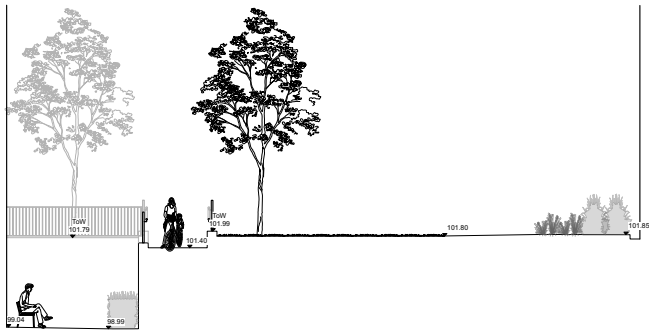




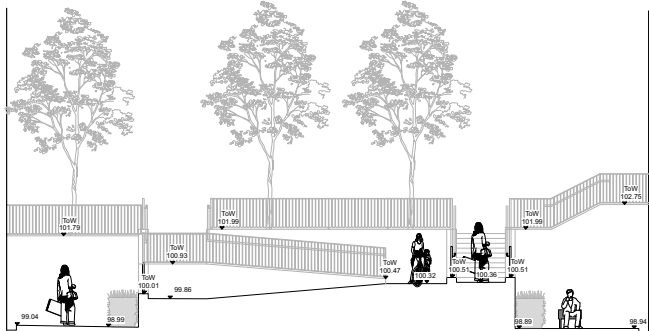
An artist's impression of the courtyard
by Collective Architecture

COURTYARD SECTIONS

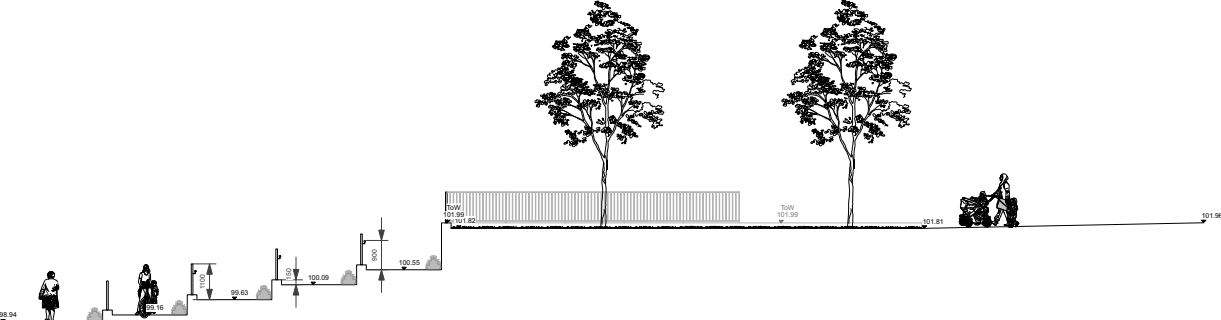
Section DD'



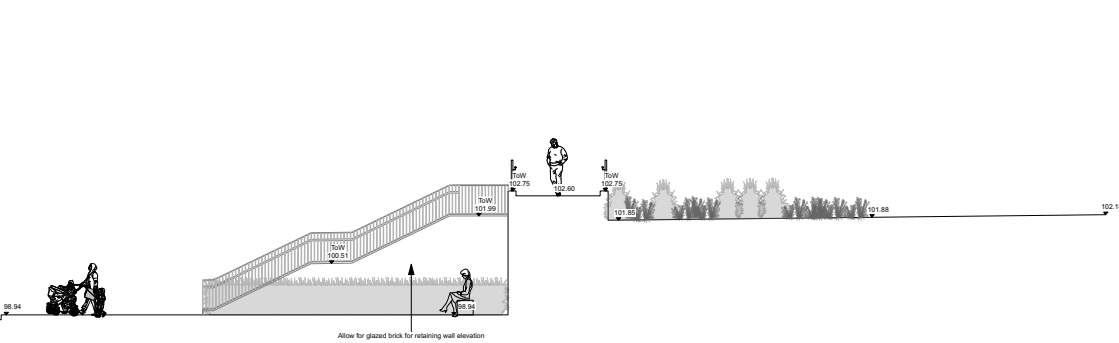
Section CC



Section AA'

