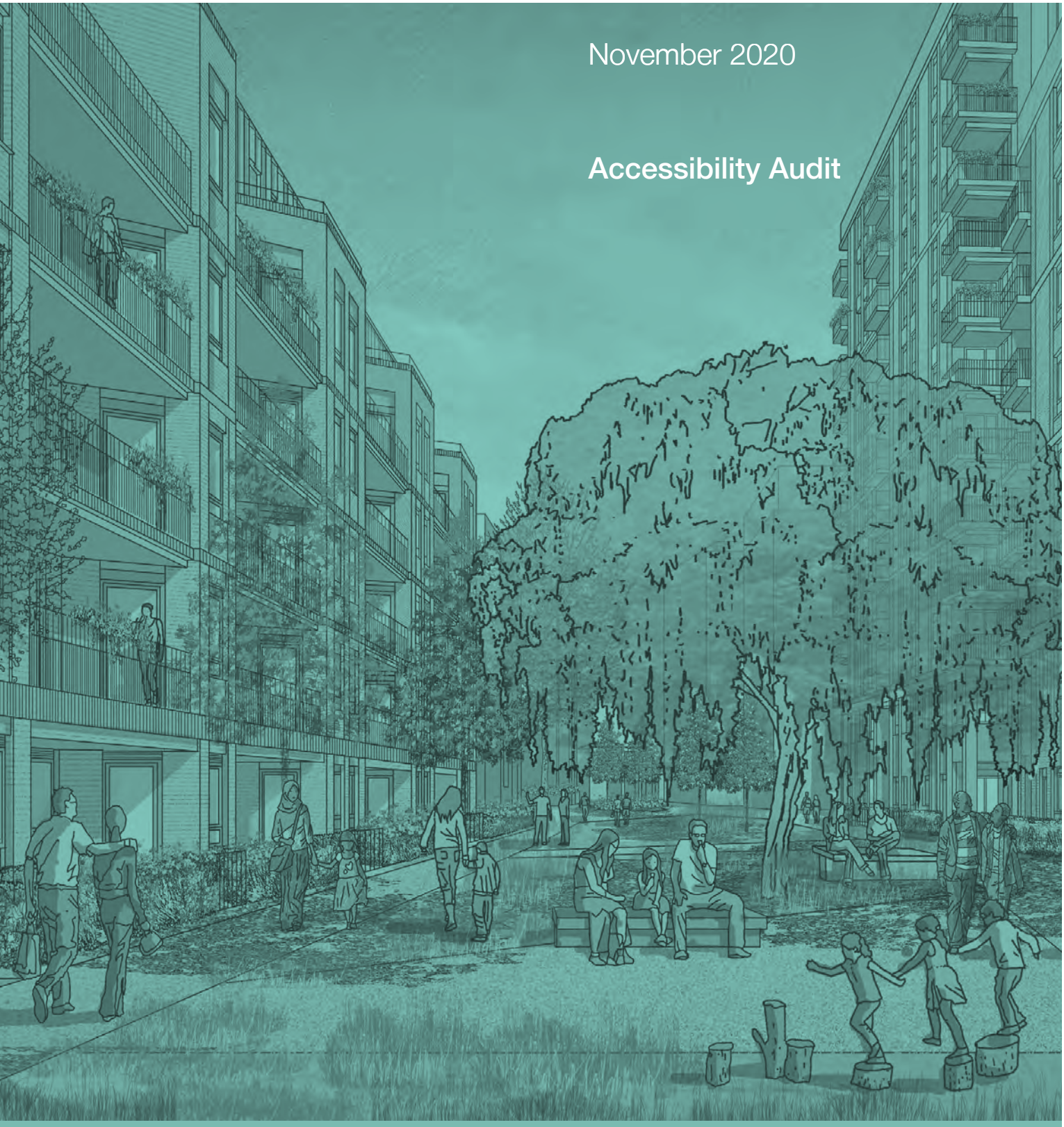
CAMBRIDGE ROAD ESTATE – PLANNING APPLICATION 20/02942/FUL

ACCESSIBILITY AUDIT

NO AMENDMENT TO DOCUMENT SINCE SUBMISSION OF APPLICATION IN NOVEMBER 2020 – ORIGINAL SUBMISSION DOCUMENT

Patel Taylor

Cambridge Road Estate
Hybrid Planning Application



November 2020

Accessibility Audit

CRE
CAMBRIDGE ROAD ESTATE

COUNTRYSIDE
Places People Love

THE ROYAL BOROUGH OF
KINGSTON
UPON THAMES

The Applicant

Cambridge Road (Kingston) Ltd

c/o Countryside Properties
Aurora House
71-75 Uxbridge Road
Ealing
London W5 5SL

The project site

Cambridge Road Estate
Project hub

2 Tadlow
Washington Road
Kingston Upon Thames
Surrey
KT1 3JL

Application forms

Covering letter

Application Form and Notices

CIL Additional Information Form

Design proposals

Planning Statement

Design and Access Statement
- Vol.1 - The Masterplan
- Vol.2 - The Detailed Component

The Masterplan
- Parameter Plans
- Illustrative Plans
- Design Guidelines

Phase 1 Architecture and Landscape
- GA Plans, Sections and Elevations

Supporting information

Statement of Community Involvement

Rehousing Strategy

Financial Viability Appraisal

Draft Estate Management Strategy

Transport Assessment
Phase 1 Travel Plan
Car Parking Management Plan
Servicing and Delivery Management Plan

Construction Logistics Plan
Construction Method Statement and Construction Management Plan
Sustainable Design and Construction Statement (Including Circular Economy Statement)

Environmental Statement
- Non Technical Summary
- Vol.1 – Technical Reports
- Vol.2 – Technical Appendices
- Vol.3 - Townscape and Visual Impact Assessment

Energy Statement (Including Overheating Assessment and Whole Life Cycle Assessment)

Daylight and Sunlight
Internal Assessment of the Detailed Component
External Assessment of the Illustrative Masterplan

Extraction and Ventilation Strategy
Noise Impact Assessment

Arboricultural Report and Tree Conditions Survey
Arboricultural Impact Assessment & Method Statement
Preliminary Ecological and Bat Survey Report
Biodiversity Net Gain Assessment

Archaeology and Heritage Assessment
Ground Conditions Assessment

Utilities Report

Flood Risk Assessment
Phase 1 Drainage Statement

Fire Strategy Report

Accessibility Audit
Health Impact Assessment
Equalities Impact Assessment

CAMBRIDGE ROAD

Access Statement

November 2020

DAVID BONNETT **ASSOCIATES**
inclusive design consultancy & research

Issue date	Draft number	Draft by	Check by	Amended by	Notes	Sent for review to:
03.11.2020	01	BP	HA	SC	1st Draft	Patel Taylor.
09.11.2020	02	BP	ER	MB	2nd Draft	Nick Ellis, Patel Taylor; Greg Pitt, Barton Willmore.
10.11.2020	03	BP	-	MB	3rd Draft	Nick Ellis, Patel Taylor; Greg Pitt, Barton Willmore.
12.11.2020	04	BP	-	MB	Final Draft	Grace Alderson, Countryside Properties; Nick Ellis, Patel Taylor; Greg Pitt, Barton Willmore.

