

DAP

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This document has been designed to be a record of key objectives, decisions and outcomes from each stage of the RIBA Plan of Work, building to provide you with a complete narrative of the life of your project.



KELVEDON. RD

SPATIAL
COORDINATION

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RIBA STAGE 3
Spatial Coordination



Fig 3.01 - Proposed Site Plan

3.1 LAND USE

AMOUNT

The proposed plan comprises 130 homes. This includes a variety of apartments and a broad range of house types and sizes.

The dwellings provided will be a mix of private and affordable. Affordable housing provision will meet Colchester's Planning Policy in this regard and provide 30% (39no. dwellings).

Overall housing mix:

- 9no. 1 bed apartments (affordable)
- 13no. 2 bed apartments (affordable)
- 17no. 3 bed dwellings (affordable)
- 48no. 3 bed dwellings (private)
- 38no. 4 bed dwellings (private)
- 5no. 5+ bed dwellings (private)

LAYOUT

The layout has been designed in a logical way and makes use of the best urban design practices. The entire proposal is designed with public 'fronts' overlooking streets and open spaces, offering surveillance and a positive active street frontage.

Blocks and frontages have been orientated to enclose streets and overlook play spaces, while optimising rear views out over the wider countryside. Streets and footpaths provide good connections around the development for pedestrians and cyclists, offering convenient links to local amenities such as the allotments to the south.

The street hierarchy begins with a tree-lined entrance avenue, which offers access to the south-west of the site and potential access to further development beyond the site boundary. A secondary road breaks

off to the south-east. Shared surfaces take access from both roads. This treatment prevails through much of the development and will reduce vehicle speeds with the emphasis on pedestrian safety.

Finally, a small number of dwellings will have private drives off of Kelvedon Road, in order to fit in with the existing character of the road.

It is concluded that the proposed layout adopts many positive design principles.

CHARACTER

The layout has been split into 3 different character areas that add variety and respond to both their location within the site, as well their neighbouring areas. These areas are designed to carry out different design objectives including:

- Creation of smaller focal spaces
- Specification of different building densities and set backs to create pinch points and a variety of street enclosures and frontages
- Incorporation of varying road types
- Provision of different material treatments with an emphasis on render
- Overlooking of open spaces and pedestrian routes
- Inclusion of public and private space for soft landscaping

The character areas help to create a new place with distinct, interlinked areas. The character areas also relate to the ecological parameters of the site. They are as follows:

1. The Avenue
2. Village Streets
3. Rural Lane



3.2 CA1: THE AVENUE

This area will provide the main frontage to the development and the main entrance to the rest of the site.

A key aspect of this area is the frontage onto Kelvedon Road. The buildings will reflect the existing character. They will be set back from the main road, following the existing building line determined by the neighbouring dwellinghouses on Kelvedon Road and they will be no higher than 2 storeys.

The Avenue road will employ the characteristics of a boulevard style road, with trees planted at regular intervals along its route, creating a buffer between the main road and the neighbouring dwellings. This adds to the existing tree and hedge line that will be retained along the southern edge of the road. Furthermore, it creates a clear route through the site for both vehicular and pedestrian use. The dwellings branching off of the main road running through The Avenue, will have private shared drive access. Furthermore amenity standards are met in this area, and proposed amenity has views over green space external to site's boundary line.

DENSITY

This character area, has a density of approx. 23dph, making it the mid-density of the 3 character areas.

In accordance with the requirements for an area of this density in the EDG, there will be visually attractive routes for pedestrians through the area, alongside the boulevard trees and existing, retained tree line. The proposed building line reflects the continuity of the main route through the site, with minimal breaks in the building line, to add variation to this character area there are courtyard spaces and private drives which branch off the main road.

SCALE

The dwellings in this character area will be between 2 and 2.5 storeys high. The differentiations in height helps to add to the variety of the area, it also makes the natural overlooking more dynamic, giving the open spaces a safer atmosphere. 2.5-storey dwellings are proposed at the head of the primary branch off the main road into the southern section of the site, and opposite the proposed open space to provide passive surveillance and strong frontages.

