

6.4 Apartment Blocks

Typical Floor Plans

- > All apartment blocks to have secure large entrance lobby with postboxes for each apartment. The entrance area is to be lobbied from the central core for security.
- > Main entrance door to be under canopy cover
- > Central core to serve the apartments to include 2 lifts, a staircore and dedicated M&E risers. Direct access to external from the staircore is designed.
- > All apartment blocks to have internal, secure refuse store; sized to suit the required number of refuse and recycling containers requirement for the number of units served. Refuse stores are only accessible externally as per guidance from Secured by Design officers. Refuse stores have been located to ensure max 25m travel distance for residents and 10m travel distance for refuse vehicles collection.
- > Blocks A and Block B to have internal, secure cycle store. Cycle store has been sized to meet the minimum cycle provision utilising stacked cycle spaces with additional cycle spaces provided utilising more flexible Sheffield stands.
- > 7 units per core is proposed for Blocks A, B, C and D with 8 units per core in Block E.
- > Arrangement of apartments have been designed to maximise potential for dual aspect - over 80% across the whole site.



Ground Floor Plan - Block A



Typical Floor Plan - Blocks A

Typical Apartment Types

- > All apartments have been designed to comply with Nationally Described Space Standards (NDSS) and Building Regulations AD M4(1)
- > All apartments are designed with a Protected Entrance Hall that leads off to all habitable rooms.
- > Open plan kitchen, living and dining space for flexible living, with area for desk / study space
- > Good size balcony for each apartment, directly accessible from living space
- > Good daylight sunlight to all rooms
- > Dedicated utility cupboard in entrance hallway for M&E MVHR equipment and washing machine
- > Built in wardrobe to main bedrooms



Typical 1B2P Apartment 50.5m2



Typical 2B3P Apartment with ensuite 63.5m2

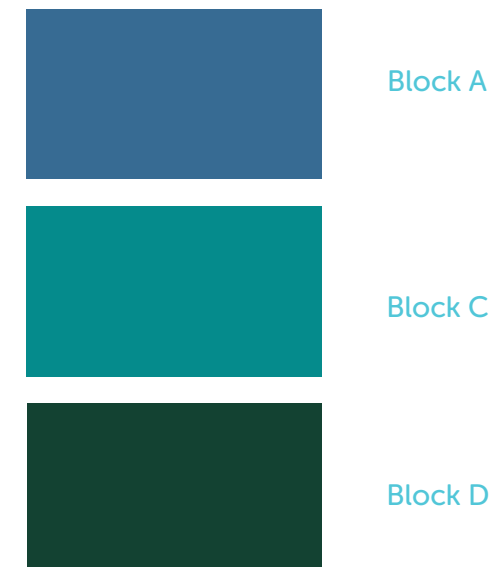


6.5 Blocks A, C and D

Type 1

As noted in the Design Strategy, the approach to materiality would vary across the site to provide a cohesive yet varied architecture. The elevation to the right is of a typical Type 1 elevation.

- > Buff brick is proposed as the main material with banding on "In-ie" facades to add interest and variation.
- > Dark grey windows, balconies and metalwork (RWP, parapet coping, etc)
- > Windows sized to reflect internal rooms (larger windows for double bedroom and living/dining and smaller windows for kitchen and single bedroom)
- > All windows are 600mm above finished floor level (FFL) as to minimise solar gain and reduce overheating. Window sill to kitchens are higher to allow for kitchen worktops. Brick detailing is proposed to kitchen windows to retain sense of alignment and rhythm with adjacent windows.
- > Open balconies with vertical railings on "In-ie" facades and enclosed balconies with column and low level brickwork on "Out-ie" facades.
- > Balconies to have shading from balconies above; canopy is proposed for top most balcony
- > To separate the blocks, each apartment block would have a dedicated entrance colour.



Block D - West Elevation

Variation in Entrances

To ensure individuality to each apartment block, each apartment block would have a different dedicated colour that would be utilised on the following details:

- > Main entrance lobby door and comms panel
- > Glazed brick to either side of the main entrance lobby door
- > First floor balcony providing canopy/shelter to the main entrance to have perforated metal panel railings in dedicated block colour
- > Block pavings leading to the entrance from footpaths (please refer to detail Landscape Masterplan)



Snippet of Block A GF Plan showing entrance



Block A



Block B



Block C



Sketch elevations of main entrances for Blocks A, B and C showing variation in colours

Responding to Context

As noted in the Design Strategy, a number of design details are proposed to respond to the surrounding context. These details are predominantly focused on balcony detailing and windows to the south most facades directly facing the railway.

- > Differentiation in balcony types to provide additional sense of enclosure for balconies that are facing the railway and the road as noted in the below diagram.
- > Acoustic ventilation louvres to windows which are directly facing the railway and junction of railway and Nether Mayne as noted in the elevation to the right
- > Full height perforated (up to 50%) screen to one or both sides of balconies which, under wind tunnelling testing, has shown conditions to be too windy for sitting/standing. These are predominantly located on the taller sections of Block E, B and D which are more open to the environment. Further information can be found in the Wind and Microclimate Assessment which forms part of the planning application.



Strategy to balcony type placements



Out-ie Balconies

- > Masonry and railing provides additional visual and acoustic screening



In-ie Balconies

- > Corner inset balcony with variation in railings to maximise views



Perforated screen

- > Perforated screen to one or both side of the balcony provided due to increase wind conditions



Sketch of South facing elevation where acoustic vent louvres may be required

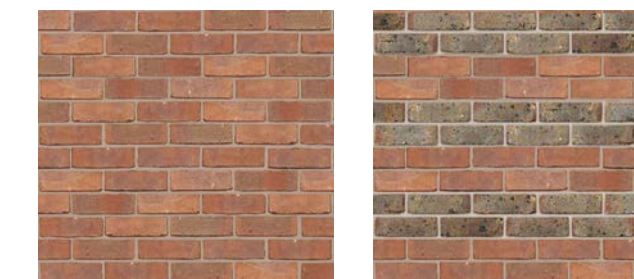
6.6 Block B

Type 2

Due to its prominent location in relation to Laindon Link and the new vehicular main access, Block B's elevation treatment will be slightly different to that of Blocks A, C and D.

- > Red brick is proposed as the main material with horizontal striped banding proposed in similar location. Banding is proposed throughout the block.
- > Window size and rhythm to be as typical apartment blocks however Light Grey colour windows and balconies are proposed to compliment the brick colour. Other metalwork (RWP, coping, etc) will be in dark grey
- > Open balconies with vertical railings on "In-ie" facades and enclosed balconies with column and low level brickwork on "Out-ie" facades as per Design Strategy.
- > Bright yellow colour will be applied to details around the entrances as other apartment strategy.

Brick



Entrance and detail colours



Sketch view of Block B West Elevation front the main vehicular access

6.7 Block E

Massing

Block E is located to the north east of the site and as such, is prominent along the junction of Laindon Link and Nether Mayne. A section of the block is increased in height; 10 storeys; to act as wayfinding to the surrounding context.

Furthermore, the 10 storey section of the apartment block is re orientated and rotated to fully face the roundabout and provide a dynamic, faceted form to the corner of the site.

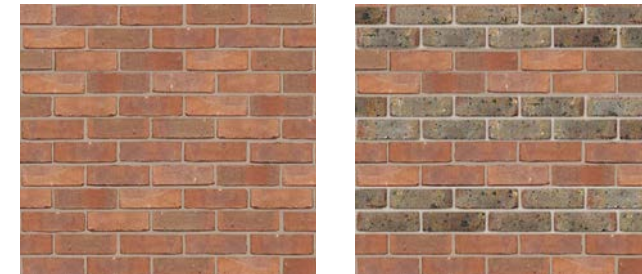
The 3D image on the right shows how the building form, footprint and massing relates to the context.

