of large detached dwellings with similar but distinct architectural expression, featuring a strong connection to the natural environment. The parcel features predominantly staggered frontages, with organic alignments of buildings and streets, and naturalistic boundary treatments.

Indicative density range: 20–30 dph (refer to indicative density plan in Chapter 6.2)

Illustrative view of Star Hill gateway hamlet among existing woodland



Gateway Hamlet

URBAN DESIGN

KEY LAYOUT PRINCIPLES

- Large detached and semi-detached homes arranged to create an informal 'organic' frontage to the woodland.
- Buildings in the centre of the parcels arranged around shared courtyard spaces.
- Generous spacing between homes, and careful consideration of outlook from individual homes, to create greater sense of space within.

FRONTAGE CHARACTER

Stepped Frontage

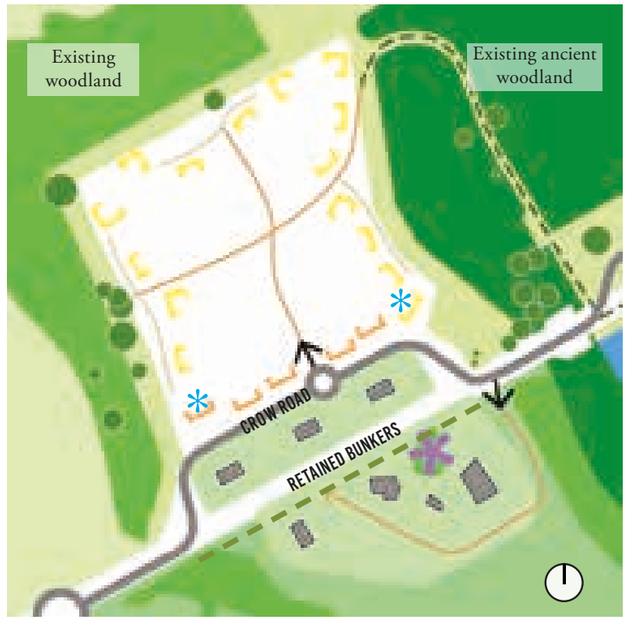
- Predominantly **detached with semi-detached** dwellings in key locations (e.g. at corners, location terminating views from green space).
- Building line steps to create visual interest and variation in the street scene.
- Varied roof profile.
- Car parking typologies: **on-plot corner; on-plot between dwellings.**

Staggered Frontage

- **Detached** dwellings of different forms.
- A mix of wider and narrower gaps between buildings to reinforce informal character.
- Variation in setback from the public realm to create organic frontage line.
- Buildings positioned at different angles and overlooking public space or route.
- Frontage may include the rear/flank walls of garages, linked to dwellings by garden walls.
- Car parking typologies: **on-plot corner; on-plot between dwellings, forecourt; on-street visitor parking**

CAR PARKING TYPOLOGIES

TYPOLOGIES	DESCRIPTION
On-Plot Corner 	• Located around the corner from main dwelling frontage • Usually serves individual dwelling on corner plot, but may serve more than one (e.g. semi-detached) providing up to a maximum of 4 spaces • Parking bay(s) enclosed by brick garden wall
On-Plot Between Dwellings 	• Parking spaces must be set behind the building line (an exception may be made where the dwelling is set back from the back of footway by more than 4m) • Parking spaces will be provided in either car ports or garages • No more than two cars allowed in tandem parking
Forecourt  Internal courtyard	• Applies to large dwellings only • Front boundary will be walls, cleft fencing or hedgerows • Gates to be inward opening • Maximum width of access from street 3m
On-Street Visitor Parking  Formal  Informal	• Designed to prevent parking on verges and pavements • Max. 3 parallel parking bays without landscaping between • Marked bays should be a minimum 2.4m wide x 6m long



Extract from Layout Plan – Gateway Hamlet

Illustrative Masterplan – Gateway Hamlet

- Feature building
- Indicative access into development parcel
- Indicative internal street
- Indicative edge street
- Shared footway/cycleway
- Existing trees to be retained where possible
- Stepped frontage
- Staggered frontage
- Indicative location of LEAP

3.2 GATEWAY HAMLETS

OPEN SPACE

GREEN/BLUE INFRASTRUCTURE

- The bunkers retained as a significant landscape and recreation feature forming an important part of the site heritage walk (Refer to Demolition Plan 00556I_PP04).
- Homes carefully positioned to respect and respond to individual character of ancient woodland edge.
- Street trees of 5–6m high to be incorporated into the streetscape where appropriate.

FRONT BOUNDARY TREATMENTS

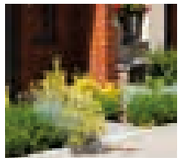
- Open and naturalistic.
- Boundary defined by low hedge or area of shrub planting to provide privacy but maintain openness.
- Timber posts to protect edges of ancient woodland from encroachment of vehicles (may also incorporate low level lighting).

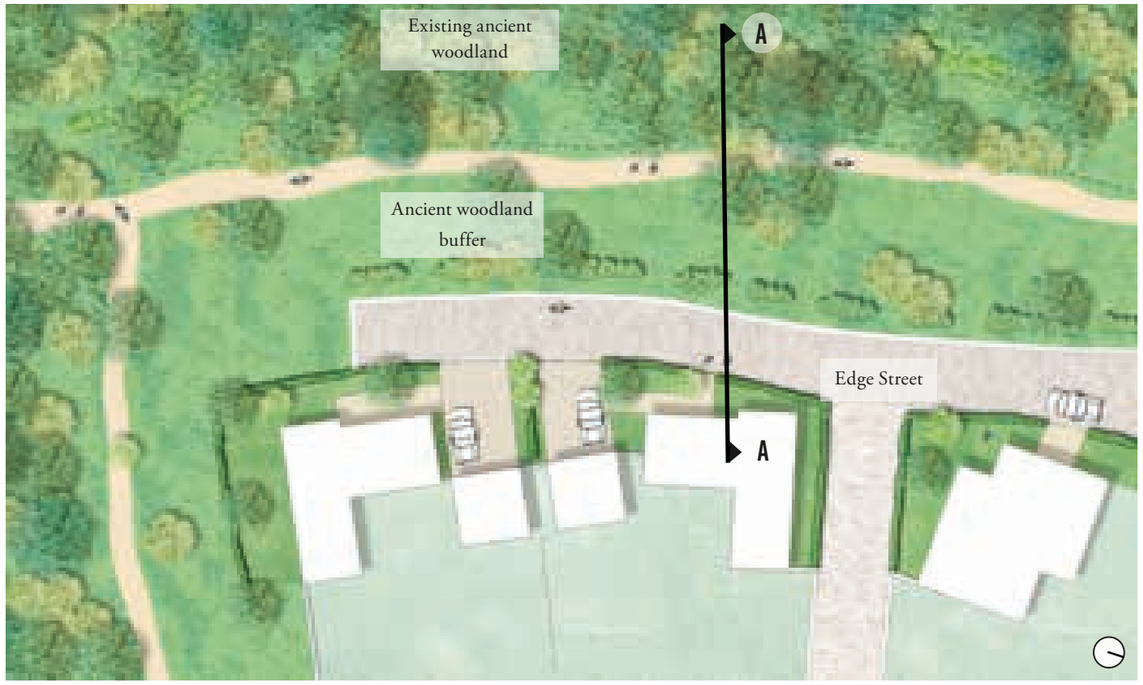
STREET CHARACTER

- Low grade, informal lanes along the woodland edge, providing the minimum amount of hard surfacing for both access and servicing requirements, with no black top.
- Where possible, homes served from the rear to retain pedestrian only, green frontage to woodland.
- Parking to be generally screened from view in car ports or garages.
- No white lines to demarcate carriageway.

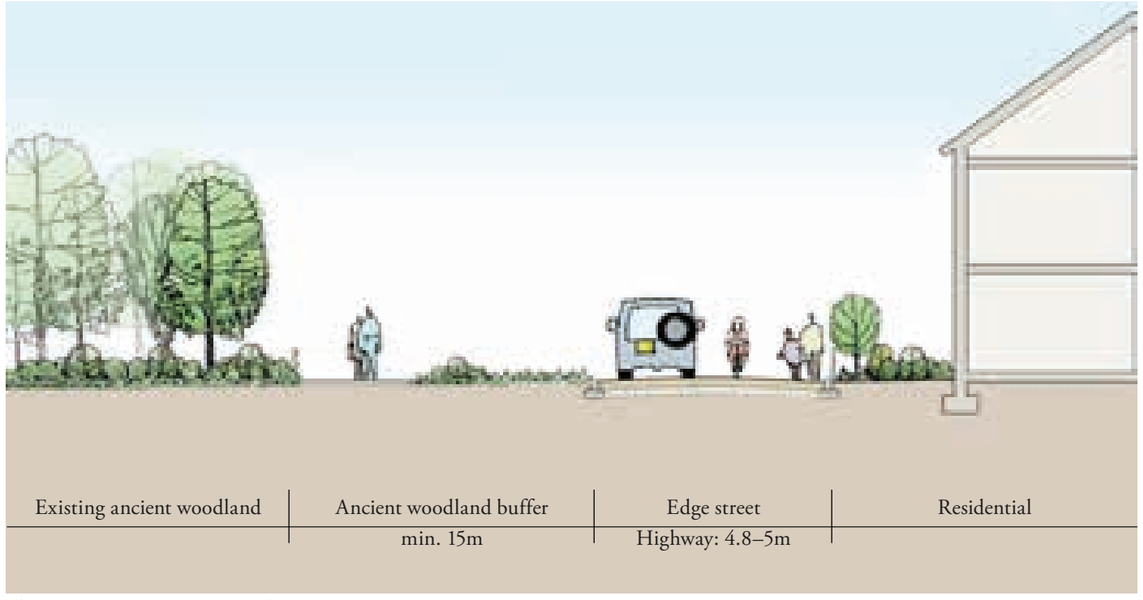
Refer to Access & Movement chapter in the DAS

FRONT BOUNDARY TREATMENTS

TYPOLOGIES	DESCRIPTION	EXAMPLES
Low Hedge 	• Height – 1.2m max • Clipped native hedge of continuous species • Post and wire fence integral to the hedge while it establishes	
Planting Area 	• Height – maximum 600mm • Set back maximum 2m • Low clipped hedge with shrub planting • Suitable along mews shared surfaced streets	
Timber Posts 	• Height – maximum 800mm • Suitable for demarcating the edge of key public green spaces • Lighting could be incorporated into design	
No Boundary 	• Plot boundary defined by distinct change of surface material (e.g. cobbles) or by the edge of private lawn in front of the building	



Illustrative Street Plan – Edge Street



Illustrative Street Section AA – Edge Street

ARCHITECTURAL DESIGN

BUILT FORM

- **2 storey homes** (refer to Building Heights Parameter Plan 00556I_PP02)
- Potential for unusual form or composition.
- Contemporary villas with distinct features and consistent character.
- Layered façades, use recesses, projections and balconies to create depth and add visual interest.
- Homes to be designed with large openings to maximise outlook into the surrounding woodlands and maximise internal daylight levels inside buildings.

FACING MATERIALS

- Use of light-weight and natural materials to respond to woodland setting.
- Primarily natural and dark stained timber boarding, create strong contrasts of colour and texture, whilst complementary to its woodland setting.

Precedent image of contemporary villas within a woodland setting (Vilnius, Lithuania)

Primary Materials

Dark stained timber cladding

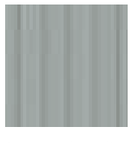
Secondary/Feature Materials

Large glass windows and balconies

Dark grey or Black metal cladding

Roof

Green roof



Grey metal standing seam

Indicative use of material palette

Western Gateway – dark stained timber cladding

Precedent image of villas overlooking green space (Cornwall Hotel Spa, Cornwall)

Precedent image of timber-clad villas (Manor Wood Grove, Surrey)

3.3 OLD GROVE PLACE

Old Grove Place sits at the junction of Crow Drive and Mitchell Road, landmarking the *principle entrance* into the main village and *creating a strong sense of arrival.* Homes either front onto the Entrance Green, a key formal space incorporating retained trees, or are arranged around a series of shared courtyards which run perpendicular to the main street and create *a quieter, more intimate residential environment.*

Contemporary interpretation of the '*Arts & Crafts*' architectural style with herbaceous boundary treatments and the creation of outdoor rooms in the form of shared surfaced courtyards.

Indicative density range: 25–35 dph (refer to indicative density plan in Chapter 6.2)

Illustrative view looking south along Crow Drive with entrance green on right hand side

3.3 OLD GROVE PLACE

URBAN DESIGN

KEY LAYOUT PRINCIPLES

- The Entrance Green at the junction of Crow Drive and Mitchell Road forms the focus for the parcel.
- Regular frontage along Crow Drive to creates a sense of a formal arrival.
- A series of small formal courtyards run perpendicular to the main streets with dwellings arranged around them.
- Dual-frontage units on the eastern edge respond both to the internal courtyard and existing woodland setting.

FRONTAGE CHARACTER

Regular Frontage

- Predominantly **detached** with **semi-detached** dwellings in key locations (e.g. at corners).
- Similar typology and arrangement, generally aligned with the street.
- Garages and driveways set behind the building line, with some use of rear parking.
- Car parking typologies: **on-plot between dwellings**

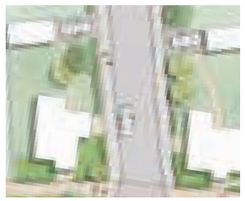
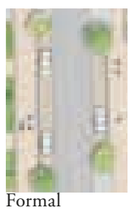
Side-Gable Frontage

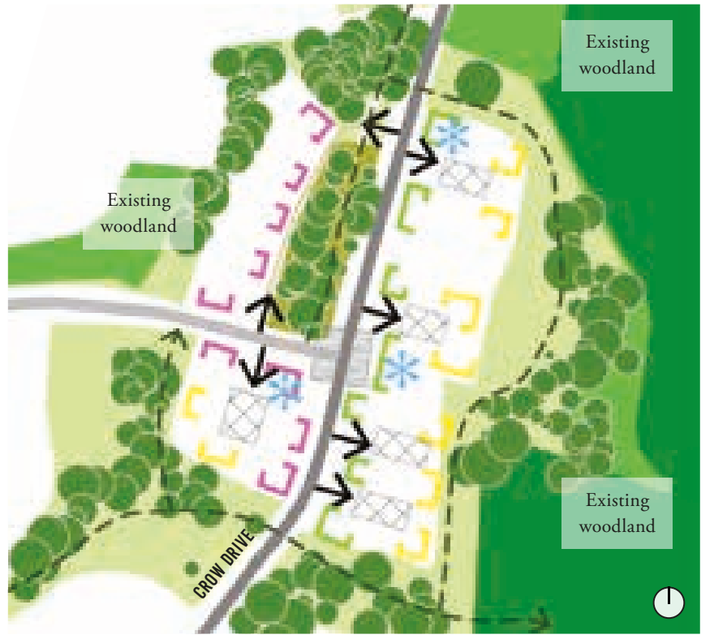
- **Detached** dwellings of similar form.
- Frontages facing onto the courtyard with an active gable end fronting Crow Drive.
- Houses along Crow Drive connected by connecting garden walls to reinforce the formal and linear frontage character.
- Frontage may include the rear/flank walls of garages, linked to dwellings by garden walls.
- Minimal gaps between buildings to create a high degree of enclosure
- Parking will be located within the shared courtyard.
- Car parking typologies: **shared courtyard parking, on-plot corner; on-plot between dwellings.**

Staggered Frontage

- **Terraced, semi-detached and detached** dwellings of similar form.
- Small clusters of houses arranged around the shared courtyard to create natural surveillance and a high degree of enclosure to reinforce its formal character.
- Dual aspect housing with active frontages onto both the shared courtyard and surrounding woodland.
- A mixture of narrow and wide fronted units.
- Variation in setback from the public realm to create a staggered building line.
- Car parking typologies: **on-plot frontage; on-plot corner; on-plot between dwellings.**

CAR PARKING TYPOLOGIES

TYPOLOGIES	DESCRIPTION
Shared Courtyard Parking 	• Parking to be accommodated in allocated spaces, car ports or detached car barns • Parking spaces to be accessed from the shared courtyard space • Max 4 spaces in a row separated by landscape • No more than 6 spaces in a single car port or barn structure • Natural surveillance required from adjacent dwellings • Flat over garage (FOG) house types are encouraged with this parking arrangement to provide natural surveillance
On-Plot Corner 	• Located around the corner from main dwelling frontage • Usually serves individual dwelling on corner plot, but may serve more than one (e.g. a terrace of houses) providing up to a maximum of 4 spaces • Parking bay(s) enclosed by brick garden wall
On-Plot Between Dwellings 	• Parking spaces must be set behind the building line (an exception may be made where the dwelling is set back from the back of footway by more than 4m) • Parking spaces will be provided in either car ports or integral garages • In the courtyards, structures to accommodate parking spaces must be attached or linked to the property. Detached garages may be permitted where houses front onto green space • No more than two cars allowed in tandem parking
On-Street Visitor Parking  Formal  Informal	• Designed to prevent parking on verges and pavements • Max. 3 parallel parking bays without landscaping between • Marked bays should be a minimum 2.4m wide x 6m long



Extract from Layout Plan

Illustrative Masterplan

3.3 OLD GROVE PLACE

OPEN SPACE

GREEN/BLUE INFRASTRUCTURE

- Entrance Green incorporates retained tree groups, creating a mature feel and enhancing the strong sense of arrival.
- Mature trees help to visually integrate the development with the surrounding woodland context creating an attractive approach into the development.
- Woodland ground flora is proposed landscape planting scheme underneath the trees comprising a mixture of shade tolerant shrubs, ornamental grass and tall herbaceous plants to reinforce the existing woodland character and to create an attractive arrival space.

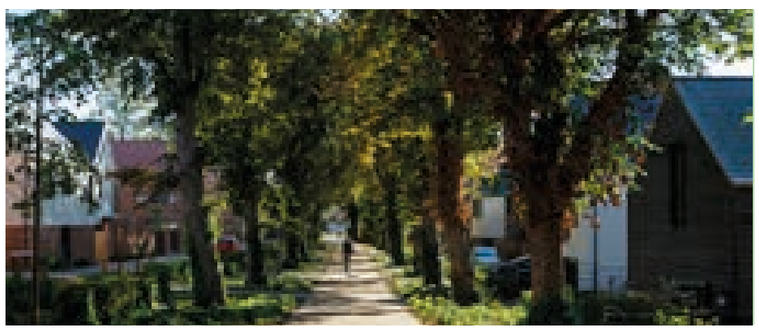
FRONT BOUNDARY TREATMENTS

- Formal boundary treatment softened by landscaping.
- Along the eastern side of Crow Drive, the boundary will be defined by a connecting garden wall with woodland ground flora planting in front, to soften the interface with the public realm.
- Within the courtyards, planting or hard paved areas will be used to demarcate public and private space.
- Estate railings with planting behind will define the boundary on the western side of the Entrance Green, fronting Crow Drive.
- Timber posts to demarcate the edge of the Entrance Green and other public open spaces (may also incorporate lighting).

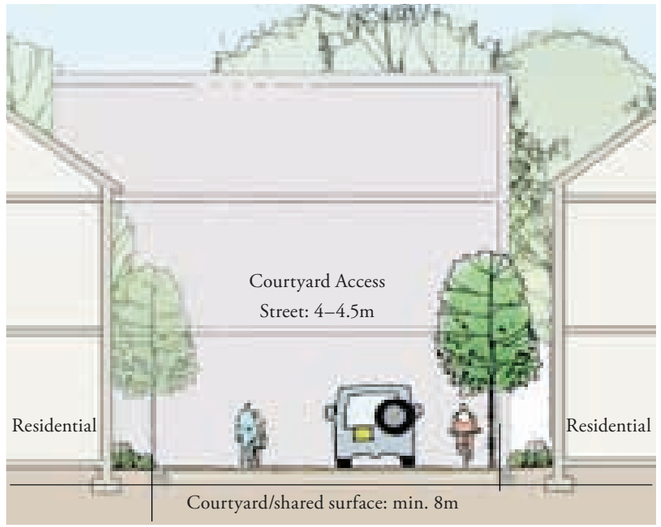
STREET CHARACTER

- Relatively formal along main streets with a good degree of enclosure – cars to be set back behind the building line.
- Courtyards designed as pedestrian priority with emphasis on creating welcoming shared communal spaces and reducing impact of parked cars.

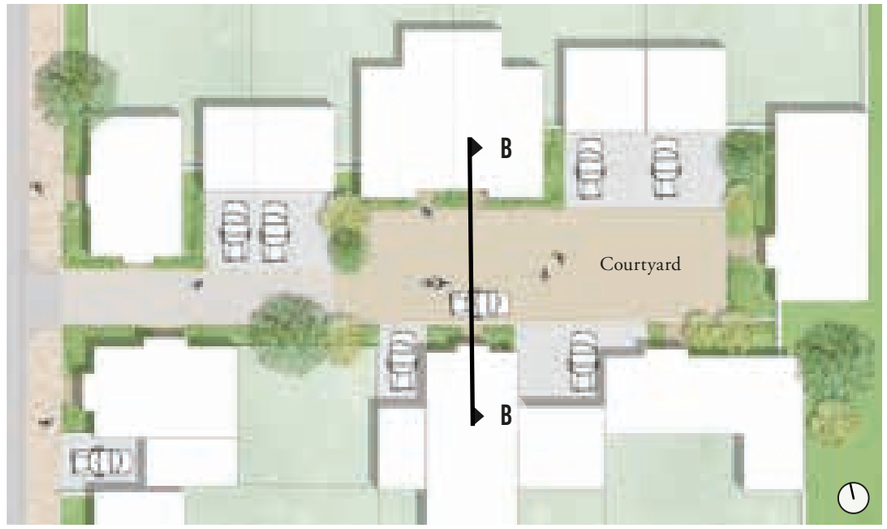
Refer to Access & Movement chapter in the DAS



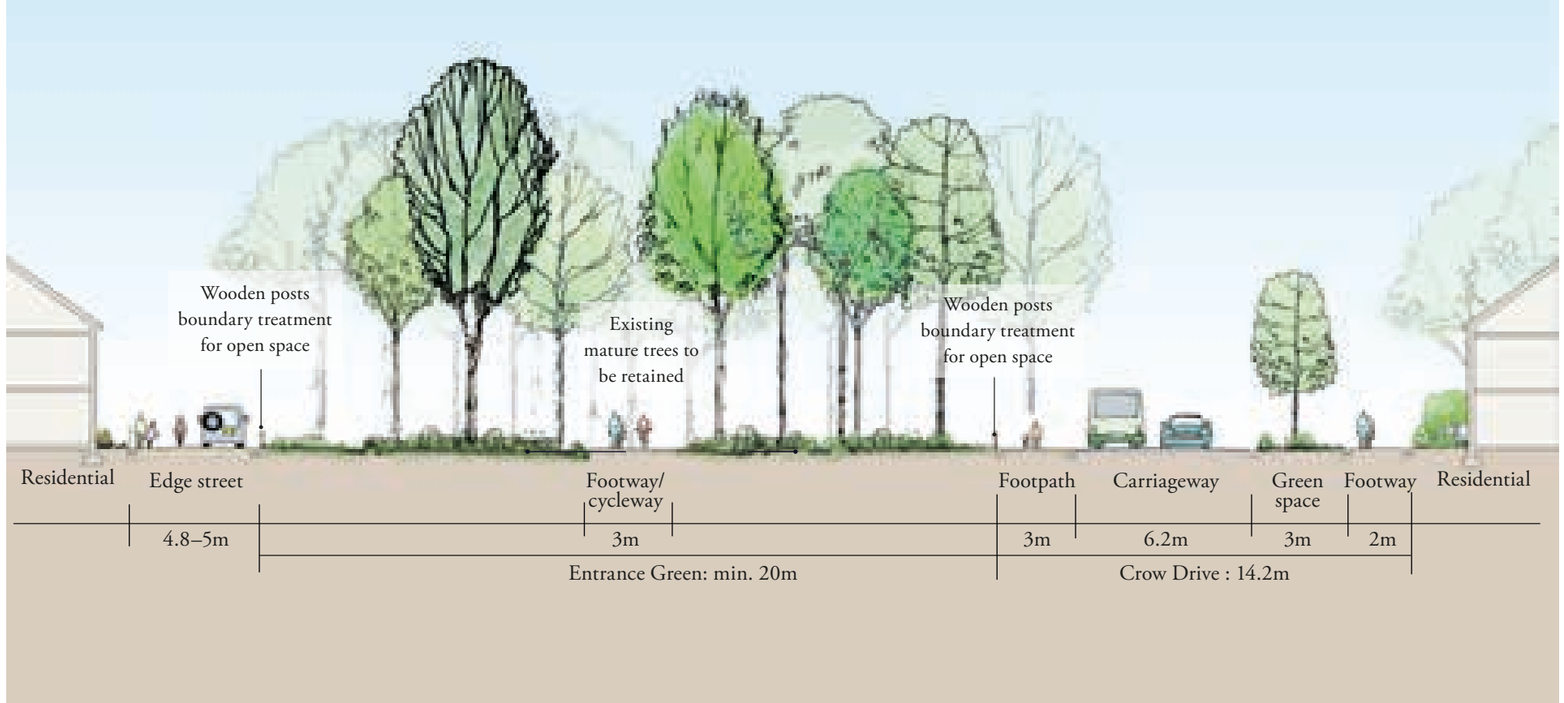
Example of footway/cycleway through entrance green – The Avenue, Saffron Walden



Illustrative Street Section BB – Courtyard



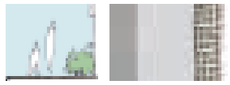
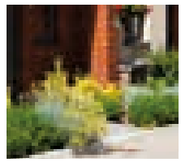
Illustrative Plan – Courtyard

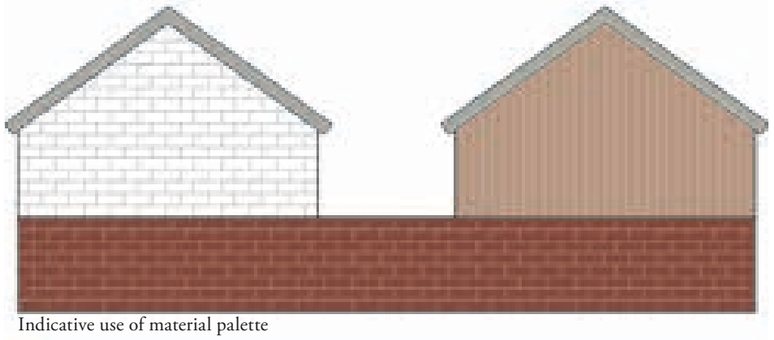


Illustrative Street Section CC – Entrance Green

ARCHITECTURAL DESIGN

FRONT BOUNDARY TREATMENTS

TYPOLOGIES	DESCRIPTION	EXAMPLES
Connecting Garden Wall 	• Total height – 2.4m max • The material must be the same material as the adjoining house • Clipped hedge of continuous species	
Planting Area Or Hard Paved 	• Height – maximum 600mm • Set back maximum 2m • Low clipped hedge with shrub planting • Suitable in the shared surface courtyard	
Estate Railing 	• Height – 1.2m max • Building set-back minimum 2m • Powder coated black metal railings with gates to match • Varied shrub planting behind	
Timber Posts 	• Height – maximum 800mm • Suitable for demarcating the edge of key public green spaces • Lighting can be incorporated into design	



Indicative use of material palette

BUILT FORM

- **Up to 2.5 storeys with occasional feature buildings up to 3 storeys** (refer to Building Heights Parameter Plan 00556I_PP02).
- Mainly large detached and semi-detached houses.
- A contemporary interpretation of the Arts and Crafts style with varied elevation composition with steep pitches arranged around a shared courtyard.
- Feature elements such as wide porches, bay windows and balconies and/or brick chimneys used to emphasise key buildings and elevations.
- Large picture windows are encouraged to create strong connections between the inside and outside of buildings.