MATERIALS

Dwellings proposed within the Avenue utilise the most diverse palette of materials and draw in elements from the 2 other character areas of the development. For instance the frontage along Kelvedon Road is provided with the more decorative Georgian multi-bar windows, and dwellings in prominent corner locations also use this window type, elsewhere a more compact form of development is proposed off the branch roads from the main thorough-fare similar to the Village Streets areas. In terms of materials a wide palette of materials is used with multiple variations of render colour and weatherboard proposed. These external materials are combined with detailing such as pentice boards and stone cills, all of which combine to create a diverse streetscene.



Fig 3.21 - site plan with indicated character area 1.



Fig 3.22 - Street scenes from The Avenue.



Fig 3.23 - HT3.6 From The Avenue.

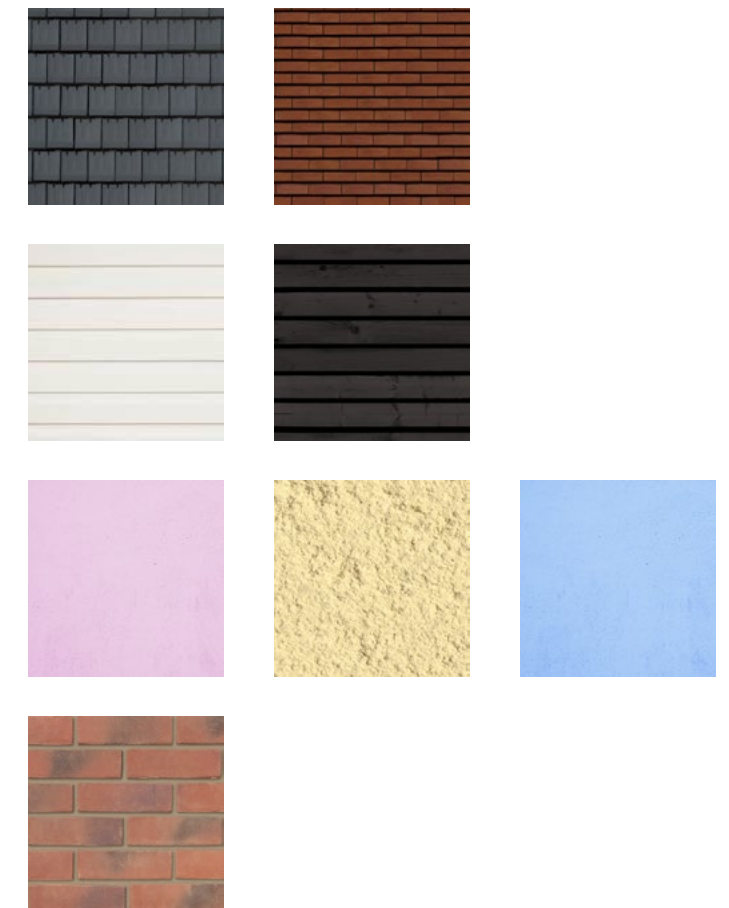


Fig 3.24 - Material palette in The Avenue.

3.2 CA1: THE AVENUE

LAYOUT

As mentioned previously the Avenue combines elements from the other areas of the development, the main road cuts through the site from east to west and enables a generous boulevard style street with tree planting and pathways along its route. Branch roads to the northern side of the road provide access to enclosed courtyard style areas with dwellings orientated to face each other. Furthermore to prevent vehicles from reversing into the main street a secondary access road is provided parallel to it on either side, creating a wide and open entrance into the development. The main road continues to the western boundary, this was at the request of the Parish council to provide future access to the fields beyond.

PARKING

The majority of dwellings in this area have garages, set back from the road, and located alongside dwellings, with extra spaces located in front of the garages. The other dwellings have undercroft parking located in-between dwellings - this retains a strong street scene, minimising breaks in the built frontage.

PEDESTRIAN CONNECTIVITY

There will be highly visually attractive routes for pedestrians through the area, alongside the boulevard trees and existing, retained tree line. Connecting straight onto Kelvedon Road, optimising pedestrian links.

