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Kenavon Drive, Reading

Waste and Cycle Parking Statement Update, July 2021



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5.2 Refuse & Recycling Strategy

Waste Strategy

The waste management strategy deemed most appropriate is a managed system coordinated with the council collection.

Due to the nature of the layout within the three podia the access for the refuse vehicle is quite limited. The location of the collection by the refuse vehicle has been identified as per the illustrative diagrams in this page and the next.

The waste strategy agreed is collection every two weeks for both waste and recycling. Within all of the blocks refuse store rooms will be located adjacent to the main stair and lift core, they will be mechanically ventilated.

The refuse stores that are not directly accessed from the road will be managed with bins collected with a tow tractor and moved to the designated collection point on day of collection. Each of the stores will be equipped with floor drains for regular cleaning. The storage requirements have been calculated on the following:

Refuse - Every two weeks collection - 1 Eurobin (110 l) every 5 flats -765:5 = 153 Eurobins

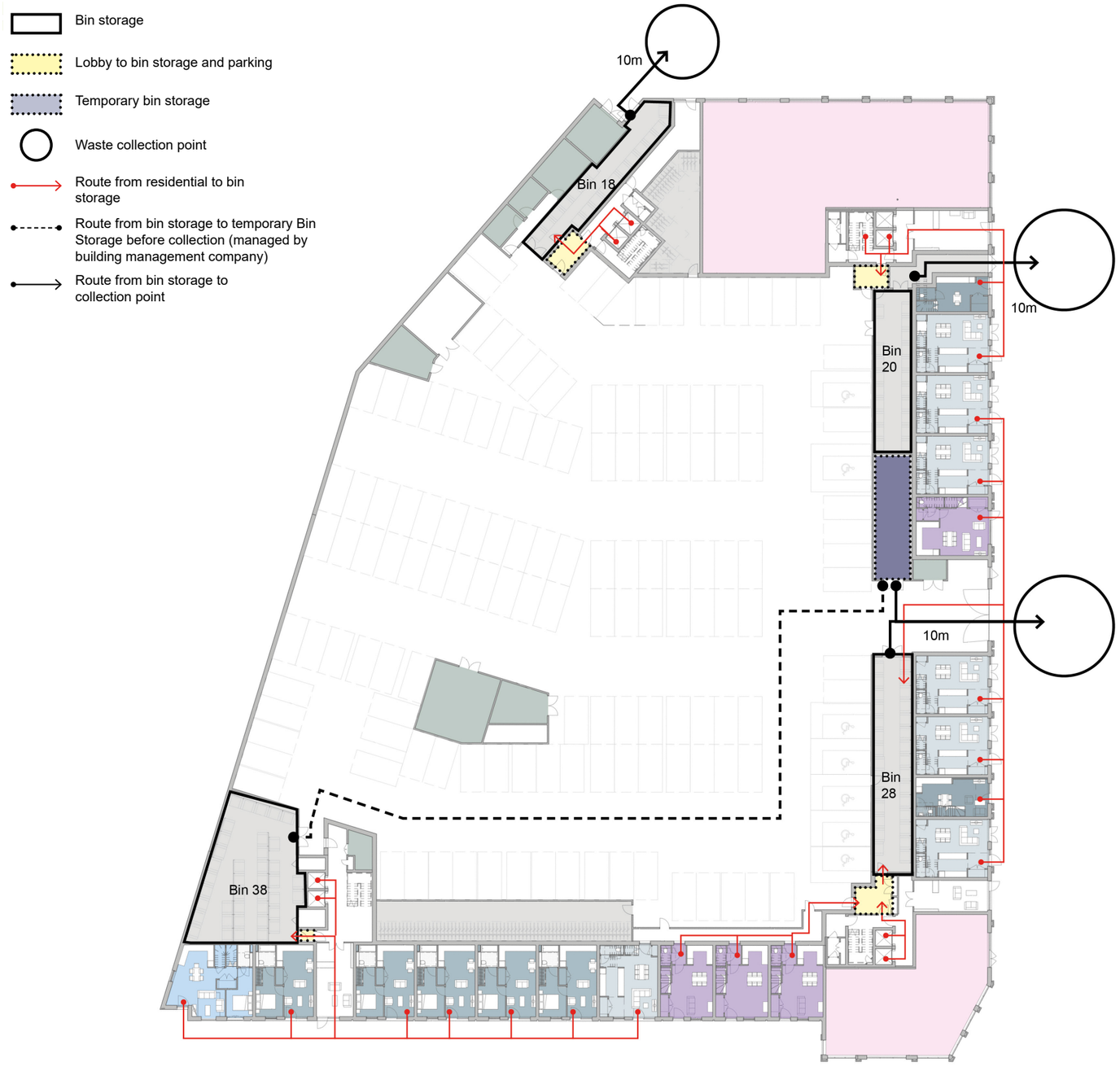
Mixed Recycling Every two weeks collection - 1 Eurobin (110 l) every 5 - 765:5 = 153 Eurobins

