

# 4.0 THE SCHEME

## LANDSCAPE STRATEGY



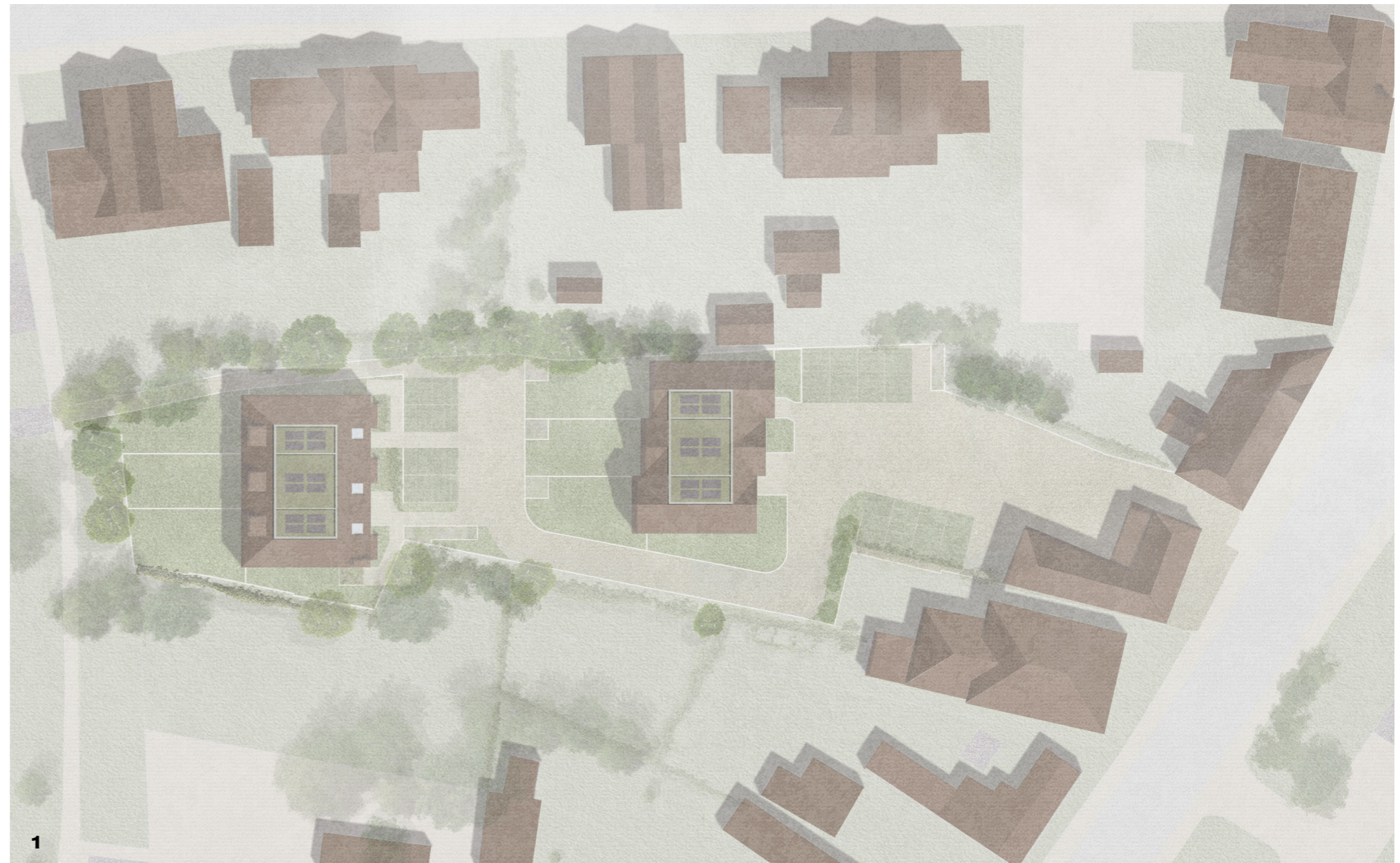
### LANDSCAPE & PUBLIC REALM STRATEGY

In principle, the main concepts of the landscape strategy are to create a shared surface of paving which will provide the family units with enjoyable space outside of their homes for a number of activities. The six new dwellings are located within a private setting situated behind an access controlled gate creating a safe space for a new community of families.

