

4.9.2 Pedestrian Movement

Pedestrian access has been a critical consideration throughout the scheme’s development.

The masterplan maintains the points of entry for pedestrians from the west along Avondale Drive and down along Abbotswood Way, maintaining clear visual connectivity around the development. Pathways along Avondale Drive and Abbotswood Way are designed to run adjacent to generous planted areas safely away from the primary vehicle route.

Central to the design intent is the new pedestrian connection towards Hitherbroom Park and along the park edge, therefore a new residential has been introduced to create permeability north-south between Avondale Drive and the wider context. The pedestrian routes are designed so that walk-ability is enhanced and proximity to landscaped public realm is maintained throughout.

Communal access for residents are visible and directly accessible off the highlighted pedestrian routes along Avondale Drive, Abbotswood Way and the proposed Park Street. Routes throughout the site are step and ramp-free to facilitate free and inclusive movement within the scheme.

Secured under-croft parking have been utilised to minimise the number of on-street parking whilst providing generous amenity spaces to residents.



4.9.3 Cycle Parking

The proposals meet the cycle parking standards of the London Plan 2021 in the appendix.

All apartments are policy compliant as a minimum (1 space per studio or 1 person 1 bedroom dwelling; 1.5 spaces per 2 person; 1 bedroom dwelling; 2 spaces per all other dwellings). Each block has secure internal cycle storage at the ground floor that is externally accessed through a lockable door or internally accessible from the podium parking, located adjacent to the lobby entrances.

As Avondale Drive is a suburban residential street, vehicular traffic is low and considered safe for cyclists to retain use of this route for cycle access. Cyclists are able to come off Avondale Drive onto the route towards the park, either to access the cycle stores located off Park Street or continue along to connect with the existing cycle networks on Abbotswood Way or onto Minet Country Park.

On-street Sheffield stands are also provided in two locations along Avondale Drive, which are well-overlooked by nearby homes.

|                              | Phase 1A<br>(30 homes) | Phase 1B<br>(120 homes) | Phase 2<br>(90 homes) |
|------------------------------|------------------------|-------------------------|-----------------------|
| Two-tier cycle spaces        | 52                     | 196                     | 156                   |
| Sheffield stand cycle spaces |                        | 28                      |                       |
| Oversized cycle spaces       |                        | 4                       |                       |
| Secure store in garden       | 4                      |                         |                       |
| Phase Total                  | 56                     | 228                     | 156                   |

Total: 440 cycles



4.9.4 Refuse Collection

The refuse strategy for the Avondale Drive masterplan has been developed with the Council’s Waste & Recycling Services team and is based on the Guidance for Waste and Recycling Storage and Collection document provided by the Council.

All the streets and shared surfaces have been checked to ensure that a local authority refuses vehicles can manoeuvre through them.

All apartment blocks will have a secured internal refuse store on the ground floor, close to the lobby entrances (120 litres per bedroom with 50% of containers being allocated for dry mixed recycling). The apartment blocks refuse will be collected from the routes highlighted in the diagram provided as part of the refuse strategy. Homes with individual entrances to the street will also make use of the communal store to reduce the presence of large bin stores along the primary vehicle and pedestrian routes. The average drag distance for refuse collection is less than 10m from each refuse store across the site.

Please refer to the Illustrative Refuse Management & Servicing Plan for further information about the refuse strategy.

|                      | Phase 1A<br>(30 homes) | Phase 1B<br>(120 homes) | Phase 2<br>(90 homes) |
|----------------------|------------------------|-------------------------|-----------------------|
| Waste bin<br>1100L   | 4                      | 10                      | 12                    |
| Recycle bin<br>1100L | 3                      | 9                       | 12                    |
| Food bin<br>240L     | 2                      | 6                       | 5                     |

Table showing provision of refuse storage for each phase  
Proposed capacities have been reviewed with Council’s Waste & Recycling Services team.



4.9.5 Services and Deliveries

The Scheme has been designed to carefully consider the changing servicing and delivery needs of its future residents.

Service Vehicles will serve the development scheme on designated routes, along Avondale Drive, Park Street and Abbotswood Way.

The road network within the development provides spaces for drop off, delivery vehicles and loading. One dedicated loading bay is proposed on Avondale Drive to provide a dedicated space and prevent large vehicles stopping over the school crossing.

Please refer to the Transport Assessment with outline serving delivery plan for further information about the refuse strategy.



4.9.6 Emergency Vehicles

Avondale Drive and Abbotswood Way will be maintained as the primary vehicle access into the development site.

Existing emergency access from Avondale Drive will connect into Park Street to provide emergency access towards the adjacent buildings, which then connects onto existing emergency access from Abbotswood Way.

Secondary routes for emergency vehicles are also provided into the undercroft parking below podia and into the courtyard off Avondale Drive. Across the site, emergency access is designed to be a short distance to the core of each block.



