

Materials palette

Robust materials will be selected to blend with the character of the landscape and suited to the vehicular use of the streets.

Bitmac will be used for the carriageways whilst crossing points and threshold surfaces will be formed using concrete precast paving in contrasting shades to the bitmac to be easily seen and navigated, visually aiding in slowing down traffic movement.

The ramps/level changes to the crossing points are typically laid in running bonds perpendicular to the direction of travel. Edging units in a contrasting shades further identify the point of the level change.

The threshold surface areas are typically laid in a herringbone bond to withstand the forces from turning vehicle wheels. The shade of these units is the same finish as the ramps where applicable.

The designated crossing points are in a complementary and contrasting shade to the threshold materials.



Bitmac Permeable precast concrete sett Materials to raised crossings and threshold surfaces eg precast concrete setts in contrasting colours with a contrasting edging unit between materials

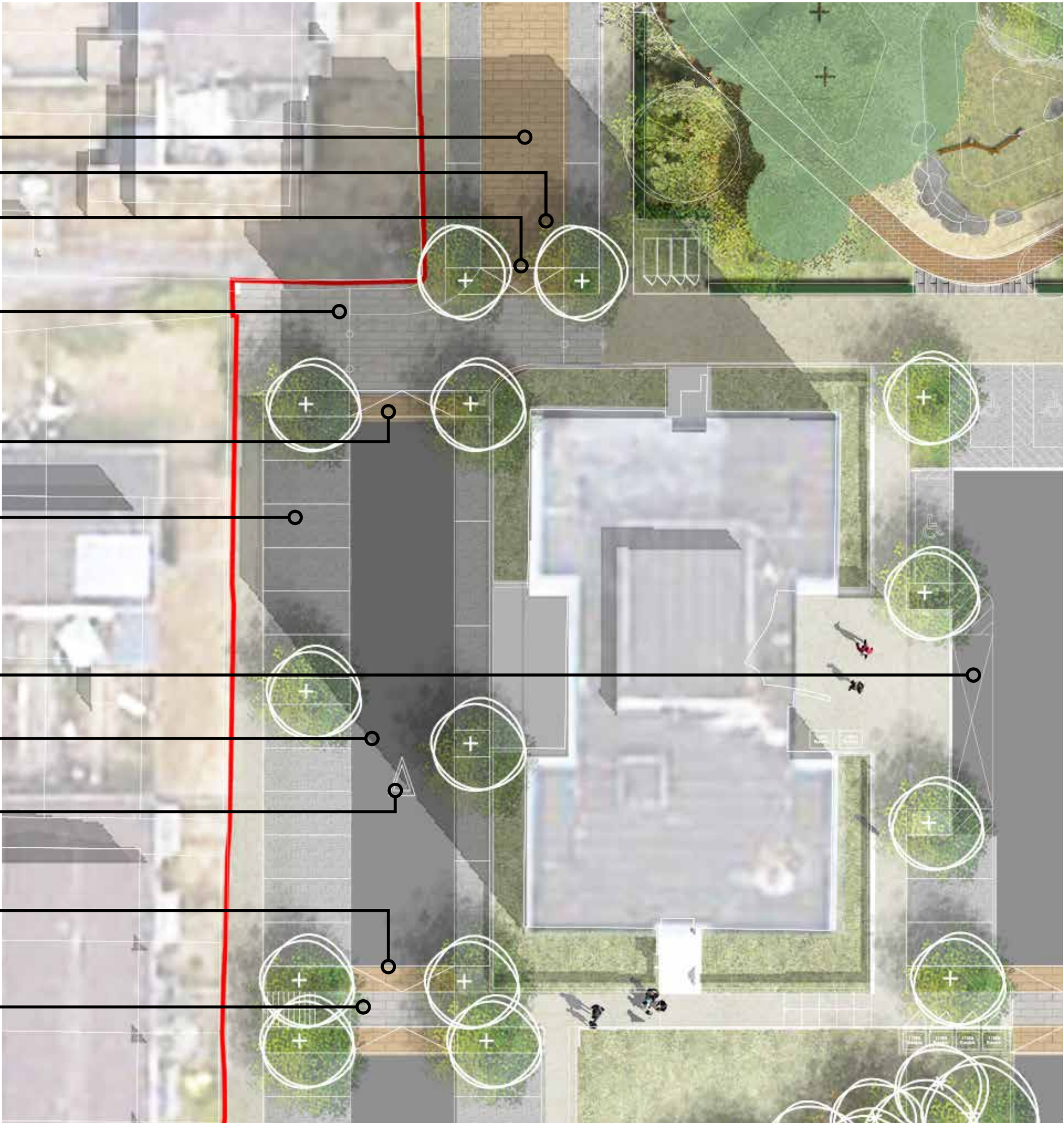


Example of layout of concrete precast paving bond patterns, with contrasting edging unit to demarcate level changes



