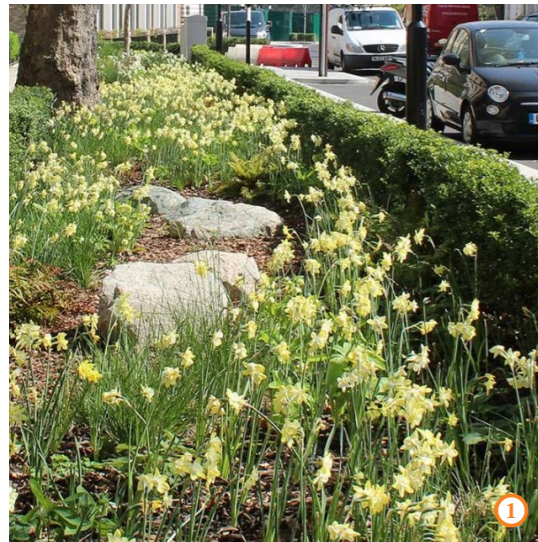


### 3.4.9 Landscape Concept

This area of landscape comprises movement routes and gateway spaces. A series of distinct landscape zones that provide pedestrian movement and a green curtain to the development.

#### Vastern Road Frontage

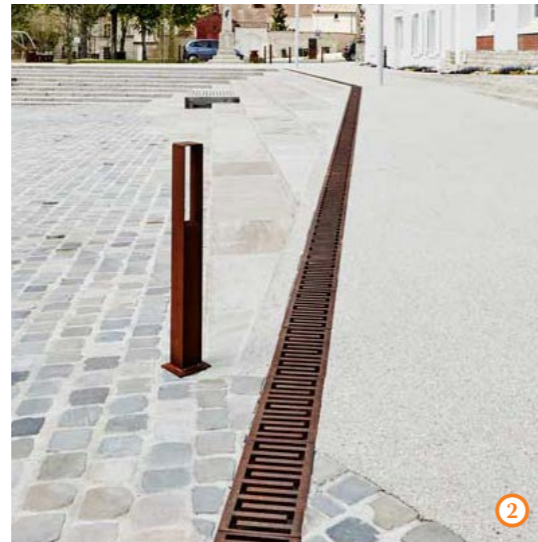


Herbaceous planting supplemented with bulb planting providing seasonal colour

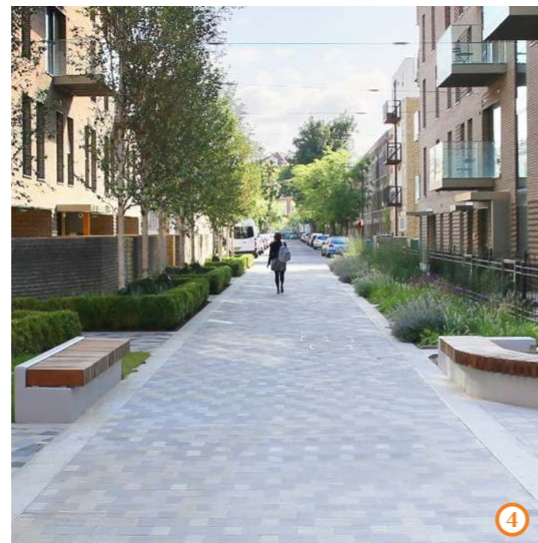


Soft frontage on to Vastern Road

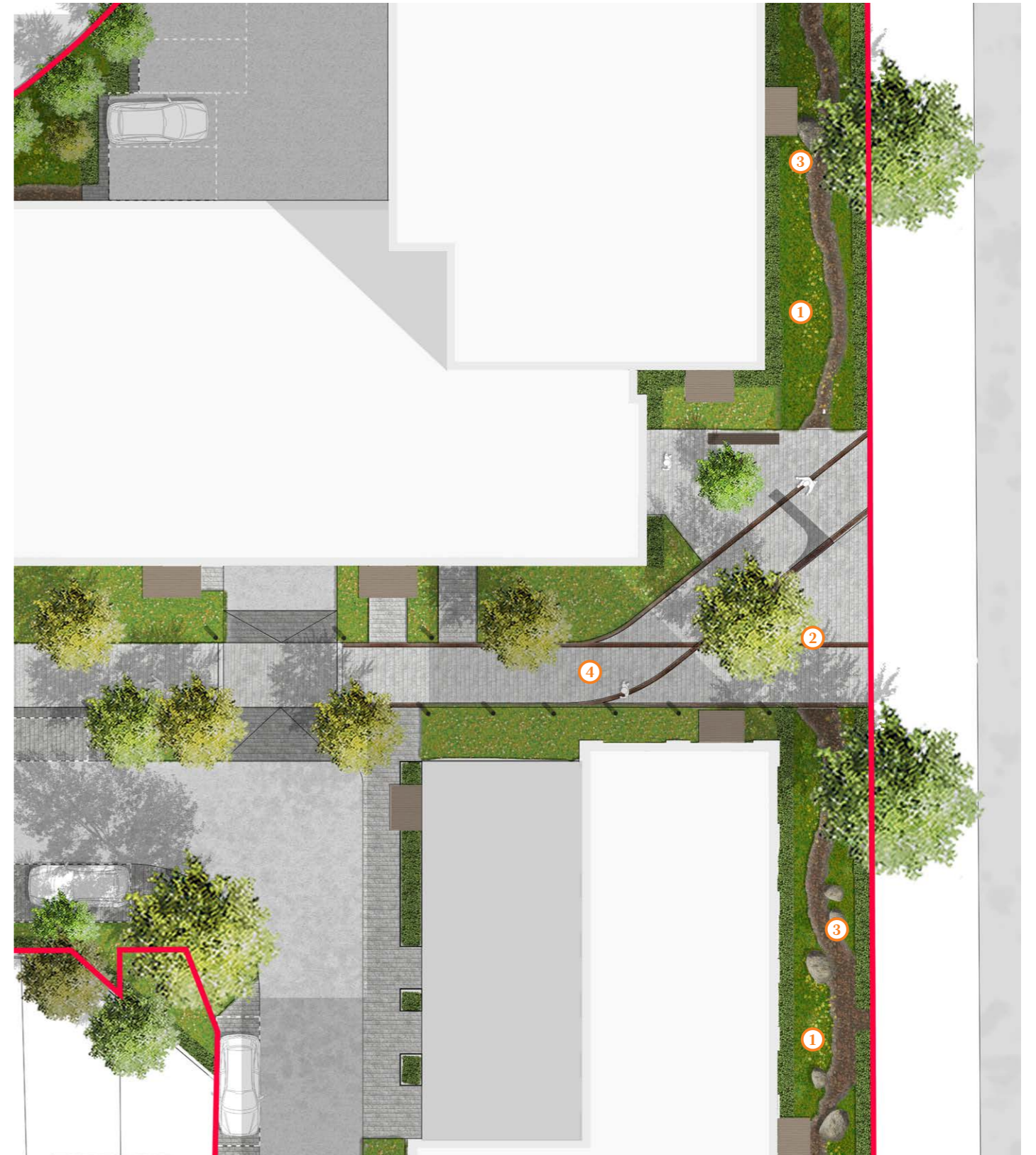
#### Vastern Road Gateway



Use of paving details that aid wayfinding and nod to the railway heritage



Clear route legibility into and out of the site





## Vastern Road

The landscape along Vastern Road, is positioned above an existing culvert. Consequently, there are limits the type of landscape treatment we can provide through that space such as street furniture types and tree planting.

The approach through this corridor was to provide a strong green frontage to the development, one created with rich native planting, that uses seasonal colour from bulbs and herbaceous plants to animate the frontage throughout the year.

