



**Bellway**

**DESIGN & ACCESS STATEMENT**

Plots KM 7 & KM 9

Kingsmere, Bicester

For Bellway Homes (Northern Home Counties)

MCBAINS COOPER



KINGSMERE, BICESTER

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## 1 - INTRODUCTION

This statement is made in support of Bellway Homes (Northern Home Counties) Reserved Matters Planning Application to develop Plots KM7 & KM9 as a residential community within the wider Kingsmere development located to the South West of Bicester. The proposals have been developed following extensive discussions with Cherwell District Council.

The purpose of this document is to demonstrate how the proposals comply with the design guidance contained in the approved Kingsmere Design Code, which is the primary means of controlling development at Kingsmere.

The requirement to produce a Design Code is a consequence of a planning condition (Condition 7) attached to the overarching Outline Planning Permission (Ref: 06/00967/OUT). All future Reserved Matters applications for development will be assessed using the Code.

These proposals relate to Plots KM7 & KM9 which lies at the Southern end of the development across from Plot KM12

One of the primary means by which the development is controlled by the Design Code is through 'Character Areas'. Parcel KM7 & KM9 lay principally within the 'Whitelands' Character Area, with part of the site(east) within the 'Urban Village' Character Area.

The lead developer is responsible for the majority of the 'infrastructure' within the entire development and that which passes through the individual character area. This includes:

- Strategic infrastructure
- Primary Streets
- Strategic foul and surface water drainage
- Structural landscaping
- Informal public open space (excluding LAP's not within open space or structured planting) Greenways and landscaping works to retained public right of way.



Fig. 1 VIEW OF LAND DESIGNATED FOR KINGSMERE DEVELOPMENT, BICESTER



Fig.2 AERIAL VIEW OF PLOTS KM7 & KM9, KINGSMERE



Fig. 3 VIEW ACROSS PARCELS KM7 & KM9, KINGSMERE, BICESTER



Fig. 4 VIEW ACROSS PARCELS KM7 & KM9, KINGSMERE, BICESTER



Fig. 5 VIEW ACROSS PARCELS KM7 & KM9, KINGSMERE, BICESTER



Fig. 6 VIEW ACROSS PARCELS KM7 & KM9, KINGSMERE, BICESTER

## 2 – PARCELS KM7 & KM9

Parcels KM7 & KM9 are split into two distinct character areas. As can be seen from the diagrams opposite, the majority of the parcels lie within the Whitelands Character Area. The Urban Village Character Area occupies only a small section within the eastern site boundary.

### Whitelands Character Area:

Whitelands is characterised by green streets where informal front gardens, soft verges and prominent trees dominate the street scene. Whitelands seeks to fuse with the public open spaces South of Kingsmere and looks to the countryside views beyond. Generous plots allow gaps between buildings creating a sense of spaciousness and enabling cars to be parked behind the building line.

Architecturally conservative, Whitelands borrows the traditional forms and styles seen in popular local villages. Streets and spaces may be enclosed by wide fronted, steep roofed buildings, possibly faced in stone and render with white casement windows alongside entrances covered by small porches. Gable end elevations will feature as part of some streets.

Modest and informal building groups combine to create simple streets and occasional focal spaces. Vistas are generally closed by buildings until at the development edge clear and open views are possible to the South.

A number of tables set out detailed requirements (which are mandatory) for development within the 'Whitelands' Character Area and this report will show how the submitted proposals comply with these requirements.

### Urban Village Character Area:

The Urban Village is characterised by enclosed streets lined with a mixture of building types and styles. Richness is found in this varied townscape as well as in the range of uses beyond housing found here, or nearby.

This area is the most vibrant because of its accessibility, the cross-section of people drawn in by the community, commercial and educational uses and its position at the centre of routes through Kingsmere. The Urban Village will be legible as the centre of the development, where the intensity of development peaks and the social centre is created.

This area is designed as a subtle blend of styles with no one approach dominating. It is laid out in an informal manner but with streets composed according to key principles which together convey urbanity. Here buildings are more likely to be taller, use vertical fenestration, be set close to the pavement and might have a hidden parapet gutter. Contemporary architectural styles and details may be more prevalent here.

Street greenery will largely be limited to trees and street furniture will be robust, simple and modern. A hard and distinctive public realm is key to this area which is focal to the whole scheme.

## 3 – CHARACTER AREA DESIGN CODE COMPLIANCE

Parcels KM7 & KM9 encompass two 'Character Areas' – Whitelands and the Urban Village. The diagram opposite illustrates the areas designated as either Whitelands or Urban Village. The proposals therefore follow the principles of these Character Areas, and these can be seen in closer detail on the accompanying drawn information.

The majority of Parcels KM7 & KM9 fall under the Whitelands Character Area. We will see a lower density of development here, and more emphasis put into placing individual properties within their own plots surrounded by generous gardens.

A small section on the Eastern side of the site is devoted to the Urban Village character. A higher density of development will be seen here, and the emphasis will be placed on townscape and building frontages with limited gaps and gardens.