Building Height	2 and 2.5 Storey
Building Form	Terraced, Semi's and Detached
Building Style and Materials	Red multi-stock brick, mixed roof materials with consistent rhythm, Predominance of Render / weatherboarding
Density	23dph
Parking Typology	Parking Garages and Side On-Plot
Frontage Set Back	1.5m - 10.5m
Garden Treatment	Clipped hedge with large front garden, shrub planting
Road Treatment	Macadam road and footpath, 2m grass verge with tree planting

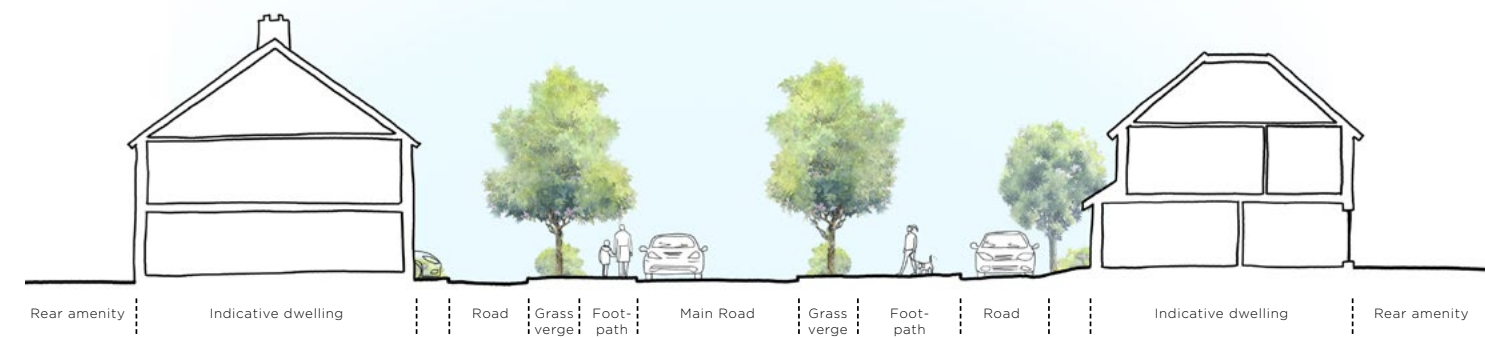


Fig 3.25 - Illustrative section of The Avenue.



Fig 3.26 - Prop Site Plan

3.3 CA2: VILLAGE STREETS

This area will be characterised by a higher density and a more urban layout. There are also key relationships with the neighbouring site at Grange Road and the existing ecological features on the site. An important feature of this area are the continuous building lines, making use of carports and linked dwelling to create an organic building line.

The proposal is for dwellings located along the shared boundary with Grange Road to face this existing site, looking over a landscaped pedestrian route that will provide access to the fronts of the properties. Meanwhile, parking will be accessed to the rear in a shared parking court. This orientation will provide natural overlooking, and a usable green space between both sites.

Another key aspect is the relationship with the existing tree line which runs through the site, and associated ecosystems that need to be retained. The site has been designed in such a way that these ecological features are incorporated into the site; forming a part of the site's open-space, while also forming a buffer between the open space and the main road. This document will touch on other ecological features later.

DENSITY

This character area has a density of approx. 32dph, making it the highest density of the 3 character areas.

In accordance with the requirements for an area of this density in the EDG, there will be visually attractive routes for pedestrians along the open space. There is good mix of dynamic spaces, through three key corridors. Each limits visual length by slight curves in the road, while still creating clear linear spaces for manoeuvring the site while retaining amenity standards to the rear of the property. Apartments have an allocated amenity of 7.5sqm per flat.

SCALE

The dwellings in this area will be between 2-3 storeys high, with one feature dwelling, Apartment Block A and the Corner feature of Apartment Block B standing at 3 storeys high, mirroring the neighbouring water tower. The differentiations in height helps to add variety of the area. The Apartment Blocks which

flank the large open space enable an excellent level of passive surveillance over this area, increasing user safety.

MATERIALS

Dwellings proposed within the Village Streets area utilise the same diverse palette of materials as The Avenue however there is a greater use of Brick which gives greater prominence to the dwellings that are finished in Render or Weatherboard.