Materials: Detail Plans

- Precast concrete sett to carriageway
- Give Way signage and road markings to crossing points
- Ramp: Precast concrete sett
- The extent of this crossing point is due to priority being given to the cycle route. Precast concrete sett in light shade to highly contrast between bitmac, shade of ramp material and threshold surface adjacent. Additional bollards have been placed to highlight entrance to threshold surface area to cyclists
- Ramp: Precast concrete sett in contrasting shade to carriageway
- Parking bays: Precast concrete sett (dark colour)
- Refuse collection point relocated
- Carriageway
- Give Way signage and road markings to crossing points
- Ramp: Precast concrete sett in contrasting shade to carriageway
- Crossing point: Precast concrete sett in light shade to highly contrast between carriageway and shade of ramp material



Detail Area 01

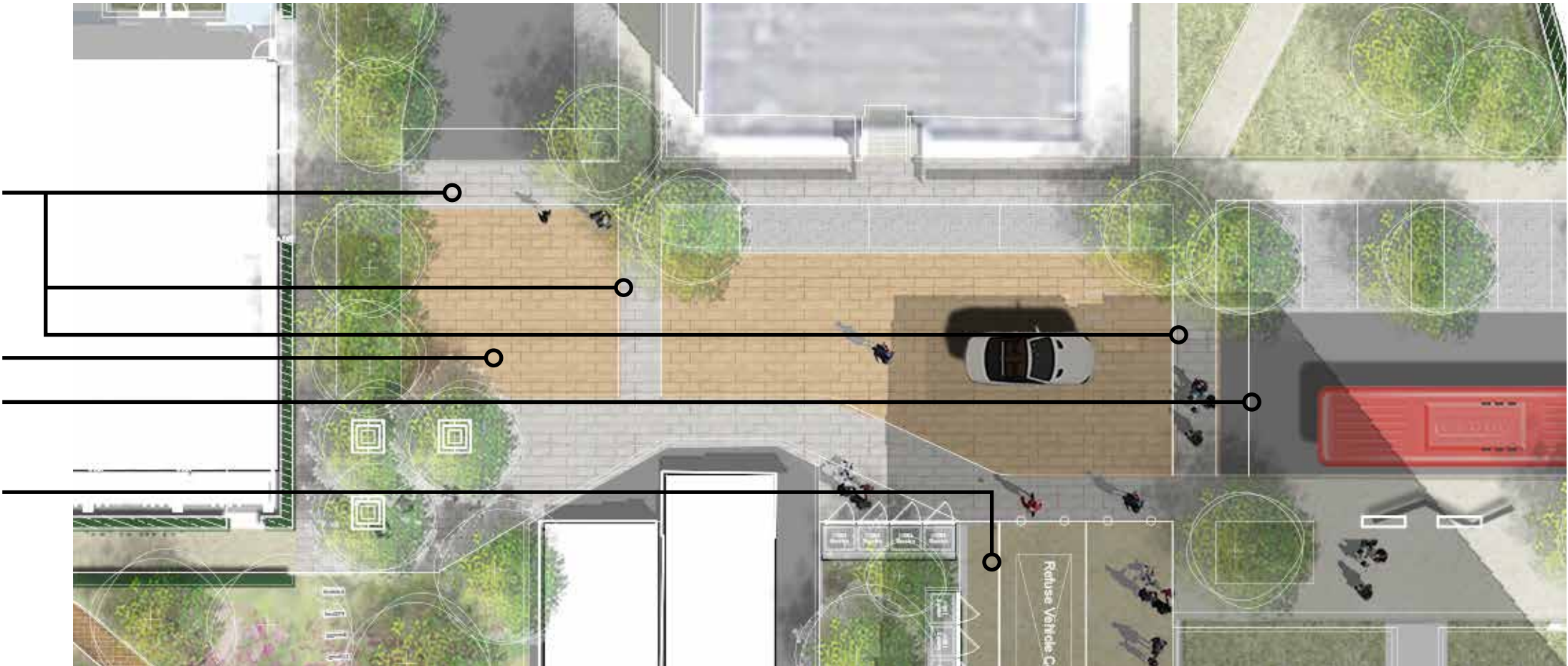
Materials: Detail Plans

Crossing Points: Precast concrete sett in light shade to highly contrast between bitmac, shade of ramp material and adjacent threshold surface