Fig. 8 WHITELANDS CHARACTER AREA, KINGSMERE



Fig. 9 URBAN VILLAGE CHARACTER AREA, KINGSMERE

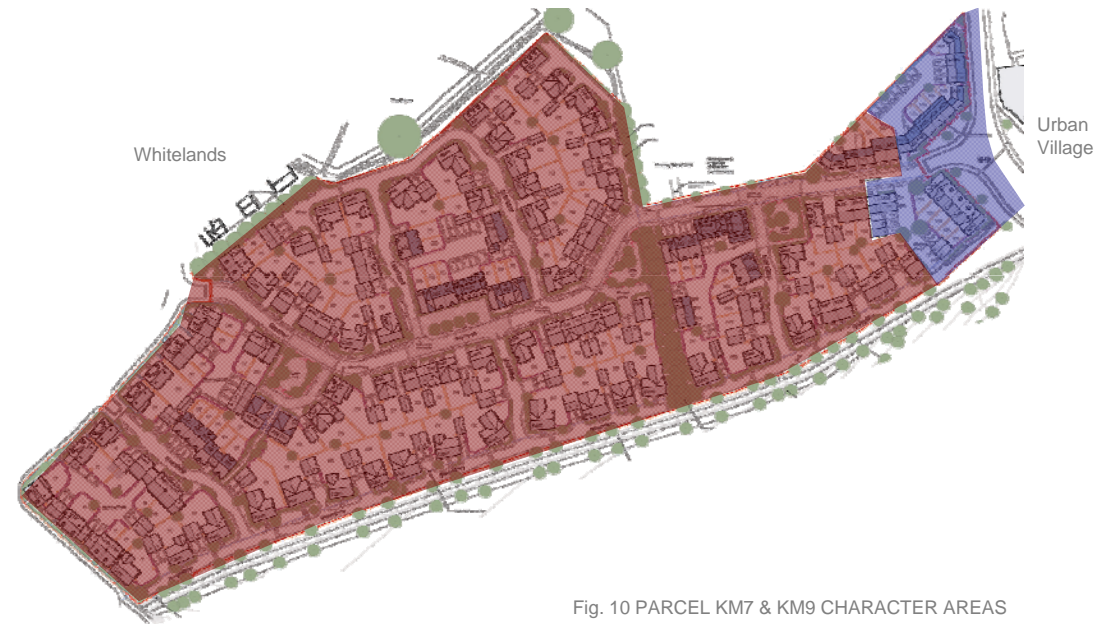


Fig. 10 PARCEL KM7 & KM9 CHARACTER AREAS

## 4 – BLOCK PATTERN & LAND USE DESIGN CODE COMPLIANCE

### Parcels KM7 & KM9 Block Patterns: Paragraph 1.8

The development area is sub-divided by a number of mandatory infrastructure routes and connections that form a set of so-called MEGA-blocks. These relate to primary and secondary streets, greenways, rights of way, public open spaces and foul water drainage routes.

In order to create a permeable place these will be further sub-divided forming a set of smaller MINI-blocks. An indicative layout taken from the Design Code is shown right. These are indicative in the Code and can be manipulated to improve efficiency.

The development proposals use these rules and guidelines to create a coherent townscape.

### Parcels KM7 & KM9 Block Land Use: Paragraph 3.1

The development area is solely dedicated to residential use, complying with Paragraph 3.1 of the Design Code. The proposals allow for 141 new dwellings, with mixed numbers of accommodation and tenures. Review of the accompanying drawn information will clarify this.

See Appendix A for the Schedule of Accommodation.

## 5 – LANDSCAPE STRATEGY DESIGN CODE COMPLIANCE

### Parcels KM7 & KM9 Landscape Elements: Paragraph 3.2

This section of the Design Code provides information on, and design guidance for the landscape infrastructure and public realm. The principal purpose of this section is to set out the overarching landscape strategy for the whole development and explain and illustrate the landscape infrastructure that will provide a framework for the development areas. The landscape infrastructure will be implemented by the lead developer. Bellway will implement the landscape strategy within these parcels.

This section also provides guidance on the protection of existing trees and hedgerows, new planting, children's play spaces, biodiversity and wildlife, and the management, maintenance and phasing of the open space.

Specialist landscape designs prepared by MCA Landscape Architects accompany these proposals to illustrate full compliance with the Design Code requirements.

Landscape design considerations that will be incorporated to show compliance to the Code are:

- To reflect the character of the site and the surrounding area, and to provide a strong rural identity to the development, a high percentage of all planting must comprise native species common to the area. The infrastructure planting must comprise no less than 90% native planting.
- All planting details for trees must comply with NHBC Technical Standards and avoid the need for special foundations for adjacent development. All planting must be in accordance with National Plant Specification.
- Existing hedgerows will be maintained and improved with additional planting of native species where necessary.
- Hedgerow management will aim to enhance the value to wildlife of these corridors.
- Pockets of scrub and areas of grassland will be included along the green links, improving their current ecological value and improving their viability as dispersal corridors for mammals, birds and insects.
- All residents must be provided with play space in accordance with the requirements of Cherwell District Council's adopted strategy. Within residential areas LAP's must be provided as agreed with the Council at the reserved matters stage. The provision of LAP's is illustrated on the diagram opposite which confirms compliance to the Code.