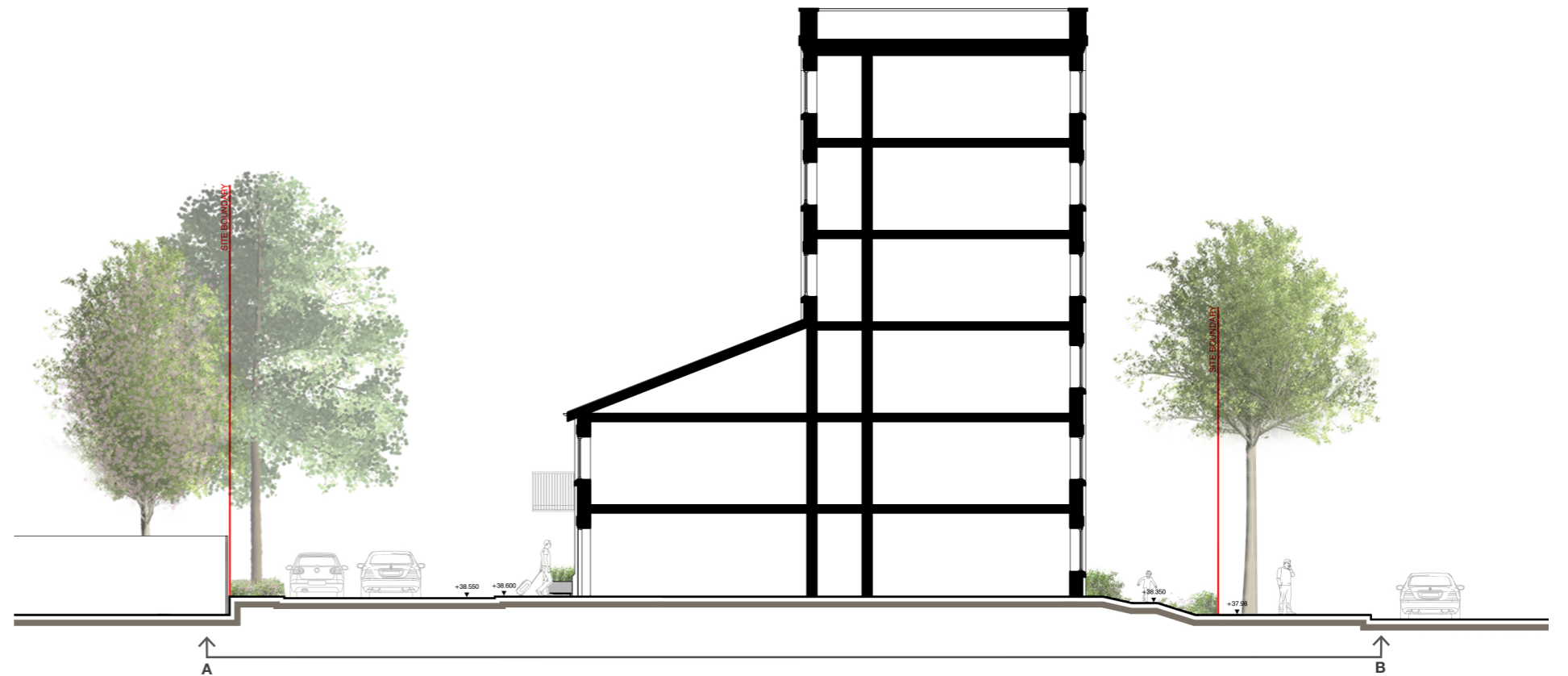
There is an opportunity to provide very informal play features such as stepping stones and boulders along this route allowing the space to be used not just ecologically, but informally by passers by.

## Vastern Road Gateway

The gateway into the site is located around a proposed feature London Plane tree, that echoes the existing plane trees planted along Vastern Road. The design of an open hard surfaced plaza creates a highly permeable gateway for cyclists and pedestrians. The paving detail picks up on the heritage of the railway sidings, providing a metal inlay detail that is also visualised through the street furniture.

