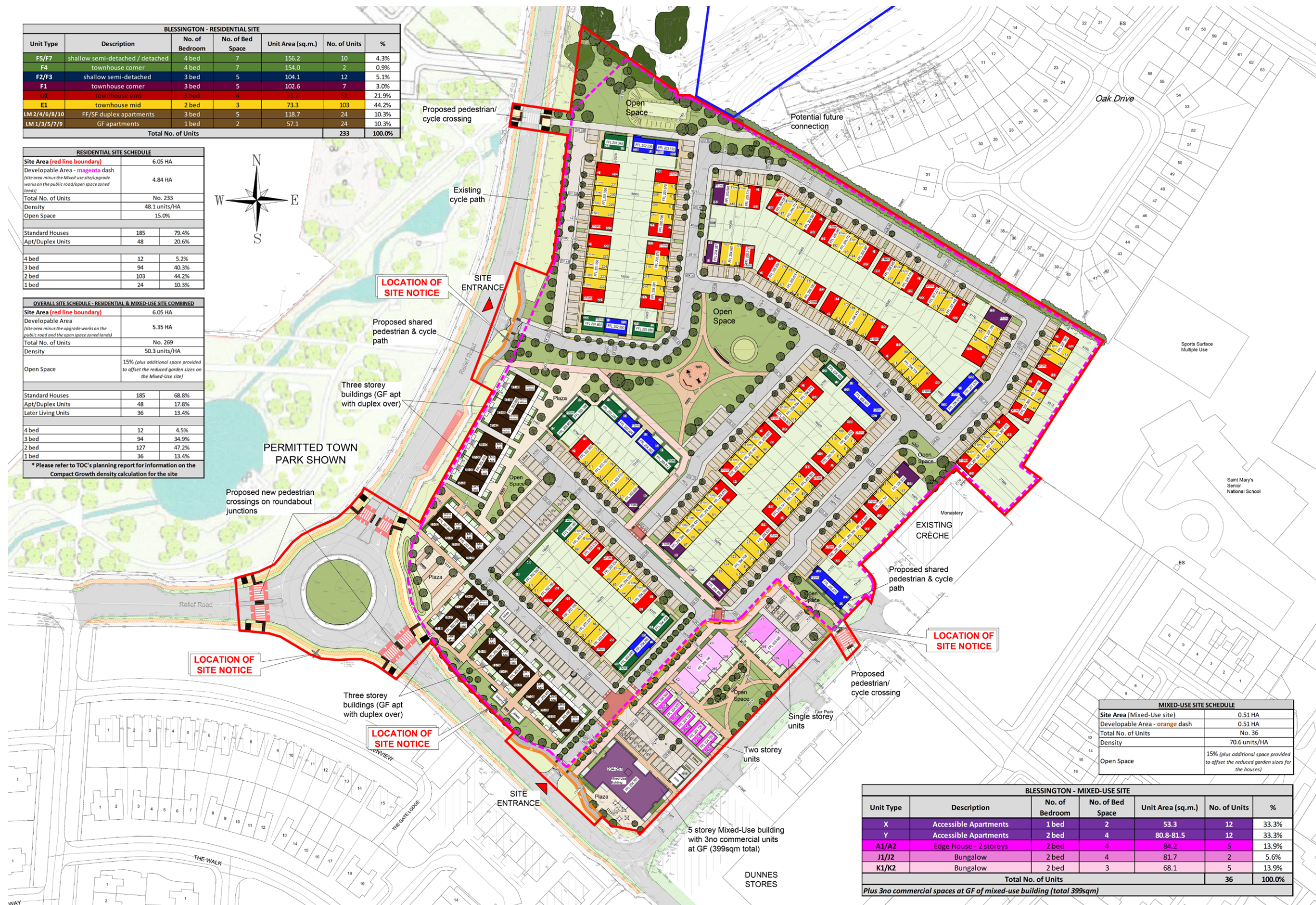


03 PROPOSED DESIGN

SITE LAYOUT & SCHEDULE



03 PROPOSED DESIGN

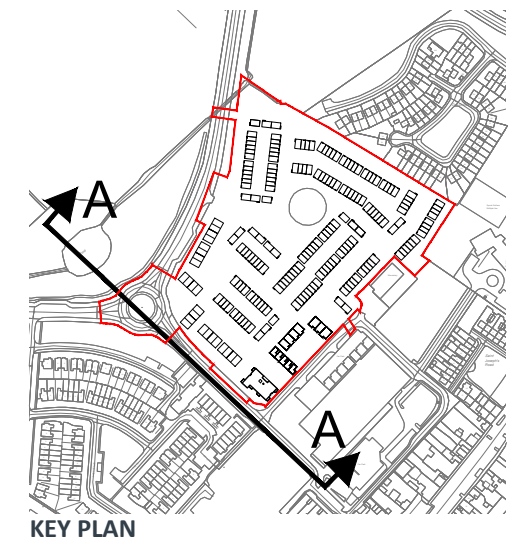
