



Swept Path Analysis for a Large Refuse Vehicle

Parking & Landscape treatment from Sweden

4.7.2 Servicing and refuse strategy

The servicing strategy for the site is for the residential component of the development to be serviced direct from the sites internal shared space street network. The Transport Assessment includes a series of vehicle swept path drawings that demonstrate that a large refuse vehicle can travel around the site gaining access to each of the blocks. The largest commercial area of the site (Block A) has a dedicated service area to the rear, which is partly enclosed within the building. This can accommodate up

to three vehicles, with a 10m rigid being the largest that can access this area. Again, swept paths demonstrating that this area is accessible can be found in the Transport Assessment that accompanies the planning application.

Commercial refuse will be stored within each of the commercial units. Residential refuse stores have been allocated within each of the blocks and sufficient space to comply with LB Hounslows standards has been identified.



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4.7.3 Parking Strategy

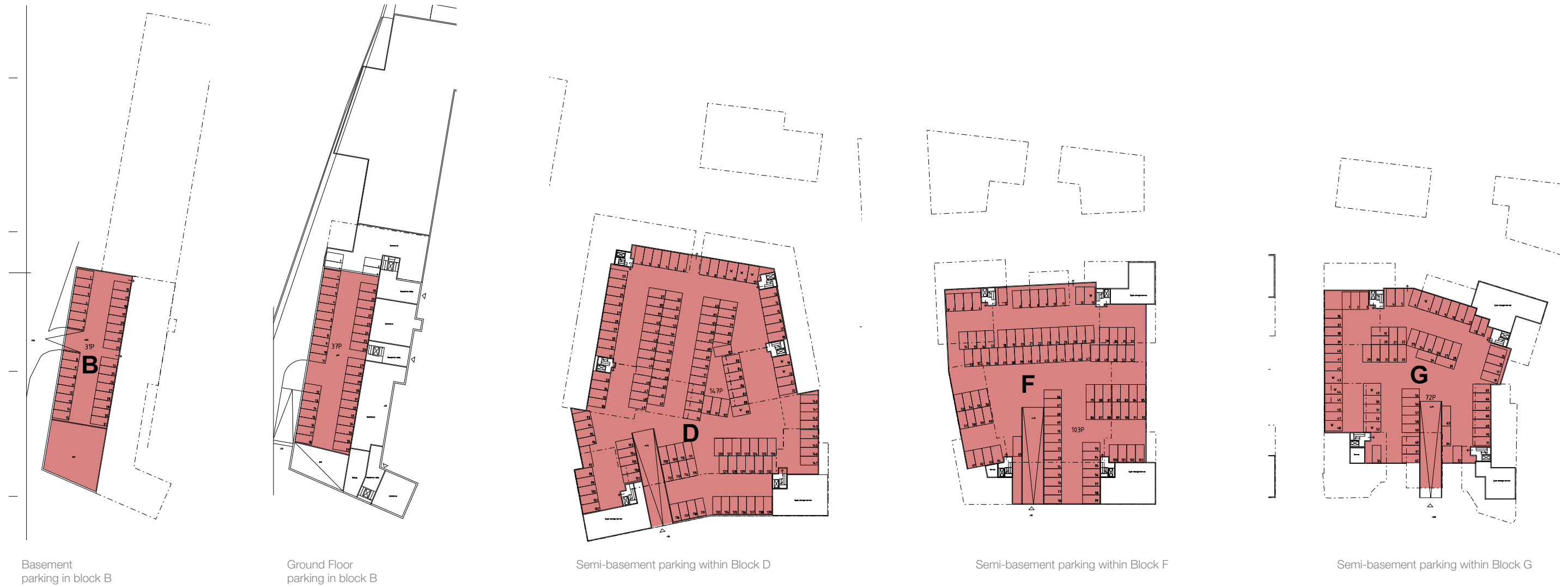
Car parking is provided on the site for 65% of the residential accommodation plus an additional 52 spaces for the commercial space and upto 55 on-street spaces for visitors to the site.

Residential parking is provided in the semi-Basement/ ground floor of Block B and in semi-basement car-parks within Blocks D, F and H. To accommodate the semi-basement space the courtyard level is raised between 700mm and 1200mm above the public realm of the surrounding streets. This will help to create a separation between the semi-private space of the courtyards and the street level. It will also raise the ground floor accommodation above the street level affording a degree of privacy and protection. The exposed level of parking will also allow natural ventilation to the parking areas.

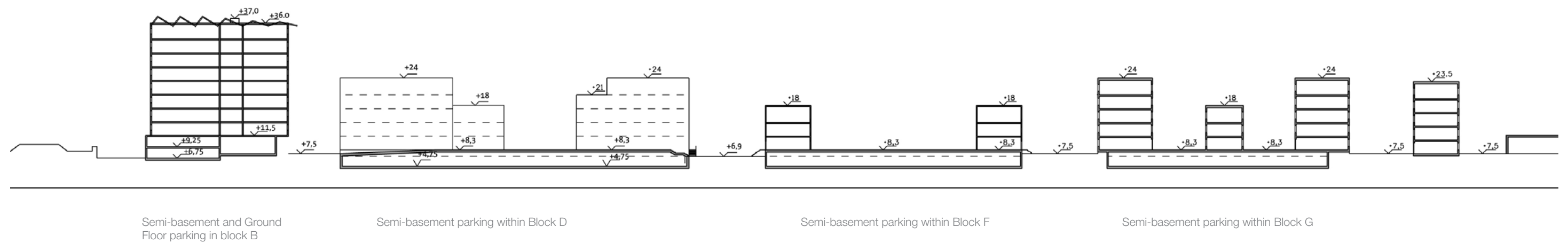
The semi-basement car parks will serve the housing in that block plus the sister blocks along the canalside. They will also provide cycle parking to Transport for London standards. The pictures to the right show this arrangement on a scheme in Sweden where this approach is commonly used. This shows the unobtrusive nature of the car park entrances, which can sit easily within a street frontage. The page to the right shows a suggested arrangement for the car parks but the Regulatory Plans just show the area that they will cover and the total parking provision.

Up to 10% of the parking spaces will be disabled. Further detail can be found in the transport assessment document.

The Block B parking will serve the residential accommodation and the workspace and is on semi-basement and ground floor to provide some shielding to the railway. Parking for the bus depot will be within their site. In addition to this there will be on street parking spaces across the site to be used by visitors.



Illustrative plans of parking zones



Illustrative section through scheme showing parking zones