

# 5.0 Access

## 5.1 Pedestrian access

The site has been designed to be pedestrian and cycle dominant, with vehicles being secondary with shared surface and chicanes worked into the layouts to ensure traffic moves slowly through the site.

The massing of the buildings has been carefully considered, allowing accessible and visual permeability throughout the site.

Pedestrian access to the site is from Egerton Road through the upgraded gateway and along Marsh Farm Lane north and south.

Within the site key routes have been developed to encourage permeability and activation of the central gardens and new streets.



Pedestrian access within and across the site

### Key

- Vehicular & pedestrian access to site
- Pedestrian only access to site
- ⋯ Pedestrian route to flat blocks and houses

## 5.2 Vehicular access

In response to pre-application advice from Officers we have reduced the number of parking spaces and increased the provision of tree planting, landscaping, ecology features and amenity space. Overall parking spaces have been reduced to 160.

The increased permeability of the site is beneficial to pedestrians and cyclists as it opens up routes and access.

The overall approach remains the same:

- > Staggered road layout, Creating chicanes reducing speed of the traffic.
- > Regular street trees breaking up the parking
- > Mixture of parallel parking and bay parking

Hierarchy of streets - North and South Key routes and cross streets as home zones

### Vehicular

Access to the site for vehicles is from the upgraded Marsh Farm lane via Chertsey Road. There is no vehicular access to the site via Egerton Road. As per the outline planning, the site is circulated by a road connecting the new residential buildings to the access.

The 160 spaces include 18 wheelchair spaces (10%) and 10 visitor spaces for occasional use located by the ecological corridor

### Cycles

As with pedestrian access, cycles can enter the site from both Egerton Road and Marsh Farm Lane

There are 320 cycle spaces provided across the site. Every houses has an individual store in their rear gardens for 2 bicycles, the flat blocks have shared cycle storage with allocation based on the size of the flats. There are also visitors cycle parking within the central landscape.

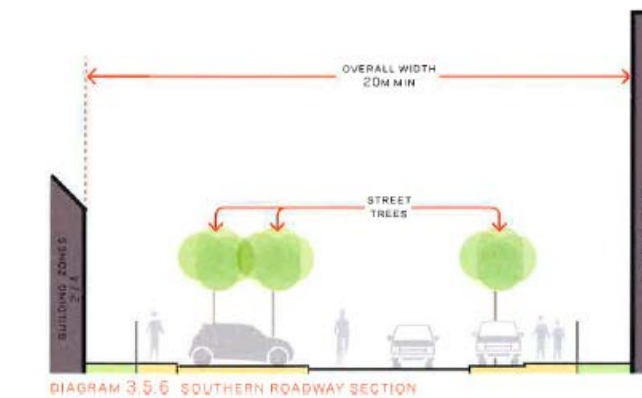
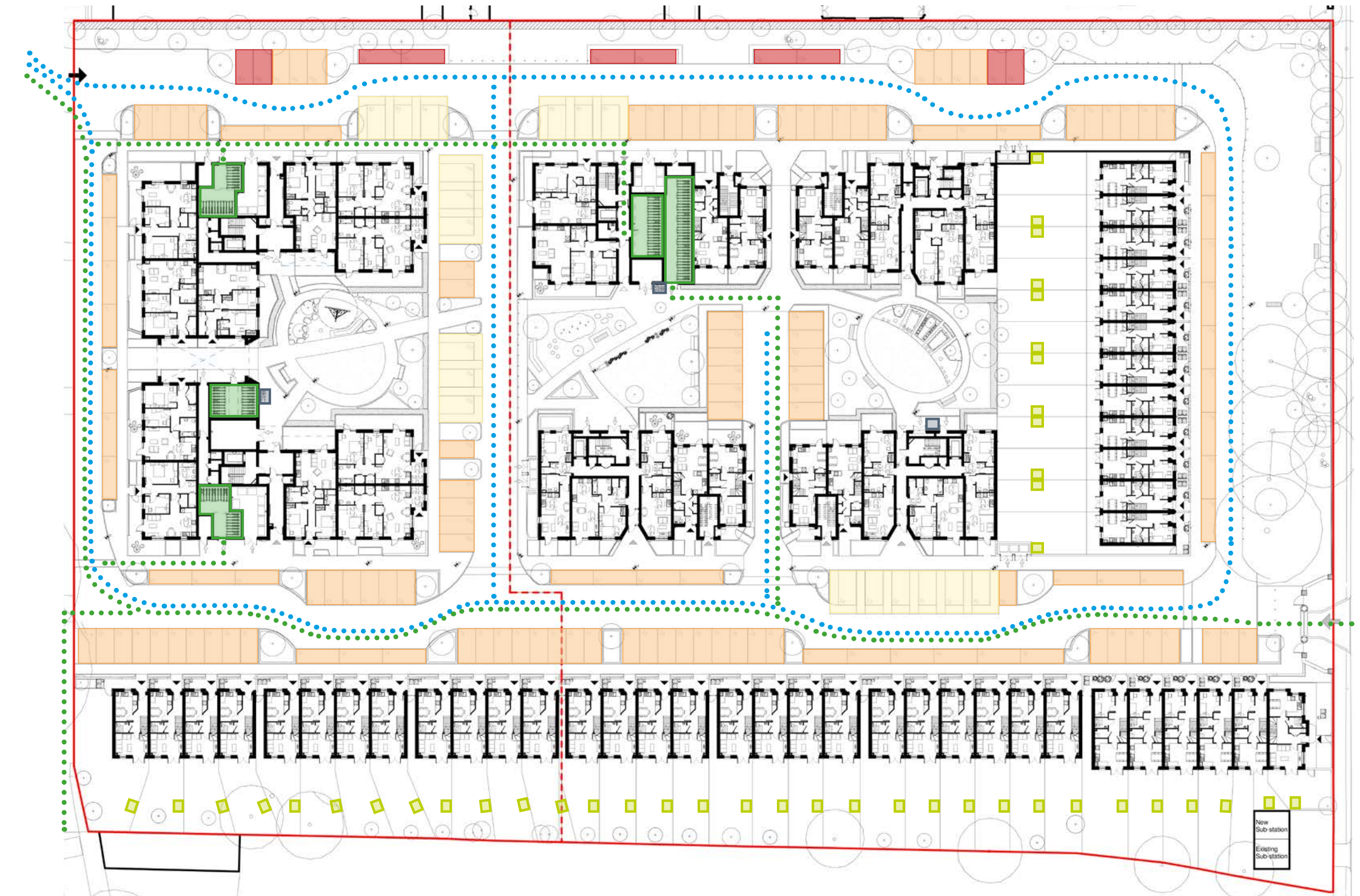