Contents

DAVID BONNETT **ASSOCIATES**
inclusive design consultancy & research

Studio One
32 Indigo Mews
Carysfort Road
London
N16 9AE

T 020 7275 0065
F 020 7275 9035
E info@davidbonnett.co.uk
W www.davidbonnett.co.uk

1. Introduction

1.1 The scheme

The Cambridge Road Estate development is located in the Norbiton area of the Royal Borough of Kingston Upon Thames, to the north of the Kingston Cemetery and Crematorium.

The local authority is the Royal Borough of Kingston Upon Thames (RBKuT).

The proposed development of the estate is predominantly residential, with community uses, retail and workspaces to some ground floor spaces. There is extensive new public realm with landscaped gardens, pedestrianised areas and on-street car and cycle parking.

The site area is 88,556 sqm and the Masterplan provides 2,170 residential units with 14 different blocks spread across the site.

The detailed application for Phase 01 covers three of these blocks, B, C and E that provide 452 residential units between them.

In line with London Plan requirements, 90% (407 nos) of these residential units will be designed to ADM 4(2) Accessible and adaptable dwelling standards, and the remaining 10% (45 nos) will be to M4(3) Wheelchair user standards.

The scheme seeks the following:

1) Hybrid Planning Application for a mixed use development, including demolition of existing buildings and erection of up to 2,170 residential units (Use Class C3), 290sqm of flexible office floorspace (Use Class E), 1,395sqm of flexible retail/commercial floorspace (Use Class E/Sui Generis), 1,250sqm community floorspace (Use Class F2), new publicly accessible open space and associated access, servicing, landscaping and works.

2) Detailed permission is sought for Phase 1 for erection of 452 residential units (Use Class C3), 1,250sqm community floorspace (Use Class F2), 290sqm of flexible office floorspace (Use Class E), 395sqm of flexible retail/commercial floorspace (Use Class E/Sui Generis), new publicly accessible open space and associated access, servicing, parking, landscaping works including tree removal, refuse/ recycling and bicycle storage, energy centre and works.

Outline permission (with appearance and landscaping reserved) is sought for the remainder of the development (“the Proposed Development”).

Purpose of the report

David Bonnett Associates (DBA) was appointed by Cambridge Road (RBK) LLP as Access Consultant to the Cambridge Road development design team in 2020.

This RIBA Stage 2 Access Statement has been prepared to support the proposed Cambridge Road Development in the Royal Borough of Kingston Upon Thames and is based on a review of the proposals by Patel Taylor Architects.

1.2 Description of development

The development spread over 88,556 sqm provides 14 Buildings across the site, each consisting of a number of blocks from one to six.

1.2.1 Public realm, vehicular and pedestrian circulation

The streets surrounding the development include Cambridge Road to the north, Hawks Road to the west and Bonner Hill Road to the south.

There is a network of primary, secondary and tertiary vehicular streets within the proposed development that will be clearly distinguished from each other to ensure safety for users.

The new public realm provides extensive landscaped and pedestrianised areas providing permeability across the site and easy access to all buildings by all modes.

The detailed application relates to three Buildings: B, C and E alongside associated landscaping and public realm.

1.2.2 Building B

Building B is a linear building in a single block oriented north-south.

It provides 6 storeys of residential units, with two vertical cores, one with two lifts and a staircase, and the other only providing a staircase. All units have access to the lift core.

The communal residential entrance is at the centre of the block and is accessed from both sides of the block providing permeability across the building from east to west.

Private residential entrances are provided to ground floor residential units via private gardens.

Secure cycle parking, plant and refuse space is provided at ground floor level.

1.2.3 Building C

Building C is the northern most block facing Cambridge Road. It is a U-shaped building with three blocks -C1, C2 and C3 with 9, 11 and 12 storeys respectively.

It has a basement car park and communal landscaped podiums for residents between the blocks at levels 01 and 02.

There is a community centre and a retail unit facing Cambridge Road to the north. The community centre is a large double height facility with a cut-out atrium.

There is a workspace unit to the south of the site occupying the bulk of the ground floor space to C1.

Cycle parking, plant, storage and refuse areas are also provided at ground floor level.

To the centre of the U-shaped building there is an extensive landscaped pedestrianised area which retains existing open space on the estate.

There is a communal residential entrance at the centre of each of the three blocks and this is accessed from both sides of the block providing permeability across each block.

There are no residential units at ground floor level.

Building C provides three vertical cores, each with two lifts and a staircase.

The Community Centre has its own staircases (2) and a lift between the two floors.

Any facilities including refreshment areas and sanitary facilities will meet best practice inclusive design standards.

1.2.4 Building E

Blocks E1 and E2 sit at the north of the building and are 12 storeys in height, with three 4 storey townhouses in between. This arrangement is replicated at the southern end of the building with an 11 storey Block (E3) and 8 storey Block (E4) with three 4 storey townhouses in between.

The ground floor provides mainly residential units, communal residential entrances and access to the upper floors, cycle parking, an energy centre, plant, and bin storage.

There is a large central landscaped podium above the car park that links all the blocks.

Communal residential entrances to Blocks E1, E2, E3 and E4 are via street level entrances to both sides of the blocks and will only be accessed by residents.

Private residential entrances to ground floor residential units in Blocks E1, E2, E3 and E4 are at street level via private gardens.

Private residential entrances to units in Blocks E5 and E6 are at street level via private gardens from the northern and southern boundary.

1.3 Method of review

The Access Statement describes the access provisions using a journey around the proposed development as follows:

- Arrival at the site;
- Approaches to the building/s;
- Entrance ways;
- Horizontal and vertical circulation;
- Access to facilities;
- Typical residential layouts; and
- The emergency evacuation strategy.

Step-free external and internal routes, lifts, stairs, WCs and other access features are highlighted on access overlays throughout this Access Statement.