Precast concrete sett to carriageway threshold

Carriageway

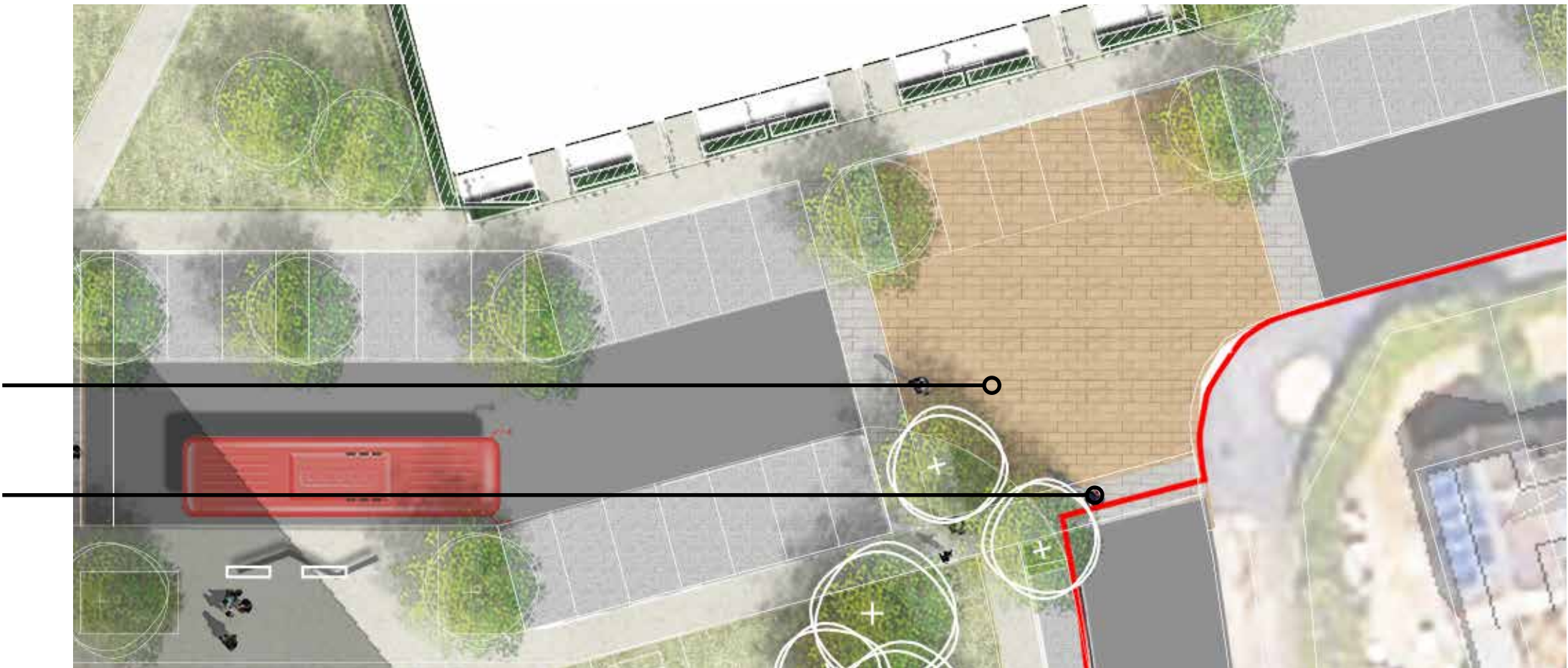
Refuse collection space widened



Detail Area 02

Precast concrete sett to threshold surface

Crossing points: Precast concrete sett in light shade to highly contrast between bitmac and adjacent threshold surface



Detail Area 03

Response to RBC Transport comments

Shared Surfaces

In response to comments following the planning submission, all raised surface areas have been omitted from the proposal. To highlight the key areas and interfaces between pedestrian and vehicular routes, contrasting surface material is proposed to the carriageway. Designated crossing points will be clearly defined in these spaces.

Routes be as flat as possible

The scheme has been designed to provide a network of coherent and easily navigable routes across the site providing access for all.