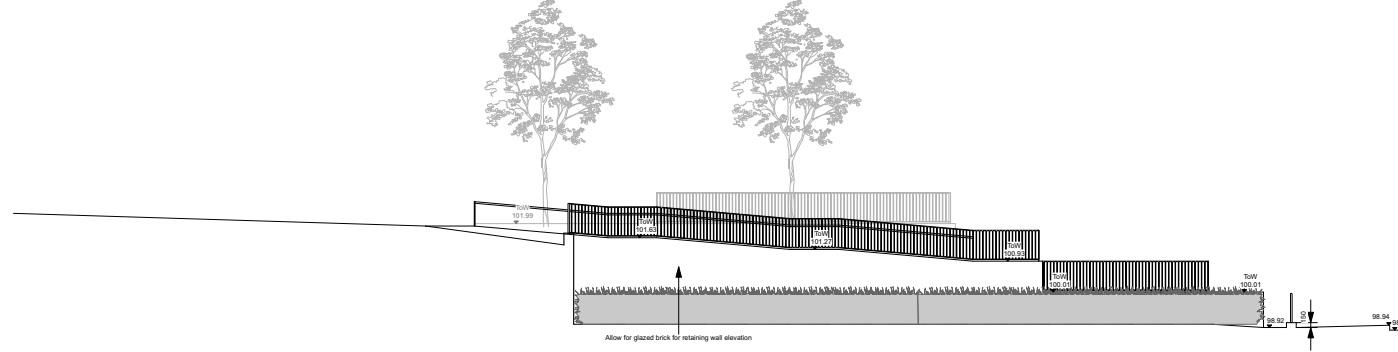


Section BB'

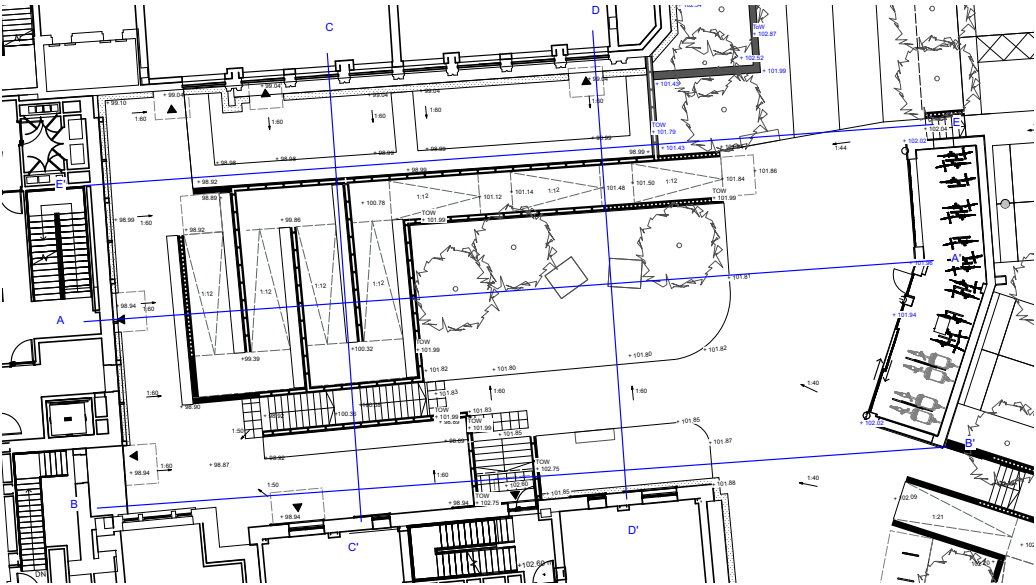


Drawing not to scale

Elevation EE'



