



# 5 Access

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# Access and Movement

Vehicular movement has been carefully restricted within the area immediately adjacent to the site entrance. This allows for larger refuse vehicles to access and turn within the immediate parking area. Residential parking is located around the entrance and along the frontage of the larger houses. Restricting vehicle movements to these areas enables the amount of hard standing to be reduced and for pedestrian priority to be given to the remaining areas of the site to create a safe and pedestrian friendly environment for the enjoyment of residents and the public alike.

The new pedestrian only access to the north provides direct access to the enhanced tennis facilities and open space without needing to walk through the residential area making this space feel more publicly accessible and friendly to non-residents.

Pedestrian footpaths have been provided around the periphery of the new residential building and connect to separate paths that allow non-residents to walk freely and unobtrusively through the open spaces.

The open space to the north will be secured by gates that are shut from dusk to dawn in order to protect these less overlooked areas from antisocial behaviour. The area around the new residential buildings will remain open and accessible at all times.

## Key

- ■ ■ ■ Large vehicle access
- - - - Small vehicle access
- ■ ■ ■ Primary pedestrian route
- - - - Secondary pedestrian route
- ==== Gates shut from dusk to dawn
- ▲ Dwelling entrance
- ▲ New pedestrian entrance
- ▲ Main entrance



Access and movement diagram

# Refuse Strategy

## Apartment Refuse Strategy

The apartments are all served by a secure internal bin storage area at ground floor level. This provides generous space for all necessary refuse storage containers that can be easily wheeled to a waiting refuse truck within a 10m drag distance.

## Houses Refuse Strategy

Each of the houses has a private eternal bin storage area within easy access of the kitchen within the welling to enable efficient and effective use. Residents will be required to drag their wheelie bins to the southern frontage of the new properties. All units, including the northern houses, are able to place their bins in this location within a maximum drag distance of 30m. Secure private alleyways have been provided for this purpose.

## Managed Bin Collection

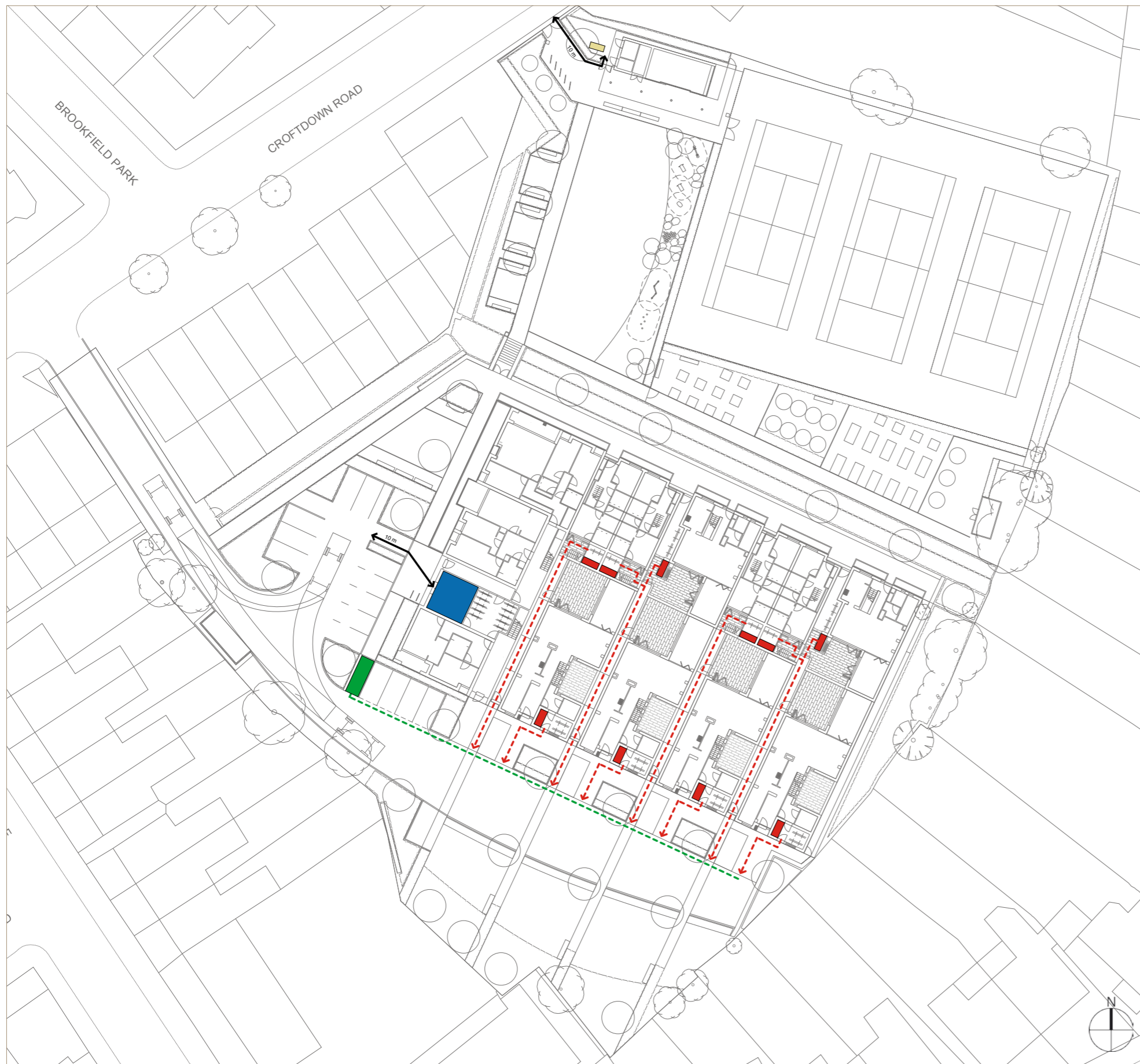
The management company will then collect the wheelie bins from the southern frontage and move them to a temporary collection point near the site entrance. This enables the refuse truck to collect these bins simply without needing to reverse further into the site. The wheelie bins will then be returned to the southern frontage by the management company for residents to collect to replace into their individual store locations.