DIAGRAM 3.5.5 SOUTHERN ROADWAY SECTION



Vehicular access strategy

### Key

- Standard parking spaces
- Wheelchair parking spaces
- Visitor parking spaces
- Cycle parking for flat blocks
- Cycle parking for houses
- Visitor cycle parking
- ⋯ Cycle route
- ⋯ Vehicular route



### 5.3 Refuse strategy

Each of the blocks has been designed to include access to adequate bin stores (yellow) provision based on the LBRUT Local Plan, 'Refuse and Recycling Storage Requirement'. These stores have been located to allow easy collection by refuse vehicles on collection days.

Every house will have its own individual bin storage within the front gardens for ease of collection.

(Please refer to transport report for tracking carried out for refuse collection.)



Refuse strategy

- Key**
- Flat block refuse
  - Houses refuse
  - Vehicular Route
  - Flat block refuse access
  - Houses refuse access

### 5.4 Energy strategy

Following advice from Environmental Services Design (the project's utilities consultant) we have established the requirements for servicing all of the proposed buildings.

The locations and access of risers has been carefully considered to allow access to these areas for maintenance.

(Please refer to Energy report for further information on this.)



Plant access strategy

- Key**
- Plant room
  - Plant room access
  - Flat block entrance



# 5.5 Post strategy

Flats and houses with individual front doors have been provided with their own letter boxes. Flat blocks will have banks of post boxes in accordance with SBD requirements within a separated lobby for convenience for the postal service and the new residents.

Final postal arrangements will be agreed with the SBD design officer and will be either individual letterboxes within flats' front entrance doors or banks of letterboxes within lobby areas.

