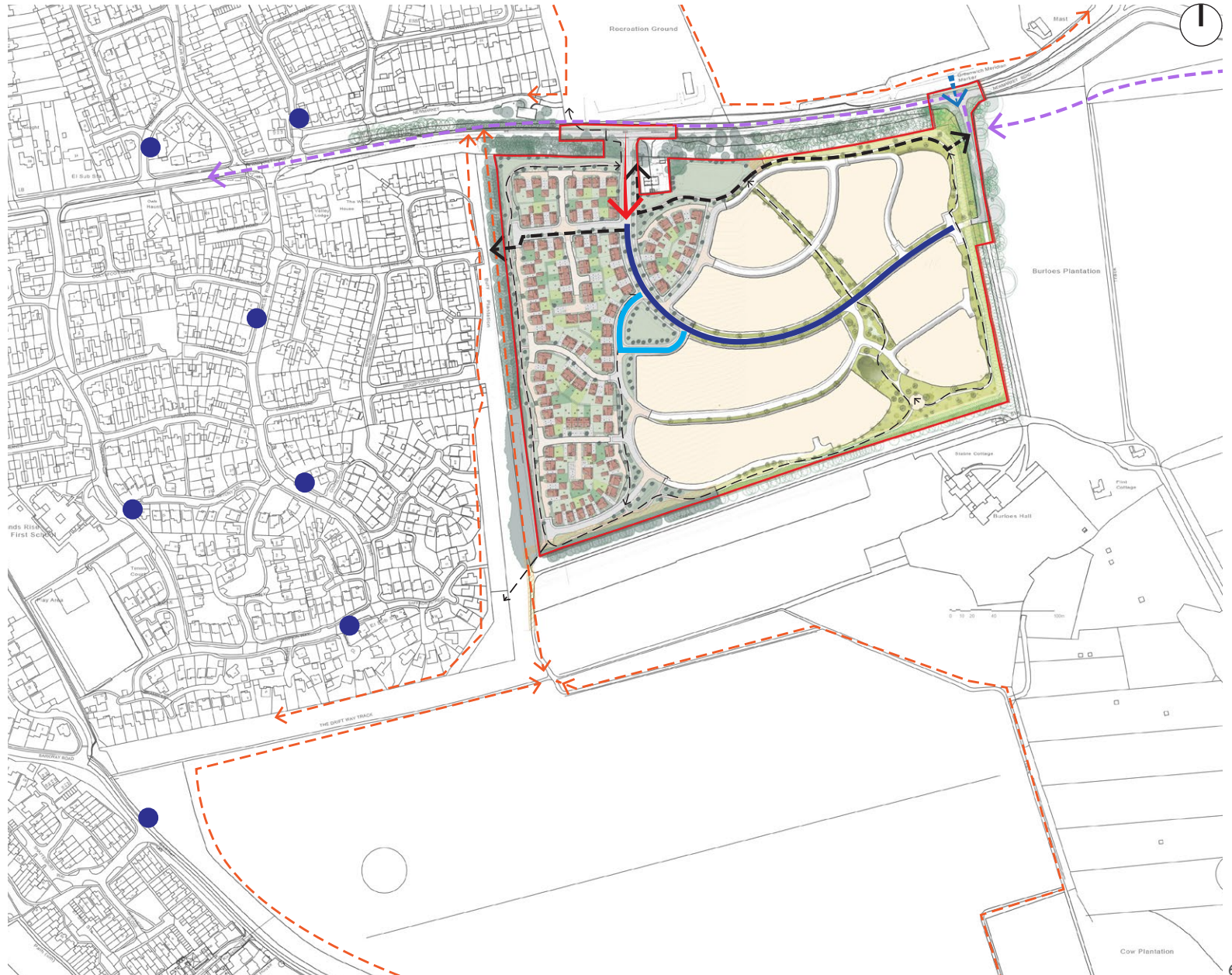


MASTERPLAN PROPOSAL PHASE 1



KEY:

- SITE BOUNDARY
- ➔ ACCESS TO THE SITE
- ➔ EMERGENCY ACCESS
- PRIMARY ROAD
- BUS TURNING AREA
- - - ➔ POTENTIAL OFF ROAD ROUTE TO ICKNIELD WAY
- - - ➔ INFORMAL PEDESTRIAN LINK
- - - ➔ EXISTING PERMISSIVE LINK
- - - ➔ ICKNIELD WAY
- BUS STOPS

6.9 Access diagram showing phase 1 proposal on wider context.

MASTERPLAN PROPOSAL PHASE 1

6.8 DESIGN FOR CRIME PREVENTION PHASE 1

This statement explains how the development was designed to address the potential problems of crime. Guidance is taken from Home Office document Safer Places-The Planning System and Crime Prevention.