Plan



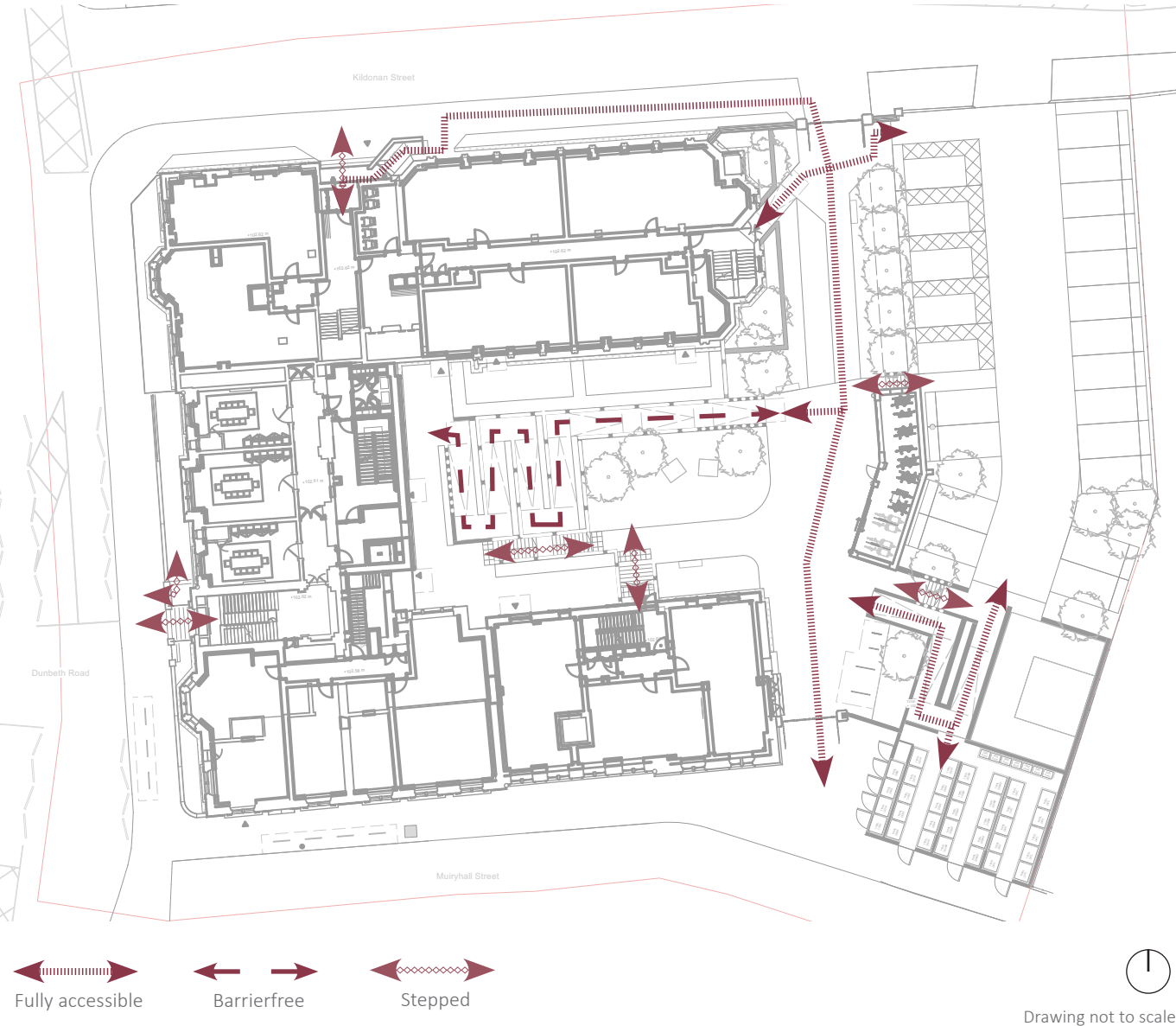
- Existing brick wall with concrete cope to be retained; Allow for repair works
- Proposed walls/ retaining walls
 - Material: Brick - as per architect's specification
 - Allow for special brick coping
 - Height: varies, refer to drawing 2305.L.G(92)004
 - with 0.95m steel balustrade/ fencing - incl handrail at ramp & steps installed to top of wall with 0.9m height handrail at ramp & steps installed on top of wall
- Proposed mild steel balustrades/ fencing with integrated handrail
 - on top of retaining walls; Height: 0.95m
 - Finish: hot-dipped galvanised and powder-coated
 - Colour: tbc
- Proposed mild steel handrail
 - on top of retaining walls; Height: 0.9m
 - Finish: hot-dipped galvanised and powder-coated
 - Colour: tbc