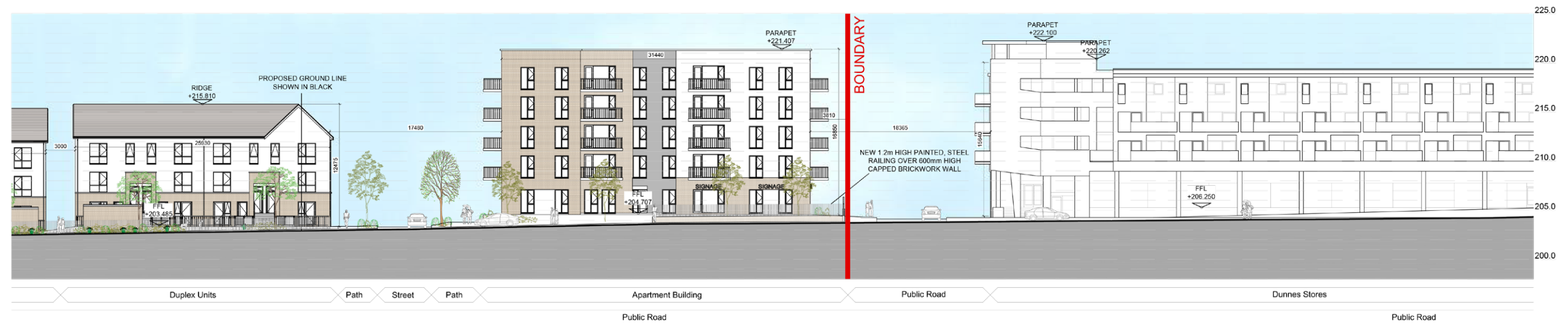
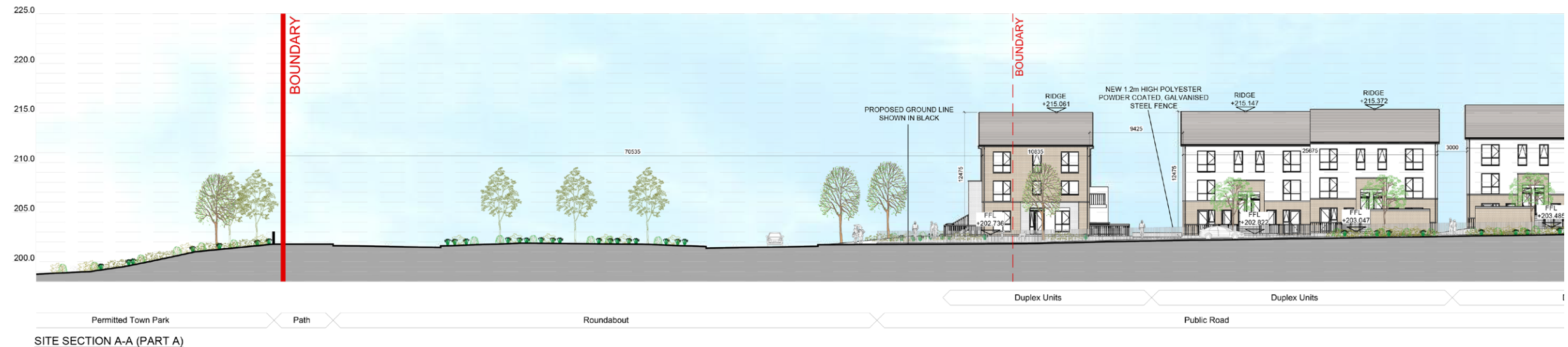
LANDSCAPE PROPOSAL (ILSA RUTGERS LANDSCAPE ARCHITECTURE)

