LANDSCAPE DESIGN STATEMENT

in connection with a detailed planning application for

Land at Cirencester Rugby Club

May 2019

illmanYOUNG

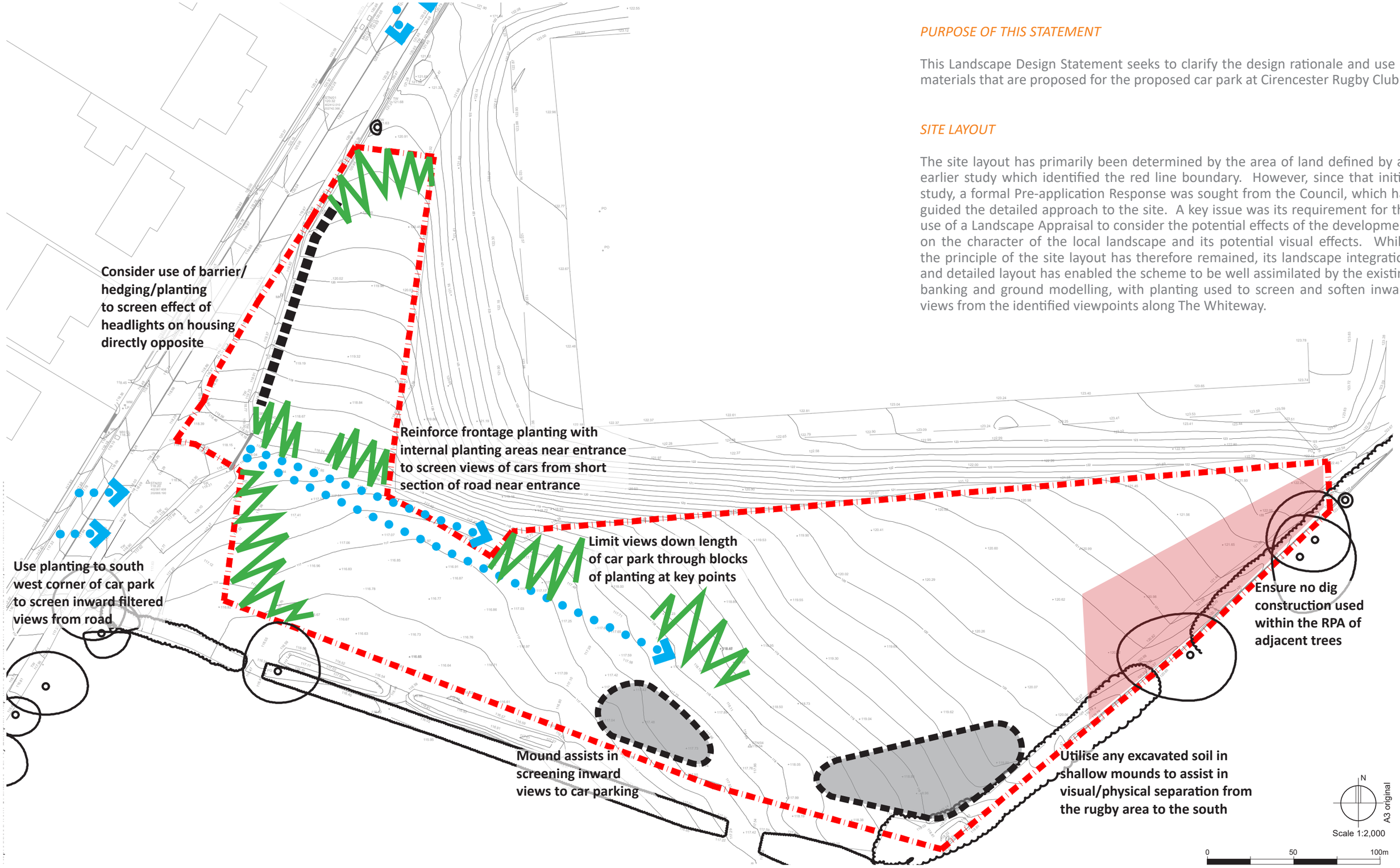
landscape design

PURPOSE OF THIS STATEMENT

This Landscape Design Statement seeks to clarify the design rationale and use of materials that are proposed for the proposed car park at Cirencester Rugby Club.