PARKING

The predominant parking typology in this area are parking courts located to the rear of dwellings or garages set back from the road, forming a strong street scene, minimising breaks in the built frontage.



Fig 3.31 - site plan with indicated character area 2.



Fig 3.32 - Street scenes of Village Streets.



Fig 3.33 - HT3.9 From Village Streets.

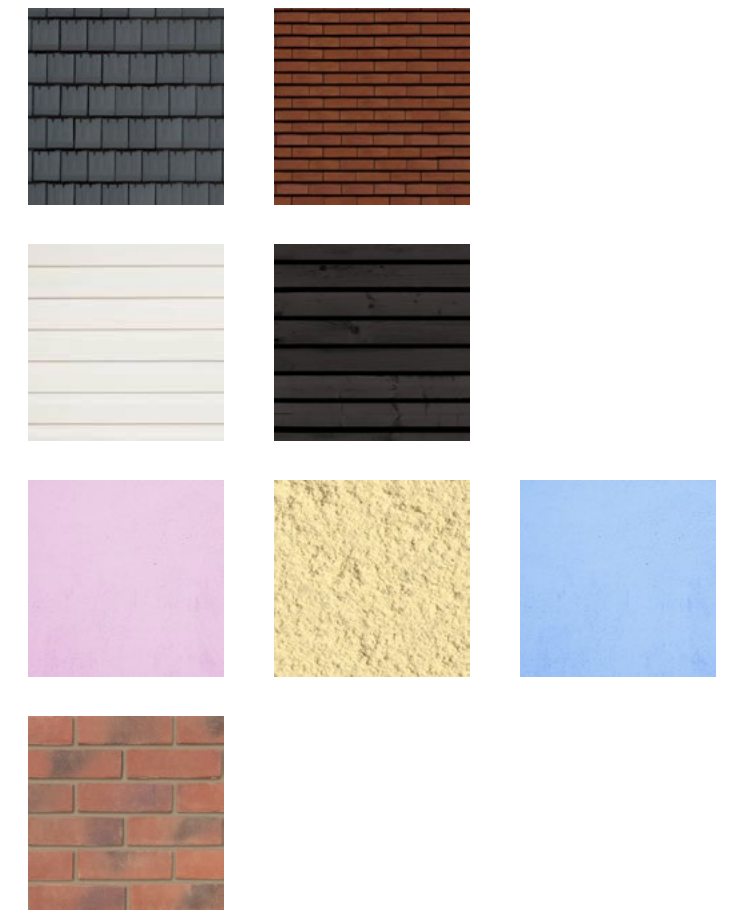


Fig 3.34 - Material palette in Village Streets

3.3 CA2: VILLAGE STREETS

LAYOUT

The layout of the Village Streets character area is defined by its continuous almost unbroken building line that borders almost every section of road within. Dwellings are connected by either linked elements with accommodation above or simple carports. Parking areas are located to the rear of dwellings in order to maintain this street frontage.

PEDESTRIAN CONNECTIVITY

This area is designed to be more pedestrian orientated, so the road is a shared surface, with a change in colour to notify users that they have entered a different area. Similarly, the bends and curvature of the roads provide natural traffic calming measures.

Building Height	2 and 3 Storey
Building Form	Terraced, detached and Apartments
Building Style and Materials	Red multi-stock brick, mixed roof materials with consistent rhythm, Predominance of Render / brick
Density	32dph
Parking Typology	Parking Court and Side On-Plot
Frontage Set Back	1.5m - 7.5m
Garden Treatment Hard / Soft	Clipped hedge with front garden, shrub planting
Road Treatment Hard / Soft	Permeable block paving



Fig 3.34 - Illustrative street sections of Urban Streets.



Fig 3.36 - Prop Site Plan

3.4 CA3: RURAL LANE

This area will be the lowest density, giving it a rural dynamic, this is due to its close relationship with the land at The Gables.

A key aspect of this area is the frontage onto Kelvedon Road, similar to CA1. The buildings will reflect the existing character. They will be set back from the main road, and will follow the existing building line of the dwellings on Kelvedon Road. The access from the main road to these three dwellings is also key in retaining this street frontage on Kelvedon Road. These dwellings will have a storey height no greater than 2 storeys.