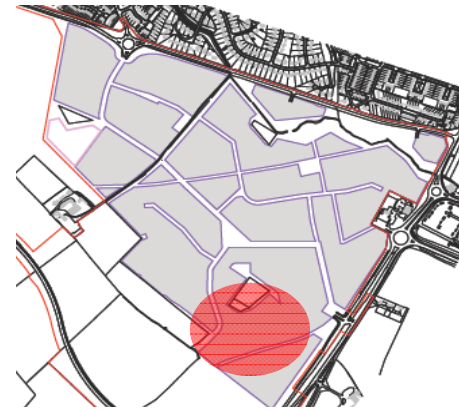


Fig.11 ILLUSTRATIVE MEGA-BLOCK PATTERNS



Fig.12 ILLUSTRATIVE MINI-BLOCK PATTERNS



Fig.13 PROVISION OF LAP's  
3 number LAP's conveniently located.

## 6 – STREET NETWORK DESIGN CODE COMPLIANCE

### Parcels KM7 & KM9 Street Network: Paragraph 3.2

Parcels KM7 & KM9 contains a main arterial Side Street from east to west, fed by Minor Streets from north to south. Both eastern and western site edges are bounded by Primary Streets. Private Drives are located at the edges of both parcels reflecting the lower speed limits and density of new dwellings.

The hierarchy of routes for these Parcels are fixed and comprises:

- Primary Streets
- Side Streets
- Minor Streets
- Private Drives

The Primary and Side Streets are designated for a maximum vehicle speed of 20mph.

Minor Street and Private Drives will be designated for a maximum speed of 10mph. Traffic calming measures will be in place to ensure these limits are controlled.

### Side streets / Minor streets / Mews / Country lanes

A network of more intimate routes will populate the remainder of the urban area providing access to smaller groups of dwellings and areas. Side streets will be traditional format urban streets with distinct carriageways and pavements as well as space for street trees.

Minor streets and mews will be more informal, shared surfaces with their width and form being dictated by building lines. Country lanes will also be freeform and characterised by soft verges and a sinuous alignment.

Refer to the accompanying Site Layout Plan for further street setting out. This drawing will illustrate how the street hierarchy design parameters have been considered, and confirms that the scheme is in compliance with the Code.



Fig.14 STREET NETWORK

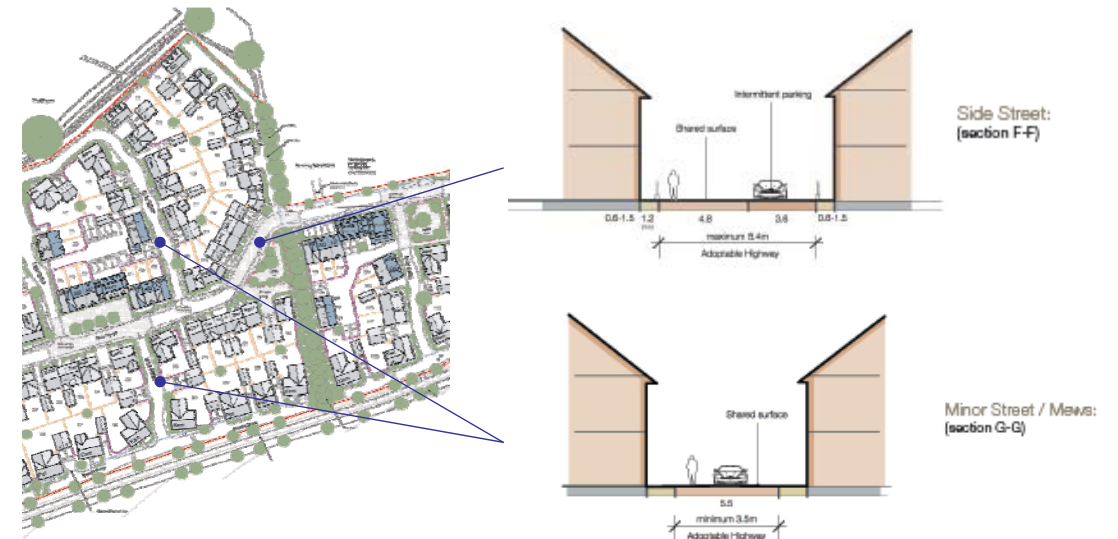


Fig.15 STREET TYPES TRANSPOSED ONTO THE SITE

## 7 – URBAN FORM – RESIDENTIAL DENSITY DESIGN CODE COMPLIANCE

### Parcels KM7 & KM9 Residential Density: Paragraph 3.3

The Kingsmere development site will have an average residential density of 34 dwellings per hectare with a range between 30 and 45 dwellings per hectare.

The highest densities will be located in the most accessible places, within the local centre and immediately adjacent primary routes. The rural edge of the site will respond to the surroundings and lower densities, to a minimum of 30 dwellings per hectare, will be used.

Parcels KM7 & KM9 have two distinct densities that respond directly to the Character Areas.

- Urban Village shall have a density of between 35-40 dwellings per hectare. The proposals for KM7 & KM9 within this character area have a calculated density of 40 dph.
- Whitelands shall have a density of between 30-35 dwellings per hectare. The proposals for KM7 & KM9 within this have a calculated density of 32.76 dph.