The communal space will be 'landscape lead', encouraging interaction between residents. The proposed hard-standing will be shared surface to be used for both cycles, vehicles and pedestrians. Generous gardens will provide residents ample private amenity space. Secure cycle storage and defensible space is provided to each unit.

The result aims to provide a pleasant community development which will thrive and have a positive impact on the surrounding neighbourhood. Key benefits will include:

- Reduced hard landscaped areas & improved SUD's.
- Improved boundary treatment that facilitates wildlife within the site and provides screening to neighbouring sites. The scheme will endeavour to provide permeable boundaries to allow the wildlife to flourish and not create a barrier for the local ecology.
- Plant and tree specification (to be developed at detailed design)
- Defensible space / screening to the individual dwellings.
- Integrated cycle / refuse storage.
- A landscape design that stitches into the existing grain of the surrounding conservation area, increasing urban greening across the site.



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## LANDSCAPE - EXTERNAL LIGHTING

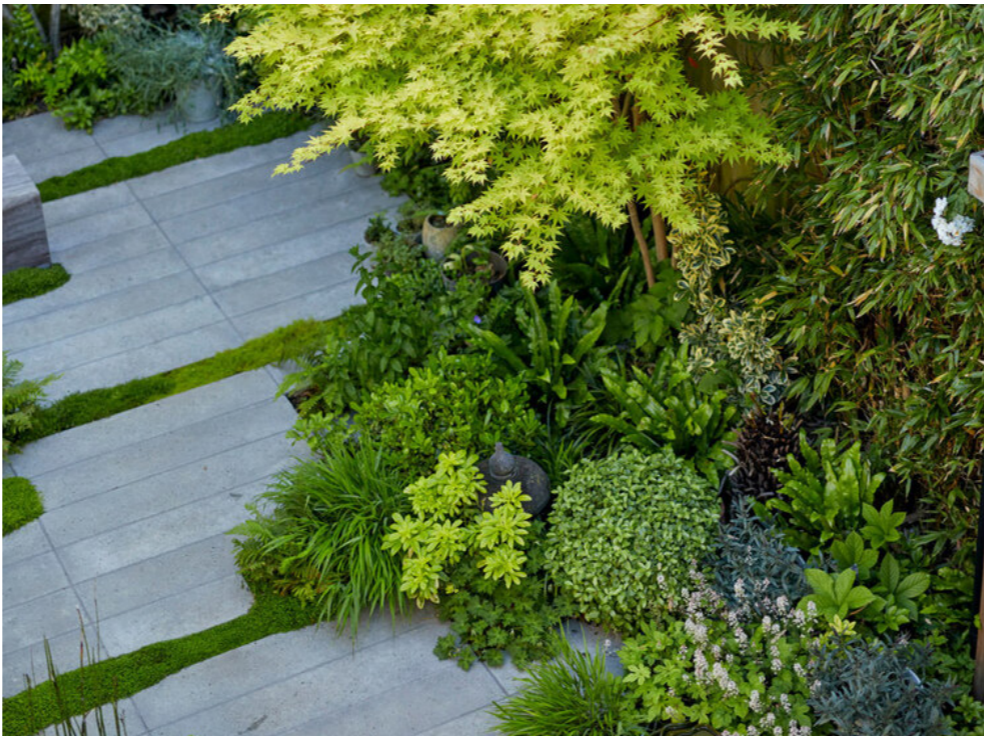
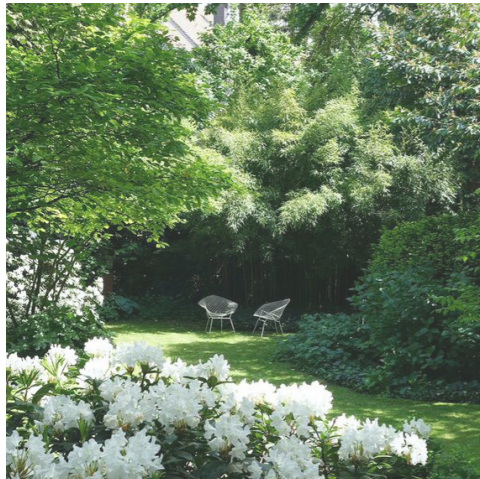