FACING MATERIALS

- Primarily red-multi brick at base level, and a mix of white brick and timber boarding above ground level. Buff brick and dark stained timber as feature materials.
- Generally lighter colours, with darker materials used for emphasis on landmark/corner dwellings and garages.
- No change of material for connecting garden walls to create an appearance of continuity.

Primary Materials – Top

White brick

Natural coloured timber cladding

Primary Materials – Base

Red-multi brick

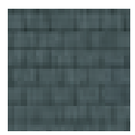
Secondary/Feature Materials

Pale buff brick

Dark stained timber cladding

Roof

Red tiles



Dark grey tiles

Precedent of floating garden wall – The Avenue, Saffron Walden

Precedent of courtyard housing – The Avenue, Saffron Walden

3.4 INNOVATION & EDUCATION HUB

Innovation & Education Hub

The Innovation & Education Hub provides a new high quality, R&D and technology focussed business and education campus in Sevenoaks. *A variety of employment opportunities* will be provided to allow people to both live and work at Fort Halstead. By providing a range of unit sizes on site, new businesses will have the space they need to *develop and grow over time*. This area also has the potential to deliver a primary school to serve the new and existing residents of Fort Halstead village. With secure grounds it will be located directly adjacent to the key facilities within the village centre.

Illustrative view of Crow Drive towards the Innovation and Education Hub

3.4 INNOVATION & EDUCATION HUB

URBAN DESIGN

KEY LAYOUT PRINCIPLES

- A potential primary school located at the heart of the hub, with safe crossing points to the Village Centre. It must have a secure boundary.
- The school drop-off will be accessed from the employment entrance, however will be segregated off to provide a safe child-friendly environment.
- Office, research and development and workshop uses, creating the opportunity for a varied, enterprising community of businesses.
- Relatively formal, generally orthogonal groupings of buildings, defining a series of courtyard spaces varying in both size and shape with some containing retained trees.
- Key existing buildings retained and reused.
- Buildings maximise active frontage to Crow Drive on the western edge and form an attractive entrance to the innovation and education campus.
- Retained cottages create a focus for views south along Crow Drive.

FRONTAGE CHARACTER

Dual Employment Frontage

- Buildings are dual aspect, with views to Crow Drive and existing woodlands.
- Carefully landscaped parking areas to the inward facing and side frontages of buildings.

Courtyard Employment Frontage

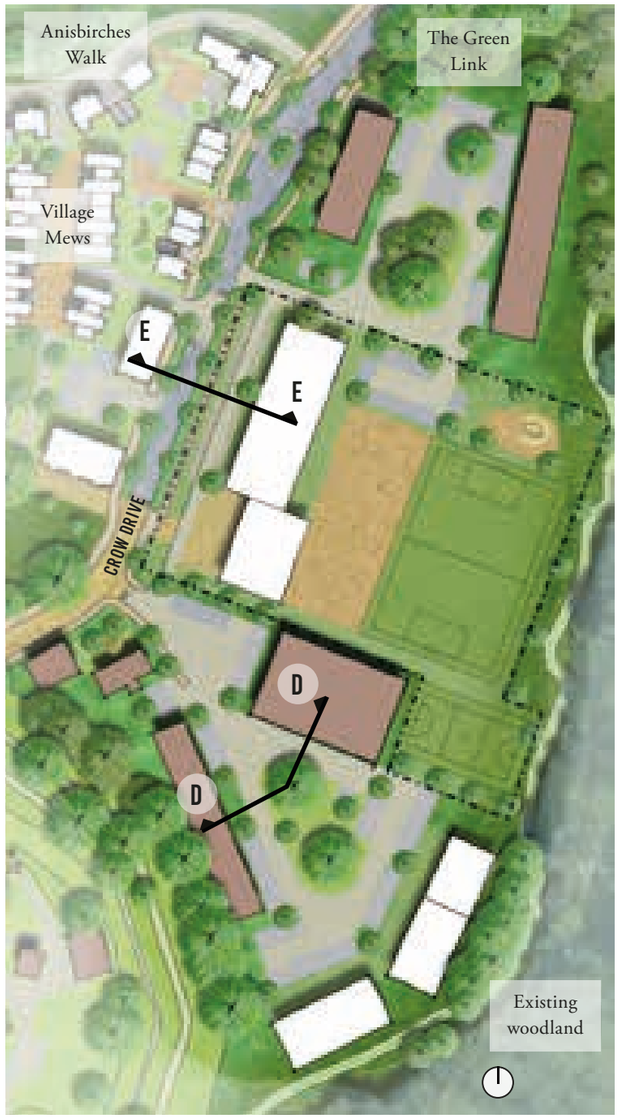
- Employment uses of varying types and size.
- Create sense of enclosure around open space.
- Located at different angles to each other to create informal-shaped block.
- Carefully landscaped shared courtyard with parking and loading areas in front of buildings.

School Frontage

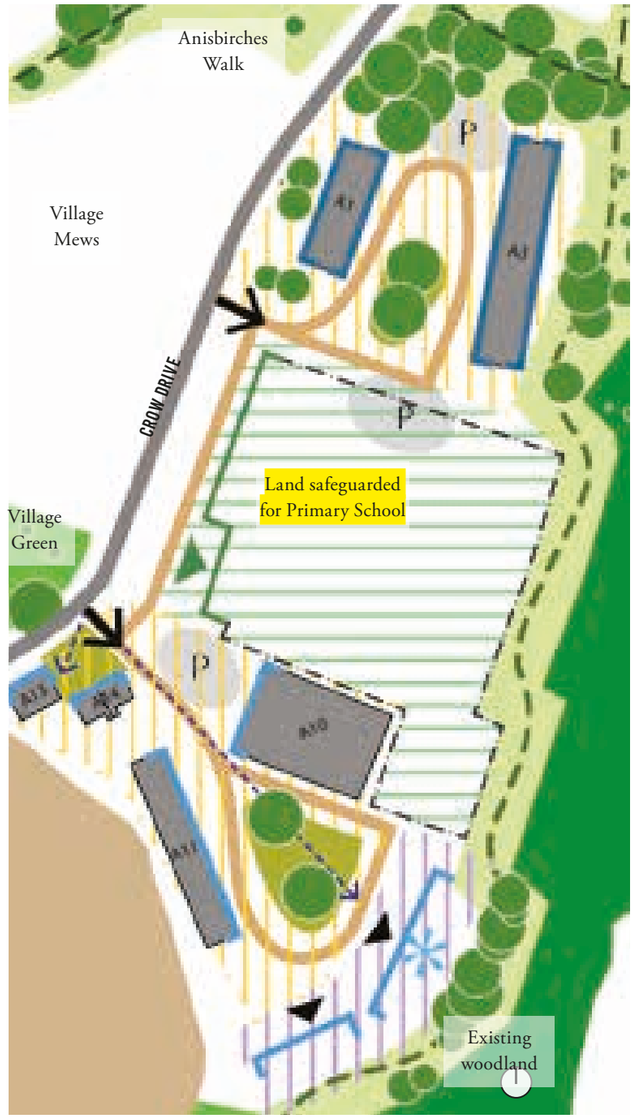
- The building aligned with the existing street frontage which also provides sufficient drop-off area.
- Building frontage design to respond to the important views from the Village Green and provide sufficient level of security and privacy.

BOUNDARY TREATMENTS

- Hard paved and/or planted area at front of buildings providing privacy strip.
- Tall brick walls to screen service areas. Secure fence around the school site.
- Timber/metal posts used to define pedestrian zones to protect trees and planted areas within courtyard areas (may also incorporate lighting around green edges).



Eastern Hub – Illustrative Masterplan



Eastern Hub – Extract from Layout Plan

3.4 INNOVATION & EDUCATION HUB

OPEN SPACE

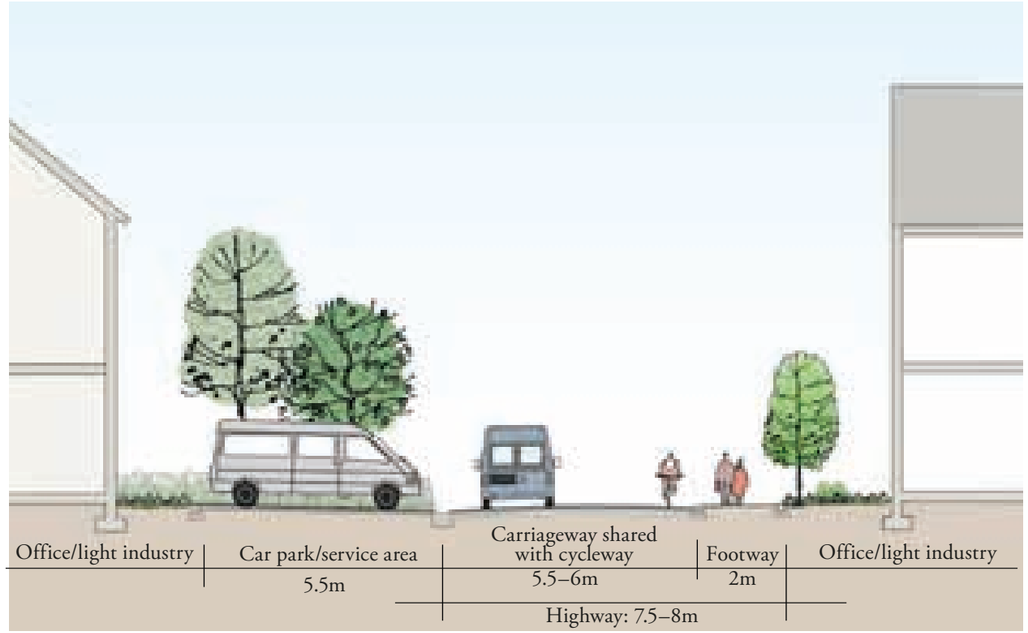
GREEN/BLUE INFRASTRUCTURE

- Single species trees set at regular intervals along Crow Drive to define strong avenue character.
- Pockets of existing trees retained and enhanced as amenity green spaces within the layout.
- Courtyard spaces sensitively landscaped to provide opportunities for social interaction and avoid over dominance of car parking.

STREET CHARACTER

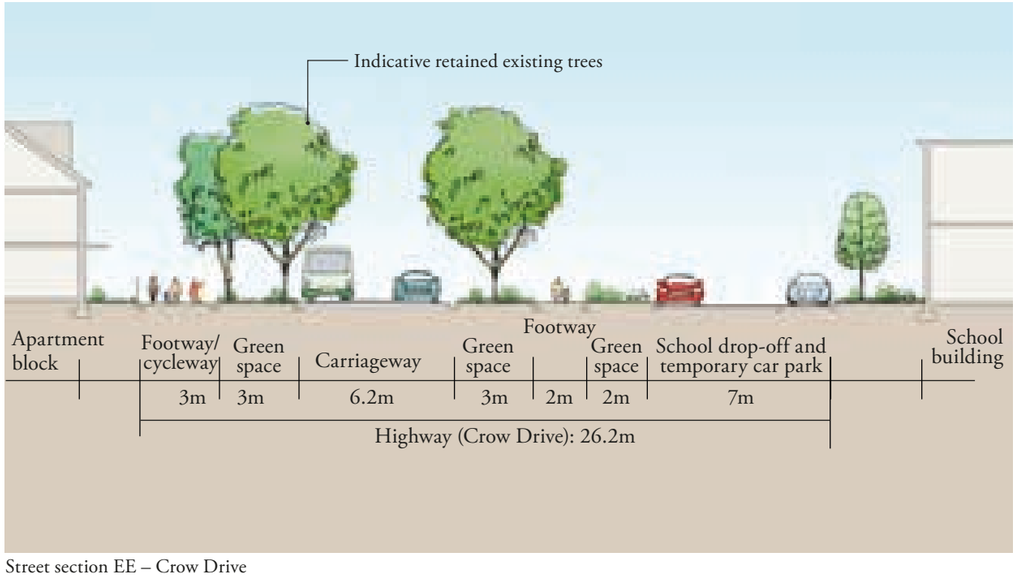
- Parking areas broken up with green spaces to accommodate landscape and/or tree planting and minimise visual impact.
- Appropriate traffic calming measures included within the access roads and parking areas to limit vehicle speeds and encourage pedestrian and child friendly environment.
- Appropriate levels of parking provided alongside secure and convenient cycle storage facilities.
- Service access for light industrial uses located to the back/side of buildings, with main building entrance for pedestrians at front, accessed from central courtyard space.
- School building to be set back from Crow Drive to provide a generous drop-off and temporary parking area.
- The size and location of service areas and waste storage facilities carefully considered and discretely placed to avoid visual intrusion and nuisance from daily use.

Refer to Access & Movement chapter in the DAS

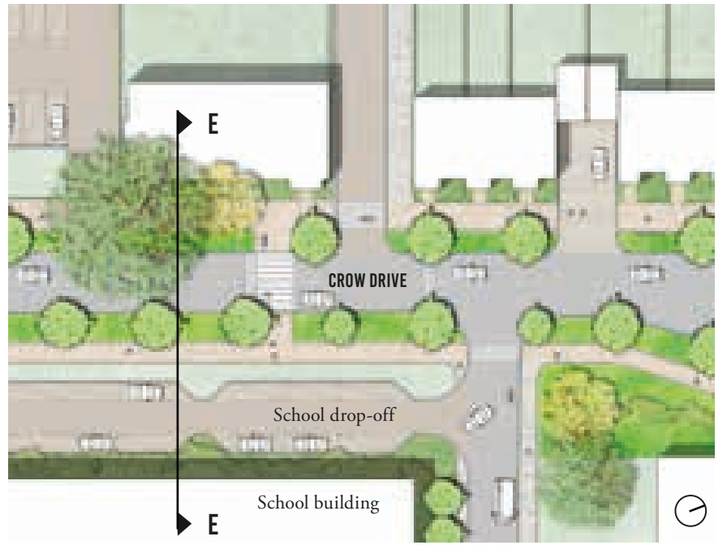


Street section DD – Street in Innovation Hub

A1 building to be retained



Street section EE – Crow Drive



Street plan – school drop-off and Crow Drive

3.4 INNOVATION & EDUCATION HUB

ARCHITECTURAL DESIGN

BUILT FORM

- Up to 3 storeys in height (refer to Building Heights Parameter Plan 00556I_PP02).
- Simple forms, inspired by large rural buildings, with contemporary detailing.
- Massing and roof form carefully controlled buildings appearing over bulky.
- Sensitive retained buildings as well as new residential buildings on the other side of Crow Drive.

FACING MATERIALS

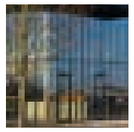
- Predominantly dark coloured metal cladding and large glazed areas, particularly at building entrances.

FRONT BOUNDARY TREATMENTS

TYPOLOGIES	DESCRIPTION	EXAMPLES
Planted Area or Hard Paving 	• Height – maximum 600mm • Set back maximum 2m • Low clipped hedge with shrub planting • Suitable along the Mews shared surfaced streets	
Timber Post 	• Height – maximum 800mm • Suitable for demarcating the edge of key public green spaces • Lighting can be incorporated into design	

Primary Materials

Dark grey or black metal cladding



Large areas of glazing

Secondary/Feature Materials

Timber cladding

Dark coloured weatherboarding

Roof

Flat roofs

Solar PV tiles or panels

Indicative use of material palette

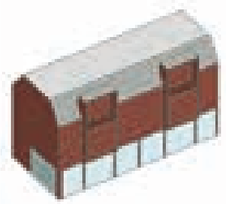
Office/R&D buildings at Alconbury Weald, Huntingdon

Innovation Hub at Alconbury Weald, Huntingdon

3.5 VILLAGE CENTRE

The Village Centre forms the beating *heart of the development* where both employment and community uses come together. It sits to the north of the Fort, encompasses the retained and refurbished 'Q' buildings as well as providing a new village green to the east of Penney Road. The village centre will provide a *range of uses and facilities* for the new community including a food store, café, community hub (with space for a GP consulting room), a gym, flexible work space, a nursery as well as space which can accommodate older people's housing.

Illustrative view looking east towards the Village Green



3.5 VILLAGE CENTRE

URBAN DESIGN

KEY LAYOUT PRINCIPLES

- Retain and refurbish existing buildings of historic and architectural interest as the key feature for the Village Centre.
- New buildings to the west of Grade II listed building Q14 should have full 3 storeys, with the 4th storey set back in order to respect the setting and protect the view of its western elevation from the Fort (more detailed guidance can be found in the Village Centre Design Guide).
- Maximise active frontage to all areas of public realm and minimise gaps between buildings to ensure good degree of enclosure.
- Buildings at key locations within the plan, such as at gateways and buildings terminating vistas, are defined as feature buildings. These should have a distinct character reflecting the importance of their location and proximity to existing historic buildings, whilst also providing a means of effective wayfinding.
- Building frontages facing the Village Square and Village Green should be distinctive in both form and silhouette, providing an appropriate back-drop to these important spaces that lie at the heart of the new community.
- Potential older people's housing area to be located adjacent to the Village Centre, with potential communal facilities fronting the Village Centre.

FRONTAGE CHARACTER

Mixed-Use and Employment Frontage

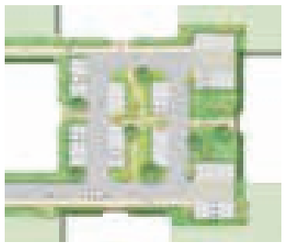
- Continuous, formal frontage facing onto key public spaces.
- Consists of **mixed-use** and **office** blocks with a consistent building line and where possible with gaps only for access to parking and pedestrian routes.
- It is encouraged that all buildings are dual aspect to provide sufficient overlooking onto public space and shared parking areas.
- Similar setback to create a strong rhythm and continuous building line.
- Separate buildings entrances for residential and other uses to be located on the outward-facing elevation
- Unified roof profile.
- Car parking typologies: **communal, on-street visitor.**

CAR PARKING TYPOLOGIES

TYPOLOGIES	DESCRIPTION
Communal	• Communal parking areas are used predominately for apartment blocks and employment buildings

For Residential buildings:

- Parking areas will be located to the rear of buildings, away from key public spaces and frontages.
- Residential parking areas will contain no more than 20 parking bays.
- There should be no more than 5 spaces in a row without landscaping between them.
- Walls should be used to clearly define the entrances to rear parking courts as well as screen parked cars from the street and create a good sense of enclosure.
- Parking areas will be overlooked and appropriately lit at night



For Mixed-Use and Employment buildings:

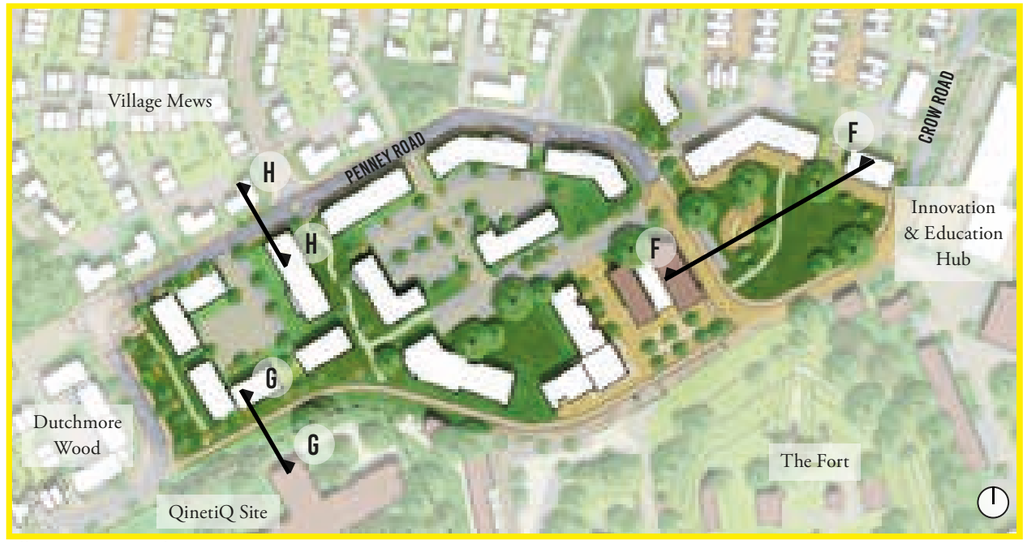
- A larger number of cars can be served from a single parking area, but it would need to be sensitively designed and considered on a case-by-case basis.
- No more than 6 spaces in a row without landscaping
- The layout of parking to be formed to create a rhythm to the landscape
- Parking areas to be positioned behind buildings and away from key frontages to avoid dominating public open spaces with vehicles.

On-Street Visitor Parking

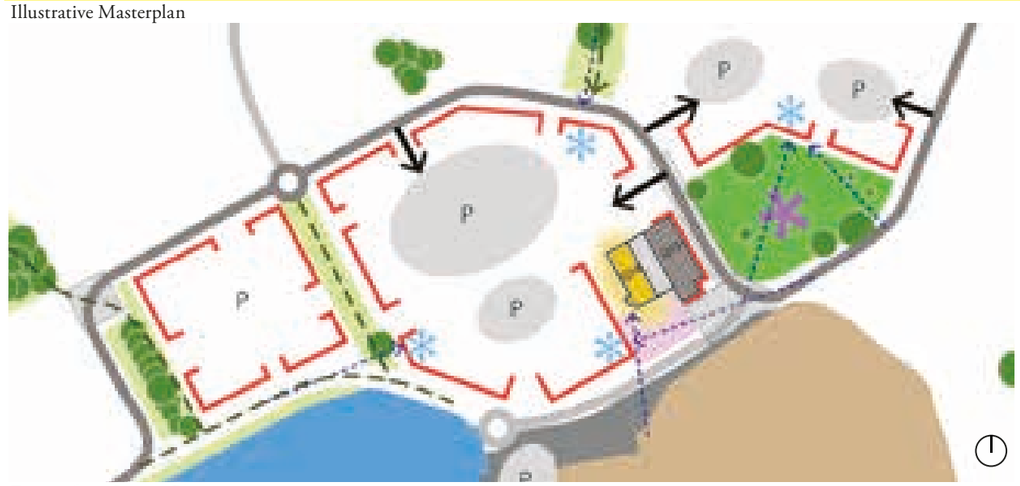
Formal

Informal

- Designed to prevent parking on verges and pavements
- Max. 3 parallel parking bays without landscaping between them
- Marked bays should be a minimum 2.4m wide x 6m long



Illustrative Masterplan



Extract from Layout Plan

Key

- Important view
- Mixed-Use and Employment Frontage
- Feature building
- Indicative access onto development parcel
- Shared footway/cycleway
- Traffic calming junction measure
- P — Indicative shared courtyard with car parking
- Existing tree to be retained where possible
- Grade II listed building and setting
- Existing building to be retained
- Village Square
- Village Green
- Indicative location of LEAP

OPEN SPACE

GREEN/BLUE INFRASTRUCTURE

- Create a clear sequence of open spaces from the Fort to the Green Link, including the Village Square and Village Green, with continuous shared footway/cycleway with a minimum width of 3m wide.
- The Village Green should have some formality in its layout, responding to the surrounding built environment, but also reflecting the more naturalistic character typical of the commons and greens found within the local area.
- Outdoor facilities: an equipped play area to be provided in the Village Green.
- A minimum of 5m green space should be provided between QinetiQ's fence line and proposed footway/cycleway.

STREET CHARACTER

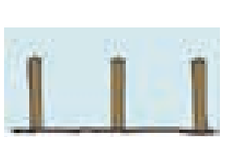
- General character: relatively formal with a good degree of enclosure.
- Vehicular accesses onto the mixed use and employment areas should be located from Penney Road and Lennard-Jones Road.

