

3.0 Development Proposal

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3.1. Land Use and Amount

This section provides the design strategies for the development's use, amount, layout, scale, landscaping and appearance. Urban design and landscape strategies have been the key elements that have driven the development's master-planning process.

The site comprises of 2.8 Ha and the summary of development proposed within the application site is 45 dwellings of mixed size and tenure at two storey.

The Green Infrastructure will include formal footpaths along with areas of soft landscaping. These have been designed in mind to promote local ecology, enhance focal points, improve vistas along the street scene and soften the visual impact of the development.

To offer a high quality range of living accommodation the development will comprise of a mix of dwelling types between flats and houses. This will provide a range of living from single occupancy to family accommodation which will add a wide demographic and mixed community.

The division of space is approximately as under yet is not inclusive of SuDs and play space;

Residential Development: 1.57 Ha
 Green Infrastructure: 0.79 Ha
 Road Infrastructure: 0.4 Ha

The arrangement has been designed with a variety of block densities with terraced and semi-detached compositions. This provides a reduced impact of the development onto the overlooked public space and allows for an easier transition between the site and the existing residential context.

The proposed design for the scheme strongly relates to the existing settlement of Chesterton by way of layout, scale, amount, massing and appearance. A thorough assessment of the context of the site and surroundings has shaped the initial thought processes with regards to the impact on physical, social and economic context.

This then informed the next phase of consultation by seeking local community involvement in informing the design. Understanding the local communities' requirements and the way the design can be shaped to become a part of the community. Together with collating the input from the right professionals to identify further how the scheme should evolve.

Evaluating these constraints and opportunities instructs the thought processes by highlighting conflicts and ensuring a full understanding of the site. Guided by this information the design has evolved through a number of sketch evolutions to present an attractive, inclusive and well-designed scheme that fully understands the unique nature of the site.

The design demonstrates a welcoming of both opportunities and constraints of a range of tenures and requirements. Applying a high standard of design that goes beyond current standards to future proof dwellings. This fundamentally ensures the design is highly sustainable and creatively provides much needed homes and amenity that will enhance and improve Chesterton as a place to live for all existing and future occupants.



3.2. Scale

The site will contain two storey dwellings to reduce any potential obstruction of views/vistas from existing properties as well as respect the local vernacular. This scale will accentuate the existing uniformity along the street scene and allow the development to sit comfortably within its surroundings without appearing overbearing or submissive.

The new development will provide a varying skyline through the use of on-end detached units with street facing gables to create visual interest and reinforce the character and contrast between different spaces along the street scene. This can be further reinforced by way of material selections particularly on the roof.

3.3. Landscape and Ecology

The landscape proposal aims to build on the contemporary character within the development as reflected in the choice of tree and shrub species along the roadsides, open spaces and front of plots.

This will also enhance the way finding, sense of place and create focal points across the Site. At the entrance to the development will be a series of 3 metre tall tree and shrub planting along the road frontage will enhance the setting and create a landscape corridor.

The landscaping to the north of the Site will provide a visual buffer between the open space and the development which will enhance the setting and reduce the impact of the built environment on the natural environment.

The field fence entrance feature will help aid ecology movement whilst sympathetic to the semi-rural setting.