Additional brick detailing is also proposed to the taller section of Block E. Striped banding is proposed with vertical brickwork detailing to emphasize the verticality of the block.

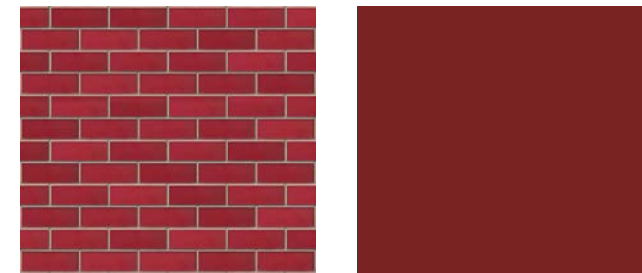
As perforated metal panelling to alleviate wind conditions in the balconies is required, this has been proposed to both sides of the balcony as well as across the railings to further emphasize the corners of the building.

Bold red colour to windows, balconies and doors are proposed to further separate the building from the other apartment blocks.

Brick



Entrance and detail colours



Sketch 3D view of Block E 10 storey corner reorientated to face the roundabout

Elevation facing roundabout



View of Block E from the public pedestrian footpath and cycleway to the east with potential for mosaic art to activate the ground floor

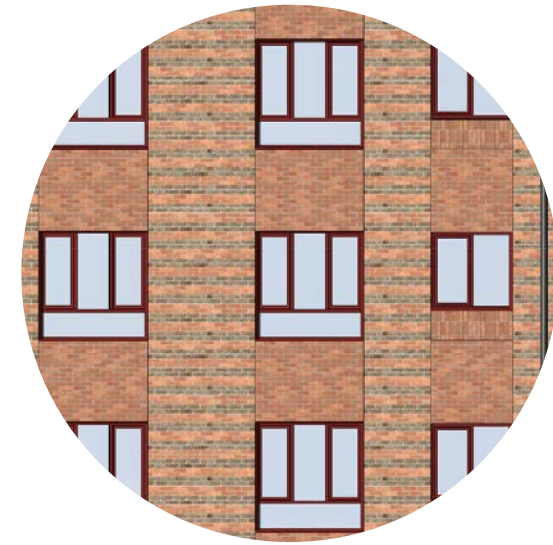
Elevation facing Laindon Link and Details



Block E elevation facing Laindon Link



Perforated screens
Perforated screens and balcony railings to add colour and pattern as well as providing additional shelter from strong wind.



Brick detailing
Brick detailing across the height of the 10 storey section to emphasize verticality of the building



Brick detailing / public art on Ground Floor
Brick detailing inserts on the ground floor or public art mosaics to add interest. Where possible, frosted windows to cycle stores have been proposed however, access and openings have been minimised in line with SBD comments



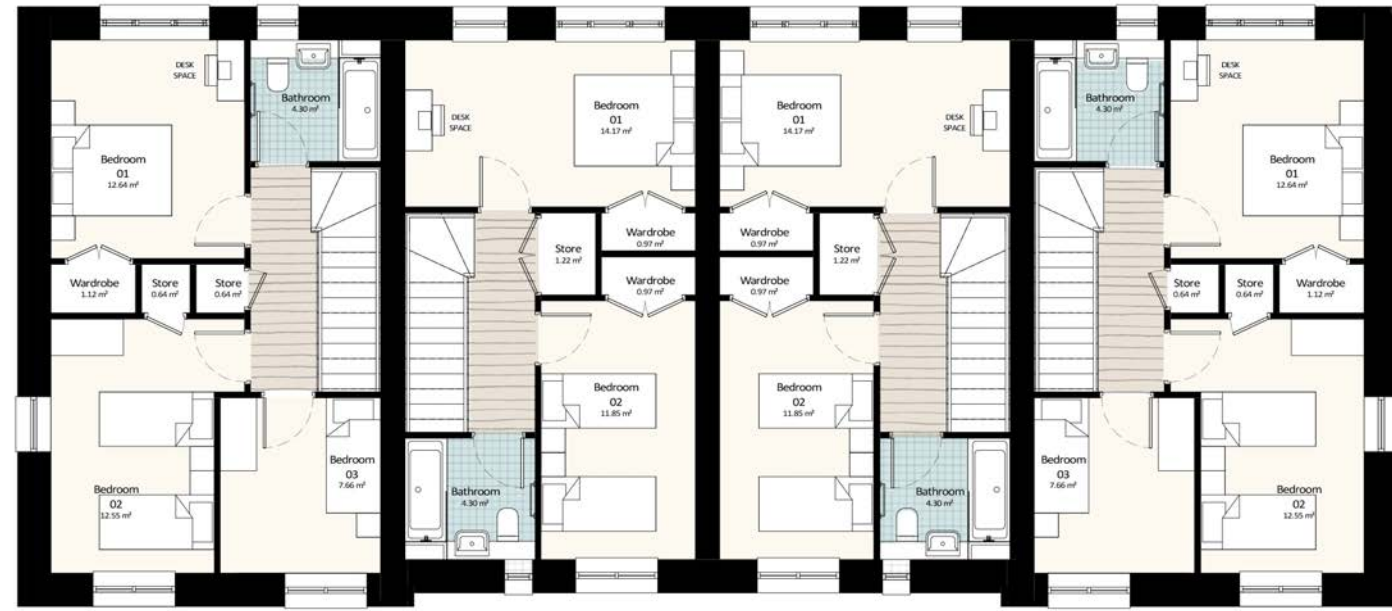
Sketch view of Block E from the public footpath and cycleway to the east.

