

4.3 Scale

The scale of the building is of great importance to ensure the seamless integration of the development into the existing context. With this in mind, the massing and rhythm of the surrounding buildings have been replicated within the proposed development, following the precedent set in the local area.

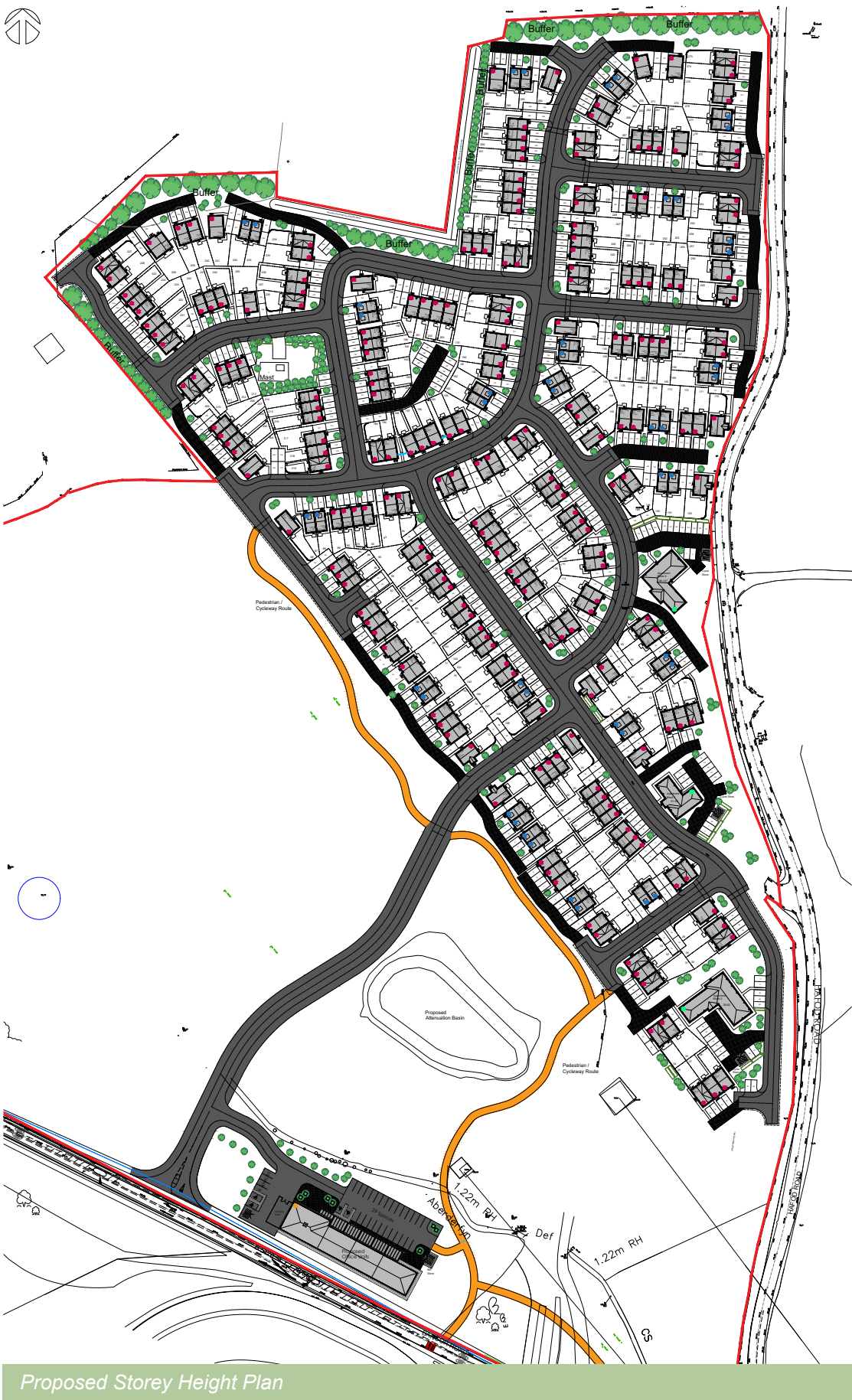
The development comprises 1 to 2 bedroom apartments and 2 to 4 bedroom dwelling houses. Hard and soft landscaping features have also been chosen to reflect the scale of the surrounding area.

The properties on the site, as shown on the right, are predominantly 2 and 2.5 storeys, in line with the outline masterplan. Additionally, there are three 3-storey apartment blocks situated along the eastern boundary, strategically placed at prominent locations within the site.

The retail and commercial unit is designed as a single-story structure with a pitched roof.

Key

- Single Storey Buildings
- 2 Storey Buildings
- 2.5 Storey Buildings



Proposed Storey Height Plan

4.4 Access and Movement

Vehicular Movement

A key objective is to promote the efficient and safe movement of residents, visitors and goods throughout the site and promote connectivity with the existing residential settlement and the wider area. The design of the roads aims to calm traffic and suppress speeds with the use of direction changes, material changes and pinch points, forcing drivers to slow.

The singular vehicular access point is taken off Bangor Road, as per the approved masterplan. The access point provides access to the retail/commercial area as well as all residential areas.