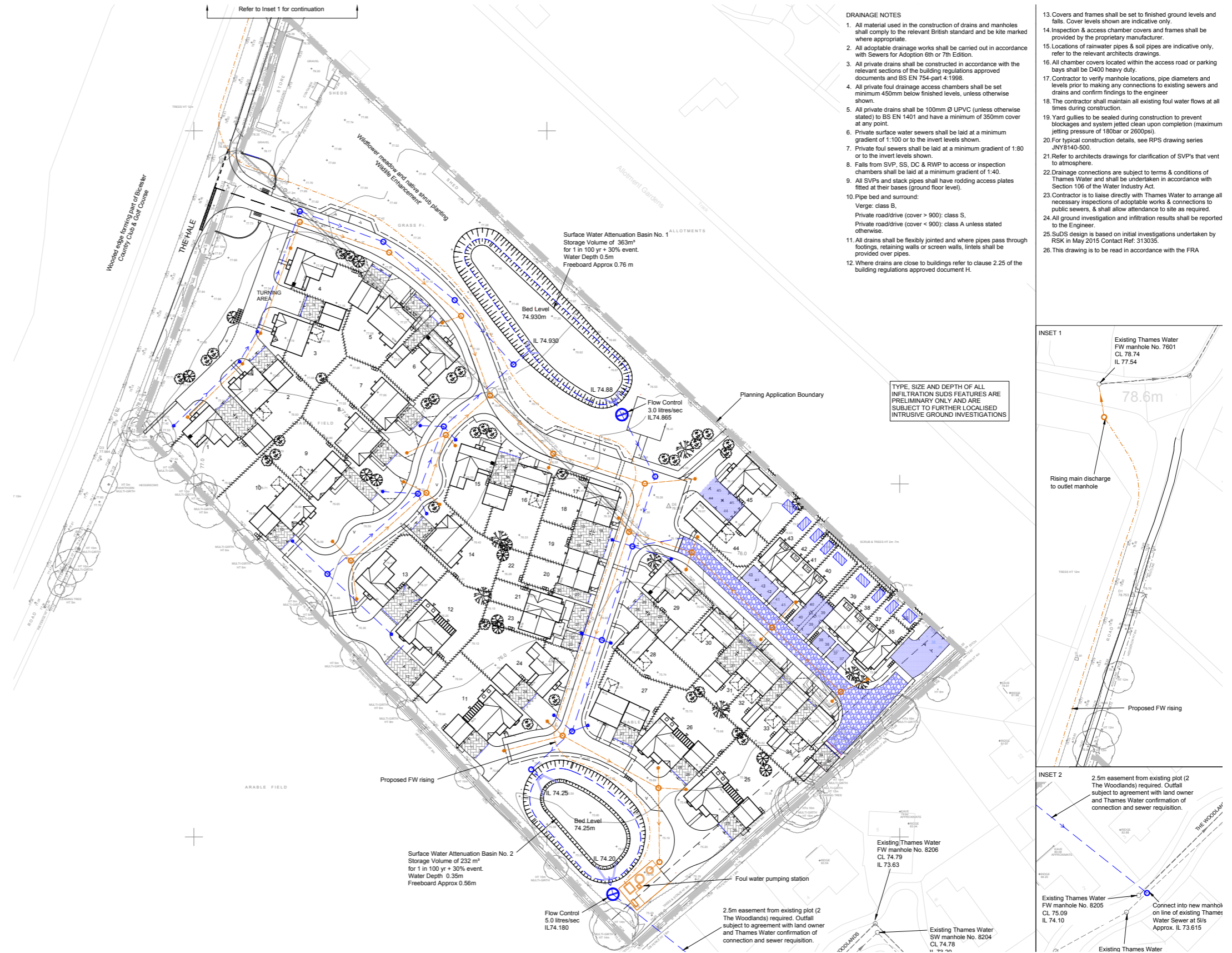


The green space to the North-west of the Site will provide a focal space and opportunities for informal recreational use and area to play.

3.4. Drainage Strategy

As the ground conditions are not suitable for infiltration type drainage, the preferred solution is to serve the dwellings with a piped system. The drainage will follow suit from the existing infrastructure in the locality. The drainage scheme provides betterment over the existing greenfield situation.

The site is not deemed at risk to flooding although there are two attenuation basins on site to help mitigate the potential impact of the development on the nearby water table and to maintain Greenfield run-off rates.



3.5. Layout Principles

The design of the proposed layout for the site has been influenced by the local character, existing landscape features and general principles of housing design.