6.8 House Terraces

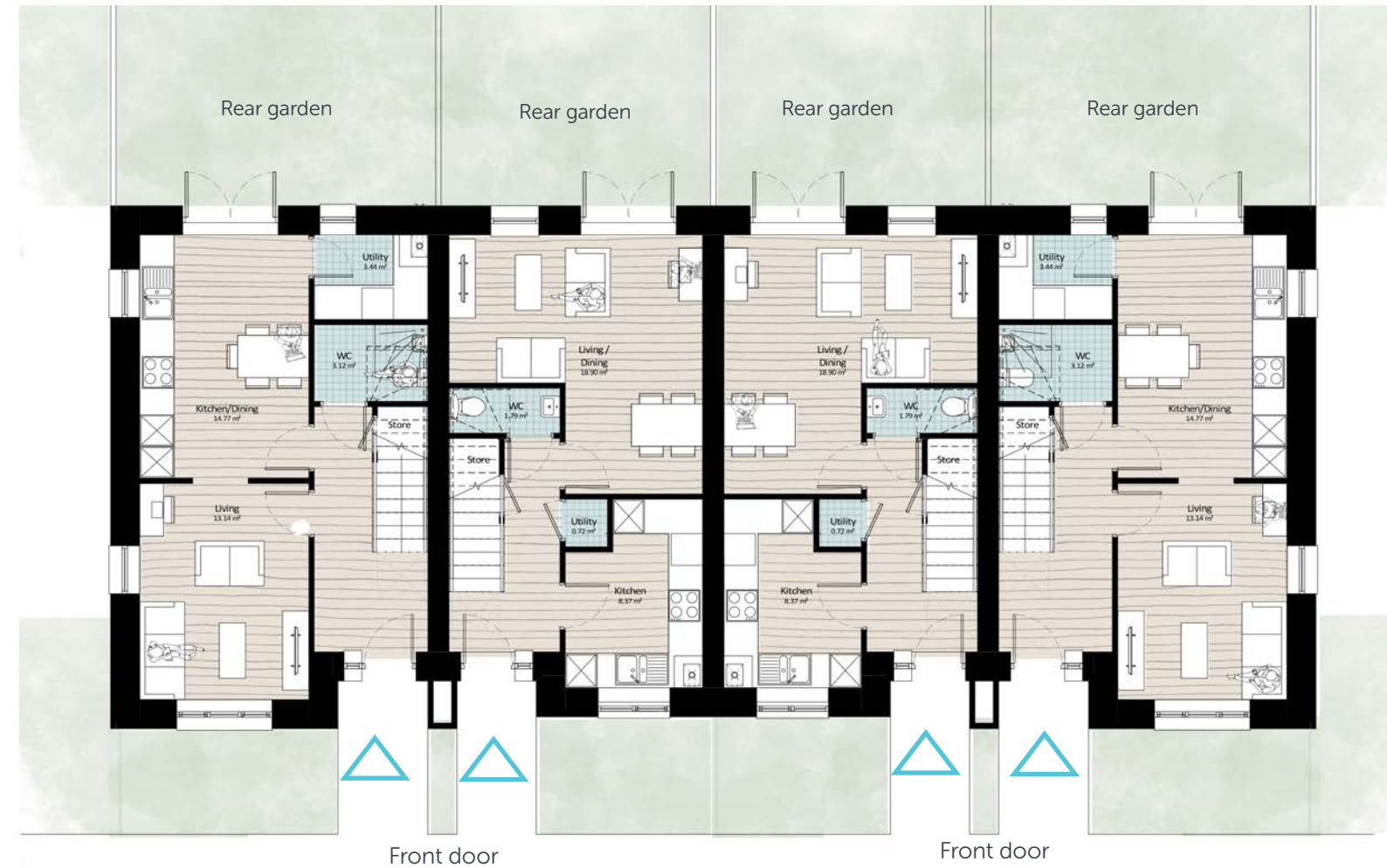
Floor Plan

16 number houses are proposed; comprising of 8 no 2B4P and 8 no 3B5P units. These are spread across 5 terraces; 3 of which are terraces of 4 houses (as the floor plans to the right) and 2 are terraces of 2 houses.

- > All houses have been designed to comply with Nationally Described Space Standards (NDSS) and Building Regulations AD M4(1)
- > All houses are designed with Protected Escape Routes comprising the first floor landing, staircase and ground floor entrance hall.
- > Separate kitchen space to living/dining has been proposed for 2B4P units with 3B5P units designed for flexibility - with option to close off Kitchen/ Dining to Living if required
- > Rear garden size to all houses are designed
- > Good daylight sunlight to all rooms
- > Dedicated utility cupboard or utility rooms are designed.
- > Ground floor WCs are designed for accessibility
- > Built in wardrobe to main bedrooms
- > Potential for dedicated desk / study space within main bedroom and living room to allow for multiple remote working/schooling needs



First Floor



Ground Floor

2 bed 4 person house
Mid Terrace
Quantity: 8
Typical unit size : 80.7m²

3 bed 5 person house
End Terrace
Quantity: 8
Typical unit size : 93.8m²



Elevation and Details

- > Houses to utilise light brown brick as base with red brick to highlight entrances, corner windows and rear gardens
- > Variation in front door colour to aid way finding and differentiate the houses

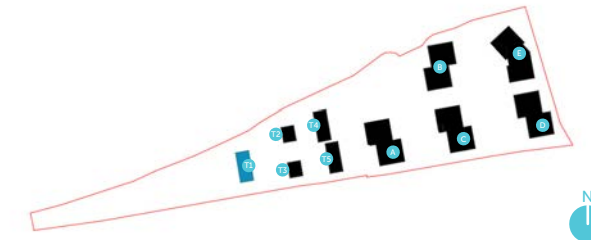


North elevation of Terrace 04 (T4) with woodland to the right



Front elevation of Terrace 04 (T4) fronting the woodland

Key



6.9 Material Palette

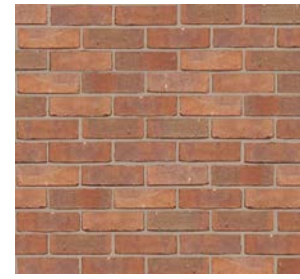
Bricks



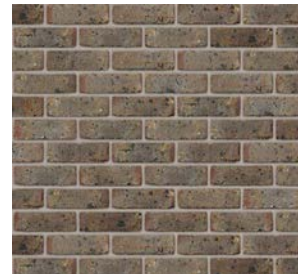
B1.0
Buff variegated brick
Stretcher bond
Light grey colour
mortar



B2.0
Brown variegated
brick
Stretcher bond
Light grey colour
mortar



B3.0
Red/blue variegated
brick
Stretcher bond
Light grey colour
mortar



B4.0
Grey/purple
variegated brick
Stretcher bond
Light grey colour
mortar



B1.1
Buff variegated brick
Recessed soldier
bond
Light grey colour
mortar



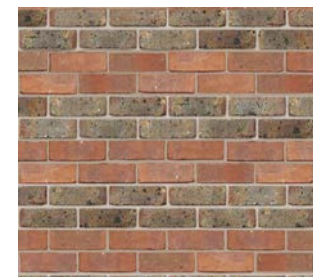
B2.1
Brown variegated
brick
Recessed soldier
bond
Light grey colour
mortar



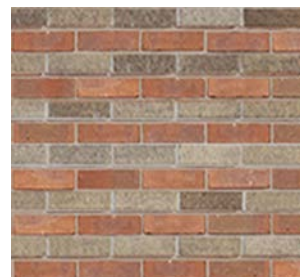
B3.1
Red/blue variegated
brick
Recessed soldier
bond
Light grey colour
mortar



B4.1
Grey/purple
variegated brick
Recessed soldier
bond
Light grey colour
mortar



B5.0
Striped Brick
Grey/purple and red/
blue variegated brick
alternate every 2
coursing
Stretcher bond
Light grey colour
mortar



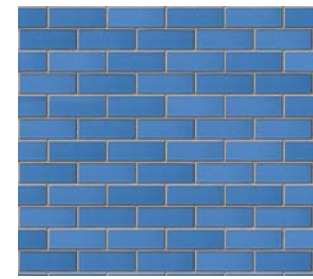
B5.1
Striped Brick
Buff and red/blue
variegated brick
alternate every 2
coursing
Stretcher bond
Light grey colour
mortar



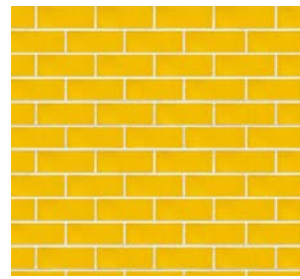
B6.0
Feature brick
Red/blue variegated
brick with
randomised red
glazed brick
Soldier bond
Light grey colour
mortar



