





## 8.0 Site access and servicing

### 8.1 Pedestrian access and circulation

Driven by the principles of the wider regeneration strategy and guided by TfL's **Healthy Streets** indicators, Plot A is designed to create an environment that is accessible on foot as well as by mobility scooter or wheelchair.

The Plot is surrounded on four sides by a public pedestrian pavement, gently sloping down towards the west side to match existing site levels. The design of the street network and presence of demarcated footpaths will ensure a legible environment for pedestrians.

Five new pedestrian crossings are provided and strategically located to allow free flow of pedestrians along the main street and direct access into the Park. These will be raised table crossings which allow pedestrian level access while functioning as a traffic calming measure. Tactile paving will be provided to aid movement for the visually impaired and increase safety.

#### Access to commercial unit

The new crossings will also allow residents from the surrounding communities to safely access the supermarket. A larger hard landscape area is created adjacent to the entrance into the commercial unit, providing spill out space for visitors without negatively impacting on the access routes.

#### Residential access

There is level access into the residential cores from the west, south and east streets and in all cases a level landing is provided directly outside the entrance. As per the principles of inclusive design, the arrival sequence for able bodied pedestrians and those with impaired mobility is the same. Each residential core will distribute to the dwellings located on the upper floors via two lifts and a communal staircase. Ground floor homes with dedicated entrances at ground level are also accessible off from the main pedestrian route.

#### Routes to public transport

The masterplan project for the regeneration of Grahame Park proposes to deliver improvements to public transport such as the diversion of bus routes via Bristol Avenue connecting into Corner Mead and new bus stops near the junction with Lanacre Avenue. These are explained in detail in the DAS Vol.1 Chapter 10.7 and Transport Assessment. Plot A residents and visitors will have direct and accessible pedestrian routes connecting to public transport via the new streets and pedestrian or cycle routes through Heybourne Park.

In the meantime, the existing bus stop in Quakers Course will remain accessible from the site.