PLEASE REFER TO THE LANDSCAPE REPORT
PREPARED BY ILSA RUTGERS LANDSCAPE
ARCHITECTURE FOR FURTHER INFORMATION



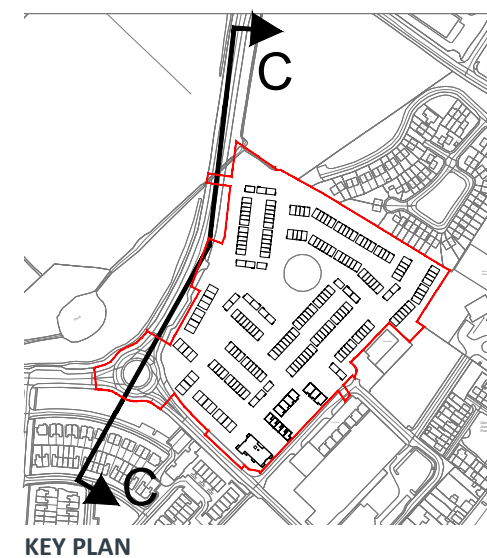
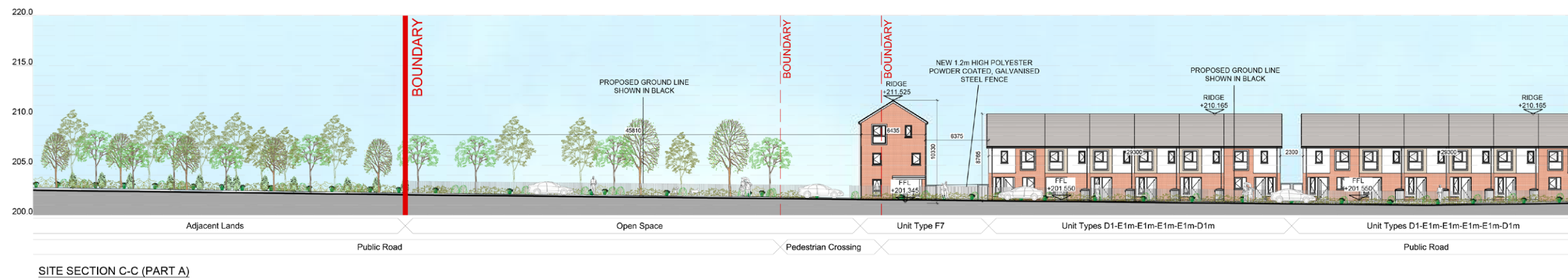
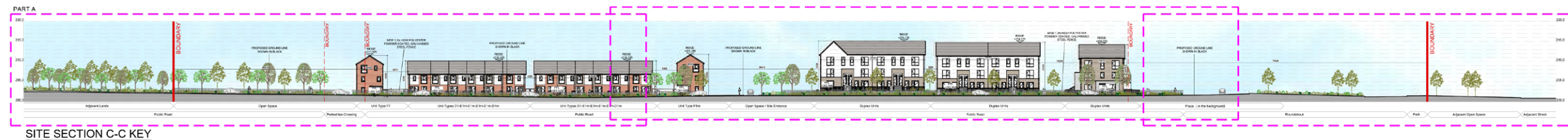
03 PROPOSED DESIGN