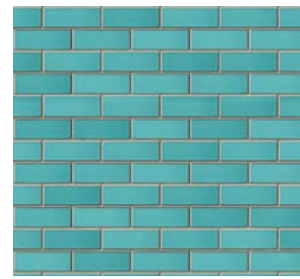
B7.0 Glazed Brick
Blue Green
Block C



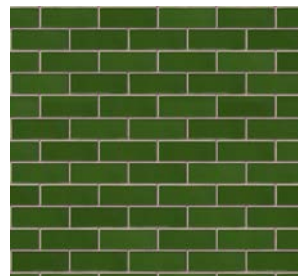
B7.0 Glazed Brick
Blue
Block A



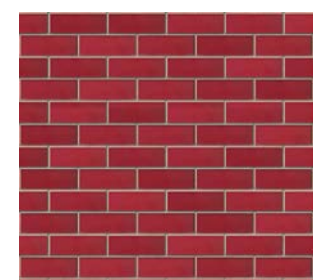
B7.0 Glazed Brick
Yellow
Block B



B7.0 Glazed Brick
Blue Green
Block C



B7.0 Glazed Brick
Green
Block D



B7.0 Glazed Brick
Red
Block E



F1.0 Render
Light grey colour

Metal colours



Dark Grey



Blue



Blue Green



Green



Yellow



Red



Light Grey

6.10 Landscape

Site Landscape Plan

Legend

Paving / Surfacing

- Main access roads & footpaths to be concrete asphalt surfacing to engineer's specification
- 200x100mm block paving in 'Burnt Ochre' colour laid in herringbone pattern with stretcher border.
- 200x100mm permeable block paving in 'Burnt Ochre' colour laid in herringbone pattern with stretcher border.
- 300x100mm block paving with occasional coloured blocks to form a patterned pattern (see drawing for indicative colour design)
- Silver - grey blocks to table approaches

Landscaping

- Existing trees / vegetation retained
- Proposed tree
- Amenity Grass to be seeded with Emongate EF1 Flowering Lawn Mix
- Pollinator grassland to be cut three times a year and to be Euro Flora Sarah Bouquet mix
- Proposed ornamental evergreen groundcover planting
- Proposed formal beech hedge 1.5m wide

Features

- 6 inch square 600mm high chamfered top treated timber bollards at 1.5m cts or as shown
- Galvanised steel lockable droppable bollard
- Garden fencing 1.8m high
- 1.2m high wall with 0.6m high trellis above.
- 1.8m high garden wall.
- 1.0m high post and rail timber fence
- 1.0m high hot-dipped galvanised flat-topped railings and gate, powder coated (RAL 7016)
- Bench
- Feature sculpture
- Bin and cycle storage



Landscape Strategy

The Landscape Baseline Situation:

The proposed development site covers an area of 2.38 hectares and lies close to Basildon Town Centre and is bounded by the B1007 Laindon Link road to the north, the A176 Nether Mayne road to the east and the mainline railway embankment to the South. There is a linear plantation of mature, semi-natural, broadleaved woodland to the West. The surrounding area comprises largely residential urban townscape.

The majority of the site comprises of an extensive, disused, hard surfaced car park, with belts of trees on all of the boundaries and further trees planted in landscaped islands throughout. At the western end of the site there is an open area of species-rich neutral grassland, with species-poor semi-improved neutral grassland along its northern edge adjacent to Laindon Link. A north-south aligned wet ditch runs through the middle of the site and effectively divides the car park from the open grassland area.

An Arboricultural Impact Assessment of the site has been prepared by PJC Consultancy. There are two extensive and well-established informal tree groups on the northern boundary of the car park area. Individually most of the trees in these groups are of limited arboricultural value, however collectively they provide good screening between the car park and Laindon Link and the existing residential properties to the north of the site. They have been awarded category B2 for their landscape value and are to be managed and retained.

A number of relatively large mature oak trees are located to the east of the car park, outside the site boundary. These provide only partial screening from Nether Mayne and the commercial properties to the east of the site but are important amenity trees which are mostly in good condition. Four of these Oaks have been awarded category A for their arboricultural and landscape value, and these are all to be retained. There are also existing trees along the southern edge of the car park area, and along the stream corridor and the best of these are to be retained within the proposed scheme.

There is a stepped pedestrian access just beyond the north-eastern corner of the site and a path link from the steps that crosses through the site to an existing bus-stop on the site's Laindon Link frontage further to the west.

Landscape Strategy

The landscape strategy addresses the landscape, arboricultural and ecological constraints and opportunities afforded by the site. These elements have been taken into account in order to formulate a robust and holistic landscape strategy for the site.

The landscape design for the development proposals is shown on the Landscape Masterplan Drawing produced by Matt Lee Landscape Architecture.

An Ecological Appraisal Report (prepared by D.F. Clark Bionomique Ltd) sets out mitigation and compensation measures for the protected habitats and species found within the site, and these recommendations have been incorporated into the landscape design for the site. In particular an ecological corridor with habitat for the site's reptile population is to be created along the southern edge of the site and this corridor, will also extend into the existing stream corridor. This ecological corridor will be seeded with a pollinator mix of grassland and wildflower species (this will also help to meet the Councils 'Pollinator Programme').

Landscape Strategy Principles

The following Landscape Strategy Principles have been applied throughout the design process for the landscape master plan:

The overall vision for the site's proposed new landscape and public realm is to create a distinctive, high quality place, which is informed by best practice design guidance. Central to these proposals is to create a pedestrian friendly environment with a strong sense of place. The proposed new residential development will benefit greatly in terms of visual amenity from the substantial mature landscape framework of existing trees and hedgerows that are to be retained on the periphery and within the site. Much of the site will be seen in the context of the adjacent well vegetated railway corridor.

> A key objective for the proposed residential development is to create an accessible, inclusive, legible, and interconnecting public realm that promotes feelings of safety and security.

> Just to the south of the main vehicular access into the site, a block paved square will provide a sense of arrival and help to slow traffic as it enters the pedestrian realm.

> A community garden immediately to the south of the square will include ornamental planting and a focal sculpture as well as community seating and tree planting. It is hoped that the sculpture will come forward through stakeholder involvement. This central landscaped community garden will provide a positive sense of arrival for residents and visitors alike. An existing young mature Oak tree is to be retained as an additional focal feature to provide an instant mature landscape presence within this new public open space.

> Within the eastern part of the site, an additional community garden will centre around an existing mature Oak tree. This space will provide the main garden courtyard focus for four of the main apartment blocks. The retained Oak tree will provide an established landscape focus for this space and a connection to the site's past. Community seating will be positioned so people will have views towards the retained Oak tree will also bring additional community benefit.



A fine existing Oak tree will provide a mature focal point for the proposed garden courtyard in the eastern half of the site.

> Car parking will in places be screened by formal beech hedging to a height of 1.5m.



Formal Beech Hedging will provide a screen between the areas of car parking and the adjacent areas of public open space:

> Entrance paths to each of the apartment blocks will feature pale block paving with random coloured blocks (in pastel shades) creating a pixelated design. This will help with legibility as well as providing a unique point of interest. This is shown indicatively on the landscape masterplan. The pixelated design and specific colour palette for each entrance will be reinforced with the colour scheme of the apartment blocks to further help with legibility.



The paving design at the entrances to new proposed apartment buildings will feature pixelated block paving of different colours, providing interest and helping to reinforce legibility within the site.

> Ornamental planting will provide a defensible edge to the built form. Defined planting palettes will create a consistent high-quality planting design across the development.

> Street trees will largely comprise of varieties of indigenous trees. Different species will be planted within different parts of the site in order to both help with legibility and also to help to define the character of the different parts of the site. A line of Field Maple trees is to be planted just within the site's northern boundary, adjacent to the new houses to filter views of the proposed new homes when looking towards the site from the Laindon Link.