**For both Character Areas the densities fall between the design guidelines, so complying with the Code.**

## 8 – BUILDING HEIGHTS DESIGN CODE COMPLIANCE

### Parcels KM7 & KM9 Building Heights: Paragraph 3.3

Maximum building heights range between two and a half and four storeys within the outline planning permission.

This allows for a range of house types, apartments and commercial buildings across the site. Where residential densities are highest a greater proportion of buildings are likely to be taller as the mix is likely to include more apartments and townhouses.

The Whitelands Character Area allows for a mix of building heights, predominantly of 2 storeys with the odd feature 2.5 storey dwelling at key locations.

The Urban Village Character Area allows for a mix of building heights varying from 2.5 – 3.5 storeys. This allows the proposals to establish a townscape aesthetic at the key entrance location on the eastern side of the site.

The diagram opposite illustrates a condensed version of the proposed Building Heights. Refer to the accompanying Building Heights Plan for further evidence of Code compliance.

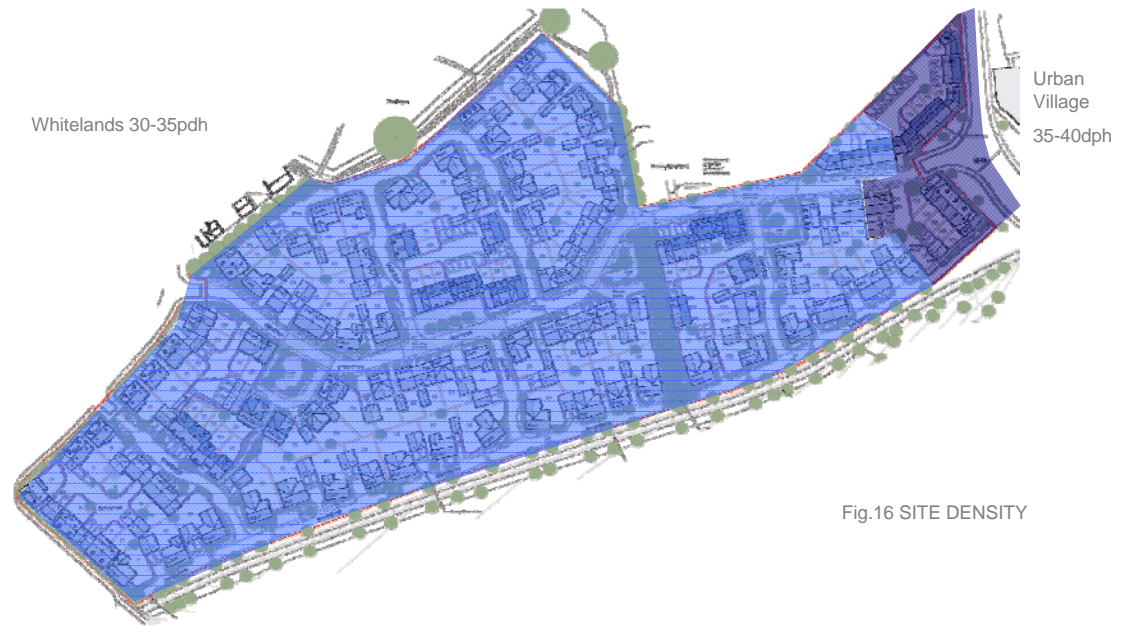


Fig.16 SITE DENSITY



Fig.17 BUILDING HEIGHTS



## 9 – FRONTAGES DESIGN CODE COMPLIANCE

### Parcels KM7 & KM9 Frontages: Paragraph 3.3

All blocks must retain a strongly defined private/public realm boundary and include a high proportion of active frontage, (through the use of main windows and front doors) to promote natural surveillance.

Along Primary and Secondary Streets a minimum of 80% active frontage must be achieved. Active frontage is defined as the façade with the main entrance into the residential properties. The 80% specified includes garages and side street entrances along the street.

All streets must be overlooked and have natural surveillance.

**Parcels KM7 & KM9 Compliant** – 100% of units along Primary Streets have active frontages.

For lower order streets a minimum of 50% active frontage must be achieved.

**Parcels KM7 & KM9 Compliant** – All dwellings address either Side Street or Mews.

Secondary frontages will reflect their importance alongside key routes (generally primary streets). They will comprise the most consistent and clear streetscapes expressed through the design of the public realm and composition of building groups. They will be encountered, at some point, by most of those moving through the area and will therefore be used as guides for location, as well as to the qualities of the respective character area.

Secondary frontages will be impressive and desirable residential or business addresses due to their scale, quality and prominence.

Rural edge and public open space frontages will be less rigid than the primary and secondary frontages. Small changes in building line or orientation will reflect greater informality while private plots will typically incorporate generous front gardens and/or be set behind naturalistic greenery in the public realm. A range of 2 – 6m deep front gardens must be used in these locations.

**Parcels KM7 & KM9 Compliant** – Units fronting the rural edge have set backs of varying depth and more informal building line.