Rural Lane will have the characteristics of an Arcadia style development, with reduced density, larger houses, larger gardens and more landscaping forming the street frontage. This will ensure that there is greater buffering between the proposed dwellings and The Gables, through more landscaping along the site boundaries and the boundaries of plot amenities.

DENSITY

This character area, has a density of approx. 16dph, making it the lowest density character area on the site.

The goal of an Arcadia style development is to create the illusion of a rural environment, drawing on the 'picturesque'. As noted in the EDG the guiding principle of an Arcadia layout is to encourage pedestrians to meander through. A footpath connects this area to the dwellings facing Kelvedon Road, ensuring pedestrian links throughout the site to the wider area.

Its key to note that the three dwellings that face Kelvedon Road do not reflect an Arcadia style, they reflect the existing layouts of Kelvedon Road, and they will have their own access off of Kelvedon Road.

SCALE

The dwellings in this character area are all 2 storeys high, so as not to impose greatly on the neighbouring dwelling at The Gables, and so as not to impose on the street scene of Kelvedon Road.

AMENITY

All the dwellinghouses in the Rural Lane character area are well over the required standards for amenity areas, providing the residents with generous gardens and private amenity space.

The large gardens further improve the relationship with the neighbouring property at The Gables.



Fig 3.41 - site plan with indicated character area 1.



Fig 3.42 - Street scenes along Rural Lane



Fig 3.43 - HT3.9 From Village Streets.

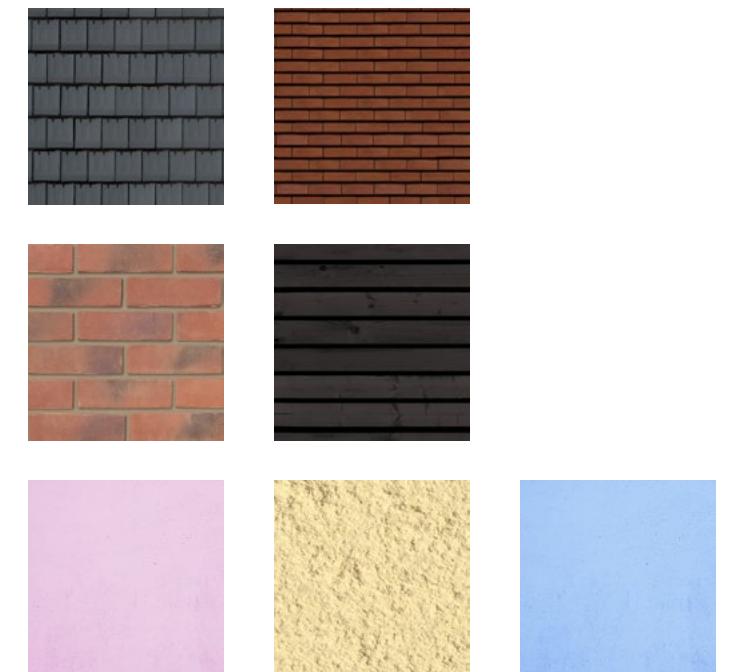


Fig 3.44 - Material palette in Rural Lane

3.4 CA3: RURAL LANE

LAYOUT

The layout of the Rural Lane character area is defined by a broken building line that is more defined by the presence of landscaping and trees. Parking areas are located to the side of dwellings within allocated garages.

PARKING

The majority of dwellings in this area have private garages next to the dwelling or set back slightly. These elements will not be hidden by walls rather they will be planted around to ensure that the landscape dominates the area.

PEDESTRIAN CONNECTIVITY

The shared surface road encourages pedestrian use, the reduced density means there will be lower vehicular traffic in this area making it safer for pedestrian use and curvature in the road reduces vehicular speeds.

THE GABLES

The reduced density in this area softens the relationship with the Gables, which sits to the west of CA3. Furthermore, the Arcadia style of the character area means an increase in landscaping along the site boundary and plot amenity boundaries.