ACCESS & MOVEMENT

The planned site has a movement framework that allows for direct well lit access to all units for both pedestrians and vehicles. Rear access to buildings will have lockable gates and enclosed by fencing or masonry walls. The development is proposing to utilize in parts the principles of shared surfaces 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 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. Defensible spaces have also been incorporated into the development. Direct access to buildings is then out of arms reach and further from temptation.

SURVEILLANCE

As previously described the movement framework of the development allows for good natural surveillance. Every opportunity has been 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 of the development action would be taken. Car parking areas are located in areas under natural surveillance from adjoining properties. All car parking areas are overlooked by surrounding homes.

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. With an increased sense of community, resident knowledge and ownership the presence of strangers and potential criminal activity will attract attention.

LIGHTING

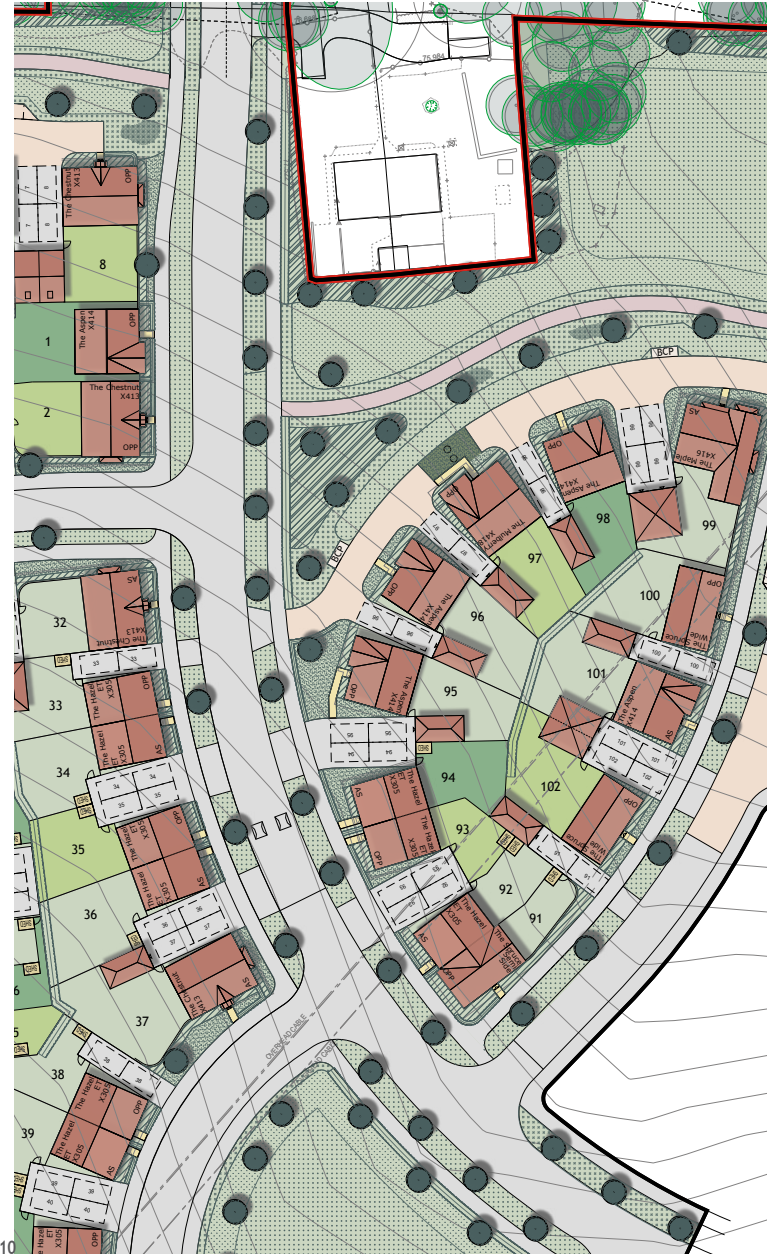
All adoptable roads (and those designed to be of adoptable standard) will be lit with a lighting scheme in accordance with Hertfordshire County Council requirements. The design of coach lamps and external lighting to individual dwelling plots will also be subject to LPA approval.

MANAGEMENT & MAINTENANCE

It is envisaged that the Local Authority will adopt the majority of the development area, and will therefore programme a regime of high level cleaning and maintenance. Please see adoptable areas plan submitted with the application.

Areas of the development found not to be suitable for Local Authority adoption will be the responsibility of either: A management organisation; An RSL; or private owners. This may cover areas such as landscaping or within parking courtyards. A scheme of Neighborhood watch would also be encouraged to allow residents to take responsibility for providing their own security and that of their neighbors.