## Key Design Principles

- Permeable non-vehicular gateway into the site from the Town Centre
- Provision of a strong green ribbon along the boundary of the development
- Use of tree planting to frame views and tie into the existing landscape palette
- Distinctive space creating responding to new and existing context
- Tree lined street scene for vehicular entrance













## 3.5 Coal Drop Terrace: Character Area

### 3.5.1 Previous Proposals

A linear street formed the central part of the previous proposal, with 1.5 storey houses against the boundary to the Lynmouth Road gardens, a central street - terminated by the taller buildings to each end of the site - and a separate 3m wide foot/cycleway which ran the length of the site flanked by a 6m high wall to the retained SSE equipment.

### 3.5.2 Architectural Precedent

The central street reflects the sites former use as a power station, where the middle part contained the coal storage mound.

Taking reference from other surviving examples, many of these sites would hold smaller scale warehouse and office structures, generally characterised by two, three and four storey buildings with slate pitched roofs.

Proposed CGI from previous scheme



Various precedent images for character area





### 3.5.3 Materials

The central spine of the scheme moves from the red brick along Vastern Road, through to the buff along the River Thames. A range of blended bricks will be used to provide this transition.

In addition accents of stonework, red brick, and blue engineering bricks will create further interest.

### 3.5.4 Design Concept

The central part of the site also forms the narrowest section. To the west sits a row of Victorian terrace houses and their gardens, and to the east is the retained SSE equipment.

The design proposals for this part make use of single aspect buildings to provide a visual and acoustic buffer between the equipment and the proposed and existing properties.

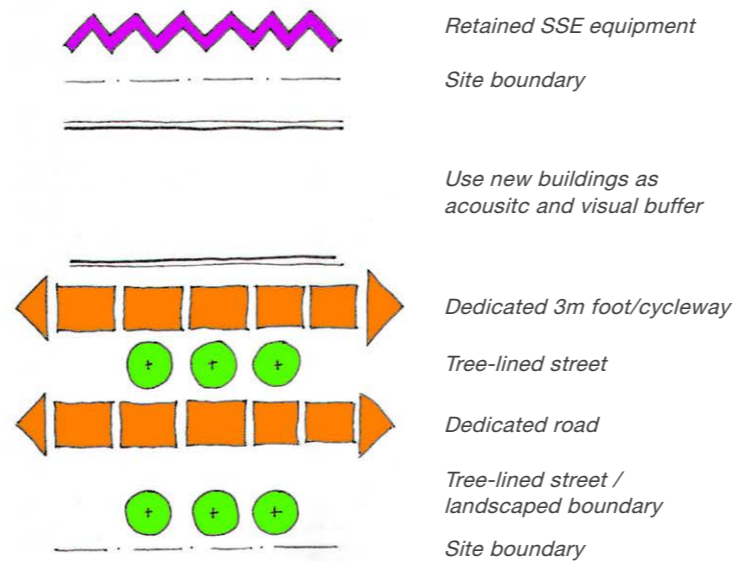
Alongside this will sit a dedicated 3m wide foot and cycleway, seperated from the vehicular route by a generous 2.5m wide tree-lined landscape strip.

The scheme is further enhanced through the provision of a landscape strip along the boundary to the existing Lynmouth Road gardens.