Marker buildings must be provided in the locations identified on Figure 3.22 and must aid legibility through being visually distinctive.

**Parcels KM7 & KM9 Compliant** – The diagram opposite highlights the position of Marker & Landmark Buildings.

These buildings will be locally distinctive, employing a mixture of scale, mass, materials, style and details to enhance their profile. Marker buildings will be important signifiers of the character area and may accentuate one or more character area building feature to this end.



Fig.19 PROPOSED MARKER BUILDING



Fig.20 PROPOSED LANDMARK BUILDING

## 10 – ARCHITECTURAL STRATEGY DESIGN CODE COMPLIANCE

### Parcels KM7 & KM9 Architectural Strategy: Paragraph 3.3

All buildings in Kingsmere will make a fundamental contribution to the series of spaces, routes and townscapes that will be part of the new place. The specific Character Areas of Plots KM7 & KM9 will provide a range of architectural treatments that will help create a development that defines the hierarchy of routes through the development and adds to the grandeur or intimacy of an area.

Architectural grouping and composition parameters used in the laying out of the residential blocks:

The principles for grouping and composition are that proposals must include either:

- Short groups or terraces – normally no longer than three or four buildings. Longer terraces on the Primary Street will be acceptable, particularly in combination with taller buildings.
- Single, detached buildings - used with due regard for their impact on street enclosure.
- Connected buildings with a common front building line – presenting a seamless street frontage.
- Connected buildings of differing width and depth as well as height to create an organic character.
- Streets comprising a limited series of similar building groups or compositions – to ensure a calm and cohesive townscape.

**Parcels KM7 & KM9 Compliant** – Fig.21 and the scheme Site Layout proposals show the residential blocks laid out within the defined street network. This layout responds directly to the design parameters above and within the Code.

## 11 – SCALE DESIGN CODE COMPLIANCE

### Parcels KM7 & KM9 Scale: Paragraph 3.3

Scale is a key influence on townscape. Larger scale buildings or elements will often create a sense of grandeur and wealth as, traditionally, more spacious environments have been more expensive. Smaller scale often indicated artisan cottages and more modest social standing. This is no longer the case in residential settings, particularly as the nature and size of households has changed dramatically in recent years.

Transferring these parameters to Kingsmere the principles for the Code are that:

- Buildings of largest scale must be located:
  1. on primary streets.
  2. on primary frontage.
  3. at key gateways.
  4. at local centre.
- Buildings of significant scale must be located on internal green spaces and greenways, and must be avoided on the rural edge.
- Buildings of smallest scale must be located in minor streets, fronting minor public spaces and on the rural edge.

**Parcels KM7 & KM9 Compliant** – Storey heights criteria set out in the Design Code designate these parcels to be 2, 2.5 & 3 storeys. I.e, within this area 5% may be 1 storey (but only on third tier frontages) and 20% may be 2.5 storey. In addition 3 storey buildings may be permissible as landmark or marker buildings.



Fig.21 ARCHITECTURAL STRATEGY

Terraces of 3-4 dwellings form continuous street enclosure



Fig.22 SCALE

Dwellings of 2.5 to 3 storeys fronting Primary Streets

## 12 – ROOFS DESIGN CODE COMPLIANCE

### Parcels KM7 & KM9 Roofs: Paragraph 3.3

Roofs must be simple, pitched and gabled, unless there is a clear townscape need for an alternative approach and should fall to eaves with minimal projection. Wide-fronted / shallow depth buildings must have a pitch of not less than 40°. Narrow-fronted/deep plan buildings must also have a pitch of not less than 40°.

Abutting single-storey roofs must use a pitch to match the main building. Freestanding outbuildings or garages must have roofs that match the form, pitch and materials of the main building. Flat roofs must be limited within residential areas.

Eaves details must relate directly to the building type.

Gutters must be mounted directly on walls, sprockets or rafter feet, but can be concealed in a cornice or fall behind a parapet.

Small roof lights are acceptable only on rear slopes to limit views within the public realm. These must be parallel with the roof pitch and have minimal projection above the plane of the roof.

**Parcels KM7 & KM9 Compliant** – Rooflines are simple with steep pitches running parallel to the primary building line with variation at corners in primary locations. All end gables have fenestration to provide activity.

Chimneys:

Buildings may be designed to incorporate one or more chimney stacks where possible. 20% of the houses in the Whitelands & Pingle Character Areas must have chimneys. This is to increase to 40% for all buildings fronting the rural edge in the Whitelands Character Area.

**Parcels KM7 & KM9 Compliant** – 20% of houses within the Whitelands Character Area shall have chimneys. 40%+ of buildings fronting the Whitelands rural edge will have chimneys.

Windows:

Windows and their subdivisions must relate to the proportions of the host building.

In traditionally-designed residential buildings, windows must be either vertical sashes or side-hung casements, whilst more contemporary, community and commercial buildings may have more variety.

Windows on front façades must be to principal rooms on all floors, including the kitchen, ensuring they contribute to surveillance of the street.

**Parcels KM7 & KM9 Compliant** – All windows are side hung casement or sliding sash windows. Refer to accompanying house type drawings for further details.

