

November 2020



8.0 Site access and servicing

8.1 Pedestrian access and circulation

Steeply sloping landscape and extreme level changes are prevalent across the existing Estate. This creates an environment unsuited to individuals with a disability. Moreover, it produces a topography scattered with dead-ends, inactive frontages and poor amenity for residents - both able-bodied and disabled.

Phase 1 Plots B, C and E are designed to create an environment that is accessible on foot as well as by mobility scooter or wheelchair. This is driven by the principles of the wider regeneration strategy and guided by ADM and BS 8300, to ensure spaces are accessible for all.

When designing Phase 1's access strategy, the existing condition, temporary Phase 1 condition and completed masterplan condition have all been considered, to ensure clear pedestrian routes with gentle slopes are embedded within the development.

Plot C and E are surrounded on all sides by a public pedestrian pavement, with level access into shared communal entrances or private maisonette and townhouse entrances. This strategy is also adopted for Building B, however a secure fence line to the western car-park provides access for residents only, rather than the wider public.

Residential Access

1:21 slopes, or gentler, have been adopted across Phase 1. Given the challenge of a steep site that must interlink with the existing context, the respective levels around the perimeter of C and E do vary.

To respond to this topography, Plot E has been designed with level-access entrances on the street facing elevations. Secondary access to the respective cores (E1/E2/E3/E4) from within the podium car park is achieved through combination of gently sloping ramps and steps. External ancillary doors to bin stores

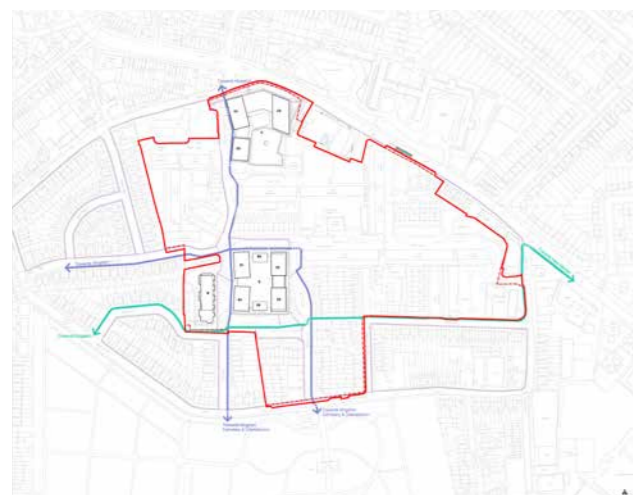


Figure 8.2: Pedestrian routes across Phase 1

and plant rooms are accessed directly from the public realm meaning level access has been achieved by stepping the ground floor slab of each block around the podium. Cycle stores are accessed from within the level podium.

As Plot C's residential lobbies create through-routes between Madingley Gardens and the respective Washington and Madingley Avenues, the east-west levels of each core must remain constant – Madingley Gardens existing levels also considered given that mature trees have been retained here. The western blocks of C1 and C3 (approx. 10.5-10.8 AOD) are at a lower AOD level than Building C2 (approx. 12.00 AOD). To combat this, the levels across Madingley Gardens slope up from west to east to create a gentle topography that responds to this triad of residential entrance.

Building B's access is comparatively simpler given the flat topography in this corner of the masterplan. A lobby connects the public face of the building (Piper Way) to the private car park and garden to the west.

Access to commercial unit and Community Centre

The retail unit within Plot C is accessed solely from the north, meaning its levels respond to the existing pedestrian movements around Cambridge Road.

However, the Community Centre adjoins Madingley Gardens (south) and Cambridge Road (north). To ensure level access is achieved, the levels around Madingley Gardens are at their highest beside the Community Centre before sloping down to meet the residential lobbies of C1/C2/C3.

Routes to public transport

Plot C's northern belt of landscape rises towards Cambridge Road via a combination of ramps and steps. From here, residents can continue north towards Norbiton Station or access cycle and bus networks. Additional information on the transport network can be found in Volume 1, Chapter 10.8.



Figure 8.1: Pedestrian routes diagram around Plot B










-  Communal entrance
-  Private Residential Entrance
-  Commercial entrance
-  Entrance to site
-  Pedestrian route
-  Residential core
-  Secure fenceline

Figure 8.5: Pedestrian routes diagram around Plot E

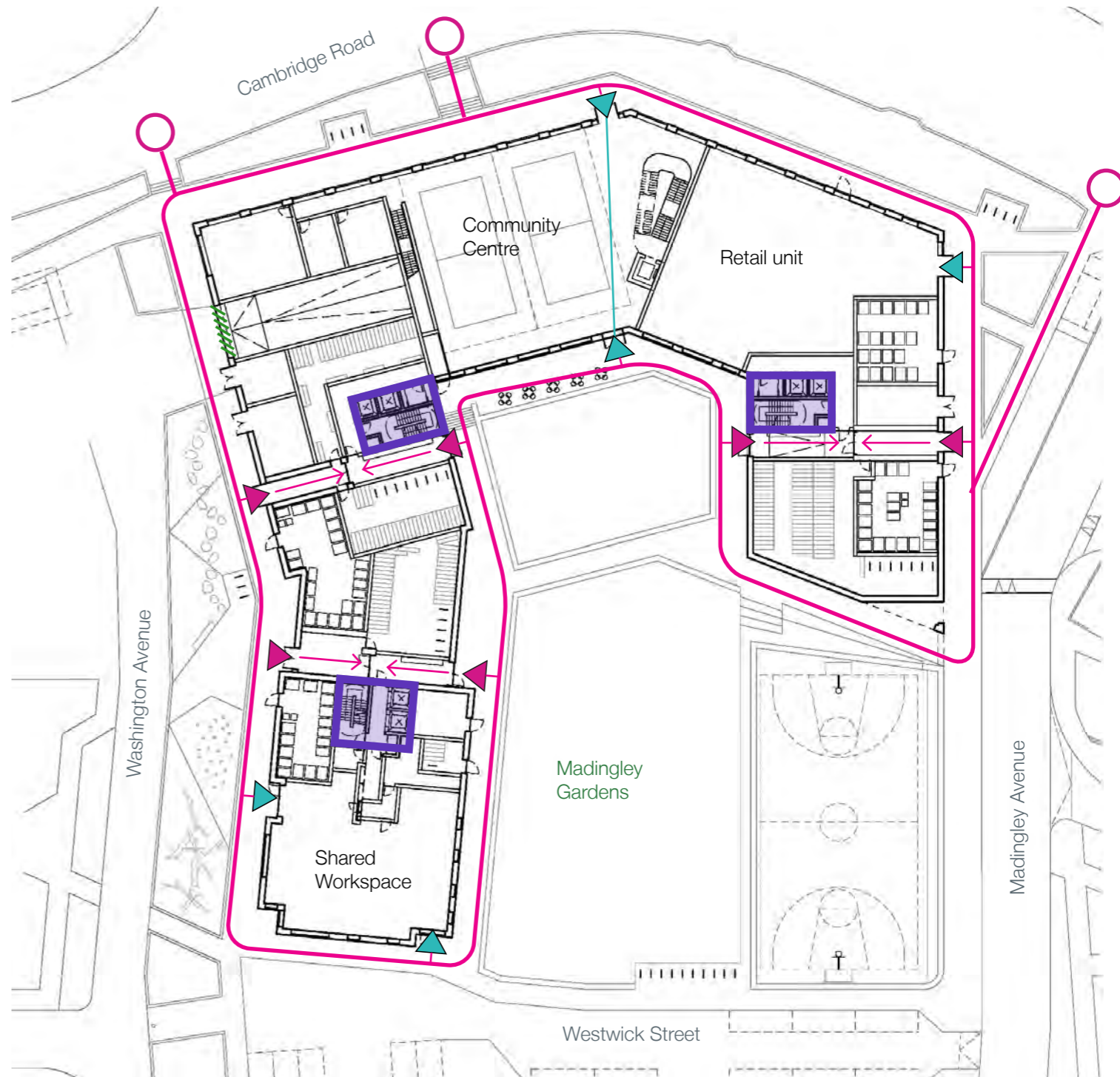


Figure 8.3: Abrupt level changes across the existing site



Figure 8.4: Level changes across the existing site

8.0 Site access and servicing

8.2 Cycle access and parking

Cycle access and cycle stores

Cycle routes have been incorporated across the masterplan and Phase 1, with consideration of commuter cycling, leisure cycling and cycle parking. A combination of 'primary cycle routes' and 'secondary routes along neighbourhood streets' will be adopted across the masterplan. For Phase 1, a primary route runs N:S along Washington Avenue, Piper Way and Piper Road, whilst secondary routes occur around the perimeter of each building. Refer to Volume 1 Chapter 10.4 for further information regarding the sitewide approach.

Cycle stores are accessed within secure areas such as: the podium of Plot E, the gated landscape area adjacent to Plot B, and the 'through lobbies' of Plot C. For additional security, single leaf doors have been incorporated to reduce the risk of occupants leaving double door latches open after use – this responds to Secure-By-Design comments.

Given the numerous cores and lobbies within Plot's C and E, long-stay cycle stores have been distributed across the podium/blocks to reduce the travel distance for residents. After storing bicycles, users can access cores directly via lobbies located off from the secure car park.

Townhouses and some maisonettes are provided with secure, covered, cycle stores adjacent to their front doors. These are accessed via private terraces or paths, without the need to take bicycles through the internal spaces of the dwelling.

Short-stay cycle parking for visitors (both residential and commercial) is integrated in the landscape using Sheffield stands or similar (see chapter 7.13). These are either located adjacent to communal residential entrances or in close proximity to the commercial unit.



Figure 8.7: Cycle access routes across Phase 1

Cycle parking numbers

The proposed development will encourage cycling by providing residential cycle parking in compliance with the Draft New London Plan (Policy T5):

- 1.5 spaces per 1 bedroom dwelling;
- 2 spaces for all other dwellings; and
- Visitor short-stay parking: 1 space per 40 units.

For Plot C's commercial unit, shared workspace and Community Centre, a long stay cycle store is located on the east of Building C3. On street short-stay cycle spaces have been located around the perimeter of the Plot, which will also serve the MUGA, that will be provided in a later phase following the demolition of Madingley Tower.

Two-tier bike shelters will predominantly be used across the buildings, improving the efficiency of cycle stores by use of a retractable upper tier which allows cycles to be placed above on another.

Additionally, 5% of all cycle parking will be in the form of Sheffield stands/wider cycle spacing to accommodate larger cycles such as adapted cycles for disabled users or cargo bicycles. These spaces are proportionally distributed to serve all cores. The design of the cycle parking and access routes follow the principles of the London Cycle Design Standards

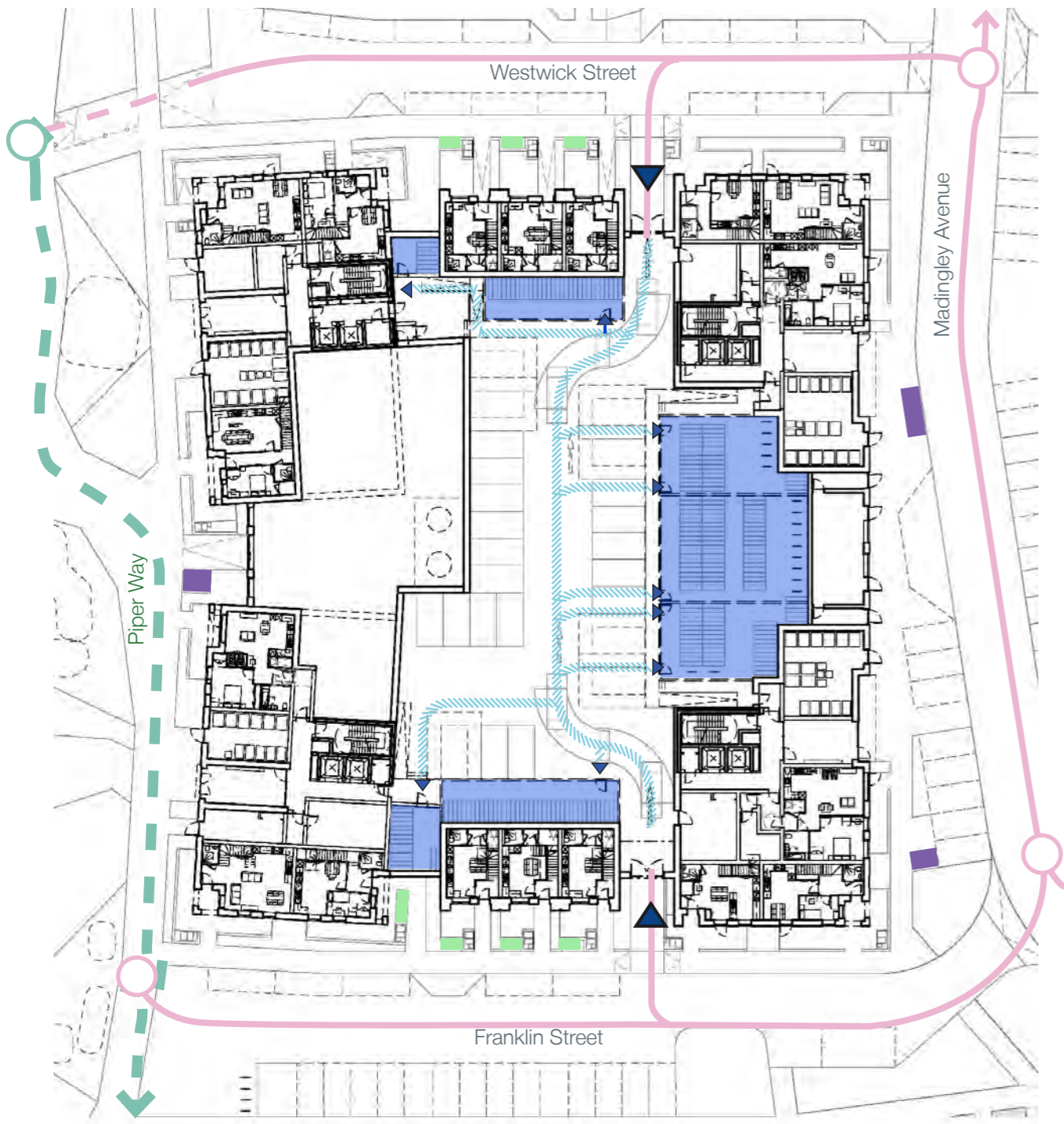
Land Use	Long stay	Short stay
Residential (C3)	821	14
Office (B1)	4	1
Flexible Retail / Commercial	4	20
Community Use	/	13
Additional cycle parking spaces	/	10
Total	829	58

Figure 8.8: Cycle numbers within Phase 1



Plot B	Long stay standard	Long stay Accessible	Total long stay	Short stay	Total
Residential	76	5	81	3	84
Commercial	N/A	N/A	N/A	N/A	0
Total	76	5	81	3	84

Figure 8.6: Cycle access routes and parking diagram. Plot B



- Entrance to podium
- Cycle store entrance
- Entrance to site
- Cycle parking for visitors
- Communal cycle store
- Private cycle stores
- Non-resi cycle stores
- Primary cycle route - on street
- Primary cycle route - off street
- Secondary access route - on street
- Secondary cycle route - off street
- Access within secure zone

Plot E cycle parking provision

Plot E	Long stay standard	Long stay Accessible	Total long stay	Short stay	Total
Residential	353	20	373	7	380
Commercial	N/A	N/A	N/A	N/A	0
Total	353	20	373	7	380

Figure 8.9: Cycle access routes and parking diagram. Plot E



Plot C cycle parking provision

Plot C	Long stay standard	Long stay Accessible	Total long stay	Short stay	Total
Residential	347	20	367	7	374
Commercial	N/A	N/A	N/A	N/A	0
Total	347	20	367	7	374

Figure 8.10: Cycle access routes and parking diagram. Plot C

8.0 Site access and servicing

8.3 Vehicular access and parking

The Phase 1 buildings use a mix of podium, basement and at grade parking, determined by site location and surrounding context.

A secure, at grade, parking area has been positioned to the west of Building B, where the landscape acts as a buffer between the building and adjacent neighbourhood streets. This is accessed from Rowlls Road. Trees and greenery interspersed between parking spaces, and a semi-private resident garden to the north, ensure that the outlook of apartments is of tree canopies and planting, mitigating the appearance of at-grade parking. A decorative metal fence has been provided for additional security, following discussions with Secure-By-Design.

A one-way podium car park in Plot E's ground floor is entered from Franklin Street, to the south of the Plot, and exited from Chesterton Street, to the north. The entrance/exit gently slopes from the public realm to ensure the car park has sufficient head room and aligns to the fluctuating landscape levels around the building. Residential and ancillary spaces encircle the car park and face onto the public realm. Entry into the car park will be via metal gates with a controlled entry system.

A single entry/exit to Plot C's basement car park is located on the west of the building and accessed via the residential neighbourhood street of Washington Avenue. Again, decorative fencing provides controlled entry for added security.

The covered parking area of Buildings E and C have been designed with minimum head height of 2.6m, with 500mm service void above. This height allows high-top vehicles and cars fitted with a roof-top hoist cabinet (fitted for wheelchair users) to access all parking spaces. M4(3) parking spaces have been positioned to be in close proximity of the residential cores.