The statement does not describe or evaluate any part of the development that is used solely for inspection, repair or maintenance of any service or fitting, in accordance with Approved Document M. If a disabled person requires access to these areas as part of their work then their employer is expected to take all reasonable steps to ensure that there are no barriers to them carrying out their work. Any building adjustments that are required would be carried out at that time.

The Access Statement describes how the scheme has been progressed with consideration of the principles of inclusive design.

The report considers the requirements of all users, residents, visitors and wider community including:

- People with mobility impairments;
- People with visual impairments;
- People with cognitive impairments;
- Deaf people;
- Older people; and
- Small children.

The meaning of ‘disabled’ in this Access Statement is as defined in the Equality Act. Refer to Appendix 1.

Note:
DBA provides guidance and advice as access consultants. The consultancy does not officially approve designs, nor does it provide confirmation that a design complies with statutory standards. This remains the responsibility of the designers and the approvals authority.

1.4 The standards and policy

The access provisions are reviewed against the access regulations and standards that apply, which are identified below:

1.4.1 National Regulations

The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 1: Dwellings, HM Government, 2015 edition.

The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 2: Building other than dwellings, HM Government, 2015 edition.

The Building Regulations 2010, Approved Document K (Protection from falling, collision and impact), HM Government, 2013 edition.

The Building Regulations 2010, Approved Document B (Fire safety) Volume 1: Dwellinghouses, HM Government, 2006 edition incorporating 2010 and 2013 amendments.

Approved Document B (Fire safety) Volume 2: Buildings other than dwellinghouses, HM Government, 2006 edition incorporating 2007, 2010 and 2013 amendments.

1.4.2 Best Practice

British Standard 8300:2018 Design of Buildings of an Accessible and Inclusive Built Environment
BS8300-1 - External Environment Code of Practice
BS8300-2 : Building Code of Practice

British Standard 9999:2017 Code of Practice for Fire Safety in the Design, Management and use of Buildings, British Standards Institution, 2017.

1.4.3 National Planning Policy

National Planning Policy Framework (NPPF), Ministry of Housing, Communities and Local Government, 2019.

1.4.4 London Planning Policy

The London Plan, The Spatial Development Strategy for London - Consolidated with Alterations since 2011, Mayor of London, March 2016.

The draft new London Plan 2019 (Intend to publish) will be a material consideration.

1.4.5 Residential Planning Policy

Housing Supplementary Planning Guidance, London Plan 2016 Implementation Framework, Mayor of London March 2016.

1.4.6 Local Policy

Royal Borough of Kingston Upon Thames (LBRuT) Current Local Plan (Core Strategy 2012)

Draft Local Plan - LBRuT - 2018

Residential Development Standards - Supplementary Planning Document LBRuT - March 2010

LBRuT, Designing Inclusive Buildings: Access For All, July 2005.

Design for Maximum Access - Supplementary Design Guidance LBRuT - 1991

A full list of references and a description of relevant legislation, regulations, standards and guidance are detailed in Appendix 1.

1.5 Interpretation of the standards

Approved Documents M, K and *BS 8300:2018* provide general access advice, but refer to other standards and regulations about specific aspects of buildings and their immediate surroundings. Therefore, several separately authored documents are referred to, including good practice guidance books written by specialists. Refer to Appendix 1 for more details.

There are no nationally agreed access standards or regulatory controls governing extended external spaces and landscaping. For primary routes and approaches to buildings Approved Documents M are taken as a bench mark for determining accessibility. With regards to streetscape and pavement design, guidance is provided by the Department for Transport's Inclusive Mobility Guide and Transport Notes and BS8300:2018.

Access standards are in a continuing state of development because of changing needs, expectations and legislation. The nature of these changing needs and standards can result in anomalies and contradictions. Therefore it is important that access and inclusivity are considered and refined throughout the design process. The design of the scheme should seek to interpret these standards to provide the best possible level of inclusive design and this Access Statement describes situations and solutions where interpretation may be necessary.

1.6 The Equality Act

1.6.1 Statutory consents

When considering a reasonable adjustment to a physical feature, the Equality Act does not override the need to obtain consents such as planning permission, building regulations approval, listed building consent, scheduled monument consent and fire regulations. If the consent is not given, there is still a duty to consider a reasonable means of avoiding the feature.

Refer to Appendix 1 for further information.

1.6.2 Design standards

Service providers and public authorities carrying out their functions do not have to remove or alter a physical feature of a building for a period of 10 years from construction or installation if it accords with the relevant objectives, design considerations and provisions in Approved Document M. They may still need to consider a reasonable means of avoiding the feature.

1.7 Management and maintenance

Once building works are complete, full accessibility will rely on effective facilities management.

Management items will range from provision of a good quality website for a public building to the effective maintenance of lifts in all. Inspection of specialist devices and training of staff should become a regular element of management processes. Access Management Plans can form part of a building operator's on-going duties.

1.8 Consultation

A number of parties, including existing residents have been consulted extensively prior to submission of application. Patel Taylor engaged with KAB (Kingston Upon Thames Association for the Blind) and KCIL (Kingston Centre of Independent Living) on the 15th August 2019.

2. Overview of proposals

2.1 Access aims

The proposed development is designed to be as inclusive as possible so that it can be comfortably and independently used by residents, visitors, people working in and visiting the development and the wider community.

The Development therefore meets the guidance of Approved Document M, Volumes 1 and 2, and the access and inclusive design policies of the Greater London Authority as a minimum.

The Commission for Architecture and the Built Environment published a guide called The Principles of Inclusive Design in 2006, which states that inclusive design:

- Places people at the heart of the design process;
- Acknowledges diversity and difference;
- Offers choice where a single design solution cannot accommodate all users;
- Provides for flexibility in use; and
- Provides buildings and environments that are convenient and enjoyable to use for everyone.

The design of the proposed development also considered and incorporated the following aims where possible:

- Design guidance stated in relevant British Standards and other current good practice guidance about meeting the needs of disabled people; and
- Meeting contemporary requirements and expectations;

2.2 Summary of access provisions

The proposals for the development at this stage demonstrate that a good level of inclusive design will be achieved by the finished scheme.

