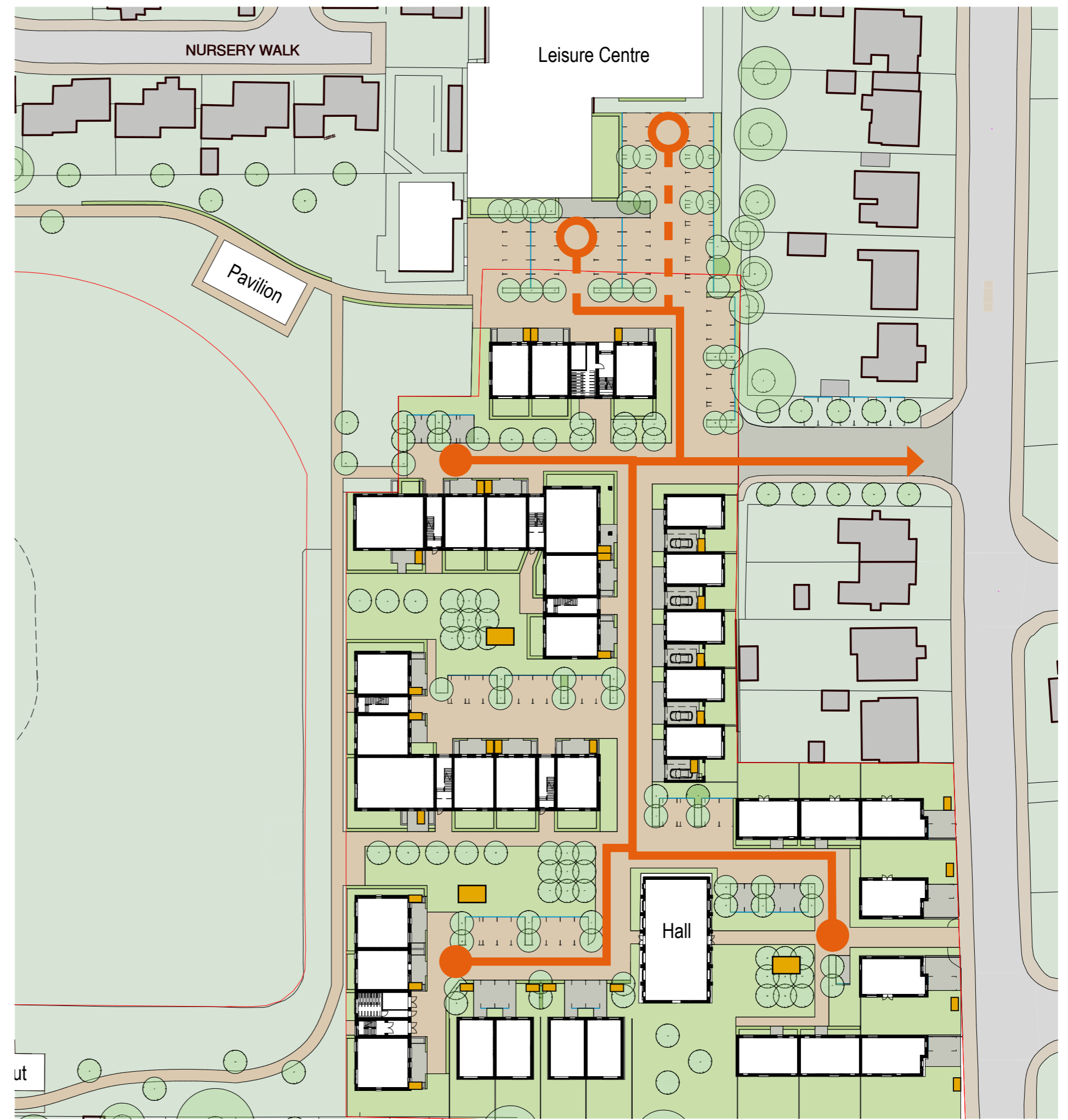


Parking & Access



- 41 Leisure Parking Spaces (10% Blue Badge)
- 46 Residential Parking Spaces (10% Blue Badge)
- 3 Community Hall Spaces