Windows must be coloured white or off-white. Where other colours are used the colour must be applied rather than integral thereby providing flexibility for the future. This will be the case at Parcels KM7 & KM9.

Where paired windows are used they can either have two opening leaves or a single opening leaf, but they must have proportions identical for both sides. This will be the case at Parcels KM7 & KM9.

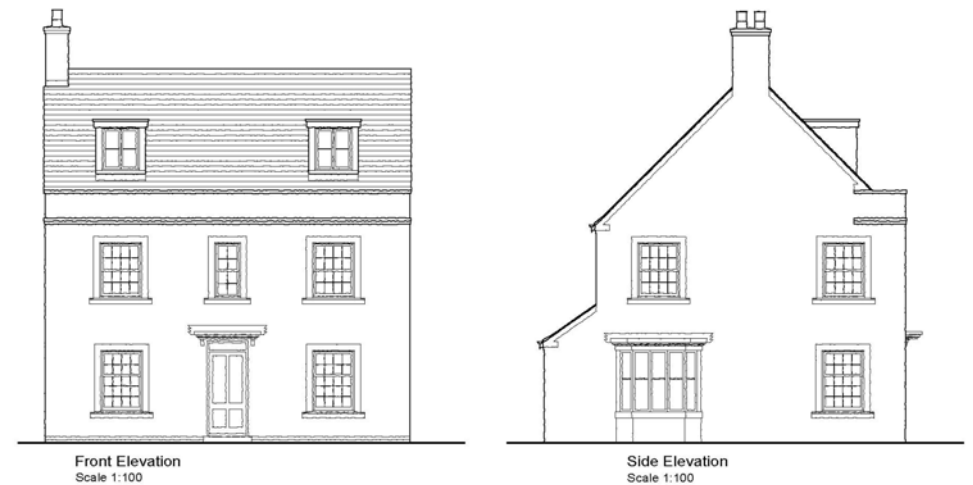


Fig.23 FRONT & SIDE ELEVATION OF KM3 MARKER BUILDING

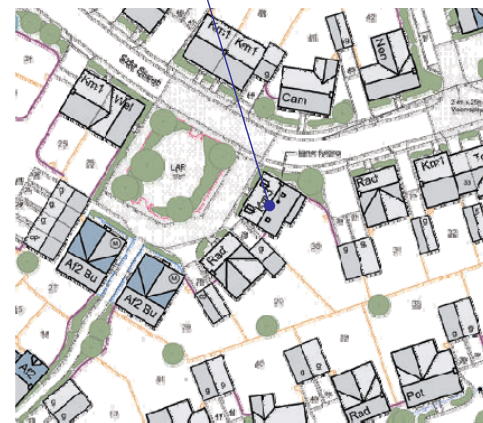
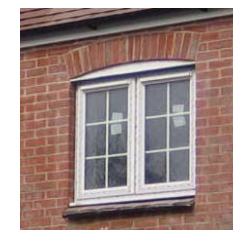


Fig.24 ROOFS, WINDOWS & CHIMNEYS



### 13 – BUILDING MATERIALS - DESIGN CODE COMPLIANCE

Parcels KM7 & KM9 Building Materials: Paragraph 3.3 Page 112 (Urban Village) & Page 126 (Whitelands)

Walls:

On all buildings within all character areas external walls must generally be faced in brick, reconstituted or natural stone, or render. The materials shall be specified to harmonise with those that typify this part of Cherwell District.

Brick walls must be either English or Flemish bond and should generally be soft red to match historic buildings in Bicester with buff brick used occasionally or in certain character areas.

Where reconstituted stone is used, it must be a good colour and texture match for the local stone. Similarly rendered buildings will be through coloured to ensure longevity of detail.

Approximate proportions of wall materials throughout the Urban Village Character Area shall be: 50% through coloured render, 40% red brick & 10% buff brick.

Approximate proportions of wall materials throughout the Whitelands Character Area shall be: 60% through coloured render, 20% red brick & 20% stone.

**Parcels KM7 & KM9 Compliant** – Refer to accompanying Building Materials plan drawing & notes.

Roofs:

Roof coverings shall be high quality artificial stone slate, thatch, clay tiles or small scale plain concrete tiles. Tile vents to slopes are not permitted, with roofs being ventilated via the ridge and eaves. Colours of roofing materials must reflect the local vernacular.

Approximate proportions of roof materials throughout the Urban Village Character Area shall be: 70% Grey artificial Slate & 30% Brindle Red plain concrete tiles.

Approximate proportions of roof materials throughout the Whitelands Character Area shall be: 50% Grey artificial Slate, 35% Brindle Red plain concrete tiles & 15% Clay tiles.

**Parcels KM7 & KM9 Compliant** – Refer to accompanying Building Materials plan drawing.

Rainwater goods:

Rainwater goods should be black coloured cast iron, aluminium or plastic.

**Parcels KM7 & KM9 Compliant** – Refer to accompanying Building Materials plan drawing & notes.



Fig.25 BUILDING MATERIALS PLAN



Fig.26 SOUTHERN EDGE BUILDING MATERIALITY



## 14 – PARKING - DESIGN CODE COMPLIANCE

### Parcels KM7 & KM9 Parking: Paragraph 3.3

Car parking is a fundamental consideration in the design of the public and private realm and must be carefully considered so that it both functions well and does not detract from the visual appearance of the place.

