

CHARACTER & APPEARANCE

NORTHERN GATEWAY

The northernmost residential area, being located at the highest point of the site, will create a new Southern edge to Chiswell Green Lane, and act as a gateway into the wider northern site area and school site.

A relatively regular block structure arrangement of the site helps to define views directly to the area of preserved woodland.

The retained and augmented green corridor to the west of the character area provides a section of green infrastructure and public space that leads down through the site and provides cues to the landscaped heart of the scheme.

- Building typologies would include terraced, semi detached, and detached with some apartments, arranged in groupings.
- Formal character and distinctive material palette.
- Dwellings arranged with a positive relationship to public spaces allowing high levels of passive surveillance, and backing on to existing homes to create a secure form of development.



5.7 Photo context Chiswell Green lane.

5.8 Typical Northern Gateway site elevation.



NEIGHBOURHOOD

This area is defined by the school land to the North, and part of the green corridor as it passes down toward the green core to the south.

Development will back onto the school site to provide an element of enclosure, and allow for a network of well defined streets within the character area.

A school entrance space will be a key feature alongside a companion pocket park which will sit alongside the green corridor.

Benefitting from topography and the radial structure of secondary roads, vistas are driven to the Green Core which becomes visually and physically attractive for new residents but also for the wider community.

- Development will be relatively formal in arrangement and be defined primarily by semi detached and terraced houses with some detached homes to the eastern and western edges,
- Formal character and distinctive material palette
- Key corner buildings are to be distinctive in appearance with window positions to address the corner, facing both aspects.
- Dwellings arranged with a positive relationship to public spaces allowing high levels of passive surveillance.

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5.9 Neighbourhood character illustrative view.

5.10 Typical Neighbourhood site elevation.

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5.11 The Green Core character illustrative view.

THE GREEN CORE

This area is characterized by a composition of double fronted apartments, which will frame and define the key green multi functional space at the heart of the proposal.

This green heart is intended to act as a focal point for the proposed development also by taking advantage of the topography of the site and level change. The landscape led residential setting, becomes a landmark within the site both visually and through dedicated foot/cycle path which branch out from the centre of the green heart to connect all the distinctive areas which form the wider development.

The concept is to create active built form which through generous fenestration and inclusion of balconies provides a positive outlook, ensuring residents benefit from the visual amenity of a peaceful and car free space.

- Integrated Sustainable Urban Drainage basin will be dry for much of the year, will also provide open play space.
- Building typologies: Crescent of apartments around the green core.
- Formal character and distinctive material palette.
- Dwellings arranged with a positive relationship to public spaces allowing high levels of passive surveillance.
- Consistent building line following the road structure with minor gaps between buildings and predominantly front court parking.



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SOUTHERN VILLAGE

This area is located at the southern extent of the site area, being accessed through and influenced by Forge End and Long Fallow immediately to the east.

The green corridor passes south from the Green Core by way of a landscaped SUDS area, to one of the key components of the character area which is the area of amenities, which intends to retain and enhance the wooded setting created by the V shaped grouping of poplar trees.

Along this route also passes the primary foot and cycle route through the site.

Development is arranged to back onto existing properties to create enclosed perimeter blocks, whilst overlooking key spaces.

- Building typologies: terrace, semi detached and detached configuration.
- Distinctive materials palate and character referencing Long Fallow and Forge End.
- Active frontage toward the community amenity area which will allow high levels of passive surveillance.
- Active frontage to the southern SUDS area.



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5.12 Photo context Forge End.

5.13 Southern Village character illustrative view.

5.14 Typical Southern Village Site Elevation.

EXISTING CONTEXT



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ARCHITECTURAL REFERENCE



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The intensification of the site will have implications in relation to surface water drainage and flood risk, we assessed the initial concept design against quite a detailed drainage strategy for both the Northern and Southern parcels.

Glanville have developed an Indicative Surface water Drainage scheme for the North and South Catchments which is part of the Flood Risk and Drainage Assessment

Run-off from these impermeable areas within the northern land parcel will need to be managed using 3 no. infiltration basins, along with an ‘attenuation’ basin, before discharging to the underlying chalk bedrock via deep boreholes. In order to provide for discharge by gravity, following the natural ground slope of the site, the upstream infiltration basin will have to be established within the green core. The Southern Catchment drainage strategy is characterized by 3 infiltration basins.

The SuDS features have been designed to cater for all storm events up to and including the 1 in 100 year + 40% climate change storm event. Tree pits and swales will be established along the proposed major access roads as primary surface water treatment stage. Run-off from the proposed shared surfaces streets and private drives will be treated via permeable pavement as primary treatment stage.

As well as providing multi functional open space, infiltration basins can be planted with trees, shrubs and other plants, improving their visual appearance and providing habitats for wildlife.



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5.15 Key View from the main access along Chiswell Green lane towards the protected woodland.

5.16 Example of swale.

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5.5 CAR PARKING

Parking will be provided in accordance with Policy 70 of the Local Plan, and Design Advice Leaflet No. 1 (Design and Layout of New Housing) will be relevant, together with Policies 39 and 40 and the Council's 'Revised Parking Policies and Standards'.

A variety of parking typologies will be appropriate to suit the different housing arrangements, to include: front court groupings; side driveways; and some rear courtyards.

It will be important to ensure high quality finishes are used to break up frontage parking arrangements, including the use of landscape areas and tree planting. Unallocated visitor parking spaces will be provided in parallel on-street parking bays and at the end of turning heads.