A number of urban design elements have been combined to achieve a high standard of design that is integrate, legible and distinctive without causing harm to the spatial identity of the surrounding area.

Back to Back Block Typology

Linked to the urban form principles and the local character analysis and the nature of the Site, the development layout will use one block type, namely the back to back . The following illustrations provide a generic representation of best practice design principles for a back to back block typology. These principles will guide the reserved matters detailed design stage for the development.

The blocks are not a direct representation of blocks within the Application Master Plan but provide clear guidance on the key principles that should be employed at the detailed Master plan stage. The use of a generic block provides some flexibility for designers to enable layout adjustments at the detailed design stages, providing they achieve the principles set out in this section.

General Character

There is a clear distinction between public and private space with garaging and parking a key element in the character of the street as well as boundary fencing.

Landscape Design

High quality surface materials should be used to enhance public realm and encourage pedestrian activities. Hard and soft landscaping treatment and tree planting should be used where appropriate.

Parking

In the streets around the block there should predominately on-plot spaces for private parking and occasional on-street parking for visitors. Parking within property curtilage should include driveways with detached garages.

Privacy

Minimum distance of 21 metres should be maintained between rear face elevations in order to achieve acceptable privacy levels for properties.

Security

Buildings should face public realm with front doors and/or windows to habitable rooms to give natural surveillance to streets. All cars need to be surveilled from ground or upper floor windows.

Servicing and Storage

Provision of adequate space for refuse and recycling bins as well as accessibility to them should be considered.

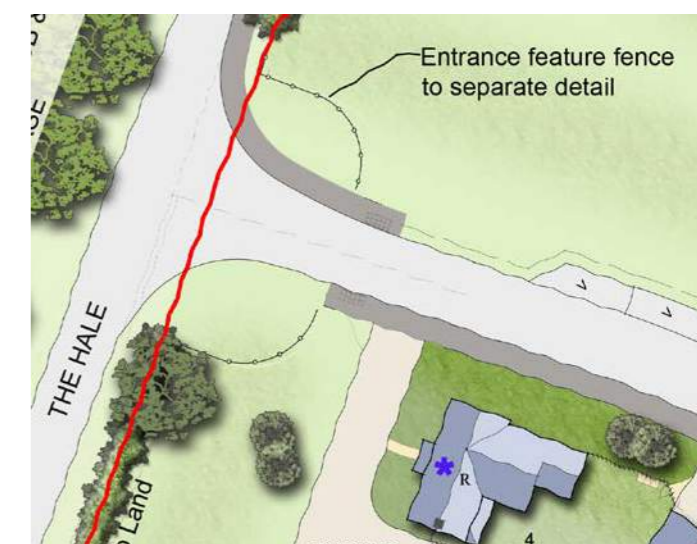
Where bins are to stored to the rear of the property, gated access will need to be provided to rear garden from front of property. A couple of bin collection areas are included to assist collection.

Each dwelling should have secure storage for at least one cycle for apartments and two for houses. When garages are provided, the cycle storage should be integrated within the garage. Where there is no garage, the following storage options will be acceptable: cycle parking within the house or within the rear garden areas.

Street Design

All street will be called lanes and widths will vary to accommodate planting and occasionally to provide visitors parking. The lanes should be designed to give priority to the disabled, pedestrians and cyclists.

High quality materials are to be used in the streets. Generally, corner elevations should have windows, avoiding long sections of blank walls. Consideration should be given to placing the front entrance and windows to main rooms on the gable.