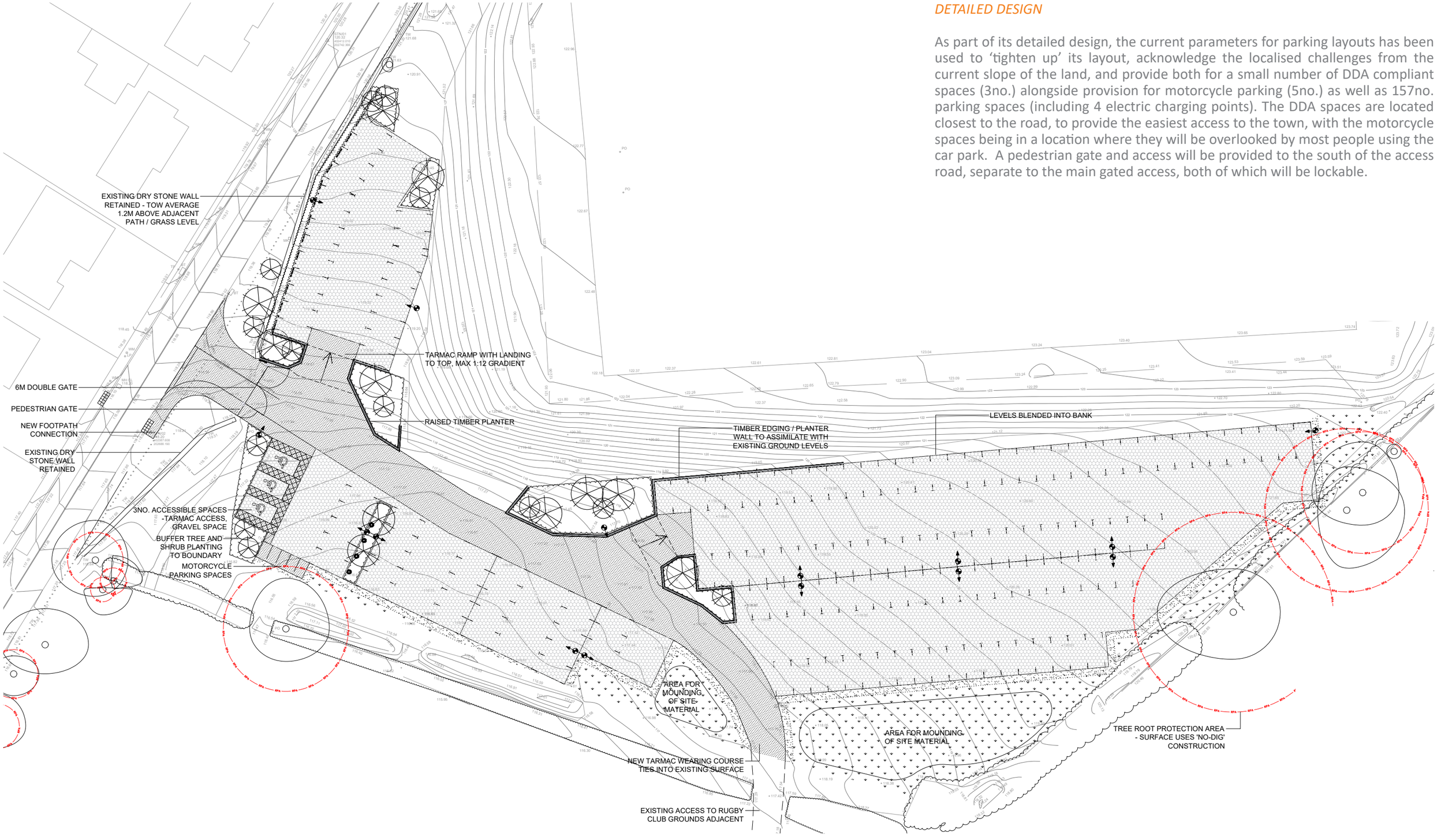
SITE LAYOUT

The site layout has primarily been determined by the area of land defined by an earlier study which identified the red line boundary. However, since that initial study, a formal Pre-application Response was sought from the Council, which has guided the detailed approach to the site. A key issue was its requirement for the use of a Landscape Appraisal to consider the potential effects of the development on the character of the local landscape and its potential visual effects. Whilst the principle of the site layout has therefore remained, its landscape integration and detailed layout has enabled the scheme to be well assimilated by the existing banking and ground modelling, with planting used to screen and soften inward views from the identified viewpoints along The Whiteway.



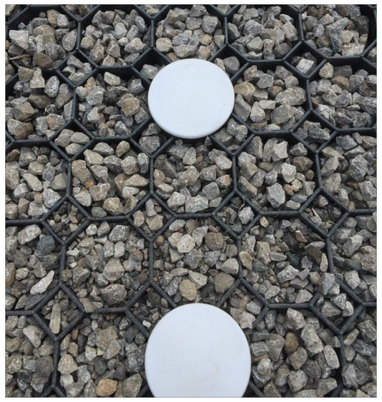
DETAILED DESIGN

As part of its detailed design, the current parameters for parking layouts has been used to 'tighten up' its layout, acknowledge the localised challenges from the current slope of the land, and provide both for a small number of DDA compliant spaces (3no.) alongside provision for motorcycle parking (5no.) as well as 157no. parking spaces (including 4 electric charging points). The DDA spaces are located closest to the road, to provide the easiest access to the town, with the motorcycle spaces being in a location where they will be overlooked by most people using the car park. A pedestrian gate and access will be provided to the south of the access road, separate to the main gated access, both of which will be lockable.