Main Facing Materials



Secondary Facing



View along 3m foot/cycleway heading into the scheme

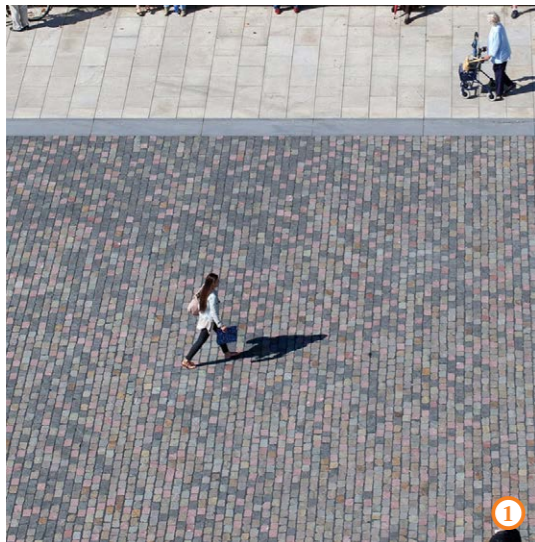




### 3.5.5 Landscape Concept

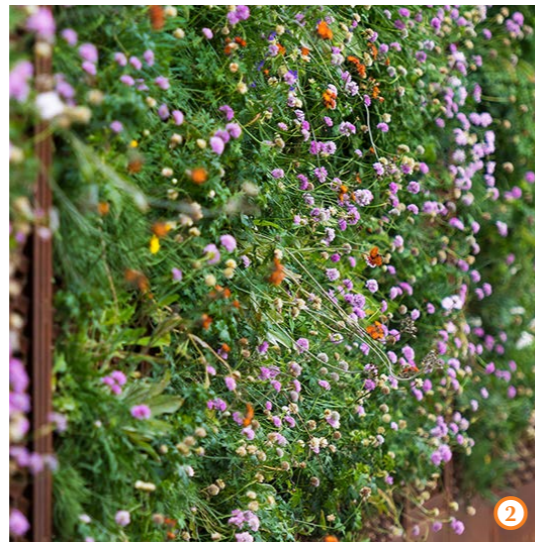
This area of landscape comprises key movement routes as well as important boundaries to neighbouring residential buildings. The movement routes are to be well defined, and provide safe zones, green streets for pedestrians and cyclists to move through.

#### Christchurch Way

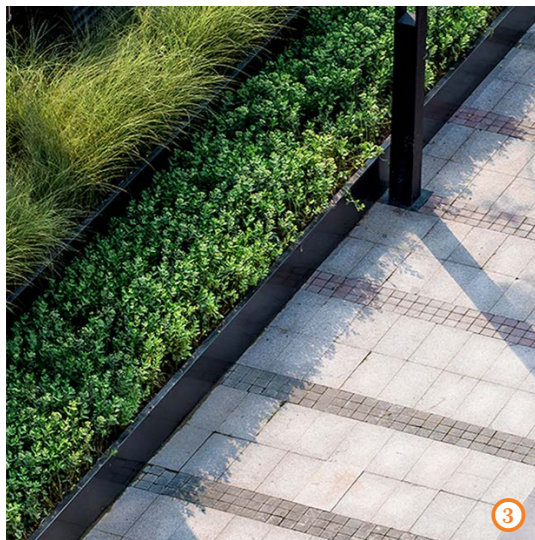


*Distinct but complimentary material choices to define different user zones*

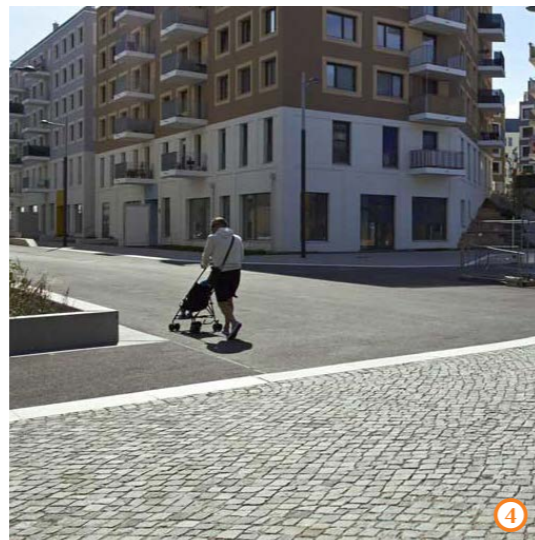
#### Central Crossing



*Use of weathered steel and dense planting beds*



*Clearly defined movement route for cycles and pedestrians*



*Distinct paving materials showing change of use and priority*