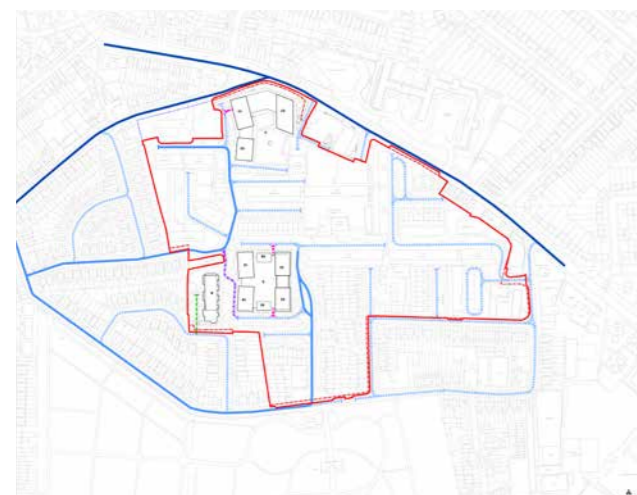


Figure 8.12: General routes and car park access routes across Phase 1

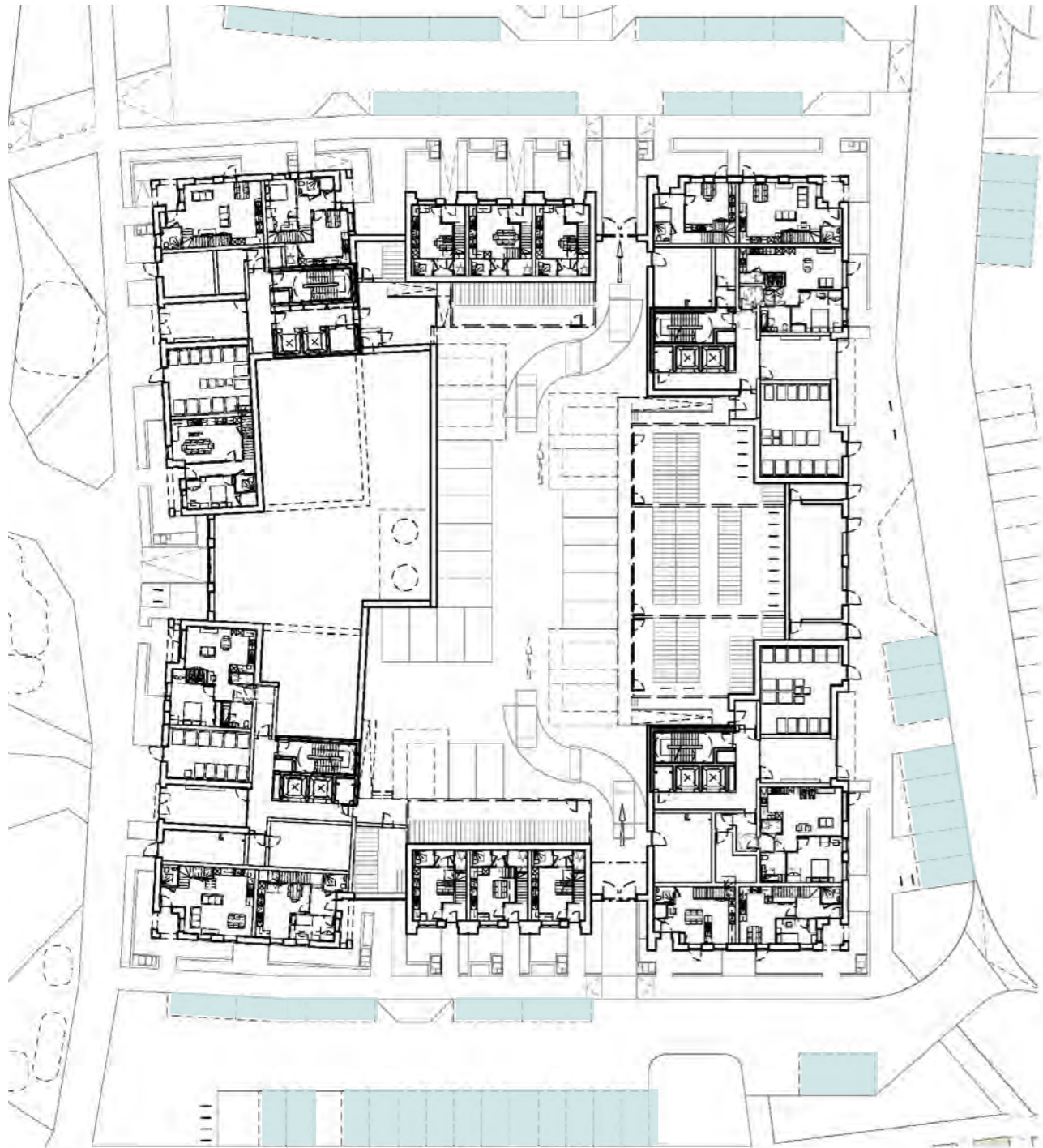
On-street standard and wheelchair car parking spaces will be located next to each Plot, in a mix of parallel and perpendicular parking depending on street width and configuration.

The six townhouses around Plot E (three to north along Chesterton Road and three to the south along Franklin Road), will have 1 demised external parking bay each. Flexible loading spaces have been located to the east of Buildings E and C.

In accordance with the Draft New London Plan requirements (Policy T6.1), intended to improve air quality and encourage sustainable modes of transport, electric vehicle charging points will be provided to 20% of all parking spaces, with infrastructure delivered for future installation of charging points to the remaining 80%. This provision exceeds the requirements in the current London Plan.



Figure 8.11: Plot B parking



- | | | | |
|---|-------------------------|---|---|
|  | Secure at grade parking |  | Entrance to site |
|  | Podium parking |  | Vehicular route (public) |
|  | Basement parking |  | Vehicular access to existing parking spaces |
|  | On street parking |  | Vehicular route (residents only) |

Figure 8.13: Plot E parking

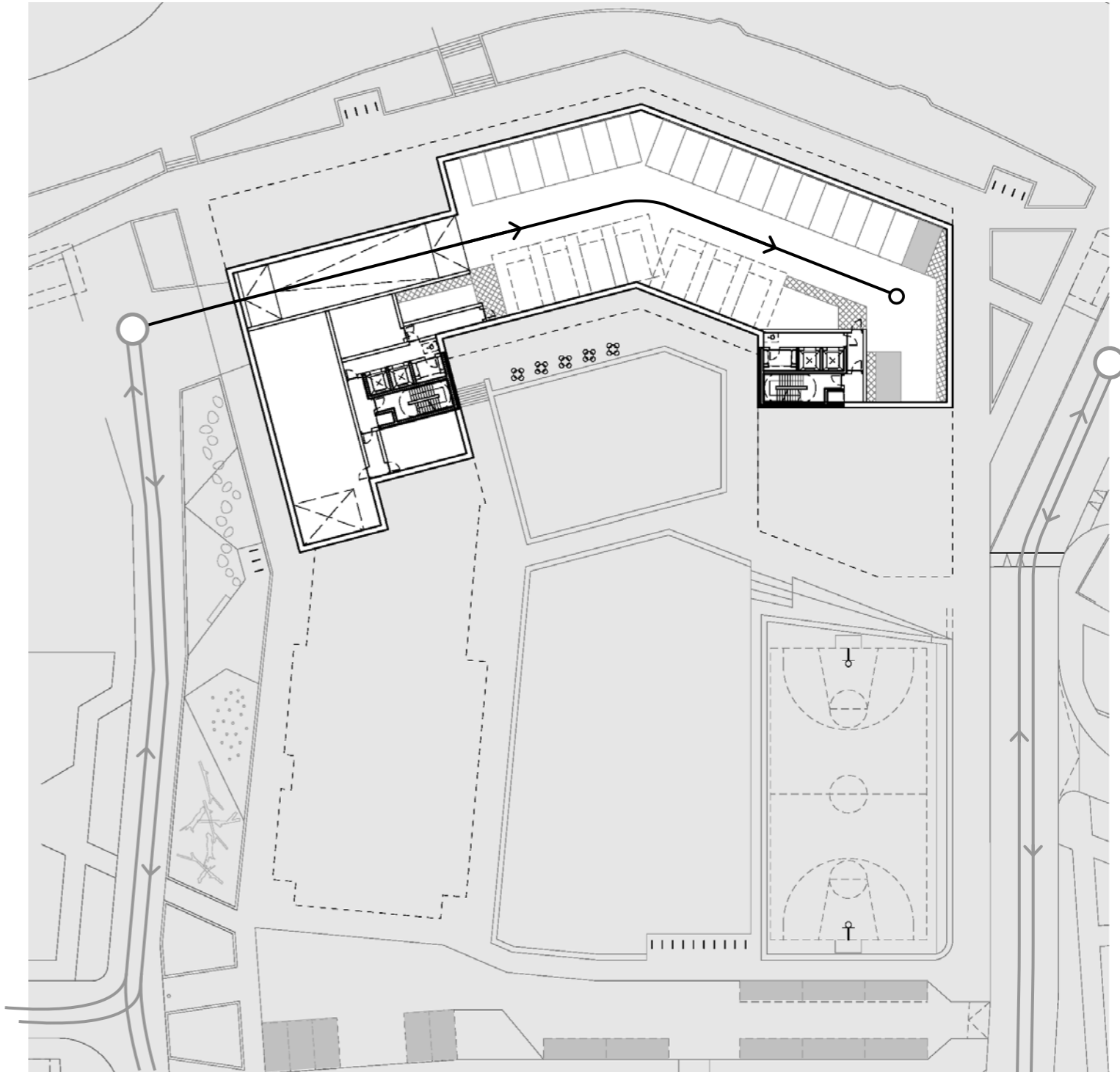


Figure 8.14: Plot C parking

8.0 Site access and servicing

Accessible parking

The car parking proposal for Phase 1 is in accordance with Good Homes for All Londoners Policy C3.4.1. Here, it is required that for 3% of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset of the development. Also, it should be demonstrated how an additional 7% of dwellings could be provided with a disabled person parking bay upon request, as soon as existing provision is insufficient. This strategy is also in accordance with the Draft New London Plan (Policy T6.1.G.1) where schemes must ensure that at least one designated disabled parking space is provided per dwelling for 3% of dwellings from the outset

The Phase 1 buildings and public realm have been designed to ensure both the 3% and additional 7% (10%) parking arrangements are achievable.

For efficiency, standard parking spaces have been configured into 'blocks' to allow for future conversion into M4(3) spaces: five standard spaces in a row equate to three M4(3) spaces and so forth – refer to the adjacent diagram for clarification. Note that any of the standard parking spaces lost during this conversion will be reassigned into the public realm.

The plans of building E on the adjacent page demonstrate this conversion. A table of car parking numbers is provided to reflect the plans of each Phase 1 building at 3% on the following pages,

Car parking has been designed in accordance with guidance BS-8300 Volume 1. Accessible parking spaces have been positioned on level or gently sloping (1:60-1:20) routes and positioned to minimise the distance between the core and parking bay.



Figure 8.18: Carr park access routes and access to cores across Phase 1

Plot E parking provision 30% accessible parking provision for M4(3) homes

Plot E	Secure podium	On street	Demised	Flexible parking & flexible loading	Sub-total
Accessible	5	0	2	0	7
Standard	0	44	17	1**	62
Sub-total	5	44	19	1	69

Plot E	
No. homes	206
Spaces / dwelling	0.33

Figure 8.16: Parking provision for option 1: 30% accessible parking provision for M4(3) homes

Plot E parking provision 100% accessible parking provision for M4(3) homes

Plot E	Secure podium	On street	Demised	Flexible parking & flexible loading	Sub-total
Accessible	0	0	18	0	18
Standard	0	44	0	1**	44
Sub-total	0	44	18	1	62

Plot E	
No. homes	206
Spaces / dwelling	0.33

Figure 8.17: Parking provision for option 1: 100% accessible parking provision for M4(3) homes

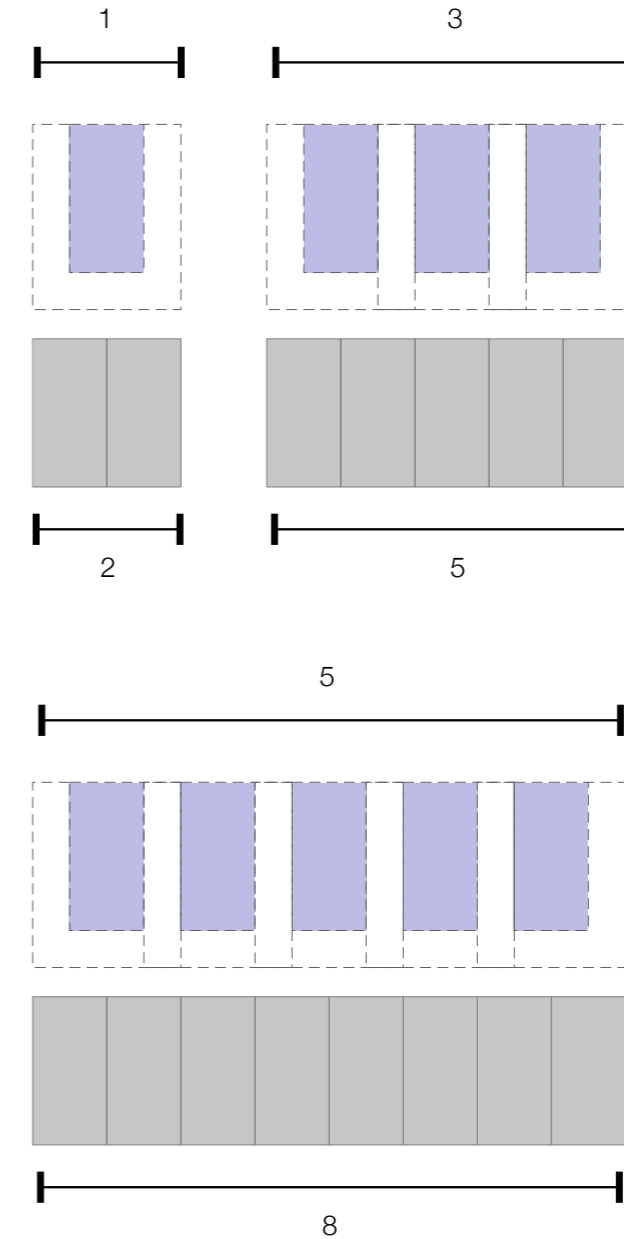
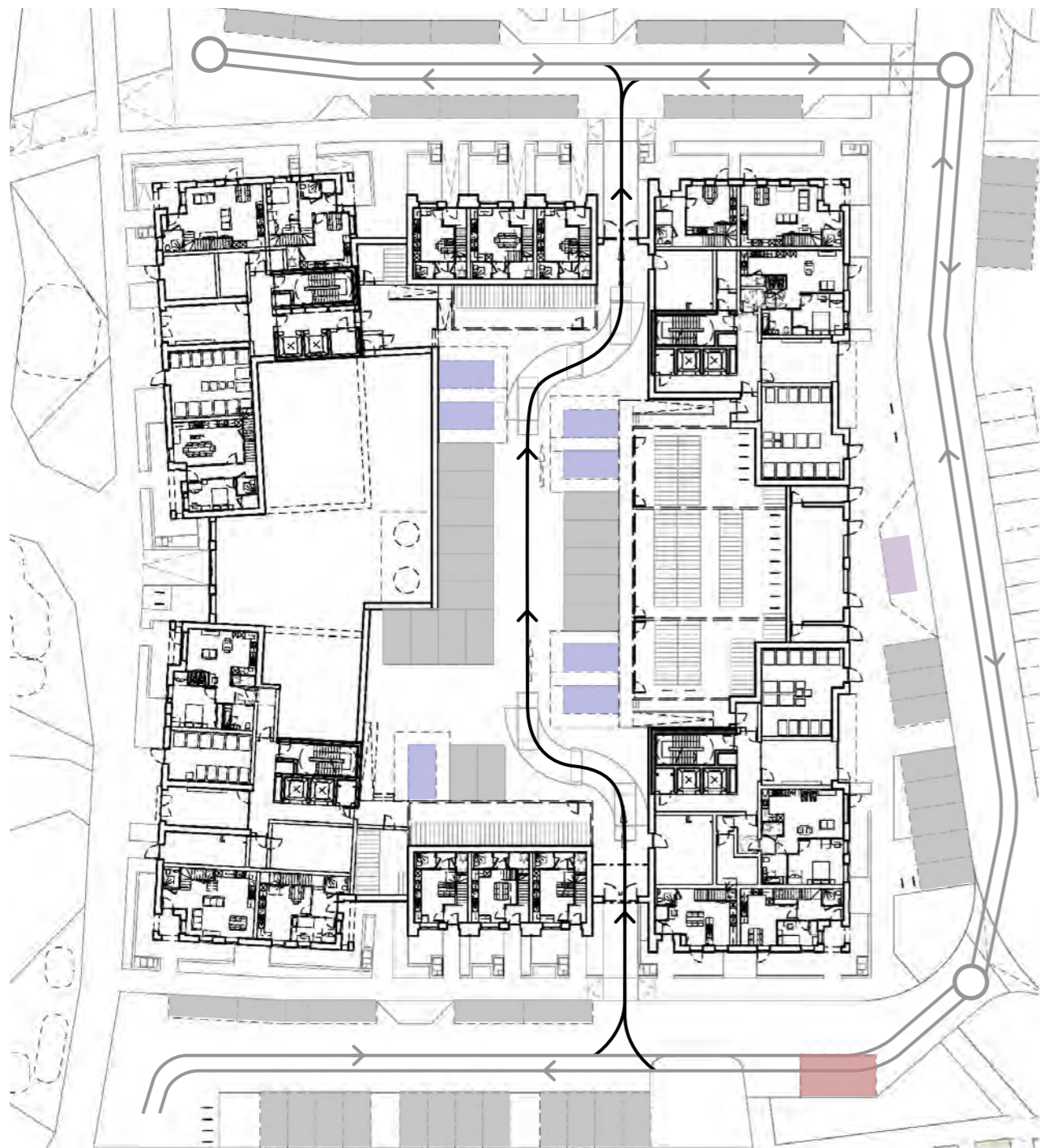