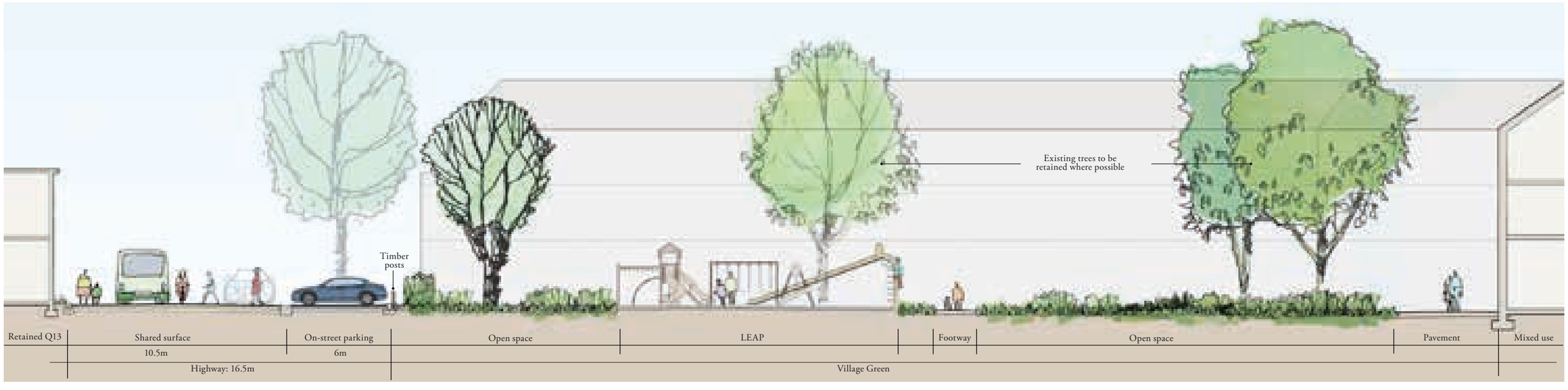
FRONT BOUNDARY TREATMENTS

- Railing on low wall with hedge.
- No boundary, set back planted area or low wall for mixed use Village Centre and Employment.
- Wooden posts for Village Green.
- 1m service zone minimum clear of vegetation is required between the QinetiQ's demise and fence line. QinetiQ's fence line should sit within their demise.

Refer to Access & Movement chapter in the DAS

FRONT BOUNDARY TREATMENTS

TYPOLOGIES	DESCRIPTION	EXAMPLES
Low Wall/Railing on Low Wall With Hedge 	• Total height – 1.2m max • Powder coated black metal railings with gates to match • Clipped native hedge of continuous species • This boundary treatment is appropriate for the Innovation Quarter and Mixed-Use areas	
Planted Area Or Hard Paving 	• Height – maximum 600mm • Set back maximum 2m • Low clipped hedge with shrub planting • Suitable along the shared surfaced streets in the mews	
Timber Post 	• Height – maximum 800mm • Suitable for demarcating the edge of key public green spaces • Lighting can be incorporated into design	

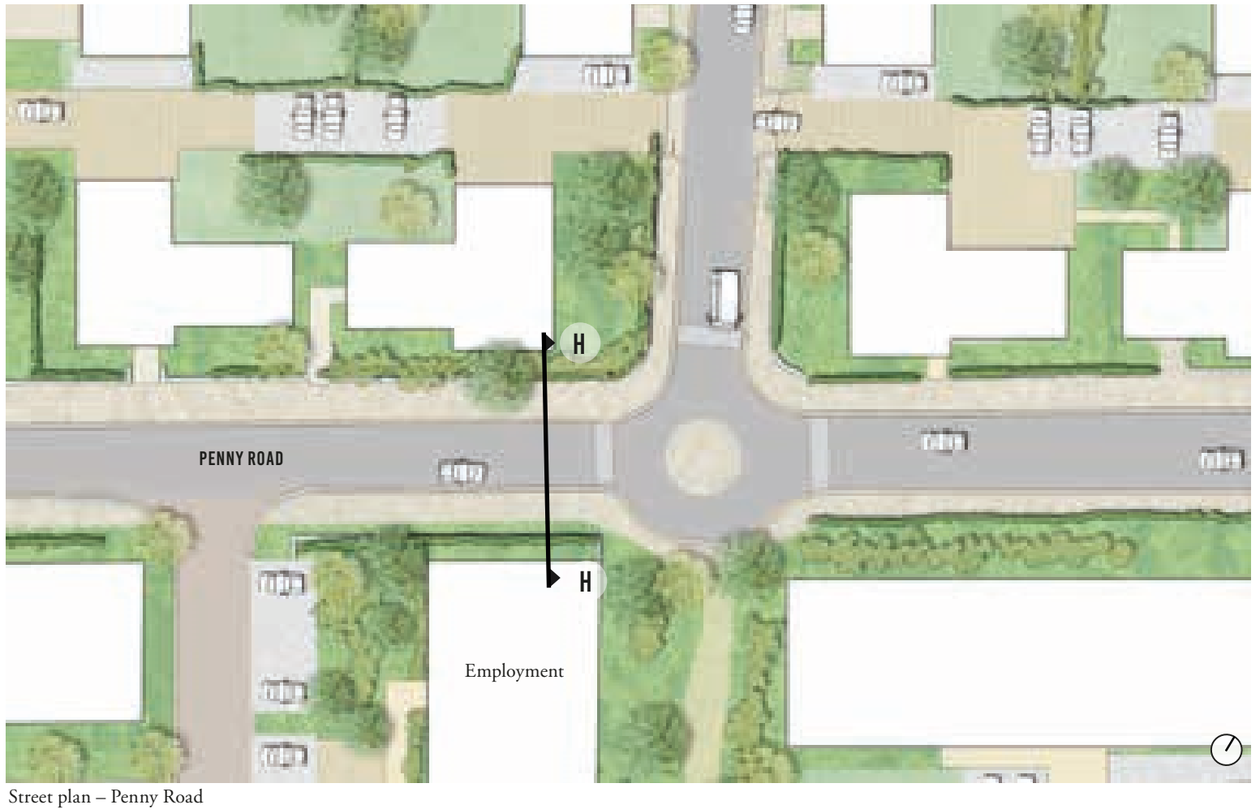


Street Section FF – Village Green

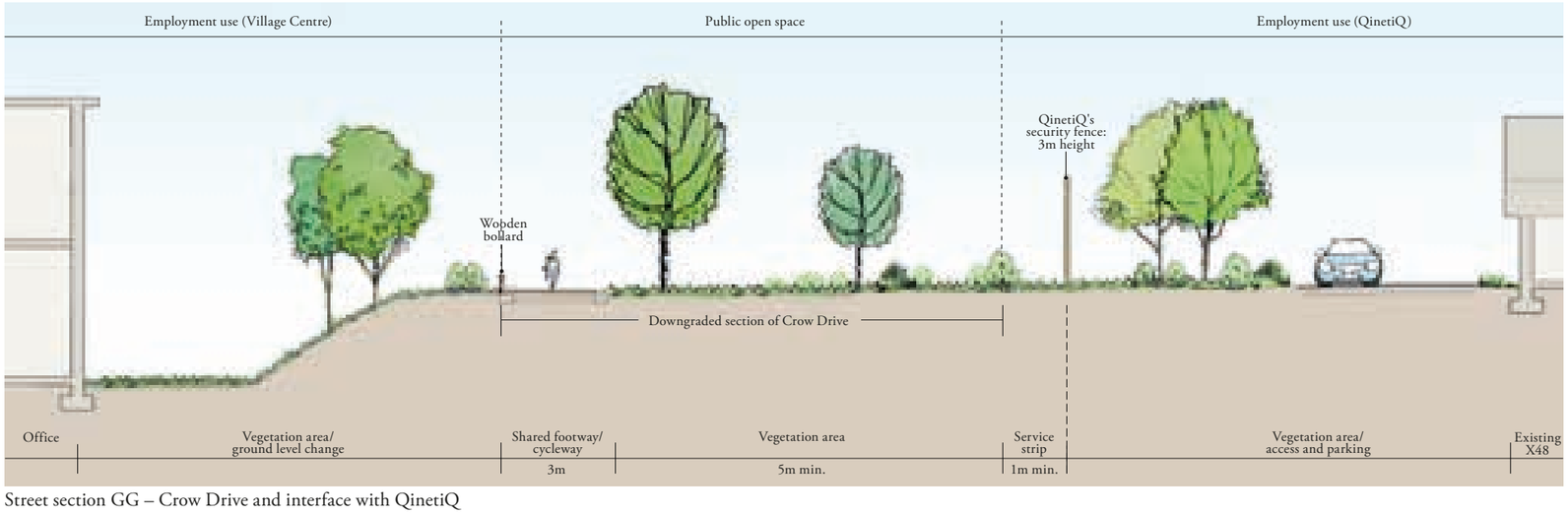
3.5 VILLAGE CENTRE

OPEN SPACE

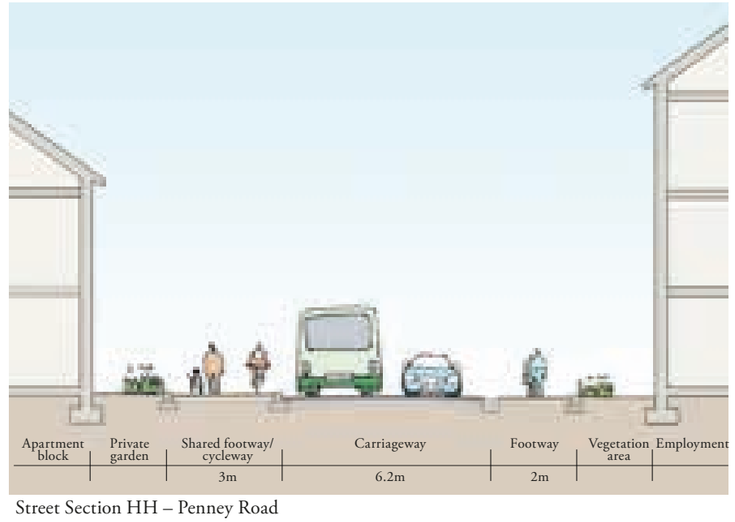
Illustrative Masterplan



Street plan – Penny Road



Street section GG – Crow Drive and interface with QinetiQ



Street Section HH – Penney Road

ARCHITECTURAL DESIGN

BUILT FORM

- 3–4 storeys, with mixed-use area up to 4 storeys; employment area and residential area up to 3 storeys. (Refer to Building Heights Plan 00556I_PP02).

ARCHITECTURAL CHARACTER

- High-quality contemporary design, taking inspiration from the retained buildings in the Village Centre.
- Buildings adjacent to retained buildings should have flat roofs. Remaining buildings in the village centre should have a mixture of pitched and flat roofs.
- Both the residential and employment buildings in the village centre should be consistent in architectural style and language.

MATERIALS

- Red brick and red multi-brick as primary material, secondary use of white painted bricks and timber cladding. Red clay tiles and greys tiles to be used for pitched roofs.
- Crittall style windows on the new buildings and crittall style windows with mandatory T-shape glazing bars on the refurbished buildings in the Village Centre.

Primary Materials


Red Brick


Red-multi brick

Secondary/Feature Materials


White painted brick


Timber cladding

Roof


Red tiles


Grey slate tiles

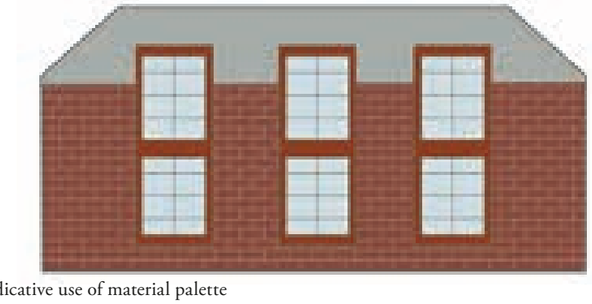
Windows


Crittall with T-shaped profile


Metal: Brown -Red cladding

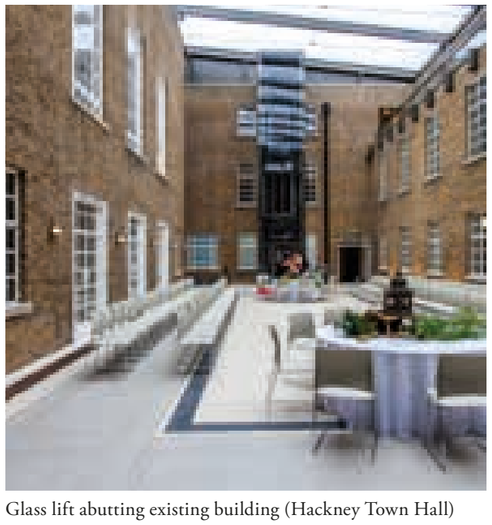

Apartments with ground floor mixed-use (Great Kneighton, Cambridge)


Precedent image of refurbished listed building (Barry, Wales)


Indicative use of material palette


Older people's living accommodation (Lenton Flats, Nottingham)


Precedent image of ground floor use (Nieuwe Park, Rozenburgschool)


Glass lift abutting existing building (Hackney Town Hall)

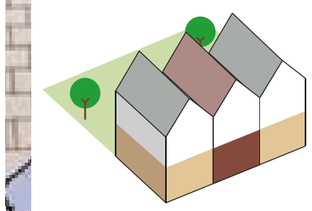
3.6 VILLAGE MEWS


Village Mews

Village Mews *forms the heart of the residential neighbourhood,* sitting immediately to the north of the Village Centre. A series of intimate shared-surface streets lined with linked or terraced houses to form *a number of attractive routes for pedestrians and cyclists,* while discouraging vehicles, creating *a family friendly neighbourhood* with easy access to the Green Link and other amenities.

Indicative density range: 35–55 dph (refer to indicative density plan in Chapter 6.2)

Illustrative view along shared-surface Mews Street showing carefully balanced allocation of space between pedestrian, landscape and vehicular requirements.



3.6 VILLAGE MEWS

URBAN DESIGN

KEY LAYOUT PRINCIPLES

- Similarly sized, linked or terraced homes fronting onto a series of intimate shared-surface streets running north-south through the parcel.
- A small number of detached and semi-detached homes creating more informal frontage to public green space.
- Small apartment blocks along the southern edge of the parcel create a sensitive transition to the larger blocks in the Village Centre.
- Level changes sensitively incorporated into the layout through careful arrangement of homes and well-considered retaining walls within back gardens.
- Feature buildings with special architectural treatment to be used in key locations.

FRONTAGE CHARACTER

Regular Frontage

- Consists mainly of **semi-detached houses** with **apartment blocks** or **detached units** at key locations (e.g. on corners).
- Small spacing between buildings and similar setbacks to create strong building lines along the primary and secondary vehicular routes.
- Car parking typologies: **on-plot between dwellings, communal/shared courtyard.**

Stepped Frontage

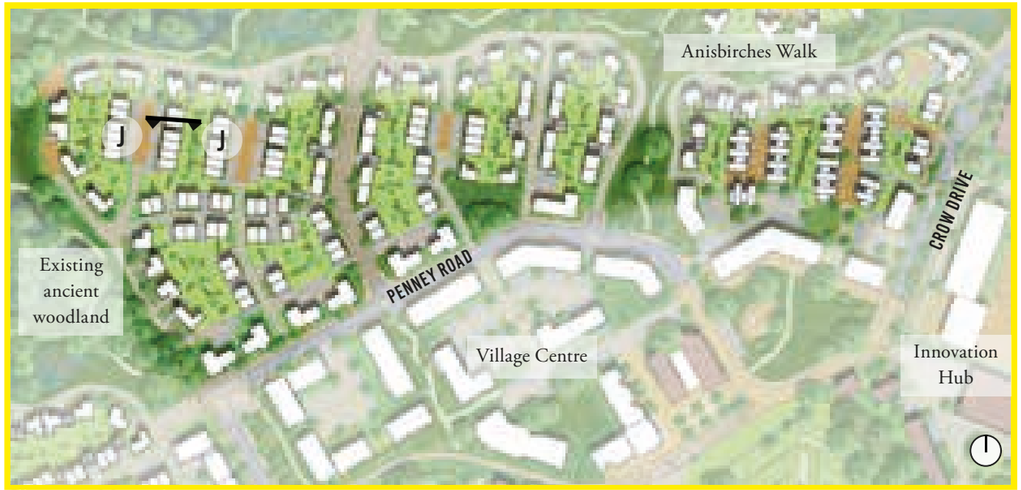
- Consists of predominantly **detached and semi-detached** houses.
- Building line steps to create visual interest and variation in the street scene.
- Varied roof profile.
- Car parking typologies: **on-plot corner, on-plot between buildings.**

Mews Frontage

- Strong repetition of **terraced or linked dwellings** of similar forms.
- Minimal spacing between homes to create a high degree of enclosure.
- Similar setback to create strong rhythm and building line.
- Unified roof profile.
- Car parking typologies: **on-plot between dwellings, on-plot frontage, on-street visitor parking.**

CAR PARKING TYPOLOGIES

TYPOLOGIES	DESCRIPTION
On-Plot Corner	• Located around the corner from main dwelling frontage • Usually serves individual dwelling on corner plot, but may serve more than one (e.g. a terrace of houses) providing up to a maximum of 4 spaces • Parking bay(s) enclosed by brick garden wall
On-Plot Between Dwellings	• Parking spaces must be set behind the building line (an exception may be made where the dwelling is set back from the back of footway by more than 4m) • Parking spaces will be provided in either car ports or integral garages • Along the internal streets, structures to accommodate parking spaces must be attached or linked to the property, with the expectation of housing fronting onto green space, where detached garages may be permitted • No more than two cars allowed in tandem parking
Communal/ Shared Courtyard	• Communal parking areas are used predominately for apartment blocks • Parking areas will contain no more than 20 parking bays. • There should be no more than 5 spaces in a row without landscaping between. • At the entrance(s) to rear parking courts, walls should be used to clearly define the entrance, screen parked cars from the street and create a good sense of enclosure.
On-Street Visitor Parking	• Designed to prevent parking on verges and pavements • Max. 3 parallel parking bays without landscaping between • Marked bays should be a minimum 2.4m wide x 6m long
On-Plot Frontage	• Max 4 spaces in a row separated by landscape • Not to serve more than 8 dwellings on any one side of the street • Chevron parking can be used if desired



Illustrative Masterplan

Extract from Layout Plan

- Feature building
- Indicative access onto development parcel
- Indicative internal street
- Indicative edge street
- Indicative mew street
- Shared footway/cycleway
- Existing trees to be retained where possible
- Regular frontage
- Stepped frontage
- Mews frontage

3.6 VILLAGE MEWS

OPEN SPACE

GREEN/BLUE INFRASTRUCTURE

- Street trees and incidental landscaping planted regularly within the street scene.
- No significant green spaces within development parcel – access to surrounding green areas prioritised.

FRONT BOUNDARY TREATMENTS

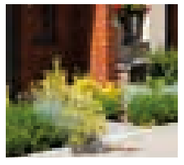
- Generally narrow, hard paved or planted area at front of homes providing privacy strip.
- Timber posts to define public open spaces (may also incorporate lighting around green edges).
- Low native hedge with planting behind.

STREET CHARACTER

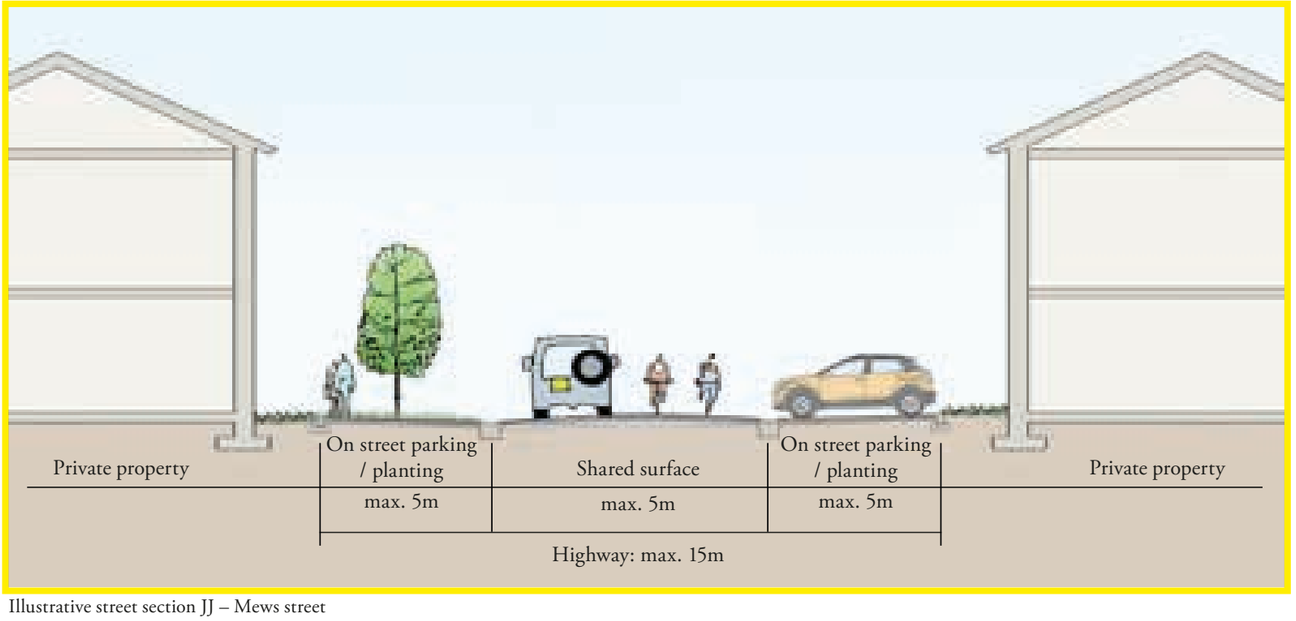
- Mews streets designed to naturally slow traffic and encourage social interaction by their restricted width (carriageway max. 5m wide), attractive shared-surface character and inclusion of street trees/landscaped areas.
- Where possible vehicles parked in between homes, behind building line, typically in car ports. Otherwise parking to be located on-plot in front of homes.
- Limited on-street parking for visitors only.

Refer to Access & Movement chapter in the DAS

FRONT BOUNDARY TREATMENTS

TYPOLOGIES	DESCRIPTION	EXAMPLES
No Boundary 	• Plot boundary defined by distinct change of surface material (e.g. cobbles) or by the edge of private lawn in front of the building	
Planting Area or Hard Paved  	• Height – maximum 600mm • Set back maximum 2m • Low clipped hedge with shrub planting • Suitable along the Mews shared surfaced streets	
Timber Posts 	• Height – maximum 800mm • Suitable for demarcating the edge of key public green spaces • Lighting can be incorporated into design	

Illustrative street plan – Mews street



Illustrative street section JJ – Mews street

3.6 VILLAGE MEWS

ARCHITECTURAL DESIGN

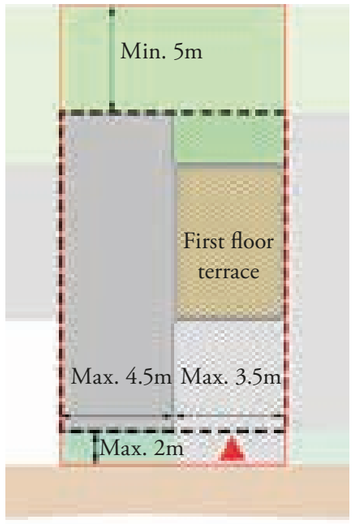
BUILT FORM

- Simple architectural forms and limited materials with repeated rhythm gives the area a strong character.
- More urban forms with clean lines, softened by subtle textures and layering of façade elements.
- Houses of up to 2.5 storeys, and 3 storey apartments on the southern edge.
- Narrow fronted house types with street-facing gables prevalent, plotted as linked or semi-detached.
- On the mews streets, innovative compact housetypes are encouraged, with narrow street-facing gables (ie. 4.5m wide) with integrated parking zones.
- Along the mews streets, smaller private rear gardens are encouraged with minimum depths of 5m.
- Where smaller private rear gardens are proposed (less than 8m deep) an alternative private amenity space will need to be included i.e. first floor terrace.
- Where larger private rear gardens are proposed (more than 8m deep), more conventional house types may be utilised.

FACING MATERIALS

- White brick for the top, and red multi-bricks and pale buff bricks used as base materials, with lighter materials used in narrower streets to reflect more light.

NARROW-FRONTED PLOT LAYOUT EXAMPLE

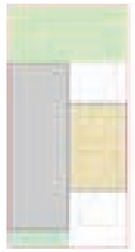


Key

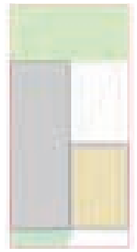
- Indicative plot boundary
- Indicative build zone
- Indicative building footprint
- On-plot parking/garage zone
- Front/side garden as defensible space (private amenity space)
- Back/side garden (private amenity space)
- First floor terrace (private amenity space)
- Vehicular access

ALTERNATIVE PLOT LAYOUT OPTIONS

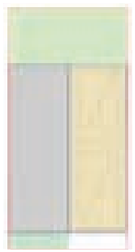
'L' shaped – car port and terrace to the back



'T' shaped – car port and terrace in the middle



'L' shaped – car port and terrace to the front



Long terrace – car port and terrace along length of property

Primary Materials – Top

White brick

Primary Materials – Base

Pale buff brick

Red-multi brick

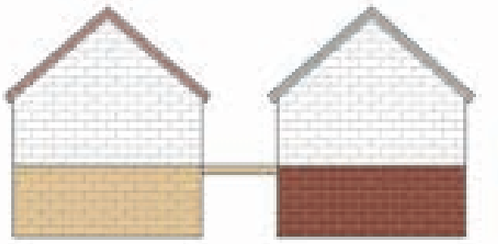
Roof

Red tiles

Grey slate tiles

Precedent of visitor parking on a Mews street (Denwenthorpe)

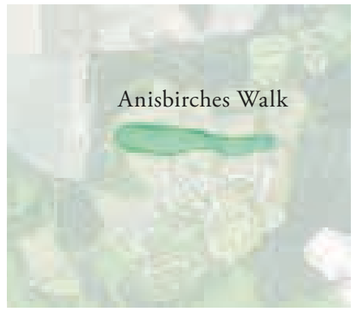
Precedent image showing a narrow fronted house type with first floor terrace (Newhall, Essex)



Indicative use of material palette

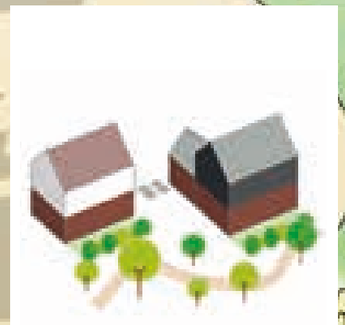
Precedent of lighter materials used to reflect more light (Lavenham, Housing by Project Orange).

