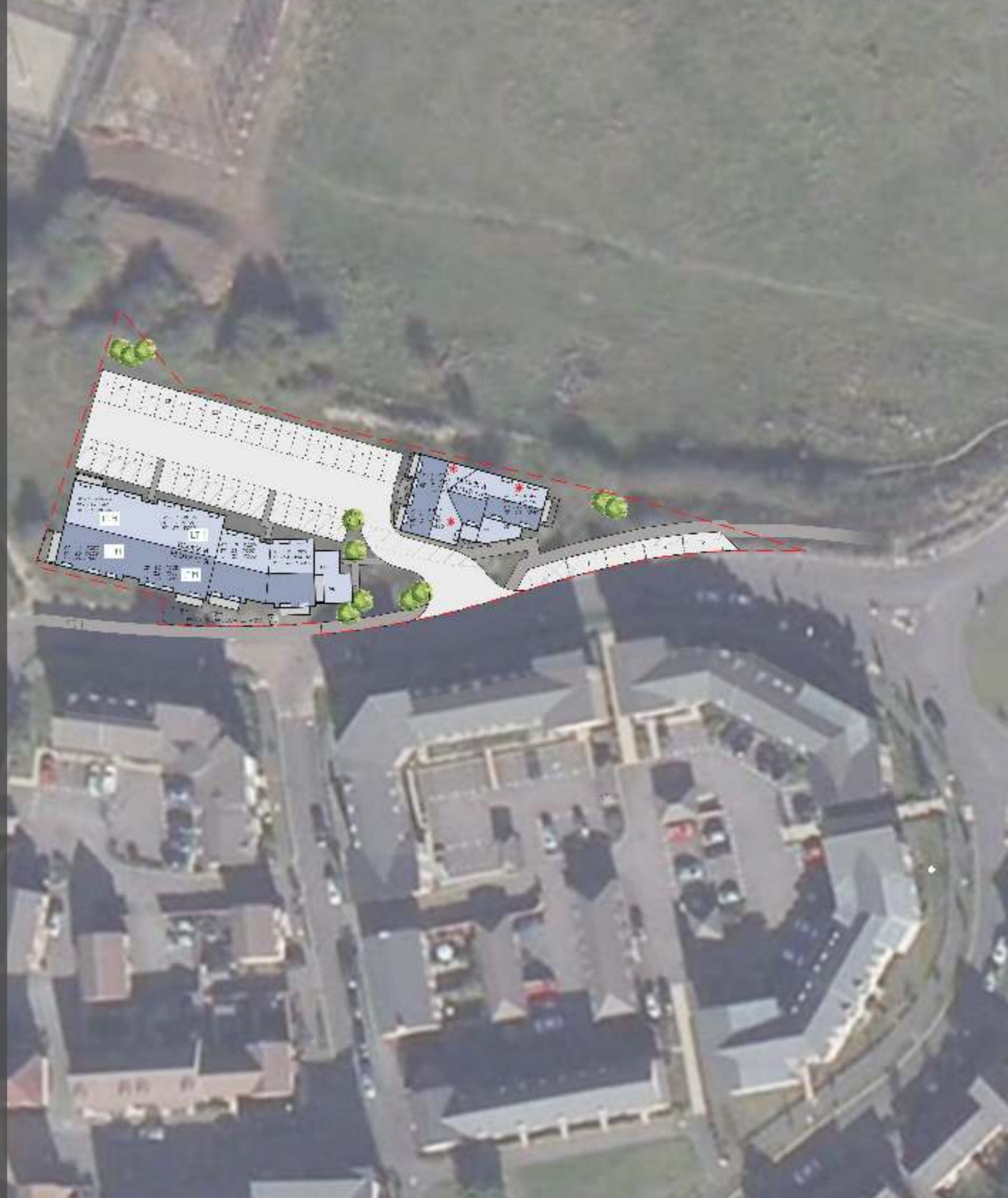


4.0 Design

- 4.1. Land use and Amount
- 4.2. Scale
- 4.3. Access and Movement
- 4.4. Landscape and Ecology
- 4.5. Layout and Appearance
- 4.6. Site Layout
- 4.7. Street Scene
- 4.8. Supplementary Information
- 4.9. Summary



Design

4.1. 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 0.62 acres and the summary of the development is 30 apartments of mixed size and tenure.

