

NOTES ON SHARED DRIVE & ACCESS:
As per note from the planning department we have changes the entrance to a private drive as the old design was a new junction, this is in keeping with the streetscene.
Our new private driveway, as per Essex Design Guide, is a minimum of 4.1m. We ahve opted for 5m (although happy to reduce if planners request) as we have 10 cycle spaces and a higher percentage of pedestrian use.
The drive will be pourous block and the area in orange will be made orange on site to denote a different use of the driveway.
As the driveway is over 18m, and we also need vehicles entering the highway in a forward gear, we now have type 5 turning head (Essex Design Guide) that is 8m x 8m clear at the end of the driveway.
This means there will be a temporary bin store, until bin day where bins will be taken to road side collection point. Meaning bin lorries will not need to enter the site.

NOTES ON SIMILAR APPLICATIONS:
This detail of the entrance is the same in principal as the access to the site "former garages site at rear of Nelson Road" which was submitted by Hillingdon and planning was approved.
We were informed there is a discontinuaty of streetscene, however there is a photo below of a recently passed scheme on the same road.




Hatched areas to be planted with wildflower to increase biodiversity.

TREE PLANTING SCHEDULE
New trees only

- Apple tree
- Pear Tree
- Flowering cherry

Hatched areas to be planted with wildflower to increase biodiversity.

Drainage crates to be 3750 litre underground rainwater storage tank to rear of every property and also two at front for road run off. (Full details to be provided upon approval)

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| | | | SCALE 1:200 @ A3 |
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