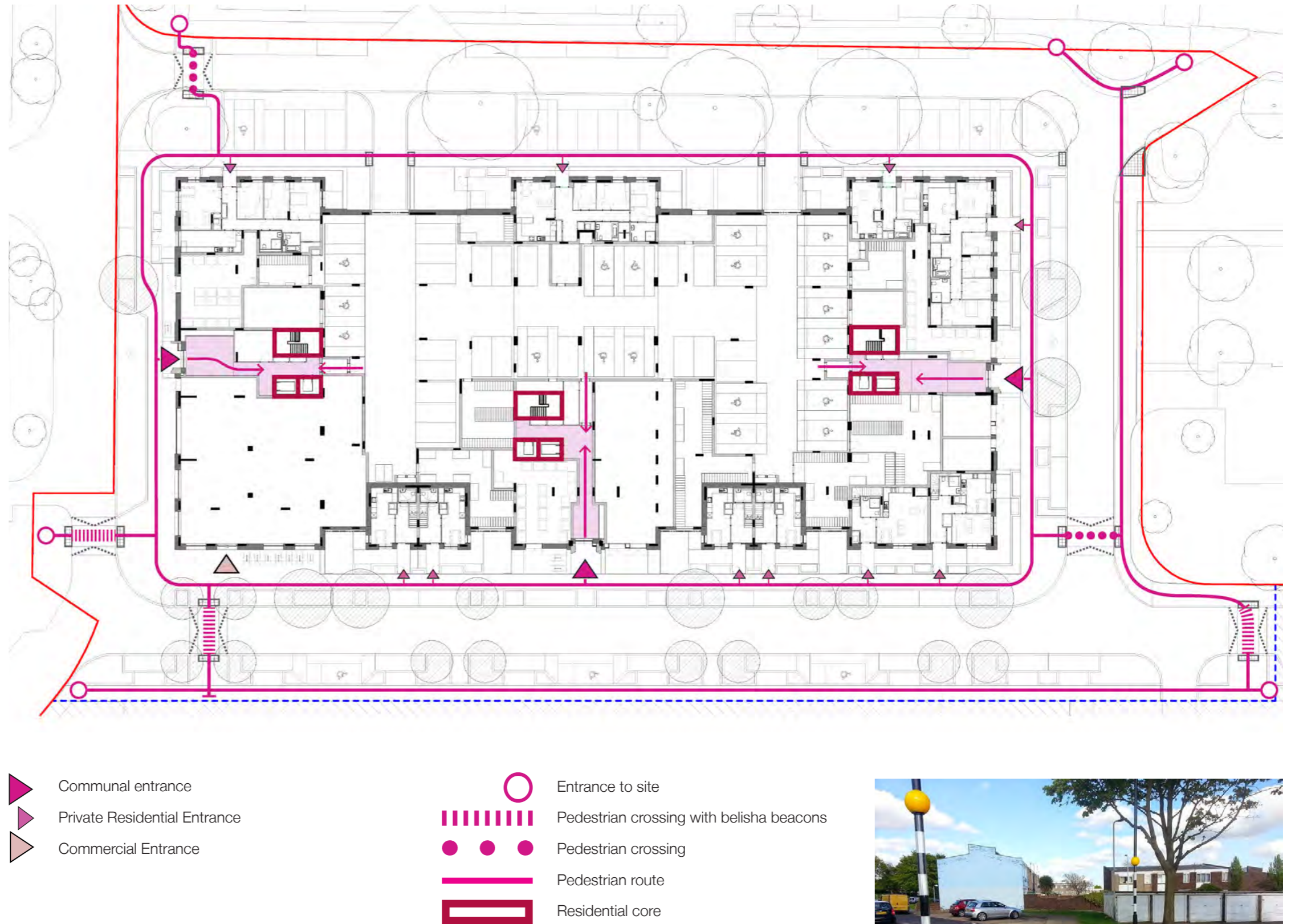


Figure 8.1: Pedestrian routes diagram

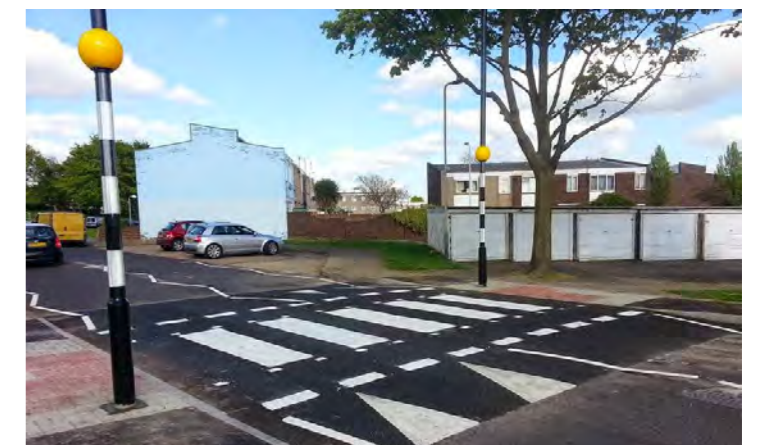


Figure 8.2: Raised zebra crossings with Belisha beacons on links with higher traffic flows with no buses.



### 8.2 Cycle access and parking

The site-wide network has been designed with cyclist integration on road and divided into primary, secondary and local routes as defined in the masterplan proposals (refer to DAS Vol.1 Chapter 10). The Plot A development sits adjacent to a secondary cycle route which runs east:west along Nighthawk Road.

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

For the **commercial** unit 14 on street cycle spaces will be provided for both long and short stay as required by the London Plan for use classes A1/ A2 / A3 / B1 (highest requirement provided).

The design of the cycle parking and access routes follow the principles of the London Cycle Design Standards and LBB Residential Design Guidance SPD.

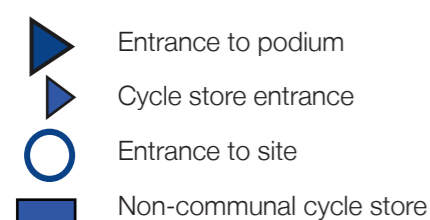
353 **residential long-stay** cycle parking spaces are located within the car park podium and accessed exclusively from the inside for added security. These will serve the totality of the apartments in A1, A2 and A3. After storing the bicycle, users can access the core directly via a lobby located in the car park without the need to go back outside. All routes to the cycle stores and residential cores are a minimum of 1.2m wide. Access into the stores is via a single doorset to avoid difficulties negotiating consecutive sets of doors.

5% of all cycle parking provided can accommodate larger cycles such as adapted cycles for disabled users or cargo bicycles. These spaces are proportionally distributed to serve all cores.

