

Figure 4.8R: Proposed Open Space at Roof Level

Access and Egress

- 4A.57 The masterplan provides new routes across the site for pedestrians and cyclists, linking into existing routes and enhancing access to key destinations in the local area.
- 4.58A The proposed access and movement plan, as shown in Figure 4.9R, outlines the proposed site access and egress points for the [amended](#) proposed development.

Vehicular Access

- 4A.59A The [amended](#) proposed development would retain vehicular access from Syon Lane. The existing Tesco roundabout would be replaced with a priority junction with a ghost-island right-turn lane, which would serve as the site's main vehicular access. An additional access, dedicated for refuse and emergency vehicles, would be implemented at the northern edge of site, along Macfarlane Lane.
- 4A.60 The site's internal street network would be contained, in a way that seeks to maximise the areas within the site that are car free. From the central spine road, lanes would route east and west to access areas of car parking and vehicle unloading. These lanes would be provided within turning heads that allow vehicles to turn to enter and exit the site in a forward gear.

Pedestrian and Cycle Access

- 4A.61A The [amended](#) proposed development would provide pedestrian and cycle access through the site. Pedestrians and cyclists would access the site from Syon Lane, Grant Way and MacFarlane Lane. Three new pedestrian crossings would be provided as shown on Figure 4.9R.
- 4A.62A [The amended proposed development would replace the existing 3 m combined pedestrian and cycle lane with an improved 4 m wide segregated pedestrian and cycle lane.](#)

Bus Access

- 4A.63A A new bus turning facility would be provided off Grant Way ([Bus Route Option 1](#)) or a bus route would be provided through the site ([Bus Route Option 2](#)) ~~to include~~ with associated bus stand spaces, welfare facilities for drivers, cycle spaces and a mobility hub ~~at Block K~~. [The preferred Option would be agreed as part of the reserved matters details:](#)
- [Bus Route Option 1: Buses would enter the site via Grant Way, enter the bus turn facility adjacent to the mobility hub on the site's eastern boundary and exit again via Grant Way. Bus stop and bus stand facilities would be provided on the northbound carriage of Grant Way and within the bus turn; or](#)
 - [Bus Route Option 2: Buses would enter the site via Syon Lane and the spine road, stop at a layover facility alongside Block G, travel clockwise along the east-west northern lane and exit via Grant Way.](#)
- 4A.64A [For both options there would be nine buses per hour \(three for service H28 and six for service E1\). Passengers for both services would board and alight on-site and E1 buses would layover on-site, with the site acting at the terminus to this route. For Bus Route Option 2, there would be a 50 % reduction of public bus movements in Grant Way compared with Bus Route Option 1.](#)
- 4A.65A [Buses would typically be stopped for five to six minutes at the proposed layover facilities.](#)

Emergency Access

- 4A.66A Emergency vehicles would access and navigate the [amended](#) proposed development using the same access and egress points, and internal road network as discussed above. These routes would comply with the minimum 3.7 m width for fire tender access.

Servicing Access

- 4A.67 Service vehicles would access the site from Syon Lane, as shown in Figure 4.9R. Servicing would take place from within the demise of the site at loading zones, with the exception of a dedicated commercial servicing zone below the podium of Block H accessed from the east-west lanes.

Parking

Car Parking

- 4A.68A The [amended](#) proposed development would deliver up to 400 car parking spaces, (including car club bays and comprising of both on-street and off-street provision). On-street parking would take the form of parking for disabled badge holders and parking for Car Club vehicles only.
- 4A.69A The ~~A1-A3 (retail), B1 (office) and D1-2 (leisure/community space)~~ [non-residential](#) land uses at the site would operate car free, with exception of some blue badge parking provision.
- 4A.68 The respective land uses would provide a percentage of disabled person parking. For the residential units, it is required to provide for 3 % of dwellings, that at least one designated disabled person parking bay per dwelling is provided. This equates to 47 spaces, which would be included within the overall provision of car parking spaces. It is anticipated that disabled badge holders for the site's commercial development would utilise parking spaces on-street within the demise of the development if required.
- 4A.69 There would be a minimum of ten car club bays.
- 4A.70 Electric vehicle car charge points would be provided for 20 % of all parking spaces. Passive provision would be made so that all remaining residential car parking spaces would have the ability to access a car charge point in the future.