The key access provisions for the proposed development include:

- Incorporation of the principles for inclusive design wherever possible;
- Accessible routes to all connections with local pedestrian routes and public transport;
- Pedestrianised areas separated from vehicular areas for comfortable use by residents and local people;
- Accessible landscaping with step-free routes to all areas, with gentle gradients not exceeding 1:21;
- Inclusive play areas within the public realm;
- 3% of the total car parking is designed to be suitable for wheelchair users. As per the Intend to Publish London Plan 2019, there is scope to provide 10% of accessible car parking if required to meet the ratio one accessible car bay for each wheelchair user dwelling;
- Accessible cycle parking space for residents and visitors;
- Step-free access to all parts of the buildings, including balconies and roof terraces;
- 90% of dwellings will be designed to meet building regulation M4(2);
- 10% of the dwellings will be designed to meet building regulation M4(3);
- Access to a second lift for all residents of wheelchair accessible homes at upper levels;

2.3 Progression to Next Stage

The project has the potential to satisfy the expectations of the Equalities Act, subject to details that will be further developed and reviewed at the next detailed design stage.

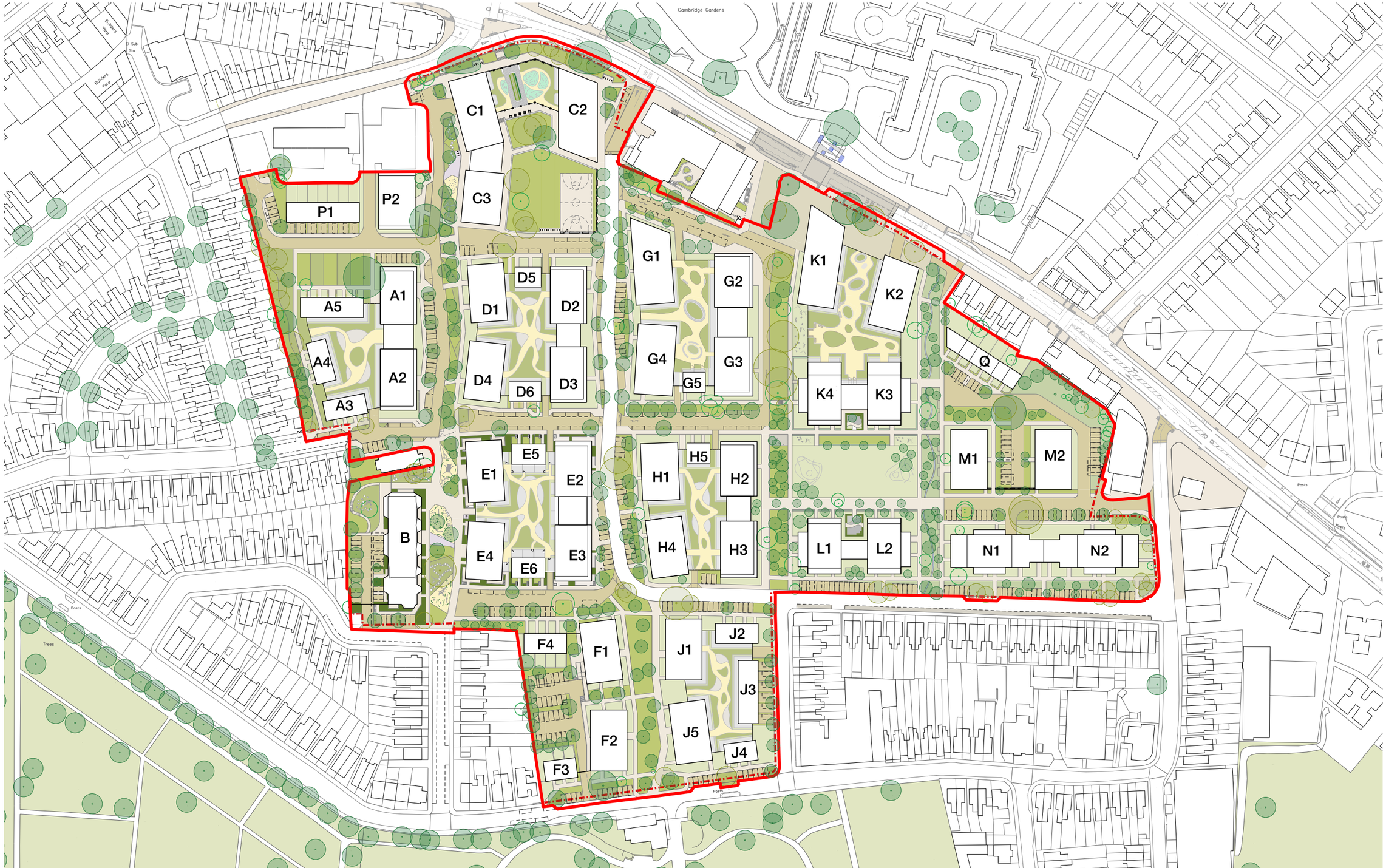


Fig.1 Masterplan

3. Arrival

3.1 Transport Connections

3.1.1 Public transport

Accessible transport facilities are key elements of urban developments. Urban areas are more likely to be well served by a choice of connections.

The existing site has a Public Transport Accessibility Level that ranges from 4 (Good) to 0 (Worst). The majority of the site has a PTAL of 1a and 1b (Very Poor). It should be noted that as you travel west along Cambridge Road it quickly turns into a PTAL 5 (Very Good) near St Peter's House (140m away) and then a PTAL 6a (Excellent) where Cambridge Road meets London Road (250m away).

The PTAL is an indication of the frequency, reliability and distance of public transport services close to a site; it does not take the accessibility of transport services into account. However, the PTAL is more important to the access strategy because it is used to evaluate the reliance on cars that current and future users of the building are likely to have, with the implication that less reliance on cars corresponds to a greater reliance on public transport.

