

6.0 ACCESS

Access Parameter Plan

Vehicular access to the proposal is via the existing double fronted entrance and the proposals have integrated into the existing access points.

The parking area to the south Accommodates full vehicular manoeuvring for the purpose of parking. The existing double fronted forecourt allows for larger vehicular access such as fire tenders and pantechnicon Vehicles (furniture delivery/removals).

Pedestrian movement onto and around the site is via two primary circuit paths, allowing continuous access throughout the site interior without the condition of 'dead ends'. Multiple route solutions are available through the site depending on your start and finish destinations.



Access- Parking Parameter Plan

For operational reasons, parking for Kesson House has been located immediately to the front of the building, making use of the two existing vehicular access points off East Kent Avenue, with one dedicated as the entry point, and the more generally accepted principal site entrance jointly serving as the point of egress for the Supported Living operations, and the main point of access/egress for the rest of the site parking. Within this provision we have identified one space as dedicated disabled parking, located in the nearest position to the front entrance to Kesson House, and is sized accordingly.

The intended Social Housing provision (Block B) is catered around the provisions of 20 no. one and two bedroom apartments. The use, layout and user groups of the proposal led to a recommendation from the case officer that 14 no. unallocated parking spaces will be provided for the new block, 6No. staff spaces available for Kesson house and 2No. visitor spaces. These are to be provided to the side and rear of the retained and new buildings, in areas that predominantly are currently tarmac surfaced for such usage. The access / egress for these spaces is to be via the existing main point of entry to the site, at the eastern end of the street frontage (East Kent Avenue). Within this number we are proposing a further disabled space (space 4 on the attached plan) located in the closest position to the lift to access all levels in the new block.

- Allocated Parking [#=plot number] Block B
- Un-allocated Parking Kesson House
- Un-allocated Motorcycle Parking
- Un-allocated Visitor Parking
- Hatch Denotes Disabled Parking Space
- Strike through Denotes EV Charging Locations



Access- Service And Refuse Parameter Plan

The supported Living accommodation (Block A) will be under the auspices of a Housing Association (Golden Lane Housing) but operated on a daily basis by the Registered Care Provider (Look ahead – on the list of KCC registered Care Providers). The operators will be managing the daily transfer of refuse from each individual tenant from Block A to the allocated storage area, S1 on the eastern end of the street frontage (East Kent Avenue).

The social housing accommodation (Block B) will also fall under the auspices of a Housing Association, yet to be determined (but could be Golden Lane Housing) who will be responsible for the management and refuse collection from the 20 no. new units in the new buildings. Individual occupiers will be responsible for depositing their refuse within their allocated storage area, S2, on the western end of the street frontage (West Kent Avenue).

Both storage locations will house the appropriate number of Euro bins(capacity 1,100 ltrs) segregated for waste (landfill) and recycling, based on calculations as below:

Block A – 1,177 ltrs (landfill) equates to 2 x 1,100-euro bins; 785 ltrs (recycling) equates to 1 x 1,100-euro bins.

Block B – 2,921 ltrs (landfill) equates to 3 x 1,100-euro bins; 2,136 ltrs (recycling) equates to 2 x 1,100-euro bins.

Both storage locations are situated close to the back edge of pavement, with step free access, and will subsequently be collected on a weekly basis by local authority refuse collection programmes.



Access- Cycling Provision Parameter Plan

Cyclist provision follows the same philosophy as pedestrian access with the assumption that cyclists would use the road network in line with the highway code and mount the path to access their respective dwelling entrance/cycle storage. Their expected route from the public realm to each respective residential component would terminate at a logical location in relation to their dwelling with 'sheffield stand' cycle storage. These provisions are as follows;

Block A

Dedicated cycle storage is located directly off the main circulation path around Kesson House [s1].

Block B

The affordable living component would be accessed via a more closely located access path, with 'sheffield stand' style cycle parks clearly visible from the intuitive route adjacent to the short access stair [s2]. A secondary cycle store located at ground floor under the first [s3] and second stair landing [s4], offering discrete and more convenient storage for residents of the western bulk of units as required (based on alternate patterns of potential use).

- Cycle Route (To Block B)
- Cycle Route (To Kesson House)
- Bicycle Store



Access- Inclusive Design Parameter Plan

A key component of the design is access, with particular emphasis on fully inclusive disabled access to each dwelling. The route from the public realm to any private front door within block B is designed to DocM4(3), meaning all user groups can visit, access any dwelling and move within each unit freely. The units themselves have been designed to DocM4(2), allowing any resident a relatively simple adaption process following a life changing event or offer these new units to residents of any impairment via the same adaption process.

Access ramps are used in both Block A and B and carry anyone to a principal story with lift access to all floors.

Inclusive access to both buildings is step free from the street to each front door and throughout the residential unit. A combination of lifts, ramps and stairs are carefully located to provide full step free access for pedestrian or vehicular residents/ visitors while still balancing issues of undesirable (or nuisance) access, economic reality and the performance of the building in context.

The scheme seeks to utilise the site with particular focus on NPPF-11.120.c 'using suitable brown field land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land' and NPPF-11.120.d 'the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively'



Access- Amenity Parameter Plan

Amenity across the site breaks down into 3 typologies;

Private Amenity is for the exclusive use of residents within their own dwelling and is physically separated and secure.

Shared Private Amenity is available to residents of each block but not open to the public. These are centrally located and intended to service the need of each user group, being shared play equipment and open space for residents of block B, and a secured commonly accessed gated garden for the exclusive use of the residents of Kesson House.

Shared Amenity is located at the ground floor 'street' in block B and will house a range of resident facilities (post boxes, informal cycle storage, soft landscaping) but is not intended for extended recreational use. However, the quality of space and services offered should be seen as a residential amenity.



- Private Amenity
- Shared Private Amenity
- Shared Amenity
- Active Frontage
- Secure Access Point

Access- Back To Back Distances

Following recommendations and guidance from the case officer, the proposed Block B has been refined based on the hierarchy of criteria as defined by the local authority. Wider contextual spatial relationships were directed as subordinate to the relationship between the proposed and retained elements on site and as a result, the proposal has manifested with these spatial conditions retained.