Refuse drop off is by individual residents. Collection will be a strictly managed process with collection times agreed with the local authority and assisted by the management team on site.

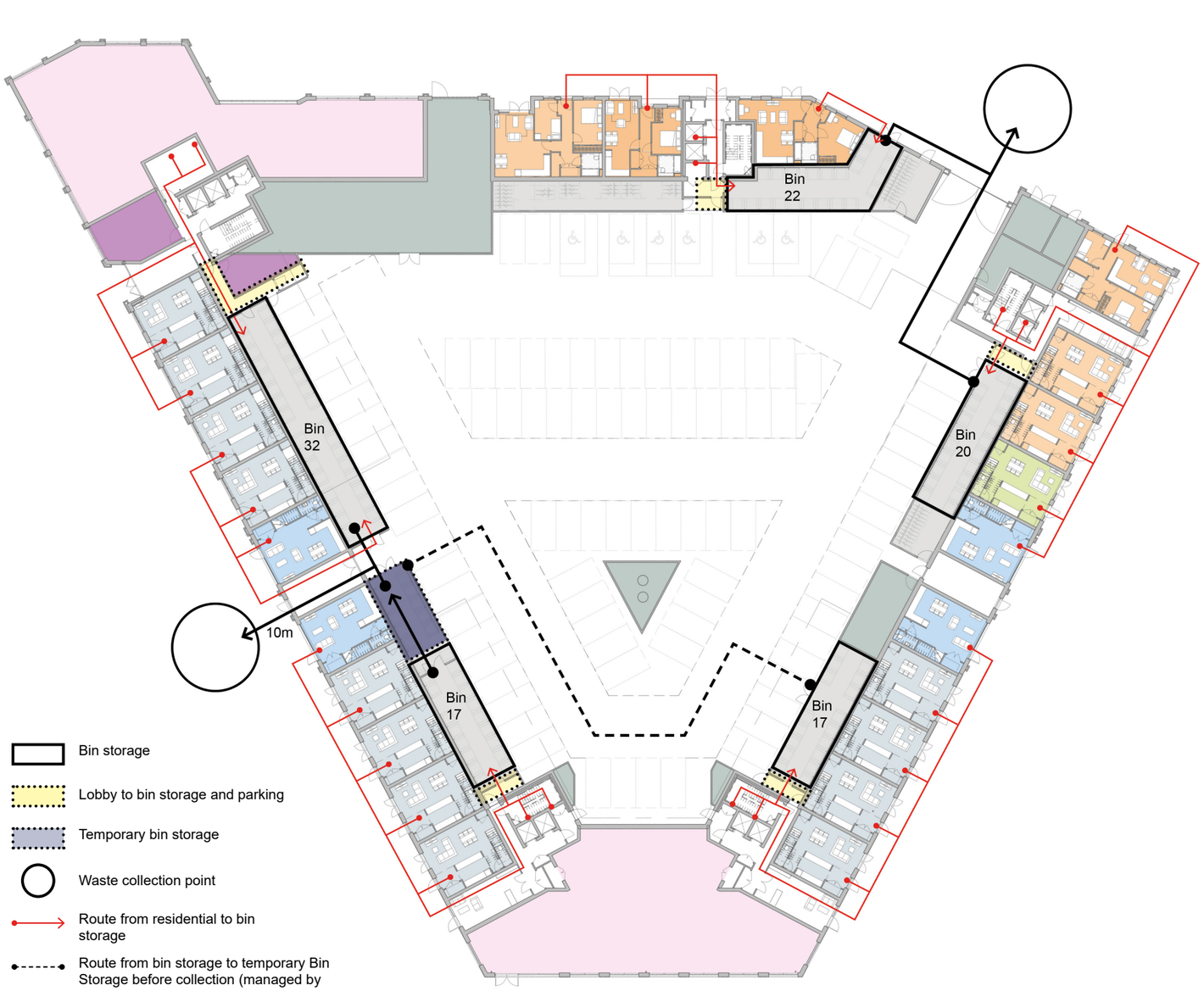
It has been agreed with the local authority that additional Wheelie bins will be provided for electrical products and collected by the Council when required.