Drawing not to scale

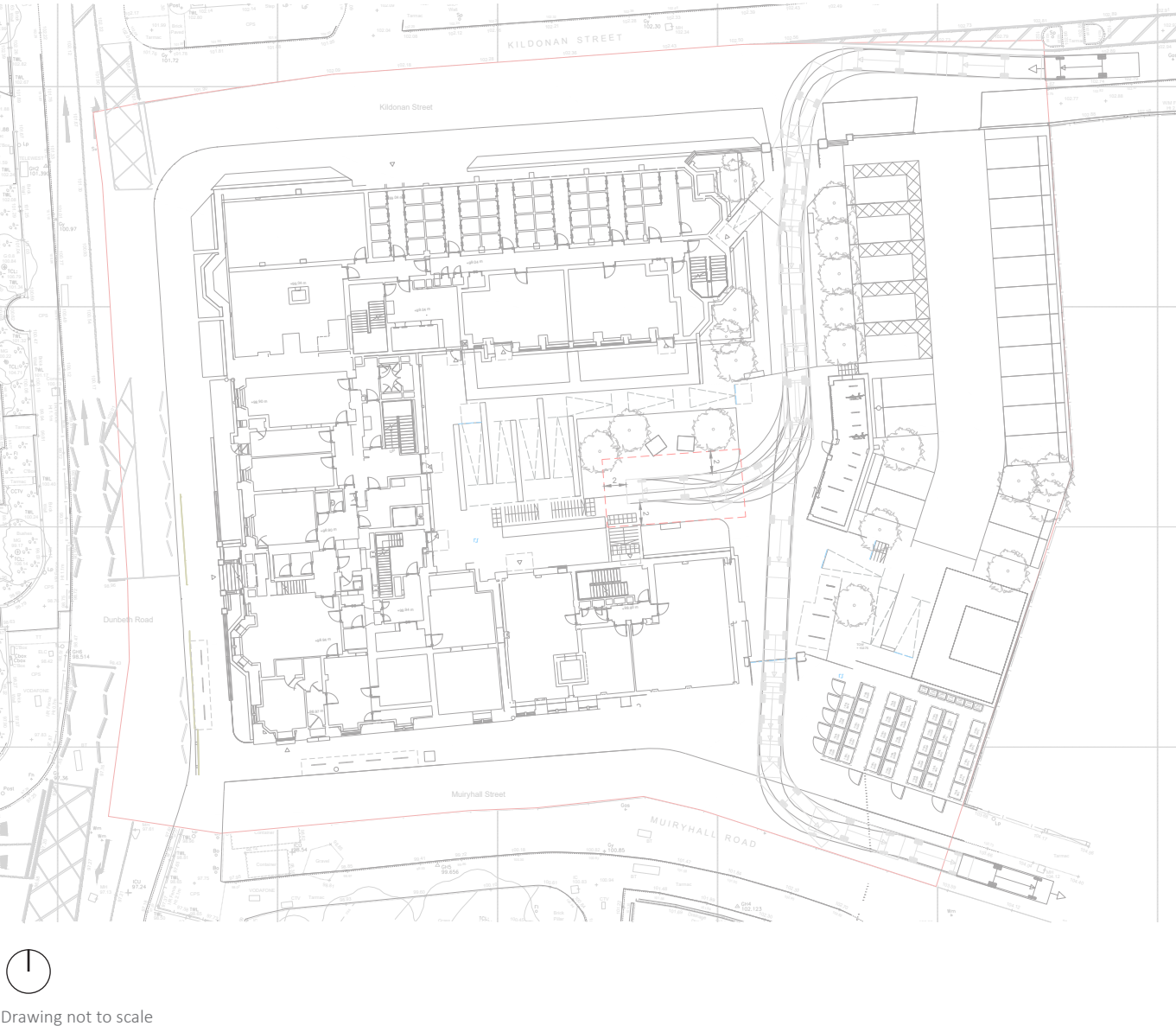
PEDESTRIAN ACCESS

Accessible routes have been provided to the North Wing main entrances where the accessible flats are located. To the lower courtyard a barrier-free ramped access (1:12 gradients with ramps longer than 2m) has been provided as an alternative step free access and access to the internal cycle store. Due to fire tender access and operation space requirements within the courtyard area, there is limited space to provide a fully accessible ramp standards. The bin store can be accessed via the footpath at Muirhall St and via an fully accessible route from the courtyard and car parking area.



FIRE TENDER ACCESS

The courtyard will be only accessible to emergency vehicles with fire tender drop off proposed adjacent to the Police Wing, but centrally within the courtyard. Surfaces (hard & soft landscaping) will be designed suitable for fire tender access requirements. For fire tender tracking refer to engineers information.



PLANTING - TREES

Along the main entrances into the site the existing ornamental cherries are being continued as lines of trees with the central line forming a delineation between the eastern car parking area and the central courtyard. Clear stems of 2m allow natural surveillance between these two area.

Within the central courtyard three maple trees act as focal point and providing soft vertical elements within the space. Red and paper bark maple have been chosen for their autumn colour and bark feature.

Native tree planting (Rowan & Wild cherry) by the southern end of the car park and bin store will add a different habitatsand increase biodiversity within the site.

The 4no existing ornamental cherries are the only existing trees within the site, these are proposed to be retained.