The green infrastructure will include formal footpaths along with areas of soft landscaping. These have been designed in mind to 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 provide a range of living from single occupancy to small family accommodation which will add a wide range of demographic and mixed community.



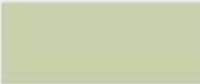
Where possible, apartments have its own private amenity area in the form of a balcony, or fenced area for ground floor apartments.

The division of space is approximately;

Residential Development:	0.189 acres
Green Infrastructure:	0.174 acres
Road Infrastructure:	0.261 acres

The built form is split into two areas. The apartment blocks are generally set back from the boundaries of the site to provide 'green corridors'.

Legend

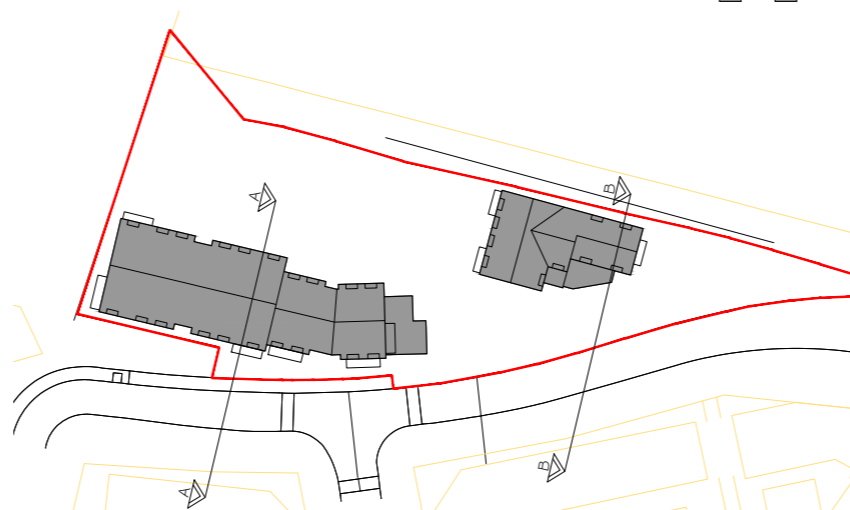
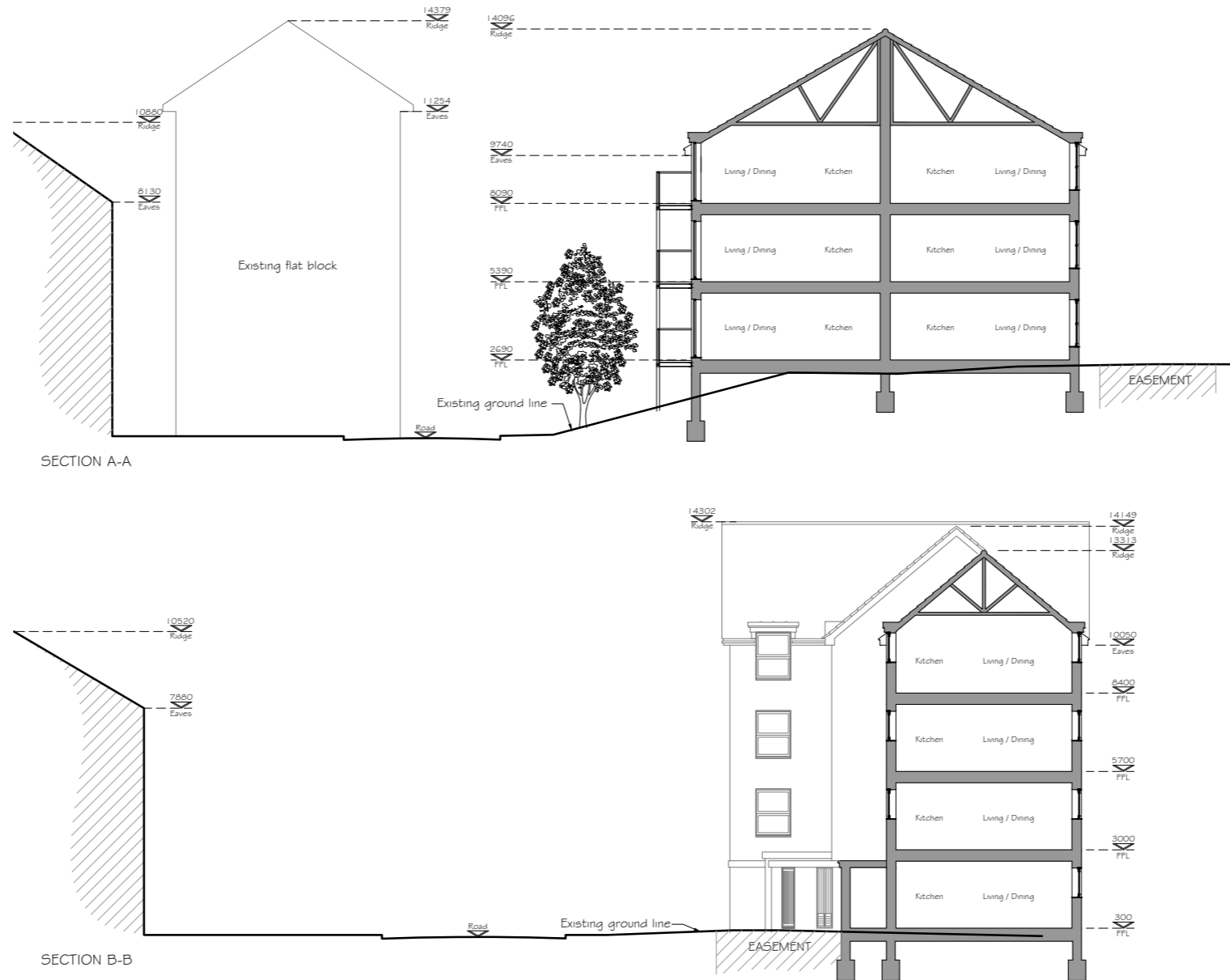
	Road Infrastructure
	Residential Development
	Green Infrastructure