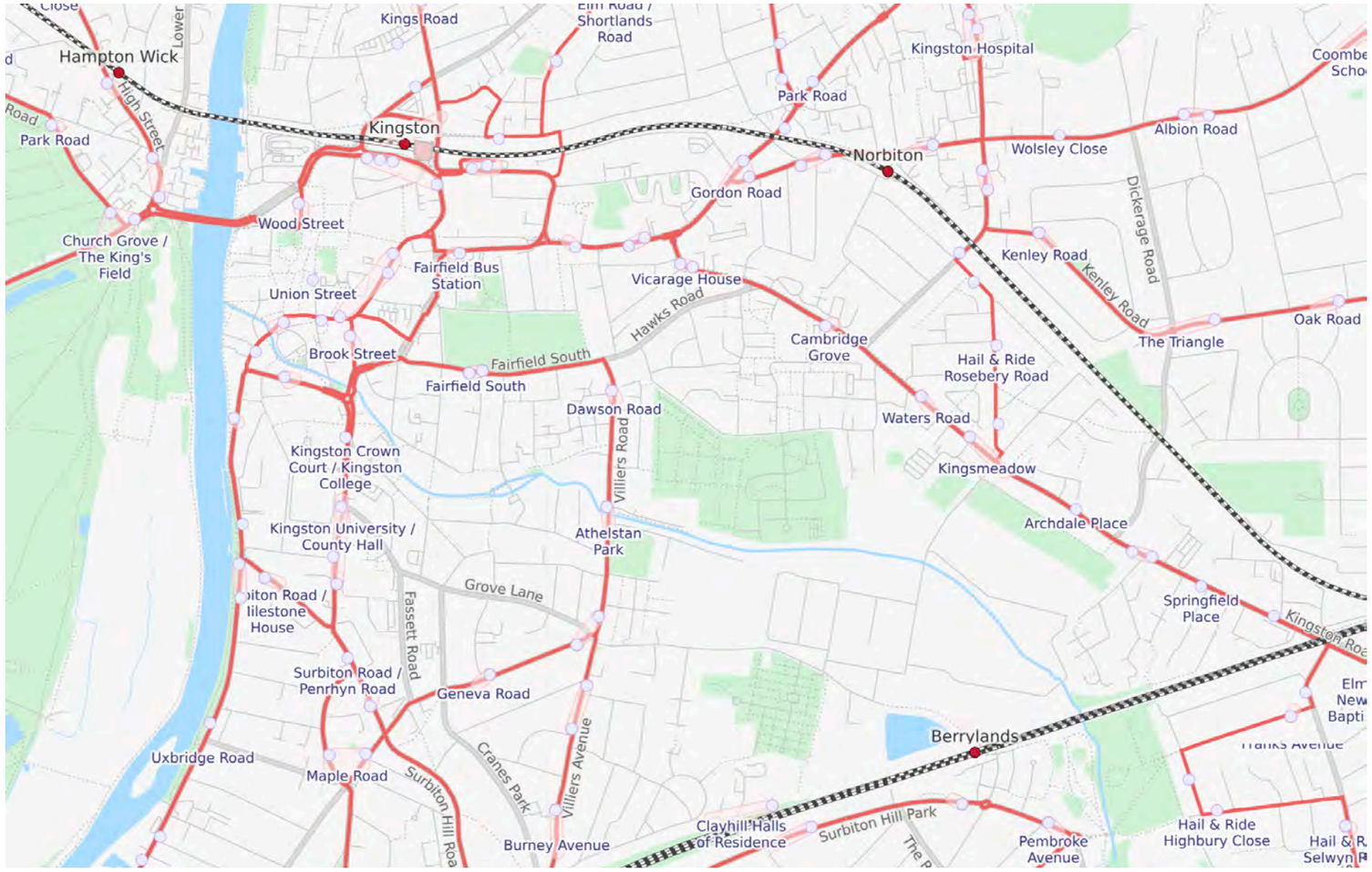


Fig.2 Transport plan

3.1.2 Buses

The main roads surrounding the development, Cambridge Road, Hawks Road and Bonner Hill Road have access to accessible public bus services.

All London buses (except two ‘heritage’ routes) are accessible buses that ‘kneel’ to minimise height differences between the bus floor and pavement, and have ramps and space inside for wheelchair and pushchair users. However, not all disabled people can use them and therefore setting-down bays for taxis and private cars are essential.

3.1.3 Rail services

There are train stations conveniently located to the north and south of the site. Kingston and Norbiton Stations to the north are less than 1km from the site and Surbiton, Berrylands and New Malden stations are further to the south.

There is no London Underground station in close proximity.

3.1.4 Community transport and taxis

Some users will rely on community transport, taxis or minicabs. These vehicles will need access to areas where pedestrians will have priority. The route for vehicles in these situations will need to be clearly marked and separated from a pedestrian ‘safe-zone’.

Suitably designed set-down points for taxis and community transport vehicles will be provided within 50 metres of entrances.

Taxis will require raised kerb access for wheelchair users in kerb-free areas.

3.2 Vehicle Access

3.2.1 Car parking

As part of the wider masterplan, parking for 848 vehicles will be provided on street and on basement or ground floor locations within buildings, including 217 accessible bays.

Secured long-stay parking will be provided within internal car parks and gated grade-level parking areas. BS 8300 accessible parking bays have been prioritised in these areas, close to residential cores serving the M4(3) wheelchair user homes.

On completion of Phase 01, 16 accessible spaces (3%) will be provided with scope to increase this to 10% if required. Where additional accessible parking is later required, ‘standard’ parking bays in these areas will be consolidated and re-painted as accessible parking bays, with the loss of parking bays compensated in areas of hard landscaping in the public realm.

Parking bay geometry

Accessible car parking spaces will meet dimensional and other specifications as set out in Approved Document Part M and local authority requirements.

3.2.2 Car parking - on street

Some disabled drivers living in the development will have the use of on-street accessible parking bays on surrounding streets to the residential blocks to minimise the distance between the car parking and Wheelchair User homes.

Parking in the public realm will be managed by a CPZ (Controlled Parking Zone), with residents able to apply to lease a “Right to Park” permit with no allocation of individual spaces. Street spaces are typically ‘standard’ sized and not specifically designed for accessible use, however the mix of parallel and perpendicular CPZ spaces will provide options for general unrestricted Blue Badge use.

To maximise the use of the residential bays, no dedicated visitor bays will be provided. Unoccupied residential bays in the CPZ would be available for visitors with a short stay permit to park, for example Health & Social Care Key Workers.

3.3 Cycles and mobility scooters

Cycle parking spaces for each block will be provided at ground floor in secure and sheltered locations.

Approaches to accessible cycle parking will be step-free along wide corridors and will involve passing through no more than two sets of wide automated doors.

At least 5% of cycle parking spaces will be [easily accessible/larger] to accommodate larger, adapted cycles or bicycles used by disabled cyclists in line with the London Cycling Design Standards as required in the London Plan.

3.4 Pedestrian Access

3.4.1 Description of site - Terrain

The existing site has multiple level changes, shown at points A-E on the estate layout (see figure 3). Many of the level changes are negotiated by stairs and uneven terrain. These abrupt level changes interrupt movement across the site, creating barriers to inclusive access for pedestrians, wheelchairs, buggies, bikes and cars alike.

The proposed masterplan addresses this key issue by creating even ground across the site with relatively shallow slopes, no greater then 1:21 to address changes in site levels.

Cambridge Road which borders the site at the north, is at a lower level from Block C the northernmost block on the site. Level differences are accommodated by two sets of steps up from street level to the footway access to the block. One set of steps is directly in front of the existing pedestrian crossing on Cambridge Road.