‘Bodpave’ plastic grid system

Parking space marker inserts



Parking space marker inserts

SURFACING

The overall car park will be constructed as a ‘no-dig’ construction over the majority of its surfacing, with regrading required primarily to form the two access ramps to the required gradient, and ensure that the parking areas beyond are acceptably sloped. The existing stoned and tarmac surfaces will be retained as far as possible, and integrated within the design. Levels will be built up in stone, to provide the base for the tarmac roadway and the pedestrian paving around the entrance and DDA parking bays. Elsewhere the surface will be stone, which is stabilised on its surface by ‘Bodpave’. This product will contain markers to delineate the parking bays and to identify the DDA parking spaces. As the majority of the site will be stone, it will drain naturally to the ground below, as happens at present.

Kirium Pro Mini lighting fixture

LIGHTING

The site will be provided with lighting to allow for its use in the winter, but will only be operational Monday to Friday from 7.00 to 19.00 throughout the year, so that the lighting will not be required outside these times. The fittings are spaced and designed to minimise ‘glow’ and to ensure that they do not adversely affect bird or animal species in the area.

Crataegus monogyna

Buddleja davidii

Hypericum perforatum

PLANTING

Planting has been used to provide substantial blocks in key locations, to screen inward views of the parking from The Whiteway and the housing opposite. Additionally, a hedge of native species will be planted along the roadside boundary with The Whiteway, backed by a low fence, to both block views of the cars and their headlights from the road and houses. The planting is mainly native species, but with a number of ornamental species to increase its evergreen content.

This use of planting will help significantly increase the biodiversity of the site, as will the use of wildflower seeding to some of the disturbed areas around the boundaries adjacent to the southern hedgerow and woodland.

Lighting Classes:

This scheme has been designed to:

BS5489 - 1:2013
Lighting requirements for outdoor car parks.
Table 5
Light Traffic (shops, apartment buildings, cycle parks).

5.0 lux Maintained average illuminance (Eav)
25% Minimum overall uniformity ratio (Uo)

Issue:	Date:	Description:
B	28/05/19	Amendments based on client comments
A	22/05/19	Based on client CAD DWG

CDM Statement:
Please note that this proposed lighting scheme is a lighting solution that has been designed with information provided by the client. The solution does not include site, installation engineering and risk assessment considerations.

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Project:

Cirencester
Rugby Club

Client: Illman Young Landscape Design
Contact: Isaac Winchcombe
Project Management: Sally Palmer-Kelly
Lighting Design: Lee Walker

All measurements in metres and lux.
Do not scale from this drawing. Product images are indicative.

Date: 28/05/19
Scale: 1:250 @ A1

Project Number:

14617-1-B

Page: 1 of 1

Project – 14617-1-B Cirencester Rugby Club (21910)

Applications Engineer: Lee Walker

Design Statement.

To whom it may concern,

DW Windsor (DWW) were asked to provide a lighting design for a temporary installation of column-based lighting units, with the intention of adequately lighting three car parking areas.

DWW were instructed of certain ecological and environmental concerns, and as such have taken all reasonable measures to ensure the design is “fit for purpose”.

The following are considerations DWW have made when undertaking this design:

- LED used as light source. The lack of UV light component from LED light source is beneficial to nocturnal wildlife, flora and fauna.
- Warmer than standard (4000K CCT) correlated colour temperature (CCT) selected. 3000K LEDs used. Warmer CCT is shown to reduce ecological impact on bats and their foraging patterns.
- Where there is potential for light spill into residential properties, a rear obtrusive light shield (OLS) has been proposed.
- Lighting levels have been selected from BS5489-1:2013 Table 5 for car parking. From this guidance we have selected the lowest possible lighting class (5 lux average illuminance) to ensure that the space is not over lit or causing unnecessary nuisance.
- Twin headed, singular column units have been selected where possible to minimise lighting points.
- Flat glass (0% upward light) units specified to negate sky glow.

In addition to the above it is proposed that the lighting is controlled in a way that allows for certain hours of operation. This can be to the customers specification (e.g. “on at 7pm, off at 7am” or on at dusk, dimmed at 11pm, off at dawn” etc..). The drivers that are standardly supplied within our Kirium Pro range are fully programmable, can be paired with a PIR/photocell, or even a simple “on/off” with a time clock.

If the customer advises us of their requirements prior to any order, we can provide the adequate solution for manufacture.

We trust that the above helps to clarify the design process, however should any further clarification be required, please do not hesitate to contact a member of the Applications department on 01992 474600.

Mr Lee Walker
Applications Engineer

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