



F O R T
H A L S
T E A D

Design Principles
September 2019



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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 internal 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 750 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

ENVIRONMENTAL

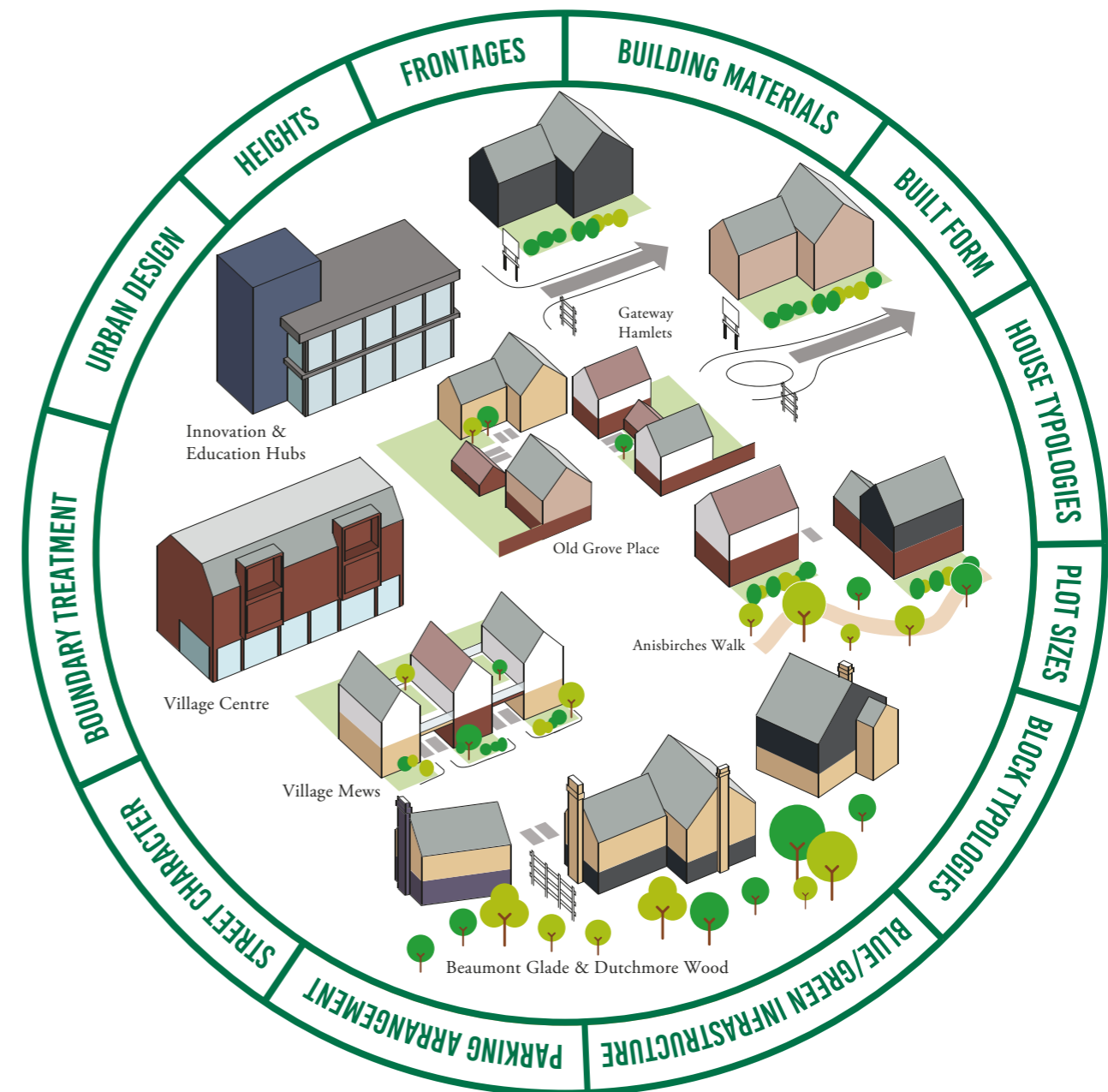
- Protection, enhancement and maintenance of ancient woodland and retention of key tree groups within the site
- Sustainable drainage
- Network of green and recreational spaces, providing every resident with access to a green link within 100m of their home
- Encouraging sustainable transport i.e. new 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

SOCIAL

- Providing community and retail facilities in the village centre
- 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

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







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').

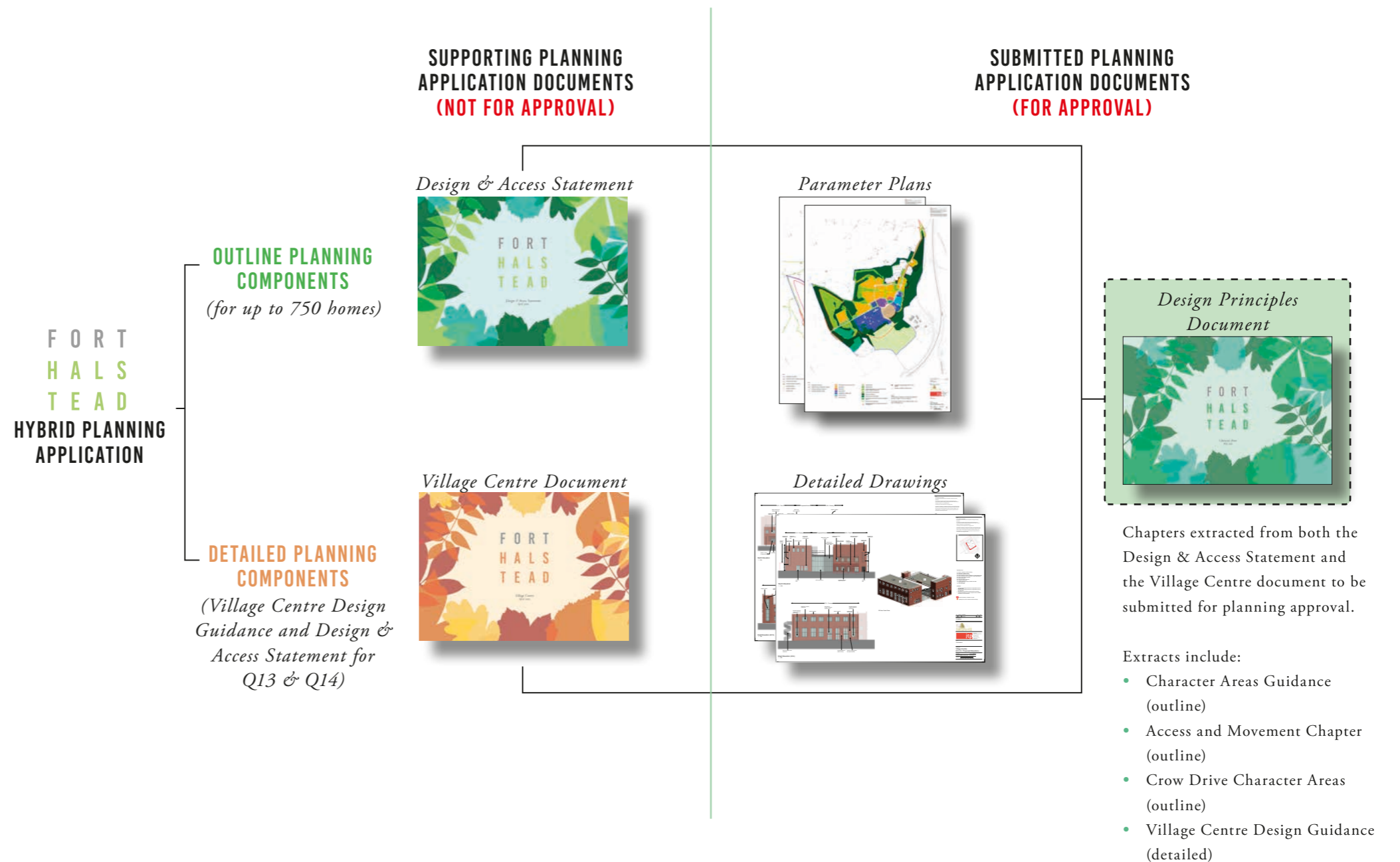
The planning application is a hybrid which comprises some elements submitted in outline and some elements in detail. The aspects of the planning application submitted in outline include a new mixed-use development up to 750 new homes and employment areas. All matters will be reserved, except means of access and the refurbishment of Q13 & Q14 buildings which is submitted for full detailed planning. A Listed Building application is also 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



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 envelops 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 750 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**

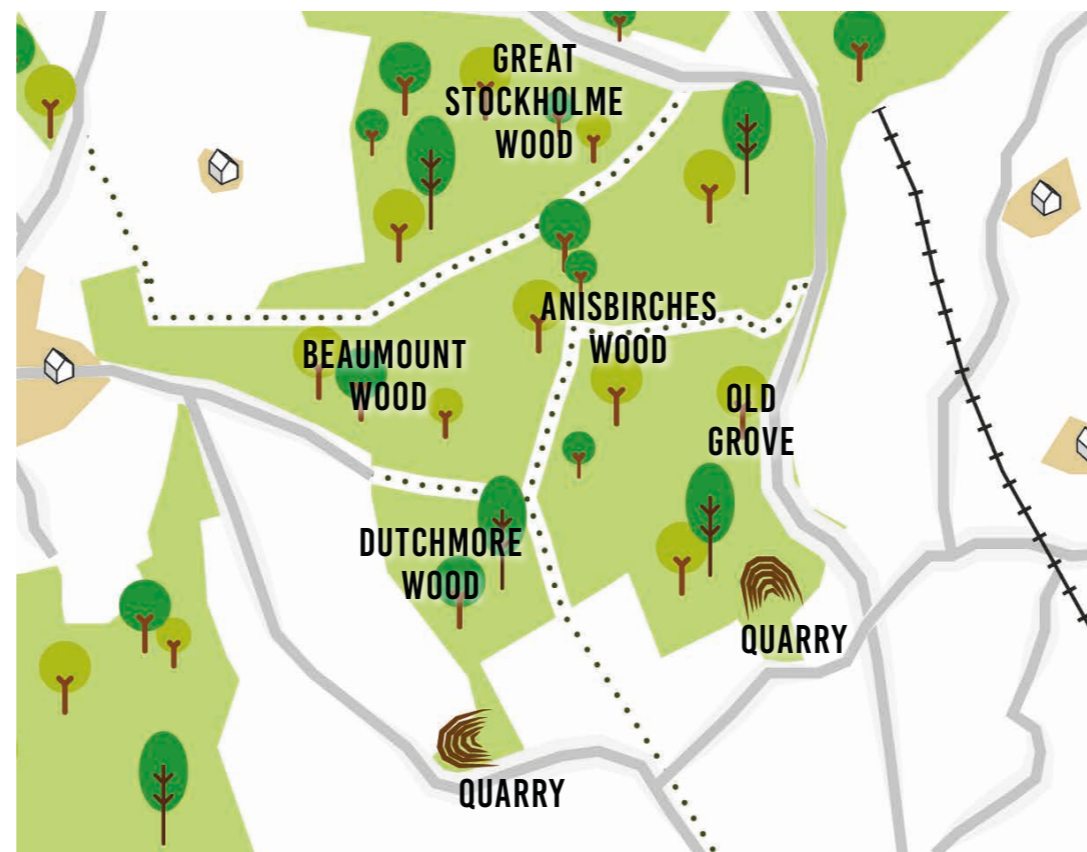
Narrow-fronted homes around shared-surface mews streets, creating a gradual intensification towards the larger buildings and facilities found in the Village Centre.

- **Innovation & Education Hub**

A high quality, R&D and technology focused business & education campus providing a primary school and 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



**GATEWAY
HAMLET**

**OLD
GROVE
PLACE**

**INNOVATION &
EDUCATION HUB**

BEAUMONT GLADE

ANISBIRCHES WALK

VILLAGE MEWS

VILLAGE CENTRE

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

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
 - P 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
 - ▭ Location of 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

Layout Plan

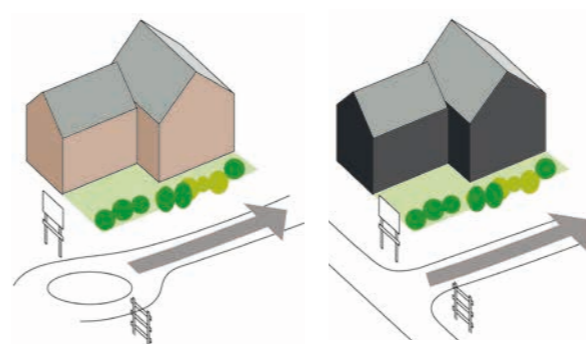
3.2 GATEWAY HAMLETS



The Gateway Hamlets mark the *principal entrances* to the development. Both are *fringed by woodland* on three sides, creating stand alone parcels with an intimate, inward looking character. They are principally composed of large detached dwellings with similar but distinct architectural expression, featuring a *strong connection to the natural environment*. The parcels feature predominantly staggered frontages, with organic alignments of buildings and streets, and naturalistic boundary treatments.