Building Height	2 Storey
Building Form	Detached
Building Style and Materials	Red multi-stock brick, mixed roof materials, Predominance of Render / weatherboarding
Density	16dph
Parking Typology	Private garages
Frontage Set Back	1.5m - 6.5m
Garden Treatment Hard / Soft	Clipped hedge with front garden, extensive shrub planting
Road Treatment Hard / Soft	Bonded gravel

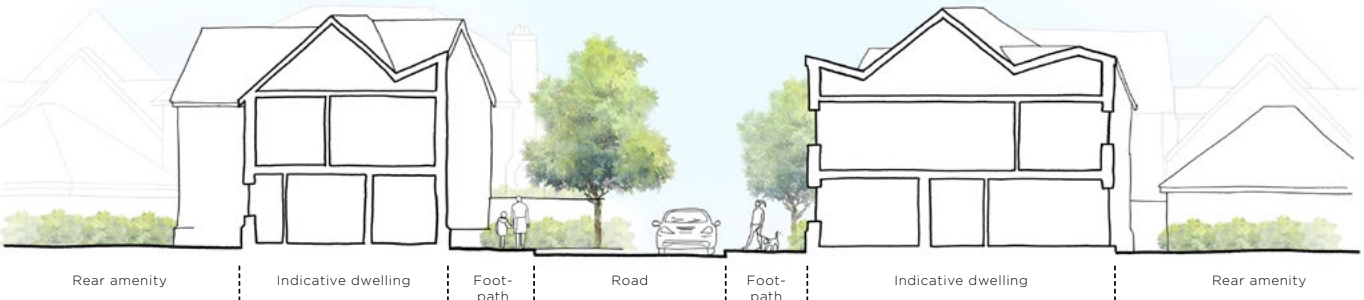


Fig 3.45 - Illustrative street sections of Urban Streets.



Fig 3.46 - Prop Site Plan

3.5 APPEARANCE

BUILDING MATERIALS

Building materials have been specified to add variety and reinforce the different character areas. They have also been inspired by local details; key influences were the water tower which lies to the south of Kelvedon Road, but north of the site, and the listed buildings in and around Tiptree. As previously noted in the site analysis document there is a lack of notable character in the immediate area, hence the reference to listed buildings.

BRICK

Two types of brick will be specified. A solid red brick will be used along with a red multi-brick for variety. Red brick is a prevailing material in the local area with limited use of buff or other brick colours.

TILE

Two tile types are specified including a red plain tile and a grey plain tile. These colours will be evenly distributed around the site and chosen to help reinforce character.

TREATMENTS

Render is prevalent in the local area with some additional, decorative use of weatherboarding as such these are applied regularly throughout the layout in key locations. Pink, yellow, cream and blue render is located through out the scheme. On dwellings where render and weatherboarding appear together black weatherboarding is used. White/Grey and Black weatherboarding is used more conservatively as is typical of the local area.

BRICK AND STONE FEATURES

Additional brick details include string courses, feature bands, brick plinths and voussiors to window heads, these add more detail to dwelling elevations giving them extra three dimensionality. Furthermore, stone cills will be used to add further visual value to the street elevations.

CHIMNEYS AND PORCHES

As was highlighted in Document 2, the use of porches and chimneys will bring more visual interest and dynamism to the scheme. This will enable the creation of a varied and interesting roofscape both at eye level, with the use of a variety of different porches including 'A' frame, lean-to, and 'A' frame and post and at roof level where varying ridge and eaves heights will be punctuated by regular use of chimneys throughout the scheme.

WINDOWS

Two window styles inspired by the precedent dwellings exemplified in Document 2 have been incorporated into the design. Georgian styled multi-bar windows are deployed to the Kelvedon Road facing aspects of the development, with the larger houses within the Arcadia section of the scheme also fitted with this style. A simpler window with horizontal bar only is applied to the more dense areas of the development.



SITE	GREY ROOF TILE		RED BRICK		PINK RENDER		BLACK BOARDING	
	RED ROOF TILE		BLUE RENDER		YELLOW RENDER		GREY BOARDING	
	COPPER ROOFING				CREAM RENDER			

3.6 APPEARANCE

HOUSE TYPES

The layout has been carefully designed to provide a broad variety of homes to suit varying lifestyles and help to create a diverse and vibrant community.