3.6. Space Typology

A

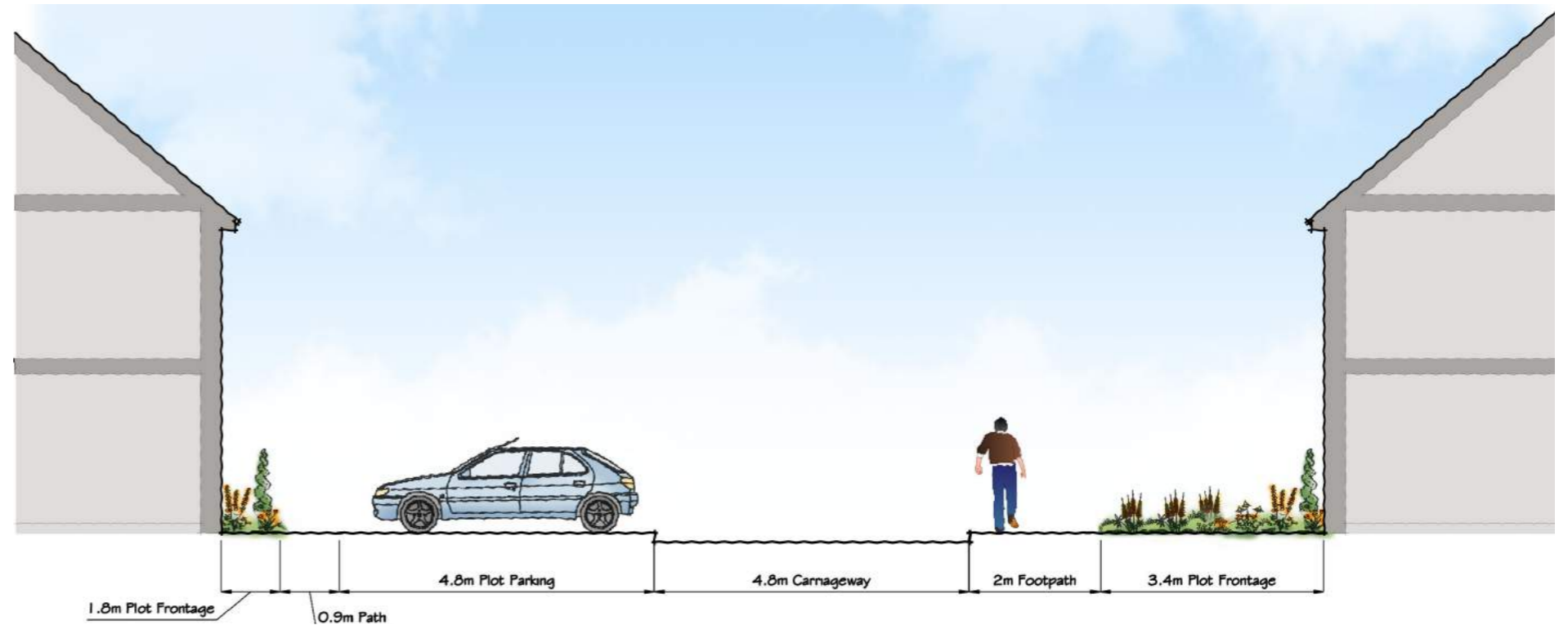
A - This type has a front facing street scene on both sides with car parking in front and to the side of the dwellings. There is more defensible landscaping in front of the units without car parking on the street scene. Those that do, have reduced defensible natural landscaping.

B - This type can be found in the first main lane of the development and as similar to type A, there is a front to front facing street scene. In this instance we have a greater landscape area as front gardens to compliment the street scene.

