

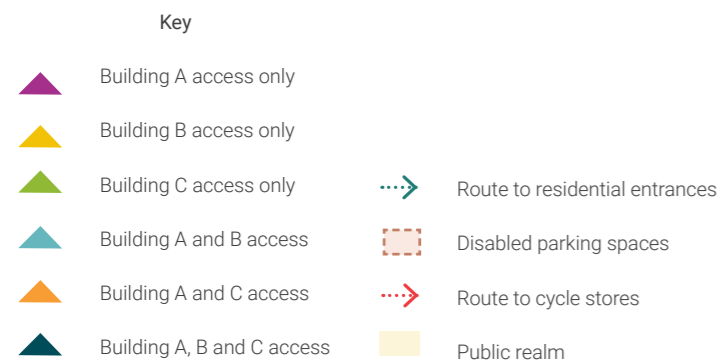
6.13 Pedestrian access & security strategy

The site is accessed by pedestrians from Orchard Lane. Within the site, pavements provide safe access to each building entrance, with communal front doors for Building A and C, and individual front doors for Building B. Additional front doors are also provided off Orchard Lane to apartments in Building C.

Building A and C have two residential entrances: a main entrance located along the street front and a secondary entrance accessed from the rear courtyard, both on ground floor. Building A entrances and cycle store are accessible to both Building A and B residents. Building C entrance is accessible to Building C residents only. Internal doors to Building A cores/corridors are accessible to Building A residents only. All residents within the scheme will have access to the riverside walk via a fobbed gate.

At basement level there are two cores providing access to Building A residents and a further stair core providing access to residents of both Building A and C up to ground level.

Disabled parking spaces are positioned at ground floor level (one disabled parking space) and basement level (three disabled parking spaces), close to residential cores / entrances across the site.



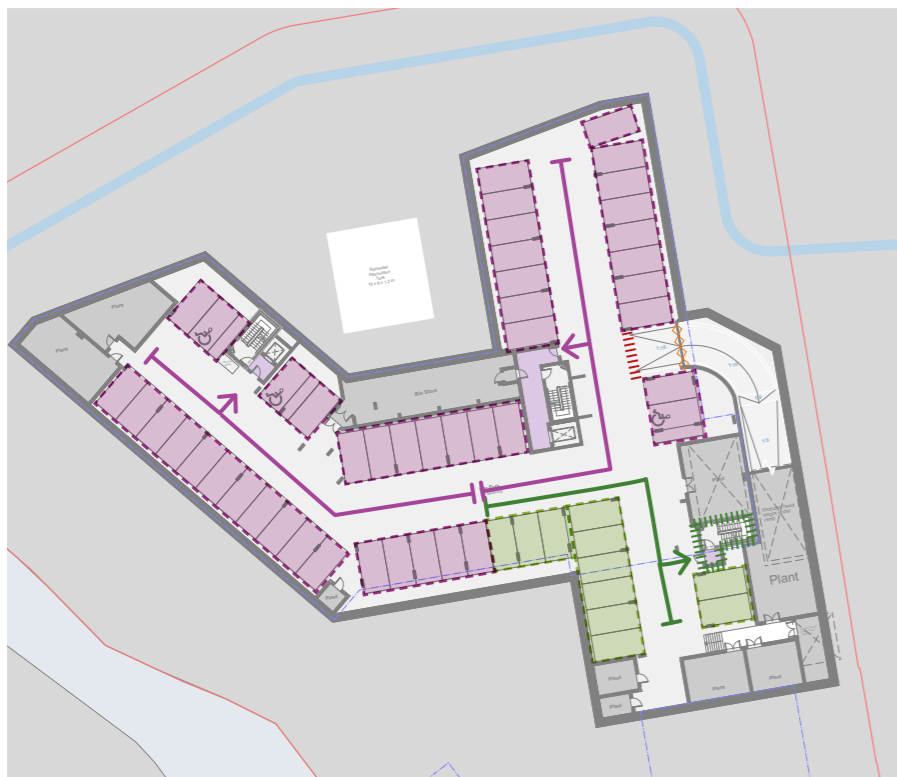
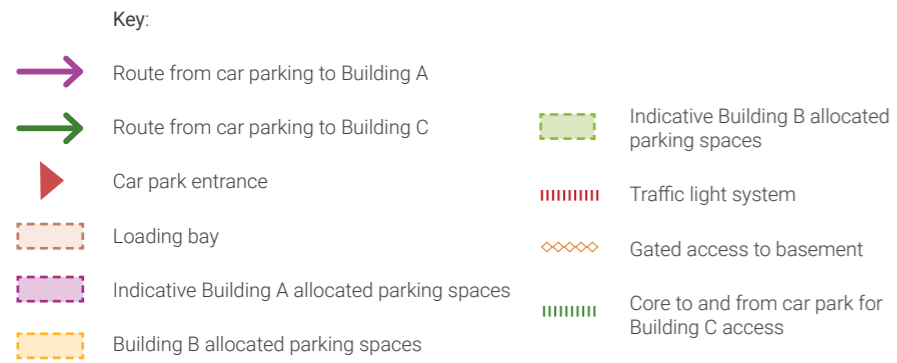
Basement floor pedestrian access and security strategy diagram

