

3.13 Pedestrians, Cycles, Vehicular Circulation, Parking

Please refer to Transport Assessment for further information.

Pedestrians

The existing estate has a private through road (Kiln Place) which is lightly trafficked and has pavements either side. The only exception to this is the section of Kiln Place running along Site 1 where there is pavement only on the southern side of the road with car parking on the northern side. There are also further pedestrian only routes through the site. The estate has changes in level which are mediated by slopes and steps.

The proposed infill developments are designed to sit within the existing pedestrian network. All the infill sites are street fronting (onto Kiln Place) and the proposals will involve pavements being replaced / repaired to facilitate the developments. Way-finding through the estate should be improved by the addition of these new infill proposals which will help reinforce designation between public and private realm.

The pedestrian routes adjacent to the new developments will be well lit with level surfacing to ensure easy and safe access for disabled people.

A new access route for the existing residents of the lower marionettes to 81-96 Kiln Place is proposed to be introduced. This provides an external pathway to access these units, who are each given their own private front courtyard. Previously these units were accessed via covered deck access. This new pathway has to accommodate a large change in level, but level access can be provided from the west, with stepped access to the east. This will significantly improve the entrance experience, security and privacy of these dwellings.

Cycles

The proposals meet the minimum London Housing Design Guide requirements for dedicated cycle storage provision:

- 1 per 1 or 2 bedroom dwelling; or
- 2 per 3 or more bedroom dwelling

Individual or communal cycle storage outside the home should be secure, sheltered and adequately lit, with convenient access to the street. Where cycle storage is provided within the home, it should be in addition to the minimum GIA and minimum storage and circulation space requirements. Cycle storage identified in habitable rooms or on balconies will not be considered acceptable.

Therefore the proposed development generates a requirement for storage for 22 cycles under the LHDG.

Code for Sustainable Homes also has a requirement for cycle storage provision, which is less than the LHDG if applying for a single credit:

- 1/2 per 2 studio / 1 bed unit
- 1 per every 2 or 3 bed unit

Therefore the proposed development generates a requirement for 13 cycles under CfSH. CfSH does not allow cycles to be stored in designated storage areas within the dwelling, whereas the LHDG does allow provision within the home (see above). Therefore, the strategy is to provide a communal cycle store which can accommodate 13 cycles. The 3 bed units of Site 1 also have individual cycle storage to accommodate 2 cycles per dwelling. This ensures that the LHDG storage provision is also met.

Vehicular Circulation

Vehicles currently access the existing estate via the entrances on Lamble Street and Grafton Road. The existing estate has a private through road (Kiln Place) which remains unchanged in the proposals, aside from minor adjustments to the junction with Meru Close and public realm improvements to pavements adjacent to the new developments. Vehicular circulation to the estate will therefore remain unchanged.

Car Parking

There is existing car parking around the Kiln Place Estate providing 41 car spaces and 10 car garages. A use and capacity study has been undertaken by Ramboll (refer to Transport Statement) which has concluded that 66% of the existing spaces and 100% of the existing garages are currently in use.

The new infill developments are proposed to be “zero parking” and would therefore not be entitled to an on-street or estate parking permit, aside from 1 wheelchair accessible parking space to be provided for each of the 2 wheelchair accessible units proposed in Site 5.

The development proposals will result in the loss of nine designated parking spaces (Site 1) and five parking spaces (Site 5). Proposals for Site 5 reprovide three parking spaces, two of which are designated as wheelchair accessible. Therefore there is an overall loss of 11 spaces on the Estate as a result of the redevelopment.

Further analysis in Ramboll's Transport Statement shows that this loss is justifiable given the current under-utilisation of the current parking spaces and availability of presently unoccupied spaces.”

3.14 Waste Storage and Collection Strategy

Please refer to Waste Strategy Assessment for further information.

The development proposals include the demolition of the existing ‘foyer’ entrance and refuse storage areas for each of the existing blocks. New entrances are to be provided to each block, and new refuse storage areas are to be proposed. These have been sized in accordance with the capacity study undertaken as part of the Waste Strategy Assessment, and are proposed to be located as follows (also refer to GA ground floor plans):

- 117-164 Kiln Place - refuse & recycling store relocated into the under-utilised ‘White Goods Bulk Store Room’ as indicated on Proposed Ground Floor Plan 116_L_001.

- 65-96 Kiln Place - refuse & recycling store relocated to a new storage room within the new infill development of Site 3, as indicated on Proposed Ground Floor Plan 116_L_001.

- 1-64 Kiln Place - refuse & recycling store relocated to a new enclosure built external to the block (outside the current existing store location), as indicated on Proposed Ground Floor Plan 116_L_002.

- 97-116 Kiln Place - refuse & recycling store relocated to a new external enclosure (outside the current existing store location), as indicated on Proposed Ground Floor Plan 116_L_002.

- New dwellings - all new dwellings to take responsibility for their own refuse & recycling, with bins located in their front courtyards, with the exception of Units 3.2 and 5.2 which will use the communal stores.

L.B. Camden have a long term strategy for introducing a below ground refuse & recycling storage system into the estate. Part of the works covered under these proposals is to provide the below ground infrastructure for this system, which L.B. Camden hope will come into action with the new Environmental Management Contract in 2017.

The estate will continue to be serviced via the estate road (Kiln Place) as per the existing situation.