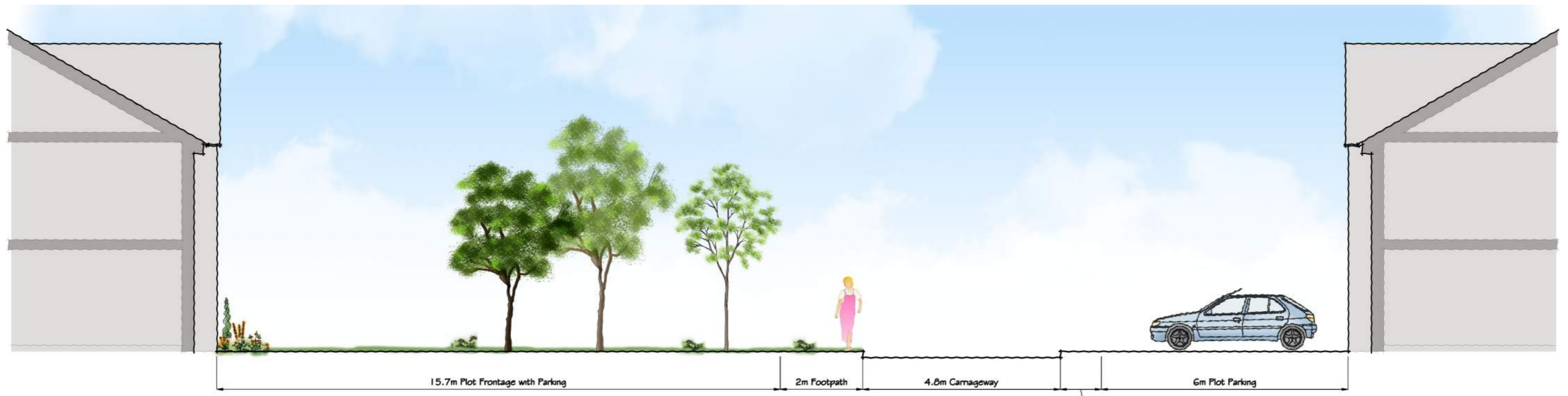
C - This can found facing toward the green finger along the northern boundary of the site. This type predominantly faces open space and the attenuation basin. As such a greater amount of defensible natural landscaping is included.

D - This arrangement is the least landscaped due to the feature position on site as the first dwellings in the development. They benefit from having existing shrub and landscaping of the north-western boundary.

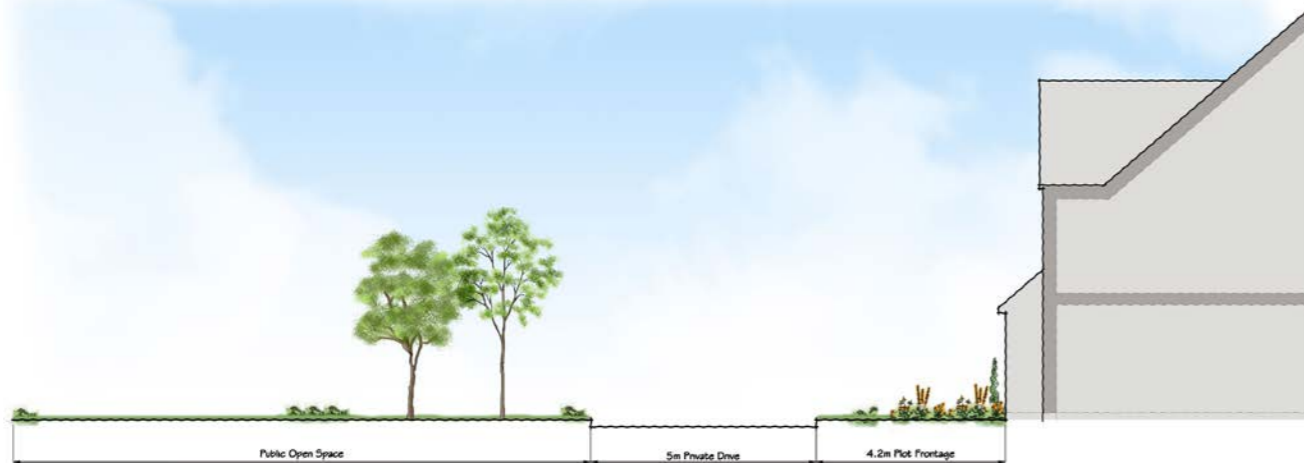
E - This variant includes front to front facing dwellings and a greater inclusion of road surface as it is the main intersection area within the development.