The mix comprises 1 and 2 bed apartments, and a variety of 3, 4 and 5 bed dwellings. There are well over 15 different typologies, each with different styles and features. In addition, the palette of materials used will generate even greater variety, varying both due to location and the character area. Render is applied playfully in various colours to create a stimulating and visually interesting place to live.

As well as a mix of brick and roofing materials with render and boarding treatments, other features will be applied to add visual interest for example features mentioned earlier including string courses, brick plinths, and a variety of porch styles.

APARTMENTS

The Apartment Blocks provide some flexibility in their proposed building lines enabling the framing of some aspects of the development. This has been implemented most obviously adjacent to the open green space, where the scale of the buildings have been increased to give an impressive built frontage. As can be seen in figure 3.63, the nearby water tower has provided some inspiration for a corner feature on Apartment Block B, increased verticality has been achieved by increasing the storey heights within this section of the building only, arched headers with keystone are applied to windows and the roof is to be finished in oxidised copper roofing. This tower feature sits confidently at the entrance of the open space when accessed from the Village Streets character area and suitably terminates views from nearby viewpoints.



Fig 3.61 - House type 3.6.



Fig 3.62 - House type 4.5.



Fig 3.63 - Flat block B.



Fig 3.64 - Street scenes.

3.7 LANDSCAPE STRATEGY

The site layout has been carefully developed to respect the existing landscape features throughout the site. This is key as all the trees on site are registered TPOs.

The development is bisected by the existing green corridor running through the site, on the south side of the spine road, bordering this green corridor in the Village Streets character area is a multifunctional open space, formed naturally by the retained hedgerows, trees and water areas and physically by the apartment blocks. These hedgerows and tree lines form the backbone of the landscape proposals, which are to be strengthened and enhanced through new planting, to create a diverse and robust green corridors that run through and around the boundary of the site.

PLAY & RECREATION STRATEGY

The aspiration is to create a landmark green/play area to act as a hub for residents and a core aspect of the development.

The size and location of the open space area alongside the proposed apartments enhances the quality of life of the residents in this area, ensuring that they have ease of access to the recreation areas. The proximity of the apartment blocks and the naturally increased number of possibilities for surveillance also increases security of the space by having more natural overlooking of the area.

As outlined by the EDG our open space will be for socialising, informal play, nature, landscaping, informal recreation, water management, cultural activities and entertainment.

Sufficient shade will be provided in the area from the existing mature trees and then additional landscaping that will be added to enhance the area, it will also be accessible from multiple locations, from both The Avenue and Village Streets character areas, enabling residents to make optimum use of the area.



Fig 3.71 - Existing view of tree line (water line)



Fig 3.72 - Amenity/playground sketch



Fig 3.73 - Prop Site Plan

3.8 PARKING

RESIDENT CAR PARKING

Allocated car parking for dwelling houses is based on EDG standards. These are:

- 2+ bed dwellings - 2 spaces

Allocated parking for Apartments is provided with the same level of parking required by the EDG, namely:

- 1 bed flat - 1 spaces
- 2 bed flat - 2 spaces

Each space measures 5.5m x 2.9m. Most allocated spaces are located on-plot. In some instances, allocated parking is located off-plot or within parking courtyards. Any communal or off-plot spaces will be clearly allocated to their plot to avoid any conflict. Parking will be provided in a variety of typologies to add variety.

Most are located on-plot and to the side, behind the building line. Some spaces are located in front of integral garages. Other spaces are grouped in small areas off of private drives or in courtyards.

VISITOR PARKING

There are 33 visitor parking spaces that are located around the site which represents 1 space per 4 dwellings, this meets the EDG requirement of 0.25 spaces per dwelling. All visitor spaces are fully integrated into the street scene and are provided at the required bay size.

CYCLE PARKING

All properties without a garage will be provided with covered and secure cycle parking. Houses and bungalows will have small cycle sheds located in rear gardens. Apartment residents will have access to communal cycle storage





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Public Rights of Way:
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