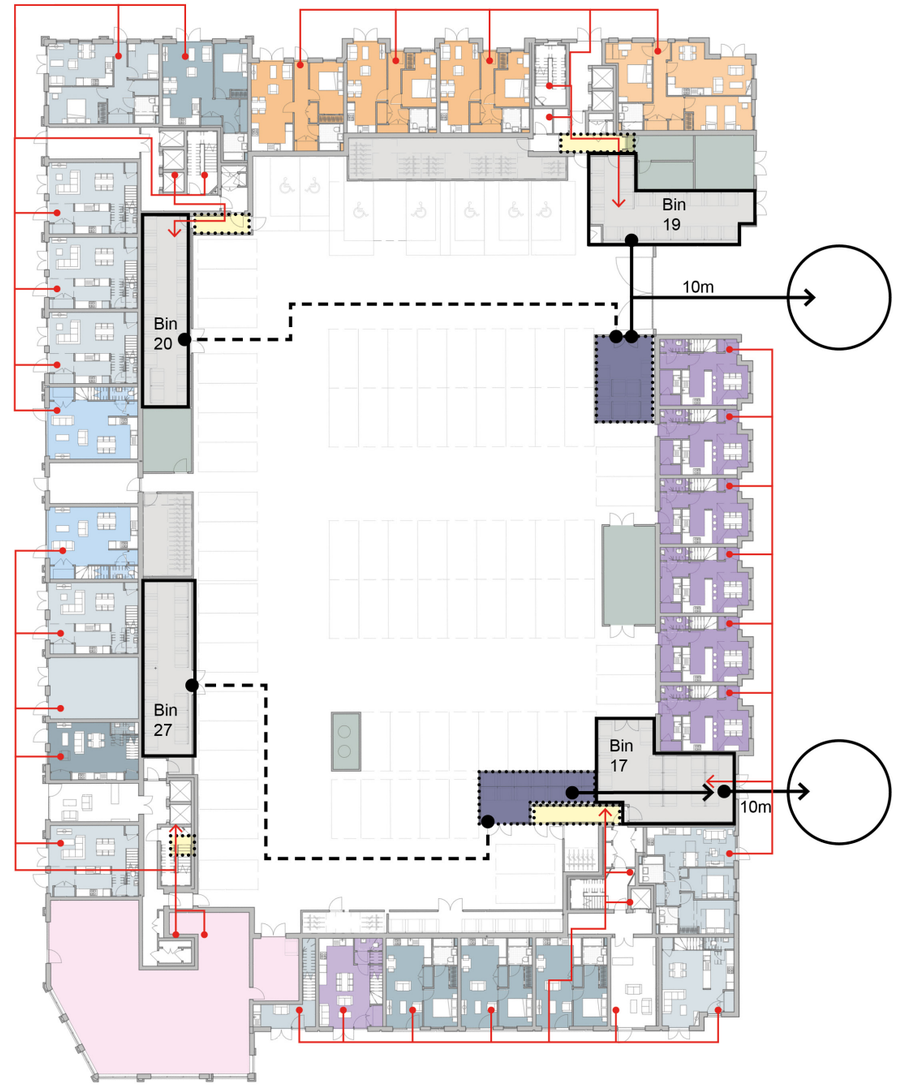
Commercial Strategy

Commercial refuse and recycling has been assumed to be privately managed by the retail units and the refuse storage to be within the retail space. Where Block E1 and M1 commercial units cannot be served by the front, a bin collection area has been created with access from the podium car park.



5.2 Refuse & Recycling Strategy





East Block

5.3 Vehicle and Cycle Parking

Residential Vehicle Parking

Residential vehicle parking has been located at ground floor level in the three podia areas, one of each parcel. Each of the car parks are accessed from one point, via automatic gates, as indicated on the diagram on the next page, with a combined entrance and exit.

The car parks will provide a safe and clean environment for the residents and are connected to each of the cores with a direct entrance controlled by a fob or keycode access.

Due to the high connectivity of the site, the vicinity to the train station and the new bus route that is going to run in Kenavon Drive, the number of resident parking spaces is limited.