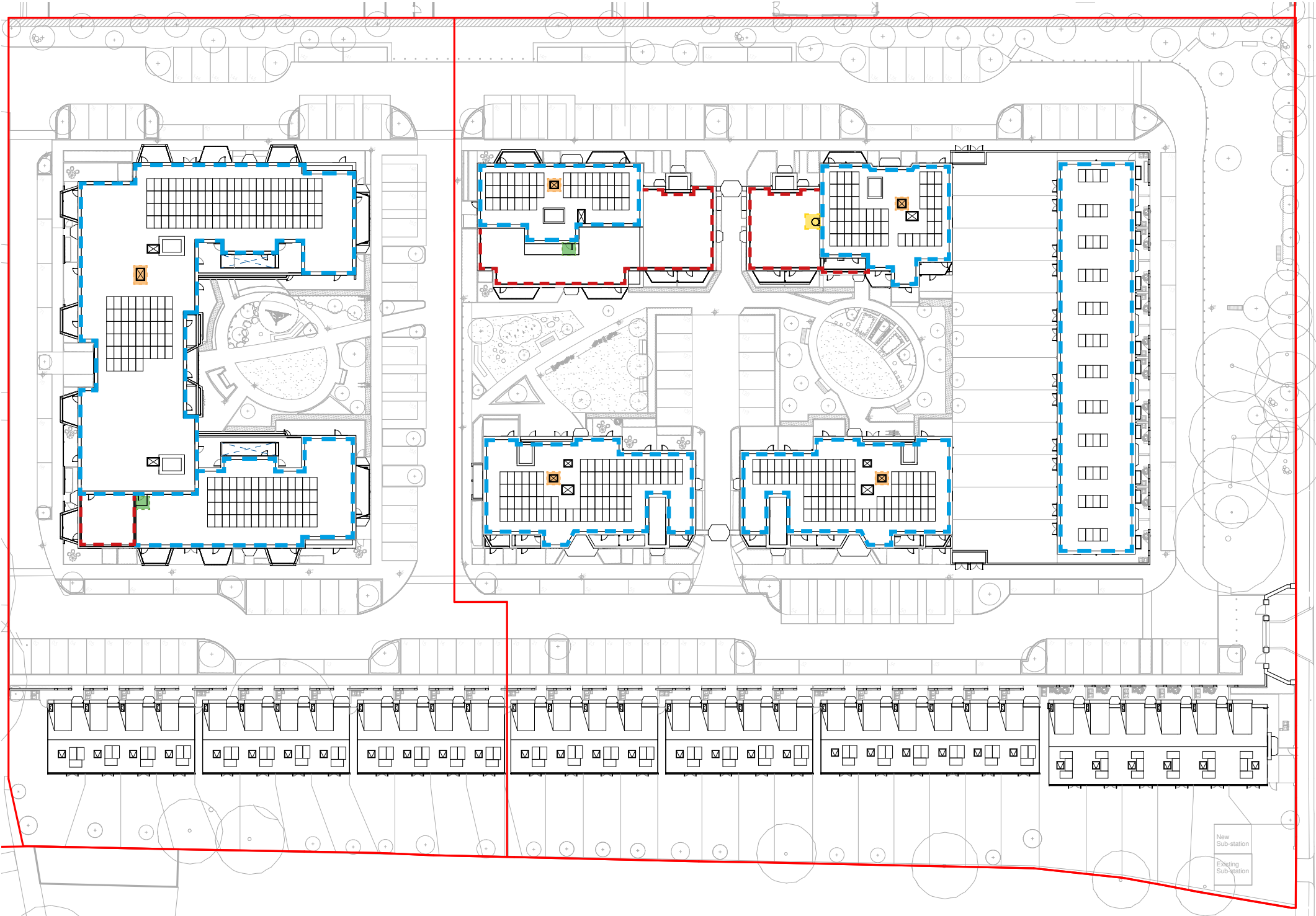


- Key**
- Post Boxes
  - ⋯ Postman route

# 5.6 Roof access

The flat roofs across the site are mostly utilised for biodiverse roofs with PV's and service equipment. Access will be for maintenance purposes except in two locations where the roof will be utilised as a terrace for a private flat (red asterisk) but there will be no access to the wider roof from these locations.

Where the roof can be accessed directly from a core the edge protection is a parapet/1100mm balustrade (red). Where maintenance access is achieved via a ladder, solid parapets are a minimum of 250mm (more if the AOD allows) with a raked set back rail (not visible from the street) to the perimeter of the roof (up to 1100mm in accordance with building regulations documents) to be installed to avoid the risk of falling.



- Key**
- AVO with roof access
  - CAT ladder access to lower level
  - Direct access to roof
  - ⋯ Inset railing
  - ⋯ 1100 balustrade

Roof access strategy



## 5.7 Wheelchair access

There are 18, M4(3) units in the scheme, equating 10% of the overall units. Examples of these are illustrated on the next page.

The diagram to the right indicates the wheelchair access across the site.

There is level access across the site and access to all the flat blocks, complying with M4(3).

Wheelchair parking has been placed in close proximity to wheelchair flats in accordance with Part M.