MASTERPLAN PROPOSAL PHASE 1



6.10 The internal mew areas are designed to discourage criminal behaviours, thanks to the active frontages of the buildings within the street or parking arrangements. This design promotes good neighbourly surveillance, aiding in the prevention of criminal activities.

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

MASTERPLAN PROPOSAL PHASE 1

6.9 REFUSE STRATEGY PHASE 1

The layout has been designed to accommodate the refuse collection requirements of houses. The adjacent diagram is an extract of the submitted Refuse Collection Strategy layout.

HOUSES

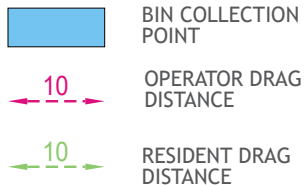
Houses will be provided with wheelie bins which will be normally stored in the back garden and pulled out on the weekly collection day in the appropriate collection point.

Residents of houses adjacent to the highway will leave their wheeled bins adjacent to the public footway for collection, at the appropriate times.

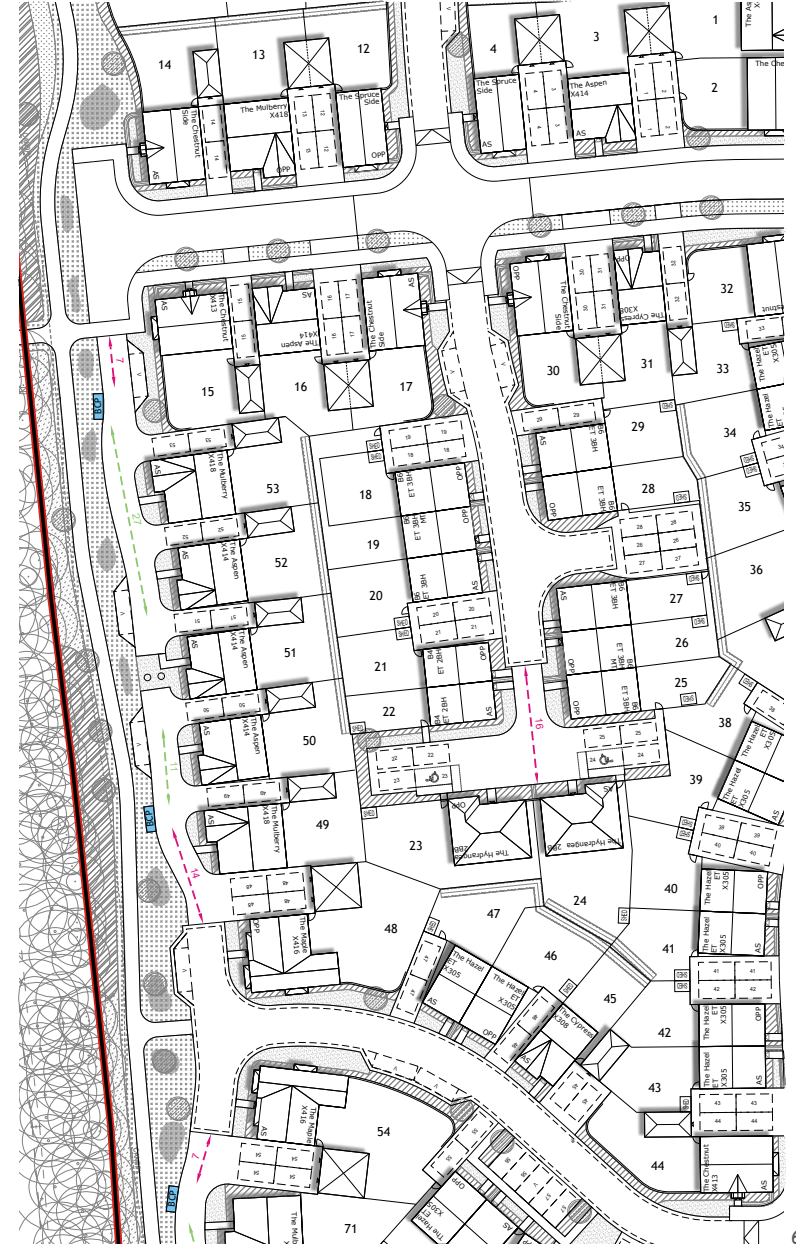
Residents of houses accessed from private drives, mews and lanes without turning provision, will place their bins at a pre-determined collection point adjacent to the adoptable highway at the appropriate times. These are identified on the collection strategy layout.

Please refer to the Engineer's vehicle tracking drawings for further information on turning heads and access requirements.

KEY



6.12 Extract of Refuse strategy plan



6.12

 McBains