Each of the blocks provides:

East Block:
7 Disabled Spaces
74 Standard spaces
81 Total spaces

Middle Block:
6 Disabled Spaces
90 Standard Spaces
96 Total Spaces

West Block:
7 Disabled Spaces
135 Standard Spaces
142 Total Spaces

The number of residential parking spaces in the undercroft car parks is 318. Full technical details of the parking strategy can be found in the associated Transport Assessment.

Visitor and Commercial Parking

Visitors parking and some spaces for the commercial on site have been integrated in the public realm around the site for a total of 35 spaces. The areas that will provide visitor parking are: Arrival Square, Huntley Street and Jopling Mews.

The total of parking spaces throughout the site is 359.

Residential Cycle Parking

The Local Authority requirement is for a total of 484 cycle parking spaces, all of which have been provided in a combination of designated secure store rooms at ground floor and a Brompton style scheme provision.

Following comments from the Highways Authority, please refer to the subsequent transport submission (August 2017) for a full outline of the revised cycle provision strategy, which was consented with the application in October 2017. Below are figures extracted from this report.

The total number of dedicated cycle spaces is 364.

East Block: 104 Cycle Spaces
Middle Block: 88 Cycle Spaces
West Block: 172 Cycle Spaces

The cycle stores provided are two for each podium and can be accessed from the core of each building via the car park. Links to Palmer Street and Huntley Street are provided by access corridors in the West and the East podium. To increase the efficiency of the storage space the proposal is to use a two-tier cycle storage solution.

A Brompton Style bicycle will be provided with some of the flats, generally the one bedrooms, at the moment of purchase. The bicycle is to be stored within the flat therefore reducing the number of spaces required in the communal cycle storage.

Non-residential Cycle Parking

The Transport Assessment sets out a provision of 37 public spaces across the site. However, RBC have sought confirmation of the possible maximum cycle provision subject to the allocation per land use.

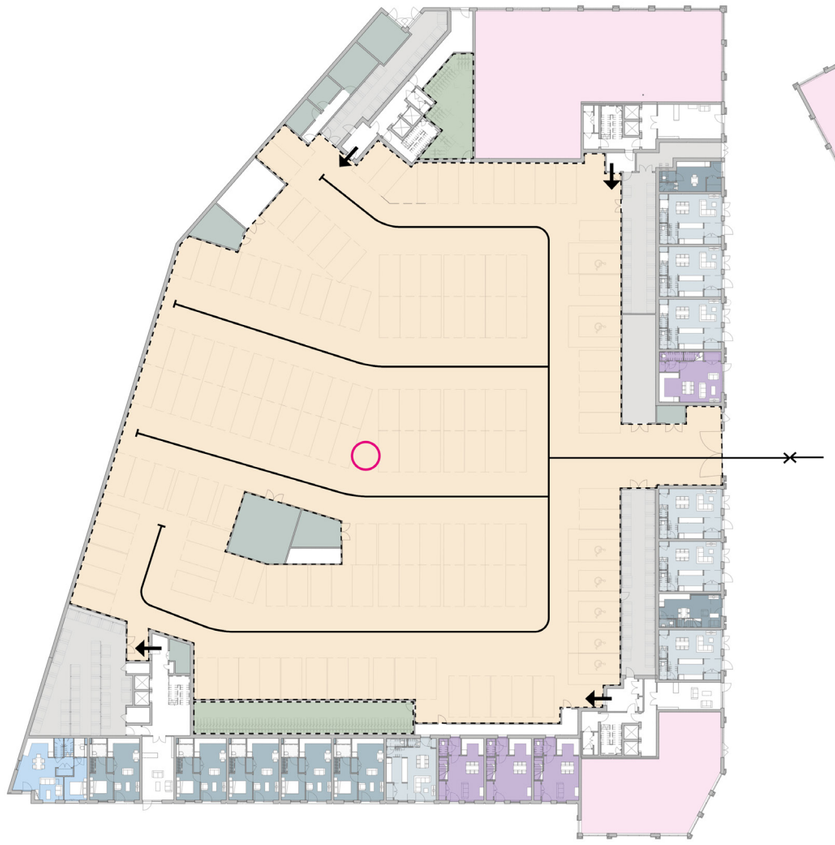
Peter Brett Associates have set out the current and maximum provision for the visitor style cycle parking in their Technical Note dated 18th October 2017. This responds to queries raised by RBC Transport team on the 13th of October 2017.