Note: Lux levels to be sufficient to provide safe and accessible site which meet secure by design and building regulation requirements. More information to follow within detail design

- 1 Linea Light Bond PRO
- 2 Marset Ginger Bollard Light
- 3 Proposed External Lighting Plan

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## LANDSCAPE PRECEDENTS



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## TRANSPORT



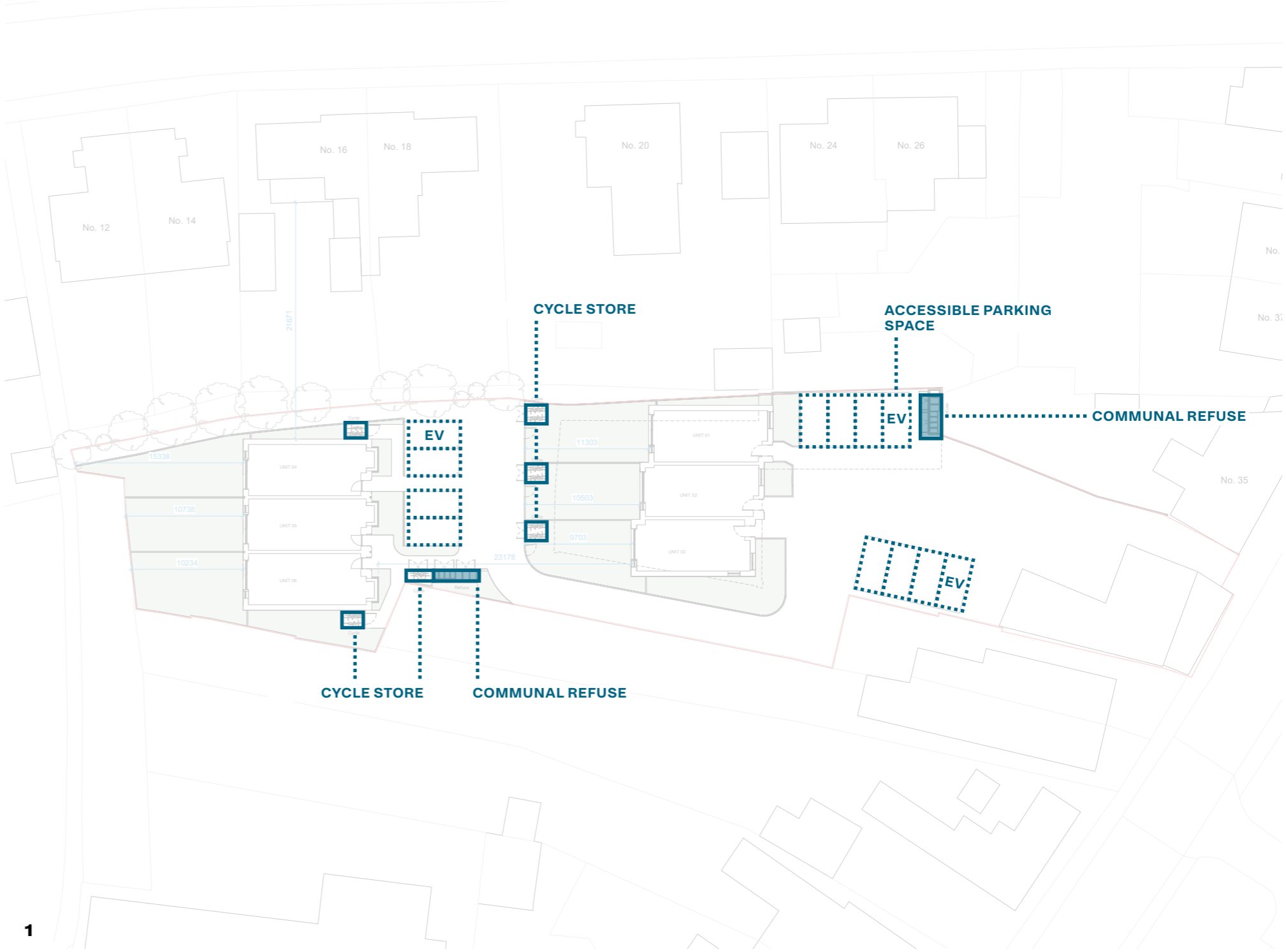
### TRANSPORT

**CYCLE PARKING**  
 The scheme includes cycle parking in accordance with Local Policy, with one long stay secured and covered cycle parking spaces per bedroom in each dwelling. For units 01 - 03, the associated cycle storage will be located within