**Ground floor homes** will be provided with secure and covered cycle stores in close proximity to their front doors and accessible off the private terraces, 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 7.12). These are either located adjacent to communal residential entrances for the residential uses or in close proximity to the commercial unit.

In total Plot A will deliver at least 385 cycle parking spaces.



#### Plot A cycle parking provision

Plot A	Long stay parking	Short stay parking	Total
Residential	364	7	371
Commercial	3	11	14
Total	367	18	385

Figure 8.3: Cycle access routes and parking diagram



## 8.0 Site access and servicing

### 8.3 Vehicular access and parking

The new development will deliver a rectangular plot surrounded by a perimeter vehicular route. The existing Heybourne Crescent / Clayton Field road to the west will be retained with only minor alterations to pavements and provided with a new junction where it will connect with Nighthawk Road.

The existing Great Field will be reconfigured to join with the new road at the southeast corner of the plot. It will also be resurfaced and re-positioned to provide additional parking on the north side and a new pavement to St Augustine's Church on the east side. In order to reduce traffic it is proposed that this is a one-way street. Great Field will retain access to the existing garages and parking courts located to the north, as well as giving access to the podium parking of the new development.

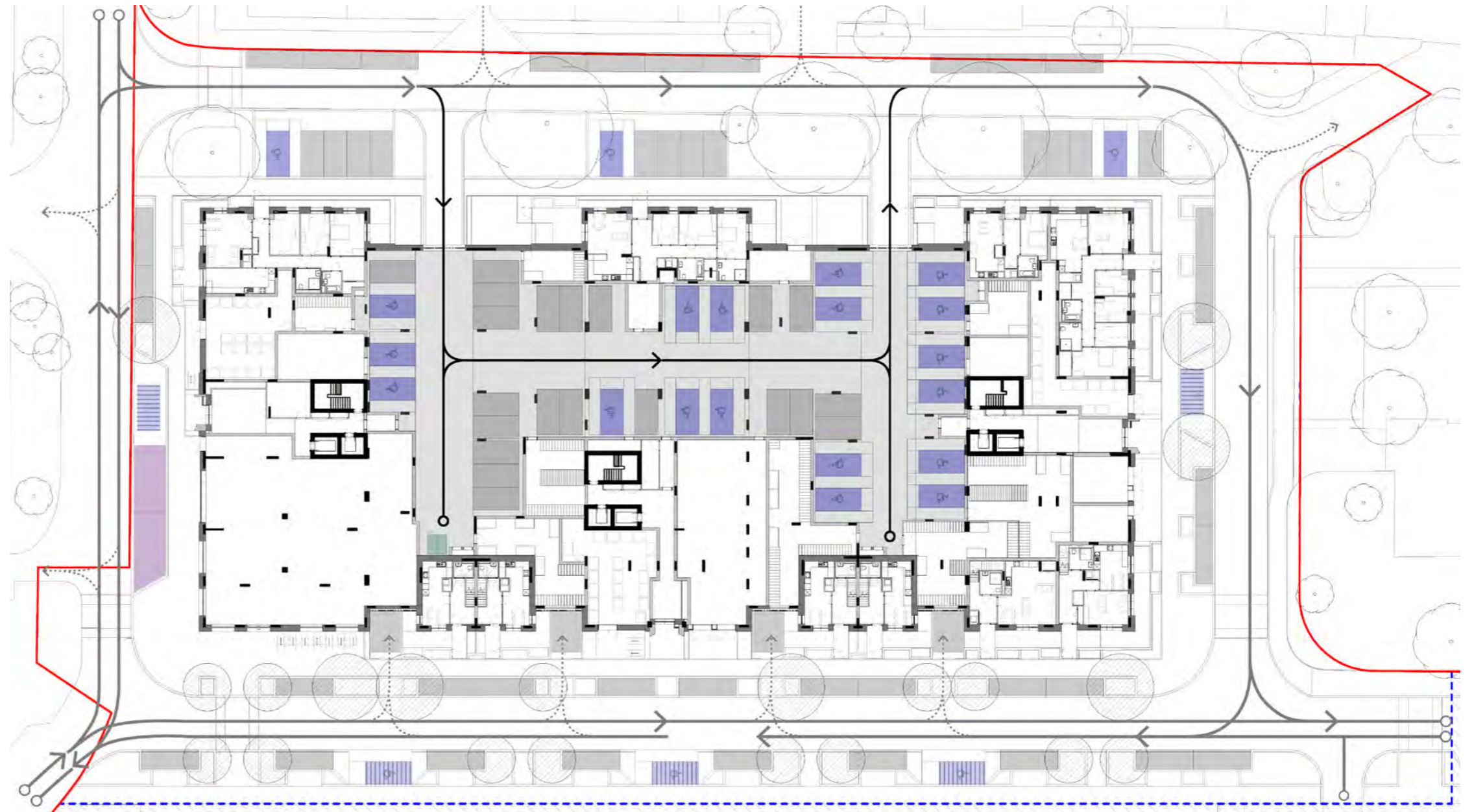
#### Vehicular parking

The residential podium parking will be configured as a single entry / single exit route serving 39 secure car parking spaces (of which 18 are accessible) and 2 motorcycle spaces. Entrance to the car park will be via metal gates with controlled entry.

A further 60 car parking spaces will be created on street in a mix of parallel parking along main adoptable roads and perpendicular parking on secondary low traffic roads (Great Field). All streets will be part of the Controlled Parking Zone (CPZ). The four houses along Nighthawk Road will have 1 end-on demised external parking bay each.

3 external accessible spaces will be located adjacent to the M4(3) homes at ground floor. The remaining 5 accessible spaces will be flexible parking bays located in close proximity to communal entrances.

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.



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

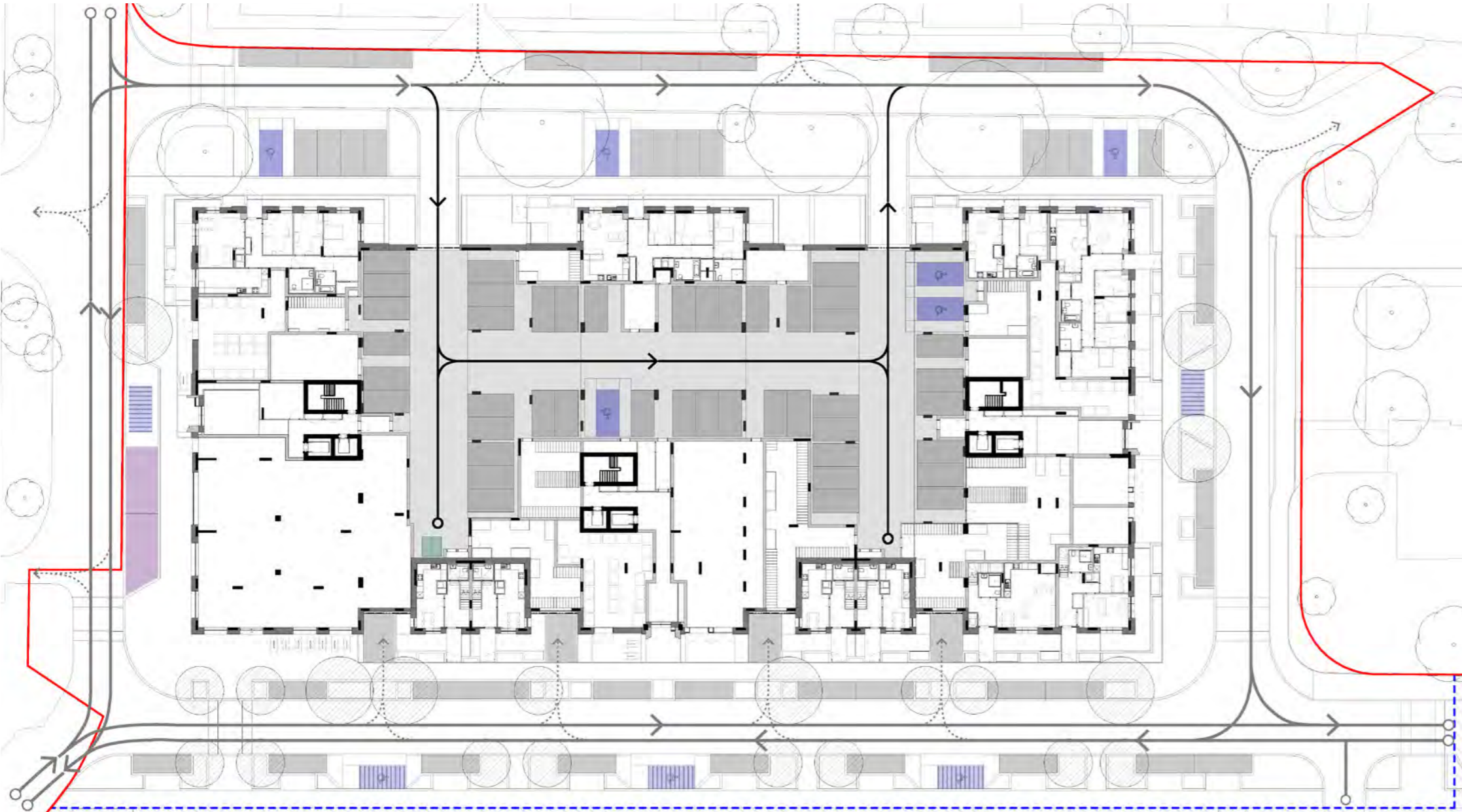
Plot A	Secure podium	Unsecure on street	Demised	Flexible parking & flexible loading	Sub-total
Accessible	18	3	0	5*	26
Standard	21	46	4	2**	73
Sub-total	39	49	4	7	99