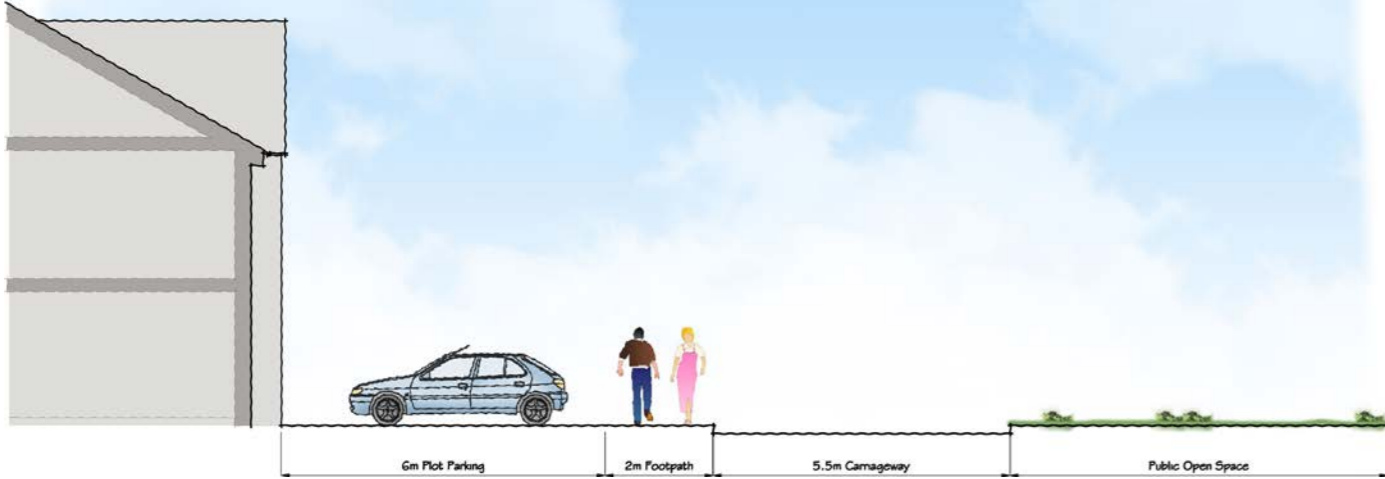
B



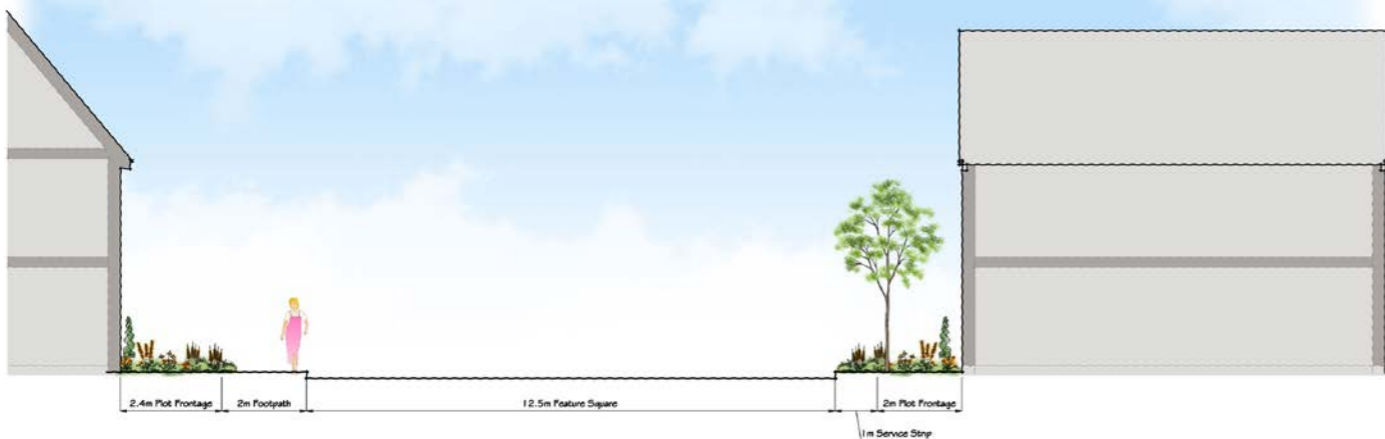
C



D



E



3.7. Access and Movement

Site Access and Emergency

Street lighting will be carefully considered for both safety and security of pedestrians. Consideration must and will also be given to ensure all new dwellings and approaches both vehicular and pedestrian will satisfy the requirements of approved document M of the building regulations, access and movement throughout the site for the Disabled, working in conjunction with the topography of the site.

Emergency access is clear with good hard access to all areas of the site for emergency vehicles. The emergency services are able to reach all dwellings within the Site from the highway or by reversing at, a maximum, 20 meters down the shared private driveway.

Walking and Cycling

Pedestrian permeability is well considered and fluid through the site, all areas can be accessed safely and securely. Foot paths will be created along the main roads, and to one side of the secondary 'Lane Roads' tend to have a foot path to one side of the highway.

The pedestrian approach to each building will be compliant with Part M of the Building Regulations giving access to people with movement difficulties, and public bus transport can be accessed adjacent to the site.

The interior of the scheme will be lit to aid security and ease of use for all. The pedestrian access points to the buildings are shown on the detailed site plan accompanying the application.

Vehicular Network and Traffic Impact

Consideration has been given to ensure good visibility at access points, turnings and driveways. Traffic will be controlled in pedestrian areas such as the shared private driveways. The site is fully accessible to the emergency services.

3.10. Community Safety

A key aim of the development is to create a place where people feel safe and where crime and anti-social behaviour are discouraged by the nature of the layout and quality of the public realm. This developments design and layout adhere to the principles of 'Secured by Design'.

