

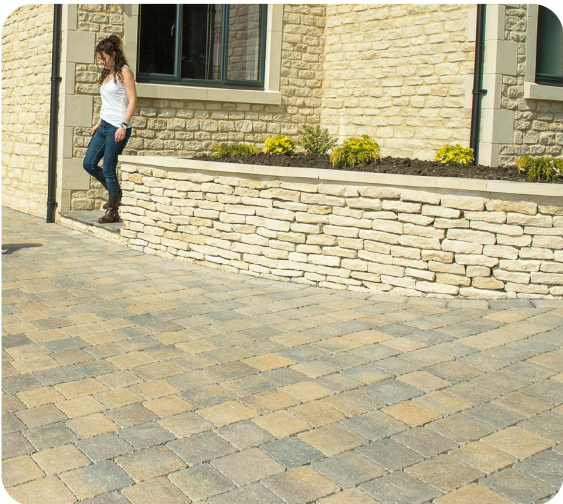
Landscape Strategy

Hard Landscape Proposals

1.5. Hard Landscape Proposals

Hard Landscape proposals include using high quality materials for vehicular and pedestrian areas that enhance the overall character of the site and complement the architectural proposals.

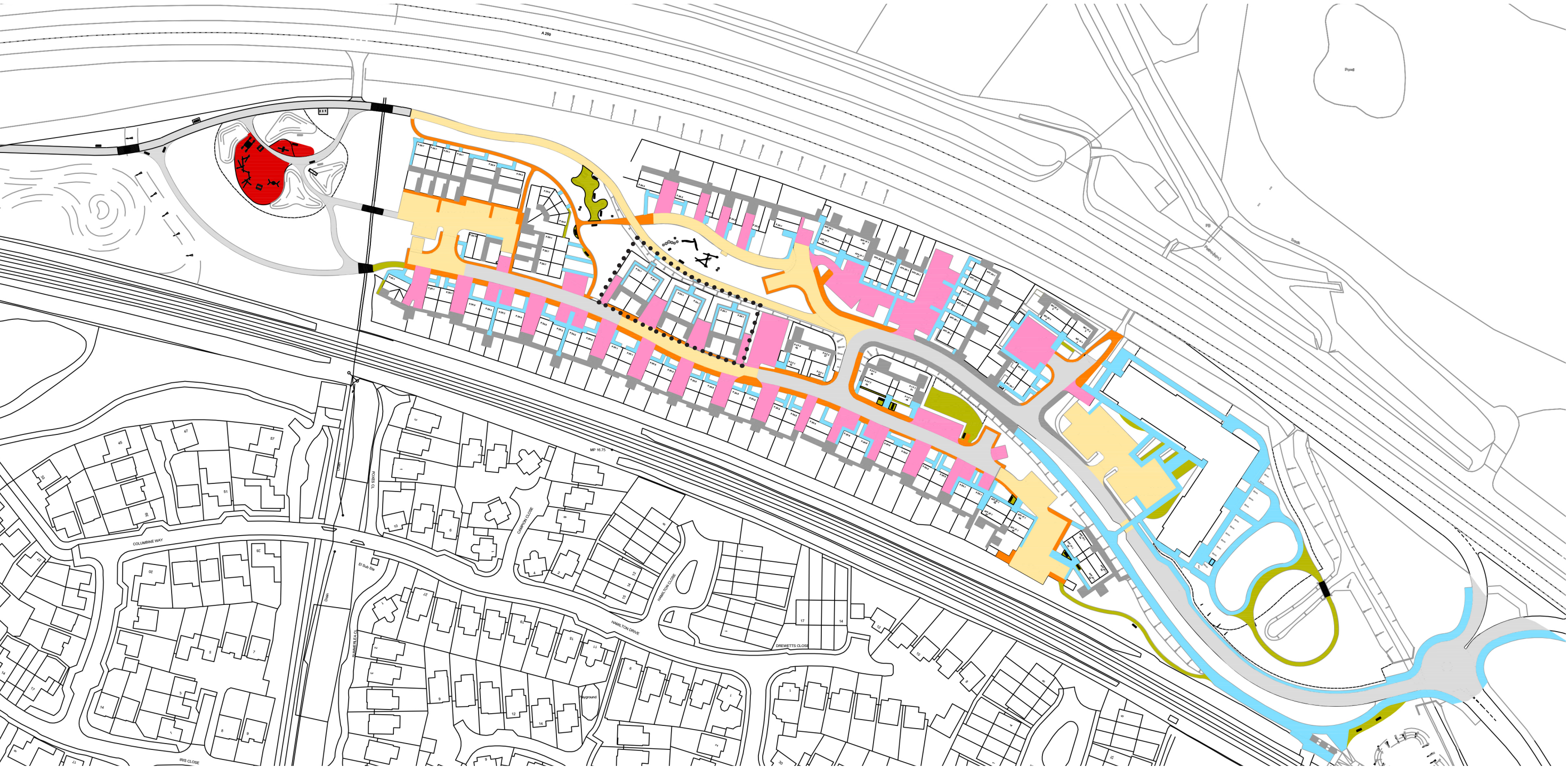
Where possible, the principles of a shared surface road and footpath has been proposed within the site. In addition, colour schemes are used to create differentiation between the category of spaces. For example, lighter buff coloured materials are proposed in the infrastructure/ shared surface areas, with the darker greyer colours used to define the private/ semi-private and the public areas.



- 1. SF1- Asphalt (vehicular and pedestrian)
- 2. SF2- Shared surface (vehicular)
- 3. SF3- Shared surface (pedestrian)
- 4. SF4- Shared surface and infrastructure paths (pedestrian)
- 5. SF5- Driveways and parking courts (vehicular)
- 6. SF6- Crushed gravel (pedestrian)
- 7. E1- Conservation kerb, upstand
- 8. E2- Conservation kerb, flush
- 9. E3- Edging, 50mm wide
- 10. E4- Timber pin kerb

Landscape Strategy

Hard Landscape Proposals



- KEY
- SF1- Asphalt- Vehicular

SF2- Asphalt- Pedestrian

SF3- Shared surface- Vehicular-
High quality concrete blocks

SF4- Shared surface- Pedestrian-
High quality concrete blocks

SF5- Driveways and Parking Courts
High quality concrete blocks

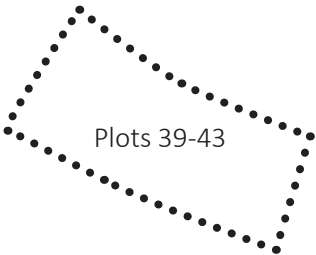
SF6- Entrance paths- Pedestrian
High quality concrete blocks

SF7- Informal Paths- Crushed gravel

SF8- Residential garden patios-
High quality concrete blocks

SF9- Play area surfacing-
Tiger mulch

SF10- Informal paths
Crushed gravel, no-dig solution



Plots 39-43 will be accessed primarily from the south, with level access to the front and rear doors via the parking spaces and adjacent footpaths. These routes connect back to the pedestrian footpaths within the POS to the west of these plots.

A secondary route has been provided to the north of the properties. This is a stepped access that provides additional links to the footpath and adjacent LAP. In addition, this route will create passive supervision over the POS.