SITE SECTIONS/CONTIGUOUS STREET ELEVATIONS



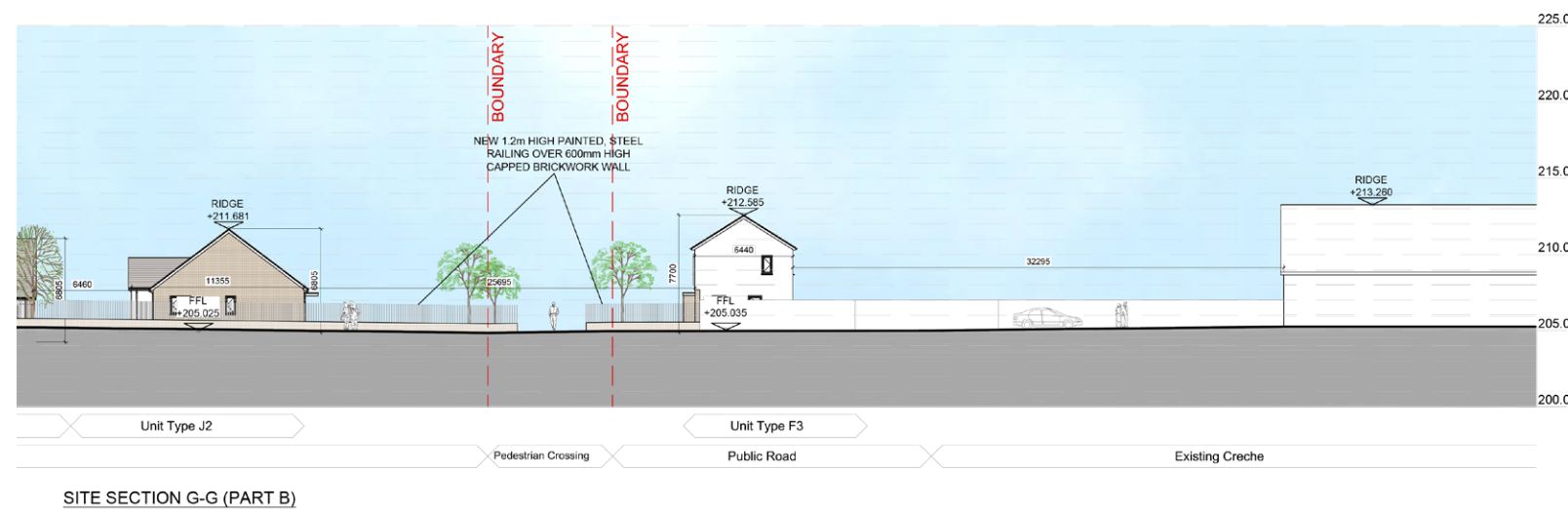
03 PROPOSED DESIGN

SITE SECTIONS/CONTIGUOUS STREET ELEVATIONS



03 PROPOSED DESIGN

SITE SECTIONS/CONTIGUOUS STREET ELEVATIONS



03 PROPOSED DESIGN

PRIVACY AND AMENITY

There are numerous large open spaces throughout the site with high quality hard and soft landscaping. These provide outdoor seating to give the scheme urban spaces to encourage social interaction and community values.

The proposed layout is orientated to take advantage of its orientation and to overlook the open spaces which are provided throughout the development. Within each neighbourhood there should be a clear spatial hierarchy: streets / footpaths become the main expression of the public realm, with more communal-type spaces, of shared open spaces or plazas becoming the focus for communal life (a more relaxed space in which to meet neighbours and children to play safely). Dwellings are designed to interact and give passive surveillance to the shared areas and the open spaces.

Within each neighbourhood cluster, there is a shared landscape for residents to enjoy and cultivate. This, along with open spaces and landscaped areas, promotes an interactive and neighbourly environment for both residents and visitors.

Each unit has access to private amenity spaces, with houses and apartment units featuring individual gardens or balconies. This design ensures that residents can enjoy personal outdoor spaces, fostering a sense of privacy and connection with nature. The incorporation of private gardens adds a distinctive and customizable element to each dwelling, enhancing the overall quality of living for the residents.

