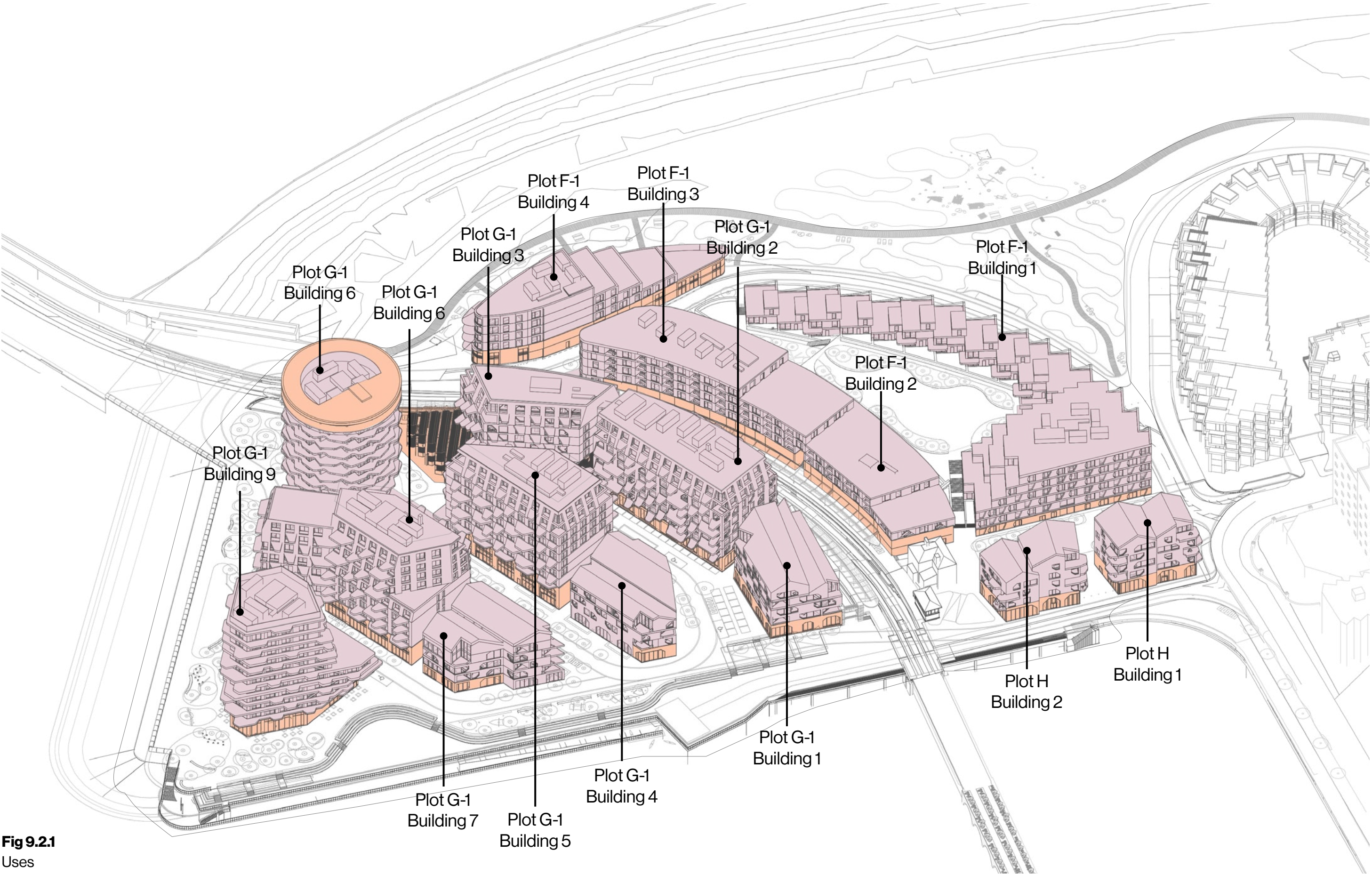


9.2

Unit Mix and Quantities

The scheme contains a variety of different residential and commercial unit types and sizes as well as large numbers of cycle spaces.



9.3
Pedestrian Access

There is pedestrian access throughout the site. There is primary and secondary pedestrian access throughout the site and a hierarchy of routes dependent on commercial and residential provision on the ground floor.



Fig9.3.1
Pedestrian routes

9.4

Vehicular Access

There are a variety of vehicle access routes throughout the site, with the vast majority of the site being accessible only to maintenance, emergency and service vehicles.