4.2. Scale

From the scheme submitted at pre-app there has been significant changes with regards to scale in the overall design. More consideration has been given to the impact of the height of the two blocks.

A range of building heights and roof scapes will ensure that the new development emerges with an appropriate character that is in keeping with the local area. Block B has been reduced from 4 storey to 2.5 storey. The dropped eaves reduces the impact on the street scenes. Whilst block A has remained 4 storey the eaves level has decreased to appear as a 3.5 storey apartment block.



4.3. Access and Movement

Consideration must and will 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, 25 meters along the shared private driveway.

Refuse vehicles will require adequate road dimensions to grant access. The construction of the driveway must be compliant to withstand the weight of the RCV.

The communal bins must be located as near as possible to the access road, and not be located in communal parking areas unless adequate access can be assured. All bin stores are close to the site entrance and can be accessed from the sites main access.

All bin storage areas must also take account of the potential risk from fire, smells and topography to provide ease of access and allow safe manual handling of the bins. Due to the levels on site, a level pedestrian route has been designed in front of block A to allow for the ease of movement of the refuse bins.

It is essential that all the junctions are designed to allow for the turning circle of the RCV to mitigate impact to the road network.

Design

4.3. Access and Movement

Walking and Cycling

Walking and cycling are given a high priority in the movement network, to ensure that the sustainable location of the site is maximised and walking/cycling links are promoted.

Pedestrian permeability is well considered and fluid through the site, all areas can be accessed safely and securely. Footpaths will be created along Chequersfield and from the parking courtyard to each of the entrances.

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 from Chequersfield and Howlands. The pedestrian access points to the buildings are shown on the detailed site plan accompanying the application.

Public Transport & Paving

The site is well served by public transport for leisure, employment and school journeys.

Footpaths should be made from a firm, even no slip surface. All footpaths will be well lit to provide uniformity of vision. Flush curbs should be provided on all footpaths to buildings however where these curbs occur, tactile paving will be used to aid users with impaired vision to delineate between footpath and highway.

Vehicular Network and Traffic Impact

The site is served by a main road that runs in front of the site from east to west. Consideration has been given to ensure good visibility at access points and turnings.

4.4. Landscape and Ecology

Landscape

The landscape proposals seek to create a high-quality setting for the proposed buildings, incorporating a mix of native and ornamental species that will provide a year-round visual interest. The use of flowering species, such as Lavender, also represent biodiversity enhancements for pollinators.

The landscaped area to the south of Block B incorporates swathes of layered planting that will not only create a high quality, attractive setting for the building but also enhance the localised Chequersfield streetscene.