- Bins (Residential)
- Vehicular Route (Bins)
- Vehicular Route (Cars)

> Integrated parking on the mews street homes allows for additional green spaces on street

> Parking layout with rain gardens and trees dividing the bays to obscure parking

> Bespoke and secure communal bin stores for residents in flats and maisonettes

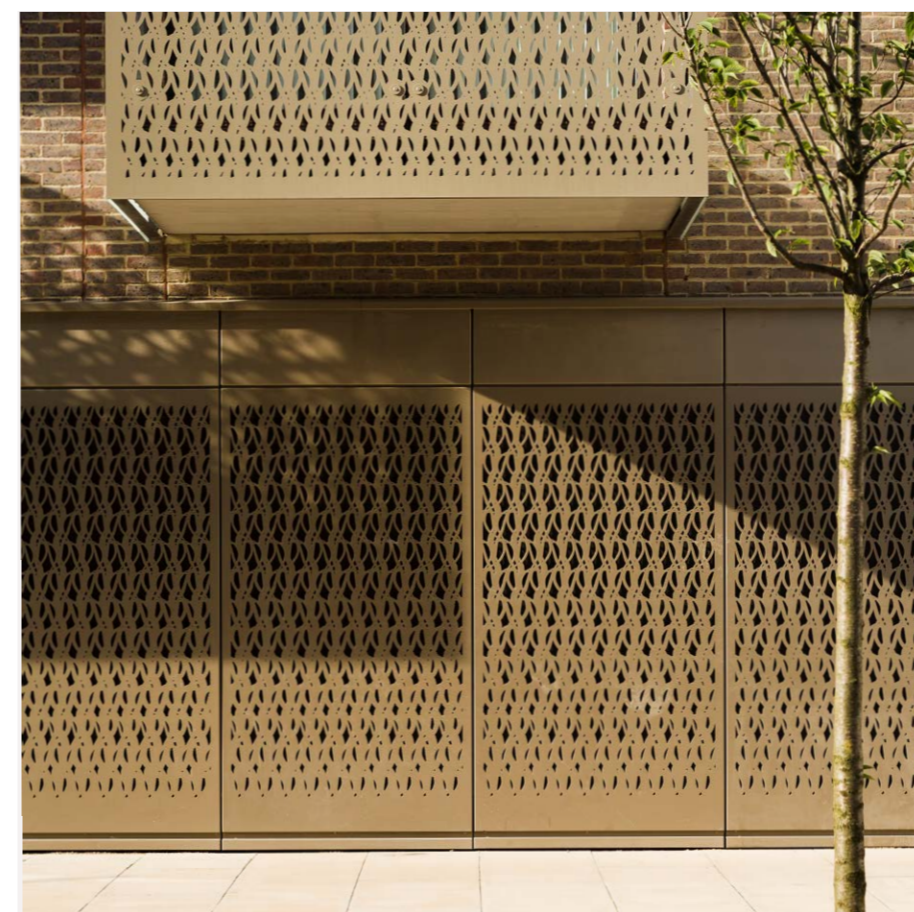
> Individual secure bin & bike stores at the entrances to ground level flats



01



02



03



04

The site location is accessible by a choice of non-car modes of transport, including on foot, by cycle, and public transport. High quality cycle parking infrastructure will be provided on site for new residents, to encourage uptake of cycling. On-site car parking provision will be provided for residents, and for the future leisure use, with consideration to the location and accessibility of the area. Infrastructure will be provided on site for electric vehicle charging.

It is predicted that the residential units will result in approximately 25 two-way vehicle movements in the AM peak hour and 23 two-way vehicle movements in the PM peak hour. It is expected that the peak operation of the proposed future leisure use will not coincide with the peak operation of the residential use. The proposals are not expected to affect the nature of the operation of the local transport network.

Examples of similar buildings with varying brick tones to complement and knit into the housing in the locality

01: Abode, Cambridge - Integrated Garages

02: Parking precedent with high quality landscape

03: Ceres, Cambridge - Secure and well designed bin store - opportunity for bespoke architectural detailing

04: Goldsmith Street, Norwich - Secure bin and bike stores integrated with the architectural