> 74 new specimen street trees are to be planted within the site's proposed new public realm. The new trees will be planted at heavy Standard (3.5 to 4.25m high) or Extra Heavy Standard size (4.25 to 6.0m high). This will provide an instant landscape presence within the site's public realm and the trees have been specified so that they will not outgrow their allotted space.



Upright street trees of indigenous species

> In the western half of the site, front gardens will play an important role in the overall landscape strategy for the new homes. Ornamental planting to front gardens will provide a defensible edge to the built form. Rear gardens that face onto the public realm will be bounded by brick walls. Where back gardens abut the parking courtyard, some of these will comprise of lower brick walls with trellis above to enable overlooking of the parking court for reasons of secure by design.

> Ornamental planting to the front gardens of the terraced houses will be in the cottage garden style, comprising of a mix of flowering evergreen shrubs and evergreen herbaceous plants, designed to provide a pleasing contrast of colours and textures and prolonged seasonal interest throughout the year, with some architectural accents to help define front doors.

> A high percentage of these garden plants will be selected to be bee and butterfly friendly ensuring that front gardens contribute to biodiversity gain as well as the general visual amenity of the scheme. Detailed planting proposals along with plant schedules and landscape specifications will come forward through planning condition, subject to approval of the masterplan design.

> The public open space greens and verges within the development area and private back gardens will be seeded with Emorgate flowering lawn seed mix to further encourage pollinating insects and further the site's biodiversity potential.

Hard Landscaping

> The streetscape will feature a simple palette of hard landscape surfacing materials. The principal access roads and pedestrian pavements will be surfaced in macadam. The entrance square will be surfaced with 'Autumn Gold' coloured block paving. The parking bays within the development will be surfaced in 'Autumn Gold' coloured permeable block paving which will contribute to the site's overall SuDS Strategy.

> The hard landscaping has been designed such that it will complement the surrounding buildings, with the use of kerbs and soft landscaping helping to define zones to assist pedestrians, cyclists and vehicles navigating through the public realm.

> A Landscape Masterplan Drawing produced by Matt Lee Landscape Architecture showing details of surface finishes, fences and garden boundary walls is submitted as part of the application for full planning permission for the site.

> Landscape & Ecological Management Plan (LEMP)

> A Landscape & Ecological Management Plan (LEMP) is to be prepared that will set out the short & long-term objectives for the proposed new residential landscape to ensure that it can be managed sustainably and to a high standard into the long term. The LEMP will come forward through planning condition.

Tree Schedule

No	Code	Latin Name	Common Name	Girth	Height	Specification
7	Ae	Acer campestre "Elegant"	Upright Field Maple	12-14 cm	3.5-4.25 m	Heavy Standard C.G.
9	Ac	Acer campestre	Field Maple	12-14 cm	3.5-4.25 m	Heavy Standard C.G.
7	Al	Amelanchier lamarkii	Snowy Mespilus	Multi-stemmed	1.5m – 1.8m	
9	Bp	Betula pendula "Frisis"	Weeping Silver Birch	12-14 cm	3.5-4.25 m	Heavy Standard C.G.
19	Bo	Betula pendula "Obelisk"	Festigate Silver Birch	14-16 cm	4.25-6.0 m	Extra Heavy Standard C.G. Clear stem to 2.1m
13	Cff	Carpinus betulus "Frans Fontaine"	Hornbeam (festigate variety)	14-16 cm	4.25-6.0 m	Extra Heavy Standard C.G. Clear stem to 2.1m
7	Py	Pyrus calleryana "Charicleer"	Streetwise Ornamental pear	14-16 cm	4.25-6.0 m	Extra Heavy Standard C.G. Clear stem to 2.1m
1	Pa	Prunus avium "Plena"	Wild Cherry (double flowering variety)	12-14 cm	3.5-4.25 m	Heavy Standard C.G.
2	Qr	Quercus robur	English Oak	14-16 cm	4.25-6.0 m	Extra Heavy Standard C.G. Clear stem to 2.1m
Total						
74						

Arboriculture

Sempra Homes have appointed arboriculture consultant PJC Consultancy to provide advice and guidance to throughout the design process. An Arboricultural Survey (AS), Arboriculture Impact Assessment (AIA) and Arboricultural Method Statement (AMS) has been produced as part of the planning application.

As part of the proposal, the following works to existing trees are proposed:

- > A number of trees, predominantly category C and U are proposed to be removed to facilitate the development.
 - Trees G1 (part only), G4-G6, T14-T24, T26-T40, G42, T43, T47, G49, T50, T52, G56 (part only), T58, T59, G60 (part only), G61-T63, T65 and G66 (part only)
- > Pruning is anticipated to be required to T7, T8, T12, T25 and T41
- > A number of trees are currently surrounded by hard standing which will be replaced by soft landscaping or new hard standing for footpaths, etc. Works within root protection areas is anticipated for T7, T8, T9, T25, T41 and T48. Works will be undertaken in line with Arboricultural Method Statement.

To mitigate the loss of trees, over 70 new trees will be planted:

- > Along the north of the site, south of Laidon Link, to continue the exist
- > Along the south west of the site, to continue the existing tree line boundary between the site and railway embankment.
- > Along the east-west pedestrian and cycle link through the centre of the site
- > Around the new green spaces between apartment blocks
- > Within carparking areas to add visual relief



Tree retention plan extract from PJC Arboriculture Impact Assessment (AIA)

7.0 Access & Strategies

7.1 Distances and Garden Sizes

The buildings are designed to sit within the landscape. Generous distance to the east and west of the apartment blocks and houses are proposed to allow for:

- > Green square between Blocks A and C
- > Green square and parking between Blocks B and E and C and D
- > North/South ecological corridor along the existing watercourse between Block A and first row of house terraces
- > Carparking and rear gardens to the house terraces

Buildings are designed to sit closer together in the north/south direction to provide a strong active frontage and natural surveillance to roads and pedestrian and cycle pathways running in between.

Blocks E and D are designed in close proximity to one another to provide a strong frontage along the existing public pedestrian and cycle pathway to the east.

Rear garden depths and back to back distances to the houses are less than Basildon council guidance due to the constraints of the existing watercourse to the east and woodland to the west. This has resulted in smaller rear gardens however, the residents benefit from easy access to areas of green directly on their doorstep.



Distances and rear garden size plan

7.2 Vehicle Access Strategy

Sempra Homes have appointed transport consultants Intermodal Transportation Ltd to provide advice and guidance to throughout the design process. For full details, please refer to the supporting Transport Assessment.

Overview

- > The development will utilise the existing vehicular entrance from Laindon Link. Minor amendment and improvement to the vehicular entrance such as reducing the existing island is proposed.
- > A new vehicular route runs East-West across the site and will branch to serve the apartment blocks and houses as shown in the diagram to the right.
- > A total of 167 carparking spaces will be proposed including, 6% (10 number) carparking spaces for dedicated wheelchair spaces. Dedicated carparking spaces are designed to ECC 'Preferred' size of 2.9m(w) x 5.5m(l) with visitor's carparking spaces designed to ECC minimum size of 2.5m(w) x 5m(l)

Apartment Parking Provision

- > The location of the site and proximity to Basildon Town Centre, Rail Station and various bus and pedestrian and cycle links gives potential residents very good opportunities to carry out daily activities such as commuting, shopping and trips to leisure facilities without making private car journeys.
- > A reduced carparking rate of 0.6 space per apartment is proposed. Of which 0.5 (109 spaces) will be dedicated and 0.1 (22 spaces) will be for visitors. Dedicated carparking spaces will meet Essex CC Highways preferred carparking sizes, with visitors carparking spaces to meet minimum sizes.