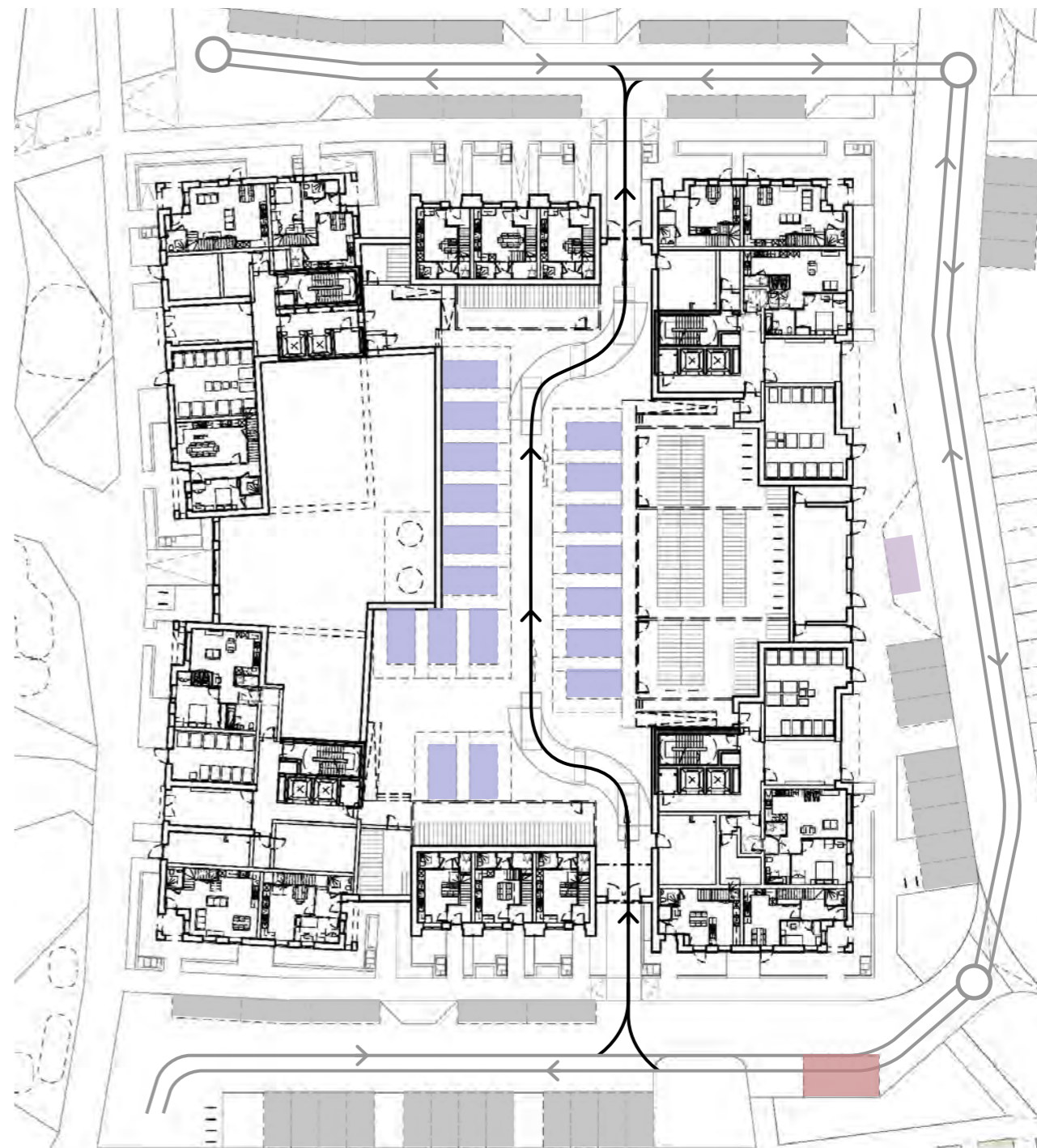
Figure 8.15: Diagram showing 'blocks' of parking for conversion into wheelchair spaces



Parking - 3% dwellings / 30% wheelchair accessible dwellings

- Accessible parking space
- Flexible loading
- Standard parking space
- Motorcycle parking space
- Entrance to site
- Vehicular route (public)
- Vehicular access to existing parking spaces
- Vehicular route (residents only)
- Podium car park
- Short stay special bay

Figure 8.19: Plot E - 30% accessible parking provision for M4(3) homes



Parking - 10% dwellings / 100% wheelchair accessible dwellings

Figure 8.20: Plot E - 100% accessible parking provision for M4(3) homes

8.0 Site access and servicing

Residential parking

The proposals for Phase 1 seek to maximise parking provision while remaining in compliance with GLA guidance, RBK guidance and fulfilling the various objectives of the masterplan. These objectives include a good level of planting on street to avoid a car-dominated public realm.

The design of the streets prioritises the delivery of a public realm which integrates different modes of transport. Pedestrian and cycle movement through the site are promoted, encouraging the use of public transport over private car ownership.

Phase 01 will be supported by additional car club spaces to allow residents access to a car without the need of owning one. Car clubs play an active part in reducing car ownership and encouraging active travel.

Vehicles will be parked in two locations: one to the south of Plot E and one to the south of Plot C. Each new home will be given a 3-year membership.

The schedule and tables on the following pages demonstrate 30% accessible parking provision for M4(3) homes within Phase 1.

Plot B parking provision 30% accessible parking provision for M4(3) homes

Plot B	Secure podium	On street	Demised	Flexible parking & flexible loading	Sub-total
Accessible	N/A	0	2	0	2
Standard	N/A	0	16	0	16
Sub-total	N/A	0	18	0	18

Plot B	
No. homes	44
Spaces / dwelling	0.41

Plot E parking provision 30% accessible parking provision for M4(3) homes

Plot E	Secure podium	On street	Demised	Flexible parking & flexible loading	Sub-total
Accessible	5	0	2	0	7
Standard	0	44	17	1**	62
Sub-total	5	44	19	1	69

Plot E	
No. homes	206
Spaces / dwelling	0.33

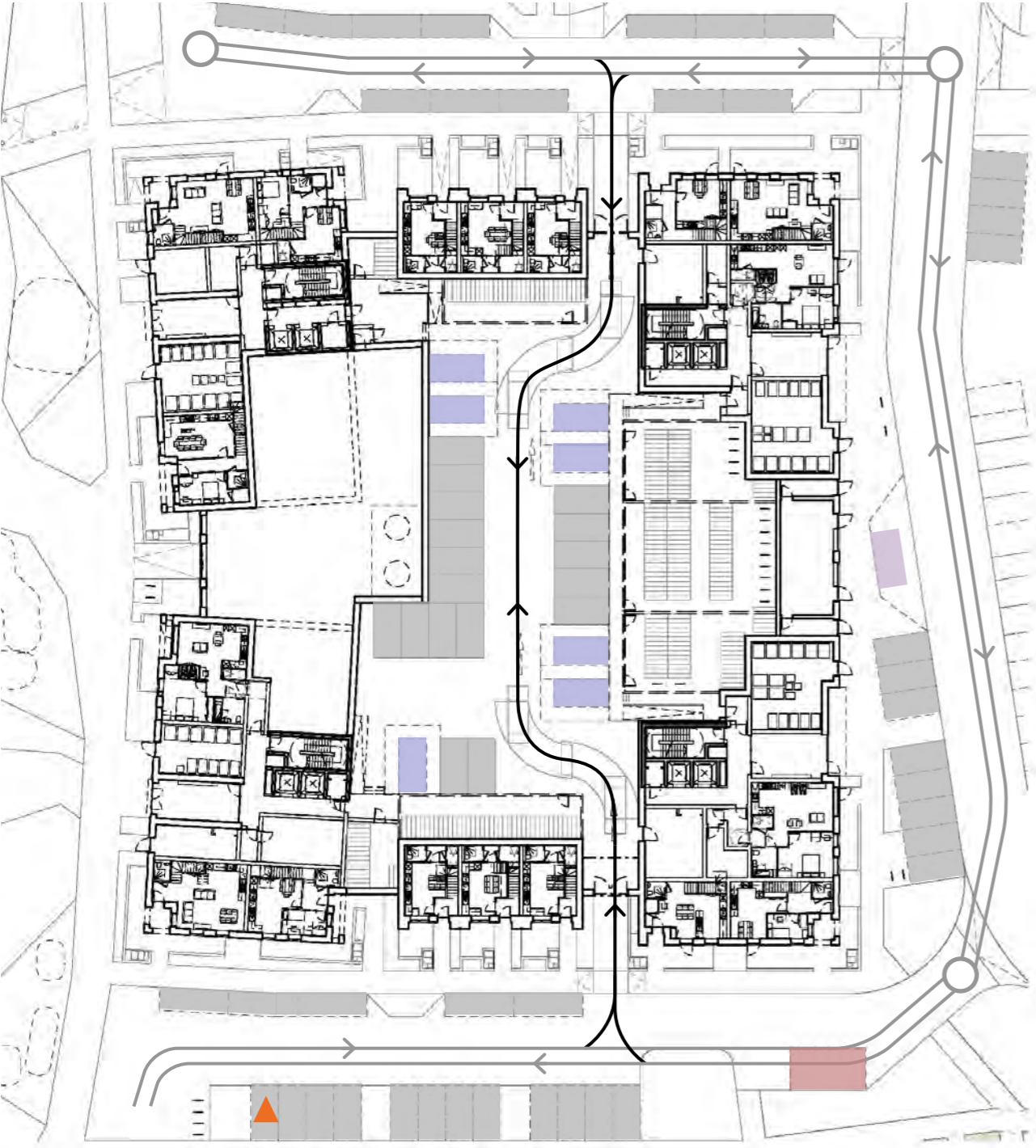
Plot C parking provision 30% accessible parking provision for M4(3) homes

Plot C	Secure podium	On street	Demised	Flexible parking & flexible loading	Sub-total
Accessible	7	0	0	2*	9
Standard	20	13	0	1**	34
Sub-total	27	14	0	3	43

Plot C	
No. homes	202
Spaces / dwelling	0.21



Figure 8.21: Plot B - 30% accessible parking provision for M4(3) homes















- | | | | |
|---|-----------------------------------|---|---|
|  | Accessible parking space |  | Entrance to site |
|  | Flexible loading |  | Vehicular route (public) |
|  | Standard parking space |  | Vehicular access to existing parking spaces |
|  | Motorcycle parking space |  | Vehicular route (residents only) |
|  | Electrical vehicle charging point |  | Podium car park |
|  | Car club space |  | Short stay special bay |

Figure 8.22: Plot E - 30% accessible parking provision for M4(3) homes

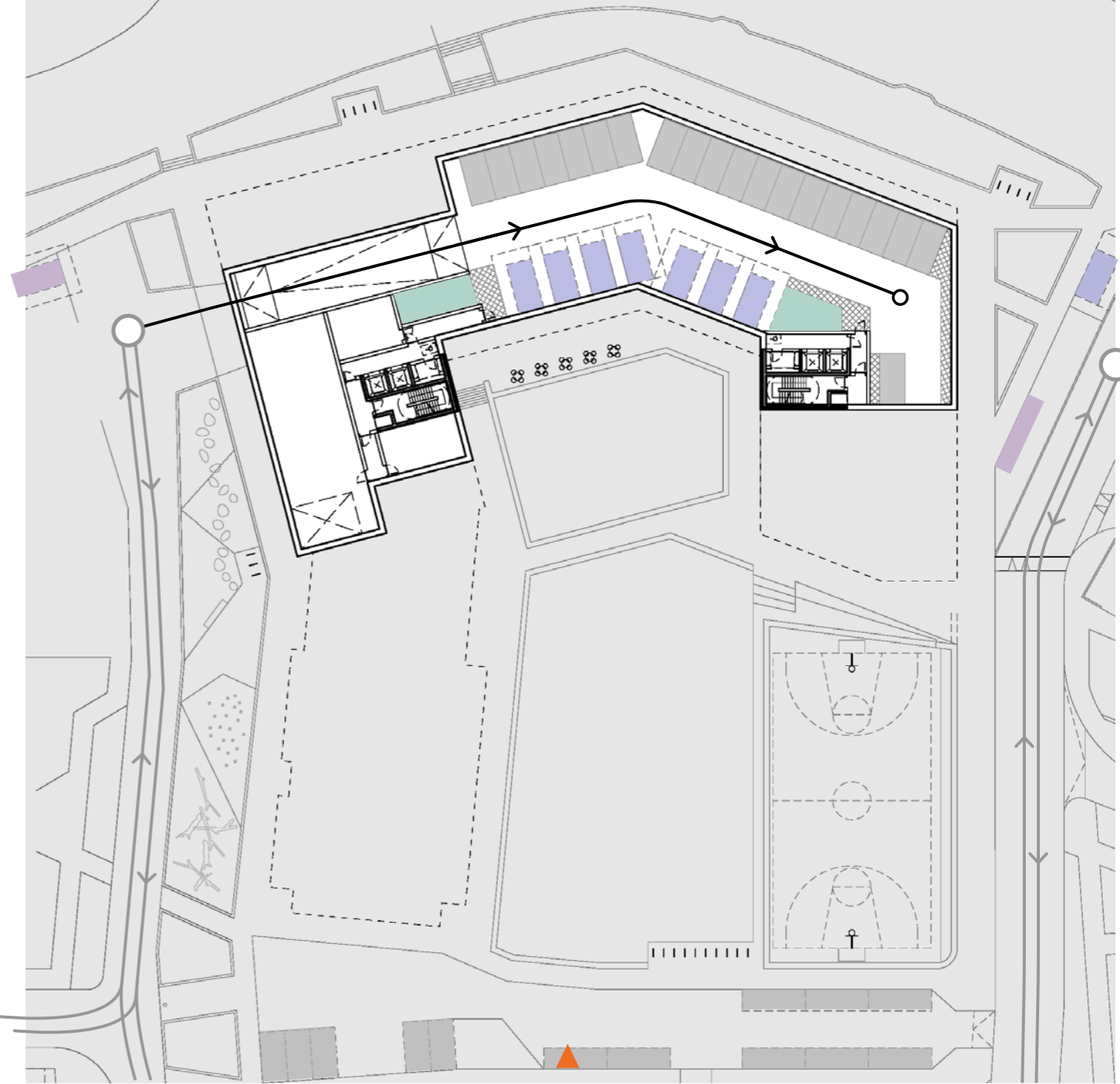


Figure 8.23: Plot C - 30% accessible parking provision for M4(3) homes

8.0 Site access and servicing

Electric Vehicle (EV) charging points

A minimum of 20% of the parking spaces in the Development will have access to active EV charging points, with provision for the remaining 80% to be connected to meet future demand. Public-access rapid-charge EV bays will be provided in the public realm with time-limited parking restrictions to maximise availability and use.

The number of EV charging points per building are demonstrated on the adjacent tables and plans. These have been distributed across all three buildings, supplying a mix of standard and wheelchair spaces.

Further information regarding the management of EV charging points can be found in Volume 1 Chapter 10.12.

Plot B parking provision

20% electrical charging point provision for electrical vehicle

Plot B	Secure podium	On street	Demised	Flexible parking & flexible loading	Sub-total
Accessible	N/A	0	1	0	1
Standard	N/A	0	3	0	3
Sub-total	N/A	0	4	0	4

Plot B	
Total parking provided	18
20%	4

Plot E parking provision

20% electrical charging point provision for electrical vehicle

Plot E	Secure podium	On street	Demised	Flexible parking & flexible loading	Sub-total
Accessible	3	0	1	0	4
Standard	0	1	9	0	10
Sub-total	3	1	10	1	14

Plot E	
Total parking provided	69
20%	14

Plot C parking provision

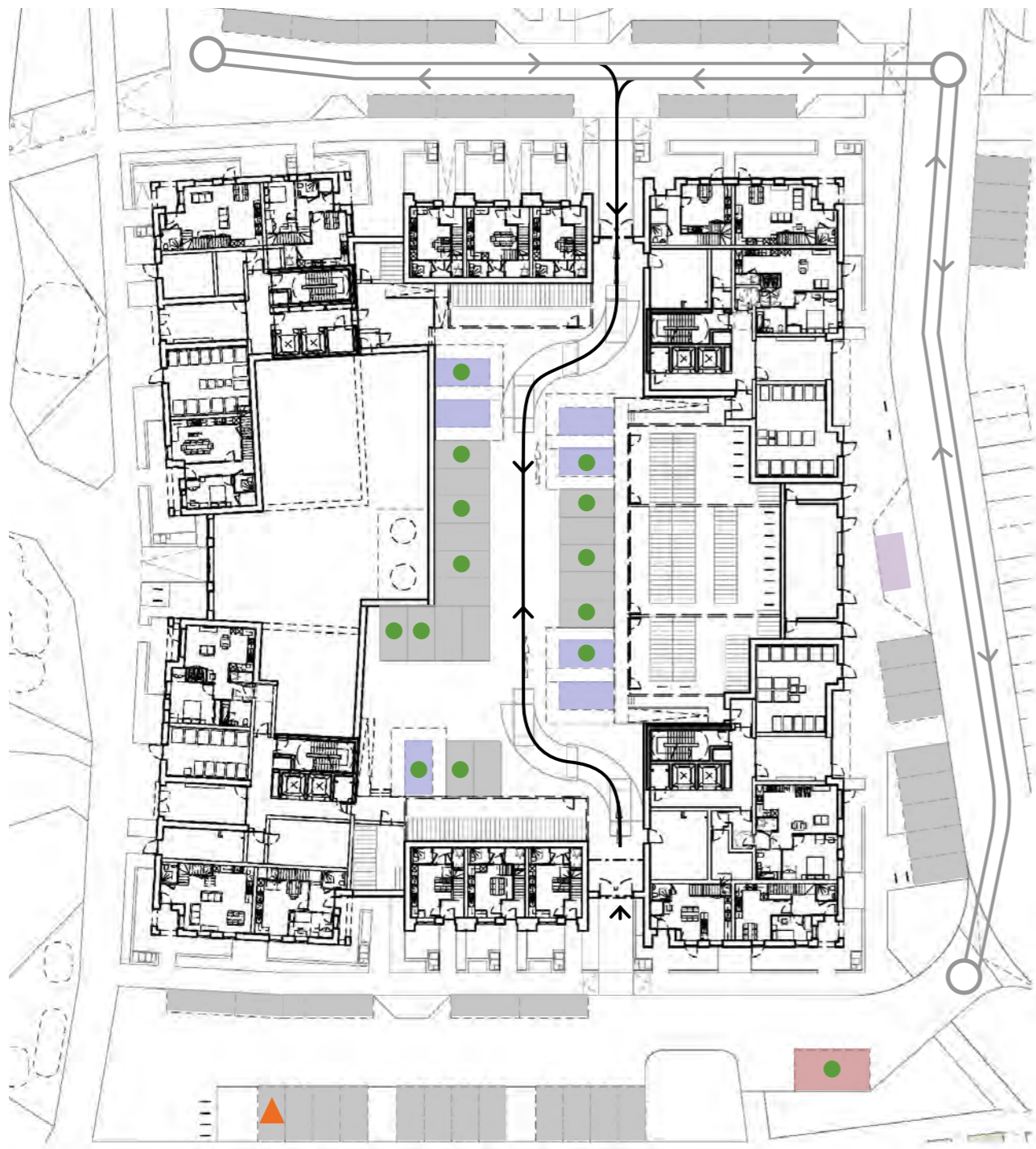
20% electrical charging point provision for electrical vehicle

Plot C	Secure podium	On street	Demised	Flexible parking & flexible loading	Sub-total
Accessible	3	1	0	0	4
Standard	5	0	0	0	5
Sub-total	8	1	0	0	9

Plot C	
Total parking provided	43
20%	9



Figure 8.24: Plot B - 30% accessible parking provision for M4(3) homes















- | | | | |
|---|-----------------------------------|---|---|
|  | Accessible parking space |  | Entrance to site |
|  | Flexible loading |  | Vehicular route (public) |
|  | Standard parking space |  | Vehicular access to existing parking spaces |
|  | Motorcycle parking space |  | Vehicular route (residents only) |
|  | Electrical vehicle charging point |  | Podium car park |
|  | Car club space |  | Short stay special bay |