PLANTING - HEDGING & LOW PLANTING

The overall site approach to planting is to increase the overall soft landscaping areas, to create a pleasant and welcome environment for the residents while considering boundaries & privacy, natural surveillance, all-year-interest, increasing habitats & biodiversity as well as maintenance requirements.

Boundary & Privacy Planting
Towards Kildonan & Dunbeth Street and at the private and semi-private spaces within the courtyard, hedging provides privacy through a soft boundary.
At the private and semi-private spaces, low privet has been proposed to reduce the cutting maintenance.

Car Parking
Dog wood provides some height and colour within the car parking spaces. Reducing the requirement to regular cut small areas of amenity grass.

Providing interest & biodiversity
The majority of the planting beds provide all-year-interest with low maintenance requirements: a mix of Lady's mantle, Dalmatian bellflower, Catmint, Cranesbill, Tufted hair grass and bulbs.
The Greening of Ramps at the barrierfree route to the lower courtyard is being provided through low ground cover (Vinca major).



- Boundary & Privacy Planting: Beech hedging
- Improving existing raised beds: Hydrangea
- Providing interest & biodiversity: Mix of low planting
- Greening of Ramps: Low ground cover
- Boundary & Privacy Planting: Small privet hedging
- Car Parking Planting: Dogwood

KILDONAN ST

New planting along the building creates a soft boundary and privacy for the ground floor flats



An artist's impression from Kildonan Street
by Collective Architecture

MATERIALS

The proposed hard landscaping surfaces have been limited to a selected number of materials to provide a calm backdrop to the building elevations.

