

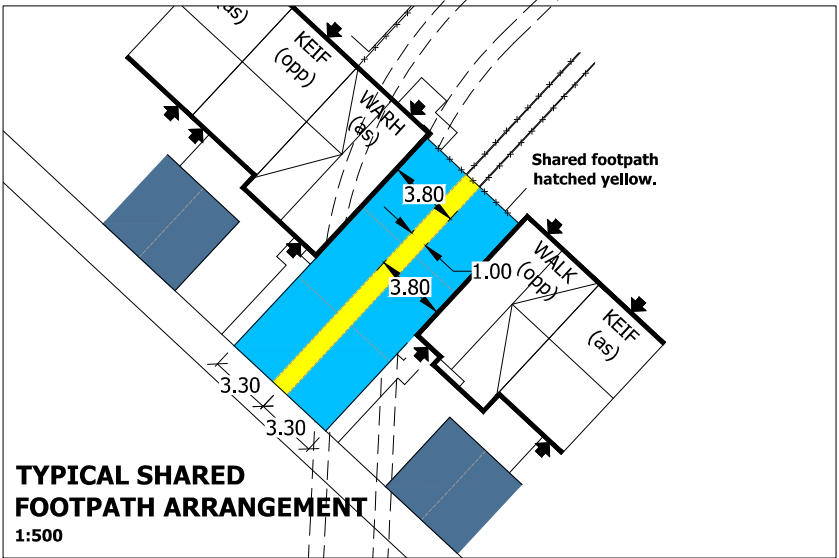
Parking

The shared footpath principle has been used in all dual tandem parking spaces which is an innovative way of providing additional space needed to comfortable ingress and egress vehicles.

The parking requirement as outlined in the Development Brief has been met. Other than 3 beds that are set back from the highway in the terraced form where effectively 3 spaces are gained. This is an attempt to keep the vehicles behind the build line.

Visitor Spaces

As most of the roads are 5.5 and 2 footpaths it complies with the D.B. The small length of shared drive is also in access of 5.5m wide.



Pedestrian and Cycle Route Plan

As most of the roads are 5.5 and 2 footpaths good access is gained across the site. The shared drive which has a defined service strip / Incidental footpath which vehicles can use the full width of the road.

Pedestrian Access and Crossing Facilities

- Pedestrian cycle accessway
- Dropped Kerbs Vehicle and Pedegrian crossing position.
- Service strip / Informlal footpath on Shared drive.
- Road crossing position with tactile paving

PARKING PLAN KEY

- Driveway Widened But Under 3.6m
- Driveway Widened To 3.6m
- Parking Spaces Widened To 2.6m
- Shared footpath Between Parking

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