The density of residential development at Kingsmere allows for a high proportion of owner vehicles to be parked on their own plot or in shared and secure communal parking. Other vehicles, particularly those of visitors, will generally use shared public on-street parking.

Residential car parking must comply with the adopted standards at the time of a Reserved Matters application. Prior to new parking standards being formally adopted, the following will apply:

- 1-2 bedroom = 1 space.
- 3 bedroom = 2 space.
- 4+ bedroom = 3 spaces.

- Where a double garage is provided, 4 spaces are acceptable, excluding primary and secondary streets and the urban village.
- Visitor spaces must be provided in the public realm or in easily accessible communal courtyards.

**Parcels KM7 & KM9 Compliant** – All dwellings are provided with the requisite number of parking spaces as required by the Design Code. These are provided in a number of different ways including driveways, garages, car-ports and small overlooked courtyards to the rear of dwellings.

All front access options will have a minimum 2m x 2m visibility splay to the realm. Reference should be made to the Site Layout plan.

On-street car parking will be offered for adoption and management to Oxfordshire County Council. Mews courts with five or more dwellings will be adopted. Mews with less than five dwellings will be privately maintained, including all external lighting.

**Parcels KM7 & KM9 Compliant** – An array of visitor spaces are provided on the Side Streets and Minor Streets.

Single garages must have a minimum internal width of 3.0m, to allow occupants to exit the vehicle easily, and depth 6.0m, to allow bike parking and storage. Smaller garages will not be considered as providing car parking.

Cycles stored within garages must be accessible without the need to remove parked cars.

Double garages must have a minimum internal width of 5.6m and a depth of 6.1m.

**Parcels KM7 & KM9 Compliant** – Refer to accompanying garage style drawings for further details



Fig.27 CAR PARKING – ILLUSTRATING ON-STREET & OFF-STREET PARKING

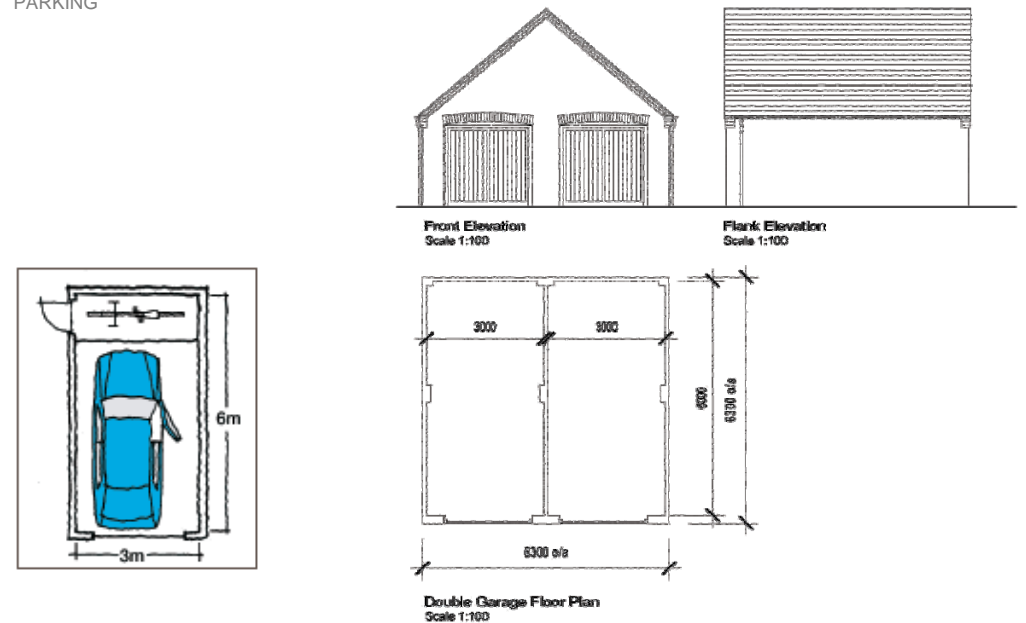


Fig.28 Guidance notes typical garage layout & dimensions Fig. 3.33

Fig.29 Typical double garage layout forming part of the scheme proposals

## 15 – BOUNDARY TREATMENTS - DESIGN CODE COMPLIANCE

### Parcels KM7 & KM9 Boundary Treatments: Paragraph 3.4

The treatment of boundaries will be fundamental to creating a safe and secure environment for residents of Kingsmere as well as an attractive, unified and uncluttered streetscape.

There are three boundary types:

- Front boundaries, where the blocks interface with the street.
- Rear boundaries, where properties have common boundaries or share access to secure rear courtyards.
- Side boundaries where two properties meet or where private properties line the street.

All side or rear boundaries to the public realm on primary, secondary or side street must be walls, except within the Whitelands character area where timber picket fencing and metal railings may be used.

Walls are the preferred option for minor streets / mews, but alternatives can be considered at the reserved matters stage. Timber fencing can be considered for internal courts as set out below.