Indicative density range: 15–25 dph (refer to indicative density plan in Chapter 6.2)

Illustrative view of west gateway hamlet among existing woodland



North-east Gateway Hamlet West 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 individual outlook, 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

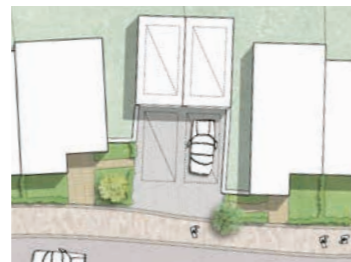
DESCRIPTION

On-Plot Corner



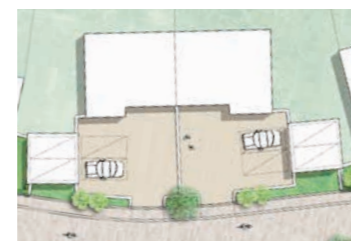
- Located around the corner from main dwelling frontage
- Usually serves individual dwelling on corner plot, but may serve more than one (e.g. semi-detached) providing up to a maximum of 4 spaces
- Parking bay(s) enclosed by brick garden wall

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

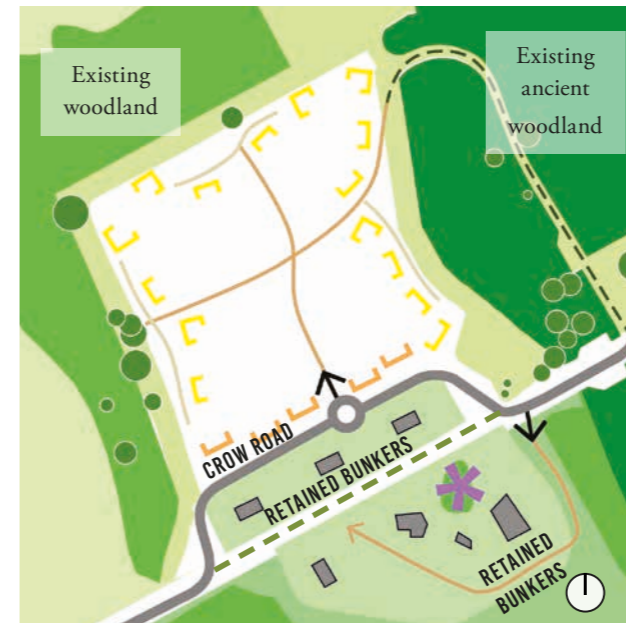
On-Street Visitor Parking



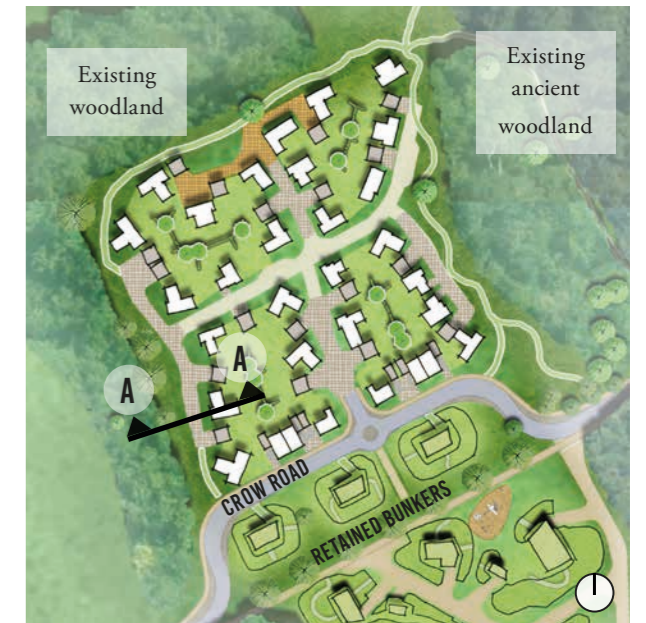
Formal

Informal

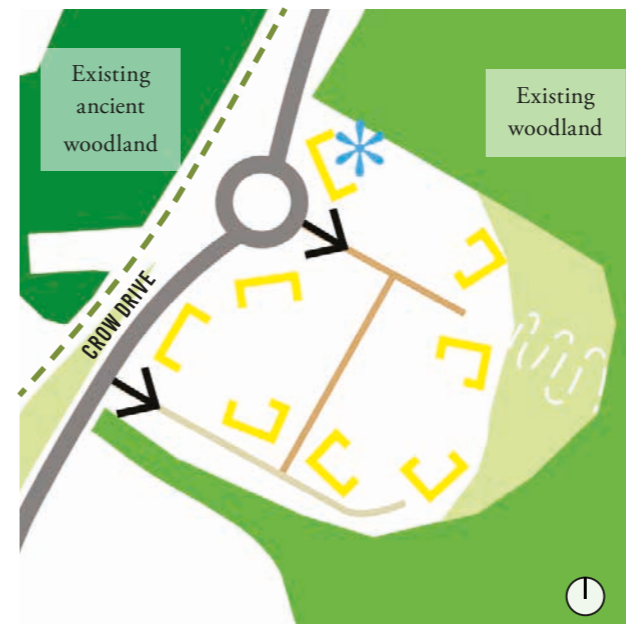
- Designed to prevent parking on verges and pavements
- Max. 3 parallel parking bays without landscaping between
- Marked bays should be a minimum 2.4m wide x 6m long



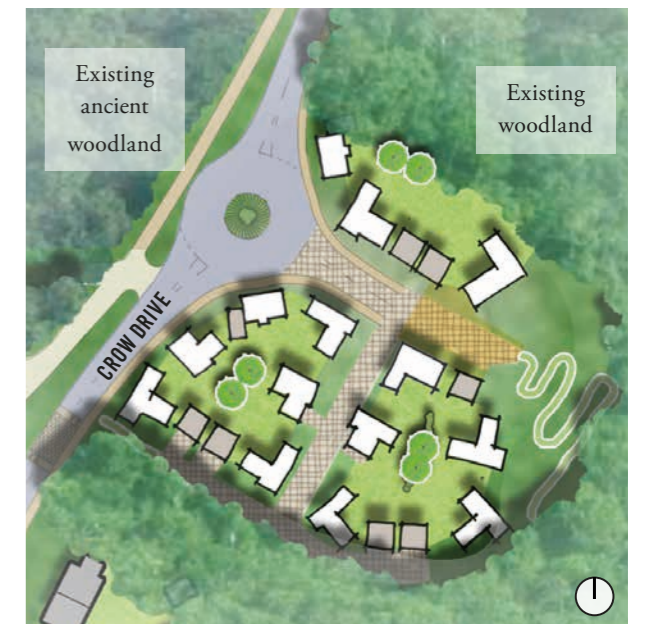
Extract from Layout Plan – West Gateway Hamlet



Illustrative Masterplan – West Gateway Hamlet



Extract from Layout Plan – North-East Gateway Hamlet



Illustrative Masterplan – North-East 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

TYPLOGIES

Low Hedge



- Height – 1.2m max
- Clipped native hedge of continuous species
- Post and wire fence integral to the hedge while it establishes



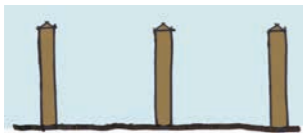
Planting Area



- Height – maximum 600mm
- Set back maximum 2m
- Low clipped hedge with shrub planting
- Suitable along mews shared surfaced streets



Timber Posts



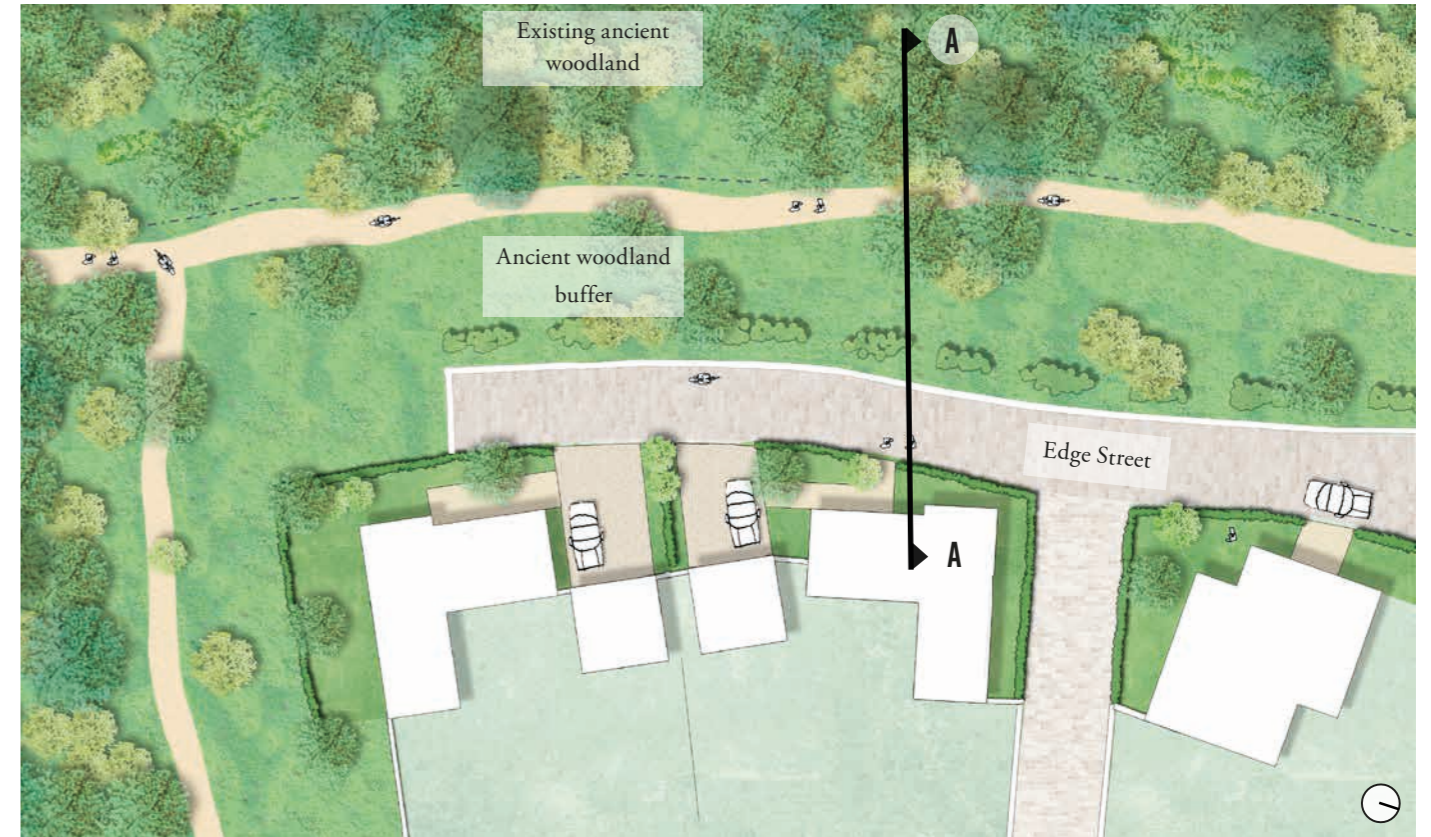
- Height – maximum 800mm
- Suitable for demarcating the edge of key public green spaces
- Lighting could be incorporated into design



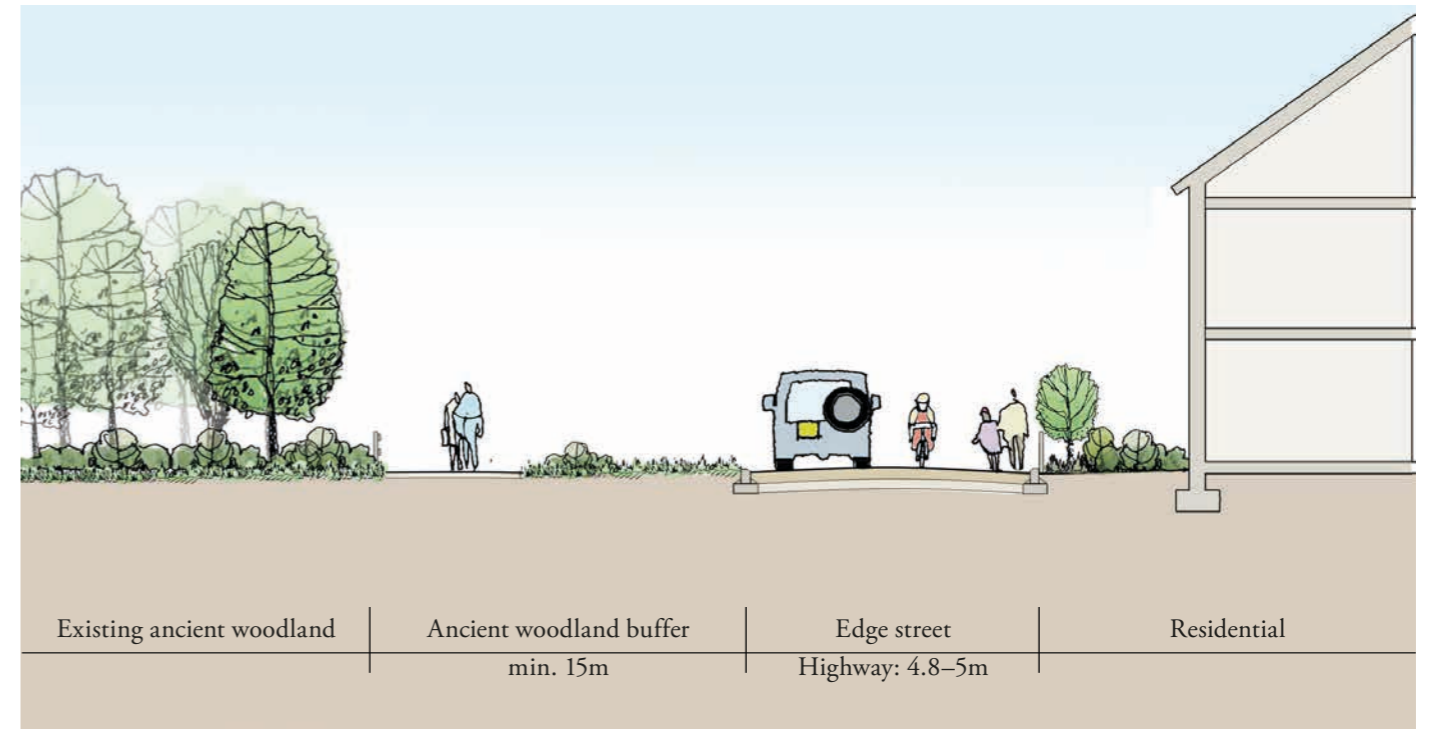
No Boundary



- 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)