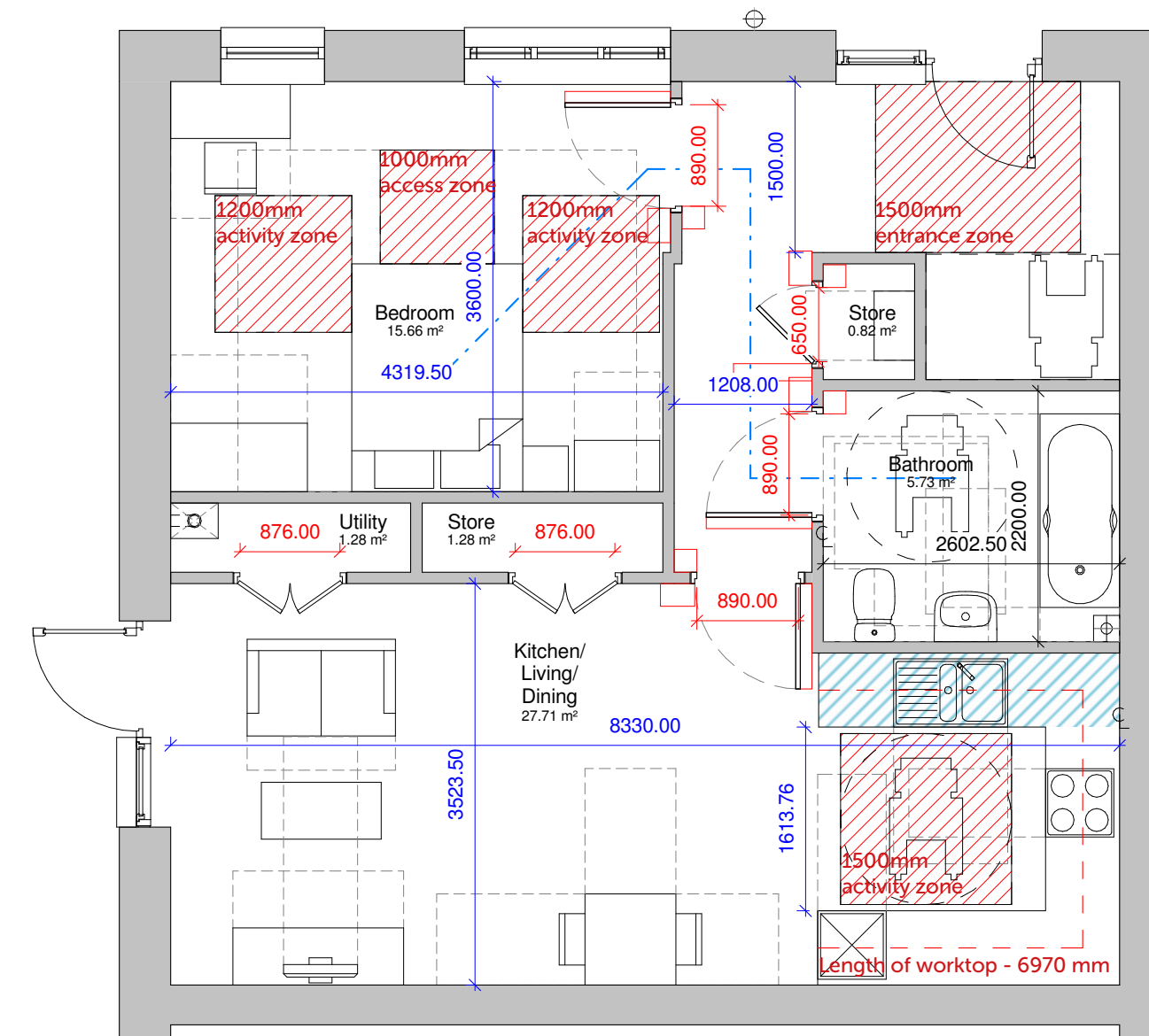


Roof access strategy

### Key

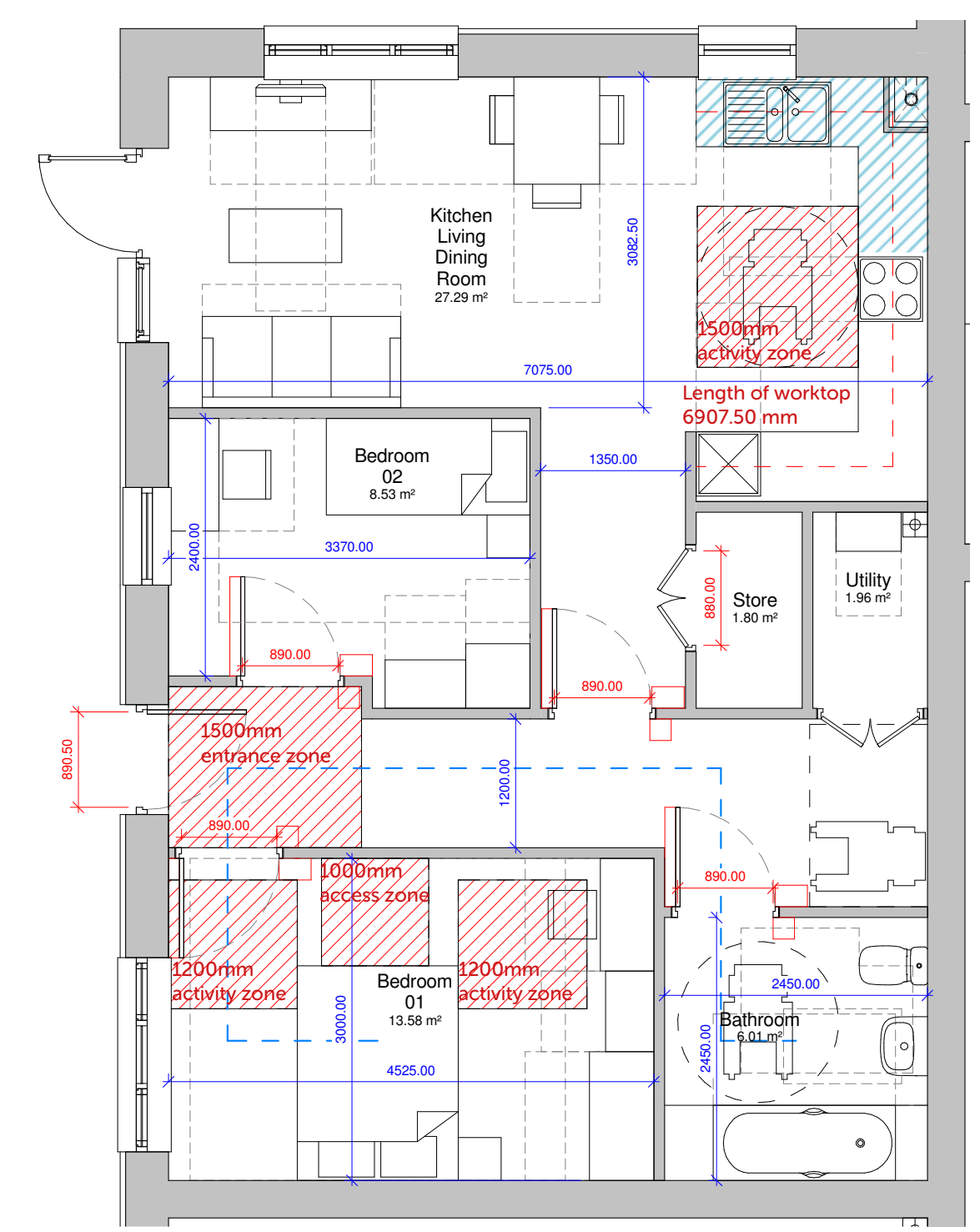
- 2 bed
- 1 bed
- Disabled parking spaces