- Landscaping
- Lighting
- Natural Surveillance
- Perimeters
- Physical Security

Landscaping & External Environment

The planting of high quality trees and shrubs around the dwellings will create an attractive environment. The design and layout of the landscape has been carefully considered so that trees and shrubs don't obstruct any opportunity for natural surveillance. This will be achieved by selecting shrubs that have a mature growth height no higher than 1 metre and trees that have no foliage below 2 metres.

Defensible Space

At the edges of the site, boundary conditions have determined the form of the layout to ensure that new dwellings front on to publicly accessible edges and back on to secure boundaries with adjoining properties. Private gardens backing on to public areas are generally avoided. Private garden boundaries exposed to the public realm at ends of terraces should be minimised. Where this is the case the boundary should be a robust 1.8m high fence.

A strip of private land should be retained on the outside of the wall to enable a hedge or prickly shrubs to be planted making it difficult to climb over.

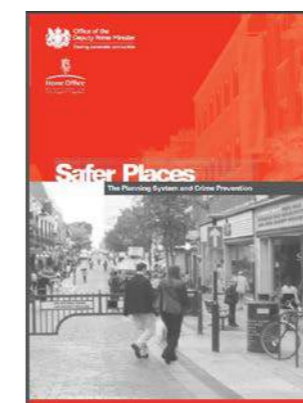
Front garden boundaries should generally be provided around the ground floor frontage to the dwellings to create a defensible space between windows to ground floor rooms and the public realm.

Circulation routes and accesses

It will be important for the movement networks through the site (vehicle, pedestrian & cycle ways), to be carefully incorporated within the site layout. This will ensure that conflicts between the various forms of travel and movement routes are kept to a minimum.

Natural Surveillance

The approach to the layout is such that it generates a very clear separation between public and private and with careful consideration to the design of the buildings will ensure that all areas of the public realm are subject to natural surveillance.





- Access Street
- Main Lane
- Minor Lanes