



**Geoff Perry Associates Ltd**  
Comprehensive Architectural Design Service

**5.0**

**Site Analysis, Constraints & Key Factors**



Midland road, Royston

# 5.0 Constraints and Opportunities Plan

The Constraints are as follows:

- The site is outside of potential flood zones
- Development high risk area to the South of the site.
- Site slopes up to 4.5m
- Careful consideration to existing residential units next to site.
- Possibility to maintain existing trees and shrubbery along the southern/western boundary which could act as a noise buffer between the housing and the existing housing.
- Potential views over looking the park forming part of the existing development.



# 5.1 Summary Of Analysis

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The findings of the topographical survey, appraisal and technical work completed to date have established that the site is a suitable location for a residential development which could be brought forward without giving rise to significant environmental effects. The site provides a sustainable location within the existing settlement boundary which is accessible to local centre, transport infrastructure and is within walking and cycling distance of a range of local schools, shops and public transport connections. The surveys undertaken to date indicate that the site is relatively unconstrained with regard to nature conservation and ecology, with little diversity of species or habitat present. Such nature conservation and ecological value as there is will be protected if the majority of hedgerows are retained, and a proposed programme of habitat enhancement and creation should result in a small positive impact for nature conservation and ecological value at the local level, when

implemented through an appropriate management regime.

It is considered there are no significant constraints associated with providing access to the site by private vehicle, it is proposed that we utilize access off the Eastern boundary, off Ruston Drive.

The design evolution of the scheme has taken into consideration all of the opportunities presented by the site to create a high quality sustainable residential development. These opportunities are summarised below:

- Provide a range of well built houses of varying sizes for an array of couples / families.
- Extend the urban grain and create a new development which reflects the scale and pattern of the existing residential

neighbourhood.

- Create a development which positively interacts with the existing residential neighbourhood.
- Create a development which has identity, character and an overall common theme that ties in with the local vernacular.
- Create a rich and diverse landscape within the site, creating a softened access route into the development.
- To retain hedgerows and trees along the site development boundaries and reinforce with new native planting.
- Provide local craftsmen, trades, businesses and manufacturers with jobs.



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6.0

Design Evolution



Midland road, Royston

## 6.1 Design Evolution – Pre-application

The following layout shows the proposed layout submitted at Pre application stage, dated 3<sup>rd</sup> May 2016.

The site forms part of a previous application site which was to be a mixed development site.

Due to economic pressures and changing demands the site is now being considered for residential development.

Once developed the site will knit the overall development together by respecting new and proposed routes through it.

Pre Application Layout



## 6.2 Design Evolution – Planning Meeting 14<sup>th</sup> July 2016

The design of the scheme must take into account the inclusiveness and connectivity to the surrounding existing settlement.

The access to the site is taken from a new adoptable road leading off Ruston Drive.

There is a clear simple road pattern and hierarchy of structure.

The use of differing detailing and materials will help to create a bespoke and attractive development.

The use of dual aspect dwellings on corners at junctions of roads help to give visual surveillance and a responsive street scene.

Differing roof pitches and mass of built form help to give a varied street scape which in turn helps to create different recognisable areas to form a sense of place with legibility.

Careful consideration of how the existing open space areas are interacted has been taken into account.