the private gardens. For Units 04 - 06, the cycle storage will be allocated within the secure cycle store adjacent to the front entrance of the dwellings.

**CAR PARKING**  
 The scheme includes twelve car parking space of which one is a designated wheelchair accessible parking space. The parking provision will include electric vehicle charging in accordance with the local plan.

**DELIVERIES/SERVICING STRATEGY**  
 On-site servicing is proposed for deliveries such as supermarket drop-off or Amazon deliveries which utilise a smaller van/vehicle. These smaller vehicles are able to pull into the site from Julians Rd and utilise the shared surface within the site to manoeuvre and turn around.

Larger deliveries are proposed to be carried out from Julians Road. This reflects the existing condition.



1 Proposed Ground Floor Plan

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## REFUSE STRATEGY



### WASTE MANAGEMENT STRATEGY

The existing collection strategy requires the refuse/recycling vehicle to stop on Julians Road with the current site occupiers moving refuse containers to the front of the site on collection day.

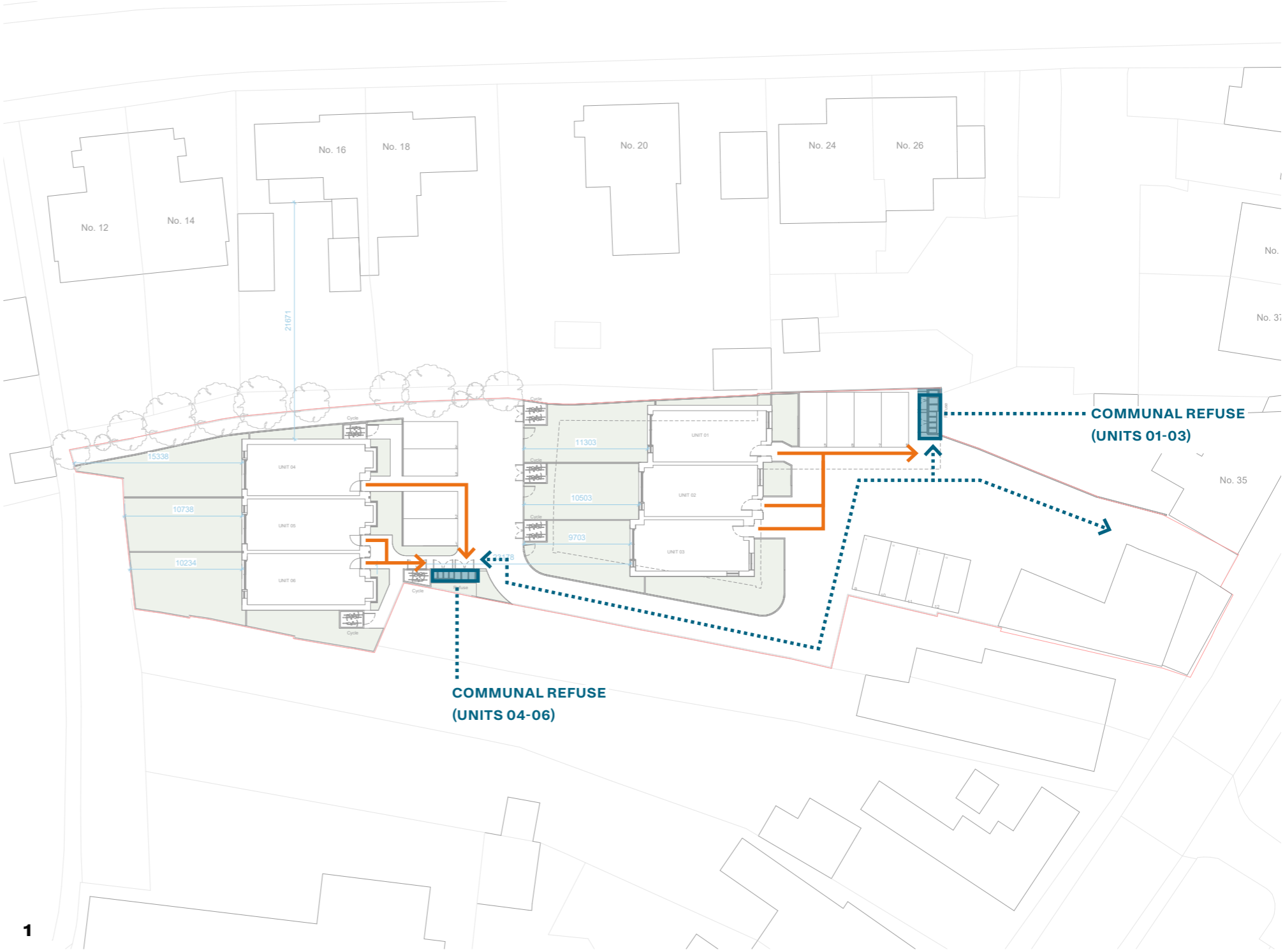
The proposed strategy provides two secure bin stores located adjacent to both blocks to allow ease of access for the residents to drop their refuse off on their way out of their dwelling. The bin stores are located within 30m (horizontal distance) of the furthest residential dwelling.