Houses Parking Provision

- > All houses will be provided with 2 carparking spaces each to meet ECC requirement with additional 0.25 spaces per house for visitors.

Key

- Carparking spaces - visitors
- Carparking spaces - allocated (Houses)
- Carparking spaces - allocated (Apartments)
- Carparking spaces - wheelchair
- Main vehicular access
- Flood emergency access



Vehicular movement and carparking spaces strategy

7.3 Pedestrian and Cycle Access Strategy

The development is designed to take advantage of proximity to existing pedestrian and cycle path routes to promote healthy and sustainable living. A Transport Assessment report by Intermodal has been submitted as part of the planning application.

Pedestrian and Cyclist Pathways

- > Main combined pedestrian and cycle path is proposed running East-West through the site. This will connect to the existing cycle and pedestrian path located just outside the site boundary to the east. From this main route, various pathways will branch off to serve apartment communal entrances, individual houses' front doors and store and plant rooms.
- > An existing pedestrian footpath to the north of the site will be retained with slight adjustment to the path.





Apartment Blocks Cycle Store

- > Dedicated secure cycle store is proposed for each apartment block. Blocks A and B will have cycle store on the ground floor of the block with Blocks C, D and E cycle stores located on the ground floor of Block E. The stores will be separated by block, with Block E having 2 separate cycle stores to limit the size of the number of cycles in a store as advised by Secured by Design officers.
- > A total of 304 cycle spaces (ratio of 1.4 per apartment) is designed, which is higher than ECC Highways requirement. The spaces are mixture of double stacked cycle spaces and sheffield stands to provide flexibility.
- > In addition to the above, 29 external and uncovered visitor's cycle spaces are proposed and located adjacent to entrances.

Houses Cycle Store

- > The cycle storage strategy for the houses would vary; depending on whether rear gardens are directly accessible from roads/footpaths.
- > 8 number houses; those that are facing the watercourse would have dedicated cycle stores to the front of the property as its rear gardens are not accessible from the rear. Cycle stores will be low level, lightweight timber structures.

Key

-  Dedicated cycle stores
-  Visitor's cycle stands
-  Pedestrian path
-  Cycle and pedestrian Path



Pedestrian and cyclist movement and cycle store location strategy

7.4 Refuse Strategy

The development is designed in line with Basildon Council's Refuse and Recycling Advice Note for Developers (2013). Further to this, Sempra Homes have appointed transport consultant Intermodal Transportation Ltd to provide advice and guidance to throughout the design process.

A Service and Waste Delivery Plan has been produced as part of the Planning Application which includes service route plan and swept path analysis of Refuse Vehicles. Please refer to this document for further details.





Apartment Blocks

- > Dedicated and secure refuse stores have been provided on the ground floor of each apartment block. These have been sized to suit the number of refuse containers required for general refuse as well as recycling as per Basildon Council's Advice Note
- > Location of refuse store has been sited to ensure compliance with travel distances for both residents to carry refuse (25m) and refuse personnel to collect refuse (10m for larger refuse containers)

Houses

- > The refuse strategy for the houses would vary; depending on whether rear gardens are directly accessible from roads/footpaths.
- > 8 number houses; those that are facing the watercourse would have dedicated refuse stores to the front of the property as its rear gardens are not accessible from the rear. Refuse stores will be low level, lightweight timber structures which has been sized to suit the required refuse containers and sacs noted in Basildon Council's Advice Note.
- > 4 of the houses; those to the south would be required to drag their refuse to a dedicated Refuse Collection Point (RCP).
- > All other houses would have dedicated refuse store within their rear gardens which have private gate access to adjacent roads.

Key

-  Refuse store
-  Refuse vehicle route
-  Residents drag distance
-  Refuse personnel drag distance



Refuse vehicle collection movement and refuse store location strategy

7.5 Fire Strategy

Sempra Homes have appointed fire consultants Freya Comprehensive Fire Solutions to provide advice and guidance to throughout the design process.

For full details, please refer to the supporting Fire Strategy Statement included as part of the Planning Application.

Apartment Blocks

- > All apartments are designed with a Protected Entrance Hall that leads off to all habitable rooms.
- > All apartments will be provided with sprinklers
- > Internal Protected Stair is designed for each apartment block. At ground level, a direct final exit to outside has been designed to ensure no additional travel through ground floor corridors and lobby is necessary for escape.
- > Horizontal escape route, protected stair lobby and smoke ventilation requirements have been designed to BS9991

Houses

- > All houses are designed with Protected Escape Routes comprising the first floor landing, staircase and ground floor entrance hall.
- > All habitable rooms on first floor windows have also been designed to allow for egress if needed.

Key

- Dry riser inlet location
- Fire vehicle route
- Travel distance



Fire tender vehicle movement and dry riser inlet strategy

7.6 Cleaning and Maintenance Strategy

The design has been developed to ensure ease of maintenance and cleaning. The following maintenance strategy is proposed:

Roof Access

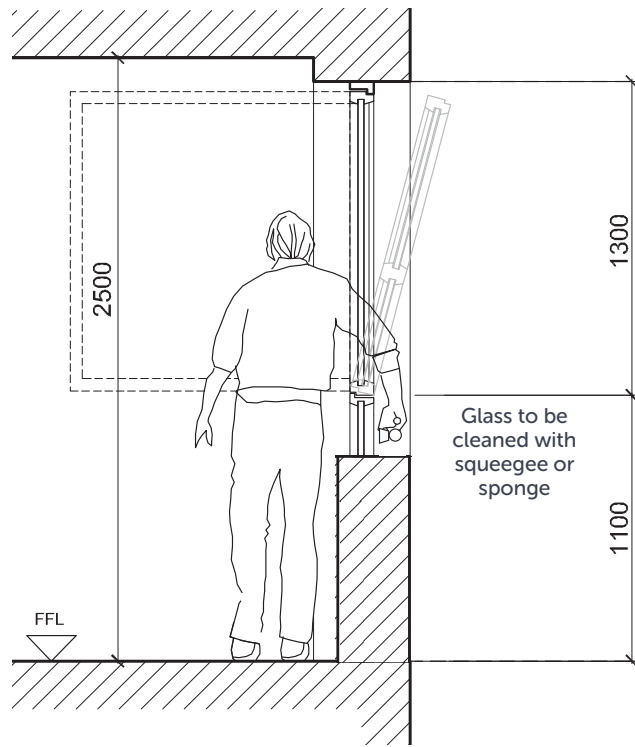
- > All apartment blocks are designed with 1100mm parapet height on roof for edge protection.
- > Low level roof on Block B and Block E are directly accessible from the adjacent core. All other roof are to be accessed from an access hatch either in the stair core or in the corridors.

Window Cleaning

- > All windows to private dwellings and communal areas are designed to clean from the inside or the outside (for balcony windows and doors on apartments and ground floor windows)
- > Windows have been designed to ensure that where there are fixed glazing panels, these are no more than 800mm wide to ensure they can be reached appropriately without the need for extendable squeegee or steps.

Site Maintenance

- > A caretaker's room is designed on the ground floor of Block D. Room to contain storage areas, sink and other necessary equipment to maintain the site.