The rear boundary of homes which back onto a secure central courtyard must allow surveillance of the parking area from habitable rooms whilst maintaining privacy for the rear gardens. The boundary between the gardens and the courtyard will be no less than 1.8 metres high and no greater than 2.0 metres in height.

Well detailed boundary treatments will encourage residents and users to feel a sense of ownership and responsibility for their surroundings and make a valuable contribution to crime prevention

**Parcels KM7 & KM9 Compliant** – Refer to accompanying Building Materials & Boundary Treatments plan drawing.

Principally, boundary treatments closing in rear gardens which front the public realm shall be 1.8m high masonry walls. All non-public realm boundary treatments, with the exception of parking courts, shall be constructed with close board fencing.

Properties fronting Primary Streets shall have low level artificial stone walls to their front gardens. A selection of timber picket fencing and metal railing shall be used throughout the development to create various hierarchies and secured enclosure to LAP's.



Stone walls surround dwellings fronting Primary Streets



Fig.30 BOUNDARY TREATMENTS



1.2m high metal railings



1.8m high masonry walls



1.2m high timber picket fences



1.8m high timber close board fencing

## 16 – REFUSE & RECYCLING - DESIGN CODE COMPLIANCE

### Parcels KM7 & KM9 Refuse & Recycling: Paragraph 3.4

The storage and collection of refuse and materials for recycling should be carefully considered so as to not visually or physically detract from the appearance of the development. The materials and design of facilities must be complementary with that of surrounding buildings.

Each house must have a hard surface within the curtilage providing space for:

- One 240 litre blue wheeled bin for the collection of dry recyclable material.
- One 240 litre green wheeled bin for the collection of residual waste.
- One 240 litre brown bin for the collection of garden waste material.

Each apartment will have space for:

- One 240 litre blue wheeled bin for the collection of dry recyclable material.
- One 240-litre green-wheeled bin for the collection of residual waste.

For both houses and apartments, bin storage areas must be easily accessible from the adopted public realm. Bin stores for apartments must be located close to the route taken by public refuse collection vehicles. Bins for houses will normally be taken to the public realm by the occupant. Bin storage areas for houses must be behind the building line, at least, and therefore access ways of sufficient width must be provided from each dwelling to the public highway.

All refuse and recycling collections must be possible direct from the public realm.

**Parcels KM7 & KM9 Compliant** – Refer to accompanying Refuse Collection Strategy drawings.

Principally, all residents will have wheeled bin access to kerbside, where refuse collections will take place as stipulated by the Local Authority. Bin points are strategically located to aid the efficient collection and movement of the waste collection team's vehicle within the prescribed British Standards.

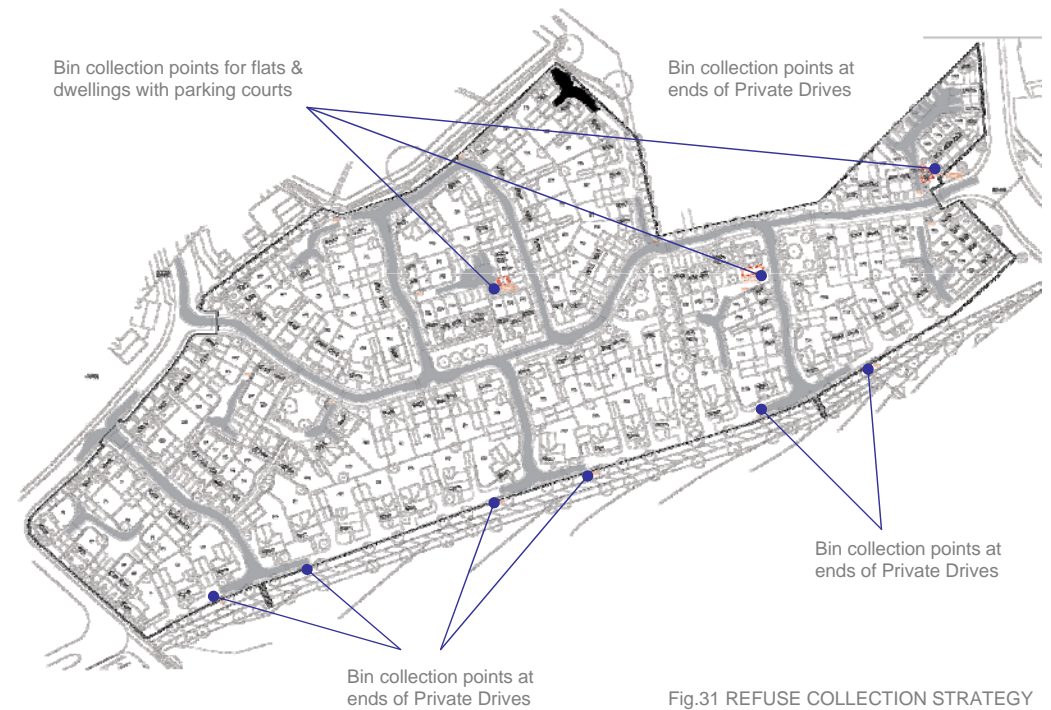


Fig.31 REFUSE COLLECTION STRATEGY