3.7 ANISBIRCHES WALK



Anisbirches Walk is the central green link through the site, connecting and drawing in the two ancient woodland edges at either end. This Green Link provides the setting for the main east–west pedestrian and cycle route through the village, with houses nestled within the existing mature landscape. A staggered arrangement of built form on either side of the Green Link creates an *interesting and varied* frontage while providing good levels of passive surveillance to ensure *a safe and welcoming space* at all times.

Indicative density range: 25–55 dph (refer to indicative density plan in Chapter 6.2)



Illustrative view along green link showing shared pedestrian/cycle route

URBAN DESIGN

KEY LAYOUT PRINCIPLES

- Dwellings of various sizes forming an active frontage to the main east-west Green Link.
- Predominantly large detached houses on the northern side, arranged at a variety of angles in a consciously informal manner and with no vehicular access along the green space.
- Generally smaller, semi-detached homes on the southern side, arranged in a more ordered way and forming frontage to a series of private drives along the green edge.
- Homes along the northern edged are accessed via shared courtyards at the rear.

FRONTAGE CHARACTER

Staggered Frontage

- **Detached** dwellings of different form
- A mix of wider and narrower gaps between buildings reinforces informal character of the setting.
- Varying set back from the public realm creates organic frontage line.
- Buildings positioned at different angles to the space or route they face, and to each other.
- Optimising views of green space.
- Car parking typologies: **on-plot corner; shared courtyard; rear parking courts (for apartments only).**

Stepped Frontage

- Predominantly **semi-detached** with **detached** dwellings in key locations (e.g. at corners, location terminating views from green space).
- Building line steps to create visual interest and variation in the street scene.
- Varied roof profile.
- Active house frontages overlook the Green Link and provide natural surveillance.
- Car parking typologies: **on-plot corner; on-plot between dwellings; rear parking courts (for apartments only).**

CAR PARKING TYPOLOGIES

TYPOLOGIES	DESCRIPTION
On-Plot Corner 	• Located around the corner from main dwelling frontage • Usually serves individual dwelling on corner plot, but may serve more than one (e.g. a terrace of houses) providing up to a maximum of 4 spaces • Parking bay(s) enclosed by brick garden wall
On-Plot Between Dwellings 	• Parking spaces must be set behind the building line (an exception may be made where the dwelling is set back from the back of footway by more than 4m) • Parking spaces will be provided in either car ports or integral garages • Along the mews streets, structures to accommodate parking spaces must be attached or linked to the property, with the expectation of housing fronting onto green space, where detached garages may be permitted • No more than two cars allowed in tandem parking
Shared Courtyard Parking 	• Parking to be accommodated in allocated spaces, car ports or detached car barns • Parking spaces to be accessed from the shared courtyard space • Max 4 spaces in a row separated by landscape • No more than 6 spaces in a single car port or barn structure • Natural surveillance required from adjacent dwellings • Flat over garage (FOG) house types are encouraged with this parking arrangement to provide natural surveillance
Rear Parking Courts 	• Communal parking areas are used predominately for apartment blocks • Parking areas will contain no more than 10 parking bays. • There should be no more than 5 spaces in a row without landscaping between. • At the entrance(s) to rear parking courts, walls should be used to clearly define the entrance, screen parked cars from the street and create a good sense of enclosure.

Illustrative Masterplan

Extract from Layout Plan

- Feature building
- Indicative access onto development parcel
- Indicative internal street
- Indicative edge street
- Indicative mews street
- Shared footway/cycleway
- Existing trees to be retained where possible
- Indicative location of LEAP
- Indicative location of MUGA
- Stepped frontage
- Staggered frontage

3.7 ANISBIRCHES WALK

OPEN SPACE

GREEN/BLUE INFRASTRUCTURE

- Green Link incorporates retained mature trees as focal points, helping to create a mature landscape from the start.
- Planting has an informal, semi-natural character providing a soft transition to the built form.
- Naturalistic play area included within the space encourages social interaction.
- Green Link is the key shared pedestrian/cycle route through the village, providing good, off-road connections to the Village Green, Village Centre and the Fort.

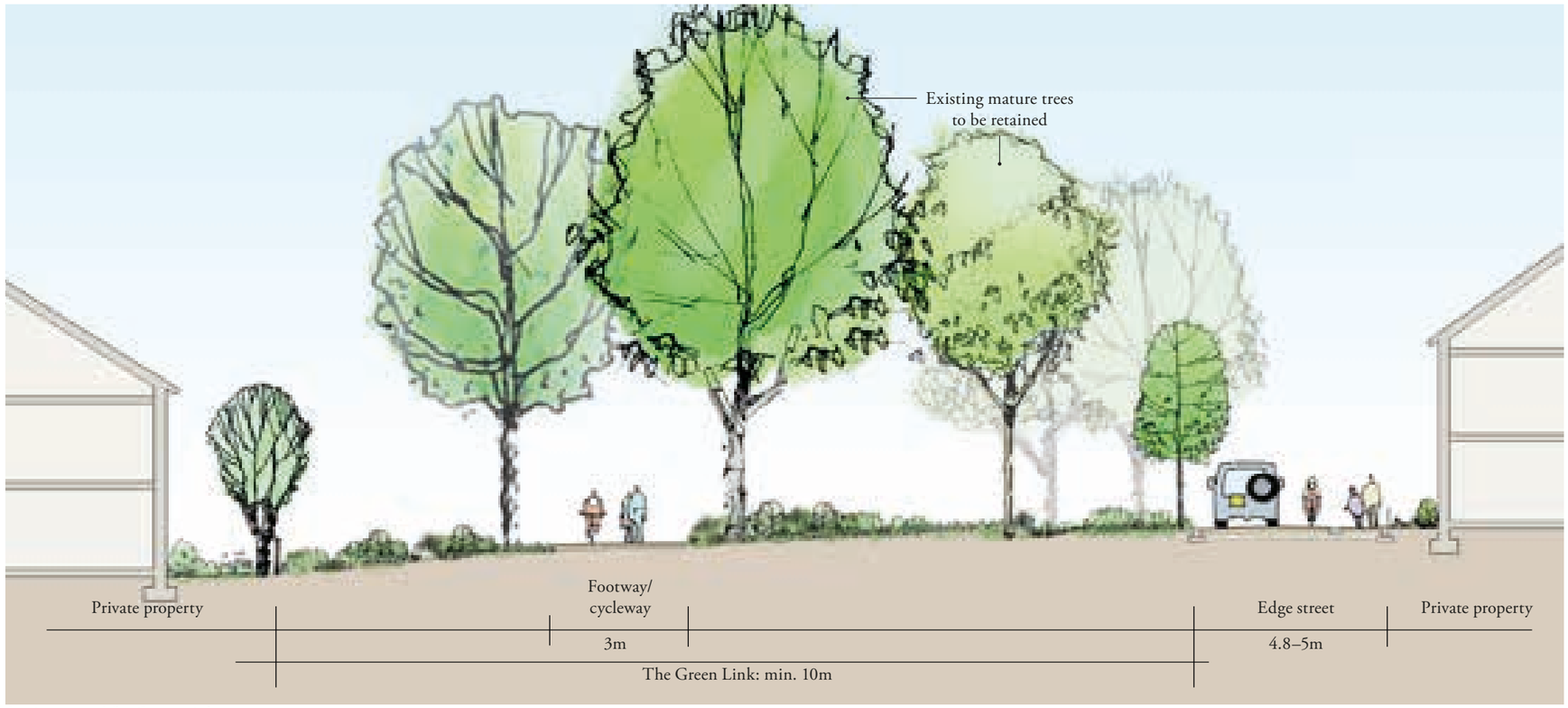
STREET CHARACTER

- No vehicular access along the northern edge of the Green Link. Access to homes to be provided from the north.
- Informal, edge streets on the southern edge of the space provide limited access to homes without through traffic to limit impact on quality of space.
- Vehicular access to green areas to be restricted through careful landscaping and appropriate use of timber bollards.

FRONT BOUNDARY TREATMENTS

- Generally open and naturalistic.
- Boundary defined by estate railings and/or native hedge to provide privacy and simultaneously maintain openness.
- Timber posts used to protect edges of Green Link from encroachment of vehicles (may also incorporate lighting).
- Low woodland ground flora and shrub planting, planted in drifts beneath trees to create strong naturalistic green setting.

Refer to Access & Movement chapter in the DAS

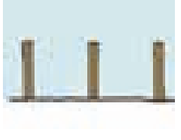


Section KK – The Green Link

FRONT BOUNDARY TREATMENTS

TYPOLOGIES	DESCRIPTION	EXAMPLES
Low Hedge / Estate railing 	• Height – 0.9m–1.2m max • Building set-back minimum 2m • Clipped native hedge of continuous species • Post and wire fence integral to the hedge while it establishes • Powder coated black metal railings with gates to match	
No Boundary 	• Plot boundary defined by distinct change of surface material (e.g. cobbles) or by the edge of private lawn in front of the building	

FRONT BOUNDARY TREATMENTS

TYPOLOGIES	DESCRIPTION	EXAMPLES
Planting Area 	• Height – maximum 600mm • Set back maximum 2m • Clipped native hedge with shrub planting • Suitable along the mews shared surfaced streets	
Timber Posts 	• Height – maximum 800mm • Suitable for demarcating the edge of key public green spaces • Lighting can be incorporate into design	

ARCHITECTURAL DESIGN

BUILT FORM

- **Up to 2.5 to 3 storey homes to the north of the Green Link, up to 3 storey homes to the south** (refer to Building Heights Parameter Plan 00556I_PP02).
- High-quality, contemporary homes with generous balconies and large areas of glazing overlooking the Green Link.
- Mainly detached and semi-detached dwellings.
- Occasional, small villa-style apartment buildings on key corners.

FACING MATERIALS

- Predominantly red bricks with dark stained or white painted timber cladding above ground floor, to emphasise horizontality, with special materials used to highlight feature buildings.

Primary Materials – Top

Dark stained timber cladding

Naturally stained or white painted timber cladding

Primary Materials – Base

Red-multi brick

Roof

Red tiles

Dark grey tiles

Indicative use of material palette

Precedent for Green Link fronted house type (Alford Road, Cranleigh)

Precedent for Green Link fronted house type (Alford Road, Cranleigh)

Precedent for Green Link fronted house type (Guildford Barracks, Surrey)

3.8 BEAUMONT GLADE & DUTCHMORE WOOD

The character of Beaumont Glade and Dutchmore Wood is defined by their role in *creating a transition* between the ancient woodland along their northern and western edges and the areas of higher density housing towards the Village Centre. Both display an *informal, organic character* at the woodland edges and a more *formal character towards the centre* and alongside key vehicular routes, with Dutchmore Wood incorporating a number of small apartment blocks along its southern edge where it is closest to the Village Centre.

Indicative density range: 25–45 dph for Beaumont Glade, and 45–55 dph for Dutchmore Wood (refer to indicative density plan in Chapter 6.2)

Illustrative view looking towards Beaumont Glade from woodland edge

3.8 BEAUMONT GLADE & DUTCHMORE WOOD

URBAN DESIGN

KEY LAYOUT PRINCIPLES

- Large detached and semi-detached homes fronting onto ancient woodland along northern edges of the parcels.
- Smaller link-detached and semi-detached homes form regular frontage to central streets. Small apartment blocks define key street corners in Dutchmore Woods.
- In Beaumont Glade, groups of mews style houses around a series of north-south shared-surface streets with a more intimate character create views out towards the woodland edge and the Green Link.
- In Dutchmore Woods, semi-detached and terraced homes group around shared-surface streets and spaces in the centre of the parcel.
- Level changes sensitively incorporated into the layout through careful arrangement of homes and well-considered retaining walls within back gardens.

FRONTAGE CHARACTER

Regular Frontage

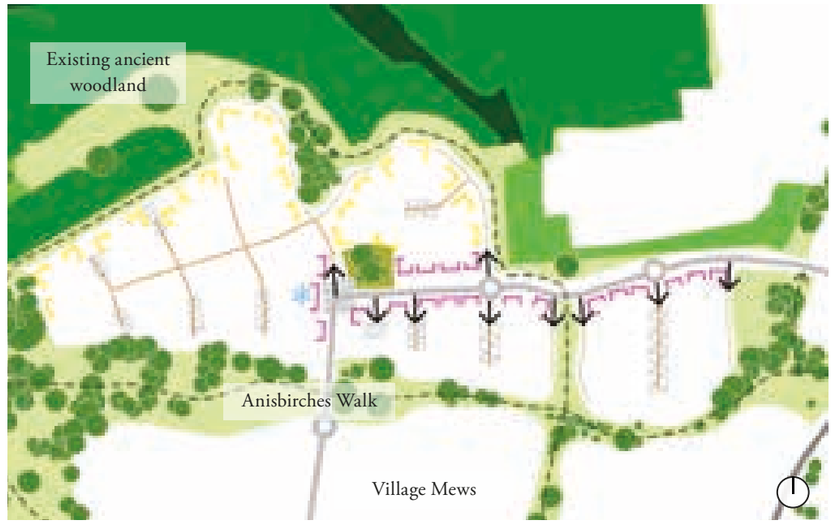
- **Semi-detached** dwellings along primary vehicular routes with **apartment blocks and large detached units** in key locations (e.g. at corners).
- Consistent typology and arrangement.
- Aligned with the street frontage to create strong building line along the primary vehicular routes, with some exceptions to define areas of special character.
- Minimal gaps between buildings to create a high degree of enclosure.
- Garages and driveways set behind the building line, with some use of rear parking.
- Car parking typologies: **On-plot frontage, on-plot between dwellings, communal.**

Staggered Frontage

- Predominantly **detached** and occasional **semi-detached** dwellings of different form.
- A mix of wider and narrower gaps between buildings to reinforce informal character.
- Variation in setback from the public realm to create organic frontage line.
- Buildings positioned at different angles to the space or route they face, and to each other.
- Frontage may include the rear/flank walls of garages, linked to dwellings by garden walls.
- Optimising views of green space from plot.
- Car parking typologies: **on-plot corner, on-plot between dwellings**, **shared courtyard, forecourt.**

Illustrative Masterplan – Beaumont Glade

Illustrative Masterplan – Dutchmore Wood



Extract from Layout Plan – Beaumont Glade

Extract from Layout Plan – Dutchmore Wood

- Feature building
- Indicative access onto development parcel
- Indicative access to QinetiQ site
- Indicative internal street
- Indicative edge street
- Indicative mews street
- Traffic calming junction measure
- Shared footway/cycleway
- Existing trees to be retained where possible
- LEAP
- Regular frontage
- Staggered frontage

3.8 BEAUMONT GLADE & DUTCHMORE WOOD

OPEN SPACE

CAR PARKING TYPOLOGIES

TYPOLOGIES	DESCRIPTION
On-Plot Frontage 	• Max 4 spaces in a row separated by landscape • Not to serve more than 8 dwellings on any one side of the street • Chevron parking can be used if desired
On-Plot Corner 	• Located around the corner from main dwelling frontage • Usually serves individual dwelling on corner plot, but may serve more than one (e.g. a terrace of houses) providing up to a maximum of 4 spaces • Parking bay(s) enclosed by brick garden wall
On-Plot Between Dwellings 	• Parking spaces must be set behind the building line (an exception may be made where the dwelling is set back from the back of footway by more than 4m) • Parking spaces will be provided in either car ports or integral garages • Along the internal streets, structures to accommodate parking spaces must be attached or linked to the property, with the expectation of housing fronting onto green space, where detached garages may be permitted • No more than two cars allowed in tandem parking
Forecourt 	• Applies to large dwellings only • Front boundary will be walls, railings or hedgerows • Gates to be inward opening • Maximum width of access from street 3m

TYPOLOGIES	DESCRIPTION
Communal/Shared Courtyard 	• Communal parking areas are used predominately for apartment blocks • Parking areas will contain no more than 20 parking bays. • There should be no more than 5 spaces in a row without landscaping between. • At the entrance(s) to rear parking courts, walls should be used to clearly define the entrance, screen parked cars from the street and create a good sense of enclosure.

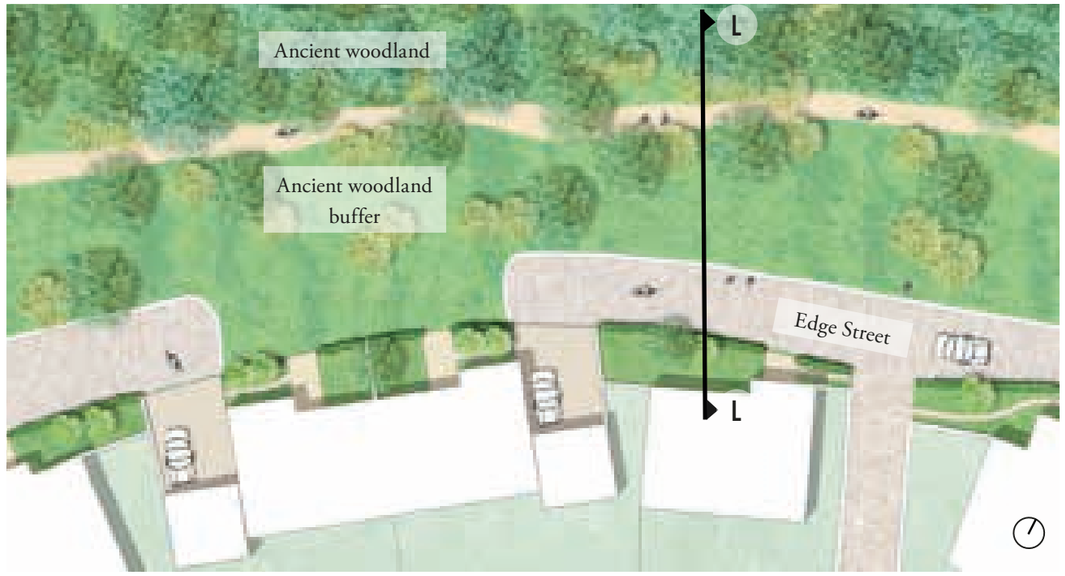
GREEN/BLUE INFRASTRUCTURE

- Where existing mature trees can be retained they should provide a focus for 'Pocket Greens' within the centre of the parcels.
- Public footpath incorporated within the 15m wide buffer to the Ancient Woodland.
- Play area and SuDS ponds incorporated within green space to north of parcels.

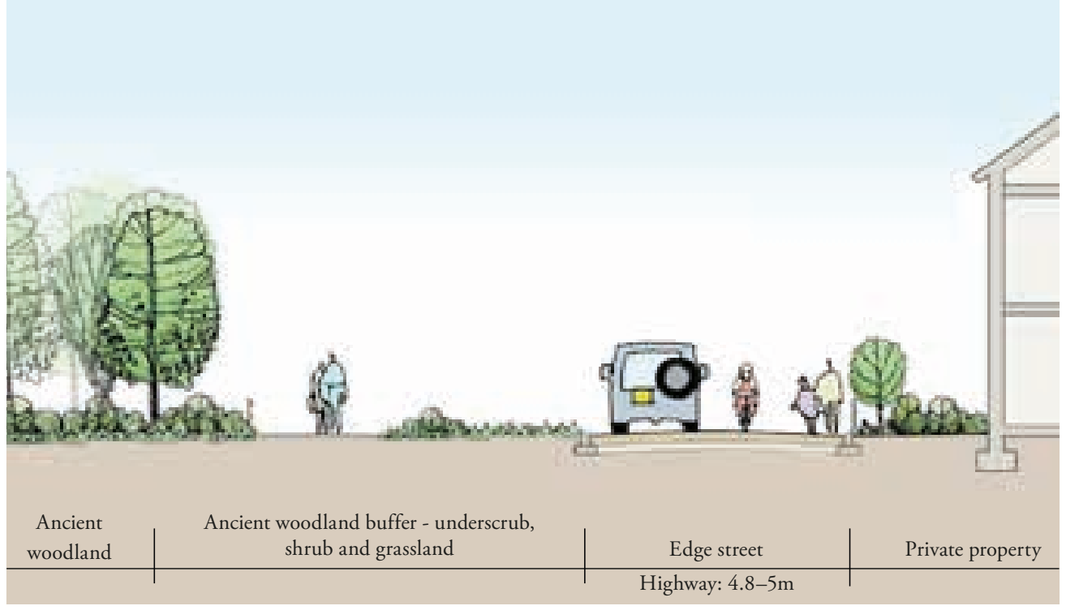
STREET CHARACTER

- Lanes along the woodland edge should feel secure and private and not be continuous
- Vehicular access to green areas to be restricted through careful landscaping and appropriate use of timber bollards.

Refer to Access & Movement chapter in the DAS



Street plan – Edge street

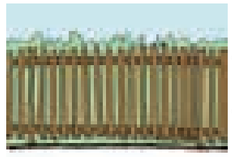


Street section LL – Edge street

3.8 BEAUMONT GLADE & DUTCHMORE WOOD

ARCHITECTURAL DESIGN

FRONT BOUNDARY TREATMENTS

TYPOLOGIES	DESCRIPTION	EXAMPLES
Native Planting 	• Suggest 0.5m high native ground cover planting to create more naturalistic interface, possibly with low railing integrated	
No Boundary 	• Plot boundary defined by distinct change of surface material (e.g. cobbles) or by the edge of private lawn in front of the building	
Picket Fencing With Hedge or Shrub Behind 	• Height – 1.2m max • Painted timber in light grey or other suitable pale colour, with gates to match • Low clipped hedge and/or shrub planting behind • This boundary treatment is appropriate for use	

FRONT BOUNDARY TREATMENTS

- Transitioning from open and naturalistic to the north of the parcels to more formal in the south.
- Low hedge/area of shrub planting along northern woodland edge.
- Picket fence with hedge or shrub planting behind, transitioning to low wall with hedge.
- Timber posts to protect edges of open space and prevent inappropriate vehicular access.

BUILT FORM

- High-quality homes of contemporary design with a distinctly rural character.
- Principally 2 storey with some 2.5/3 storey dwellings providing added emphasis on key corners or acting as vista stoppers.
- A mix of detached, link-detached, semi-detached and terraced dwellings.

FACING MATERIALS

- Predominantly buff and dark blue brick or dark stained timber cladding with red-multi brick as a feature material. Variety of materials used across both parcels, responding to the transition between adjacent parcels.

Primary Materials


Pale buff brick


Dark stained timber cladding

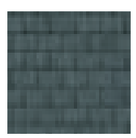

Blue brick

Secondary/Feature Materials


Red-multi brick

Roof


Red tiles


Dark grey tiles


Indicative use of material palette


Precedent for materials (The Avenue, Saffron Walden)


Precedent for materials (Derwenthorpe, York)

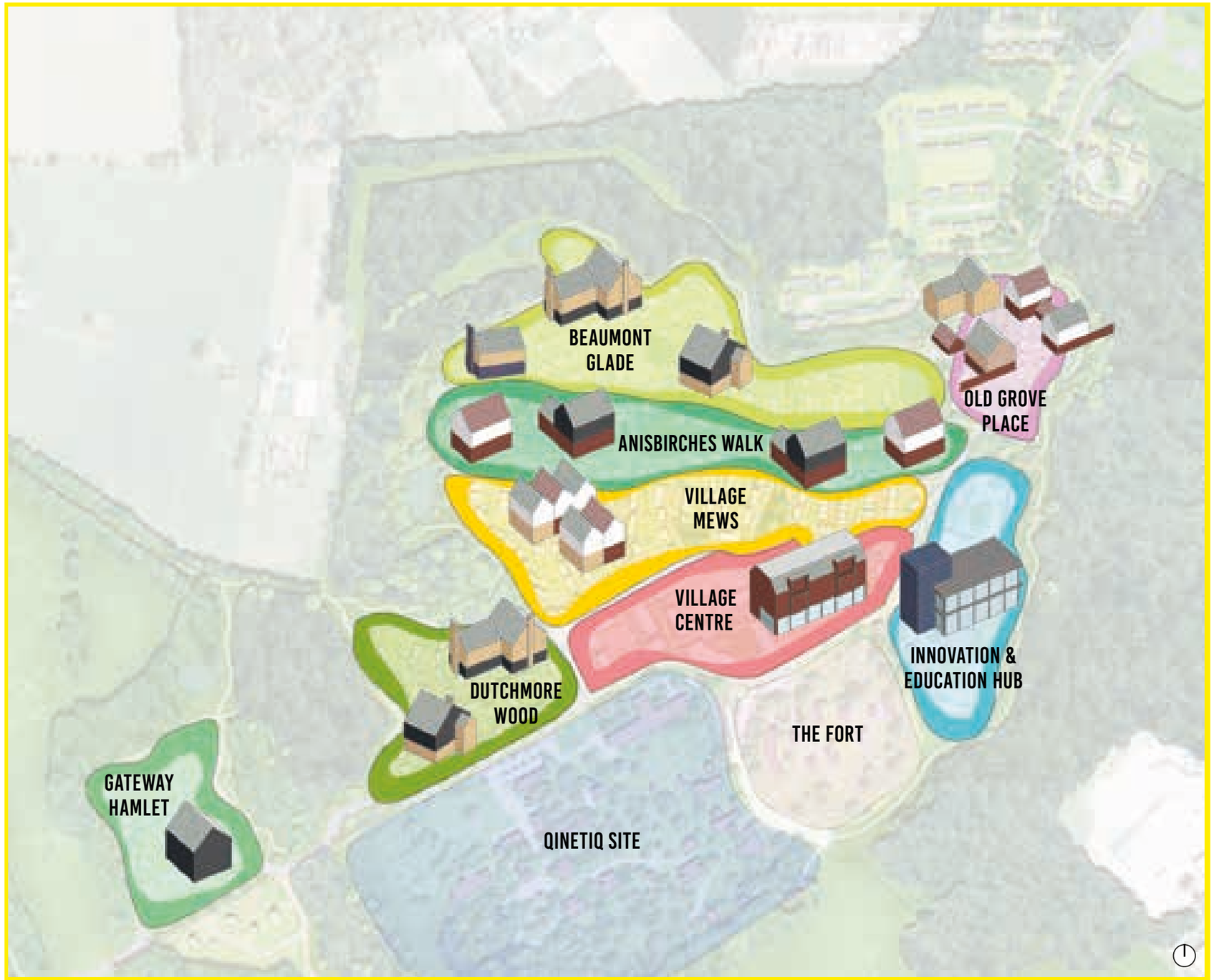

Precedent for woodland edge (Ockford Park, Godalming)

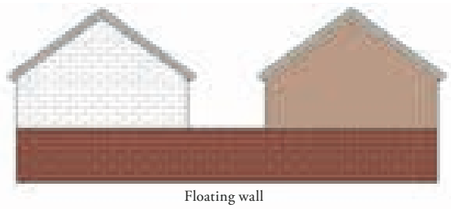
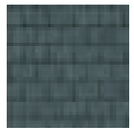
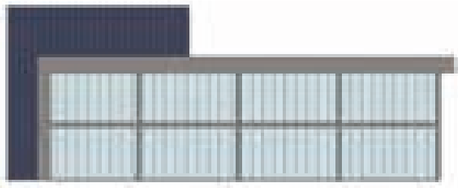
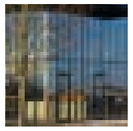
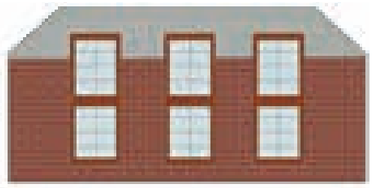
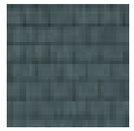
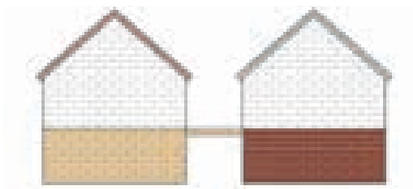
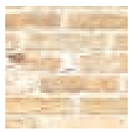
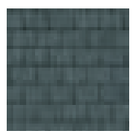
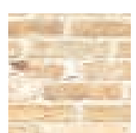
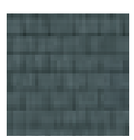
3.9 MATERIALS

MATERIAL PALETTE

Sustainability, local distinctiveness and variety are three key principles influencing the exterior palette of materials at Fort Halstead. By using local materials, the character and identity of the area is reinforced and the need for material transportation is reduced. Depending on context, contemporary materials can be used to produce innovative and unique buildings. Materials vary throughout the new village to reinforce the different character areas within the site and create a legible place.