There is an alternative step-free gently sloping route further west on Cambridge Road at its junction with Hawks Road that leads to the entrance.

A segregated cycle and pedestrian route is provided on Cambridge Road to the north of the site that provides access to Peter's Road that enters the site.

3.4.2 Access provisions in the public realm

Provisions to ensure the comfort of all pedestrians using the public realm are to include:

- Clear visual links between the entrances to the site and key buildings;
- A legible layout for visitors;
- Safe pedestrian areas throughout the site, without traffic and with step-free, level or gently-sloping circulation routes;
- Planting and landscape feature including seats and resting places every 50m. Any street furniture, paving and landscape features such as the proposed trees and public seating placed alongside circulation routes will not create barriers or hazards for people with impaired vision;
- Predictable spaces, facilitating wayfinding for people who are blind or partially sighted;
- Inclusive play areas for diverse range of children;

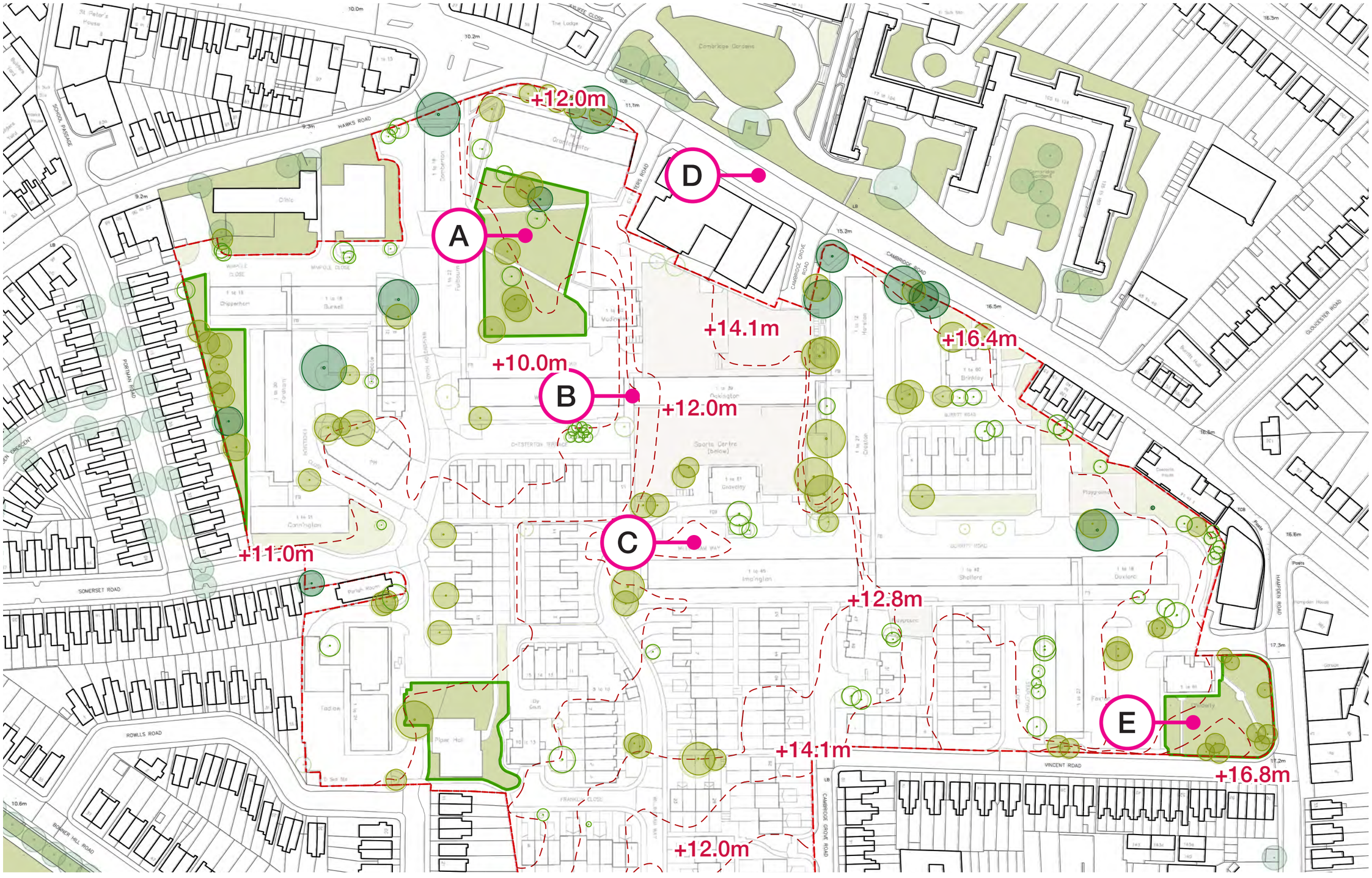


Fig.3 Existing estate layout - prevailing topography, site levels and significant level steps

- Suitable non-slip, even, level walking surfaces. Cobbled surfaces are generally too uneven to provide good access; and
- Suitable tonal contrast between any structure that might protrude into the public area (such as columns) and the background against which it is seen;

3.4.3 Pedestrian access routes

Pedestrian access routes (PARs) are defined as the most direct and convenient pedestrian routes linking key parts of a Development. They are designed to be inclusive and have access features such as gentle gradients, suitable surfaces, rest points and good lighting. All routes meet or exceed the regulations of Approved Document Part M 2015.

The pedestrian access routes for Phase 01 Cambridge Road Estate are indicated in yellow on the plans in this Access Statement.

3.5 Approaches to main entrances

3.5.1 Approach to Building B

Building B is located to the south eastern boundary of the site.

Vehicle approach from the south and pedestrian approach is via a vehicular street on the East, Piper Way.

The vehicular street becomes a tertiary largely pedestrianised shared street that leads to the car parking area to the south and west of Block B.

Accessible car parking spaces are located in a row closest to the entrance.

The linear north-south oriented block has its communal residential entrance at the centre with entrances to both the east and west facade linked by an entrance passage that provides permeable access through the building at ground level. The passage provides access to the two vertical cores to Block B.

Two cycle stores are also accessed from the eastern side.

The ground floor residential units have access directly from the outside at street level through their own private gardens.

3.5.2 Approach to Building C

Building C is located to the northern boundary of the site at Cambridge Road.

Cambridge Road is at a lower level than the ground level of Block C. Level differences are accommodated by two sets of steps up from street level to the higher level footway access to the block.