A small concrete paver is proposed for all pedestrian circulation (including emergency vehicle access). The smaller format relates to the body scale providing a suitable setting for the central courtyard.

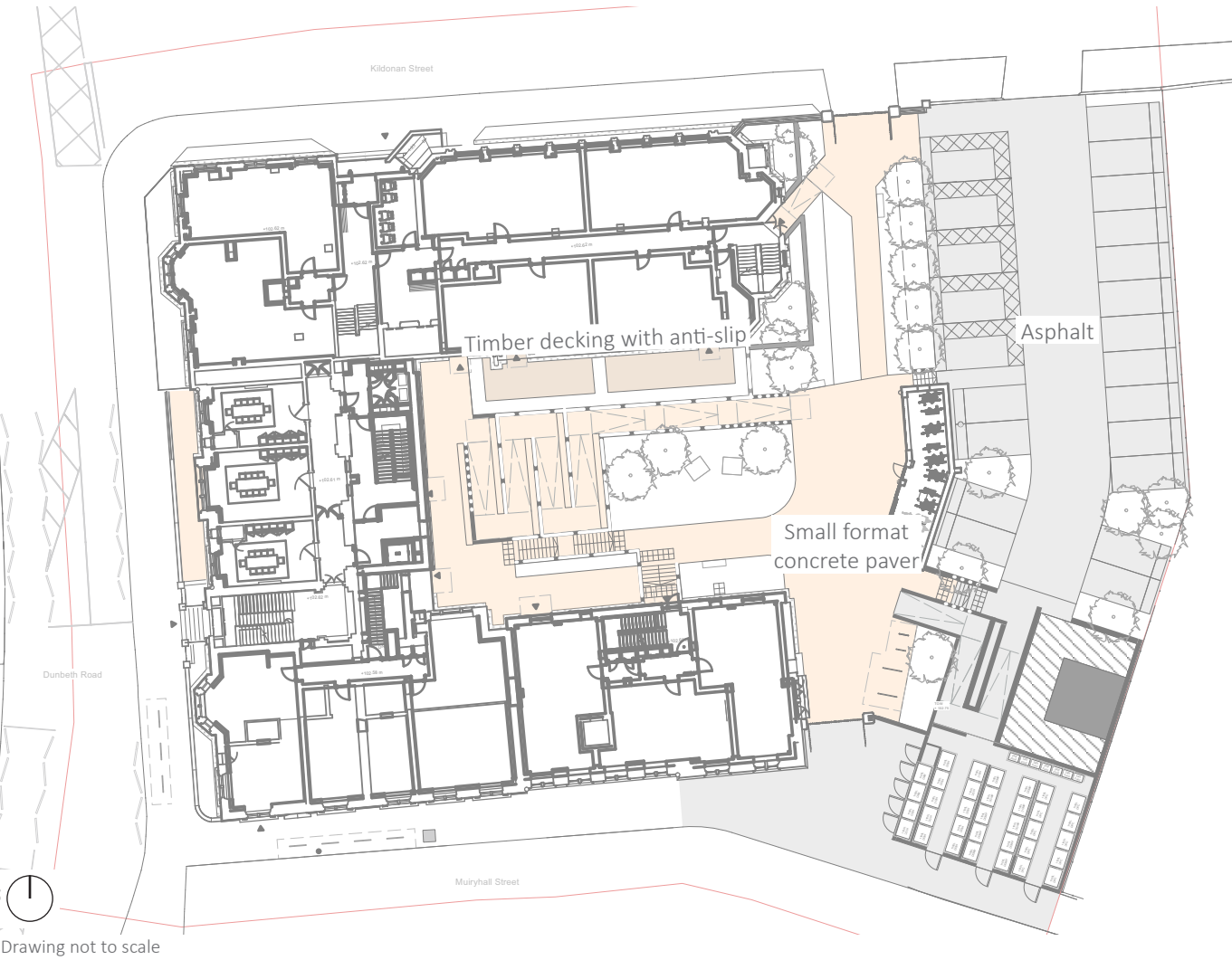
Asphalt surface is being proposed for the car parking area with access paths and bin store area as an optimal surface for wheels and accessible surfacing with reduced maintenance.