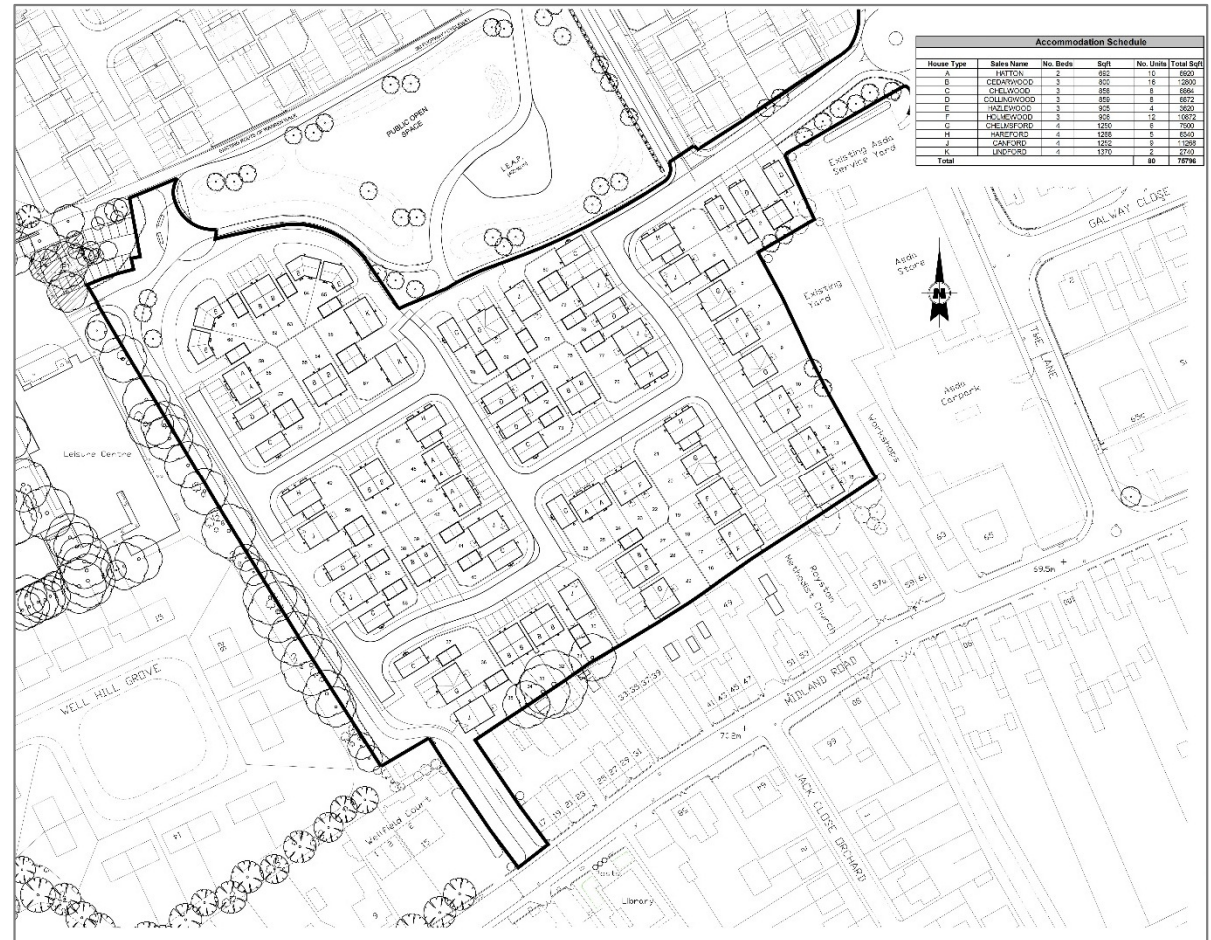
Car parking is another major issue. All developments have been amended throughout the design process.

A balance between ownership of spaces and visual impact of the cars on the street scene.

Adequate on plot parking has been provided and has been broken up with landscaping and the use of differing hard landscaping materials.

Boundary treatments have also been considered to create defensible public and private realms designed to deter crime and reduce parking issues.

Active frontages, perimeter block development will form the framework for the scheme.



## 6.3 Design Evolution – Public Consultation

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14<sup>th</sup> July 2016

There has been a series of appraisals which have been informed by the market conditions, design requirements, ground conditions and technical reports. Meetings held with the Local Authority Planning Department and other statutory bodies. Including pre application meetings held on the 3<sup>rd</sup> May 2016 at 11am at Westgate Plaza One in Leeds.

Also Public Consultation events have also been undertaken on the 14<sup>th</sup> July 2016

The public consultation was well attended and the feedback from residents was taken into account.



# 6.4 Design Evolution – Proposed Layout



Accommodation Schedule					
House Type	Sales Name	No. Beds	Sqft	No. Units	Total Sqft
A	HATTON	2	692	10	6920
B	CEDARWOOD	3	800	16	12800
C	CHELWOOD	3	858	8	6864
D	COLLINGWOOD	3	859	8	6872
E	HAZLEWOOD	3	905	4	3620
F	HOLMEWOOD	3	906	12	10872
G	CHELMSFORD	4	1250	6	7500
H	HAREFORD	4	1268	5	6340
J	CANFORD	4	1252	9	11268
K	LINDFORD	4	1370	2	2740
<b>Total</b>				<b>80</b>	<b>75796</b>

1. New primary access and mini island to the lane to be 5.5 meters wide with footways to adoptable standards.
2. A4 spine roads off the main carriageway to drop to 4.8 meters wide to form the secondary road within the site.
3. C,E and J are dual aspect units providing a frontage to all open facades creating visual interest.
4. Pedestrian links to existing public open space and pedestrian network.
5. Perimeter block development creating visual surveillance to all public realm.
6. Existing public open space to be overlooked by dwellings to create a safe visually surveyed space.

# 6.5 Design Evolution – Final Layout