Multi-stem Birch trees create focal points within the planing, with the white bark providing visual interest during the winter months. Elsewhere across the site, tree planting will be incorporated to soften the built elevation and create vertical scale within the public realm. The tree species will include those which blossom in the spring and others with attractive autumn foliage to provide year-round visual interest.

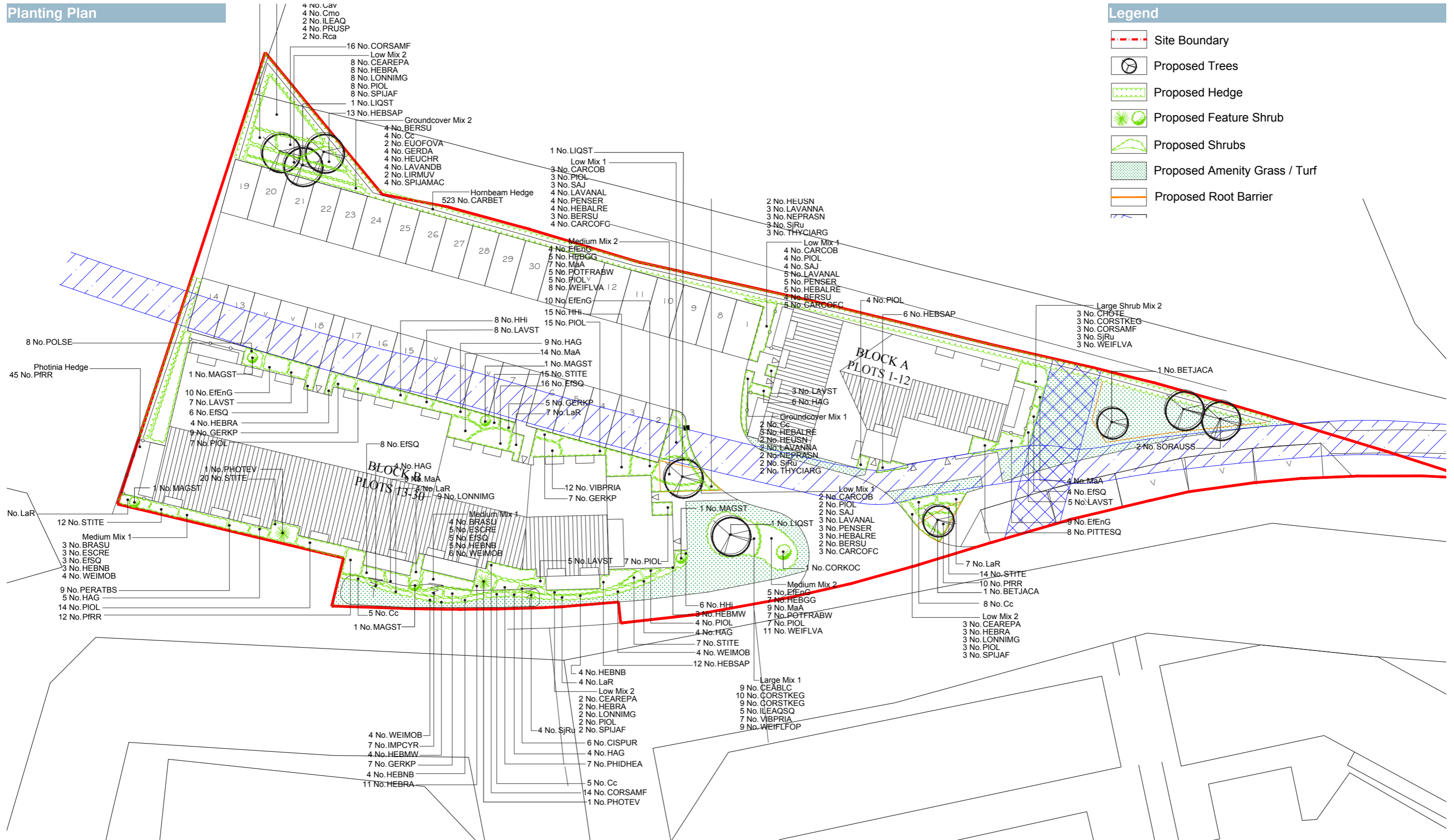
Areas of flowering lawn are included along the southern edges of the site to provide visual and ecological interest and also provide opportunities for informal recreation. The northern boundary will be defined by a native Hornbeam hedge that can be grown and managed to create an attractive, defensible edge to the development.