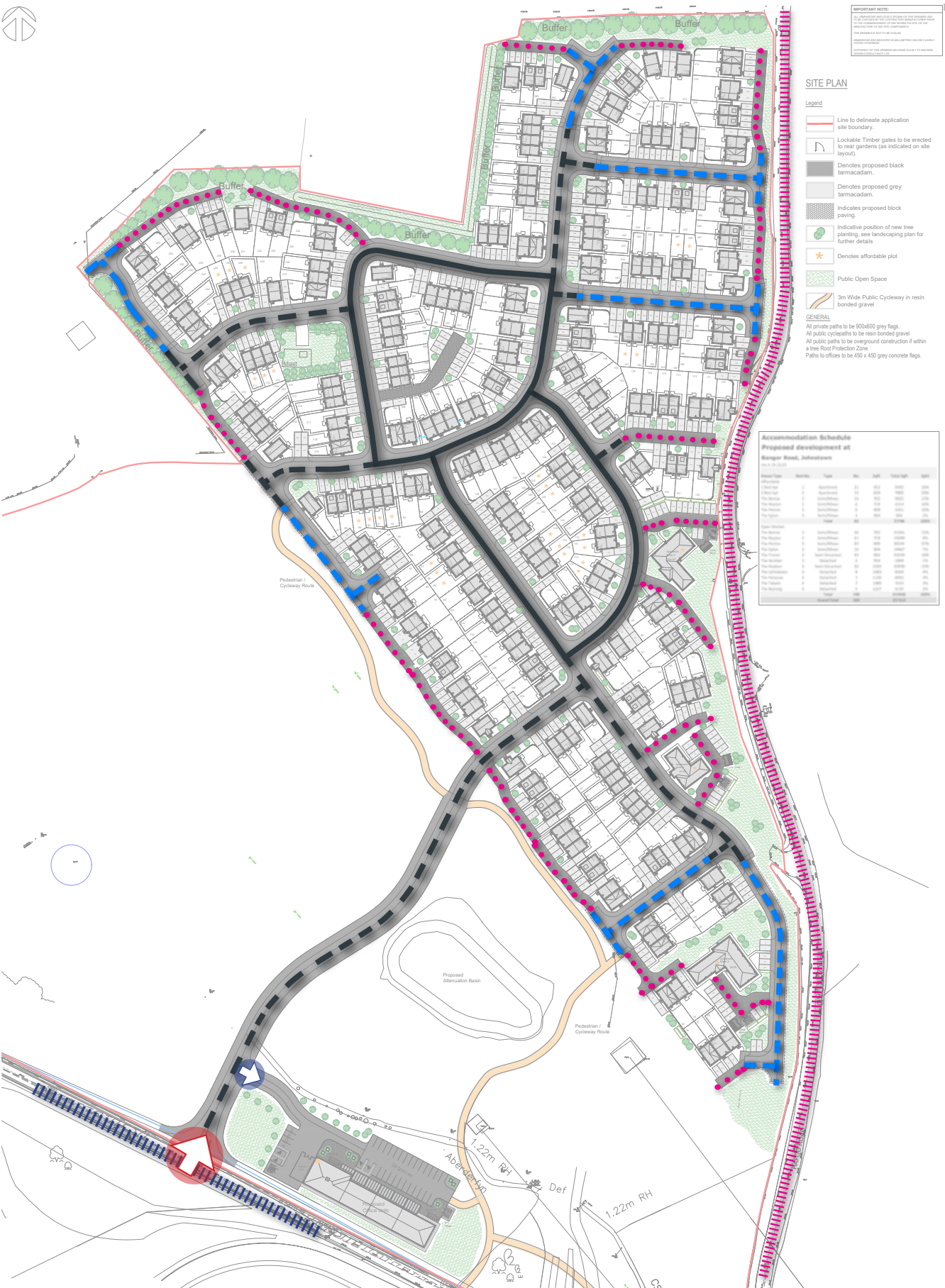
All primary vehicular routes are 5.5 meters wide and include pedestrian footpath provisions on both sides. Vehicular loop-through routes are proposed within the development, enhancing the site's connectivity, permeability, and helping distribute traffic throughout the development. Secondary vehicular routes link the individual housing areas with the primary spine road and form attractive residential streets with a footpath provision to at least one side. Narrower tertiary streets branch off the secondary vehicular routes to create private drives, differing in surface treatment from the access road to aid legibility. Private drives are shorter, pedestrian friendly driveways that allow for access to a small number of properties.

In line with the approved scheme, varied turning configurations are accommodated within the proposed layout to ensure the road pattern does not become repetitive, thus adding distinctiveness whilst maintaining adoptable standards. A number of private drives have been widened to 6 metres to increase maneuvering space and facilitate vehicular turns.

Overall, the road layout and hierarchy has been designed to promote a pleasant, low traffic impact environment, within which the proposed dwellings are designed to face outwards where possible in order to enhance natural observation within the layout that would subsequently minimise the creation of 'negative spaces'.

Key

Indicates Primary Vehicular Route

Indicates Vehicular Loop-Through Routes through the the Development

Vehicular Movement Plan