A table in the PBA Technical Note shows that if all land uses were converted to D1/2 uses, then the maximum on site is likely to be around 45 spaces.

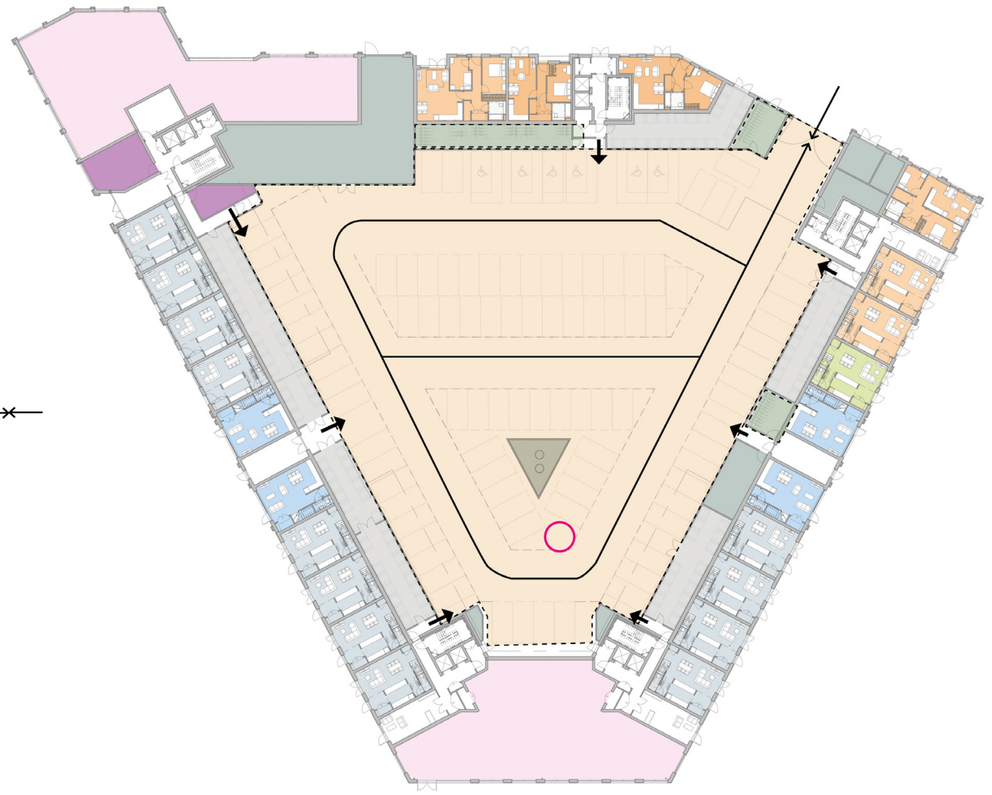
45 covered cycle spaces will therefore be provided in the scheme.



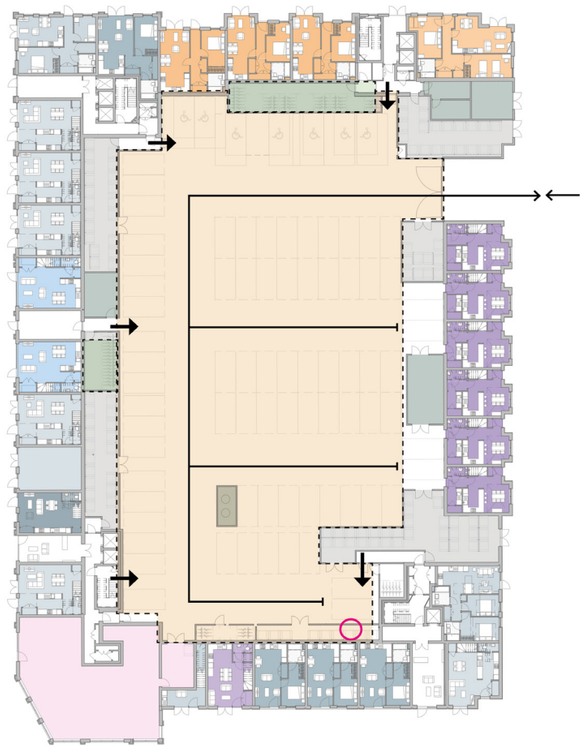
5.3 Vehicle and Cycle Parking



West Block



Middle Block



East Block

Parking

Trolley Parking Space

Cycle parking

Vehicle access to parking

Pedestrian access to parking

Vehicle route in parking area