Figure 8.26: Plot E - 30% accessible parking provision for M4(3) homes

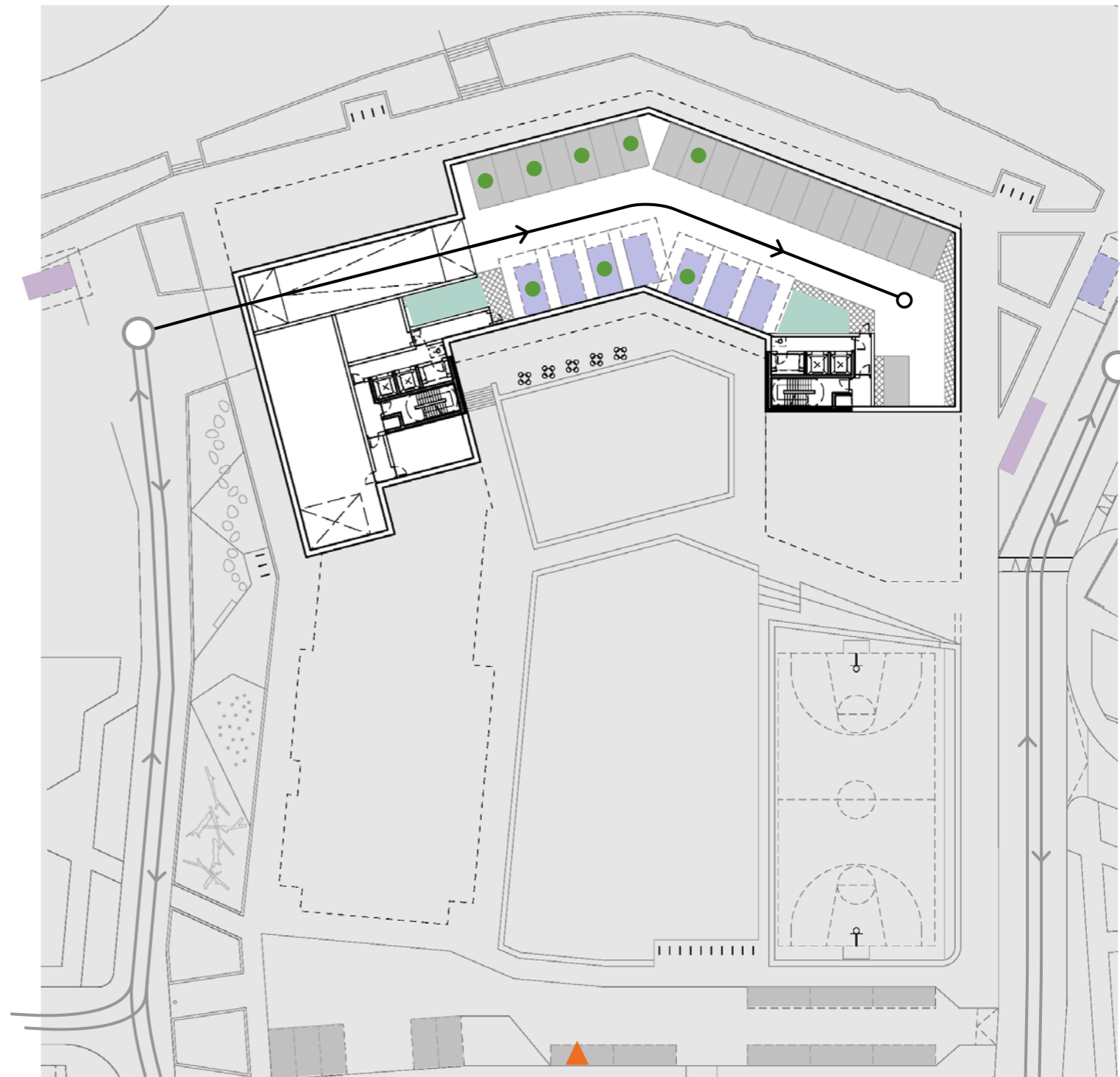


Figure 8.25: Plot C - 30% accessible parking provision for M4(3) homes

8.0 Site access and servicing

8.4 Servicing - Refuse

Refuse stores for general waste and recycling are adjacent to each communal entrance and within 15m of a refuse truck, for ease of collection.

Doors to refuse stores are accessed externally, to avoid contamination of smells within residential lobbies. Louvred, 1200mm wide, service doors have been used to both mitigate smells and provide clear widths for refuse collection. Doors are within 30m of all shared residential entrances, in accordance with Approved Document H.

Bin stores have been sized in accordance with RBK's Residential Design SPD, and a mix of eurobin sizes used to accommodate RBK's recycling requirements. Ground floor homes will have dedicated bin stores in compliance with Local Authority guidance, with kerbside collection.

Refuse vehicles will require access to the entire perimeter of Plot E, and west and east of Plot's C and B. Therefore, the landscape strategy has carefully incorporated routes for bin lorries within the green landscapes of Piper Way and residential neighbourhood street of Washington Avenue. In Piper Way, wide pavements provide clear routes and turning radii for bin lorries, whilst planting, bollards and sinuous routes discourage and restrict car access.

A dedicated commercial refuse store is located within Building C2, to house Community Centre and commercial refuse and recycling.

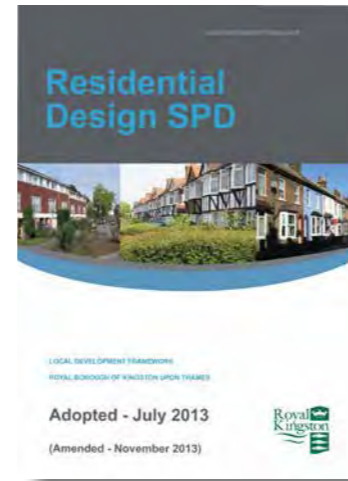


Figure 8.29: RBK Residential Design SPD



Figure 8.30: AD-H

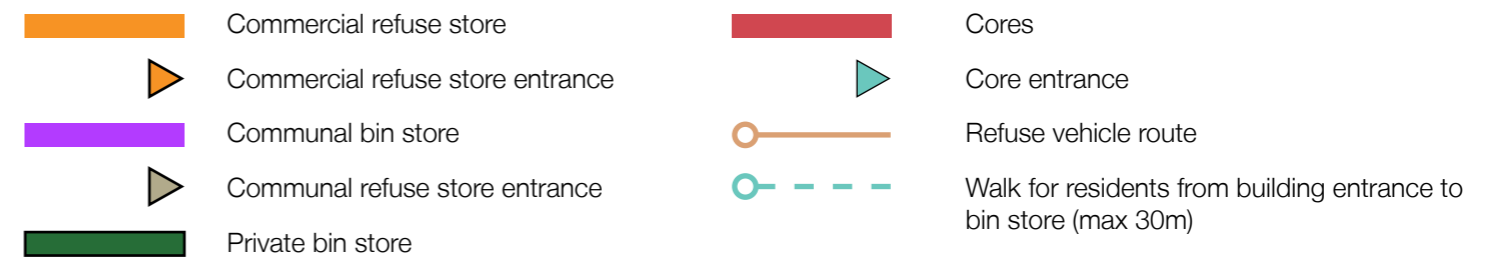
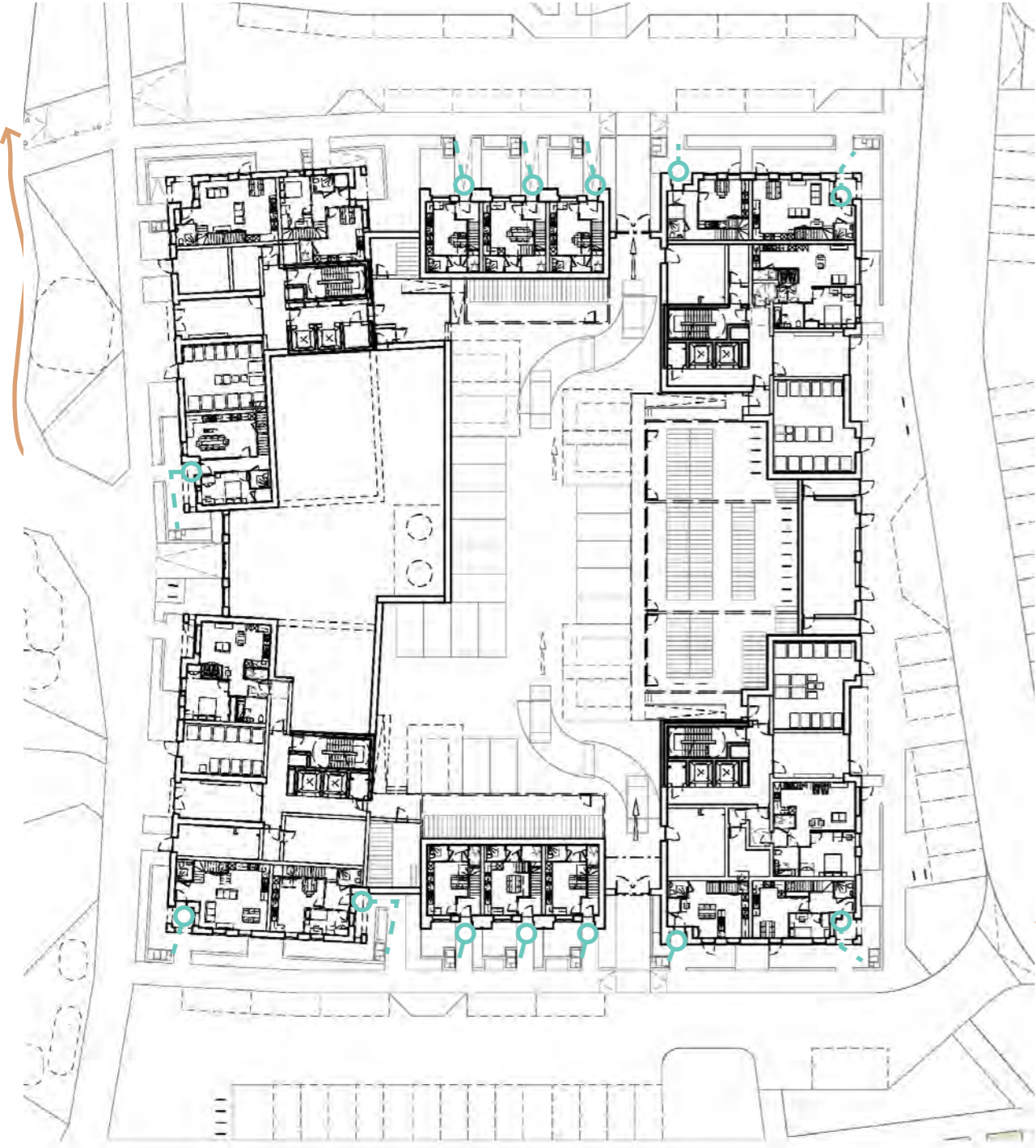


Figure 8.27: Refuse servicing diagram for Plot B



Figure 8.28: Carr park access routes and access to cores across Phase 1












- | | | | |
|---|----------------------------------|---|--|
|  | Commercial refuse store |  | Cores |
|  | Commercial refuse store entrance |  | Core entrance |
|  | Communal bin store |  | Refuse vehicle route |
|  | Communal refuse store entrance |  | Walk for residents from building entrance to bin store (max 30m) |
|  | Private bin store | | |

Figure 8.31: Refuse servicing diagram for Plot E

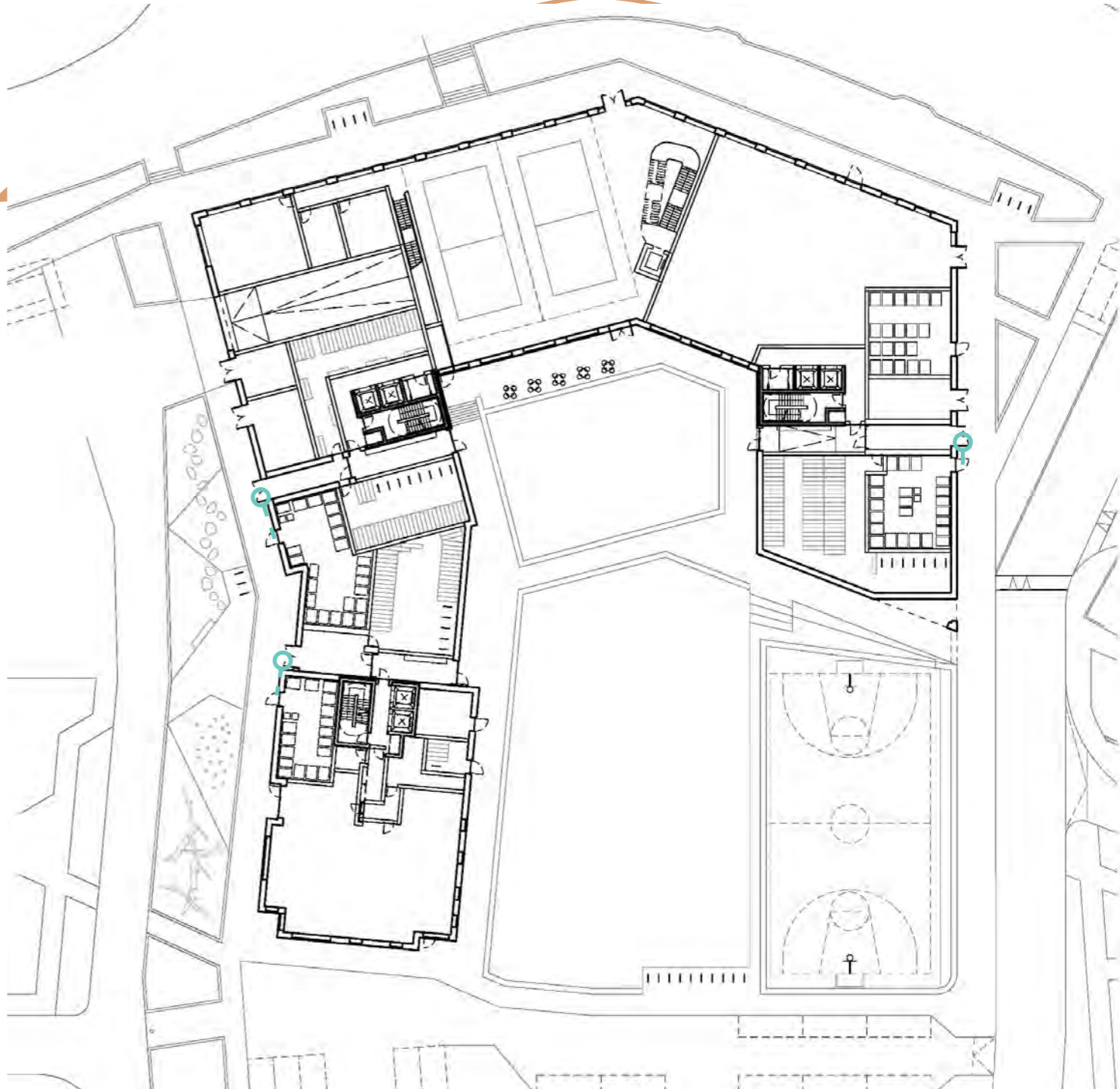


Figure 8.32: Refuse servicing diagram for Plot C

8.0 Site access and servicing

8.5 Servicing - emergency access

Emergency access to each of Phase 1's blocks has been considered in both the temporary Phase 1 condition and completed masterplan - see Volume 1, Chapter 10 for more information. Emergency vehicle routes are comparable to the refuse routes mentioned on the previous page - access is required to the east and west of Buildings C and B, and to the entire perimeter Plot E. Dropped bollards are used to the north and south of Piper Way to keep these routes free from general car use.

This approach provides emergency access to each communal core. These cores will be provided with protected firefighting staircases plus dry riser inlets adjacent to the external entrances, with outlets at every floor.