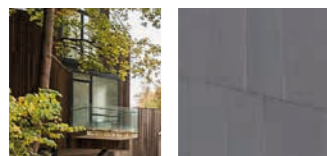
Primary Materials



Dark stained timber cladding

Natural coloured timber cladding

Secondary/Feature Materials



Large glass windows and balconies

Dark grey or Black metal cladding

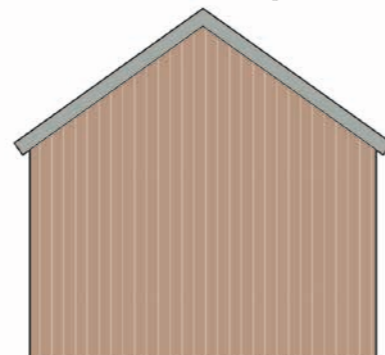
Roof



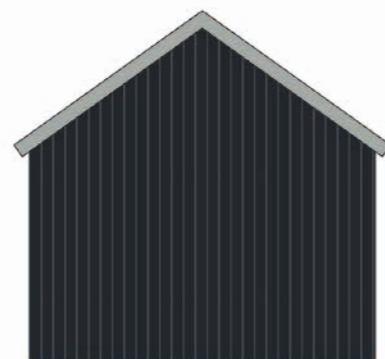
Green roof

Grey metal standing seam

Indicative use of material palette



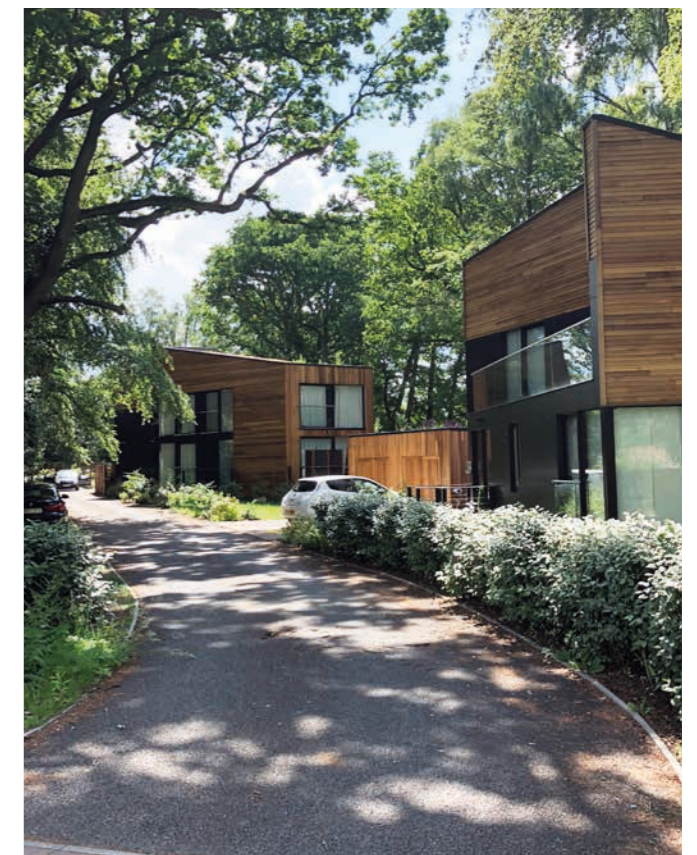
Eastern Gateway – natural coloured timber cladding



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

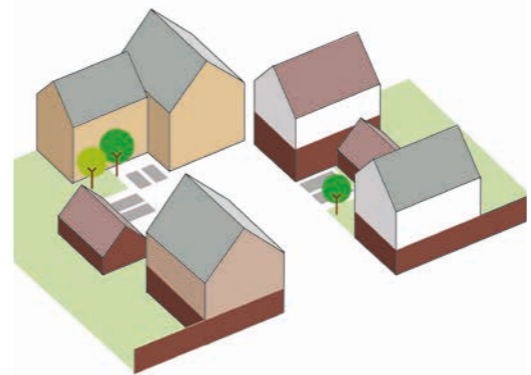


Old Grove Place sits at the junction of Crow Drive and Mitchell Road, forming the gateway into the main village and *creating a strong sense of arrival*. Homes either front onto the Entrance Green, a key formal space incorporating retained trees, or are arranged around a series of shared courtyards which 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: 30–40 dph (refer to indicative density plan in Chapter 6.2)

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



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 create 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.



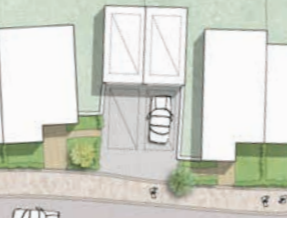
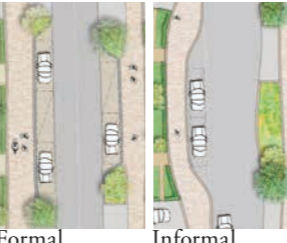
- Dual aspect housing with active frontages onto both the shared courtyard and surrounding woodland.

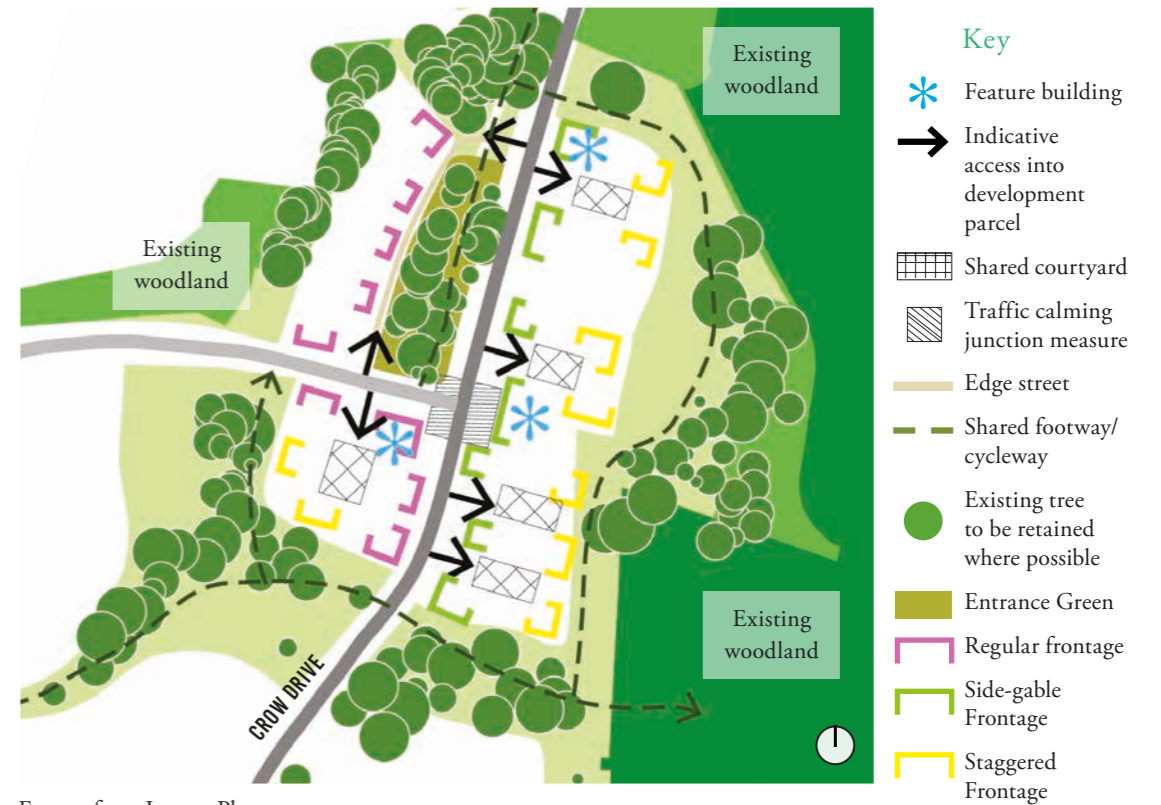
- A mixture of narrow and wide fronted units.

- 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

TYPLOGIES	DESCRIPTION
<p>Shared Courtyard Parking</p> 	<ul style="list-style-type: none"> • 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
<p>On-Plot Corner</p> 	<ul style="list-style-type: none"> • 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
<p>On-Plot Between Dwellings</p> 	<ul style="list-style-type: none"> • 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
<p>On-Street Visitor Parking</p> 	<ul style="list-style-type: none"> • 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



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).

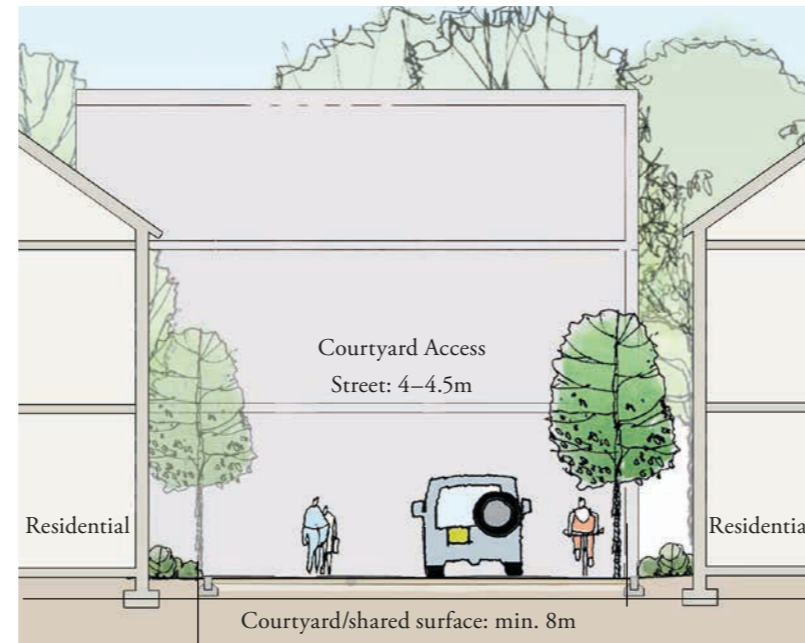
STREET CHARACTER

- 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.

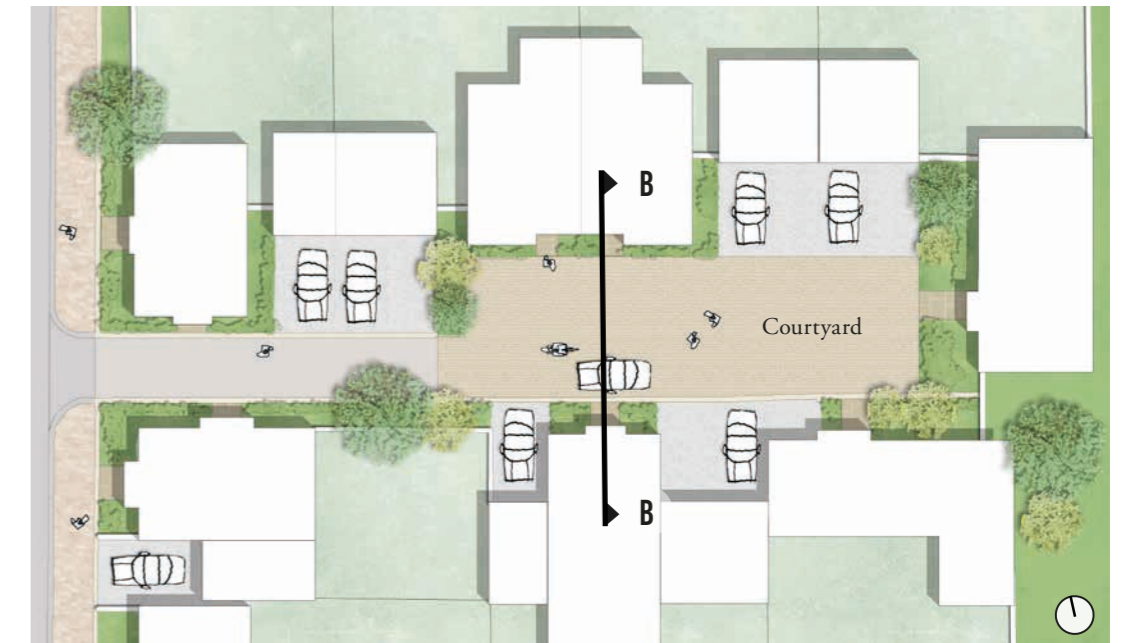
Refer to Access & Movement chapter in the DAS