Ground floor pedestrian access and security strategy diagram

6.14 Vehicular access strategy

The site offers 1:1 parking allocation with 74 resident car parking spaces (including four accessible) split between ground floor and basement levels in addition to a loading bay at ground floor level (locations shown in the diagrams). Surface parking can be accessed from the street and basement parking can be accessed via the vehicle ramp with a traffic light system adjacent to Building A. A hinged gate will provide a secure line to the basement at the bottom of the ramp.

Locating the majority of parking in the basement conceals it from the public eye and allows the public and green spaces to be optimised and free from vehicle traffic. A 100% future provision for electric vehicle charging with 50% up front provision will be provided on-site to encourage more sustainable travel.



Basement vehicular access strategy diagram



Ground floor vehicular access strategy diagram

6.15 Fire strategy

Full details can be found in the Fire Safety Strategy prepared by OFR accompanying this application.

6.15.1 Evacuation strategy

The residential levels in the buildings will operate a "safe to stay, safe to leave" evacuation strategy as set out in BS9991, also referred to as "stay put". The non-residential areas including the car park, amenities and ancillary areas are to operate a localised simultaneous evacuation strategy. Upon activation of the automatic fire detection system or a manual call point anywhere in these areas, the fire alarm should sound initiating evacuation of all occupants in the area. The alarm system on these levels should not be linked to the residential levels.

6.15.2 Fire tender access strategy and additional fire hydrant location proposal

The Fire and Rescue vehicle access route is via Orchard Lane with access to inlets within 18m for buildings A and C and 45m for Building B. The current provisions are to allow access for a fire appliance to within 18m of the inlet positions for Building A and C, and below 45m to any point within the townhouses. A fire hydrant is located within close proximity to the entrance of Building A and fire main inlet connection points in accordance with BS 3251:1976.

6.15.3 Means of escape

Escape routes are designed in accordance with BS 9991. Mechanical ventilation systems are proposed in the common corridors. Evacuation lifts are provided in each stair core. All escape routes from the ground floor will be level. Travel distance within the car park will comply with BS 9999. For buildings B and C, the final exit will discharge straight into the main entrance of each respective building, for Building A the final exits from the stairs will discharge onto a courtyard where occupants could distance themselves from the building in case of a fire.



Ground floor fire strategy diagram



Basement fire strategy diagram

6.16 Refuse & servicing strategy

The refuse and recycling bin storage has been calculated in accordance with Joint Waste Solutions 'Recycling and waste provision - guidance for property developers' and results in the following calculations:

- Building A: 3 x one-bedroom; 39 x two-bedroom; 8 x three-bedroom (8x1,100L rubbish; 8x1,100L recycling; 5x240L food waste)
- Building B: 1 x two-bedroom; 3 x three-bedroom (4x240L rubbish; 4x240L recycling; 4 x food waste)
- Building C: 12 x one-bedroom; 8 x two-bedroom (3x1,100L rubbish; 3x1,100L recycling; 2x240L food waste)

Refuse collections are fortnightly for recycling and general waste and weekly for food waste.

Waste collection is proposed along one route, with designated collection points at key bin store locations. A managed collection system will be implemented to facilitate an efficient collection process.

Waste collection for each building is summarised below:

- Building A: From collection point on street. The management company will bring refuse bins up from the basement on the appropriate day by refuse tractor. These will be held in the collection zone until the refuse vehicle arrives. On completion the management staff will relocate the bins down to the basement
- The top of the street provides a turning head for both refuse and emergency vehicles ensuring all vehicles can enter and exit the site in a forward gear
- Building B: On street by refuse operatives from bins put out by residents in front of each house
- Building C: On street directly from refuse store by refuse operatives



Ground floor refuse and servicing strategy diagram



Basement refuse and servicing strategy diagram

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Document control form

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