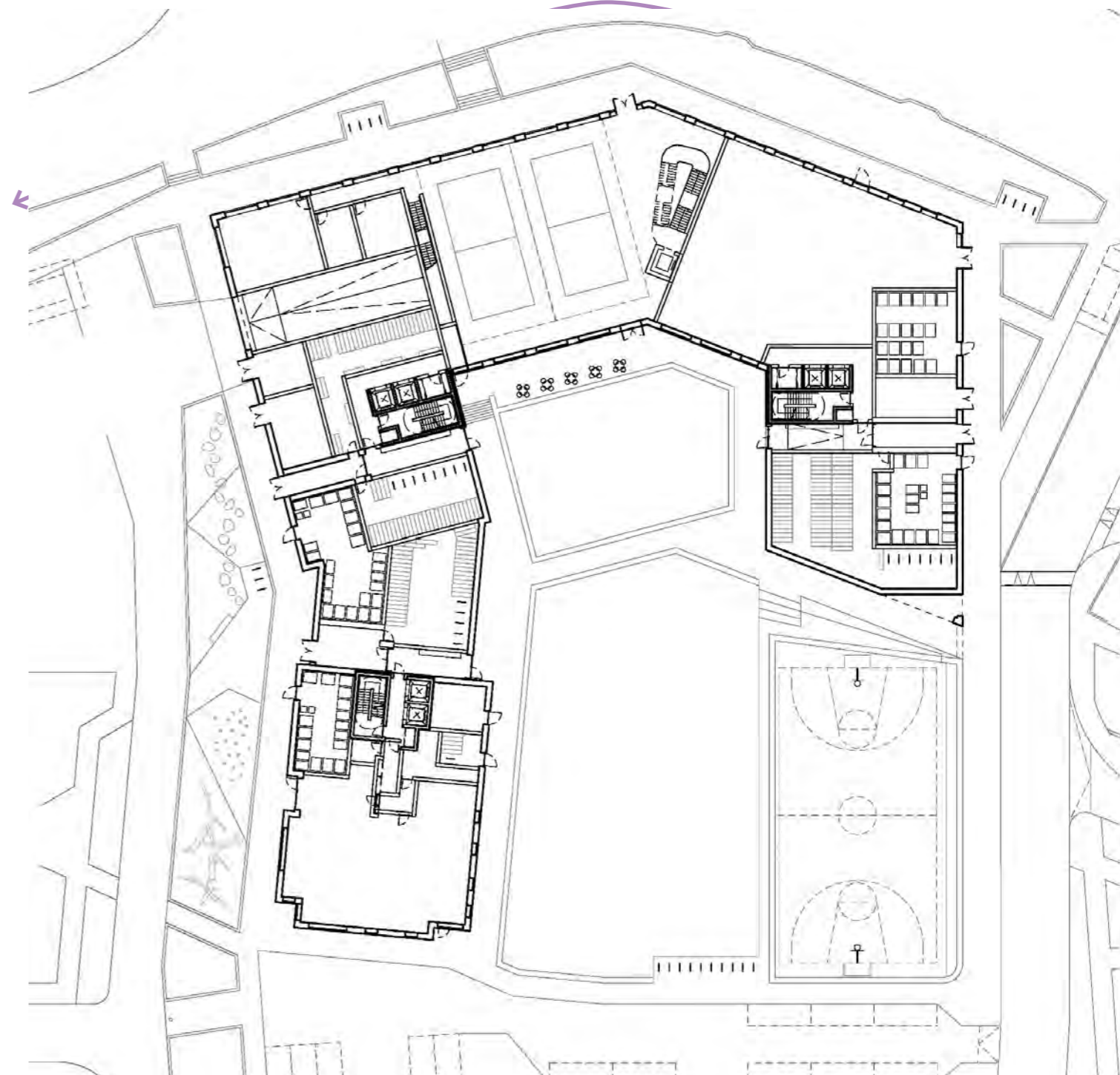
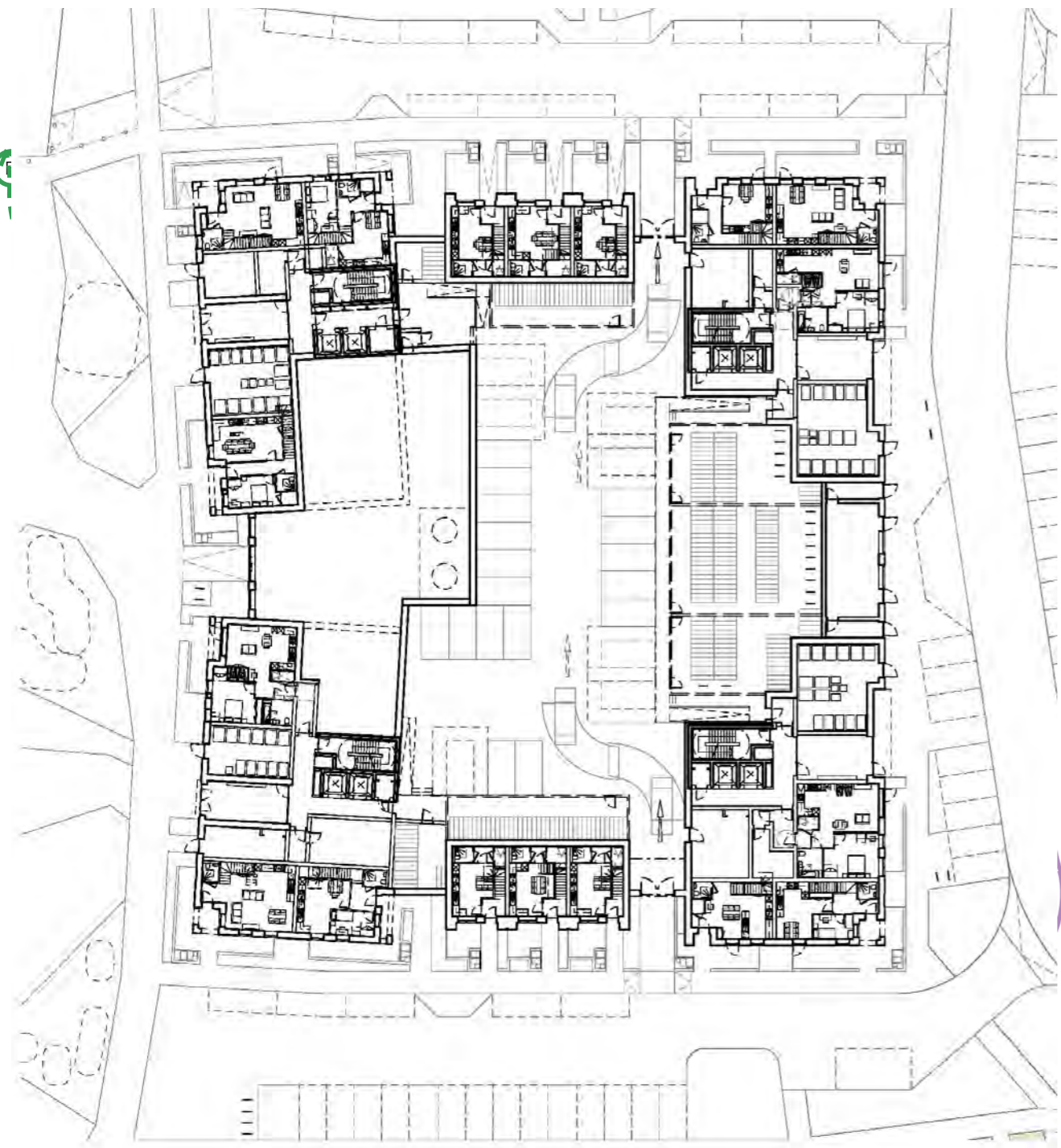
All protected staircases create a direct route to a final exit via the residential lobby. Plot E's townhouses and maisonettes have two means of escape: the direct access from the public realm as well as access onto the first floor podium - from here residents can access the shared lobbies.



Figure 8.33: Emergency access diagram for Plot B



Figure 8.34: Carr park access routes and access to cores across Phase 1



- Escape stairs
- Emergency access
- Dry riser inlet
- Emergency vehicles route - general access roads
- Emergency vehicles route - surface treatment barrier
- Emergency vehicles route - dropped bollard
- Emergency vehicles route - gated
- Secure fenceline

Figure 8.35: Emergency access diagram for Plot E

Figure 8.36: Emergency access diagram for Plot C

8.0 Site access and servicing

8.6 Servicing - plant and commercial access

Residential plant rooms are serviced from within podiums as well as directly from the public realm.

Plant rooms to E2 and E3 are serviced via the podium car park – placing ancillary here maximises residential frontages on the north/east/south of the blocks. E1, E4 and B are serviced along Piper Green, via the same routes provided for emergency vehicles and refuse trucks.

The Energy Centre is also serviced along Piper Green – a gentle level change in the landscape ensures that the Energy Centre has sufficient head height for the various plant equipment. Plot C's car park to is also used as a service route to access the water tanks positioned in the basement.

The Shared Workspace, Community Centre and commercial units of Plot C are serviced via Madingley Avenue and Washington Avenue, to the east and west of the building respectively. A dedicated loading bay, of 9 x 3.5m, has been positioned off Madingley Avenue. A manual handling commercial servicing route wraps around the north of Plot C, to serve both the Community Centre and commercial unit.

Post boxes will be located within the residential lobbies of each building, with internal collection and delivery.

Deliveries

Residential deliveries will generally follow the same routes as servicing vehicles and will be able to use flexible short-stay parking spaces provided.

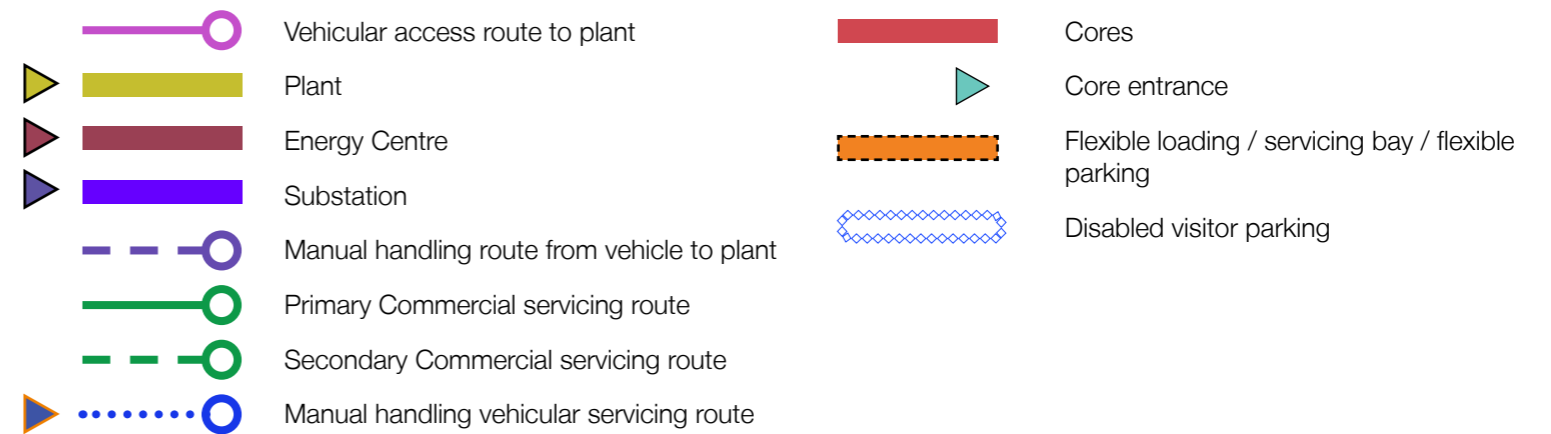


Figure 8.37: Service access diagram for Plot B

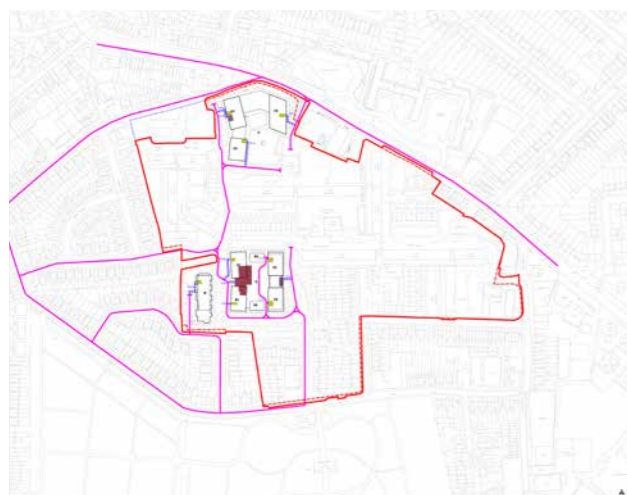
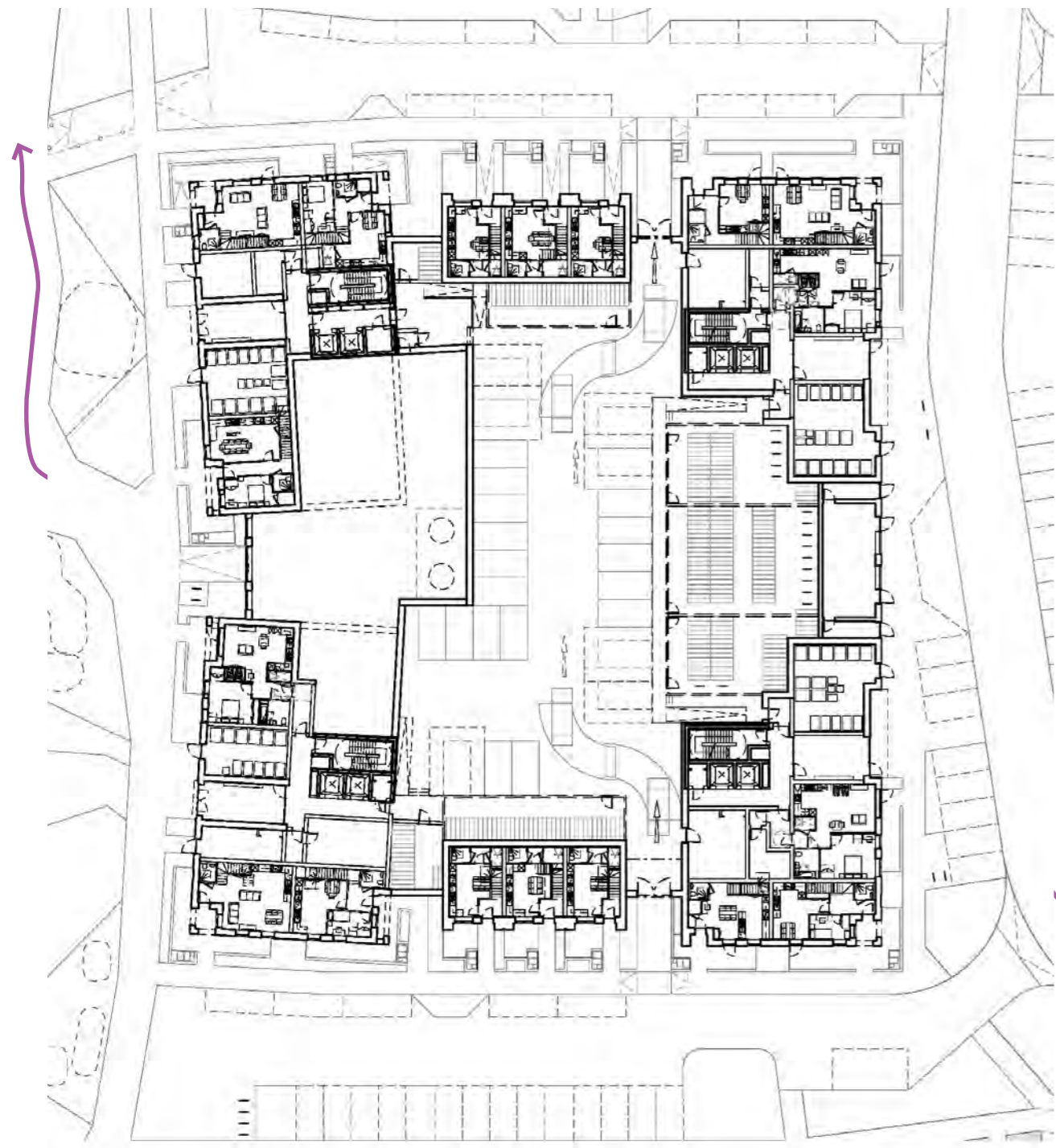


Figure 8.38: Service access routes across Phase 1



Figure 8.39: Commercial service access routes across Phase 1



- | | | | |
|--|---|--|---|
| | Vehicular access route to plant | | Cores |
| | Plant | | Core entrance |
| | Energy Centre | | Flexible loading / servicing bay / flexible parking |
| | Substation | | Disabled visitor parking |
| | Manual handling route from vehicle to plant | | |
| | Primary Commercial servicing route | | |
| | Secondary Commercial servicing route | | |
| | Manual handling vehicular servicing route | | |

Figure 8.40: Service access diagram for Plot E

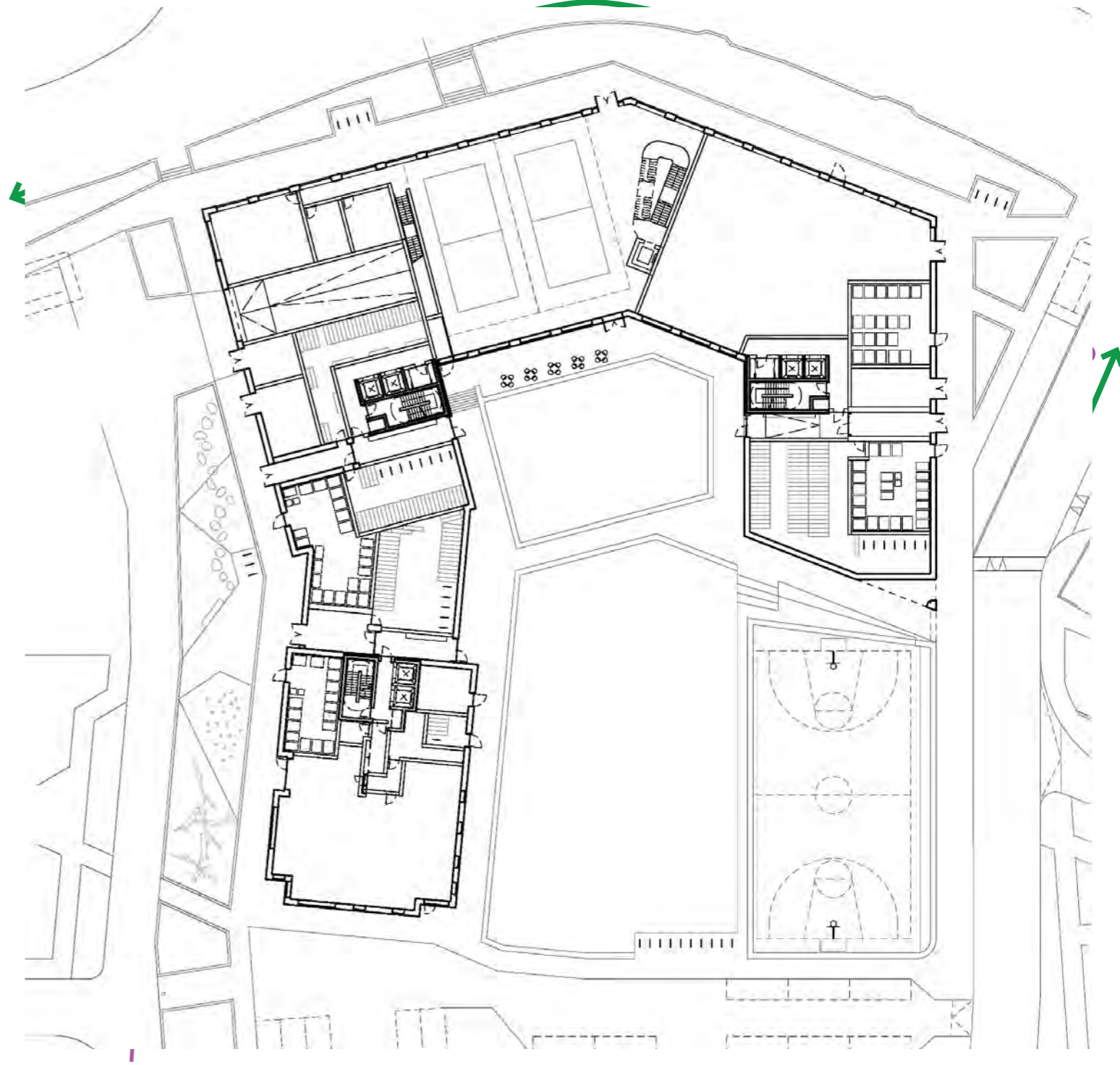


Figure 8.41: Service access diagram for Plot C

8.0 Site access and servicing

8.7 Residential access

Access

As described in Volume 2 Chapter 5 'Configuration and Compliance', apartments, maisonettes and townhouses (of varying tenures) line the first floor of Plot E. Plot C's second floor podium, positioned above the Community Centre, is also lined with apartments.

Homes that open directly on these podiums have access to the communal podium garden via their respective first/second floor terraces and gardens as well as access via a shared communal core or directly from the public realm.

For maisonettes and townhouses this strategy creates a second means of escape: private entrances are positioned directly off the street and secondary access occurs via the podium. As a result, a range of maisonettes have been designed with open plan living spaces - private staircases have not been lobbied as discussed with the fire consultant.