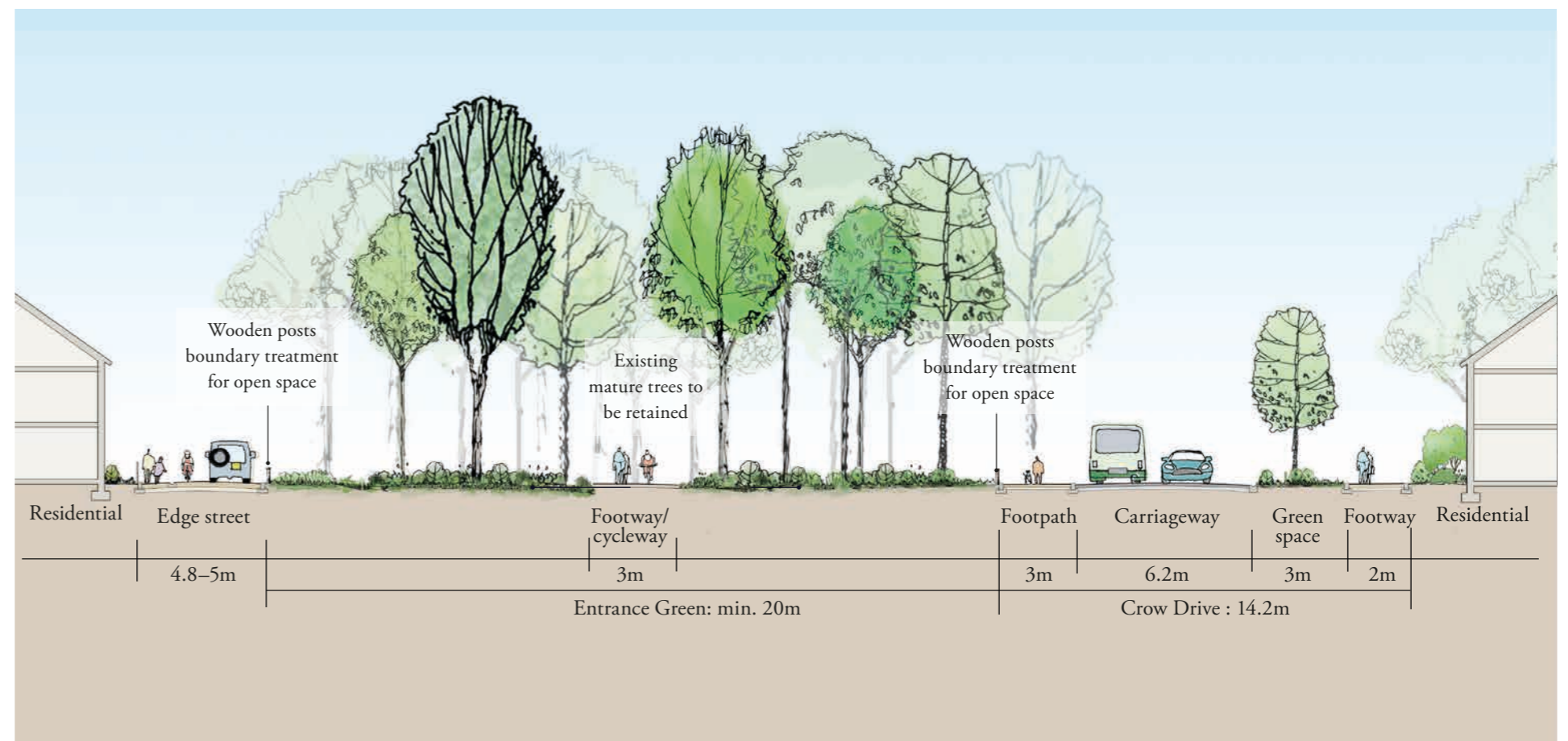
Example of footway/cycleway through entrance green – The Avenue, Saffron Walden



Illustrative Street Section BB – Courtyard



Illustrative Plan – Courtyard

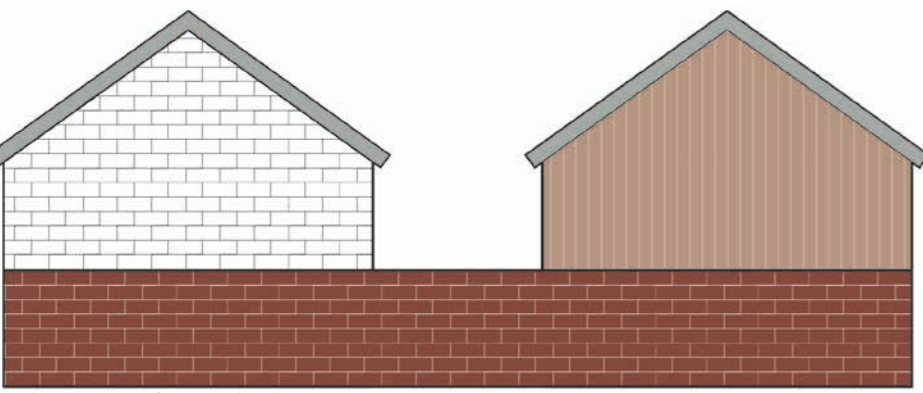


Illustrative Street Section CC – Entrance Green

ARCHITECTURAL DESIGN

FRONT BOUNDARY TREATMENTS

TYPLOGIES	DESCRIPTION	EXAMPLES
<p>Connecting Garden Wall</p> 	<ul style="list-style-type: none"> Total height – 2.4m max The material must be the same material as the adjoining house Clipped hedge of continuous species 	
<p>Planting Area Or Hard Paved</p> 	<ul style="list-style-type: none"> Height – maximum 600mm Set back maximum 2m Low clipped hedge with shrub planting Suitable in the shared surface courtyard 	
<p>Estate Railing</p> 	<ul style="list-style-type: none"> Height – 1.2m max Building set-back minimum 2m Powder coated black metal railings with gates to match Varied shrub planting behind 	
<p>Timber Posts</p> 	<ul style="list-style-type: none"> 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.

<p>Primary Materials – Top</p>  <p>White brick</p>  <p>Natural coloured timber cladding</p>		<p>Primary Materials – Base</p>  <p>Red-multi brick</p>	
<p>Secondary/Feature Materials</p>  <p>Pale buff brick</p>  <p>Dark stained timber cladding</p>		<p>Roof</p>  <p>Red tiles</p>  <p>Dark grey tiles</p>	



Precedent of floating garden wall – The Avenue, Saffron Walden



Precedent of courtyard housing – The Avenue, Saffron Walden

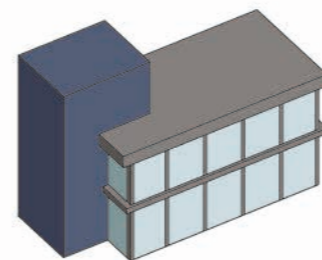
3.4 INNOVATION & EDUCATION HUB



Innovation & Education Hub

The Innovation & Education Hub provide 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*. The hub includes a *primary school* with secure grounds in close proximity to the village centre facilities.

Illustrative view of Crow Drive towards the Innovation and Education Hub



URBAN DESIGN

KEY LAYOUT PRINCIPLES

- 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

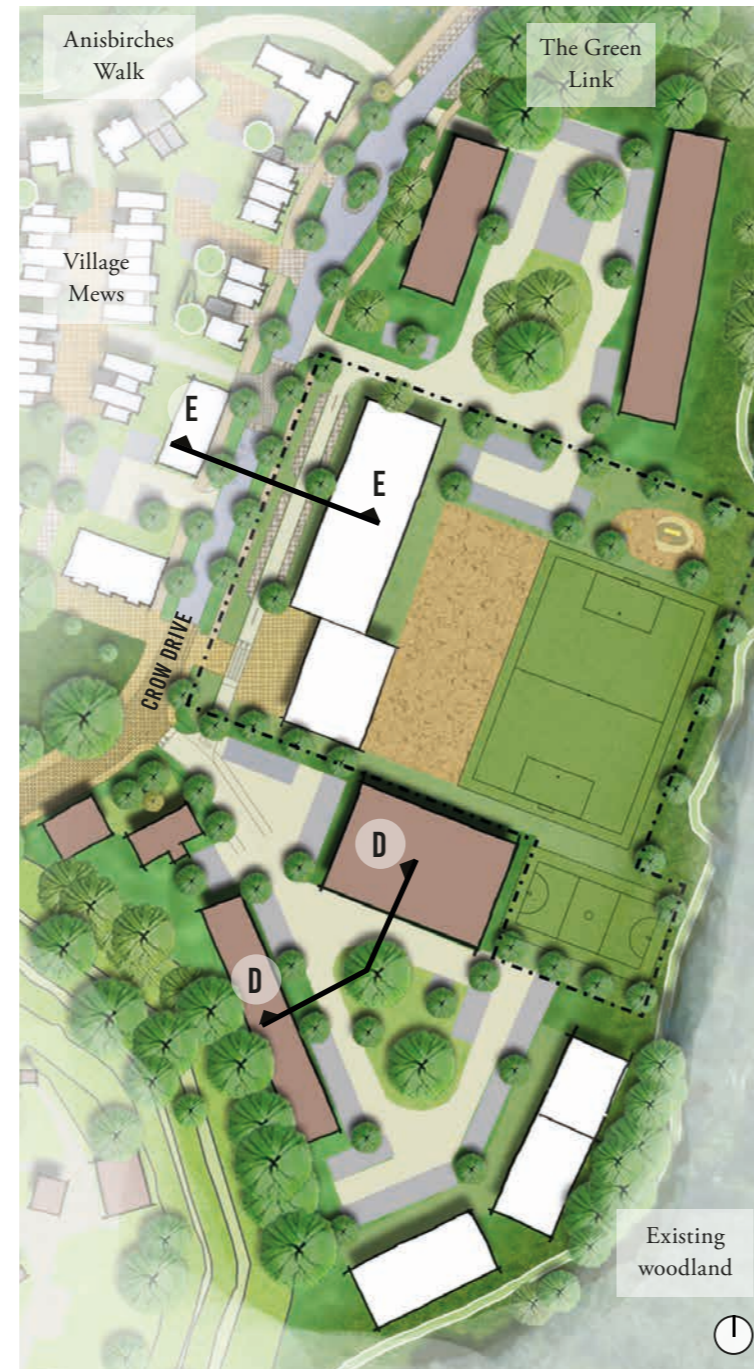
- Employment uses of varying types and size.
- Create sense of enclosure around open space.
- Located at different angles to each other to create informal-shaped block.
- Carefully landscaped shared courtyard with parking and loading areas in front of buildings.

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 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

Key

- ▭ Dual employment frontage
- ▭ Courtyard employment frontage
- ▭ School frontage
- ▭ Indicative zone for office/small enterprise
- ▭ Indicative zone for light industry
- ▭ Indicative secure school ground
- ➔ Indicative parcel access
- ▲ Indicative school entrance
- ▲ Indicative loading for larger vehicles
- Indicative internal street
- - Shared footway/cycleway
- P Indicative car park
- Existing tree to be retained
- Existing building to be retained and refurbished
- Indicative pocket green
- - Secure school boundary

3.4 INNOVATION & EDUCATION HUB

OPEN SPACE

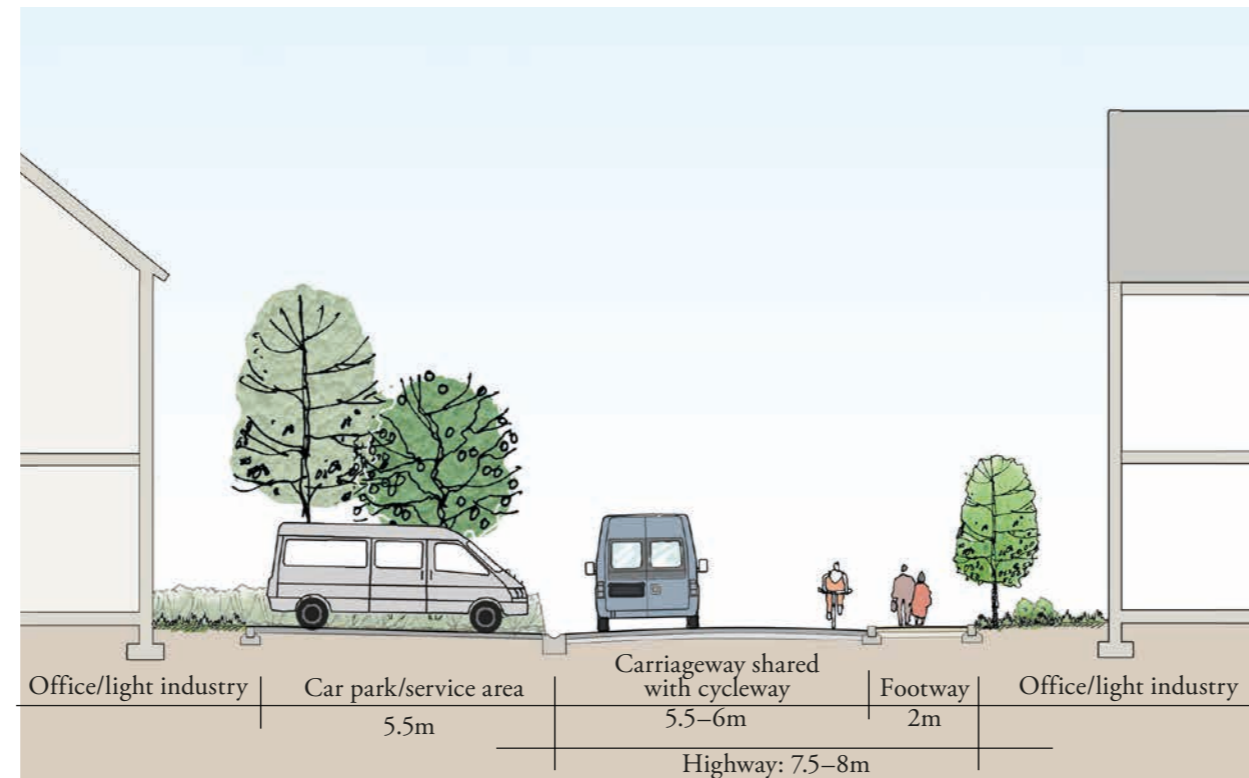
GREEN/BLUE INFRASTRUCTURE

- 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.