One set of steps is directly in front of the existing pedestrian crossing on Cambridge Road. There is a step-free gently sloping route further west on Cambridge Road at its junction with Hawks Road that also leads to the north entrance. Gradients of slopes do not exceed 1:21

A segregated .cycle and pedestrian route is provided on Cambridge Road to the north of the site that provides access to Peter's Road that enters the site.

The U-shaped block has a large landscaped pedestrianised area and a multi-use games area (MAGA) at the centre It is approached directly from the footways to the south and east.

Level differences within the central landscaped area are accommodated via a combination of steps and gently sloping gradients not exceeding 1:21

It can also be approached from the entrances to the three different towers C1, C2 and C3.

The vehicular entrance is to the west of Building C, that leads to the basement car parking.

Cycle entrances are also accessed from the west.

There is vehicular access and also a loading bay at St Peters Road to the east of the site. This connects to the primary vehicular route located to the east of the site that provides access to the on-street parking spaces to the south of Building C.

The Community Centre and retail unit are located to the north of Building C facing Cambridge Road and accessed from the higher level footway within the site, elevated from Cambridge Road.

Communal residential entrances to Blocks C1, C2 and C3 are via street level entrances to both sides of the blocks providing resident permeability through each block.

3.5.3 Approach to Building E

Building E is located at the centre of the site with Building B to its west, Building D to the north, Building F to the south and Building H to the east.

Building E is accessed from the primary vehicular route to the east, with secondary vehicular routes to the north and south providing access to the ground floor car park to the centre of Building E.

The access route to the car park is one from south to north and only accessible residential car parking spaces are provided here.

Secure cycle parking is also provided within the car park.

Communal residential entrances to Blocks E1, E2 E3 and E4 are via street level entrances to both sides of the blocks providing pedestrian permeability through each block.

Private residential entrances to ground floor residential units in Blocks E1, E2, E3 and E4 are at street level via private gardens.

Private residential entrances to units in Blocks E5 and E6 are at street level via private gardens from the northern and southern boundary.

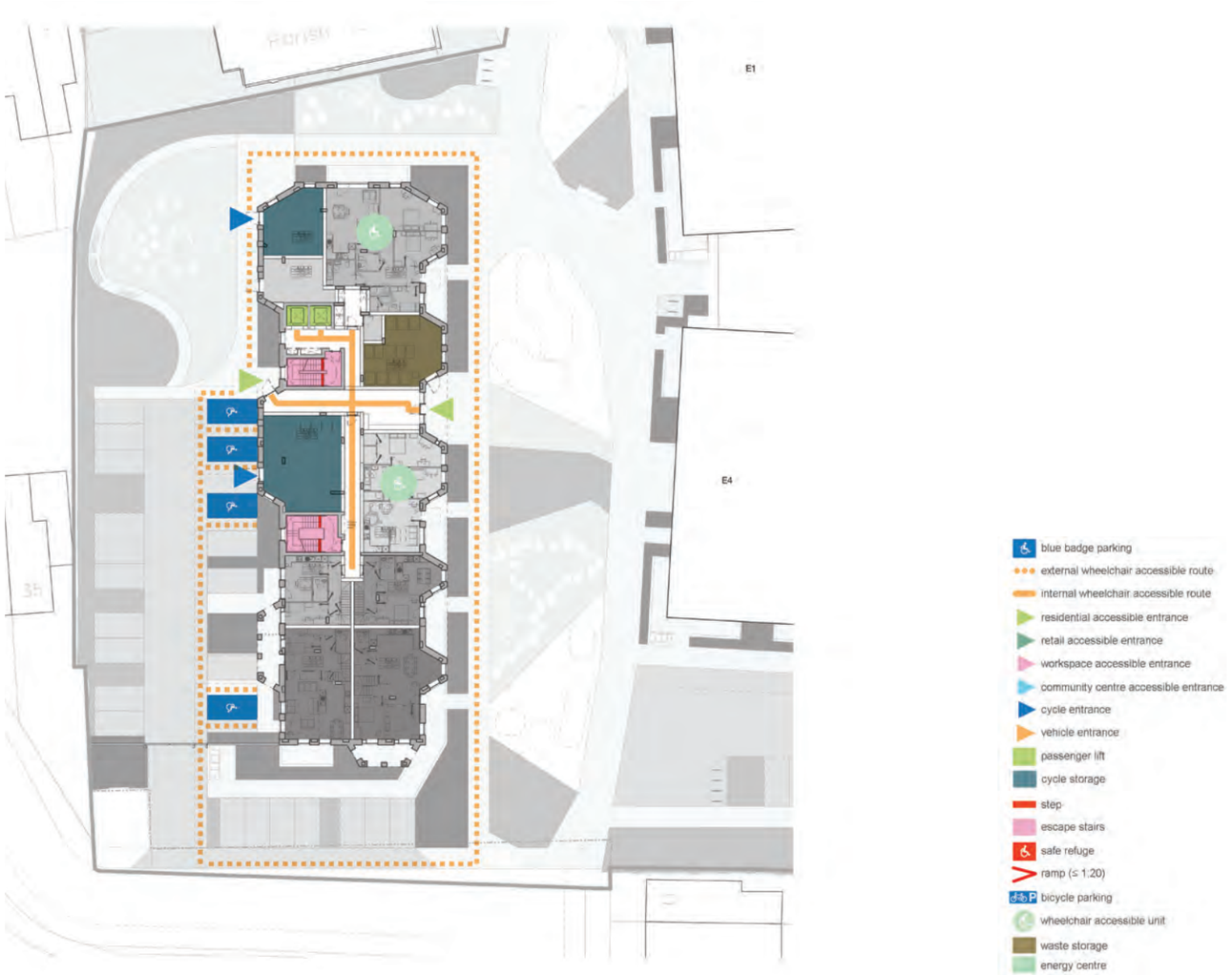
4. Building B

4.1 Entrances

Main access into Building B is from a pedestrian route on the east side of the building. The entrance is accessible and readily apparent, with accessible threshold and covered. The entrance door will provide a clear opening width of at least 850mm.

Further details will be subject to detail design and it is expected to comply with Part M (Volume 1) standards, including entry systems such as video or audio entry systems, pass card systems and similar will be designed and located to be used by visitors and residents. Building users should be able to activate such a system with a closed fist and with minimal force.

Where individual dwellings are accessed directly from outside, the entrances will be sheltered by a fixed canopy and the thresholds will be nominally level, with a maximum upstand of 15mm.



01 Ground Floor Plan
1.250 @ A1

4.2 Circulation

Horizontal circulation

The residential accommodation is organized around a central corridor that gives access to all units, and two cores, one containing two lifts and a stair, and the other only a escape stair. Crossing-corridors doors for fire reasons have been reduced to the minimum.