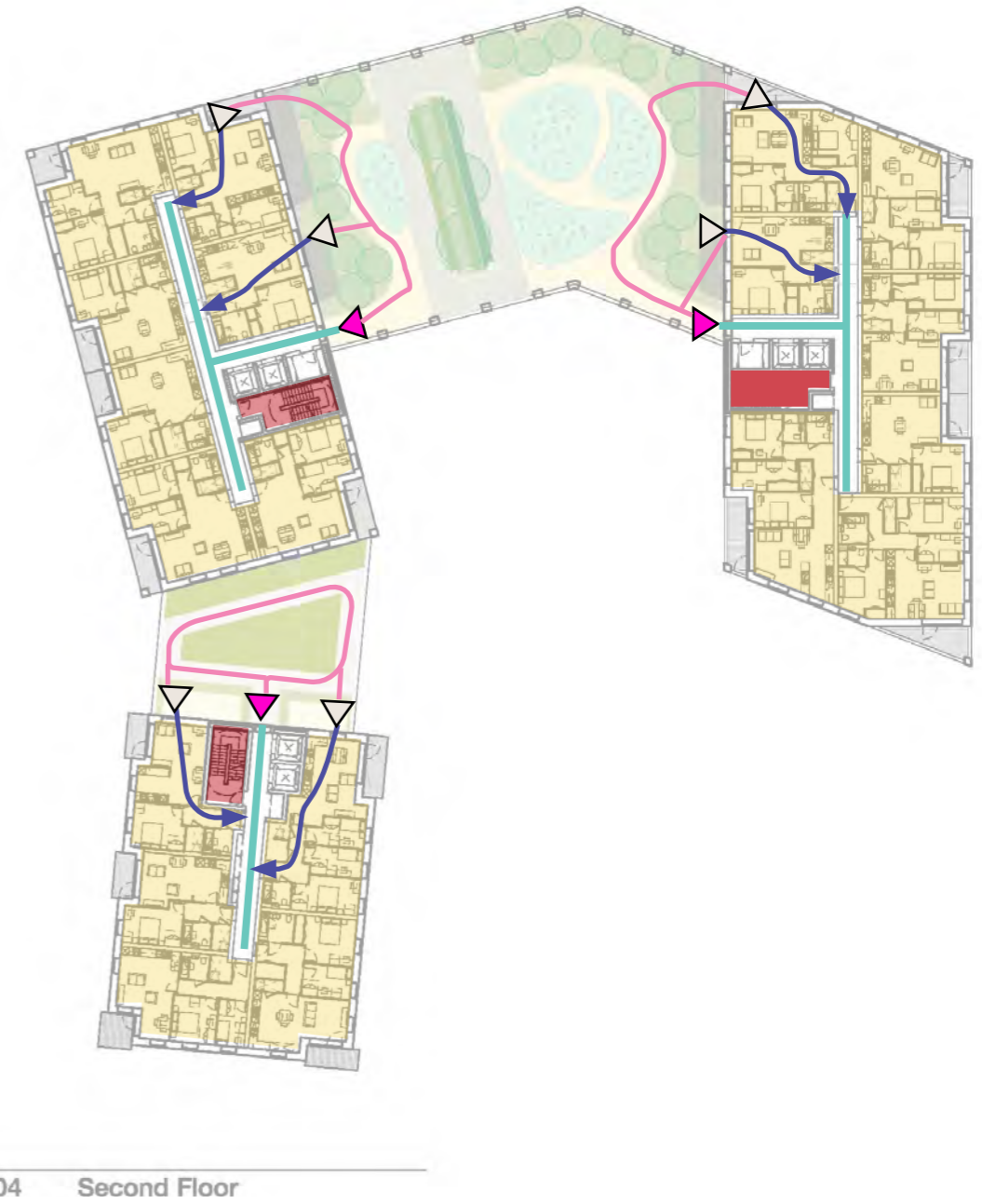
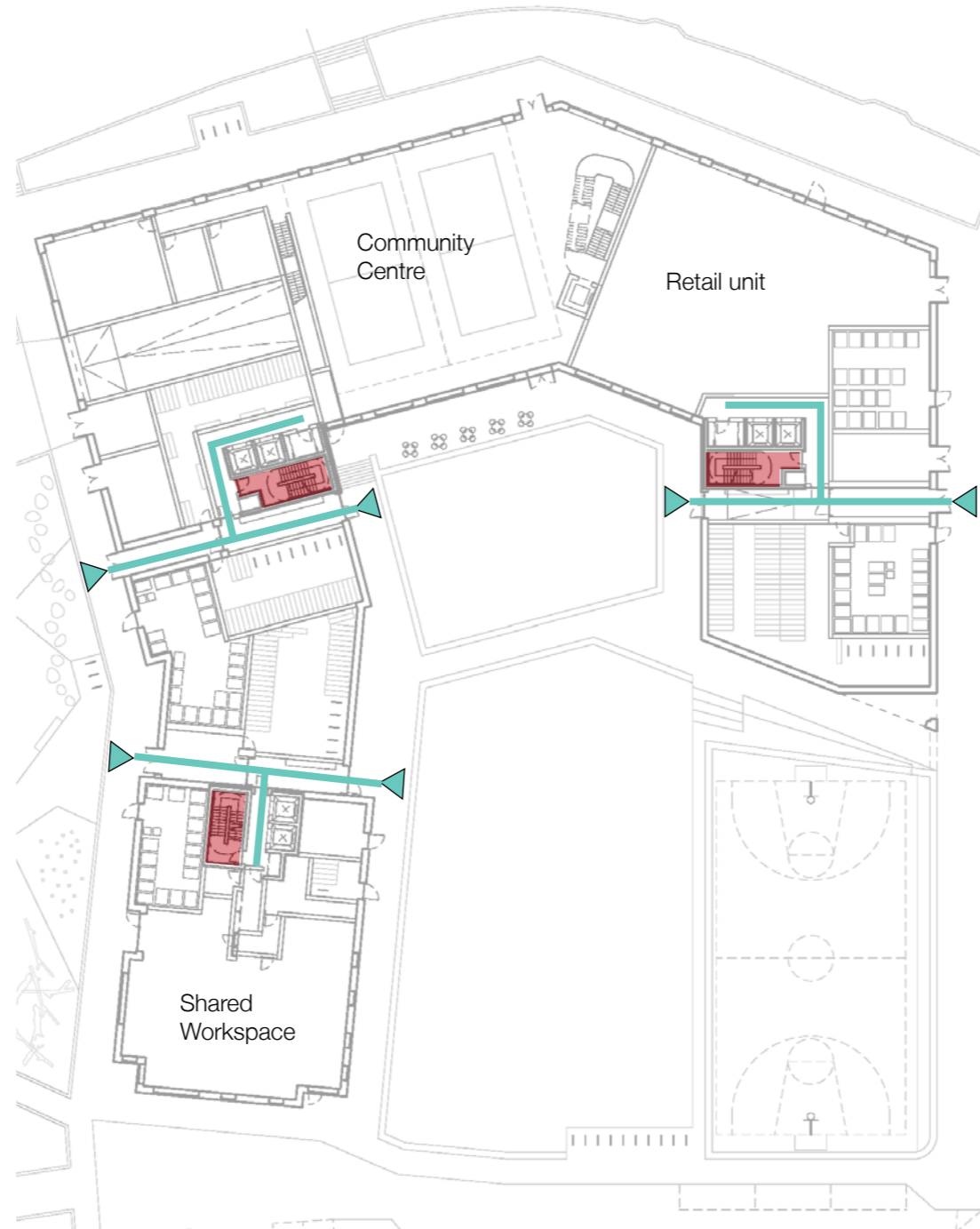


Figure 8.43: Residential access routes across Phase 1

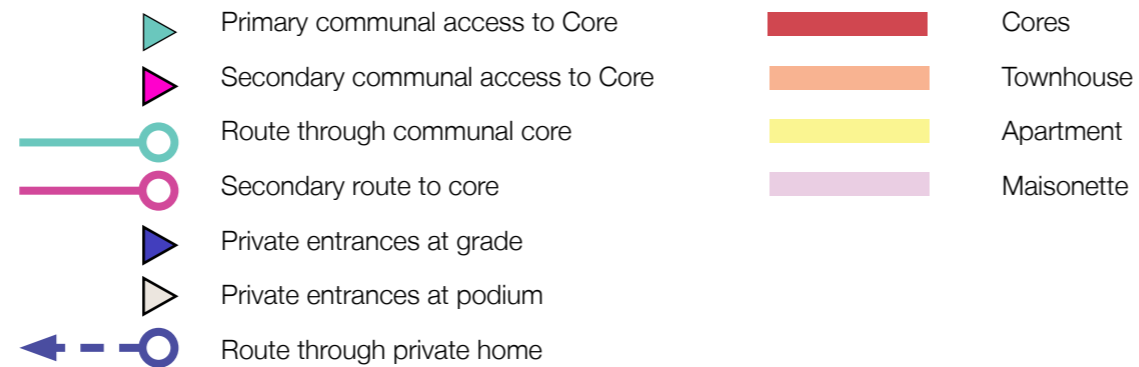


Figure 8.42: Plot C ground floor

Figure 8.44: Plot C second floor

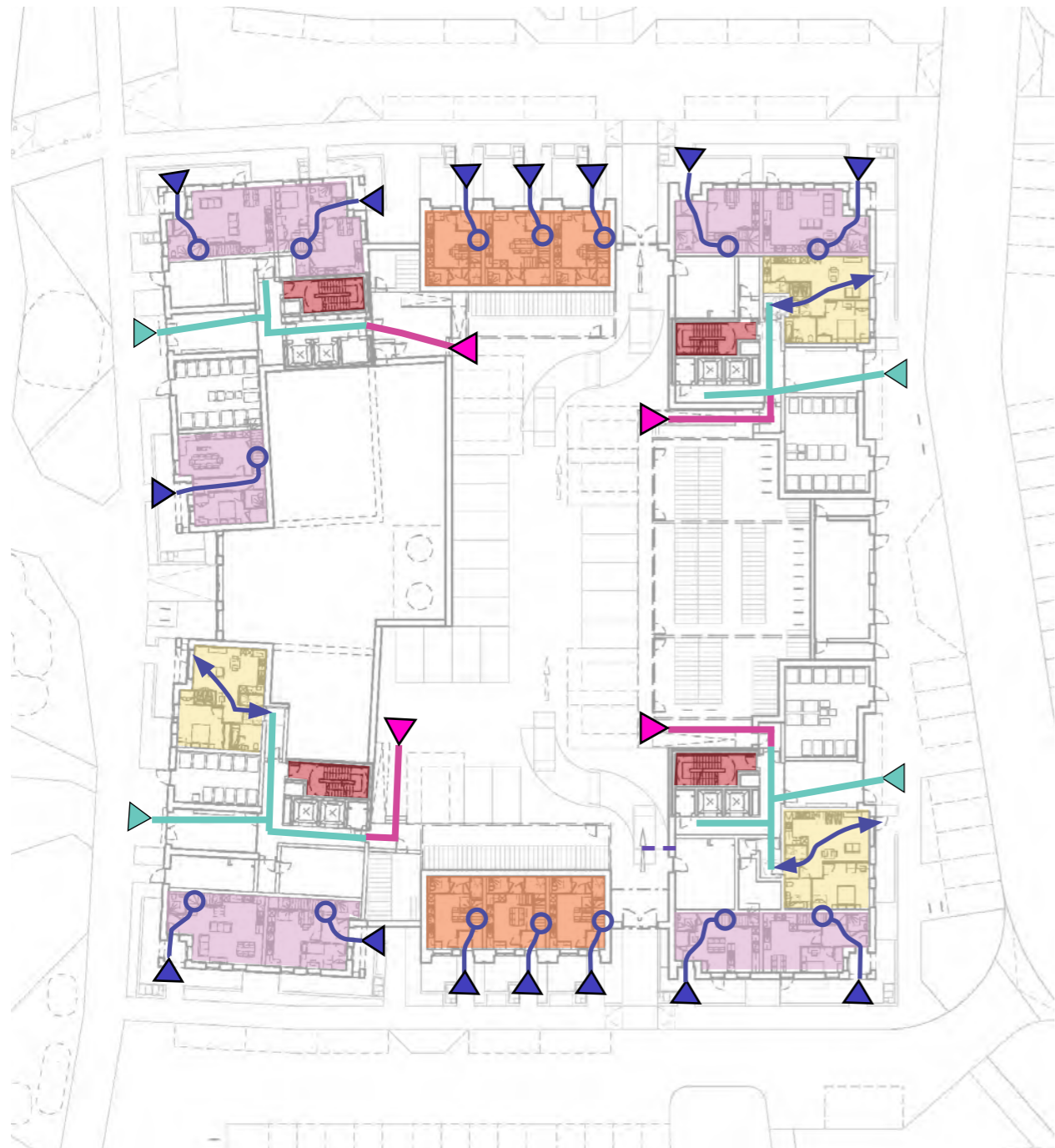


Figure 8.45: Plot E Ground Floor

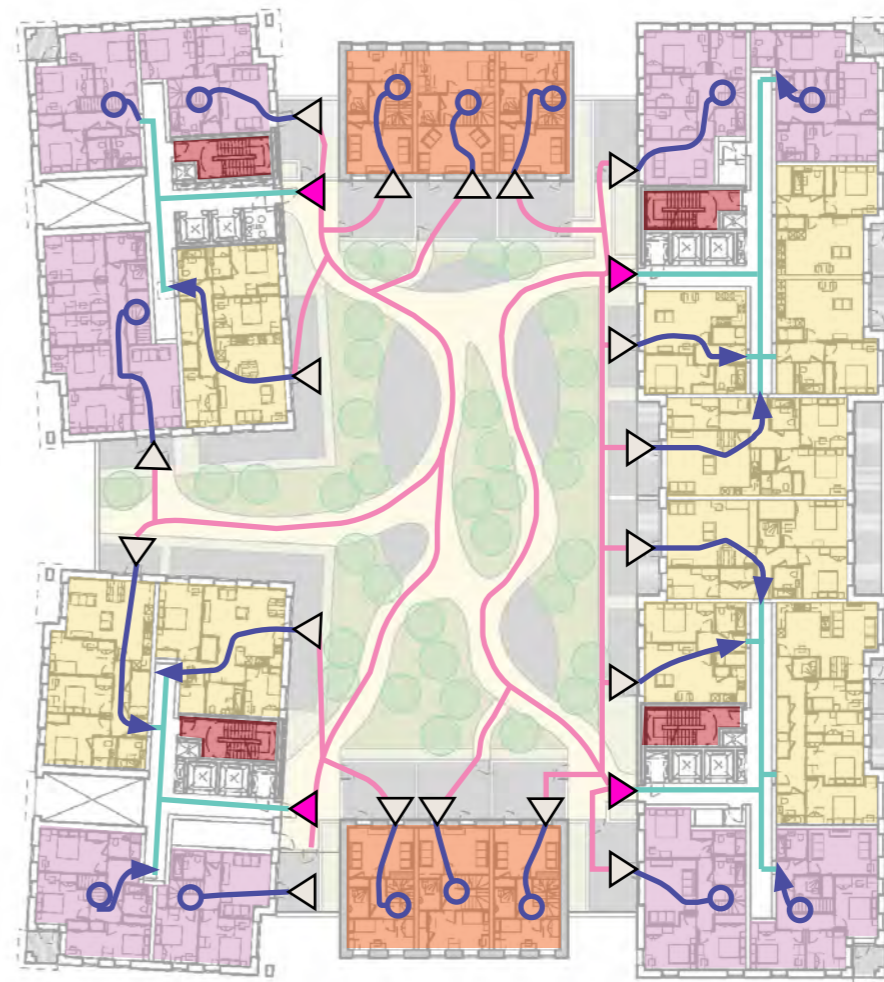


Figure 8.46: Plot E first floor

8.0 Site access and servicing

8.8 Mobility Scooters

Access

Potential future provision for mobility scooter storage has been identified within the cores of the Phase 1 buildings. As demonstrated in the adjacent ground floor concept plans of Plot E, mobility scooter storage with charging facilities, could be located adjacent to the primary communal entrance lobbies, with a minor reconfiguration of party walls.

Consultation with the Kingston Association for the Blind (KAB) has identified potential demand for scooter storage or hire facilities.