The underground car park is accessible via Plot F-1, with barriers in place and moveable barriers at ground floor throughout the site.

- Blue badge parking bays
- Loading bays
- Management control line
- Primary one-way service route
- Secondary one-way service route
- Maintenance & fire access route
- Boat lifting access
- Combined car park access

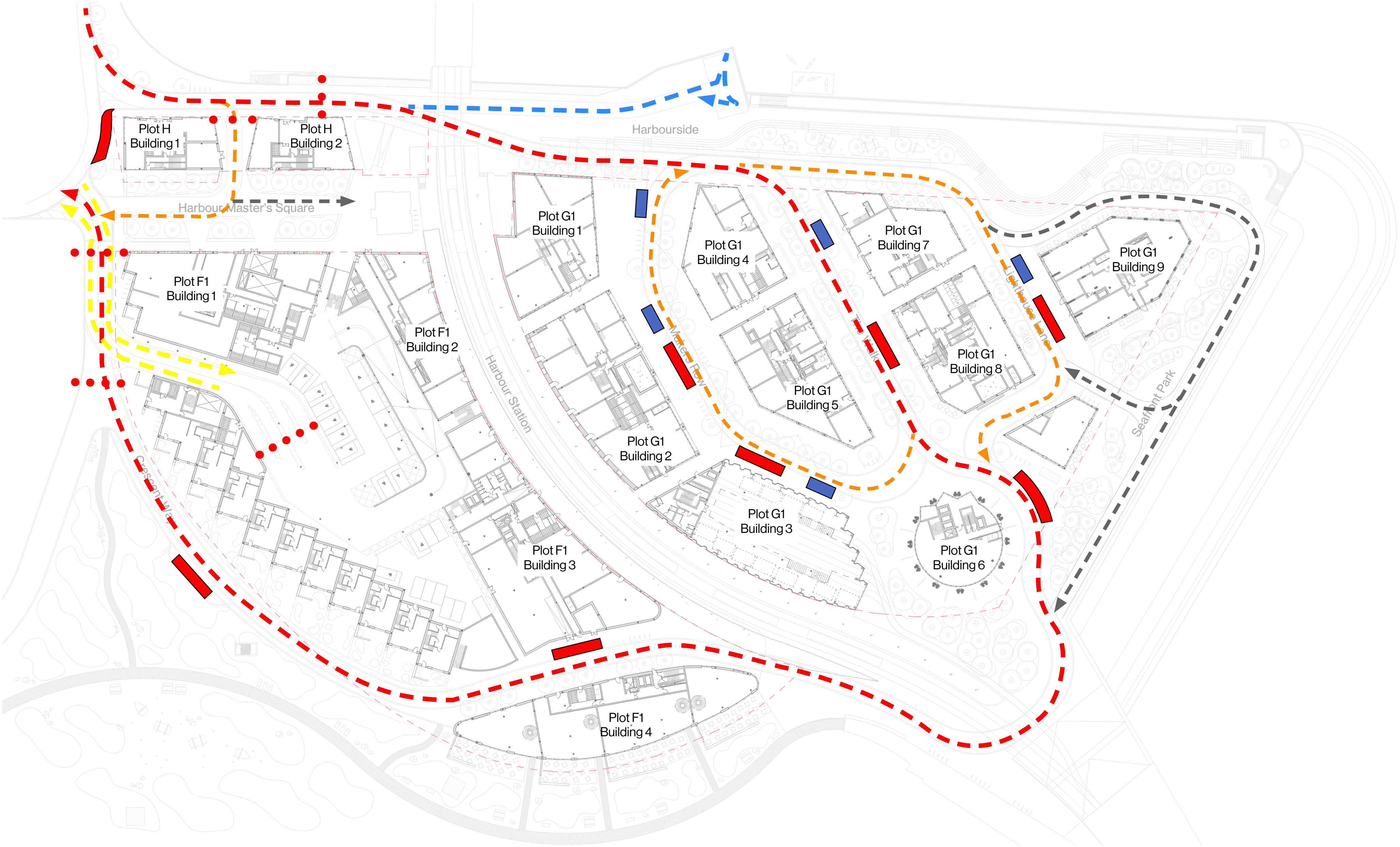


Fig9.4.1
Vehicle access

9.5
Car Parking

The basement car park is accessed via a ramp with managed access.