## Pavilion

A railed off area, softened by hedge planting, adjacent to the new pedestrian entrance and adjacent to the pavilion building allow for the secure storage of wheelie bins to accommodate the waste requirements of the pavilion users. These bins sit within 10m of the kerbside refuse vehicle on Croftdown Road to allow for convenient collection.

## Key

- Communal bin store
- Private bin store
- Up to 30m resident drag route
- Management company drag route
- Temporary bin day collection point
- Pavilion bin store



Refuse strategy diagram

# Car Parking Strategy

The site provides 20 parking spaces. These have been located solely in the southern area of the site and are focussed around the vehicular entrance to restrict car movement through the site. 4 on frontage spaces serve the larger 4 Bed houses along the southern edge of the building. The remaining spaces are all in a shared parking area. They include two dedicated spaces for the Wheel chair units, 10 additional allocated residential parking spaces, 3 visitor spaces and one dedicated space for the tennis club.

The visitor spaces allow for flexible parking requirement that can enable visiting teams to the tennis facilities to park on site while providing useful additional visitor parking at other times.

For a full description of the parking strategy and associated highway engineering please refer to the Transport Statement which accompanies this application.

## Key

- Allocated on plot residential parking
- Allocated off plot residential parking
- Allocated wheelchair parking
- Visitor parking spaces
- Allocated tennis club space



Car parking strategy diagram



Car parking strategy diagram

# Cycle Parking Strategy

The apartments all enjoy secure access to an internal bike store that provides 20 cycle parking spaces. This exceeds the parking standards required under the London Housing SPG to ensure that this development provides effective alternative modes of transport to support a sustainable approach.

Each of the new houses has been designed with individual areas of secure cycle parking for each unit. These cycle storage areas also provide in excess of the maximum requirement under the London Design Guide to support this sustainable form of transport.

Additional visitor cycle parking hoops have been located adjacent to the new pedestrian entrance in the north for the benefit of visitors to the tennis facilities, pavilion, community garden and new publicly accessible areas of open space.

## Key

- Shared secure cycle parking
- Private secure cycle parking
- Visitor cycle parking