Figure 8.49: Mobility scooter



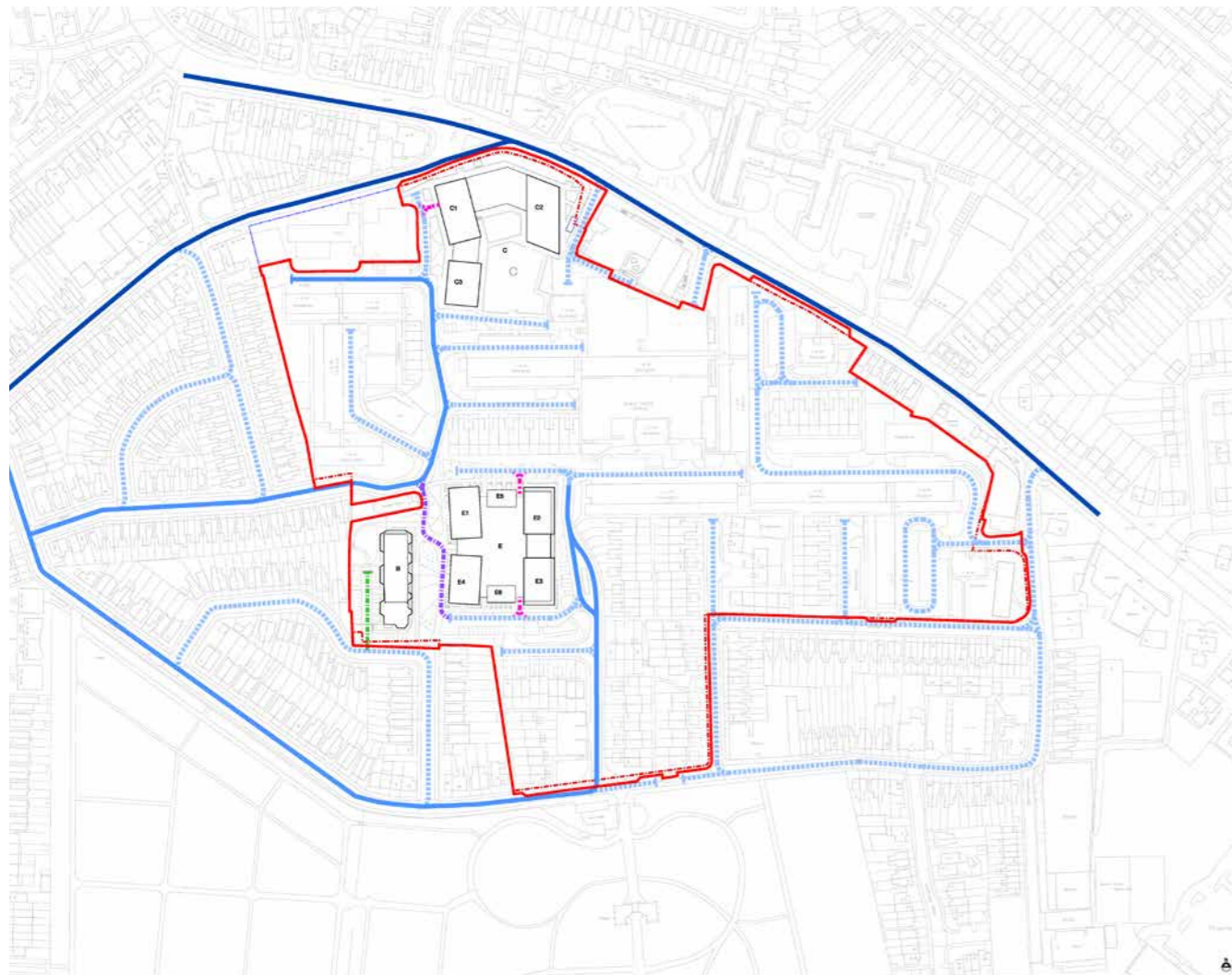
- Entrance lobby
- Refuse store
- Cycle store (affected by mobility scooter storage)
- Energy Centre
- Mobility Scooter storage

Figure 8.47: Ground floor plan of Plot E



Figure 8.48: Ground floor plan of Plot E with Mobility Scooter storage incorporated

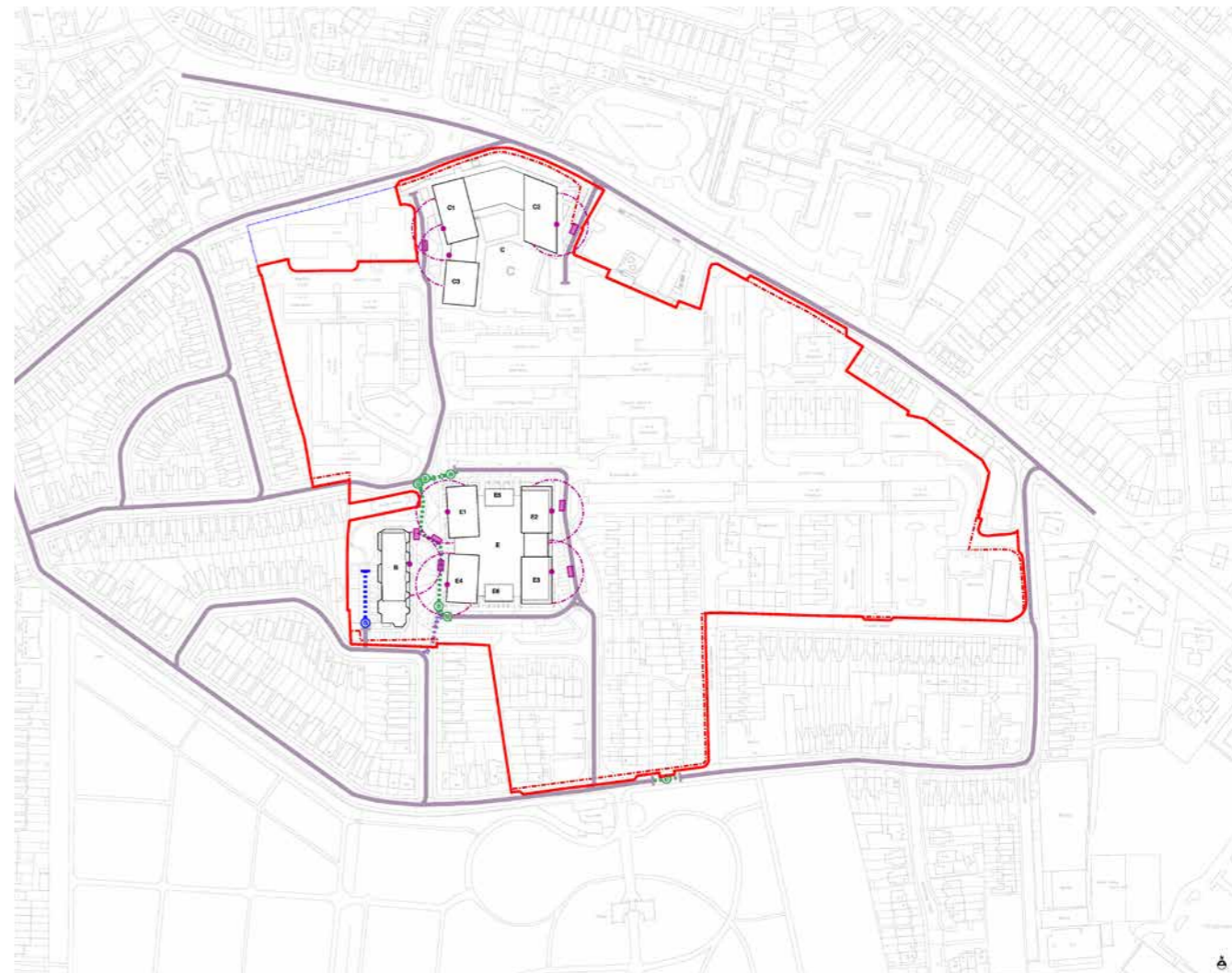
8.9 Phase 1 sitewide servicing



-  Primary Vehicle Route
-  Secondary Route
-  Residential Neighbourhood
-  Undercroft parking access
-  Gated access
-  Service access only
-  Loading bay

General vehicular routes

Figure 8.50: General vehicular routes within Phase 1

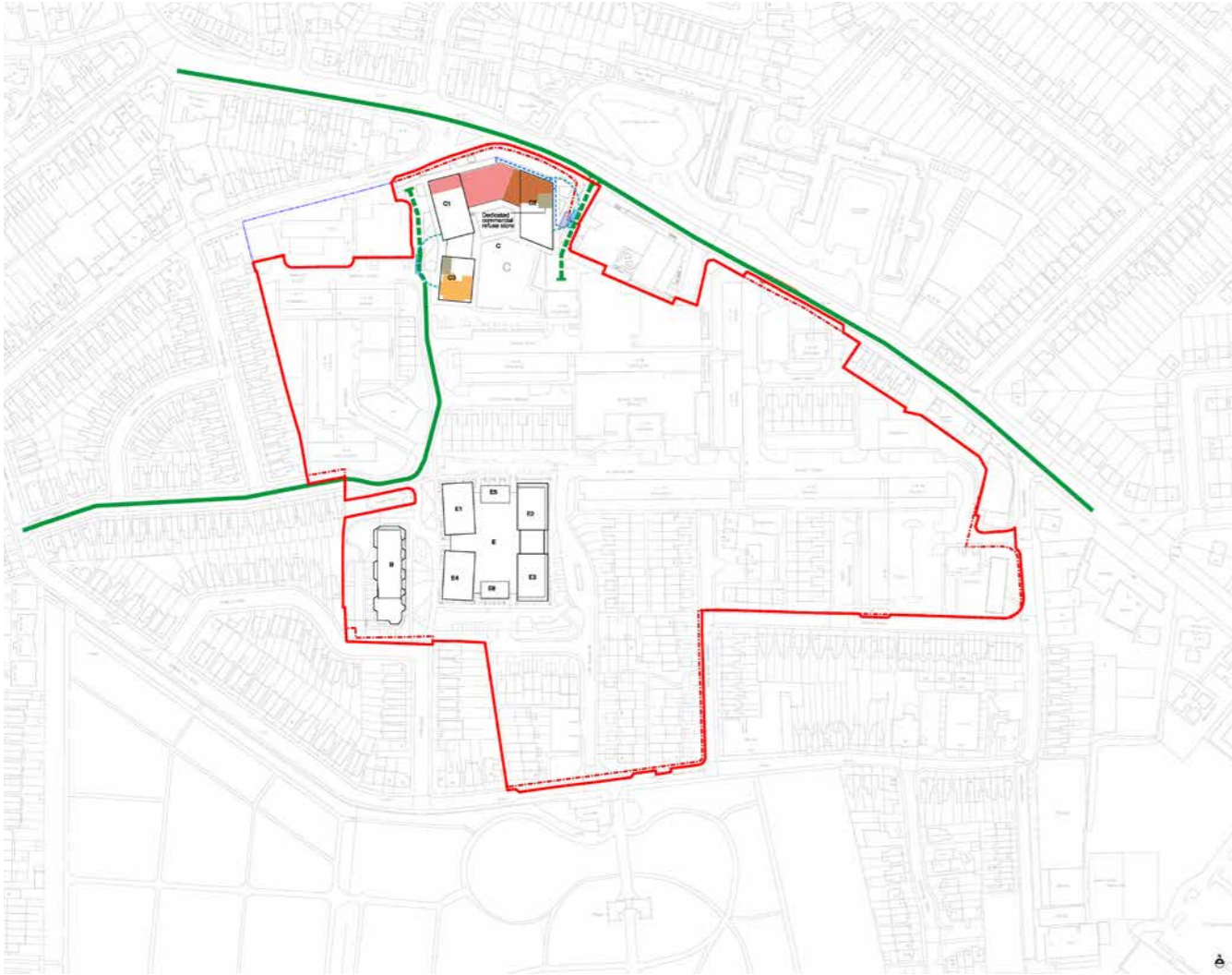


-  Emergency Vehicle Route (On General Access Roads)
-  Police Pursuit Route (Across Soft Landscape)
-  Emergency Vehicle Route - Surface Treatment Barrier
-  Emergency Vehicle Route - Dropped Bollard
-  Emergency Vehicle Route - Gated
-  Dry Riser Inlet Point (18m Radius to Street)
-  Fire Appliance Bay

Emergency routes

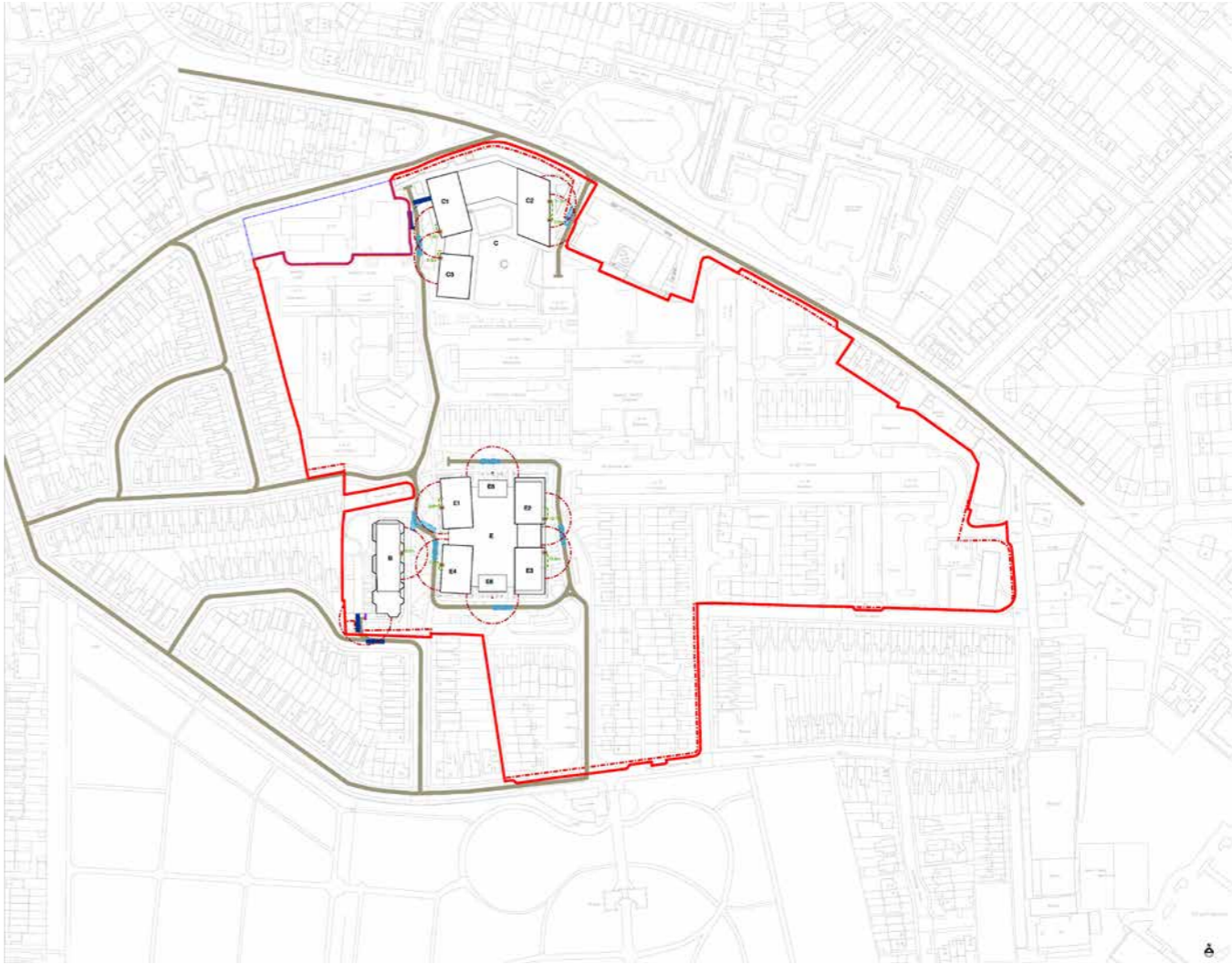
Figure 8.51: Emergency routes within Phase 1

8.0 Site access and servicing



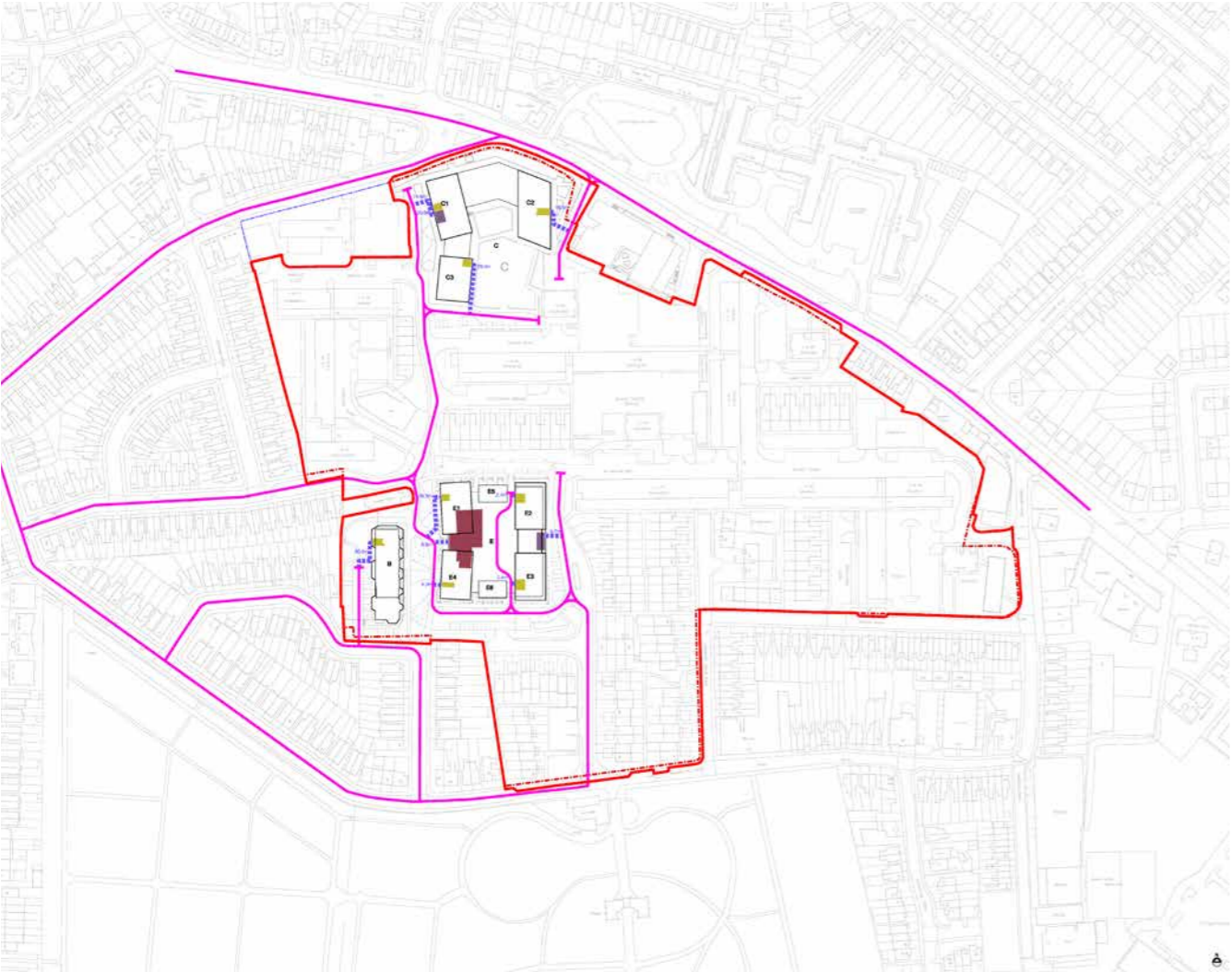
- Office/Workspace
- Commercial
- Community Centre
- Location of refuse store
- Primary Commercial Vehicular Servicing Route
- Secondary Commercial Vehicular Servicing Route
- Manual Handling Commercial Servicing Route
- Refuse Collection Manual Handling Distance (max 15m)
- Loading/Delivery Bay
- Refuse Vehicle Collection Point
- Bus stop

Commercial vehicle servicing routes
Figure 8.52: Commercial vehicle routes within Phase 1



- Refuse Vehicle Route
- Refuse Store Entrance
- Core Entrance
- Walk for residents from building entrance to bin store (max 30m)
- Communal External Bin Store
- Private External Bin Store
- Doorstep Collection
- Refuse Vehicle Collection Point
- Refuse Truck and turning head
- Refuse Collection Manual Handling Distance (max 15m). Distance shown via radius.