- Residential car parking

-529 Bays

-53 Blue badge bays
- Public car parking

-306 Bays

-22 Blue badge bays

- Public Blue Badge Parking
- Residential Parking
- Public Parking

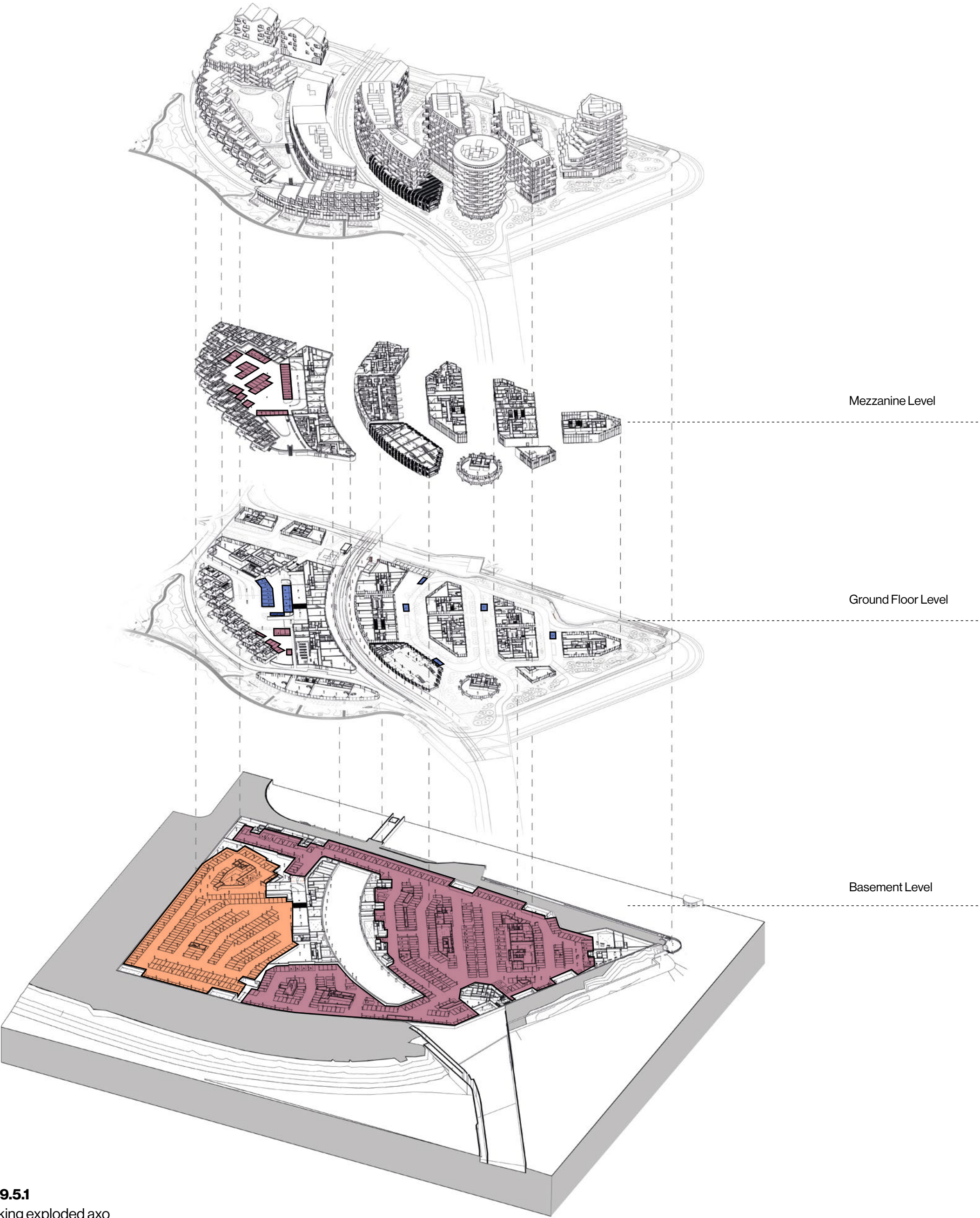


Fig 9.5.1
Parking exploded axo

Car Parking - Ground Level

There is a mix of public blue badge and residential parking accessed on foot via the street outside Plot F-1.

- Residential car parking -8 Bays
-2 Blue badge bays
- Public car parking -0 Bays
-18 Blue badge bays

- Combined car park access
- Residential car parking access
- Public car parking access
- Residential car parking
- Public car parking
- Blue badge parking bays
- Public pedestrian vertical access
- Public pedestrian access
- Management control line



Fig9.5.2
Ground floor plan