## 5.8 Typical wheelchair units



### Key

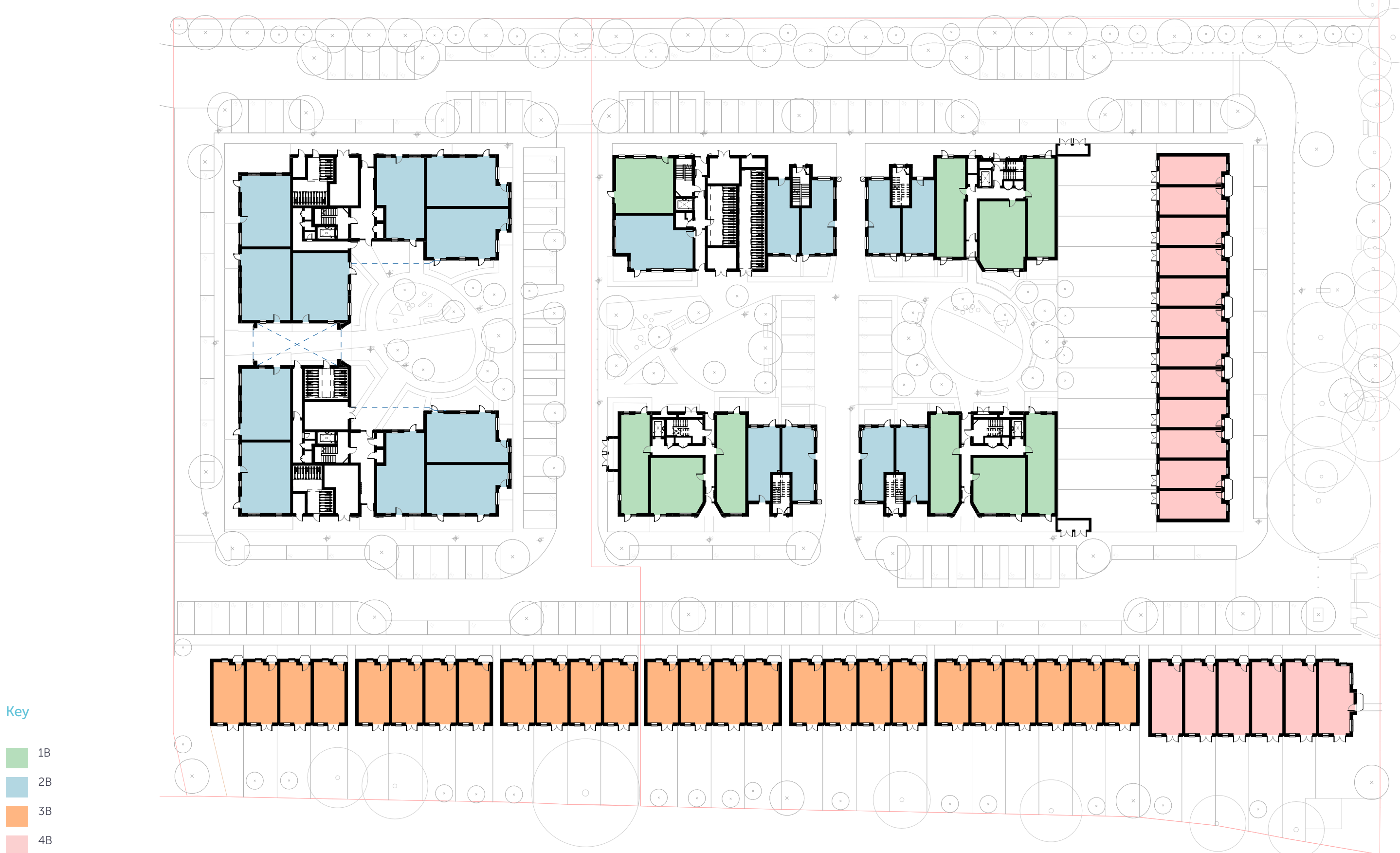
- Wheelchair movement zones
- Adjustable height worktop - 2200 min
- Potential hoist rack
- 876.00 Door - clear opening
- 1500.00 Habitable room - clear opening





# 5.9 Typical plans & schedule

## Typical site layout - Ground floor



Key

- 1B
- 2B
- 3B
- 4B

## Typical site layout - Typical & upper floors



Upper floor layout

Typical floor layout

Key

- 1B
- 2B
- 3B
- 4B

## Site layout - Proposed tenure

As stipulated in the outline planning application, this proposal is tenure blind.