The houses have a private back garden length of 8m or greater (or 16m min. distance back to back) as per the Compact Growth 2024 Guidance to guarantee privacy. Units like the narrow semi-detached F2 and F3 units have been designed with no habitable rooms to the rear at first floor level which prevents overlooking into neighbouring gardens and can accommodate shorter rear gardens as a result of this.

Houses have adequate storage areas and areas for sorting of waste receptacles in the garden or in specific private storage areas in front of the dwellings.

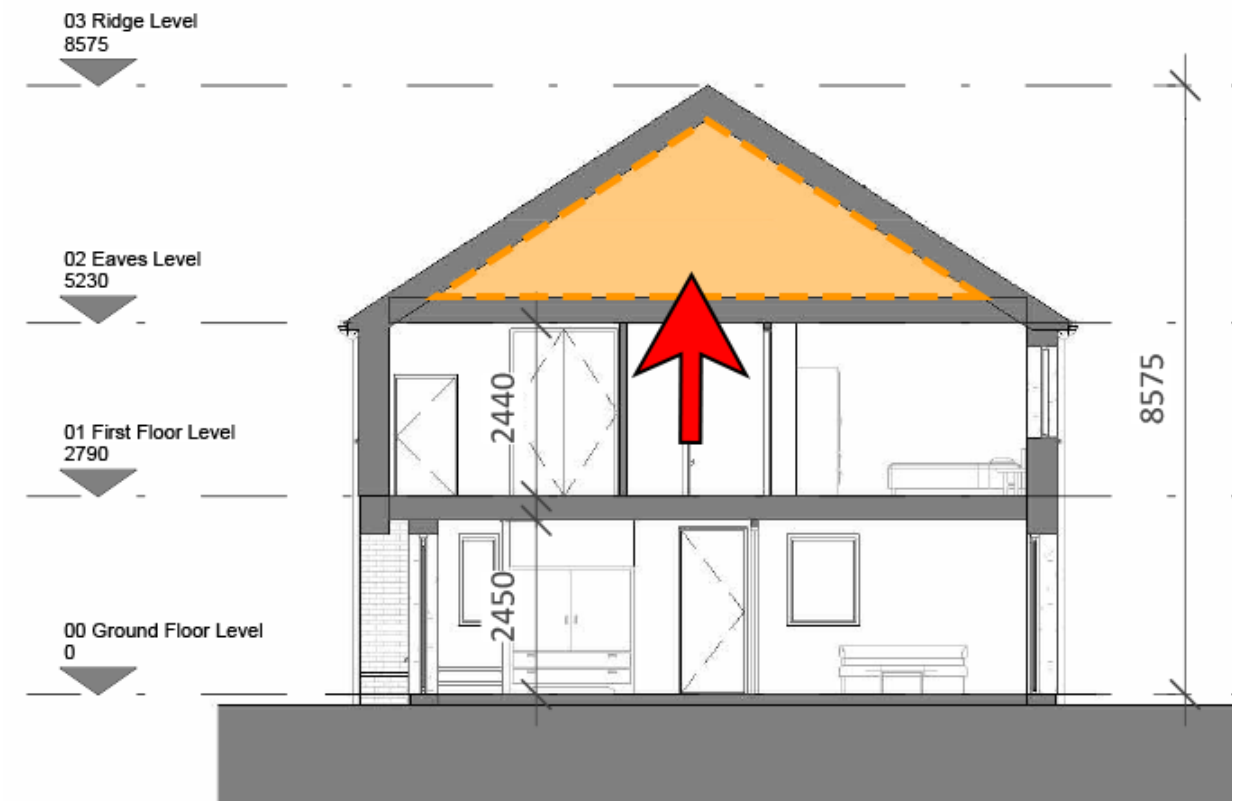
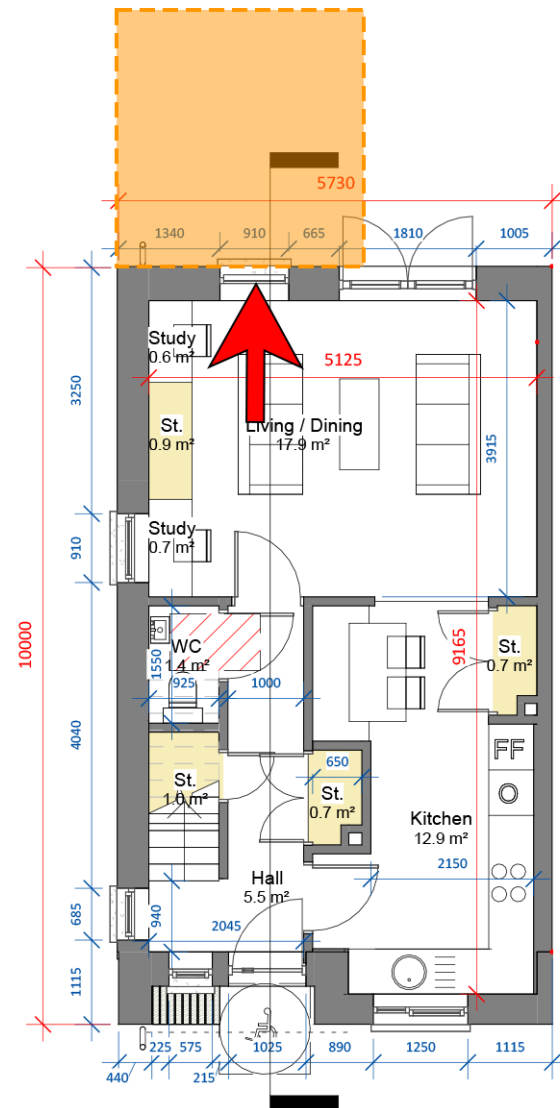
3D RENDERS OF PROPOSED DEVELOPMENT