The table on the following page demonstrates the combination of different character areas within Fort Halstead, whilst also contributing to the local distinctiveness of the Kent Downs AONB.



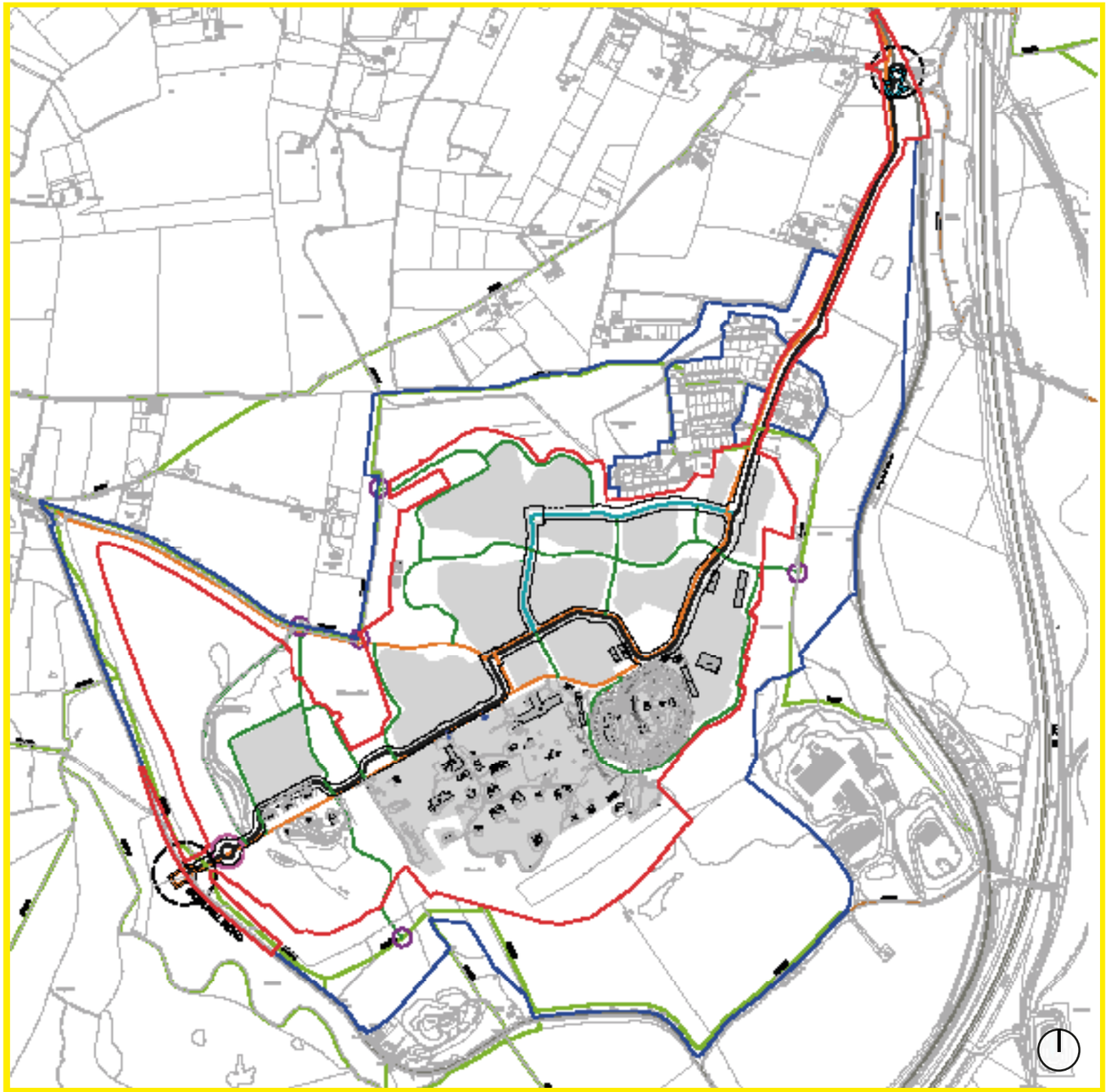
	HAMLETS		TOP	BASE	FEATURE	ROOF
Gateway Hamlet		• Dark stained timber cladding – Western Gateway	 Dark stained timber Western Gateway		 Red-multi brick  Dark grey or black metal cladding	 Red tiles  Grey slate tiles
Old Grove Place	 Floating wall	TOP • Natural coloured timber cladding • White brick BASE • Red-multi brick	 White brick  Natural coloured timber cladding	 Red-multi brick	 Pale buff brick  Dark stained timber cladding	 Red tiles  Dark grey tiles
Innovation & Education Hub		• Predominantly dark coloured metal cladding and large glazed areas, particularly at building entrances	 Dark grey or black metal cladding  Large areas of glazing		 Timber cladding  Dark stained timber cladding	 Flat roofs  Solar PV tiles or panels
Village Centre		• Primary use of red brick and red multi-brick, secondary use of white painted bricks and timber cladding. Red clay tiles and greys tiles to be used for pitched roofs.	 Red brick  Red-multi brick		 White brick  Timber cladding  Metal: Brown-red cladding	 Red tiles  Dark grey tiles  Crittall
Village Mews		TOP • White brick BASE • Pale buff brick • Red-multi brick	 White brick	 Red-multi brick  Pale buff brick		 Red tiles  Grey slate tiles
Anisbirches Walk		TOP • Dark stained timber cladding • Naturally stained or white painted weatherboard BASE • Red-multi brick	 Dark stained timber cladding  Naturally stained or white painted weatherboard	 Red-multi brick		 Red tiles  Dark grey tiles
Beaumount Glade & Dutchmore Wood		TOP • Pale buff brick • Dark stained timber cladding BASE • Pale buff brick • Blue brick	 Pale buff brick	 Dark stained timber cladding  Blue brick	 Red-multi brick	 Red tiles  Dark grey tiles

4. ACCESS & MOVEMENT

4.1 ACCESS & MOVEMENT STRATEGY

A network of different types of proposed routes contributes to the permeability of the development. It is designed to encourage walking through the development by creating routes that are attractive, direct and overlooked. Less rigid, more organic character of the street network responds to the existing landscape and surrounding woodlands and highlights countryside character of the development.

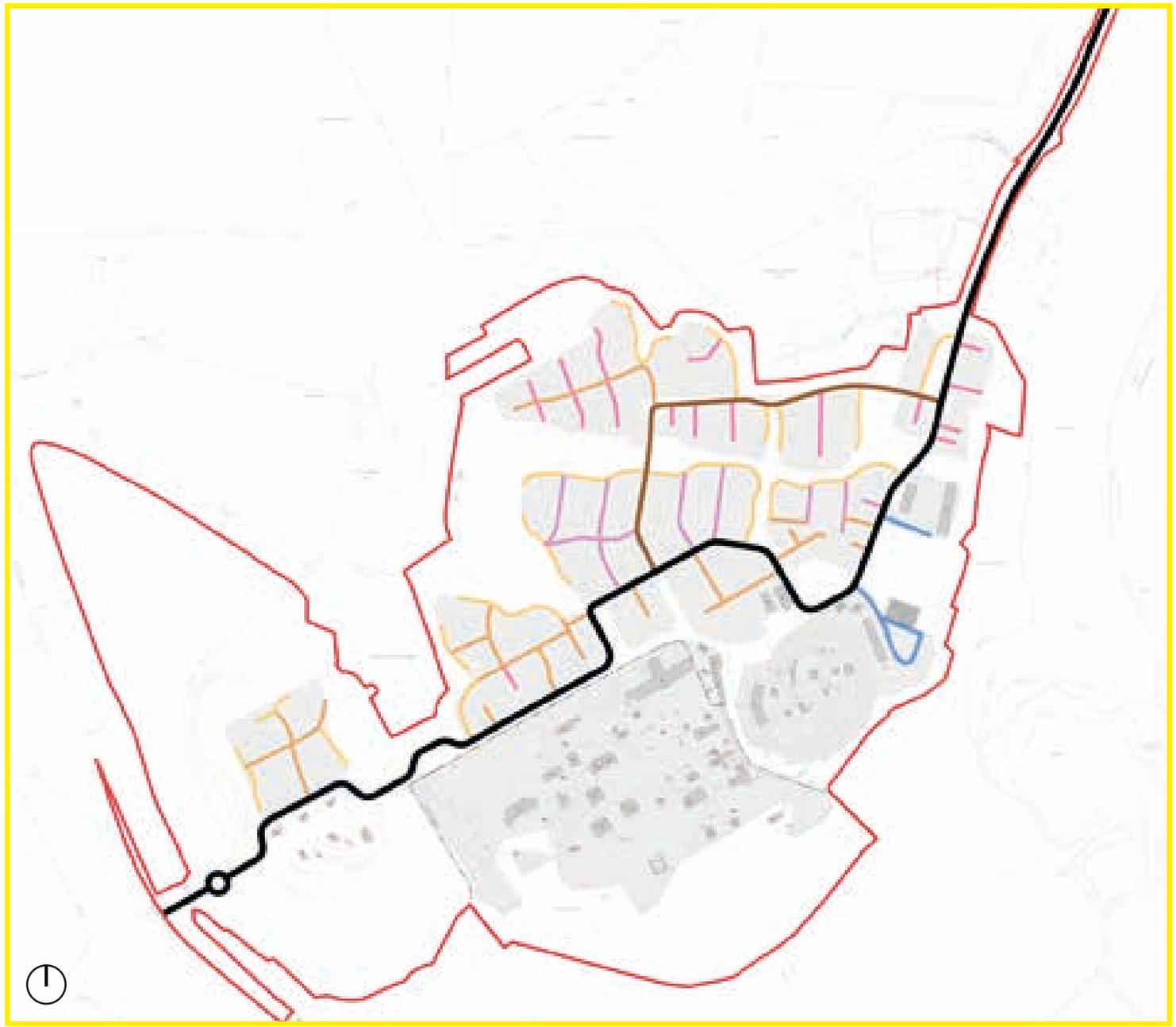
The proposed hierarchy of routes will deliver a comprehensive network of high quality pedestrian and cycle routes across the site providing convenient, accessible, safe, comfortable and attractive facilities for all users.



Key

- Application boundary
- Applicant's Land ownership Boundary
- Development Parcels
- Existing building for potential retention
- Existing public rights of way (PROW)
- Existing bridleway
- Existing road
- Main access – all modes
- Secondary access – all modes
- QinetiQ Ltd. access point
- Junction improvement
- Crow Road/Primary Road
- Corridor for primary road*
- Indicative Bus Loop
- Secondary road
- Indicative strategic shared footway cycleway
- Indicative secondary shared footway cycleway
- Connection to existing footway network

4.2 INDICATIVE STREET HIERARCHY



Indicative street hierarchy plan

The street network serving the new homes will be based on interconnected streets, shared surfaces and courtyards. The distinctive street hierarchy is designed to provide legibility and easy navigation through the site for residents and visitors. It includes the main road, secondary, tertiary and edge streets each with different layouts and dimensions. Easy access for service and emergency vehicles is ensured by providing several accesses to each development parcel.

Key

- Primary street
- Secondary street
- Tertiary street
- Edge street
- Shared courtyard
- Mews street
- Employment & education parcel access
- School drop-off

4.3 WALKING & CYCLING ACCESS

The masterplan prioritises the movement of pedestrians and cycles through the site. This is achieved by the following interventions:

- Reduce traffic speeds – design of streets in accordance with requirements for a 20 mph zone;
- Provide a new off-road cycle route through the site between the Polhill access to the Site access and Knockholt Pound;
- A series of "green links" provide other safe shared use pedestrian/cycle links through the site.
- A foot/cycleway adjacent to PRoW SR172 towards Knockholt Pound

Off-Site Enhancements

As with the approved scheme, the village, as well as the wider community, will benefit from the following enhancements:

- New on-road cycle lanes between Polhill and Shanklands Roundabout as well as cycle facilities at the upgraded site access junction. In particular, these enhancements will provide safer access to Knockholt Station;
- Proposed 40 mph speed limit on Star Hill;
- Lighting of the M25 underpass on the bridleway linking Polhill and Filston Way.

ALL ROUTES

Key

- Indicative cycling route
- Indicative pedestrian routes
- Indicative running route
- Indicative extended running route
- Indicative recreation route

CYCLING

8km of cycling route

4.3 WALKING & CYCLING ACCESS

FOOTPATH NETWORK

7km of walking routes within the neighbourhood

RUNNING ROUTE

6km of running route

RECREATION NETWORK

3.6km route connecting all recreational activities in the neighbourhood together

4.4 GENERAL DESIGN GUIDANCE

A LEGIBLE AND PERMEABLE* STREET NETWORK

Fort Halstead has been designed to be a walkable neighbourhood—a place where a range of useful facilities are within a short walking distance of all homes. This encourages people to walk and cycle rather than use the private car for short trips, but in order for this to happen, it is important that the street network is legible and permeable.

The illustrative street hierarchy plan shows a connected network of streets within the site. These form a clear hierarchy, each serving a particular function, from Crow Drive, the primary route running through the site, to the tertiary and edge streets, which are principally designed to accommodate the residents of the adjacent homes. The aim of this hierarchy is both to define a clear pattern of movement within the site and create a variety of attractive, characterful streets.

The location and alignment of Crow Drive and the secondary route is fixed and predominately follows the existing and historic alignment, with the exception of a few locations where deviation has been introduced to incorporate traffic calming measure and encourage slower vehicular movements. The location and alignment of all other street types are shown illustratively. While there is scope for some deviation from the illustrative layout, detailed proposals should follow the principles set out in this chapter, particularly in respect of the hierarchy between different street typologies.

The following detailed principles should be adhered to.

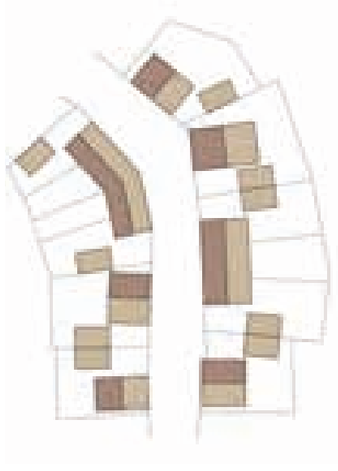
- Streets should interconnect—many cul-de-sac, gated and one-way streets will not be acceptable. The only exception may be at edge streets serving a small number of homes, but only if it can be designed to adequately accommodate the servicing of dwellings and does not sever pedestrian and cycle movements through the wider area;
- Each street should be designed to encourage the particular activities intended to take place within it.

STREET ALIGNMENT

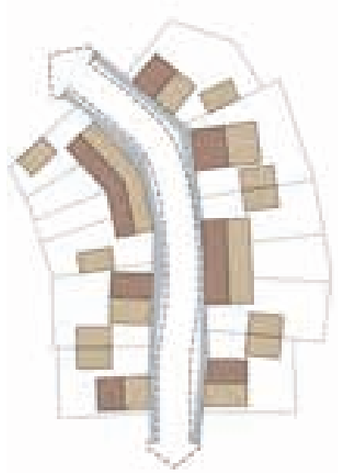
The detailed alignment of streets should be determined by the arrangement of buildings along them and the desire to create varied, interesting places.

- All streets should be designed to naturally slow traffic by visual cues such as built frontage, on street parking, horizontal deflections, landscape and surface materials
- Long straight sections of street should generally be avoided. Where this is not practical, additional measures such as those set out above will be required to limit speeds

*In urban design terminology, a 'permeable' street network is one which has a variety of pleasant, convenient and safe routes through it. It encourages walking and cycling and makes places easier to navigate through. Conversely, urban forms which lack permeability, e.g. those severed by arterial roads, or with many long culs-de-sac, are considered to discourage movement on foot and necessitate longer journeys by car.



Buildings and gardens are placed to define the preferred urban form.



The space left between is available to form the carriageway and is tracked for movement and for the provision of places where people may park their vehicles.

4.4 GENERAL DESIGN GUIDANCE

JUNCTION DESIGN

Cross roads and T-junctions will be the most common forms of junctions within the street network. In order to allow pedestrians to follow straight desire lines when crossing streets, it is important that junction radii are kept as small as possible.

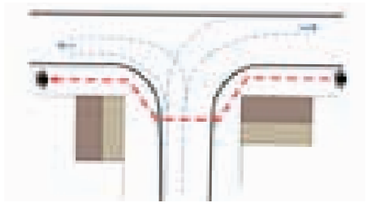
- Vehicle tracking should be undertaken to test designs and achieve tight radii at junctions.
- Radii should generally be less than 6m (to be determined by swept path analysis) with the less trafficked streets achieving a minimum of 4m. Exceptions to this may be made for junctions with the primary road where 6m radii may be required.
- It is acceptable for large vehicles to use the opposite carriageway when turning in areas where traffic is moving at 20mph.
- Widening the street near the junction can help achieve tighter radii.
- Where on-street parking is provided near junctions, wider car parking bays may be used to allow visibility splays to be maintained.
- Street trees can also be located within these visibility splays to allow continuity of street trees.

The adjacent diagrams illustrate this approach, which is also explained in Manual for Streets 1.

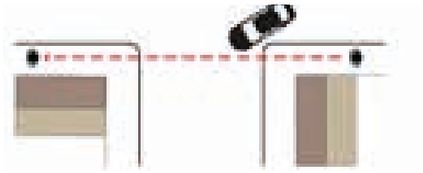
CONSTRUCTION DETAILS

- At the corners of all junctions or other vulnerable areas, footways or other hard-standings should be constructed to the same quality as the carriageway to avoid being damaged by vehicles overrunning the footways or parking.
- The placement of trees, tree pits and utilities should be carefully considered at design stage to ensure a holistic design of the sub base and surfaces to ensure longevity.

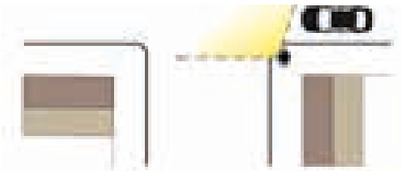
KEY STREET GEOMETRY PRINCIPLES



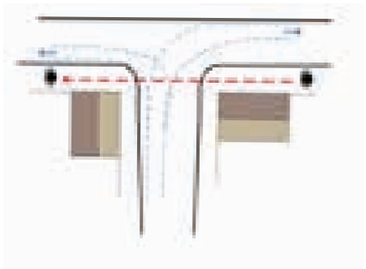
Larger radii force pedestrians to deviate.



Tighter radii allows pedestrian desire line to be maintained and vehicles turn slowly (10–15 mph)

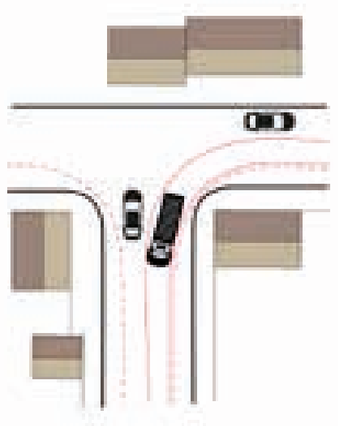


- Pedestrian does not have to look further behind to check for turning vehicles
- Pedestrian can easily establish priority because vehicles turn slowly.



Side street widens at junction & narrows further back to allow smaller radii. Smaller radii allow pedestrians to cross more easily.

Best solution includes raised surface for easier pedestrian crossing.



- Tighter kerb radii can be used with a wider carriageway. The refuse vehicle turning requirement is still contained within the space, yet vehicles do not dominate.
- By using the same concept of tracking, wider carriageways can be set out to generate tighter junctions. These have much better calming effect on traffic speed.

5. CROW DRIVE CHARACTER AREAS

5.1 CROW DRIVE

INTRODUCTION

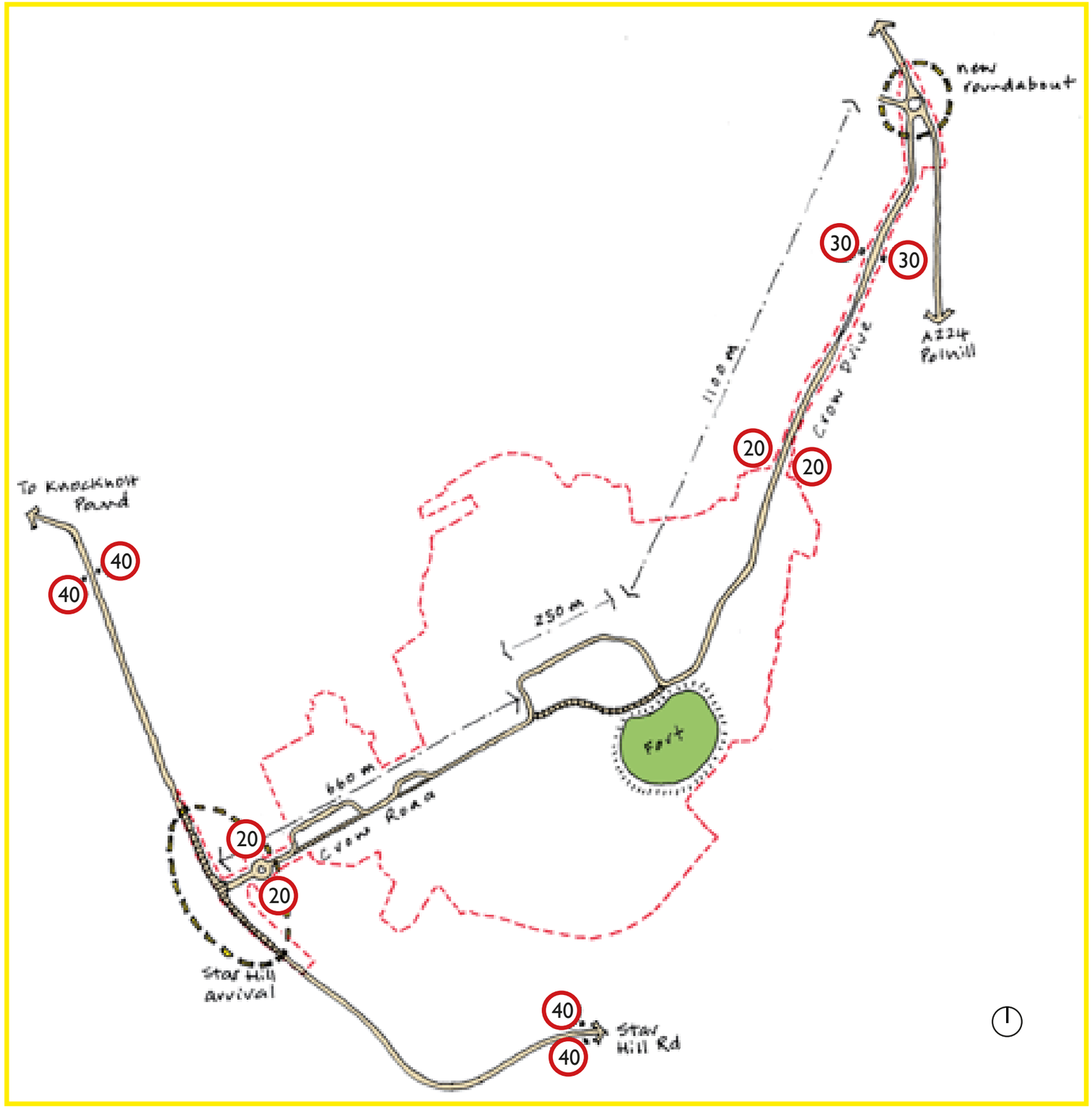
Streets make up the majority of the public realm within Fort Halstead and the detailed design of these streets will play a key role in establishing the character of the place as a whole and the different character of the neighbourhoods within it.

The proposal combines best practice in design, embracing *Manual for Streets* and the adopted *Kent Design Guide*, to deliver a new exemplary residential environment for all to enjoy.

Crow Drive is the main route into Fort Halstead from both Polhill and Star Hill. Crow Drive will vary in character and respond to its surrounding built character. The following chapter sets out guiding design principles for future reserved matter applications to ensure the quality and delivery of these different characters.

Text and diagrams set within an orange box are used to indicate mandatory design principles that *must be followed* to ensure the development will be of a high quality.