Section through typical window



Typical Flat Block Elevation

Key

- Tilt and turn windows to be cleaned from the inside
- Windows accessible externally for cleaning

7.7 Security Strategy

The following strategies have been implemented following discussions with Essex police crime prevention officers:

- > Clearly designed footpath and cycle path are designed and located in highly visible areas for natural surveillance.
- > Robust landscape boundary treatment such as timber bollards or high level evergreen ground cover planting to edges of the site and as boundary between apartment blocks to communal spaces. For further details please refer to Landscape Masterplan.
- > Column mounted and wall mounted external light fittings which provide a uniform light effect across the site and boundaries is proposed and designed to comply with Secured by Design requirements and BS 5489. For further details please refer to External Lighting Assessment which supports the planning application.
- > All apartment refuse and cycle stores are to be internal and secure. Refuse and cycle stores are externally accessible only to minimise access to the stair and lift cores.
- > All refuse and cycle stores to have exposed concrete ceilings to minimise vandalism
- > Fob access controls are proposed to restrict and limit access to individual apartment blocks and apartment units.
- > A secured lobby is proposed for each apartment block where postboxes would be located. This lobby is to be separated from the lift and stair core by a Secured by Design compliant door

Key

- Secured entrance lobby
- Cycle store
- Refuse store
- Timber fencing to boundary



Security strategy diagram

7.8 Sustainability Strategy

The development will meet the sustainable design and construction requirements set out in the Basildon Borough Local Plan (adopted 2018), the Basildon District Local Plan and the National Planning Policy Framework. Further details can be found in the supporting Energy & Sustainability Statement included as part of the Planning Application.

- > High quality, sustainable design of homes that promotes energy efficiency through passive measures such as; a fabric first approach with low U-values to the external fabric (walls, roof, windows, etc).
- > Orientation of dwellings to maximise daylight and internal arrangement that maximises dual aspect units for cross ventilation.
- > Careful consideration of openings (size, orientation and g-values) to minimise overheating. Acoustic louvres proposed to facades directly facing the railway.
- > Inclusion of green landscaped public realm and SuDS
- > Carbon reduction through use of on-site renewable energy (Air Source Heat Pumps) for the apartment blocks and Photovoltaic panels for both apartment blocks and houses
- > Green biodiverse roof to visible low level apartment blocks (Block A, C and B)
- > Future proofing towards a 100% electric vehicle charging capabilities: with 40% active, 10% passive and 50% ducted carparking spaces.
- > Overprovision of cycle parking spaces, to promote sustainable means of travel. Dedicated, secure cycle stores are proposed for each apartment block with external visitor's cycle spaces integrated within the landscape.

Alongside energy sustainability, to ensure long lasting comfort, health and wellbeing of the residents, our vision is for a socially sustainable development

- > A combination of family homes and smaller apartments will generate a varied, integrated community
- > Quiet streets and defined routes to amenity and play will provide a safe neighbourhood for all residents

Key

- Communal Air Source Heat Pump
- Solar Panel
- External UKPN Substations



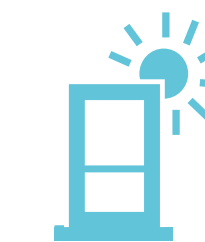
Site Roof Plan with locations of PV and ASHP



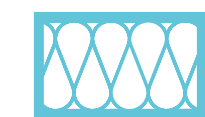
- > Create an enhanced connection with the garden and green amenity



- > Robust ventilation strategy to maximise internal environment



- > Considered design of balconies and windows avoids overheating (TM59) and flexibility in furniture arrangement



- > Promote a 'Fabric First' approach to ensure well insulated buildings



- > Create greater potential for social interaction between neighbours through good design



- > Carbon reduction through renewable energy source such as Air Source Heat Pumps and Solar Panels

7.9 Accommodation Schedule

A total of 233 units will be proposed as a mixture of apartments and dwelling houses spread across 5 apartment blocks to the east of the site and 5 terraces of houses to the west of the site.

Total					
1B2P F	2B3P F	3B5P F	2B4P H	3B5P H	Total
87	127	3	8	8	233

Block A - 5 Storey			
1B2P	2B3P	3B5P	Total
13	18	1	32

Block B - 7 & 8 Storey			
1B2P	2B3P	3B5P	Total
20	28	1	49

Block C - 6 Storey			
1B2P	2B3P	3B5P	Total
15	20	1	36

Block D - 7 Storey			
1B2P	2B3P	3B5P	Total
18	25	0	43

Block E - 7 & 10 Storey			
1B2P	2B3P	3B5P	Total
21	36	0	57

Houses			Total
2B4P	3B5P		
8	8		16



Site Roof Plan

7.10 Tenure Strategy

A total of 117 affordable homes are proposed (50% of total number of homes). Of which, 70% would be Affordable Rent and 30% would be Shared Ownership.

Affordable Rent

A total of 82 Affordable Rent homes are proposed. These will comprise of apartments within Blocks A and B and 1 no ground floor apartment within Block C. The mixture is as follows:

- > 1B2P: 33 Apartments
- > 2B3P: 46 Apartments
- > 3B5P: 3 Apartments

Shared Ownership

A total of 35 Shared Ownership homes are proposed. These will be located within Block C. The mixture is as follows:

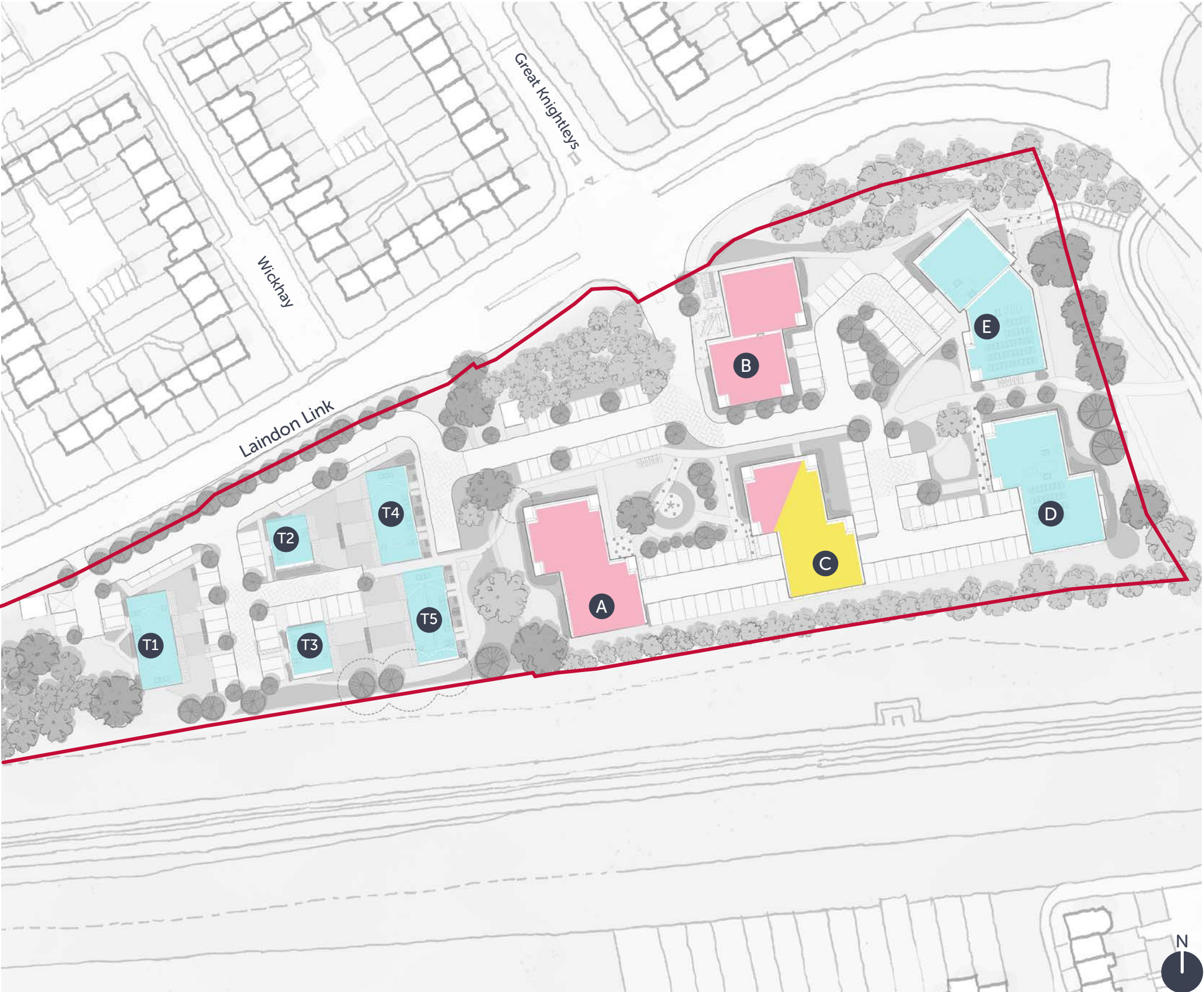
- > 1B2P: 15 Apartments
- > 2B3P: 20 Apartments