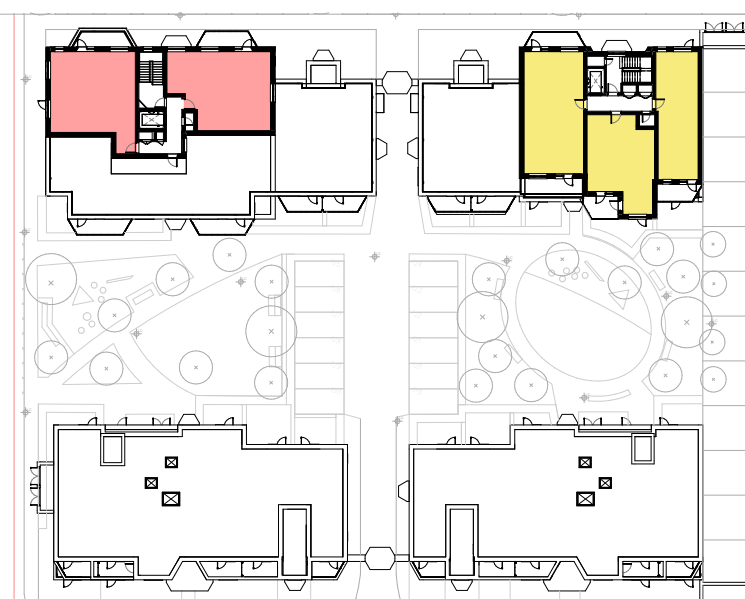
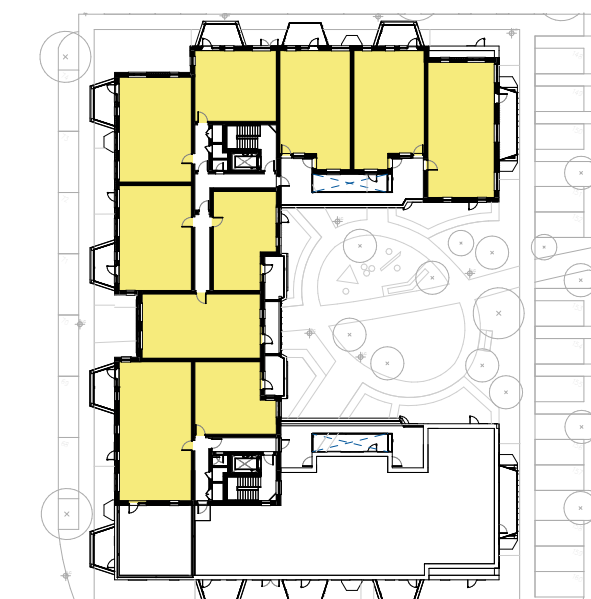
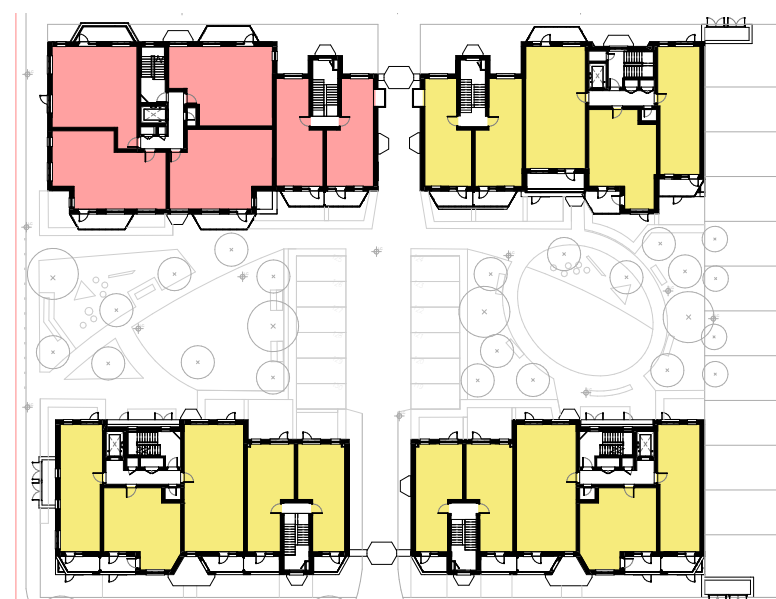
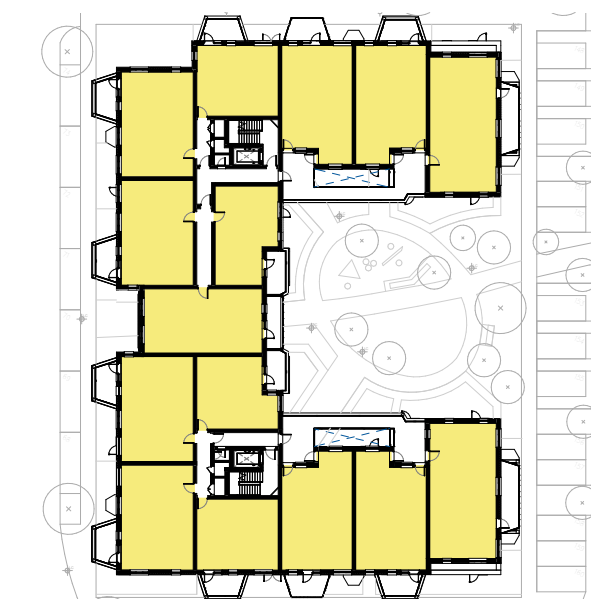
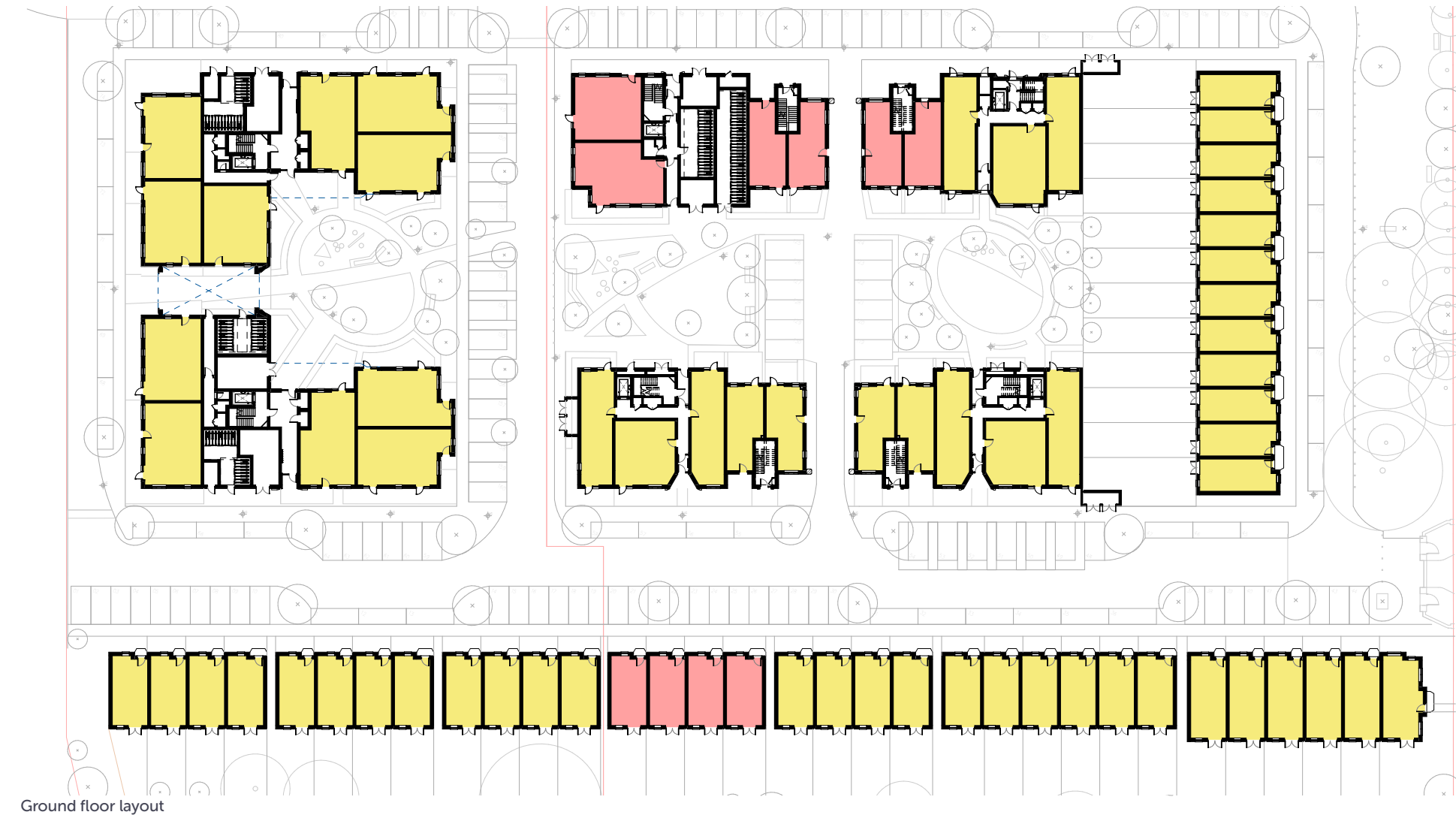
During the concept design stage and right through to the developed design the design intention is focused on a hierarchy of entrances. The principle of the hierarchy is based on how many dwellings are served by an entrance. The hierarchy of entrances is the same on all flat blocks, duplex's and houses regardless of the tenure.