Proposed Planting Palette



4.4. Landscape and Ecology

Planting Plan



Site and Local Context

4.4. Landscape and Ecology

Ecology

In January 2017, ACD Environmental Ltd was commissioned by Taylor Wimpey North Thames to carry out a Preliminary Ecological Appraisal (PEA).

A summary of the results are as follows:

- The site is of negligible ecological value. There is a potential to achieve net biodiversity gains by incorporating built-in roosting and nesting provision for bats and birds, in addition to wildlife-friendly, soft landscape planting.
- Rabbit activity is present in an overgrown hedgerow on the northern boundary. Badgers are not currently present but are likely to be present in surrounding habitats. Their potential presence should be acknowledged when carrying out construction activities.
- Measures to mitigate for impacts have been set out along with recommendations for enhancement of the site's ecological value.
- Implementing the recommendations will ensure that there are no significant impacts upon protected species and that the proposals will be in conformity with relevant legislation and policy.

Recommended Products



Brick Bat Box



Swift Box



Bat Tube



House Martin Box



Sparrow Box

4.5. Layout and Appearance

4.5.1. General Character





The character of the site has been carefully designed to produce a high quality, attractive and sustainable development. Responding to local and nearby patterns of development to create an integral part and character of the overall master plan.

Form is well defined creating strong frontages and clear delineations of public and private space. Providing legibility and surveillance of movement spaces and routes to create a safe and effective public realm.

As previously the built elements react to the master plan to create places and key frontages. This is emphasized with the use of 2.5 and 3.5 storey apartment blocks with carefully considered materials.

Utilizing the local vernacular of materials such as buff and red brick all combine to create an attractive place to live, work and visit.

Material Examples

-  Red Brick
-  Buff Brick
-  Stone Banding
-  Slate Grey Concrete Roof Tiles



Block A - Elevation into the site



Block B - Elevation on Chequersfield

4.5.2. Parking

The Council's 2004 Supplementary Planning Guidance on Parking Standards recommends the parking provisions are:

- 1 bedroom - 1.25 spaces
- 2 bedrooms - 1.5 spaces
- 3 bedrooms - 2.25 spaces
- 4 or more bedrooms - 3 spaces

It is advised that for 1 and 2 bedrooms, 1 parking space is allocated per unit and the remaining spaces are classed as visitor spaces.

There is 1 allocated space for each apartment in addition to 12 visitor spaces.

As part of the overall layout strategy, parking has been reduced on the street scene. A parking court is used which is accessed via an access drive off Chequersfield and provides 37 spaces. Habitable rooms in surrounding apartments give surveillance of the parking court. 5 visitor spaces are also located adjacent to the street.

The dimensions will be 2.4m x 4.8m with a distance of 6m between rows and all parking areas will take into account the safety of pedestrians. The visitor spaces adjacent to the street will be 3.0m x 6.0m.

In addition to the parking requirements, it also states that there must be 1 long term space per unit for a cycle. This should be located in a secure and covered area.

Legend

- Allocated Spaces
- Visitor Spaces

4.5.3. Privacy

The pre-app comments stated that 'it is considered that a reasonable distance of 16m should be retained' with the existing dwellings opposite of site in order to achieve acceptable privacy levels for properties. This has been maintained, where the closest distance is approximately 19m.

4.5.4. Security

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.

Windows to habitable rooms give natural surveillance to streets and the parking court on ground and upper floors.

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

4.5.5. Servicing and Storage

Provision of adequate space for refuse and recycling bins as well as accessibility to them should be considered. Bin stores to the apartments are carefully located to provide the optimum access for both residents and refuse employees but without dominating the street scene or causing access or surveillance issues.

Each dwelling should have secure storage for at least one cycle for apartments. This is located within a shared cycle store within each apartment block.



4.6. Site Layout

The careful consideration of the layout for the site has created a strong relationship, without being dominant, with the existing development. This has been created predominantly by the positioning and heights of the blocks and the surrounding landscape. Also, the use of the parking area to the rear of the site minimises the amount of hard landscaping visible from Chequersfield.

The gable frontages to block A visible when entering Chequersfield will create an attractive vista and form the 'gateway' into the area. The appearance of the block is eased by the amount of soft landscape to the east of block A.