Tenure	Private	Affordable	Total
Units	116	117	233
%	50%	50%	100%

Affordable	AR	SO	Total
Units	82	35	117
%	70%	30%	100%

Key

- Private
- Shared Ownership
- Affordable Rent



Tenure strategy diagram

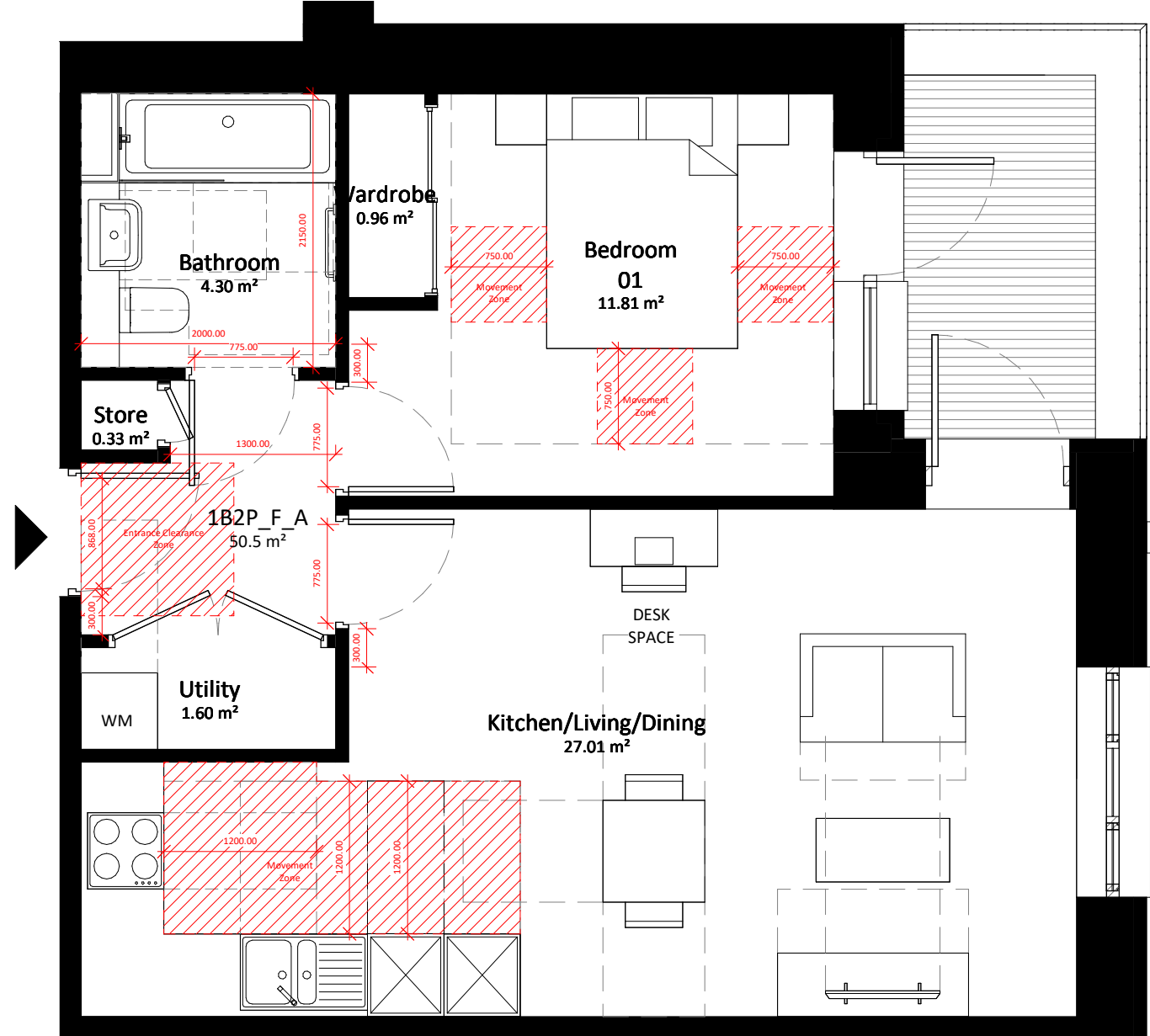
7.11 Inclusive Access Strategy

All of the homes are designed to meet Building Regulations AD M4(1) Visitable dwellings standard.

8 number units (10%) of the affordable rent homes are designed to meet Building Regulations AD M4(2) Accessible and Adaptable dwellings standard.

The diagram on the right shows how the design of a typical affordable rent 1B2P apartment would meet the AD standards such as:

- > Minimum corridor widths with minimum clear opening width of doors, including 300mm nib to leading edge
- > Clear access zones in bedrooms and kitchens
- > Bathroom size and layout designed as example set within AD M4(2)



Page intentionally left blank

Typical 1B2P Apartment designed to AD M4(2)

8.0 Conclusion

- > Development of 5 apartment blocks and 5 terraces of houses, set in landscape with building footprint designed around existing and new trees.
- > Development to vary in height, in response to existing context. Houses to the west are 2 storey with pitched roof with apartments to the east varying in height; 5, 6, 7 and 8 storeys with a section towards the north east of site at 10 storeys.
- > Total provision of 233 high quality homes comprising of 16 houses and 217 apartments. 50% of the homes would be affordable which includes adaptable and accessible provision.
- > Homes designed to meet Nationally Described Space Standard. Over 80% are dual aspect, with most achieving high levels of daylight sunlight
- > Each home to have private external space; rear back gardens for houses and private external balcony for apartments
- > 167 carparking spaces including 25 visitor's carparking spaces and 10 wheelchair carparking spaces. Dedicated, secure cycle stores for each apartment block.
- > New and improved pedestrian and cycle link
- > Variety of new public green spaces; and improvement to local watercourse
- > New tree planting and wildflower to new ecological corridor links
- > Sustainable design with Air Source Heat Pumps, Photovoltaic Panels, Green Roof and Electric Vehicle Charging Points



Sketch view looking north from the watercourse between Block A and House Terraces T4 & T5



London Studio

BPTW, 40 Norman Road,
Greenwich, London SE10 9QX
t. 020 8293 5175

Midlands Studio

Alpha Works, Alpha Tower
Suffolk Street Queensway
Birmingham B1 1TT
t. 0121 667 6175

bptw.co.uk