The aesthetic of the houses and flat blocks is identical on both rent and shared ownership buildings. This includes window fenestration, materials specification and entrance details.

This ethos will improve social integration, improve the image of the neighbourhood and allow greater social integration.

### Key

- Affordable
- Shared Ownership



Typical floor layout

Upper floor layout

## Schedule

### Phase 01 - 09.11.2018

Accommodation Mix	1b/2p flat	2b/4p Maisonette	2b/4p flat	3b/4p flat	3b/5p flat	4b/6p flat	3b/5p Maisonette	3b/5p house	4b/6p house		total units	total hr	% units overall	% hr overall
<b>Additional Units</b>														
Rent	1	5	15	0	0	0	1	4	0		26	81	25%	25%
Intermediate	29	9	10	0	0	0	1	10	18		77	248	75%	75%
<b>additional units total</b>														
<b>total units</b>	30	14	25	0	0	0	2	14	18		103		100%	100%
<b>habitable rooms</b>	60	42	75	0	0	0	6	56	90			330		
												3.203883	average hab room/unit	

### Phase 02 - 09.11.2018

Accommodation Mix	1b/2p flat	2b/4p Maisonette	2b/4p flat	3b/4p flat	3b/5p flat	4b/6p flat	3b/5p Maisonette	3b/5p house	4b/6p house		total units	total hr	% units overall	% hr overall
<b>Additional Units</b>														
Intermediate	15	0	42	0	8	0	0	12	0		77	236	100%	100%
<b>additional units total</b>														
<b>total units</b>	15	0	42	0	8	0	0	12	0		77		100%	100%
<b>habitable rooms</b>	30	0	126	0	32	0	0	48	0			236		
												3.064935	average hab room/unit	
<b>Scheme Total</b>	45	14	67	0	8	0	2	26	18		180			





THE GATEWAY





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