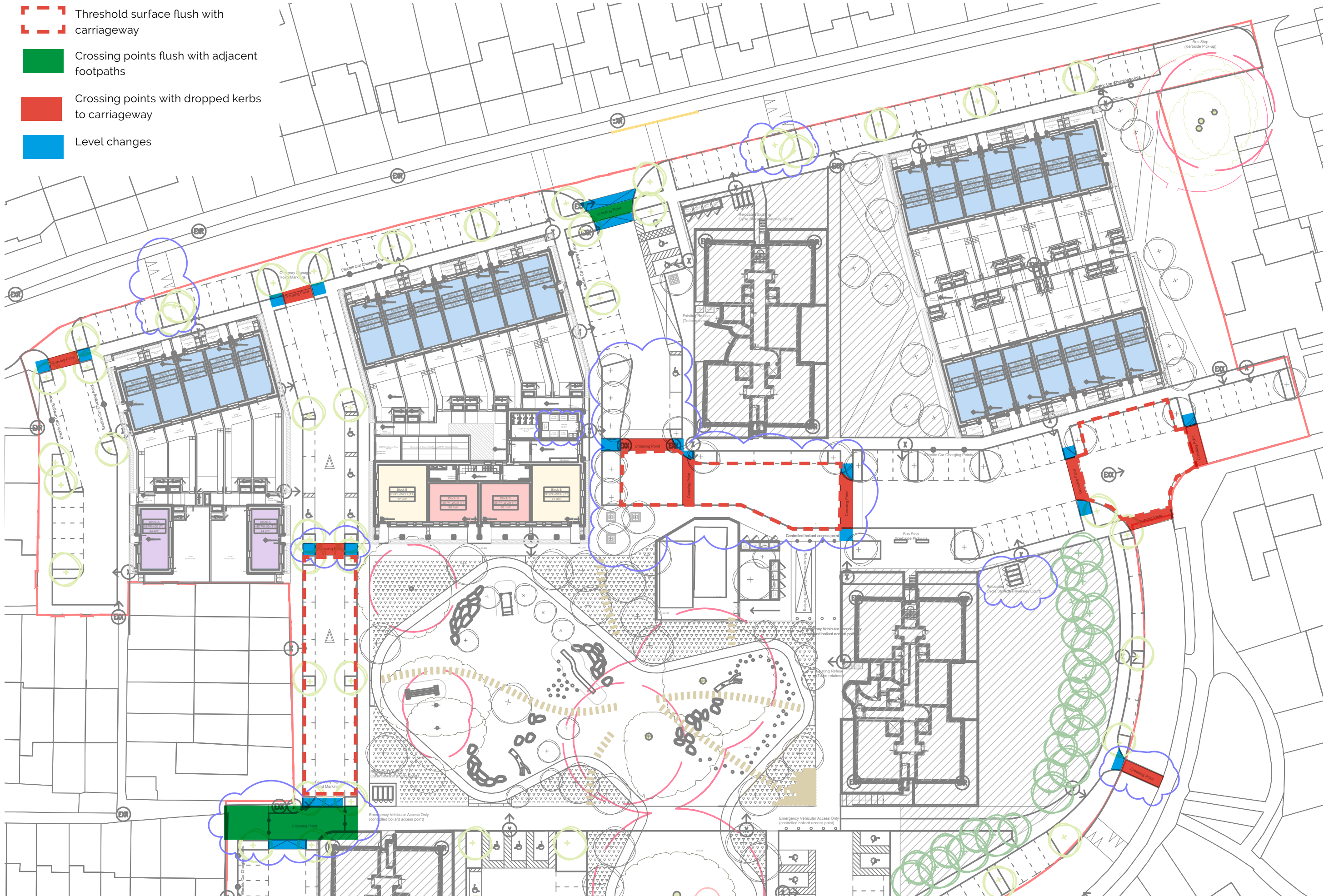
Proposed crossing points will either be raised in line with the level of the adjacent footpath or a drop kerb to the carriageway will be incorporated,