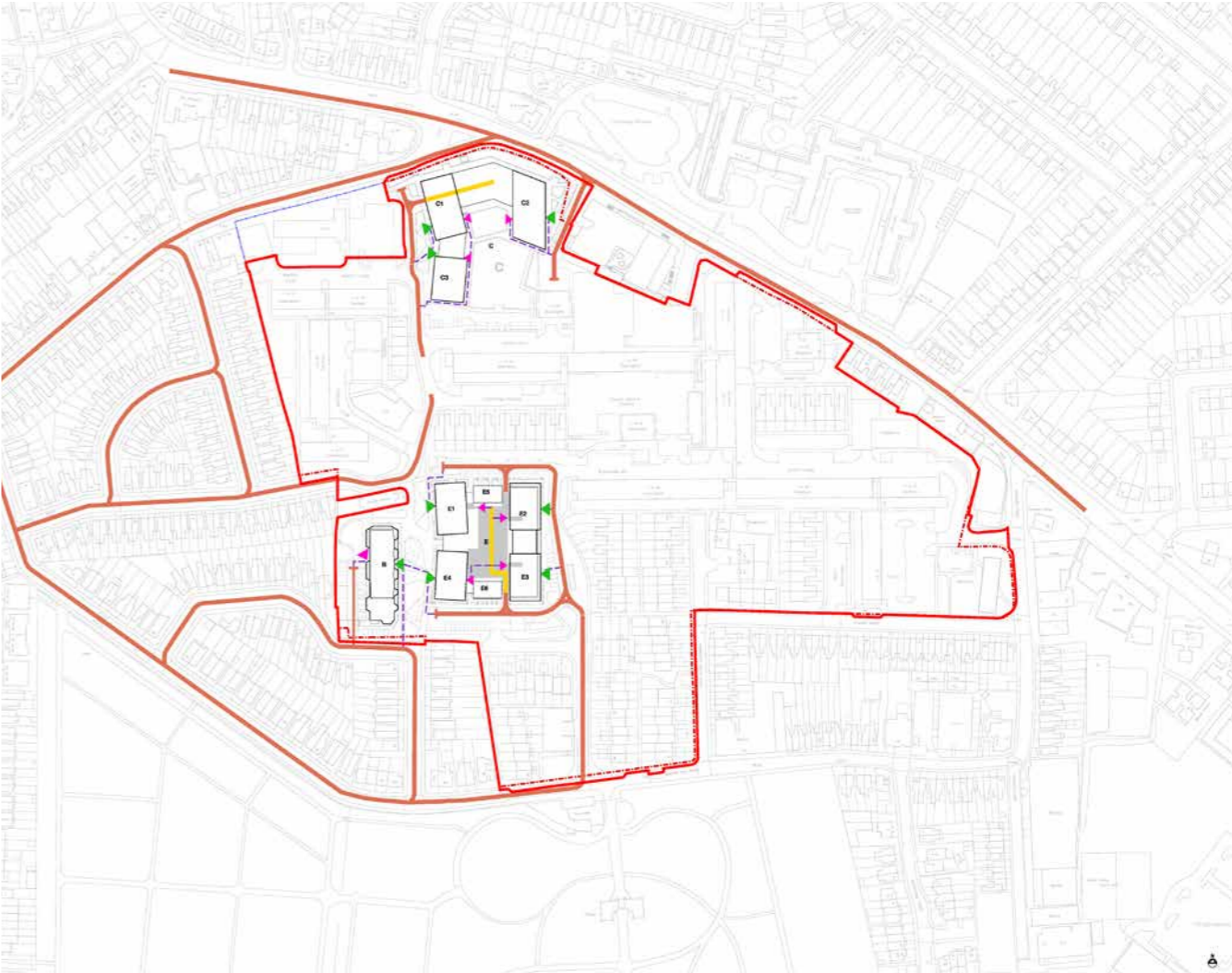
Refuse vehicle routes
Figure 8.53: Refuse vehicle routes within Phase 1



- Plant
- Energy centre
- Substation
- Vehicular access route to plant
- Manual handling route from vehicle to plant

Servicing routes

Figure 8.54: Access routes to plant within Phase 1

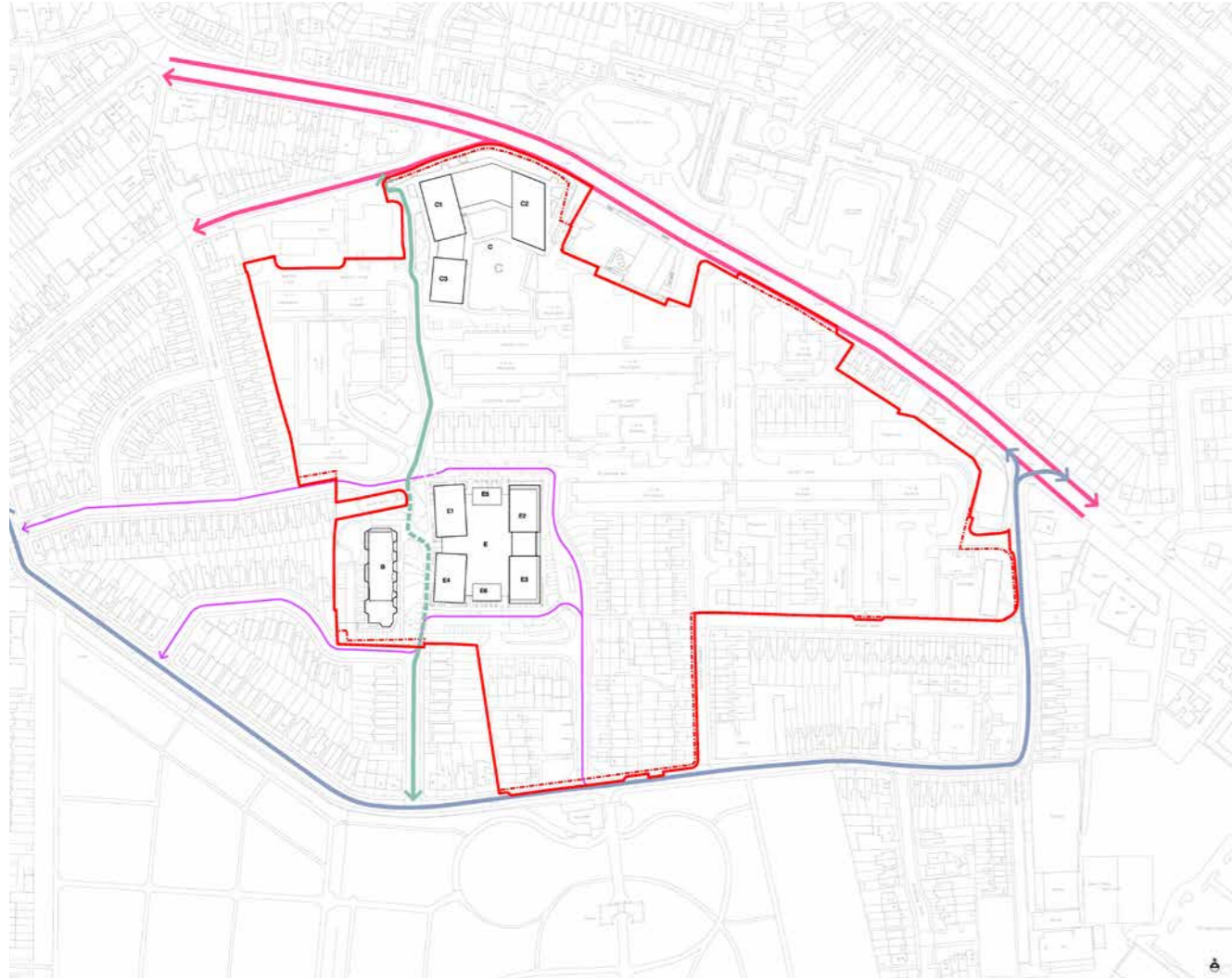


- Podium
- Main Building Core Entrance
- Secondary Access (podium, rear, or from within basement)
- Drop off/step free access
- Vehicular Access to Podiums/Basements
- Vehicular Access to Plots

Residential entrances

Figure 8.55: Residential entrances within Phase 1

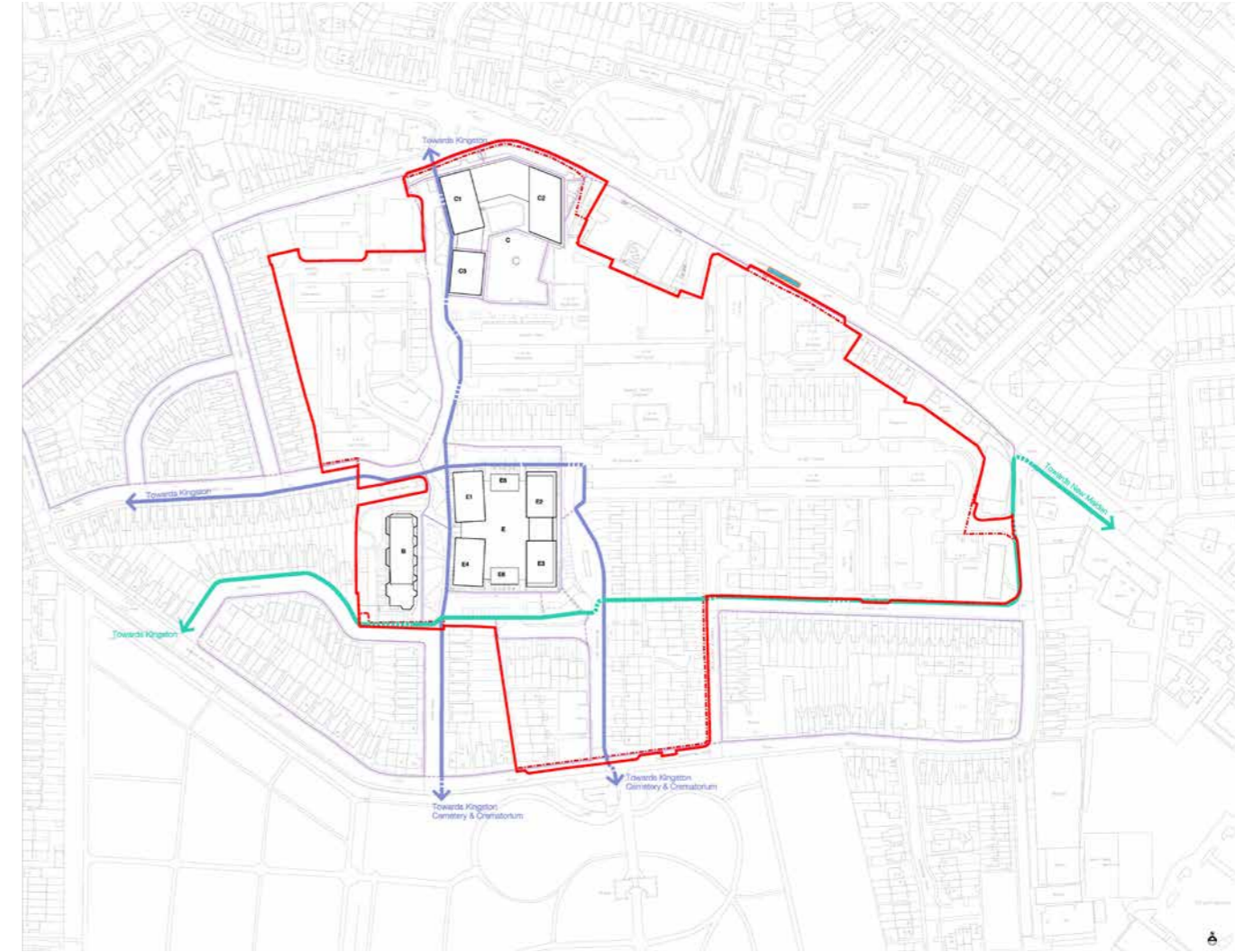
8.0 Site access and servicing



- █ Segregated On Street Cycle Lane
- █ Cycle Route - Primary N:S On Street
- ▤▤▤ Cycle Route - Primary N:S Off Street
- █ Cycle Route - Primary E:W On Street
- █ Cycle Route - Secondary On Street
- ▤▤▤ Cycle Route - Secondary Off Street

Cycle routes

Figure 8.56: Cycle routes within Phase 1



- █ Primary Car Free Pedestrian Routes
- ▤▤▤ Crossing on Primary Car Free Pedestrian Routes
- ▤▤▤ Secondary Pedestrian Routes
- ▤▤▤ Crossings on Secondary Pedestrian Routes
- Additional Footpaths
- - - Crossings on Additional Footpaths
- Bus Stop

Step-free non vehicular routes

Figure 8.57: Step free routes within Phase 1

November 2020



9.1 Scope of documentation

The Detailed Component

Submitted alongside this document are a set of drawings which describe Plots B, C and E and apply to the Detailed Component of the application:

Design Report

- **Design and Access Statement - Volume 2**
Report submitted for Approval describing the Detailed Component buildings and landscape.

Landscape plans

- Drawings submitted for Approval, showing landscape proposals for land surrounding Plots B,C and E in their short term landscape context, and in the long term illustrative masterplan context described in this report.

Plot B General Arrangements

- Floor plans, Sections and Elevations of Building B

Plot C General Arrangements

- Floor plans, Sections and Elevations of Buildings C1, C2, C3 and associated basement and podium elements making up Plot C.

Plot E General Arrangements

- Floor plans, Sections and Elevations of Buildings E1, E2, E3, E4, E5 and associated podium elements making up Plot E.

Hybrid Planning Application

Cambridge Road Estate

Architectural and landscape Documentation for submission

Design Reports

503-PTA-MP-XX-RP-A-9001	PL1 Design and Access Statement Volume 1 – The Masterplan	A3	For Approval
503-PTA-MP-XX-RP-A-9002	PL1 Design and Access Statement Volume 2 – The Detailed Component	A3	For Approval
503-PTA-MP-XX-RP-A-9003	PL1 Design Guidelines	A3	For Approval

Existing Estate Masterplan

503-PTA-MP-RF-DR-A-1200	PL1 Existing Estate masterplan	1:1000	A1	For Approval
503-PTA-MP-RF-DR-A-5120	PL1 Existing Estate masterplan phasing plan	1:1000	A1	For Approval
503-PTA-MP-XX-DR-A-5406	PL1 Existing Estate masterplan layout and demolition	1:1000	A1	For Approval

Proposed Illustrative Masterplan

503-PTA-MP-RF-DR-A-1201	PL1 Illustrative masterplan	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5400	PL1 Illustrative building block plan	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5401	PL1 Illustrative development plot heights	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5402	PL1 Illustrative access and servicing	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5403	PL1 Illustrative principal uses at ground floor	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5404	PL1 Illustrative principal uses upper floor	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5405	PL1 Illustrative public realm	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5407	PL1 Illustrative development phasing plan	1:1000	A1	For Information
503-PTA-MP-XX-DR-A-5408	PL1 Illustrative principal uses at first floor	1:1000	A1	For Information

Masterplan - Parameter plans

503-PTA-PP-XX-PP-A-5300	PL1 Site location plan	1:2000	A1	For Approval
503-PTA-PP-XX-PP-A-5301	PL1 Extent of outline and detailed application areas	1:1000	A1	For Approval
503-PTA-PP-XX-PP-A-5303	PL1 Development plot plan	1:1000	A1	For Approval
503-PTA-PP-XX-PP-A-5305	PL1 Horizontal limits of development zones	1:1000	A1	For Approval
503-PTA-PP-XX-PP-A-5306	PL1 Vertical limits of development zones	1:1000	A1	For Approval
503-PTA-PP-XX-PP-A-5309	PL1 Development zone plan	1:1000	A1	For Approval

503-PTA-MP-XX-SH-A-9000

13.11.2020

Rev. S4-PL1

Detailed Component - Landscape plans

503-PTA-MP-00-DR-LA-4300	PL1 Plot C - GA Landscape Plan Illustrative Masterplan context	1:250	A1	For Approval
503-PTA-MP-00-DR-LA-4301	PL1 Plot B and Plot E - GA Landscape Plan Illustrative Masterplan context	1:250	A1	For Approval
503-PTA-PH1-00-DR-LA-4300	PL1 Plot C - GA Landscape Plan Phase 1 context	1:250	A1	For Approval
503-PTA-PH1-00-DR-LA-4301	PL1 Plot B and Plot E - GA Landscape Plan Phase 1 context	1:250	A1	For Approval

Detailed Component – Plot B General Arrangement plans, sections and elevations

503-PTA-BZ-ZZ-DR-A-1300	PL1 Plot B - GA Plans - Ground and First Floor	1:250	A1	For Approval
503-PTA-BZ-ZZ-DR-A-1301	PL1 Plot B - GA Plans - Second to Fifth Floor	1:250	A1	For Approval
503-PTA-BZ-ZZ-DR-A-1302	PL1 Plot B - GA Plan - Roof	1:250	A1	For Approval
503-PTA-BZ-ZZ-DR-A-1900	PL1 Plot B - GA Elevations	1:250	A1	For Approval
503-PTA-BZ-ZZ-DR-A-1901	PL1 Plot B - GA Sections	1:250	A1	For Approval

Detailed Component – Plot C General Arrangement plans, sections and elevations

503-PTA-CZ-ZZ-DR-A-1320	PL1 Plot C - GA plans - Basement and Ground Floor	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1321	PL1 Plot C - GA plans - First and Second Floor	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1322	PL1 Plot C - GA plans – Third to Ninth Floor	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1323	PL1 Plot C - GA plans – Tenth to Twelfth Floor	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1324	PL1 Plot C - GA plans – Roof	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1910	PL1 Plot C - GA Elevations - A, B	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1911	PL1 Plot C - GA Elevations - C, D	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1912	PL1 Plot C - GA Elevations - E, F	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1913	PL1 Plot C - GA Elevation - G	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1914	PL1 Plot C - GA Sections - A,B	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1915	PL1 Plot C - GA Sections - C,D	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1916	PL1 Plot C - GA Sections - E,F	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1917	PL1 Plot C - GA Sections - G,H	1:250	A1	For Approval
503-PTA-CZ-ZZ-DR-A-1918	PL1 Plot C - GA Section - J	1:250	A1	For Approval

Detailed Component – Plot E General Arrangement plans, sections and elevations

503-PTA-EZ-ZZ-DR-A-1355	PL1 Plot E - GA Plans - Ground and First Floor	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1356	PL1 Plot E - GA Plans - Second and Third Floor	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1357	PL1 Plot E - GA Plans - Fourth and Fifth Floor	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1358	PL1 Plot E - GA Plans - Six and Seventh Floor	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1359	PL1 Plot E - GA Plans- Eighth and Ninth Floor	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1360	PL1 Plot E - GA Plans - Tenth and Eleventh Floor	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1361	PL1 Plot E - GA Plan - Roof	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1920	PL1 Plot E - GA Elevations - A, B, C, D	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1921	PL1 Plot E - GA Sectional Elevations - E, F	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1922	PL1 Plot E - GA Sectional Elevations - G, H	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1930	PL1 Plot E - GA Sections - A, B	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1931	PL1 Plot E - GA Sections - C, D	1:250	A1	For Approval
503-PTA-EZ-ZZ-DR-A-1932	PL1 Plot E - GA Sections - E, F	1:250	A1	For Approval

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