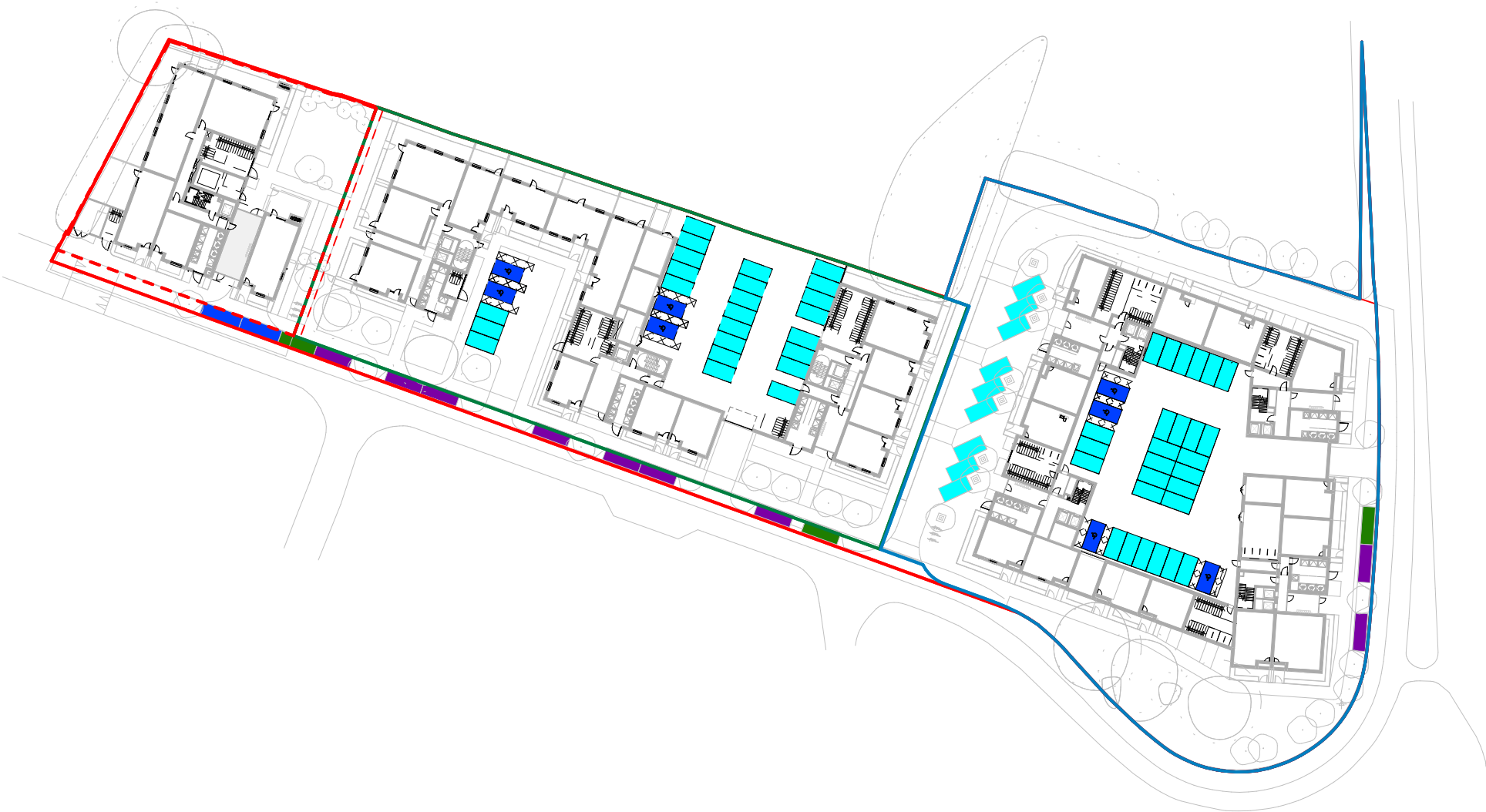
4.9.7 Car Parking Summary

The development scheme has been designed to have minimal on-street car parking and provide secured parking podiums for the majority of the parking spaces, where it is hidden from view, so streets and outdoor spaces are less cluttered by on-street parked cars.

For the proposed scale of the development will provide 69no. standard residential parking spaces plus 10no. Accessible car parking spaces, the majority of which are located in the secured podium car parks and the remaining on the surface level on-street parking, which is mainly echelon parking restricted to one side of the Park Street only.

In addition, upto 3no. of car club spaces will be provided, distributed along Avondale Drive and Abbotswood Way. Unrestricted on-street parking bays are also provided along the primary vehicle routes, located carefully amongst trees.

Please refer to the Transport Assessment for further information about the parking strategy.



| Key                                                                                 |                                    |           |
|-------------------------------------------------------------------------------------|------------------------------------|-----------|
|  | Accessible Parking Bay             | 10 spaces |
|  | Car Club Parking Bay               | 3 spaces  |
|  | Unrestricted on-street Parking Bay | 9 spaces  |
|  | Residential Parking Bay            | 60 spaces |
| Total:                                                                              |                                    | 82 spaces |

Proposed car parking