Timber decking with anti-slip insert are proposed for the enclosed private spaces providing a softer atmosphere.

Small format concrete pavers
Colour: Light Grey & Slate
All pedestrian spaces
(Extend of each colour tbc)



Timber decking with anti-slip
Enclosed private spaces



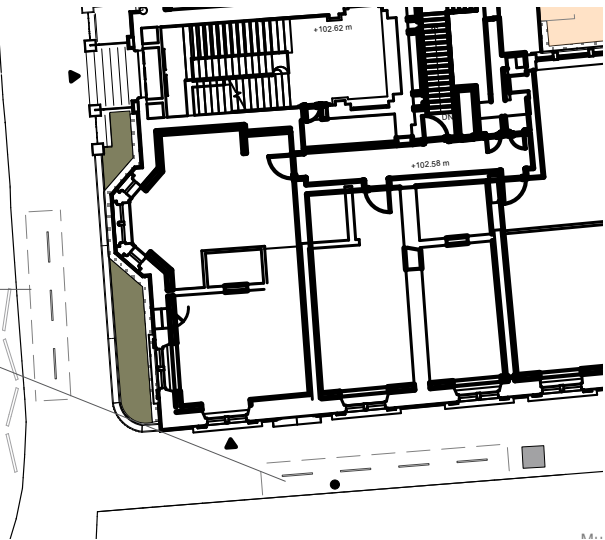
PARKING

Car Parking*
50% parking provision has been agreed with the roads department. This aligns with the council’s net zero carbon targets and the acceptance that 100% provision would be inappropriate for the site on the basis that the site is very well connected, adjacent to main bus routes and within walking distance of 4 railway stations.
22 parking spaces will be provided on site with direct vehicle access off Kildonan Street; five of these being designated disabled spaces.

Cycle Parking
The outbuildings are proposed to be turned into a secure cycle store for up to 20 bikes (including 4 spaces for non-standard cycles).*

For residents visitor bike parking, an area within the courtyard has been provided with 8no spaces (including 3 spaces for non-standard cycles)

For the commercial spaces two bike parking areas have been provided along Muiryhall & Dunbeth Street with 14no spaces.



WASTE AND RECYCLING*

| Waste Stream | Bins Capacity (litres) | Number |
|------------------------|------------------------|--------|
| General | 1100 | 10 |
| Glass, Metal & Plastic | 1100 | 10 |
| Paper & Card | 1100 | 7* |
| Food | 240 | 7 |

Above are the bin requirements as per North Lanarkshire Council current system.
**Proposed legislation changes over the next 2 years will potentially see an increase in the use of paper and card used in packaging design and for this reason I would strongly recommend that the paper and card capacity is increased to 10. This will ensure the bin store is future proof if the legislation does impact in the way NLC predict it to.*