Mandatory Design Principles



5.1 CROW DRIVE

GENERAL PRINCIPLES

Throughout Crow Drive vehicular speeds will be restricted to 20mph or less. The exception to this is the short stretch of the Crow Drive connecting to the Polhill where a 30 mph limit will be applied in order to allow drivers to adjust their speed from leaving the nearby highway network.

The width of the carriageway is 6.75m which will accommodate a bus route. On the northern side of the Crow Drive there will be on a minimum of 2m footway and on the southern side a 3m minimum shared cycle and footway.

Kerbs with a high upstand should be used on the boundary between verge and carriageway to prevent unwanted parking on the green verge. On street parking should be only provided within parallel parking bays and where possible inset between the trees.

LIGHTING ON CROW DRIVE

The lighting along Crow Drive and across the development should aim to reduce sky low, luminaire intensity and light intrusion and thus limit visual impact at night. These issues can be addressed by the careful selection of luminaries that would neither project light upwards nor throw too much light directly onto objects (thereby reflecting back upwards). Whilst reduced levels of illumination is encouraged, no compromise should be made in respect of safety in health, safety and welfare of operatives and visitors.

Key light design measures should include:

- Lighting should be to the minimum level necessary to provide the required level of illumination;
- LED lights are recommended that enable increased control, improve colour definition, and save on energy;
- Luminaires should be designed and oriented to restrict light directionality only to the areas necessary. This should include double asymmetrical luminaires and full horizontal cut-off designs to prevent light spill;
- Lighting should be zoned to provide higher lighting levels along main routes (albeit whilst aiming for minimum standards of illumination); lower lighting levels on minor roads; and no light at all on out outward facing private drives;
- If security lights are to be provided on houses these should be of a full horizontal cut-off design with appropriate accessories to prevent light spill. They should also be fitted with motion sensors with timers set to the minimum value;
- The design to be as uniform as possible.

For more detail on the lighting strategy please refer to the Lighting Assessment Report.

CROW DRIVE

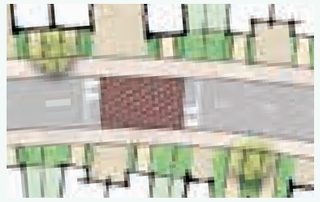
GENERAL HIGHWAY FEATURES

Speed limit	20 to 30
Min. carriageway width	6.75 m
Footway/cycleway	2m footway on one side; 3m shared footway/ cycleway on the other side or in the green space
Cycleway forward visibility	20m
Longitudinal gradient	<10%
Cross fall	<10%
Bus access	Yes
Street lighting	Yes outside of 20mph zone and within 20mph zone at locations to be determined
Distance between speed restraints features	60m - 80m within 20mph Speed Limit Zone
Junction visibility x	2.4m
Junction visibility y	>25m within 20mph zone, 43m outside
Max longitudinal gradient	8% (gradients may only be increased if unavoidable due to local topography)
Cross section gradient	1.0% to 5.0%

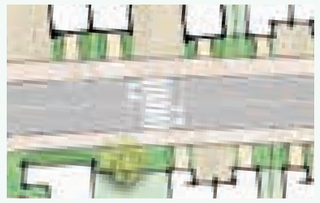
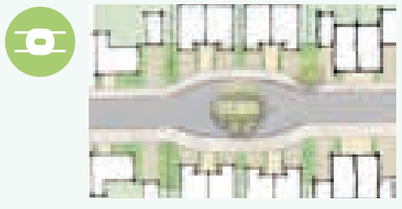
5.2 TRAFFIC CALMING MEASURES

Traffic calming measures aim to encourage safer, more responsible driving and reduce traffic speeds. Traffic calming measures to be designed into Fort Halstead include mini-roundabouts, square-abouts, shared surfaces, table tops, road humps, speed cushions and eyots.

In the Kent Design Guide Chapter 'Making it happen-highways', the maximum length of straight road between speed control features within 20 mph zones is generally 60 to 80 metres.

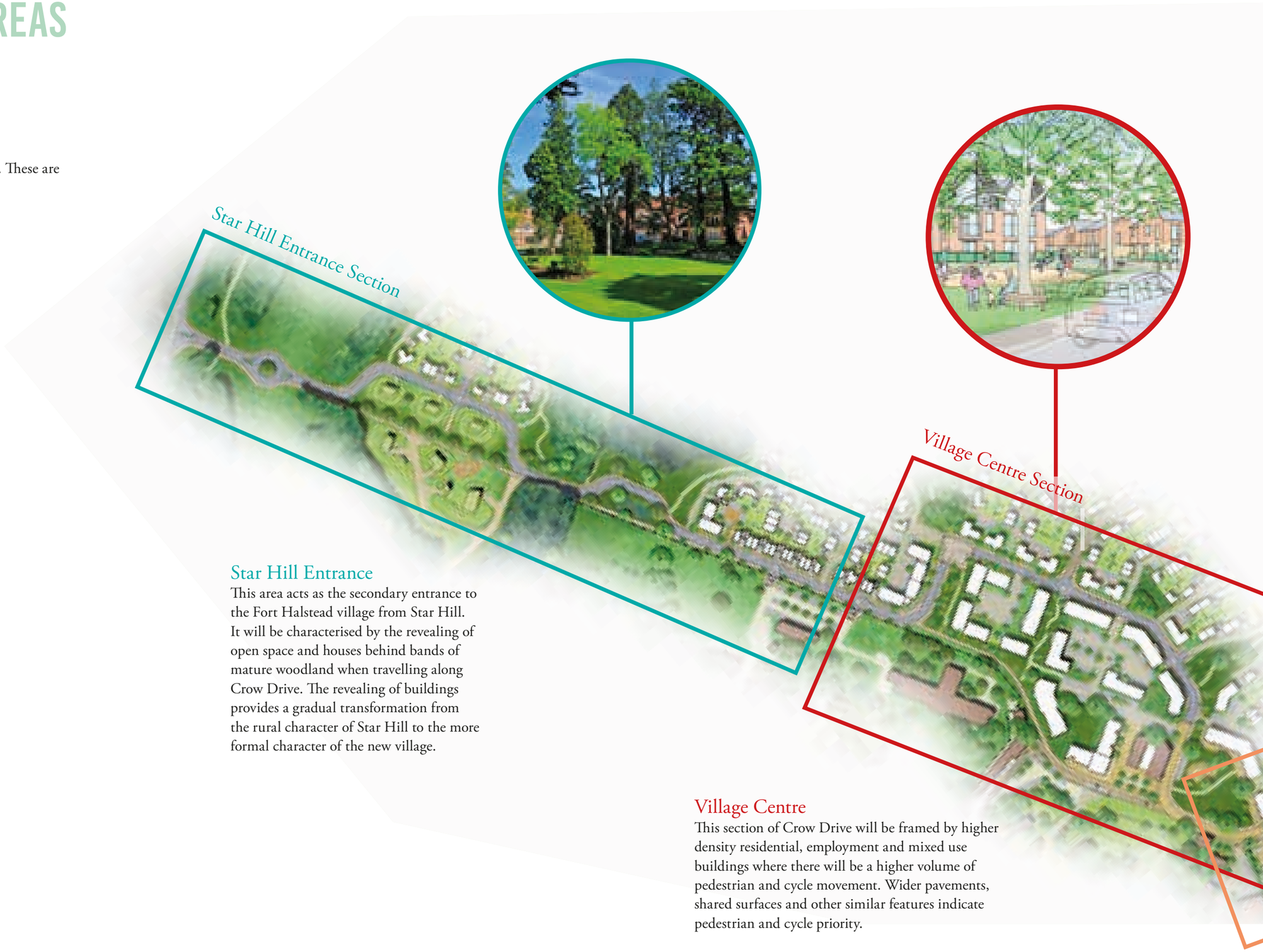
TYPOLOGIES	DESCRIPTION	PRECEDENT
Mini-roundabout 	• The central dome may be up to 6 metres in diameter and raised to a maximum of 75mm in the centre. The dome height should be in proportion to the roundabout diameter, i.e. for a 2m central island the dome should be raised to a maximum of 50mm in the centre. This should be lowered if buses or frequent HGVs need to cross it. • The edge should be flush within a tolerance of 6mm above the adjacent road surface and the dome can be finished in cobbled or similar material. • Potential bus loop to be incorporated into the design of an eyot.	
Table tops 	• Ramps at the commencement of table junctions and speed tables shall be 1.125 metres long, laid at a gradient of 1 in 15 (6.7%). The maximum height of any vertical deflection in Kent is 75mm. • For adoptable roads KCC require humps and tabletops to be formed of tegular type blocks, of a standard colour palate to be agreed with KCC. Ramps can be formed of a contrasting colour material, to the specification dictated by KCC.	
Overrun strips 	• Overrun strips allow larger vehicles to negotiate bends and narrowings without significant visual widening of the main carriageway surface. • Overrun strips can be formed of a raised shoulder, the edge no greater than 25mm above the carriageway channel line, and can be formed of an edge kerb and cobbled or other similar material differentiating from the carriageway material type.	

5.2 TRAFFIC CALMING MEASURES

TYPOLOGIES	DESCRIPTION	PRECEDENT
Shared surface 	• Shared space is an urban design approach that minimises the segregation between modes of road user. This is done by removing features such as kerbs, road surface markings, traffic signs, and traffic lights. • Use of contrasting materials allows legibility and understanding between pedestrians and vehicle drivers.	
Road humps and cushions 	• Hump spacing of 60–80 metres is required for 20 mph zones when used in a series	
Eyots 	• Eyots are traffic islands in the centre of the carriageway taking the form of an over-runnable edge strip and a solid central island planter. • The edge of the overrun strip should be flush within a tolerance of 6mm above the adjacent road surface. Eyot geometry will be dictated by vehicle swept path analysis.	
Square junction 	• Raised shared surfaced table within a square, with offset alignment to each entry/exit.	

5.3 CHARACTER AREAS

There are 4 key character area along Crow Drive. These are illustrated here.



Star Hill Entrance

This area acts as the secondary entrance to the Fort Halstead village from Star Hill. It will be characterised by the revealing of open space and houses behind bands of mature woodland when travelling along Crow Drive. The revealing of buildings provides a gradual transformation from the rural character of Star Hill to the more formal character of the new village.

Village Centre

This section of Crow Drive will be framed by higher density residential, employment and mixed use buildings where there will be a higher volume of pedestrian and cycle movement. Wider pavements, shared surfaces and other similar features indicate pedestrian and cycle priority.

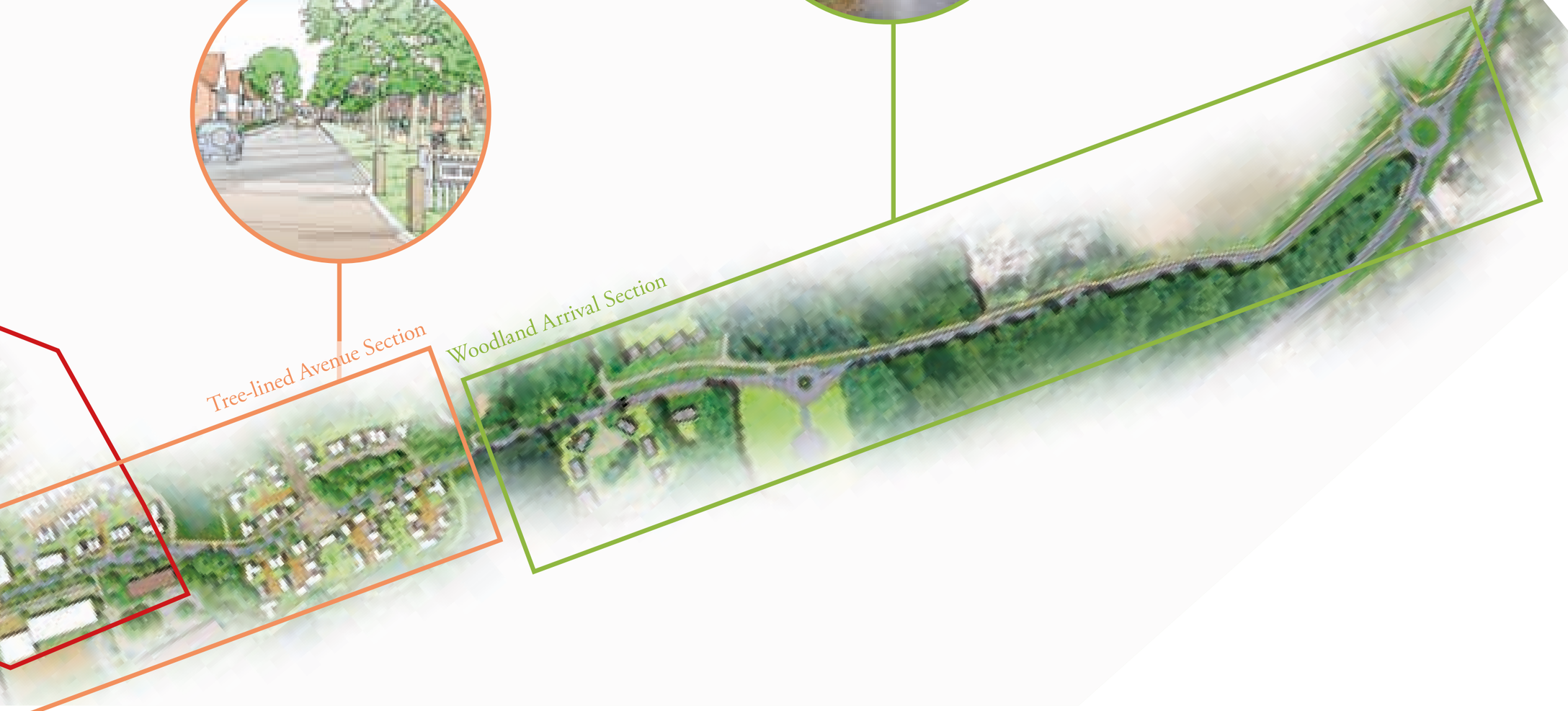
5.3 CHARACTER AREAS

Tree-lined Avenue

This area will be characterised by street trees planted in a formal arrangement on each side of the street.

Woodland Arrival

The Woodland Arrival will be characterised by the surrounding mature woodland and will create a strong landscaped entrance to the development. Generous grass verges and clusters of houses create a sensitive transition to the village.



5.4 WOODLAND ARRIVAL

The Woodland Arrival forms an informal edge to the residential neighbourhoods, with a woodland character. Generous grass verges and soft, open frontages create a transition to the village.

This section connects Fort Halstead to Polhill (A224). The street will be framed by green space on both sides providing a rural character within existing woodland. Vehicular movements will be calmed naturally by eyots, humps, mini-roundabouts and pedestrian crossings. The main entry point to the 20mph zone will be calmed by a 28m ICD (inscribed circle diameter) compact roundabout with a solid/landscaped central island.

The transition from the Woodland Arrival to the Tree-Lined Avenue and from Star Hill Entrance to the Village Centre should be marked by a feature such as a raised courtesy crossing and a welcome signage.

Location of Woodland Arrival

WOODLAND ARRIVAL

HIGHWAY

Speed limit	20 to 30
Width of adopted highway	Varies
Minimum carriage width	6.75 m
Footway/ cycleway provision	min. 2m footway on one side, 3m shared footway/ cycleway on the other side
Highway verge	max. 8m wide

HIGHWAY FEATURES

Bus route	Yes
On-street parking	No
Traffic-calming features	Yes – raised table top, eyot, road hump, mini-roundabout, compact roundabout
Road markings	100mm if required
Centre line radii	Varies

WOODLAND ARRIVAL

ACCESS

Junction spacing	60m min for adjacent roads, 15m for opposite
Minimum junction visibility	2.4 x 43m within 30mph, 2.4m x 25m within 25mph zone
Kerb Radius	Determined by swept path analysis, although a starting point should be 4m or less
Direct vehicular access to properties	No

PAVING MATERIALS

Carriageway	Asphalt
Kerbs and Edging	To be agreed with KCC
Footway	Asphalt or block paving

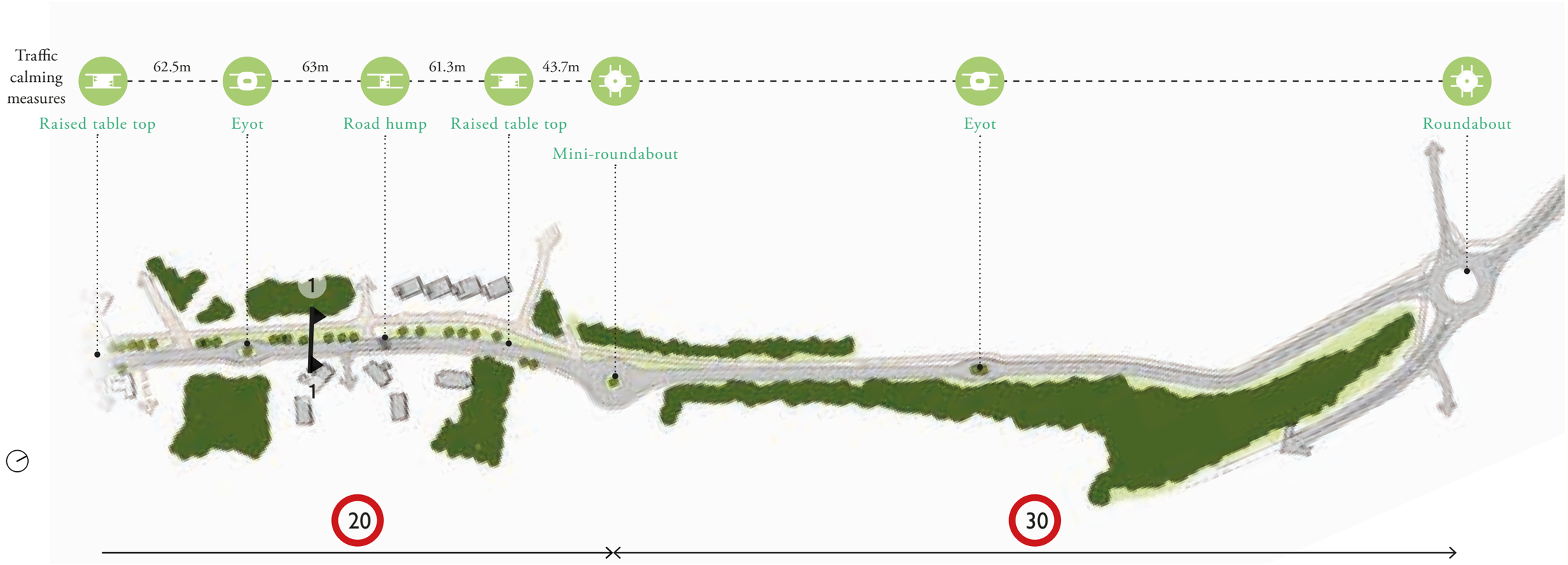
LIGHTING

Carriageway	To be agreed with KCC depending on tree coverage

Precedent image of woodland arrival, Moscow

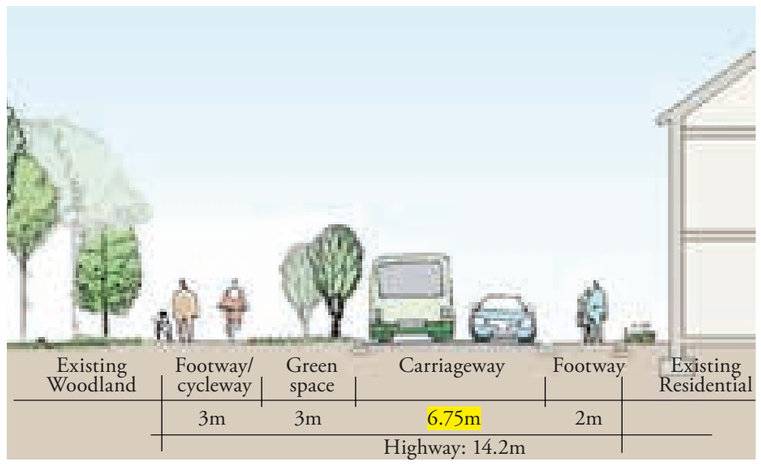
Precedent image of glimpsed views through mature trees, Boxgrove Gardens, Guildford

5.4 WOODLAND ARRIVAL




Existing housing along Crow Drive


Precedent image of informal green space within woodland setting, Boxgrove Gardens



Indicative section 1 – 1

5.5 TREE-LINED AVENUE

This area will be characterised by large street tree species planted in a formal arrangement on each side of the street. A shared surface pedestrian cycle route runs parallel to the north of the avenue adjacent to the green space.

There will be on-street parking and a pedestrian crossing in the Anisbirches Walk section.

TREE-LINED AVENUE

HIGHWAY

Speed limit	20
Width of adopted highway	Varies
Minimum carriage width	6.75 m
Footway/ cycleway provision	2m footway on one side, 3m shared footway/ cycleway on the other side
Highway verge	min. 3m on both sides

HIGHWAY FEATURES

Bus route	Yes
On-street parking	Yes – parallel
Traffic-calming features	Shared surface, raised table top, Eyot, road hump, square
Centre line radii	In accordance with Kent Design Guide

TREE-LINED AVENUE

ACCESS

Junction spacing	To be agreed with KCC
Minimum junction visibility	2.4 x 25m
Kerb Radius	Determined by swept path analysis, although a starting point should be less than 4m
Direct vehicular access to properties	Yes – restricted at junctions

PAVING MATERIALS

Carriageway	Asphalt, tegular block
Kerbs and Edging	To be agreed with KCC
Footway	Asphalt, tegular block

LIGHTING

Carriageway	To be agreed with KCC depending on tree coverage

Location of Star Hill Entrance Section

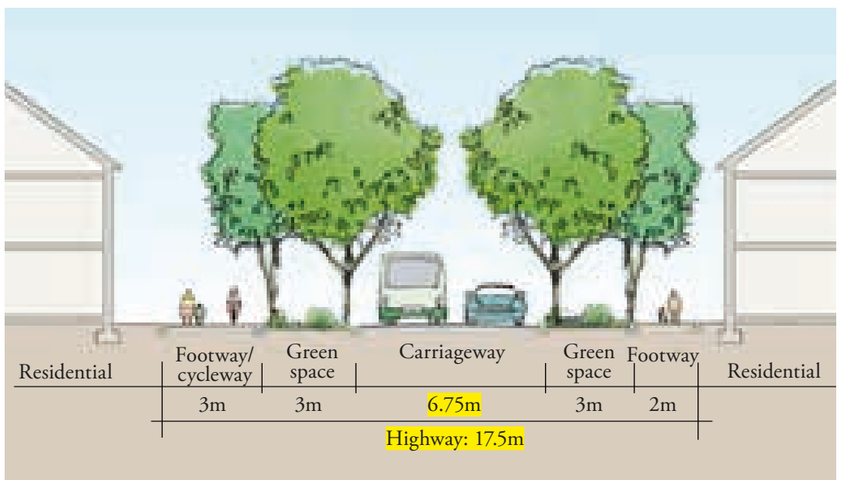
Artist impression of the Tree-Lined Avenue

Precedent image of The Avenue, Saffron Walden

5.5 TREE-LINED AVENUE


Example of footway/cycleway through entrance green – The Avenue, Saffron Walden


Existing treed area at the approach of Fort Halstead



Indicative section 2 – 2

5.6 VILLAGE CENTRE

The Village Centre section will have a higher volume of pedestrian movement than the typical sections of the Avenue and therefore requires wider pavements and other features that signify pedestrian priority.

The pavement will run up to property boundaries to allow shop fronts in a traditional high street design. Special paving will mark pedestrian crossing points on desire lines and the design of street furniture, lighting, public art and soft landscaping will emphasise the civic importance of the place.

Where Crow Drive runs along the edge of the Village Square and Village Green, it will form an integral part of the square with the carriageway and adjoining pedestrian space at the same level. Changes in material rather than standard kerbs should be used to demarcate pedestrian priority and parking areas.

Bus stops will include raised platforms to allow easy boarding. Tactile paving must be used to indicate safe crossing places for blind and partially-sighted pedestrians.