Plot A	
No. homes	209
Spaces / dwelling	0.47

Figure 8.4: Vehicular routes and parking diagram for option 1: 100% accessible parking provision for M4(3) homes

Figure 8.5: Parking provision for option 1: 100% accessible parking provision for M4(3) homes





- Accessible parking space
- Flexible parking\*
- 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

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

Plot A	Secure podium	Unsecure on street	Demised	Flexible parking & flexible loading	Sub-total
Accessible	3	3	0	5*	11
Standard	44	46	4	2**	96
Sub-total	47	49	4	7	107

Plot A	
No. homes	209
Spaces / dwelling	0.51

**Accessible parking**

The proposals for Plot A comprise 21 accessible parking spaces, corresponding to a 1:1 provision for accessible dwellings. The Draft New London Plan (**Policy T6.1**) allows for the provision to be lowered to 30% of the total number of M4(3) homes at completion of development.

Adopting this strategy for Plot A would increase the total parking provision to 107 spaces. This would be carried out without amendments to structure so that provision can be increased back to 100% at any point in the future to suit the residents' needs.

**Residential parking**

As the first phase of construction, the proposals for Plot A seek to maximise parking provision while remaining in compliance with GLA guidance and fulfilling the various objectives of the masterplan. These include a good level of planting on street to avoid creating 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.

With 1:1 accessible parking provision as per the Mayor of London Housing SPG (**Standard 18**), Plot A delivers a total of 99 residential parking spaces which corresponds to a ratio of 0.47 spaces per dwelling. A preferred lower provision of accessible parking as described above would raise the ratio of Plot A to **0.51 spaces per dwelling**.

Figure 8.6: Vehicular routes and parking diagram for option 2: 30% accessible parking provision for M4(3) homes at completion of development

Figure 8.7: Parking provision for option 2: 30% accessible parking provision for M4(3) homes

\* Flexible parking: unallocated parking on street for permit holders (residential and business) and limited short stay.

\*\* Flexible loading: loading bay restricted to business times and permit holder outside these times.



## 8.0 Site access and servicing

### 8.4 Servicing and emergency access

#### Refuse servicing

Refuse collection will be done via dedicated refuse stores for general waste and recycling located adjacent to each communal entrance and accessible from the outside.

Bin stores have been sized to accommodate standard eurobins and allow 1500mm wide access routes to all bins thus allowing easy access to all residents, including wheelchair users. Ground floor homes will have dedicated bin stores in compliance with Local Authority guidance, with kerbside collection.

Refuse vehicles will have access to the four sides of the Plot, so they can serve all homes as well as retain access to the existing refuse point by St Augustine's Church.

#### Emergency routes

All four roads surrounding the development can take emergency vehicles, and therefore there will be easy access to 100% of the Plot perimeter and to the three communal cores. These will be provided with protected firefighting staircases and dry riser inlets adjacent to the external entrances, with outlets at every floor.

All protected staircases provide a direct route to a final exit via the residential lobby and at least one lift per core will be a firefighting lift.

Easy access for fire fighting vehicles is also provided to the commercial unit at ground floor, which has fully accessible external walls on two sides.