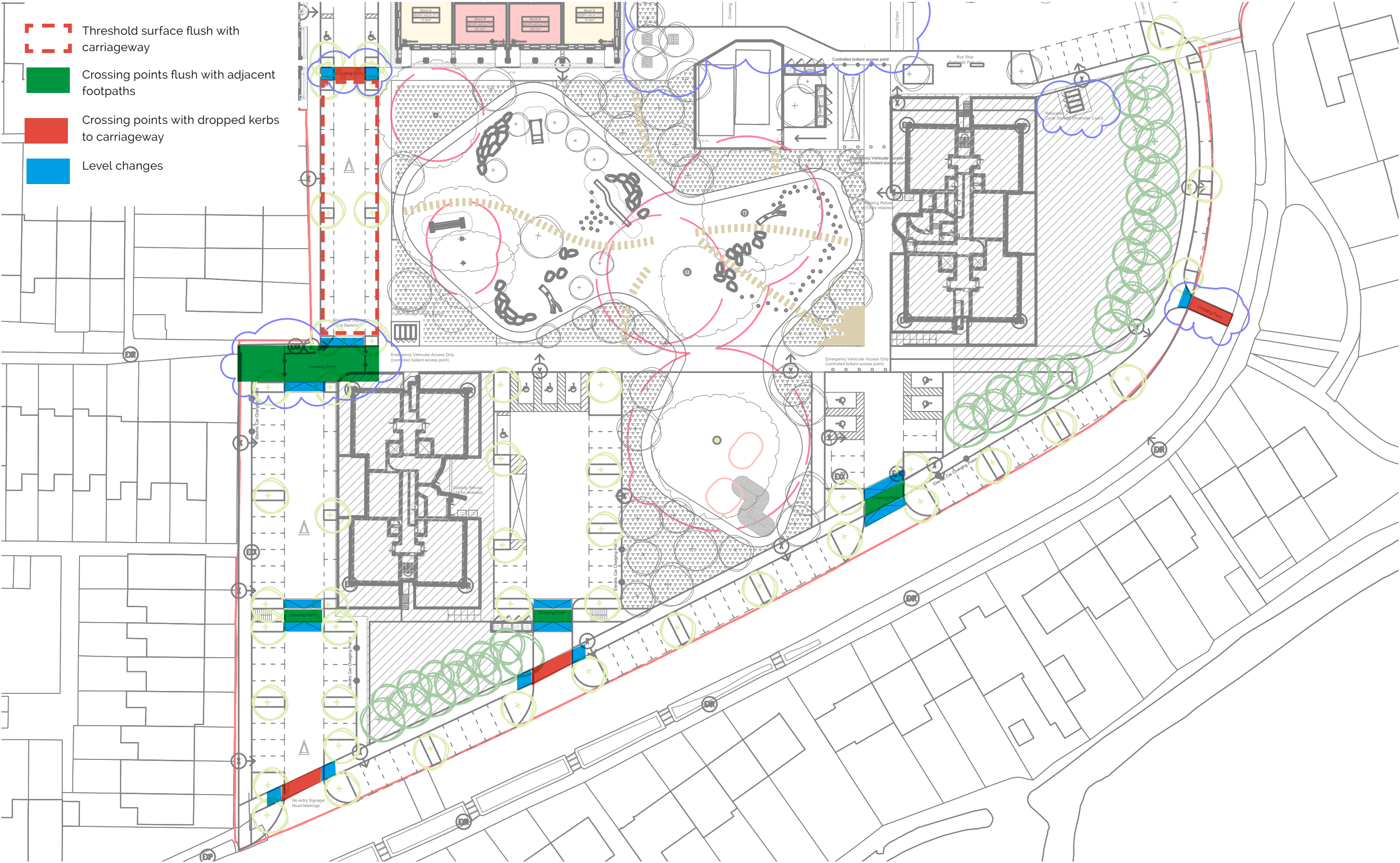
Raised crossing points have been proposed as a measure to reduce vehicle speeds within the development, and along with the contrast in materials, enables a sense of pedestrian hierarchy to these residential streets.

-  Crossing points flush with adjacent footpaths/ raised tabletops
-  Crossing points with dropped kerbs to carriageway
-  Enhanced connectivity routes



Illustrative Masterplan showing crossing points





Existing Cycle Storage

Existing Cycle Storage Strategy

Phase 2 of the Wensley Road development will involve several improvements to all three existing tower blocks, including a new cycle storage facility. As the Phase 2 proposal will be submitted as a separate planning application, Phase 1 has been designed to ensure that the existing cycle storage is reprovided.

Currently there are three banks of 4 cycle storage lockers located on the site, one for each of the three tower blocks, two of which are proposed to be relocated as part of phase one.

The cycle store servicing Irving Court would be relocated only slightly further to north, to allow for the new proposed east-west pedestrian and cycle route. As previously, this will be well overlooked from the windows of existing homes, and passing pedestrians.

The cycle store for Riversley Court would be relocated to the west of the block. In addition to being overlooked from windows of existing flats and passing pedestrians, it will also be visible from the southern terrace within block C.

It is proposed that the cycle store serving Wensley Court, currently adjacent to Riversley Court, is relocated to the north of this block, therefore adjacent to the site entrance and closer to the main of entrance of Wensley Court itself. In this location the cycle store will be well overlooked from existing homes and from pedestrian routes.

Cycle storage locations are indicated on the revised site plans RBC-WLR_HTA-A_XX_00_DR_0100,RBC-WLR_HTA-A_XX_00_DR_0109 and RBC-WLR_HTA-A_XX_00_DR_0110.