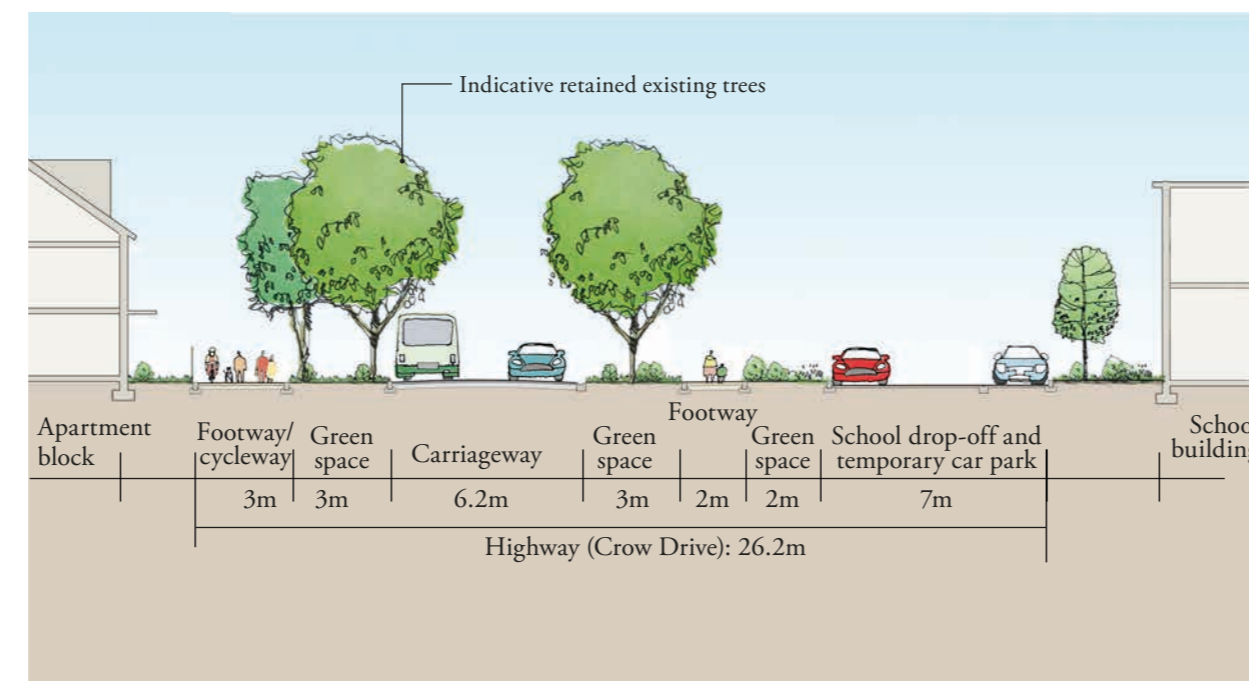
Refer to Access & Movement chapter in the DAS



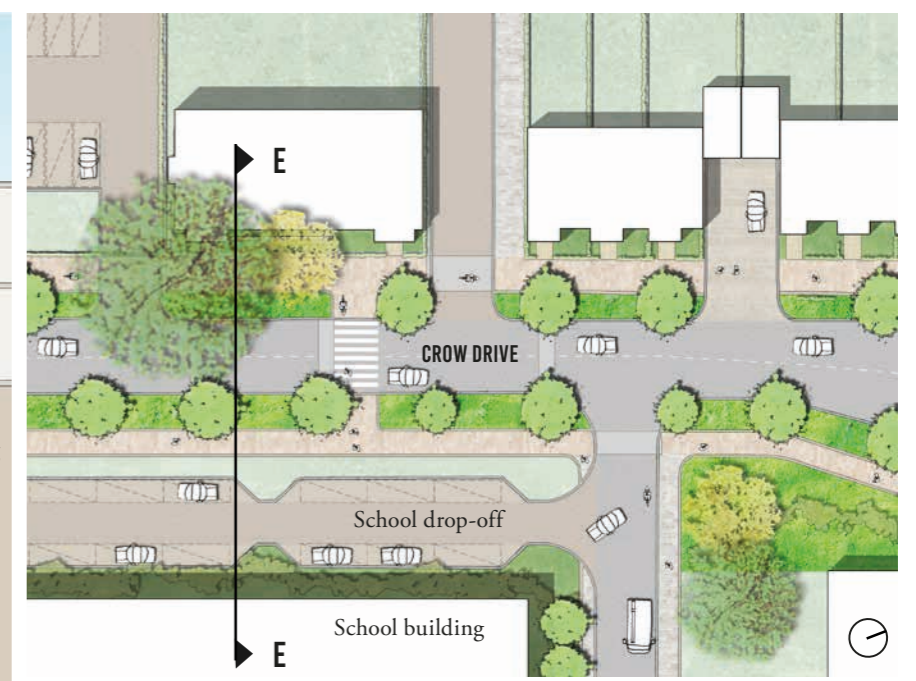
Street section DD – Street in Innovation Hub



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 0055bI-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.

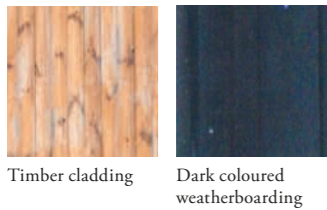
FRONT BOUNDARY TREATMENTS

TYPLOGIES	DESCRIPTION	EXAMPLES
<p>Planted Area or Hard Paving</p> 	<ul style="list-style-type: none"> • Height – maximum 600mm • Set back maximum 2m • Low clipped hedge with shrub planting • Suitable along the Mews shared surfaced streets 	
<p>Timber Post</p> 	<ul style="list-style-type: none"> • Height – maximum 800mm • Suitable for demarcating the edge of key public green spaces • Lighting can be incorporated into design 	

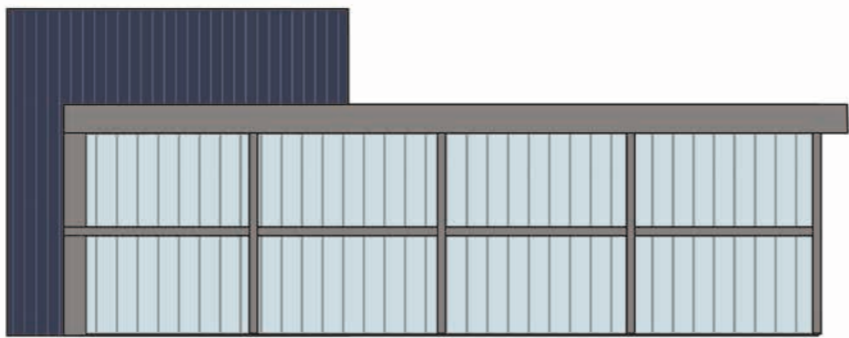
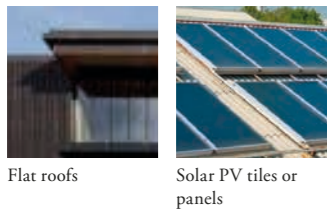
Primary Materials



Secondary/Feature Materials



Roof



Indicative use of material palette



Office/R&D buildings at Alconbury Weald, Huntingdon



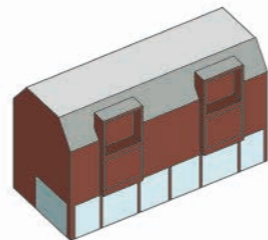
Innovation Hub at Alconbury Weald, Huntingdon

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 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.**

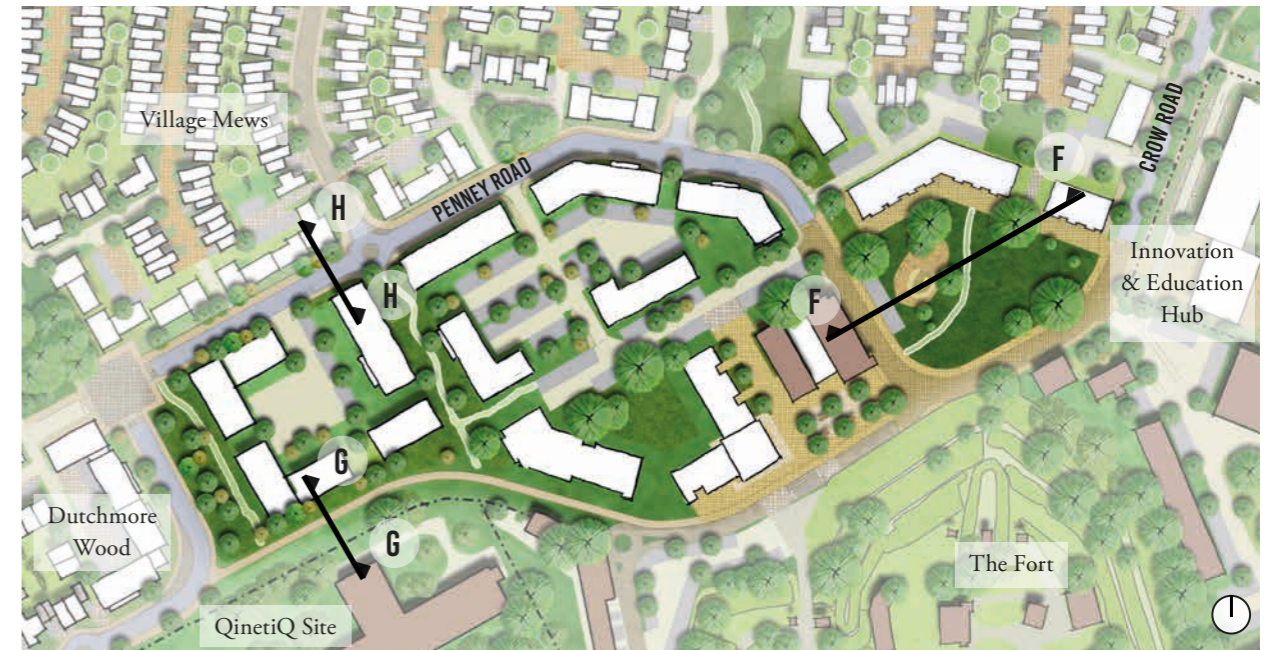
CAR PARKING TYPOLOGIES

TYPLOGIES	DESCRIPTION
Communal	<ul style="list-style-type: none"> • Communal parking areas are used predominately for apartment blocks and employment buildings <p>For Residential buildings:</p> <ul style="list-style-type: none"> • 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 <p>For Mixed-Use and Employment buildings:</p> <ul style="list-style-type: none"> • 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.

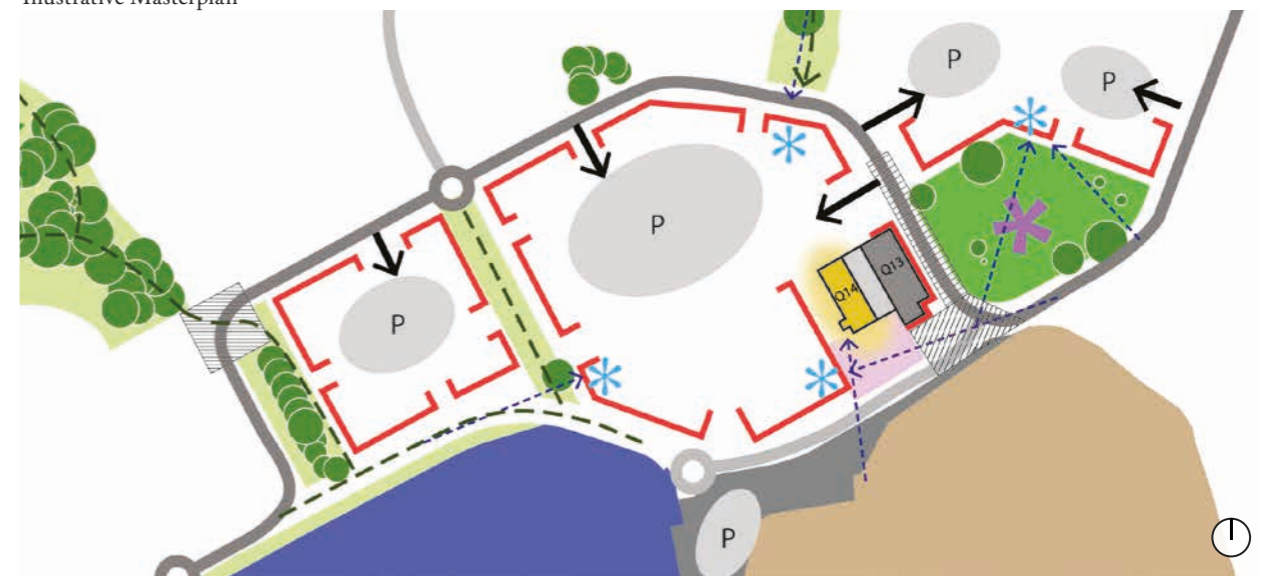
On-Street Visitor Parking

- 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

Formal Informal



Illustrative Masterplan



Extract from Layout Plan

- Key**
- > Important view
 - Red line Mixed-Use and Employment Frontage
 - Blue asterisk Feature building
 - Black arrow Indicative access onto development parcel
 - Green dashed line Shared footway/cycleway
 - Hatched area Traffic calming junction measure
 - Grey 'P' Indicative shared courtyard with car parking
 - Green circle Existing tree to be retained where possible
 - Yellow square Grade II listed building and setting
 - Grey square Existing building to be retained
 - Pink square Village Square
 - Green square Village Green
 - Purple asterisk 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