#### Servicing routes

The service routes for residential ancillary plant rooms is provided partially within the podium, with access via the car park, and partially via the external facade with external access, to suit the particular servicing requirements of each of the different rooms.

Post boxes for mail will be located within the residential lobbies, with internal collection and delivery.

#### Deliveries

Residential deliveries will generally make the same routes as servicing vehicles and will be able to use flexible short-stay parking spaces provided in close proximity to each core (refer to Chapter 8.3).

The commercial space is provided with a flexible loading bay off Clayton Field, to facilitate deliveries and mitigate any impact on local traffic.

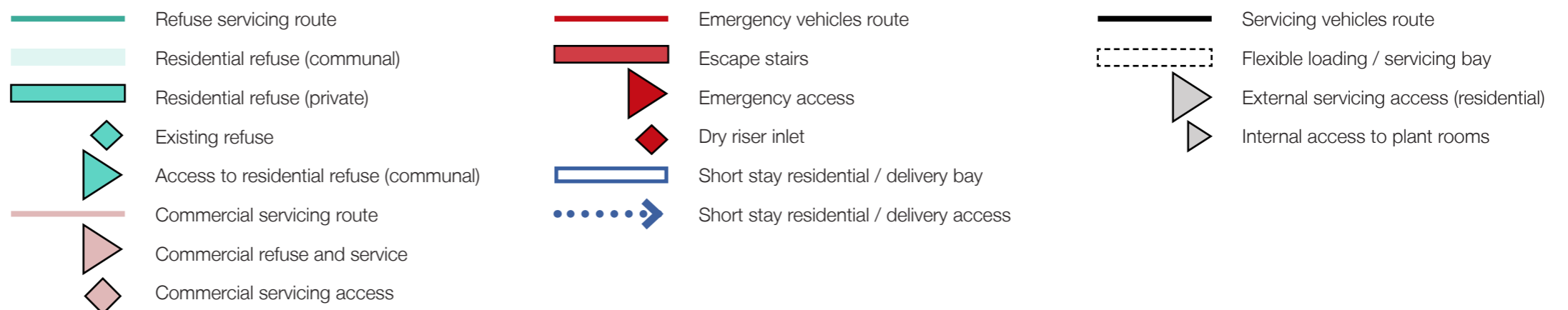


Figure 8.8: Service and emergency access diagram







## 9.0 Appendix

### 9.1 Scope of documentation: Detailed Component application drawings

- HP-PTA-A0-RF-DR-A-9100  
Proposed site plan
- HP-PTA-A0-RF-DR-A-9150  
Proposed site plan - Phase 01
- HP-PTA-A0-GF-DR-A-9101  
Ground floor plan
- HP-PTA-A0-01-DR-A-9102  
First floor plan
- HP-PTA-A0-02-DR-A-9103  
Second floor plan
- HP-PTA-A0-03-DR-A-9104  
Third floor plan
- HP-PTA-A0-04-DR-A-9105  
Fourth floor plan
- HP-PTA-A0-05-DR-A-9106  
Fifth floor plan
- HP-PTA-A0-06-DR-A-9107  
Sixth floor plan
- HP-PTA-A0-07-DR-A-9108  
Seventh floor plan
- HP-PTA-A0-08-DR-A-9109  
Eighth floor plan
- HP-PTA-A0-09-DR-A-9110  
Ninth floor plan
- HP-PTA-A0-10-DR-A-9111  
Tenth floor plan
- HP-PTA-A0-RF-DR-A-9112  
Combined roof plan
- HP-PTA-A0-ZZ-DR-A-9200  
South elevation
- HP-PTA-A0-ZZ-DR-A-9201  
North elevation
- HP-PTA-A1-ZZ-DR-A-9202  
A1 West & East elevations
- HP-PTA-A2-ZZ-DR-A-9203  
A2 West & East elevations
- HP-PTA-A3-ZZ-DR-A-9204  
A3 West & East elevations
- HP-PTA-A4-ZZ-DR-A-9205  
A4 South East North & West elevations
- HP-PTA-A5-ZZ-DR-A-9206  
A5 South East North & West elevations
- HP-PTA-A0-ZZ-DR-A-9300  
Section A-A
- HP-PTA-A0-GF-DR-L-9400  
Ground floor landscape plan
- HP-PTA-A0-01-DR-L-9401  
First floor landscape plan







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