Cycle Parking

- 4A.73A The [amended](#) proposed development would deliver long stay and short stay cycle parking would be provided in accordance with the Intend to Publish London Plan standards.
- 4A.74 The maximum extents for basement provision below ground level are shown in Figure 4.10R. The grey shaded area is the zone allocated for cycle storage whereas the dashed zones demark the basement area allowances that can be utilised for plant room only. Each of the basement areas would have a maximum depth of +19.3 m AOD, which would equate to at most approximately 6.1 m below the proposed site level of +25.14 m AOD in the south-west of the site.
- 4A.75 In respect of short-stay cycle parking spaces for visitors to the residential units, Sheffield Stands would be provided in publicly accessible locations.
- 4A.76A In respect of the commercial elements of the [amended](#) proposed development, long-stay spaces would be provided for staff and short-stay spaces would be provided for visitors/customers.
- 4A.77 As part of the detailed design process, the required cycle parking would be explored and could be provided within podiums, basement stores, and external stores in the landscape.

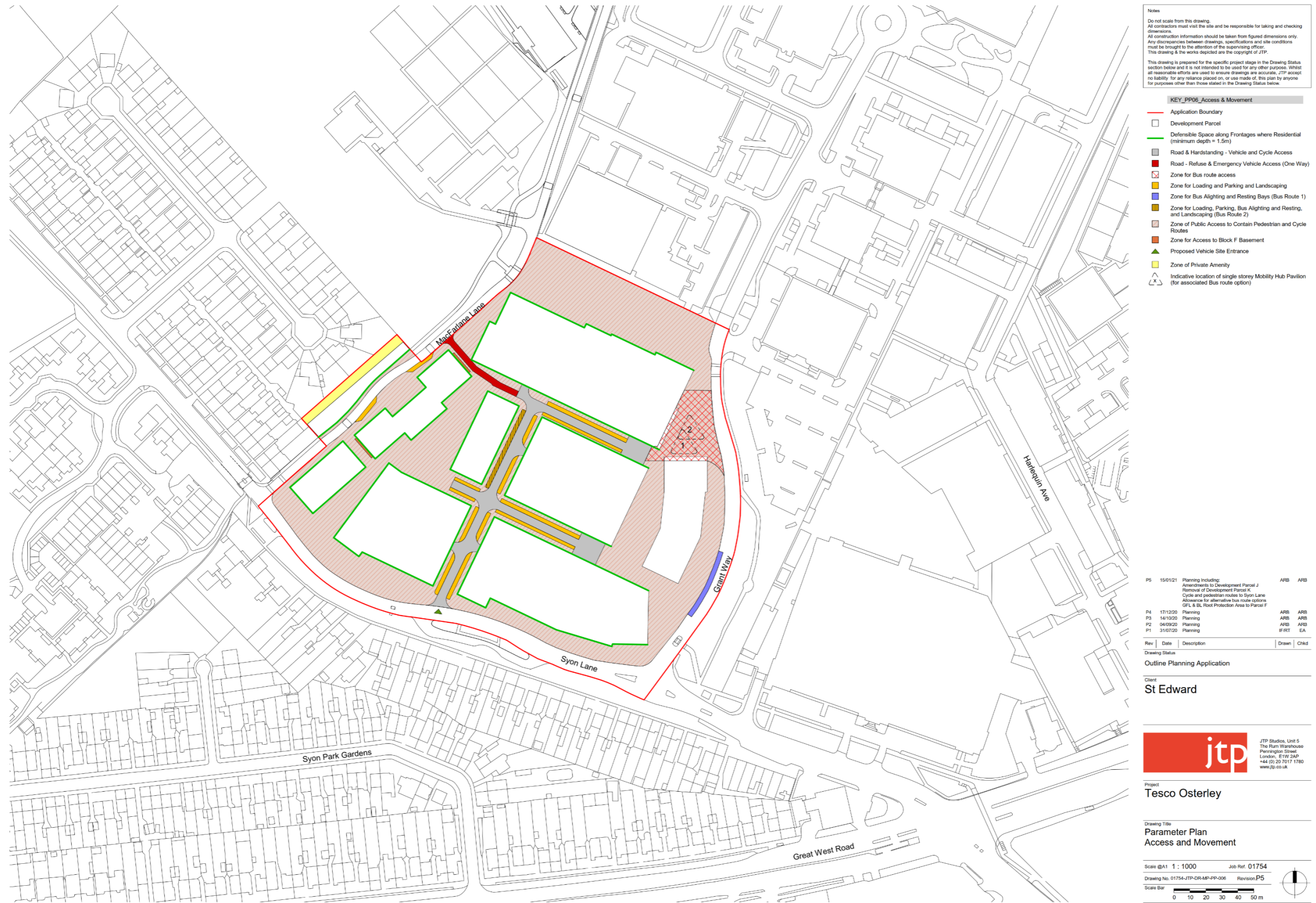


Figure 4.9R: Proposed Access and Movement