An internal site management company will take the refuse/recycling containers from the residents bin storage to a dedicated collection location, adjacent to Julians Road. The existing local council collection servicing will then adopt the same strategy as the existing condition by collecting the bins from the dedicated area before the site management company returns them to the bin stores. This strategy will reduce vehicle dwell time in the on-street.

The access and servicing strategy is for two communal bin store serving all units. Each unit will be provided with the following:

- 180L Refuse Bin
- 60L Paper and Card Recycling Bin
- 60L Metal Cans and Plastic Recycling Bin
- 24L Glass Recycling Bin

*(Please refer to the Transport Statement provided by EAS Transport Planning for further information)*



1 Proposed Ground Floor Plan

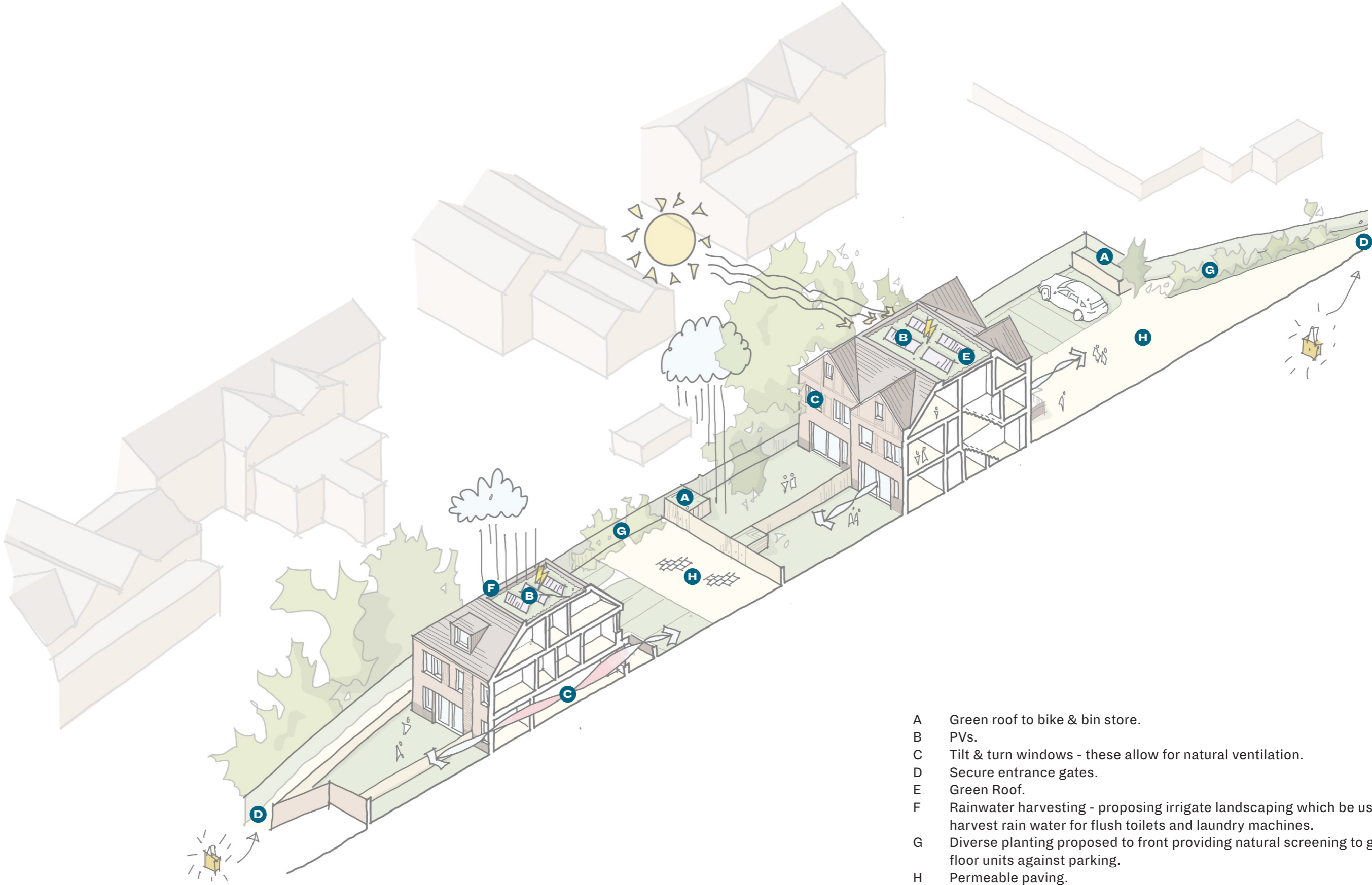
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## SUSTAINABILITY SECTION PRINCIPLES



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## SUSTAINABILITY SECTION PRINCIPLES



- A Green roof to bike & bin store.
- B PVs.
- C Tilt & turn windows - these allow for natural ventilation.
- D Secure entrance gates.
- E Green Roof.
- F Rainwater harvesting - proposing irrigate landscaping which be used to harvest rain water for flush toilets and laundry machines.
- G Diverse planting proposed to front providing natural screening to ground floor units against parking.
- H Permeable paving.

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## RELATIONSHIPS TO NEIGHBOURING HOUSES



### MITIGATING OVERLOOKING

Throughout the design process, it has been crucial to ensure that the proposed scheme does not have a detrimental impact on its surrounding context, particularly the neighbouring residential properties adjacent to the development sites boundary.