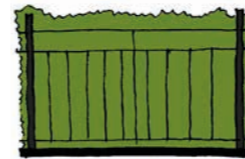
- Railing on low wall with hedge.
- No boundary, set back planted area or low wall for mixed use Village Centre and Employment.
- Wooden posts for Village Green.
- 1m service zone minimum clear of vegetation is required between the QinetiQ's demise and fence line. QinetiQ's fence line should sit within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

Refer to Access & Movement chapter in the DAS

FRONT BOUNDARY TREATMENTS

TYPOLOGIES

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

EXAMPLES



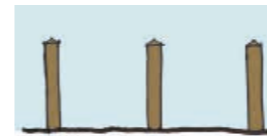
Planted Area Or Hard Paving



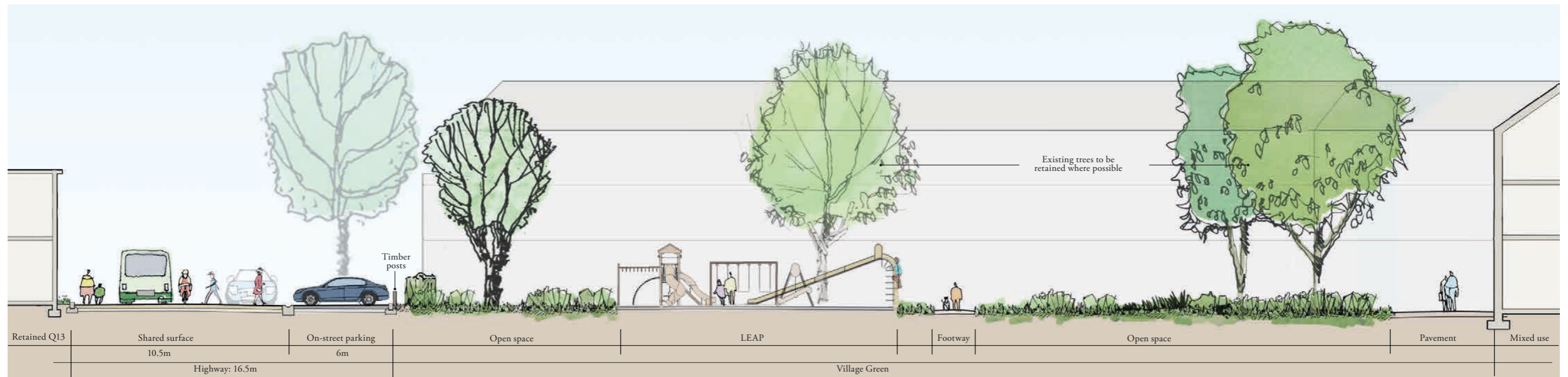
- Height – maximum 600mm
- Set back maximum 2m
- Low clipped hedge with shrub planting
- Suitable along the shared surfaced streets in the mews



Timber Post



- Height – maximum 800mm
- Suitable for demarcating the edge of key public green spaces
- Lighting can be incorporated into design



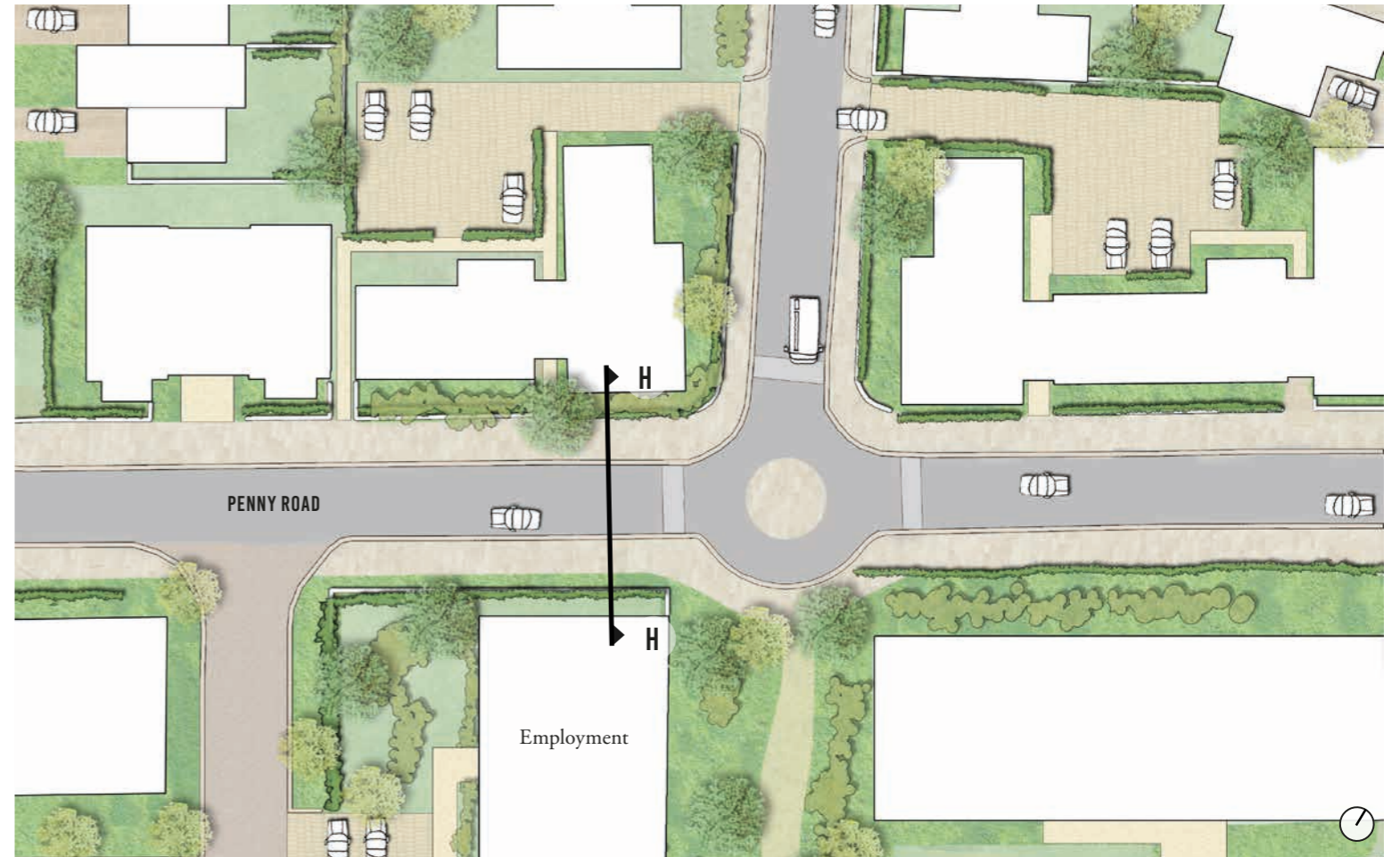
Street Section FF – Village Green

3.5 VILLAGE CENTRE

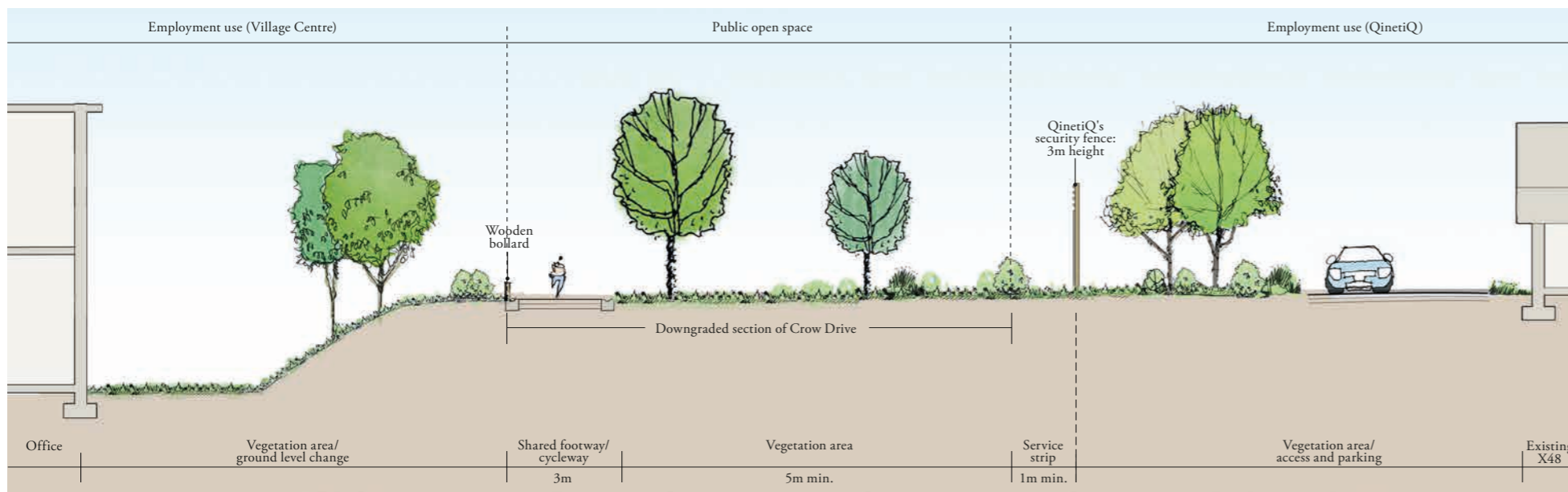
OPEN SPACE



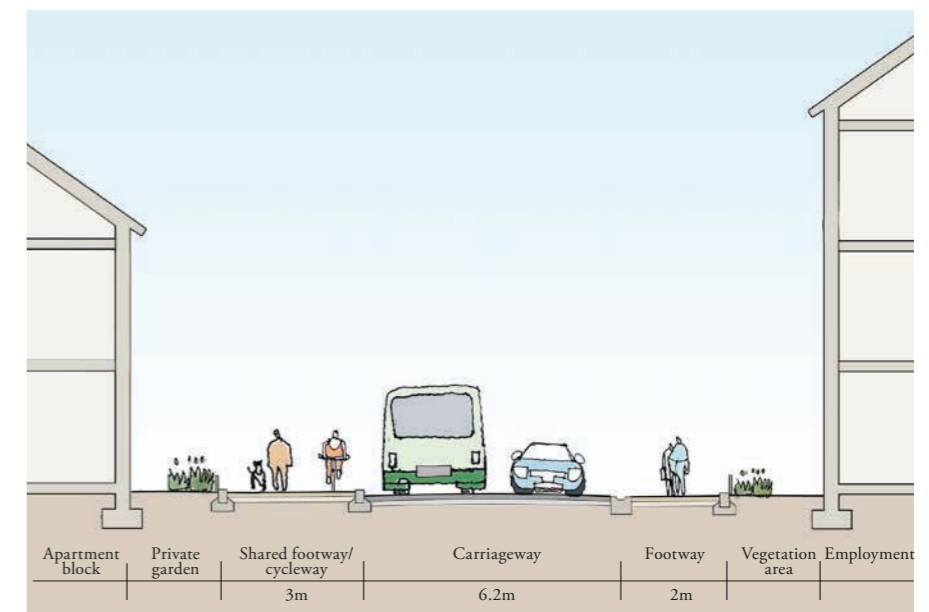
Illustrative Masterplan



Street plan – Penny Road



Street section GG – Crow Drive and interface with QinetiQ



Street Section HH – Penny 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 005561-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.



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



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



Precedent image of refurbished listed building (Barry, Wales)



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



Glass lift abutting existing building (Hackney Town Hall)

Primary Materials



Red Brick

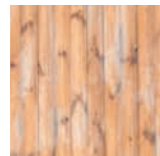


Red-multi brick

Secondary/Feature Materials



White painted brick

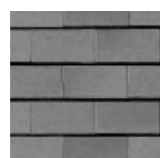


Timber cladding

Roof



Red tiles

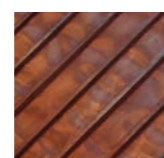


Grey slate tiles

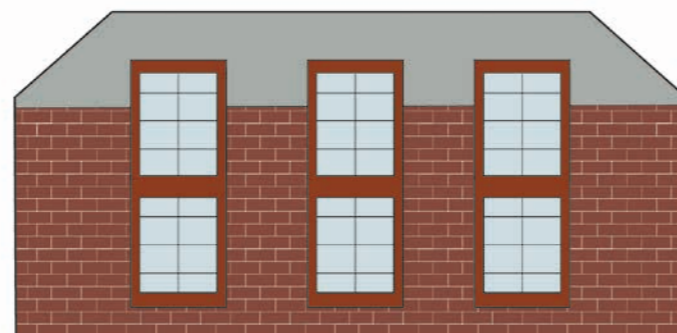
Windows



Crittall with T-shaped profile



Metal: Brown -Red cladding



Indicative use of material palette



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 link-detached homes 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: 50–60 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.



URBAN DESIGN

KEY LAYOUT PRINCIPLES

- Similarly sized, linked 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 **terraced dwellings** or **apartment blocks** with **detached units** at key locations (e.g. on corners).
- Small spacing between buildings and similar setback to create strong building line along the primary vehicular route.
- Car parking typologies: **communal/shared courtyard**.


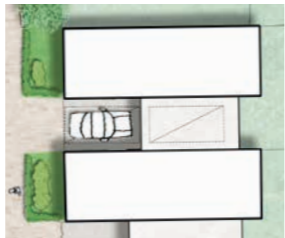


Stepped Frontage

- 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 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-street visitor parking**.

CAR PARKING TYPOLOGIES

TYPLOGIES	DESCRIPTION
On-Plot Corner 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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 exception of housing fronting onto green space, where detached garages may be permitted • No more than two cars allowed in tandem parking
Communal/ Shared Courtyard 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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



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.