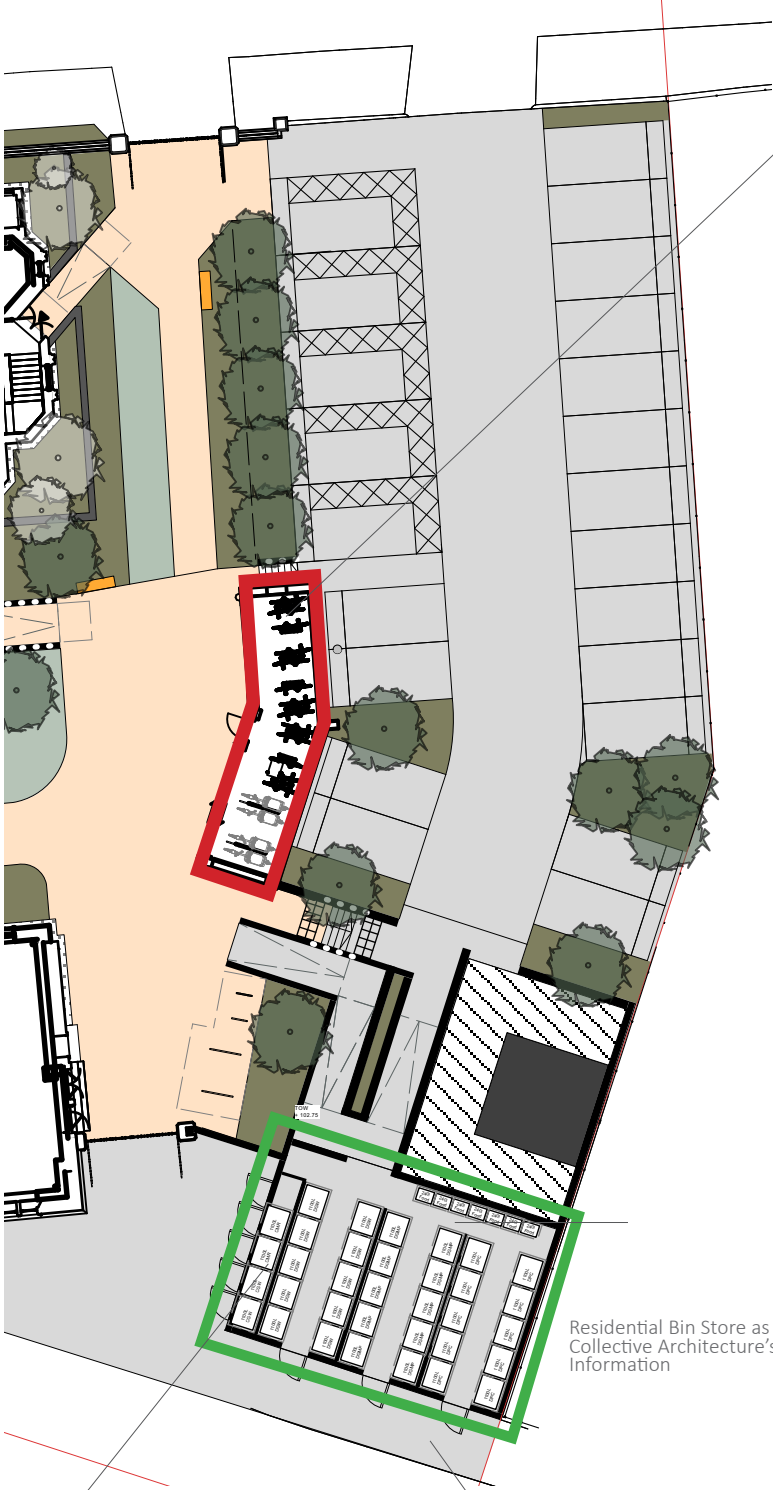
Waste provision is provided in line with the council’s requirements as set out above.
An external bin store is proposed to the south of the site. The bin store will have a roof and new masonry boundary walls around the bin store, independent of the bin structure itself, to reduce the visibility of the bins from the street.

Commercial storage is provided in line with guidance from council commercial stakeholders.
(4 bins in total: 2 general waste and 2 recycling. These bins will be managed separately from the residential bins and therefore separate access has been provided.

*as per Collective Architectures Information



Drawing not to scale



External out- building proposals as per Collective Architecture’s Information



Outbuildings to be re-purposed and used as external bike store. Mesh sliding doors to be integrated.

Residential Bin Store as per Collective Architecture’s Information

Commercial Bin Store as per Collective Architecture’s Information



Example in Edinburgh with direct access onto Street



Example of a bin store in Edinburgh with a brick boundary wall and an independent bin store structure behind, with access directly to the street.



Drawing not to scale