The benefit of providing spaces at the end of turning heads is that it keeps the turning space clear, in what would otherwise be a popular space to park on the road. They will also be provided in perpendicular groupings when associated with apartment areas.



5.17 Example of side driveways parking.

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5.6 PROPOSED REFUSE COLLECTION STRATEGY

In order to address some concerns raised in the preapp response with regards to waste/recycling collection, a number of culs-de-sac areas have been removed to provide a looped arrangement to reduce reversing manoeuvres. (Mindful of the desirability from a crime prevention perspective to have a balanced solution with some non-through routes).

All turning heads have been indicated to accommodate 11.2m long refuse vehicle. In accordance with Manual for Streets, the scheme shows bin collection points where the cul-de-sacs exceed the 25m wheel distance from the refuse vehicle. These collection points have also been located to ensure that they are within a 30m carry distance from the dwellings.

On this regard and to better address SACDC comments and concerns to the preapp proposal, Glanville are including in their Transport Assessment Document, the Site Access Swept Path Assessment.

5.7 SECURED BY DESIGN

Following discussions with the Hertfordshire Constabulary Principle Crime Prevention Design Advisor, it is intended that the scheme will be designed to comply with the requirements of 'Secured By Design' and that certification would be applied for as part of the detailed design stage. A number of key principles are outlined below:

ACCESS & MOVEMENT

The illustrative layout has a simple movement framework that allows for direct, well lit access to all units for both pedestrians and vehicles. Segregation of routes has been avoided, as have alleyways and short cuts. Rear access to plots will have lockable gates enclosed by 1.8 m fence or masonry walls. The development is proposing to utilize shared surfaces in part to enable the residents to take possession of both footpath and roadway. This method will engender a sense of guardianship over the streets by local residents.

STRUCTURE

All properties throughout the development will front a defined access route. The number of sides fronting the public realm is reduced and assists in creating 'active frontages' which promote natural surveillance.

SURVEILLANCE

As previously described the movement framework of the development allows for good natural surveillance. Every opportunity will be taken to avoid 'inactive frontages'. The well defined routes reduce areas for potential criminal activity. Any criminal activity would attract attention, and with many overlooking properties and an established sense of guardianship action is more likely to be taken. Car parking is located in areas under natural surveillance from adjoining properties.

OWNERSHIP

We envisage that the development as designed will promote a sense of ownership, respect, territorial responsibility and community. By designing clearly defined public, semi-private and private spaces we wish to encourage residents and users to generate a sense of ownership and responsibility for their properties and the development as a whole.

5.8 COMMUNITY CONSULTATION

Community Consultation both involved on-line and in-person elements to allow the widest participation possible.

The consultation, held from Friday 25th February until Midnight on Thursday 3rd March, was the focal point of the engagement strategy, complemented with engagement with local stakeholders, community groups and councillors at SACDC Council, Hertfordshire County Council and St Stephen Parish Council.

The Applicants wished to be open and approachable from the outset of this engagement programme which has allowed the development team to gauge the local community's perception of the proposals and relay any comments or discussion points to the Applicants to review against the proposals.

The Applicants will continue to engage with stakeholders and the public to inform them about the progress of the development to seek further input from the community as the planning process continues.



5.18 "Action shot" of the live event.

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CONCLUSIONS

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9.1 CONCLUSIONS

This Design and Access Statement supports an application to SACDC for outline planning consent for the development of land South of Chiswell Green Lane.

The Development will comprise:

- Up to 391 high quality new homes in range of size and styles together with the necessary civil infrastructure;
- An area of land of 2.03 Ha dedicated to provide a new 2FE Primary School;
- The creation of more than 2.5 Ha of public open space and associated landscaping;
- Internal highways, parking, footpaths, cycle ways, drainage, utilities and service infrastructure;
- New primary and secondary vehicular accesses to and from the Site and a coherent road and pathway layout within it;
- Off site highway works including new car parking, footpath, cycle path and highway arrangement works to Chiswell Green Lane, Watford Road, Long Fallow, Forge End, and Farringford Close.

In providing a mix of much needed high quality residential accommodation, the Development will create an attractive and sustainable living environment that integrates both physically and socially with the existing communities of Chiswell Green, Forge End and Long Fallow in terms of accesses, amenities and character.

Landscaping is central to the Development and the intention is to incorporate retained trees and hedgerows, introducing new planting which will create a green character across the whole site and integrate the proposed built form with that of Chiswell Green to the east, providing a new boundary to the Green Belt to the west. Taking advantage of the Site's topography, the gentle level change provides an opportunity to provide visual green connections through the site.

The site's location and off site connections offers the potential to bring together the new residents with existing communities of adjoining residential areas around a green core at the heart of the scheme. A network of "off street" green routes with foot and cycle connections through the site will provide access for

CONCLUSIONS

the enlarged community for recreation and play, whilst offering links to the wider network.

A sustainable transport strategy allows pedestrians and cyclists to move through the built environment by taking shortest and most pleasant routes by ensuring permeability for no-motorised traffic through the whole development from North to South and safer routes to the school for children and parents.

The illustrative layout has a simple movement framework that allows for direct, well lit access to all units for both pedestrians and vehicles. Segregation of routes has been avoided, as have alleyways and short cuts.

A variety of housing types are to be included in the masterplan to provide a range of homes that will readily meet market demand, and therefore rapidly contribute to housing need in this sector.

This document also include Parameter Plans, the overarching Landscape Strategy and Street Structure to provide clear information for the ongoing development in terms of built form layout, landscape and streetscape to ensure that the concept can be successfully delivered.

 McBains