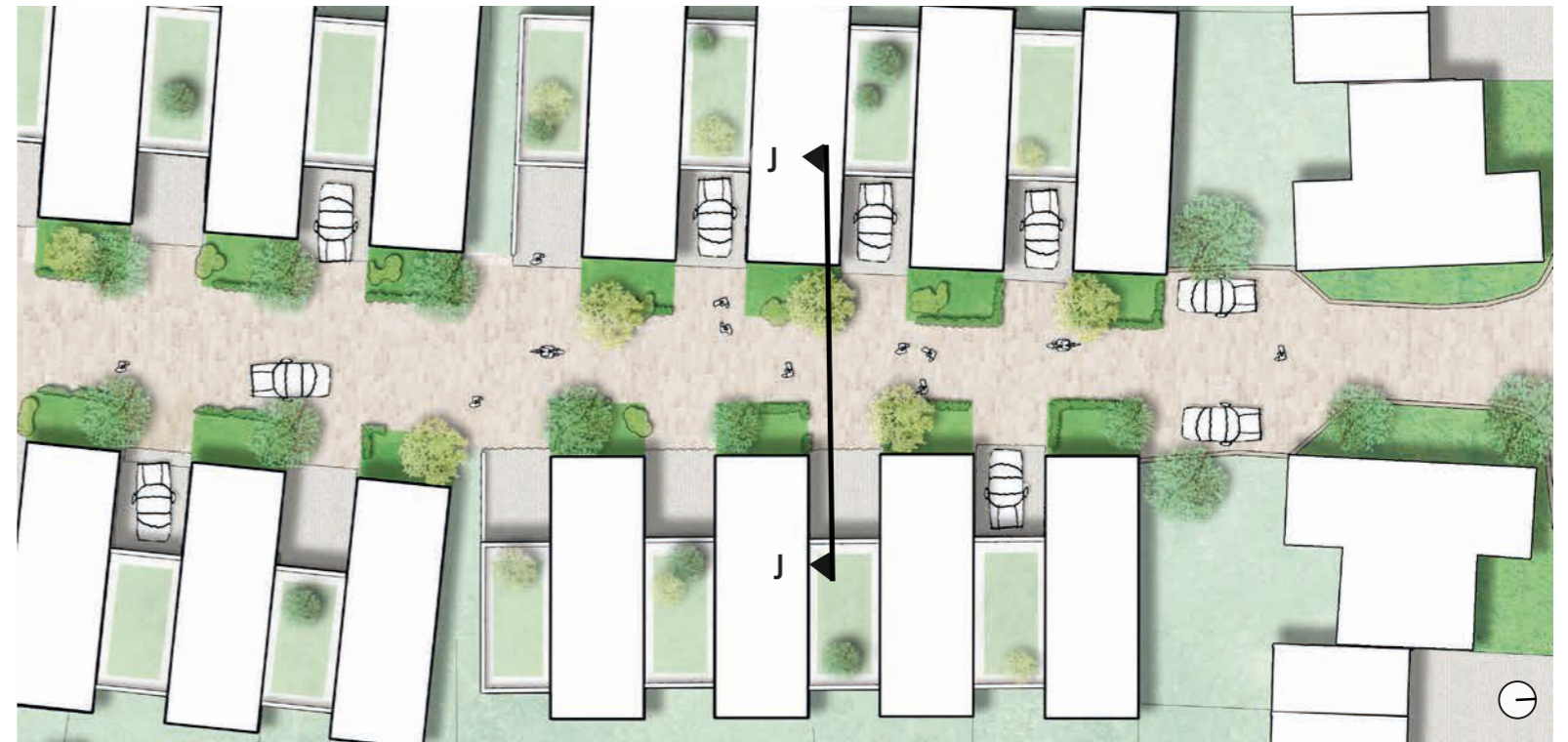
FRONT BOUNDARY TREATMENTS

- 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.

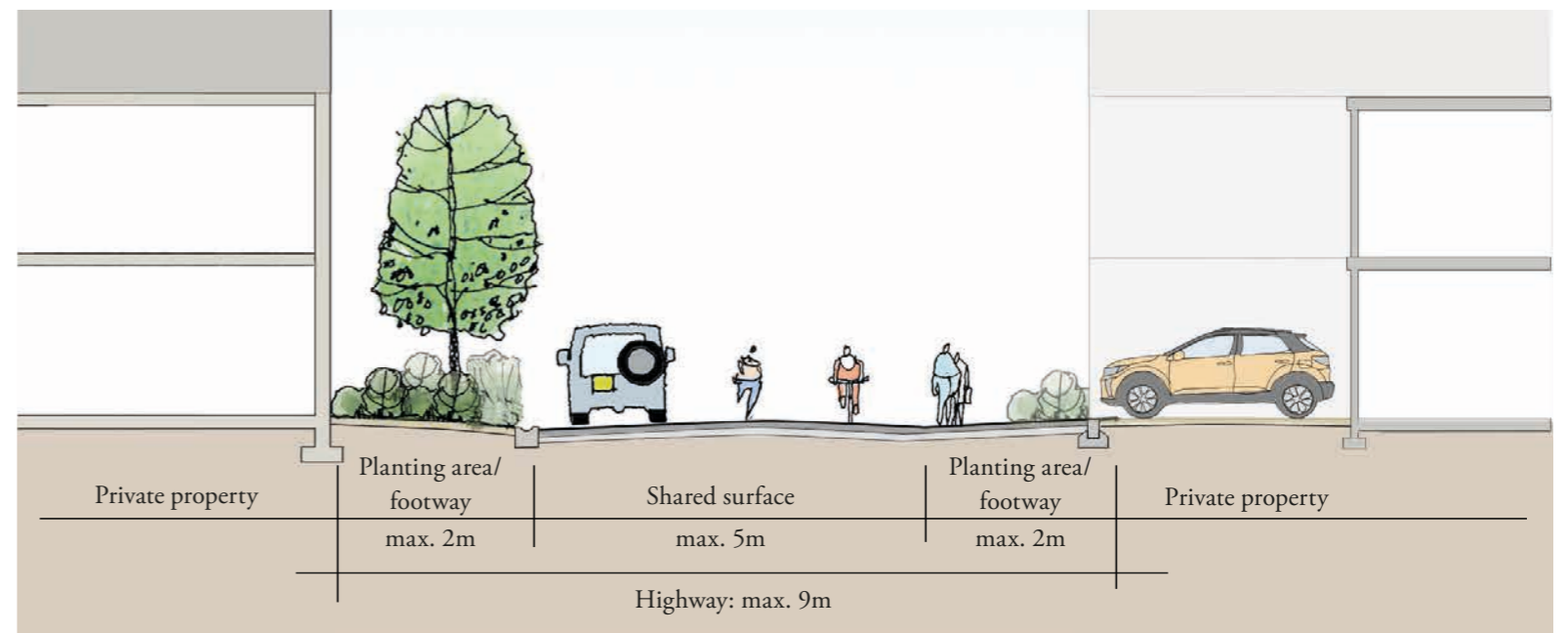
STREET CHARACTER

- 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.
- Vehicles parked in between homes, behind building line, typically in car ports.
- Limited on-street parking for visitors only.
- No white lines to demarcate carriageway

Refer to Access & Movement chapter in the DAS



Illustrative street plan – Mews street



Illustrative street section JJ – Mews street

FRONT BOUNDARY TREATMENTS

TYPOLOGIES

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



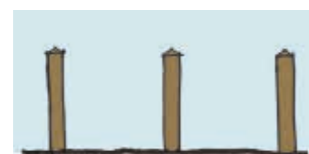
Planting Area or Hard Paved



- 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



ARCHITECTURAL DESIGN

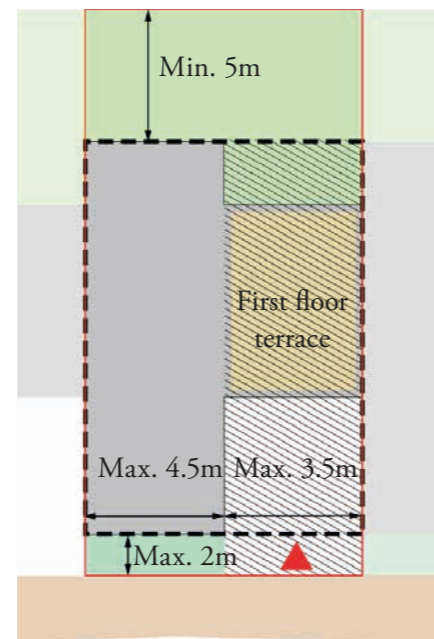
BUILT FORM

- 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 3 storeys, and 3 storey apartments on southern edge.
- Narrow fronted house types with street-facing gables prevalent, plotted as linked or semi-detached.
- On the mews street, street-facing gables will be no wider than 4.5m and parking zones a maximum of 3.5m.
- 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.

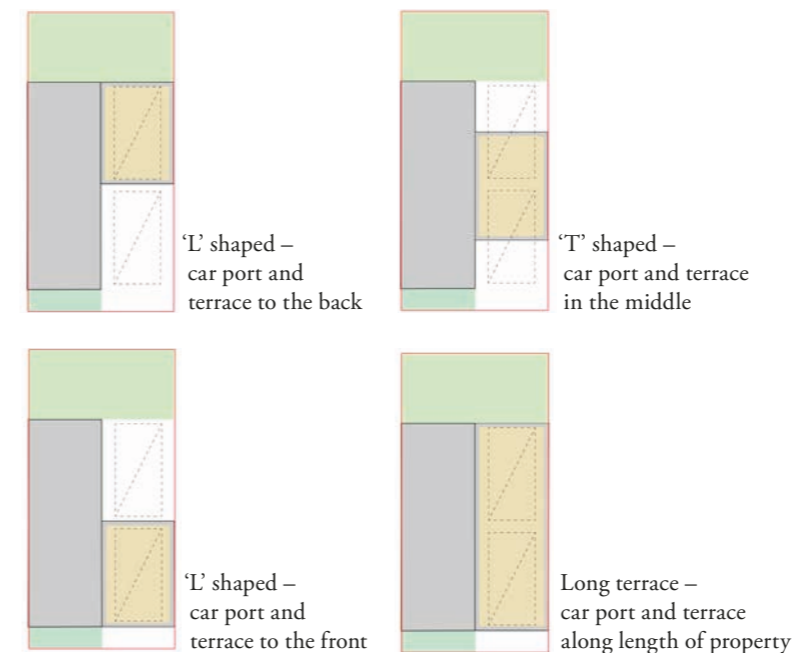
NARROW-FRONTED PLOT LAYOUT EXAMPLE



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



Primary Materials – Top



White brick

Primary Materials – Base



Pale buff brick

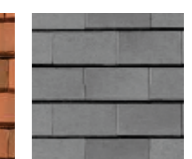


Red-multi brick

Roof



Red tiles



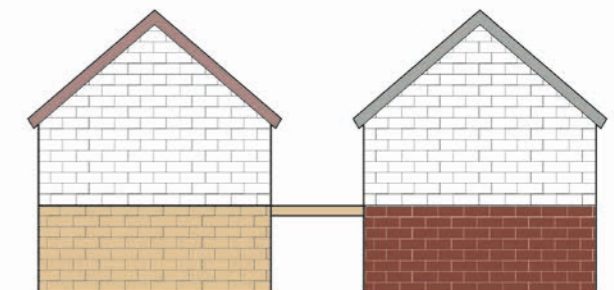
Grey slate tiles



Precedent of visitor parking on a Mews street (Denwenthorpe)



Precedent image showing a narrow fronted housetype with first floor terrace (Newhall)



Indicative use of material palette



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

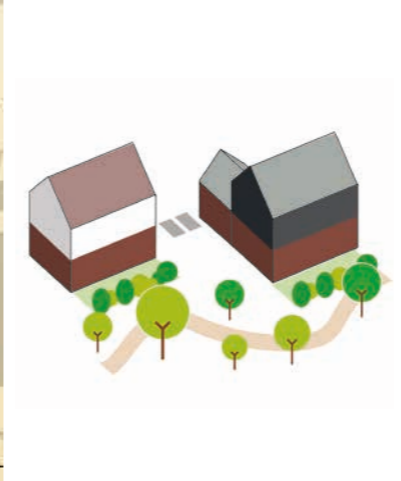
3.7 ANISBIRCHES WALK



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: 35–45 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 edge are accessed via shared courtyards at the rear.

FRONTAGE CHARACTER


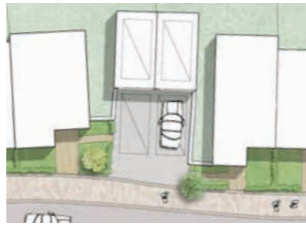

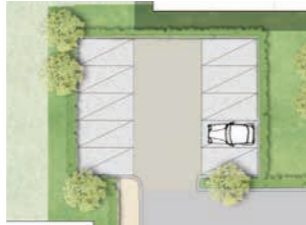
Staggered Frontage

- **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

TYPOTOLOGIES	DESCRIPTION
 <p>On-Plot Corner</p>	<ul style="list-style-type: none"> • 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
 <p>On-Plot Between Dwellings</p>	<ul style="list-style-type: none"> • 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
 <p>Shared Courtyard Parking</p>	<ul style="list-style-type: none"> • 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
 <p>Rear Parking Courts</p>	<ul style="list-style-type: none"> • 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 mews street
- Indicative location of MUGA
- Indicative access onto development parcel
- Shared footway/cycleway
- Stepped frontage
- Indicative internal street
- Existing trees to be retained where possible
- Staggered frontage
- Indicative edge street
- Indicative location of LEAP

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.