Location of Village Centre Section

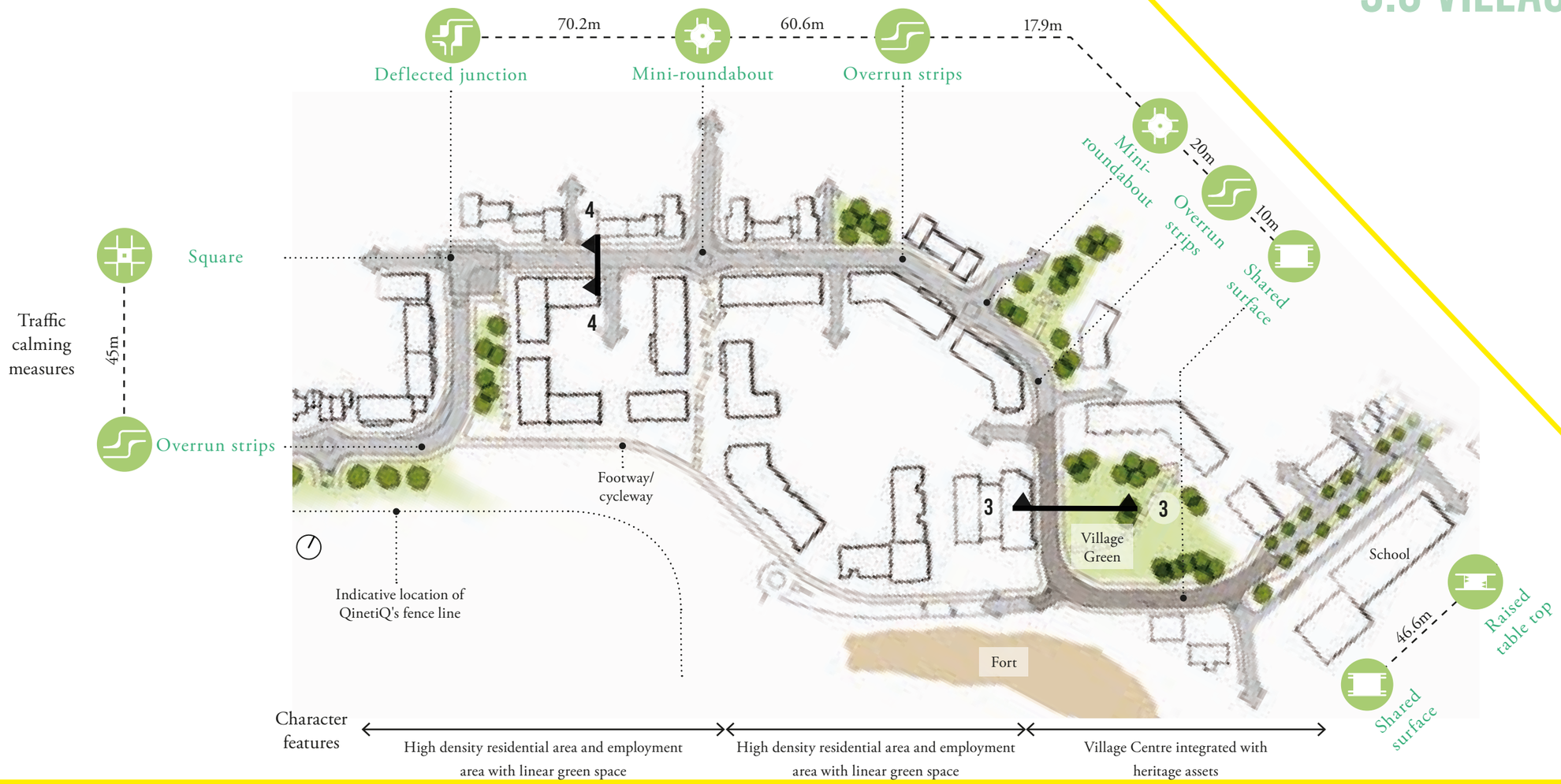
VILLAGE CENTRE	
HIGHWAY	
Speed limit	20
Width of adopted highway	Varies
Minimum carriage width	6.75 m
Footway/ cycleway provision	2m footway on one side, 3m shared footway/ cycleway on the other side
Highway verge	No verges
HIGHWAY FEATURES	
Bus route	Yes
On-street parking	Only permitted around the village green
Traffic-calming features	Yes – mini-roundabouts, squares, shared surface, overrun strip
Road markings	If required
Centre line radii	In accordance with Kent Design Guide

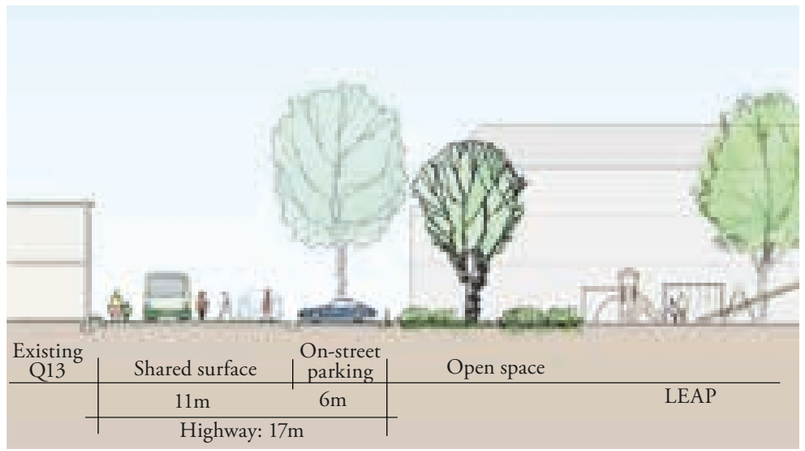
VILLAGE CENTRE	
ACCESS	
Junction spacing	To be agreed with KCC
Minimum junction visibility	2.4 x 25m
Kerb Radius	Determined by swept path analysis, although a starting point should be less than 4m
Direct vehicular access to properties	No
PAVING MATERIALS	
Carriageway	Asphalt, tegular block
Kerbs and Edging	To be agreed with KCC
Footway	Asphalt, tegular block
LIGHTING	
Carriageway	To be agreed with KCC
QINETIQ	
Security fence line	3m (max) high fenceline with a service strip clear of vegetation, to be located 1m (min) from QinetiQ's demise (for details of fenceline refer to diagrams in the Star Hill Entrance character area)

Artist impression of the Village Green

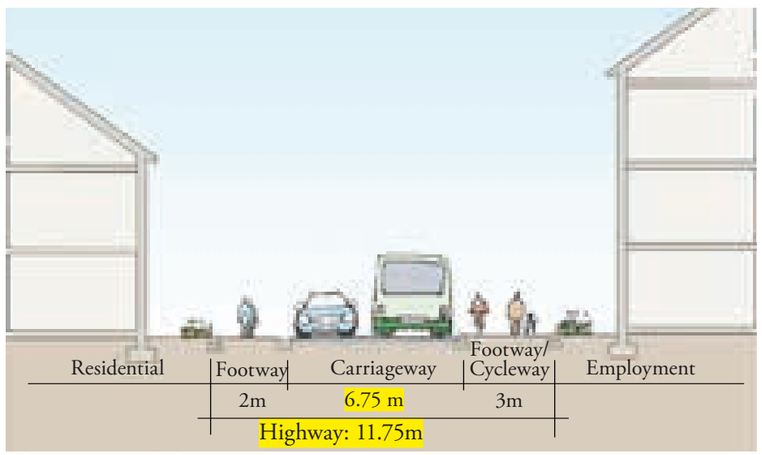
Precedent image of streetscape framed by higher density housing – Newhall, Essex

5.6 VILLAGE CENTRE





Indicative section 3 – 3



Indicative section 4 – 4

5.7 STAR HILL ENTRANCE

This section is the secondary route into Fort Halstead from Star Hill to gradually introduce the Fort Halstead village by going through open space within woodland and catching a glimpse of high quality housing at the entrance.

The design of the route incorporates an eyot with formal mature trees at the entrance and zigzag turns to create points of interests, reduce speed and provide a pedestrian-friendly environment with the green space and play area.

Location of Star Hill Entrance Section

STAR HILL ENTRANCE

HIGHWAY

Speed limit	20
Width of adopted highway	11.2 m
Minimum carriage width	6.75 m
Footway/ cycleway provision	2m footway on one side, 3m shared footway/ cycleway on the other side
Highway verge	N/A

HIGHWAY FEATURES

Bus route	Yes
On-street parking	No
Traffic-calming features	Yes – eyots, table tops, overrun strips and mini-roundabouts. Bus loop design to be incorporated into eyot feature.
Road markings	100mm
Centre line radii	Varies

STAR HILL ENTRANCE

ACCESS

Junction spacing	60m min for adjacent roads, 15m for opposite
Minimum junction visibility	2.4 x 43m
Kerb radius	Determined by swept path analysis, although a starting point should be less than 4m
Direct vehicular access to properties	Yes – restricted at junctions

PAVING MATERIALS

Carriageway	Asphalt
Kerbs and Edging	To be agreed with KCC
Footway	Asphalt/block paving

LIGHTING

Carriageway	To be agreed with KCC depending on tree coverage

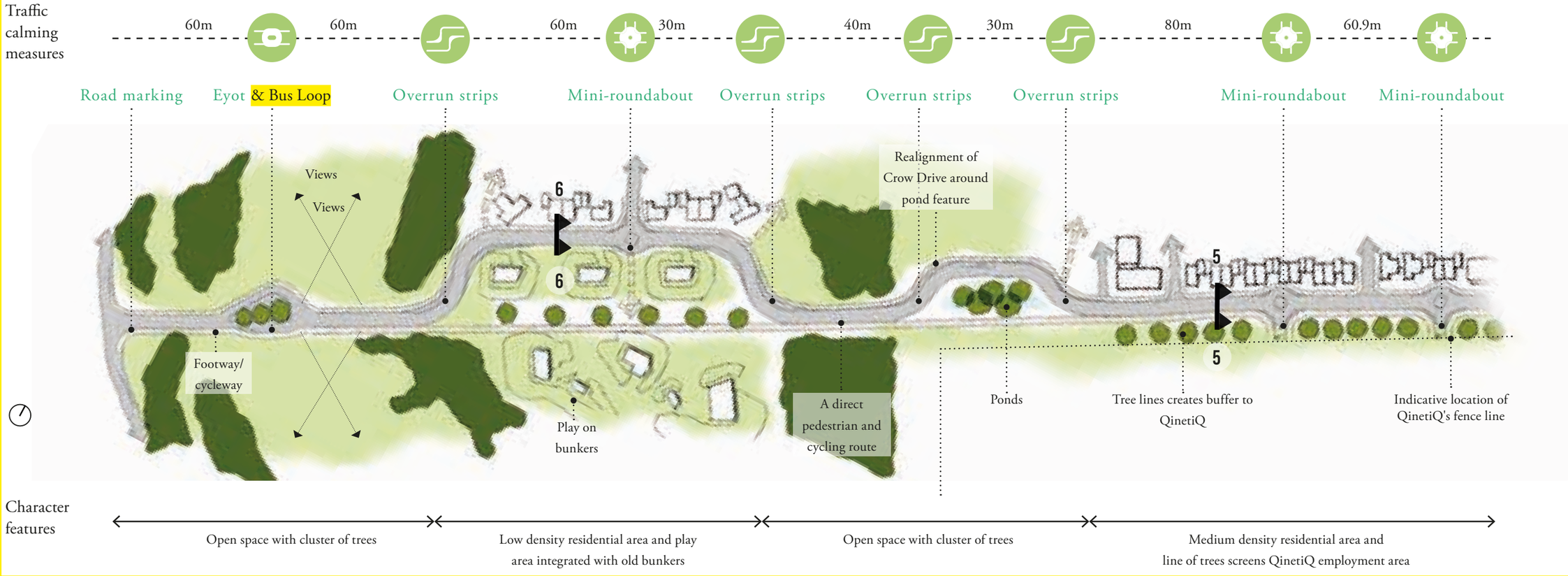
QINETIQ

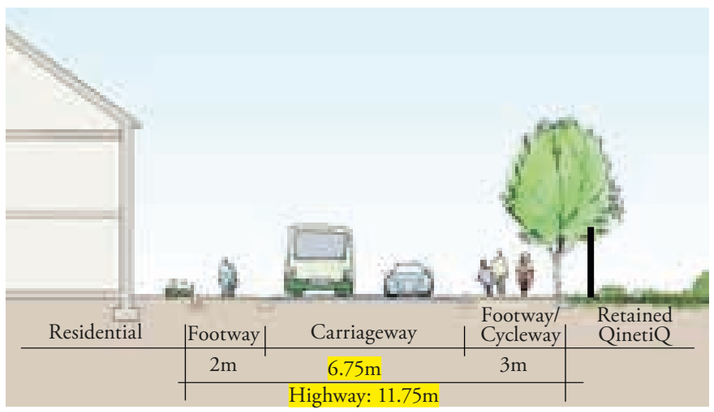
Security fence line	3m (max) high fence line with a service strip clear of vegetation, to be located 1m (min) from QinetiQ's demise

Artist's impression

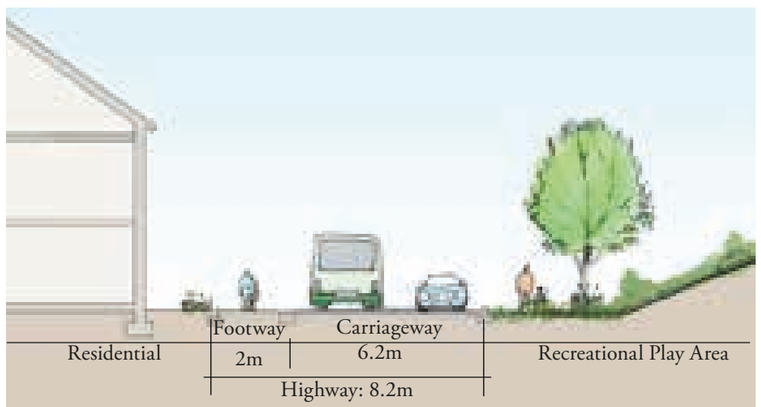
Shared footpath cycleway through landscape – Graylingwell Park, Chichester

5.7 STAR HILL ENTRANCE





Indicative section 5 – 5



Indicative section 6 – 6

5.8 SURFACE MATERIALS

The following materials represent a preferred palette for the public realm and open spaces at Fort Halstead.

The adjacent table provides a matrix of streetscape materials, which sets out the typical standard required with specific products to be agreed at a later stage.

More bespoke materials for key public spaces should also be agreed at detailed stage. The landscape and public realm materials must be selected to uphold the highest standards of ethical and sustainable procurement.

Consideration should be given to the materials supply, durability, longevity and ease of replacement or replication.

PRINCIPLES:

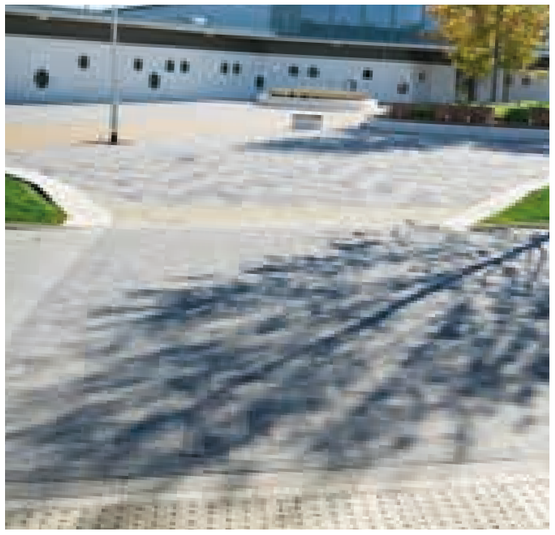
- Material colours must be muted and of natural tones to complement rather than detract from the buildings and landscape setting.
- A range of appropriate adoptable materials should be used in order to reinforce the street hierarchy and create a safe, comfortable neighbourhood identity.
- The materials palette must also adapt to accommodate the evolving sustainable drainage strategy, for example, by using pervious paving or permeable bound surfacing systems.
- Unnecessary road markings should be avoided as much as possible to reduce road clutter and maintenance costs.
- Avoid white and yellow lining, except on Crow Drive and the Secondary Street.
- Where street lining are deemed absolutely necessary 50mm white centre lines and 50mm wide primrose or yellow lines should be used, not 100mm lines.
- The use of different coloured paving is encouraged to demarcate carriageways, footway/cycleways and parking spaces (particularly on shared surface streets).

STREET TYPE:	CARRIAGEWAY	KERBS/EDGING	SHARED FOOTWAY/ CYCLEWAY	CROSSING POINTS	RAISED JUNCTIONS
Primary roads	Asphalt 	Natural stone or textured concrete 	Asphalt or block paving 	Tactile blister paving or tactile corduroy paving or conservation tactile paving	Concrete road hump or block paving for raised table
Shared surfaces	Block paving 	Flush natural stone or textured concrete or conservation style kerbs 	Block paving 	N/A	Block paving
Parking	Asphalt or block paving 	Natural stone or textured concrete or conservation style kerbs 	N/A	N/A	N/A
Footpaths in public open spaces	Formal open space: surface course resin bound gravel or natural stone paving Informal open space: self binding gravel 	Aluminium edge restraint, concrete, pressure treated timber edging boards. 	Block paving or resin bound paving 	N/A	N/A
Community hub/ Civic spaces	Surface course resin bound gravel or concrete block paving	Aluminium edge restraint	N/A	N/A	N/A

5.8 SURFACE MATERIALS

HARD LANDSCAPE MATERIALS MATRIX

An example of primary roads in asphalt surface



An example of crossing points with tactile blister paving

An example of shared surface concrete block paving

An example of defined parking areas with concrete kerbs and block paving

An example of formal open space footway/cycleway – buff resin bound gravel with aluminium edge restraint

An example of informal open space footway – buff self binding gravel with timber edging

An example of village centre/square spill out areas featuring natural stone or concrete block paving

An example of carriageway/shared surface in resin bound gravel and block paving

6. VILLAGE CENTRE DESIGN GUIDANCE

6.1 ILLUSTRATIVE MASTERPLAN

The Village Centre forms the heart of the village as both an employment area and a community hub for the new residents.

The Village Centre incorporates the restoration of two existing buildings; Penney (Q14) which is Grade II Listed and The Q (Q13); both part of the original Q-Building enclave used for the Atomic Bomb Development Programme. These buildings will include employment and community uses. A new mixed-use building (Block B) is proposed alongside Penney (Q14) terminating a new vista toward the Village Centre. The building's architecture will celebrate innovation and reflect the enclave's military history.

A sequence of spaces each with a distinct character complement the uses within the Village Centre. The Village Green is framed by the Fort, the existing cottages and new mixed use buildings. Its design facilitates preservation of existing trees but also includes new spaces; an area of play and an open lawn, each encouraging activity. The Square is a new public space that connects the Village Green with the refurbished buildings; its design is simple and elegant and creates an appropriate setting to the Fort. The Garden Street and Residential Gardens are natural in character and support the residential uses nearby.

KEY

- Design Guidance boundary
- Detailed planning application boundary
- 1 The Fort
- 2 The Penney (Q14) (Grade II* Listed)
- 3 The Q (Q13)
- 4 Proposed atrium
- 5 Garden Street
- 6 The Square
- 7 Residential gardens
- 8 Village Green
- 9 Locally Equipped Area of Play (LEAP)
- 10 The Cottages (A13 and A14)

6.2 ILLUSTRATIVE AERIAL

6.3 ILLUSTRATIVE MIX OF USES

NAME	CLASS	INDICATIVE USE	INDICATIVE GROSS EXTERNAL AREA SQ.M
The Q (Q13)	B1a/B1b	Employment	724
Penney (Q14)	B1a/B1b	Employment	282
	D1/D2	Gym/Community	282
Atrium		Employment	196
Block A	C3	Residential	2110
Block B	C3	Residential	2560
	D1	Community	270
Block C	C3	Residential	1538
	D1	Nursery	240
	A1	Food Store	230
	A3	Café	290
Block D	B1a/B1b	Employment	276
	C3	Residential	554

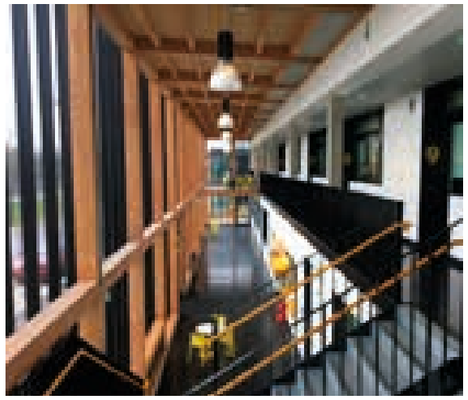
* Please refer to the Design and Access Statement (Outline Planning) for indicative residential mix.

Illustrative uses at ground level

Illustrative uses at upper level

6.3 ILLUSTRATIVE MIX OF USES

THE SQUARE



PENNEY AND THE Q

The restoration of Q13–14 will provide flexible accommodation. The proposed new atrium will bring the two buildings together as a modern hub for social, employment and meeting space. There is also an opportunity provide additional community uses within the Penney building such as a gym.

COMMUNITY BUILDING (BLOCK B)

The community building is located on the Square. The building entrance addresses the square providing active frontage. Potential uses within the community building include a drop-in GP, pharmacy, flexible space for classes, meetings and community events. Community events such as weekend markets have the potential to spill out onto the Square.

VILLAGE GREEN

FOOD STORE

A small shop is located within the mixed use building (Block C) overlooking the Village Green. Its visible location will support its commercial viability.

CAFE

The cafe is located within the mixed use building (Block C) overlooking the green. There is space for south-facing outdoor seating in this location. The cafe creates natural surveillance over the play areas and a convenient meeting place for the nearby nursery.

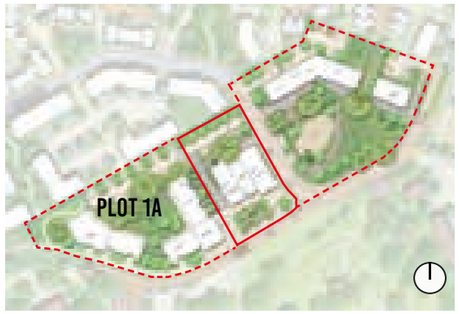
NURSERY

A small nursery is located within the mixed use building (Block C) overlooking the green. The nursery has a private play space to the rear, however the close proximity of the village green is an additional benefit of further usable open space.

6.4 KEY COMPONENT – PLOT 1A

Plot 1A will be in close proximity to the following buildings:

Penney (Q14) – *Grade II listed*
The Q (Q13)
The Fort (Scheduled Monument)



The architectural form and character should reflect the military heritage of the existing Q13/14 buildings by creating an architectural interpretation.

A series of clearly defined, mandatory design principles, as highlighted by the blue box outlines, will ensure a successful design outcome for this parcel.

LAYOUT PRINCIPLES:

- Vehicle access onto development parcel
- Formal frontage with consistent building line addressing public realm
- Building zone with associated landscaping
- Parking zone provided to the rear of buildings with areas of landscape
- Feature corner (1) to address the approach along Crow Drive
- Feature corner (2) to address the square and the Fort
- Building line must not extend over former Q11 building line (as per survey)
- Pedestrian crossing points
- Trees to be retained wherever possible (Refer to British Standards 5837:2012 / Tree Survey))

KEY DIMENSIONS:

1. Distance between Penney (Q14) and proposed feature buildings is 14m (ground floor).
2. Distance between Penney (Q14) and less prominent elevations of Block B is 15m.
3. There is a minimum distance of 5m between proposed buildings and the road infrastructure.
4. There is a minimum distance of 10m and a maximum distance of 20m between Block A and B.

There are no dimension tolerances for points 1–2 to ensure views discussed with SDC from the Fort towards the Penney (Q14) are maintained.

BLOCK A

- Feature corner (1) should be 4 storeys; the top storey must be set back by a minimum of 1.5m forming a terrace.
- The building should be designed with a flat roof, both in order to relate to the existing buildings' architectural language and to limit the overall height as is considered appropriate in this location.
- Building depth is a maximum of 16m.
- The less prominent elevations to Block A facing the Fort should be 2 storeys in height (see architectural design principles on adjacent page).
- Brick 'grid frame' and aligned fenestration must be established throughout Block A.
- Only inset balconies are acceptable.

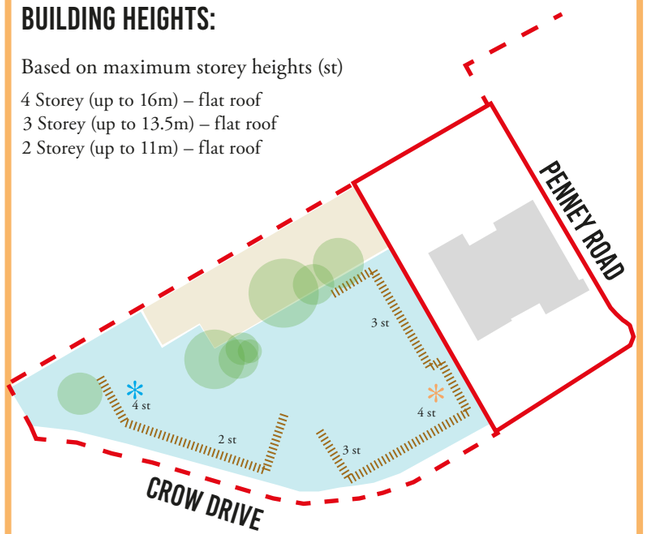
BLOCK B

- Feature corner (2) should be 4 storeys; the top storey must be set back by a minimum of 1.5m forming a terrace. Ground floor height should not be less than 3.6m floor-to-floor. Ground floor must form a colonnade to ensure 'through views' from the Fort toward Q14.
- The Building should be designed with a flat roof as per Block A.
- Building depth is a maximum of 12m.
- The less prominent elevations to Block B are 3 storeys in height (see architectural design principles on adjacent page).
- Elevational treatment of feature building (2) should focus on the use of visible and robust metal structural elements in order to capture a particular, military-inspired architectural aesthetic approach.
- Only inset balconies are acceptable.

BUILDING HEIGHTS:

Based on maximum storey heights (st)

4 Storey (up to 16m) – flat roof
3 Storey (up to 13.5m) – flat roof
2 Storey (up to 11m) – flat roof



MATERIAL PALETTE

PRIMARY WALLS

Metal: brown-red standing seam to match brickwork

SECONDARY WALLS

Brick: brown-red hues

Brick colour to complement autumnal brick colours of Q13–14.