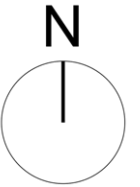
03 PROPOSED DESIGN ADAPTABILITY

The proposed dwellings are adaptable to respond to potential changing needs over their lifetime. The units are strategically designed which allows the owner to extend into the attic and/or to the rear if they wish.

With a selection and distribution of house types reflecting how future market challenges can be used to the advantage of the community, the enhanced distinctiveness of the character areas will work for the benefit of this scheme.



03 PROPOSED DESIGN PARKING ALLOCATION



CAR PARKING

A variety of parking configurations helps us provide a strong sense of place and liveable, pedestrian priority streets, while reducing the impact of cars within the overall scheme. Each unit in the development has provision for car parking.

2 no. spaces are provided for the 3 and 4 bed houses and 1 no. space is provided for the 2 bed houses, with 1no. space provided per own-door access apt/duplex unit. The later living units are allocated 0.45 no. spaces per unit.

10 no. parking spaces are provided for the commercial units and are located within the parking area to the north of the Mixed-Use building.

Of the 74 no. communal spaces within the scheme (10no for the commercial spaces and 64no for the apartments/LLU's) 12no have been allocated for EV parking (located within 2no EV charging hubs) as well as 4no disabled spaces

Dwellings with in-curtilage parking will be pre-wired for future EV charging.

CYCLE PARKING

End Townhouse, semi-detached and detached units have direct access to their private amenity spaces and will use this area for bike storage. Cycle provision for the other units on site are below;

APARTMENTS (UPPER OWN DOOR ACCESS DUPLEX-APARTMENTS AND THE MIXED-USE BUILDING APARTMENT UNITS)

- 1-bed = no. 1.5 bike spaces per unit
- 2-bed = no. 2.5 bike spaces per unit
- 3-bed = no. 3.5 bike spaces per unit

STANDARD HOUSING / LATER LIVING HOUSES / GROUND FLOOR OWN DOOR ACCESS APARTMENTS

- 1-bed = no. 1.5 bike spaces per unit
- 2-bed = no. 2 bike spaces per unit