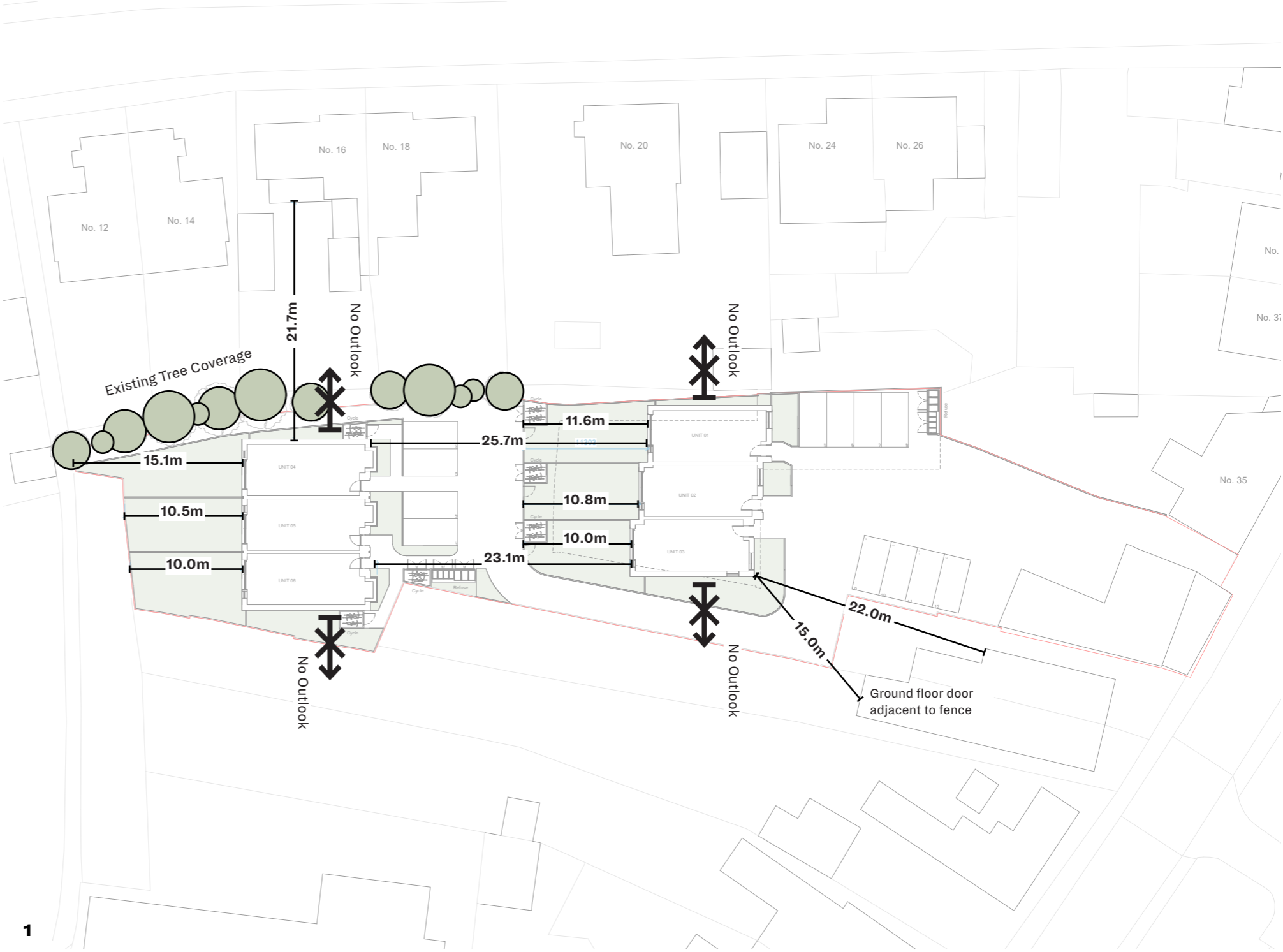
The existing site is flanked with large trees and tall bushes along the southern boundary and the majority of the east and west boundaries. This existing vegetation goes along way in screening the site from the gardens of the neighbouring properties along Orchard Road and Julians Road.

In addition to the existing screening, the new residential properties do not propose any apertures orientated east or west. This ensures that any proposed residential outlook is focused within the proposed development site and does not negatively impact the neighbouring properties.

### SEPARATION DISTANCES

Local policy states that a minimum back to side distance of 15m should be proposed between existing and new two storey or one/two storey dwellings. The proposed design provides a minimum of 21.7m rear to flank separation distance.

Between new two-storey dwellings, a 20m back-to-back separation distance is required. The proposed design provides a minimum of 25.7m separation distance.



1 Proposed Ground Floor Plan



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## 24 ORCHARD ROAD - EXISTING REAR GARDEN