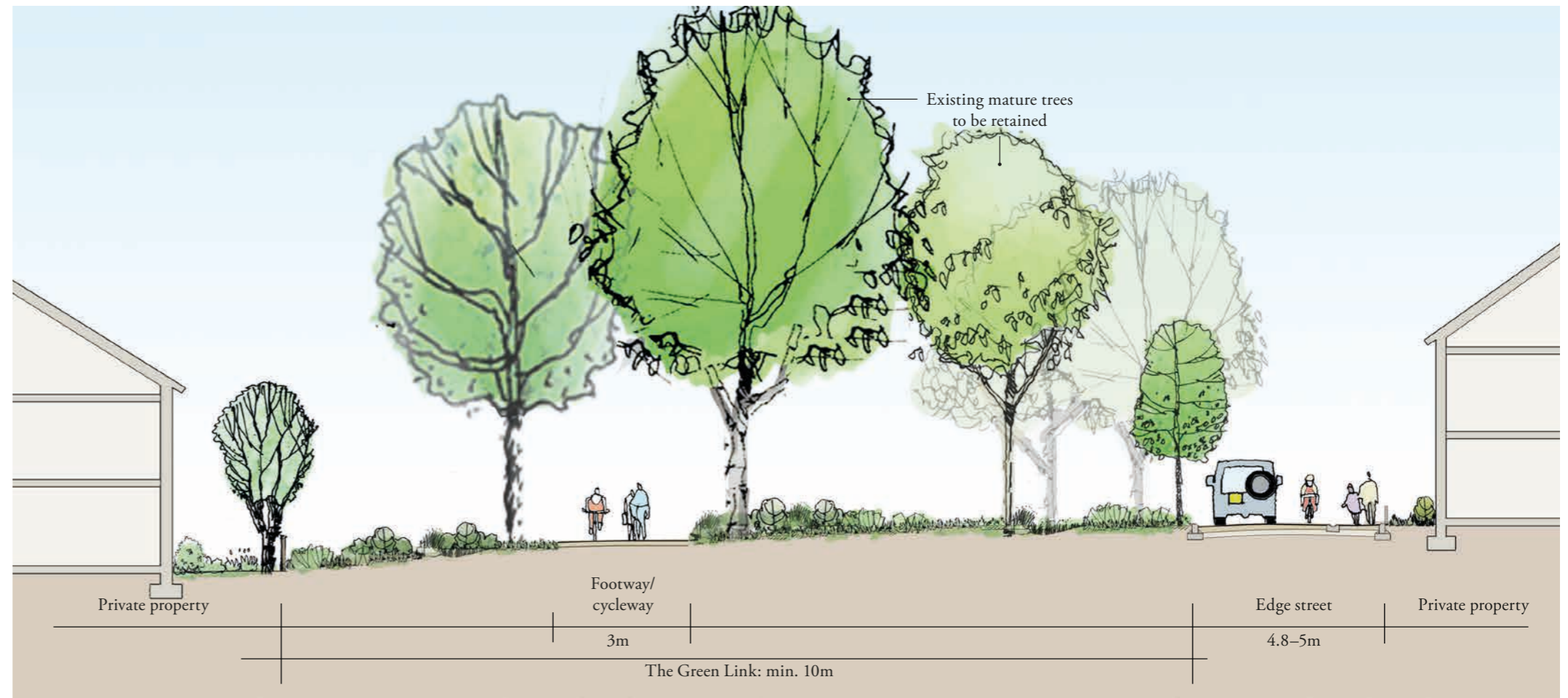
STREET CHARACTER

- 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

TYPLOGIES	DESCRIPTION	EXAMPLES
<p>Low Hedge / Estate railing</p> 	<ul style="list-style-type: none"> • 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 	
<p>No Boundary</p> 	<ul style="list-style-type: none"> • 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

TYPLOGIES	DESCRIPTION	EXAMPLES
<p>Planting Area</p> 	<ul style="list-style-type: none"> • Height – maximum 600mm • Set back maximum 2m • Clipped native hedge with shrub planting • Suitable along the mews shared surfaced streets 	
<p>Timber Posts</p> 	<ul style="list-style-type: none"> • Height – maximum 800mm • Suitable for demarcating the edge of key public green spaces • Lighting can be incorporate into design 	

ARCHITECTURAL DESIGN

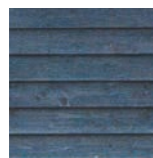
BUILT FORM

- **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.

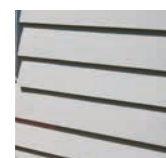
FACING MATERIALS

- 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

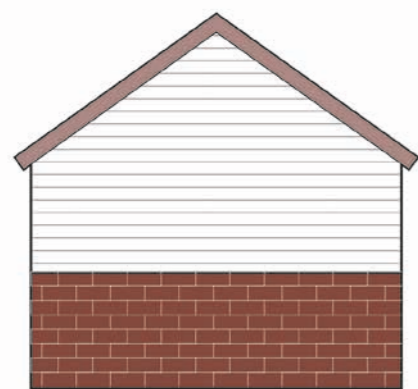
Roof



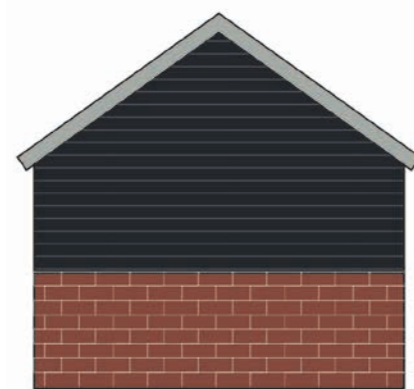
Red tiles



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: 20–35 dph for Beaumont Glade, and 50dph 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





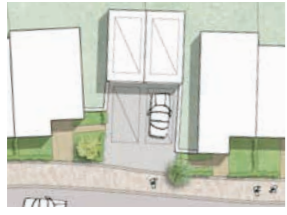

Extract from Layout Plan – Dutchmore Wood


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

3.8 BEAUMONT GLADE & DUTCHMORE WOOD

OPEN SPACE

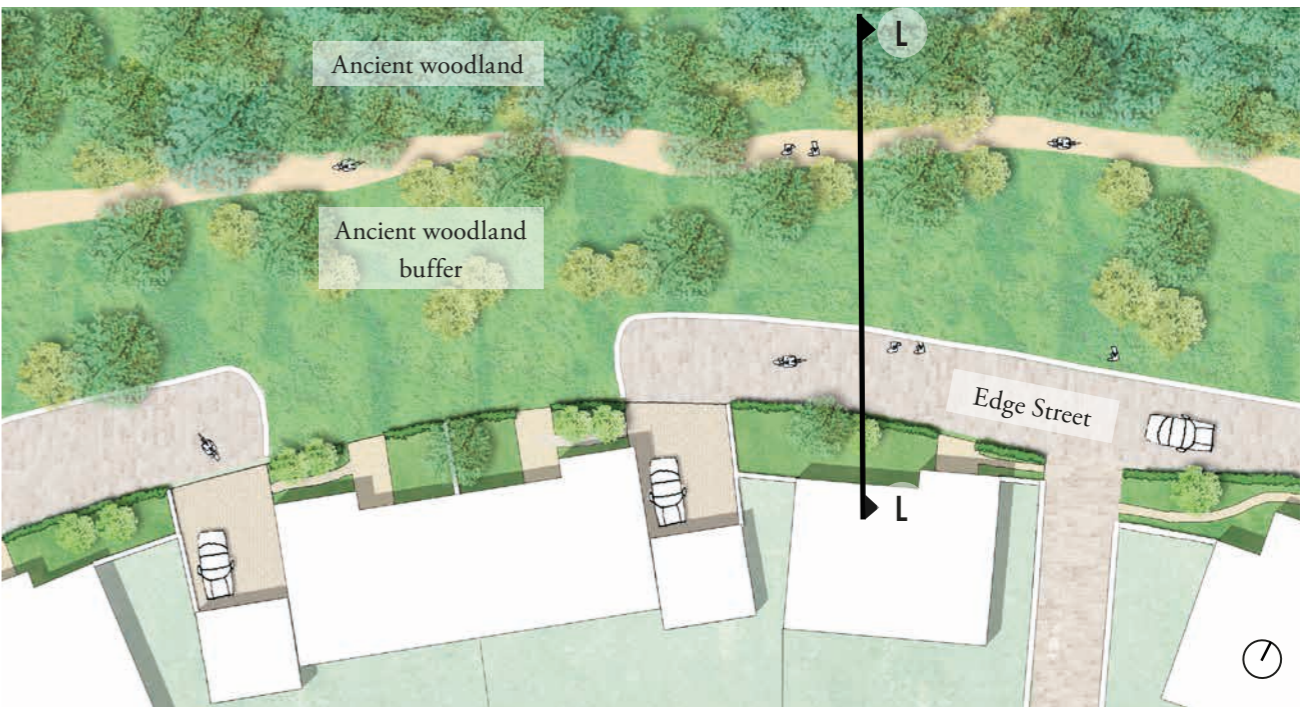
CAR PARKING TYPOLOGIES

TYPLOGIES	DESCRIPTION
On-Plot Frontage 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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

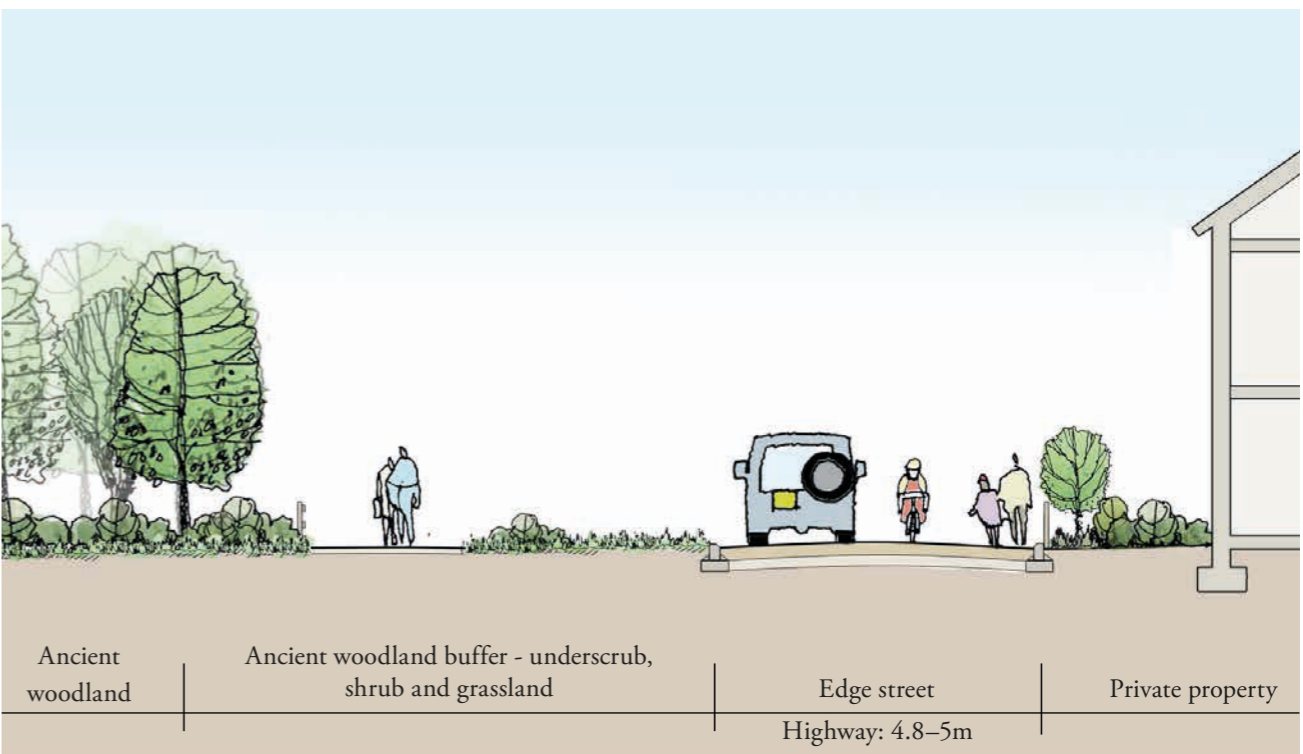
TYPLOGIES	DESCRIPTION
Communal/Shared Courtyard 	<ul style="list-style-type: none"> Communal parking areas are used predominately for apartment blocks Parking areas will contain no more than 20 parking bays. There should be no more than 5 spaces in a row without landscaping between. At the entrance(s) 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
<ul style="list-style-type: none"> 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
<ul style="list-style-type: none"> 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

TYPLOGIES	DESCRIPTION	EXAMPLES
<p>Native Planting</p> 	<ul style="list-style-type: none"> Suggest 0.5m high native ground cover planting to create more naturalistic interface, possibly with low railing integrated 	
<p>No Boundary</p> 	<ul style="list-style-type: none"> Plot boundary defined by distinct change of surface material (e.g. cobbles) or by the edge of private lawn in front of the building 	
<p>Picket Fencing With Hedge or Shrub Behind</p> 	<ul style="list-style-type: none"> 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.



Precedent for materials (The Avenue, Saffron Walden)



Precedent for materials (Derwenthorpe, York)

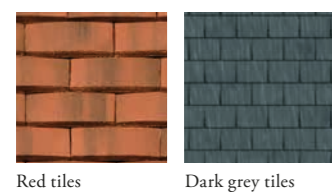


Precedent for woodland edge (Ockford Park, Godalming)

Primary Materials



Roof



Secondary/Feature Materials



Indicative use of material palette

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.