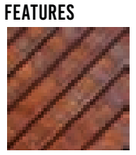
WINDOWS

Black Crittall style

RAINWATER GOODS

Black aluminium or steel rainwater goods including guttering

FEATURES



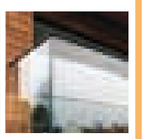
Metal: brown-red standing seam to match brickwork

Brick: black

Metal: black cladding

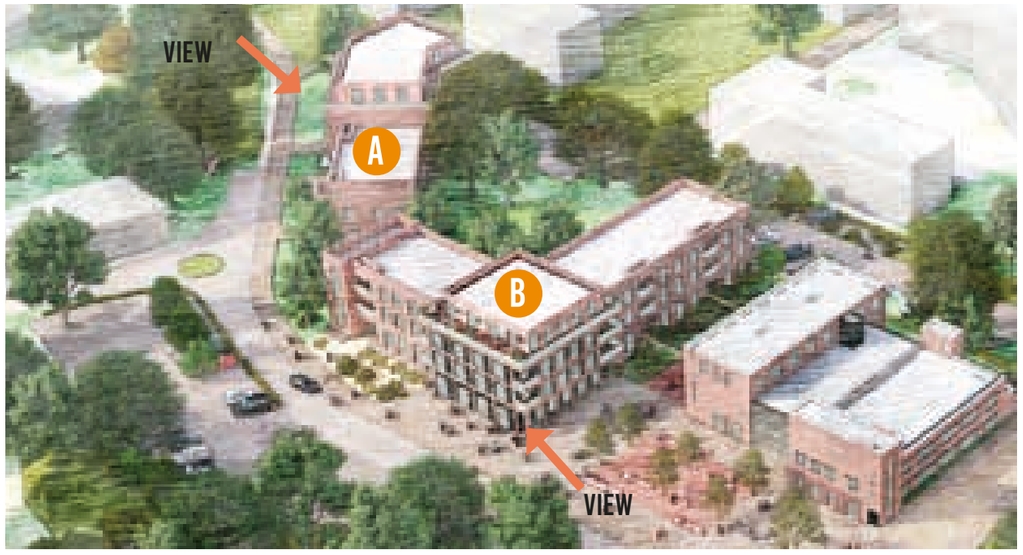
BALCONIES

Metal: black



Glazed: black frame

6.4 KEY COMPONENT – PLOT 1A

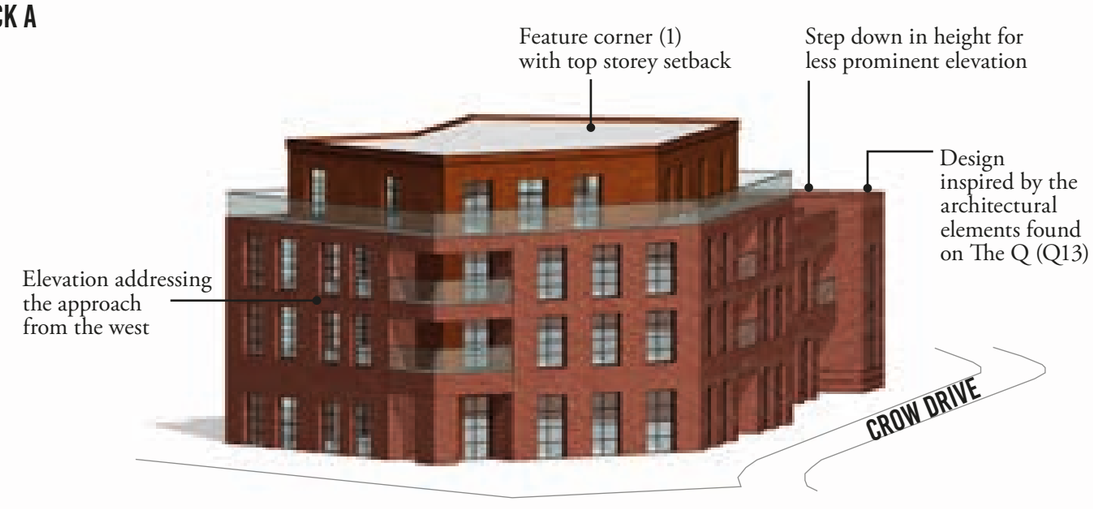


Key plan

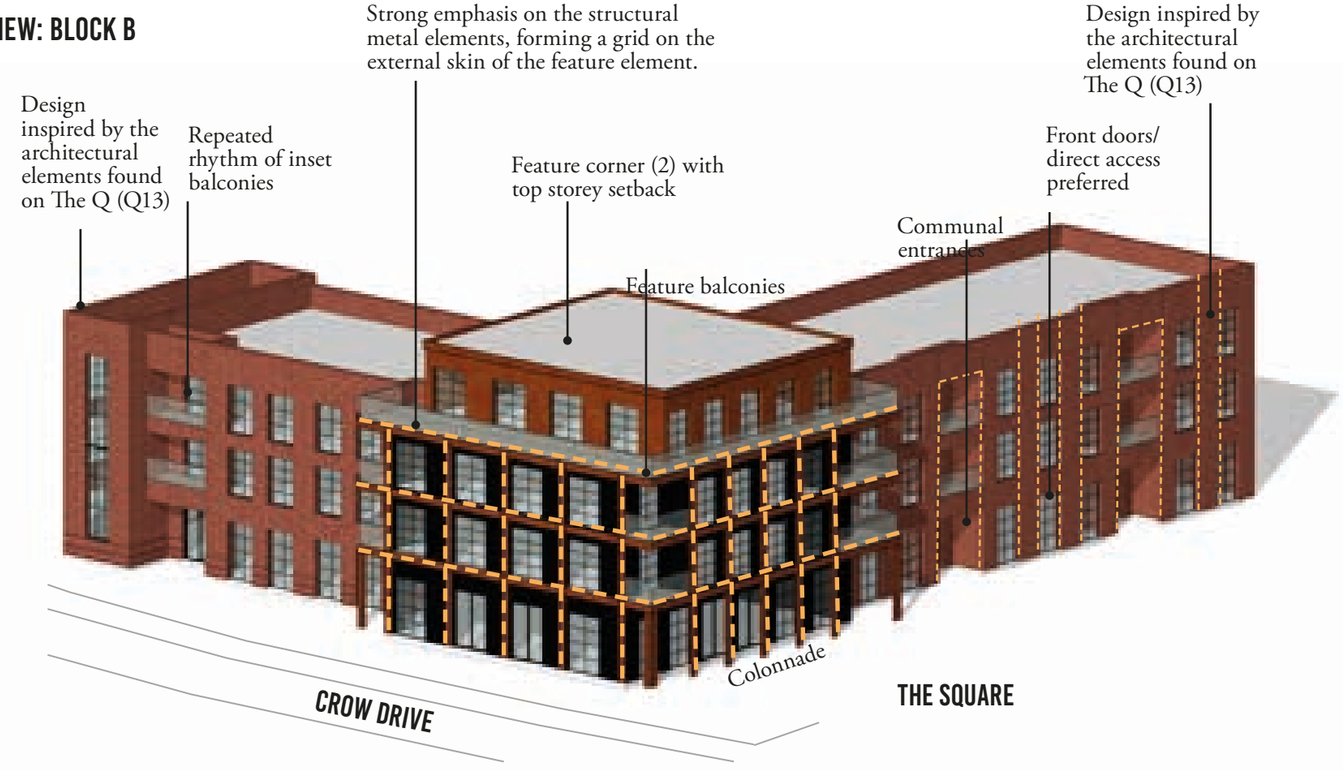
Illustrative view of feature corner (2) of Block B adjacent to the Penney (Q14)

ARCHITECTURAL DESIGN PRINCIPLES

VIEW: BLOCK A



VIEW: BLOCK B



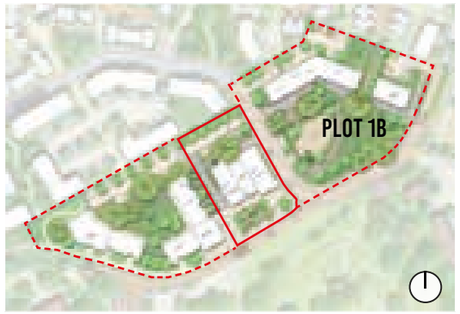
6.5 KEY COMPONENT – PLOT 1B

The Village Green marks the heart of the Village Centre.

The space will be defined by mixed use frontage opening onto the Village Green.

The architectural form and character should reflect the military heritage of the existing Q13/14 buildings by creating an architectural interpretation.

A series of clearly defined, mandatory design principles, as highlighted by the blue box outlines, will ensure a successful design outcome for this parcel.



LAYOUT PRINCIPLES:

- Vehicle access onto development parcel
- Formal frontage with consistent building line addressing public realm
- Building zone with associated landscaping
- Parking zone provided to the rear of buildings with associated landscape
- Pedestrian zone in front of the buildings
- Village Green and green space
- Feature corners addressing vistas
- Pedestrian crossing points
- Local Equipped Area of Play (LEAP)
- Trees to be retained wherever possible (refer to British Standards 5837:2012 / Tree Survey)

KEY DIMENSIONS:

① Minimum dimension of 7m and maximum of 10m between Block C/D. Active building frontage to both side elevations in between Block C/D.

② Minimum of 7m between building frontage and the Village Green ensuring sufficient public realm circulation zone for mixed uses at ground level.

③ The Village Green includes a LEAP.

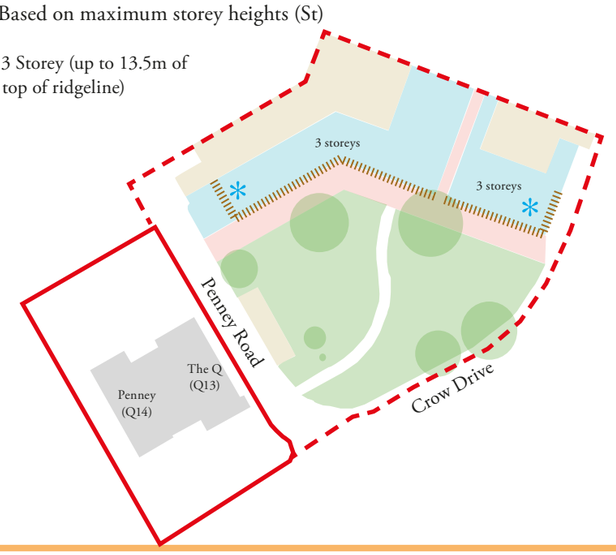
ARCHITECTURAL DESIGN PRINCIPLES BLOCK C & D

- Buildings should be a maximum of 3 storeys.
- Building depth is a maximum of 12m.
- Ground floor height to be no less than 3.6m (floor-to-floor).
- Feature corners to address Penney Road and Crow Drive.
- Blank facades are not permitted
- Mansard roof; eaves line broken at regular intervals by double height bay features.
- Only inset balconies are acceptable.

BUILDING HEIGHTS:

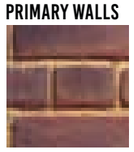
Based on maximum storey heights (St)

3 Storey (up to 13.5m of top of ridgeline)



MATERIAL PALETTE

PRIMARY WALLS



Brick colour to complement autumnal brick colours of Q13–14.

Brick: brown-red hues

ROOF

Metal: grey standing seam

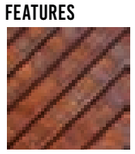
WINDOWS

Black Crittall style

RAINWATER GOODS

Black aluminium or steel rainwater goods including guttering

FEATURES



Metal: brown-red standing seam to match brickwork

Brick: black

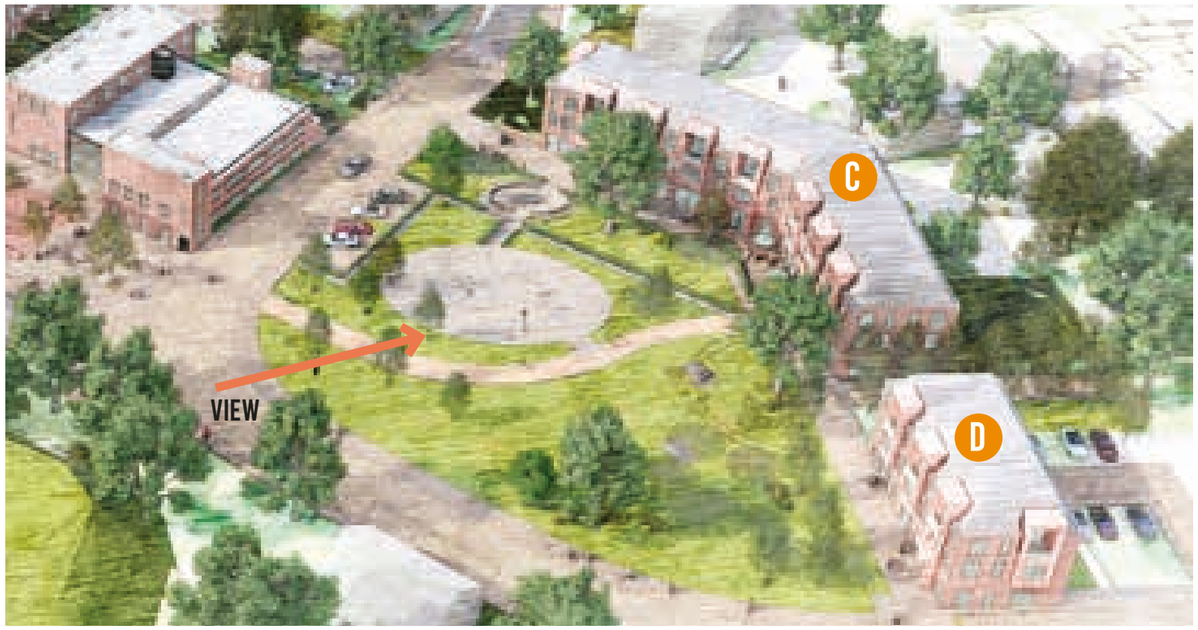
Metal: black cladding

BALCONIES

Metal: black

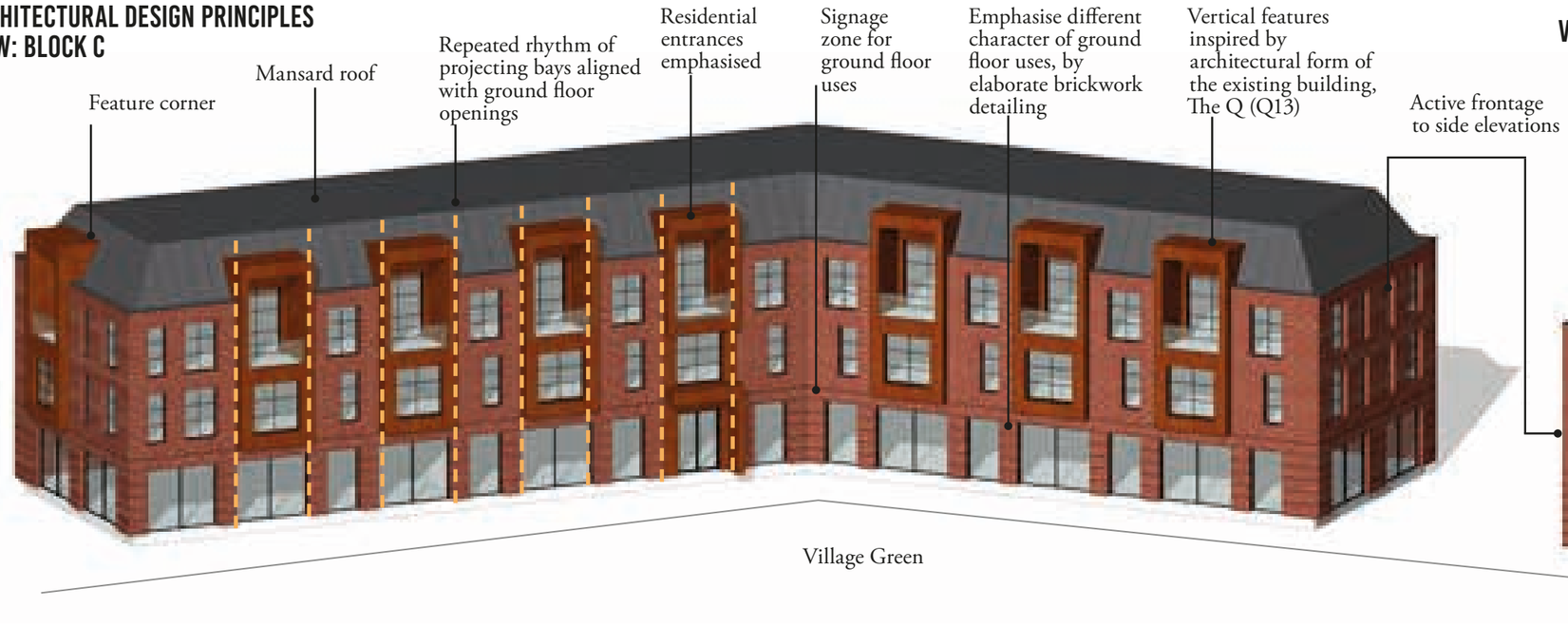
Glazed: black frame

6.5 KEY COMPONENT – PLOT 1B

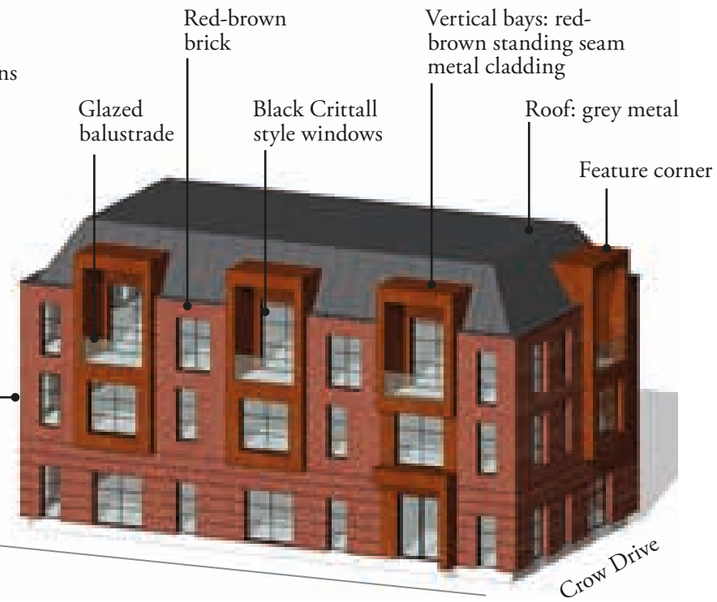


Illustrative view: buildings frame the Village Green

ARCHITECTURAL DESIGN PRINCIPLES
VIEW: BLOCK C



VIEW: BLOCK D



6.6 KEY COMPONENT – LANDSCAPE

Lighting (illustrative only subject to Engineer specification)

- Pole mounted LED luminaire. Reference WE-EF PFL540 LED,4-5 metres high, Finish in grey metallic RAL 9007.
- Wall mounted fitting - mounting height TBA. Finish in grey metallic RAL 9007.
- Recessed light source integrated within bespoke gateway features
- Bollard/pathway LED luminaire, 700-900mm high with anchorage unit. Finish in grey metallic RAL 9007.
- Tree Uplighter: WE-EF ETC130-GB LED inground uplight or similar
- Light column with shielded light source. Reference WE-EF, LTM440 LED-FT, 3-4 metres high. Finish in grey metallic RAL 9007.

LEGEND

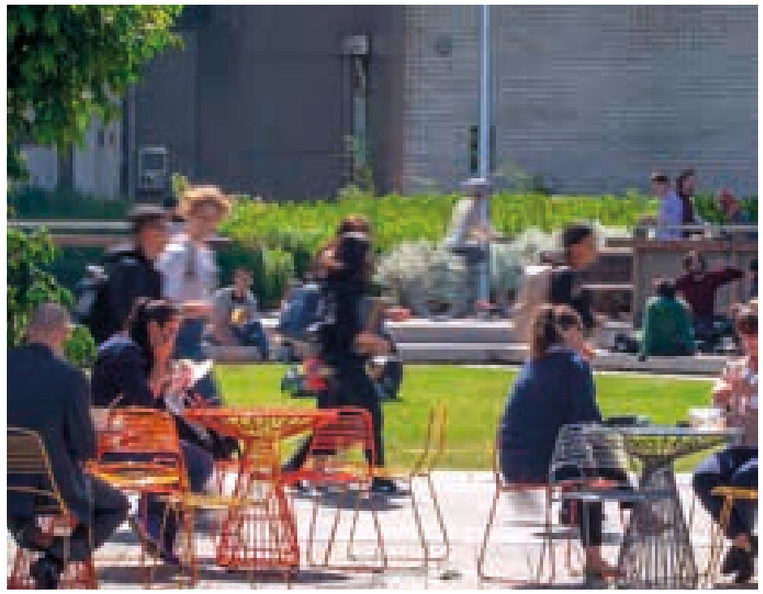
- Redline boundary of detailed application within Village Centre
- Design guidance boundary line of Village Centre (outline planning)
- Retained trees with RPA
- Existing trees to be removed
- Proposed trees
- Proposed hedge
- Amenity grass
- Structure planting
- Mixed Naturalistic perennial and structure planting
- Small scale natural stone paving
- Feature paving to plaza
- Large scale natural stone paving
- Resin bound paving to pedestrian paths
- Timber top Benches
- Raised planter with integrated bench
- Bespoke gateway features
- Retaining wall

Illustrative landscape strategy

6.6 KEY COMPONENT – LANDSCAPE

The Square

Garden Street



Village Green

Residential garden

The objective for the Village Centre is to create an attractive, diverse external environment and can be perceived as a place with its own identity.

The Village Centre will offer beautiful and functional outdoor areas, legible both in terms of the hierarchy and urban character, providing a range of enjoyable spaces suitable for relaxation and socialising.

The design seeks to sympathetically integrate the existing and new buildings whilst creating a destination at the heart of this new community.

The landscape design approach focuses on 4 main spaces; the Square, Garden Street, Residential Garden and Village Green. The main design principles for these spaces is summarised below:

THE SQUARE

(Refer to Chapter 2 for further detail of the Square that forms part of the detailed planning application)

GARDEN STREET

(Refer to Chapter 2 for further detail of the Garden Street that forms part of the detailed planning application)

VILLAGE GREEN

The Village Green comprises an open green space that facilitates preservation of the existing trees and includes new specimen trees. A play area forms a central component of the green and is set within structure planting. Oval seating areas are included along the northern edge of the green, proving for informal gatherings and relaxed socialising.

RESIDENTIAL GARDEN

This area comprises a simple lawn with a number of existing mature trees and new specimen trees.

6.7 ILLUSTRATIVE VIEWS

Illustrative aerial of the village centre

6.7 ILLUSTRATIVE VIEWS

View 1: towards the square

6.7 ILLUSTRATIVE VIEWS

View 2: from the fort entrance towards Penney (Q14)

View 3: towards The Q (Q13) from the village green

SCHEDULE OF AMENDMENTS

SCHEDULE OF AMENDMENTS

CHAPTER	PAGE	BEFORE CHANGE	AMENDMENT
Chapter 1	Page 4	"With 750 new homes [...]"	"With 635 new homes [...]"
Chapter 1	Page 5	"New primary school on site"	"Land safeguarded for a new primary school on site."
Chapter 2	Page 8	"[...] a new mixed-use development up to 750 new homes [...]"	"[...] a new mixed-use development up to 635 new homes [...]"
Chapter 2	Page 8	"(for up to 750 new homes)"	"(for up to 635 new homes)"
Chapter 2	Page 9	"Development of up to 750 residential dwellings;"	"Development of up to 635 residential dwellings;"
Chapter 7	Page 12	Additional text	"[...] which could potentially deliver a primary school alongside [...]"
Chapter 3	Page 13	Diagram	North-east Gateway Hamlet removed & Residential layout updated
Chapter 3	Page 15	Diagram	Residential layout updated
Chapter 3	Page 15	Key	"Land safeguarded for Primary School"
Chapter 3	Page 16	"Indicative density range: 15–25 dph"	"Indicative density range: 20–30 dph"
Chapter 3	Page 16	Diagram	North-east Gateway Hamlet removed
Chapter 3	Page 20	"Indicative density range: 30–40 dph"	"Indicative density range: 25–35 dph"
Chapter 3	Page 21	Illustrative Masterplan	Updated Crow Drive
Chapter 3	Page 24	"The hub includes a primary school [...]"	"This area also has the potential to deliver a primary school to serve the new and existing residents of Fort Halstead village. With secure grounds it will be located directly adjacent to the key facilities within the village centre."
Chapter 3	Page 25	"Primary school located [...]"	"Potential primary school located [...]"
Chapter 3	Page 25	Updated annotation	"Land safeguarded for Primary School"
Chapter 3	Page 28	Vignette	Education building heights amended
Chapter 3	Page 30	Illustrative Masterplan	Updated Crow Drive and Village Mews

CHAPTER	PAGE	BEFORE CHANGE	AMENDMENT
Chapter 3	Page 32	Illustrative Masterplan	Updated Crow Drive and Village Mews
Chapter 3	Page 34	"Indicative density range: 50–60 dph"	"Indicative density range: 35–55 dph"
Chapter 3	Page 35	Frontage Character Table: Regular Frontage "[...] communal/shared courtyard."	"[...] on-plot between dwellings, communal/shared courtyard."
Chapter 3	Page 35	Frontage Character Table: Mews Frontage "[...] terraced dwellings [...] on-plot between dwellings, on-street visitor parking."	"[...] terraced or linked dwellings [...] on-plot between dwellings, on-plot frontage, on-street visitor parking"
Chapter 3	Page 35	Car Parking Typology Table	Updated to reflect changes in parking
Chapter 3	Page 35	Frontage Diagram and Illustrative Masterplan	Updated to reflect new layout
Chapter 3	Page 36	Section and plan	Updated to reflect new layout
Chapter 3	Page 37	Built Form Table "On the mews street, street-facing gables will be no wider than 4.5m and parking zones a maximum of 3.5m."	"On the mews streets, innovative compact housetypes are encouraged, with narrow street-facing gables (ie. 4.5m wide) with integrated parking zones."
Chapter 3	Page 38	"Indicative density range: 35–45 dph"	"Indicative density range: 25–55 dph"
Chapter 3	Page 42	"Indicative density range: 20–35 dph for Beaumont Glade, and 50 dph for Dutchmore Wood"	"Indicative density range: 25–45 dph for Beaumont Glade, and 45–50 dph for Dutchmore Wood"
Chapter 3	Page 43	Illustrative Masterplan	Updated Village Mews
Chapter 3	Page 46	Diagram	North-east Gateway Hamlet removed & updated to reflect new layout
Chapter 3	Page 47	Table	Remove references to North-eastern Gateway Hamlet
Chapter 4	Page 50–51	Diagrams	Remove reference to NE Gateway Hamlet and update to street hierarchy Added bus loop
Chapter 4	Page 52–3	Multiple Diagrams	Residential parcels updated

SCHEDULE OF AMENDMENTS

CHAPTER	PAGE	BEFORE CHANGE	AMENDMENT
Chapter 5	Page 58	Map amended	
Chapter 5	Page 59	Carriageway width	Updated to 6.75m
Chapter 5	Page 60	Traffic calming measure table: Squares precedent	Update photo and add text: "Raised shared surfaced table located at a junction, with the alignment of the road deflecting horizontally on the approach of the turning." Squareabout removed, deflected junction added.
Chapter 5	Page 61	Traffic calming measure table: Eyot	Point added "Potential bus loop to be incorporated into the design of an eyot."
Chapter 5	Page 62–63	Diagram	Updated to reflect changes to Crow Drive
Chapter 5	Page 64–5	Diagrams	Updated to reflect changes to Crow Drive
Chapter 5	Page 66–7	Diagram	Updated to reflect changes to Crow Drive
Chapter 5	Page 68–9	Diagram	Updated to reflect changes to Crow Drive
Chapter 5	Page 70	Table	"Bus loop design to be incorporated into eyot feature."
Chapter 5	Page 70–1	Diagram	Updated to reflect changes to Crow Drive


jtp