All communal corridors will be 1500 mm or wider, allowing sufficient space for wheelchair users to easily manoeuvre, and to pass in opposite directions. A section of 1800mm wide corridor is provided by the lift and stair core to comply LBRuT's Designing Inclusive Buildings: Access For All document. This is provided in each core in each building. Additionally, there will be a 1500 mm x 1500 mm turning space outside each wheelchair accessible, or easily adaptable, dwelling as a minimum.

Doors in communal routes will have a clear opening width of at least 850 mm through a single leaf door, or one leaf of a double leaf door, unless power operated or held open; and will have 300 mm clear space to the leading edge on the pull side of the doors and 200 mm clear space in the push side.

Lifts

All units will be served by two passenger lifts located in the main core.

All car lifts will be for eight or more people, with a minimum internal car size of 1100 mm x 1400 mm (the minimum dimensions for AD Part M). All lift doorways will provide a minimum clear opening width of 800 mm and there will be a clear landing of at least 1500 x 1500 mm in front of all lift entrances.

Car controls and further details will be designed in later stage according AD Part M and the guidance of BS 8300 where relevant.

Stairs

The building has two stairs located at each side of the central corridor. Both stairs will be designed to meet the requirements of Part K for 'general access stair', and will be detailed at a later stage, including dimensions that suit ambulant disabled people, tonal contrast to aid people with impaired sight, and handrails extended 300 mm beyond the top and bottom riser.

First Floor Plan
1:250 @ A1

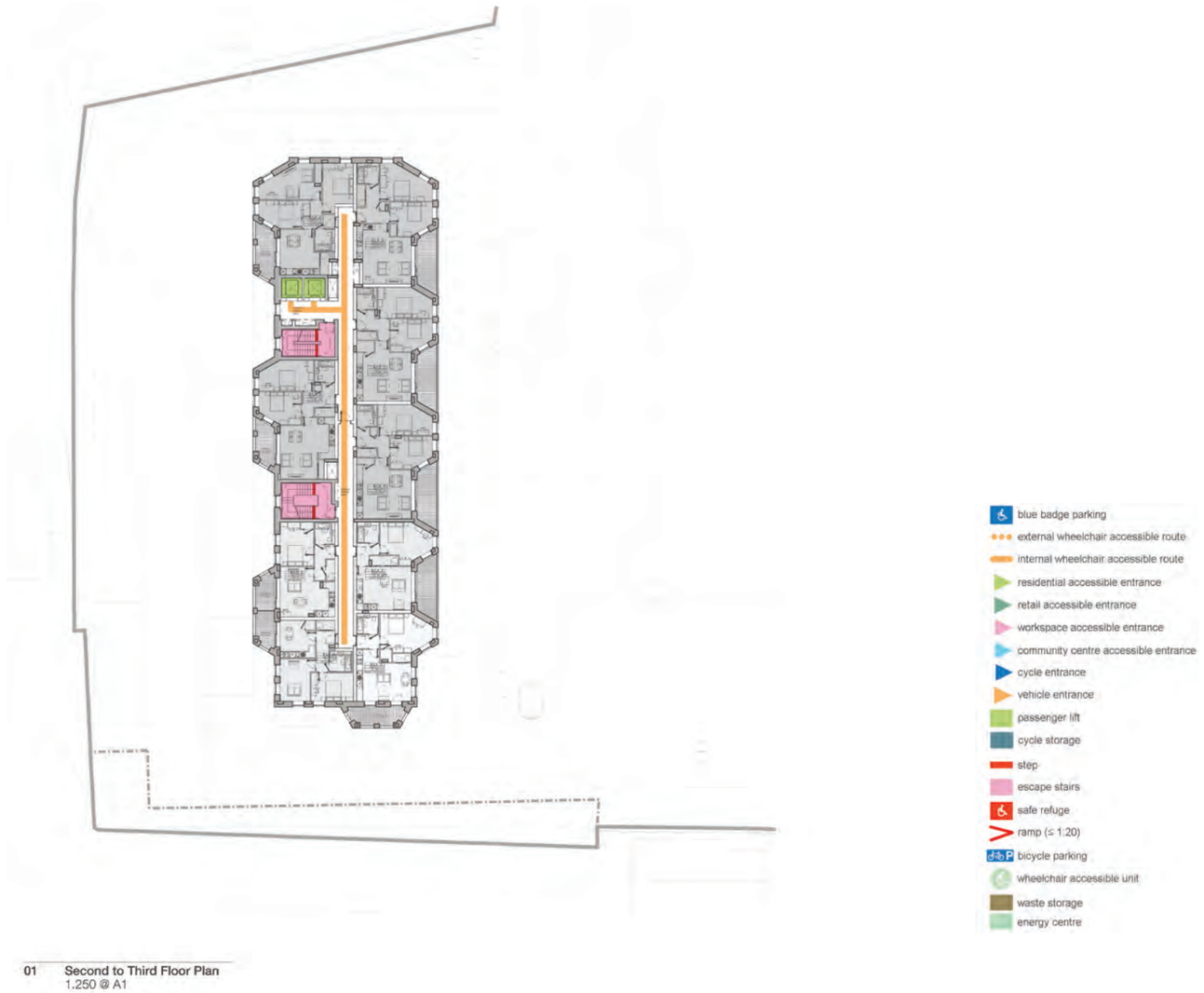
4.3 Communal facilities

4.3.1 Cycle store

Two cycle stores will be provided on the ground floor for residents use. Access to the cycle stores will be step-free from all dwellings including wheelchair user dwellings. Provision of accessible cycle stands will be located within the shared cycle store.

4.3.2 Refuse stores

The refuse store is located on the ground floor next to the entrance to the building. The routes from the dwellings to the refuse store will be step-free and will be accessible to all residents including wheelchair users. The horizontal distance between any dwelling and its refuse collection point will be less than thirty metres to ensure compliance with Part H of the Building Regulations.



01 Second to Third Floor Plan
1:250 @ A1

4.4 Accessible housing

Building B will provide 44 units across 6 storeys of the building. In line with the London Plan 2016, ninety per cent of the dwellings (42 out of 44) will be designed to meet Building Regulation requirement M4(2) ‘accessible and adaptable dwellings’; and ten per cent of the dwellings (2 out of 44) will be designed to meet Building Regulation requirement M4(3) ‘wheelchair user dwellings’.

Wheelchair user dwellings will be distributed throughout the development, across type, size and level, as far as possible to ensure that households that need wheelchair accessible units are not clustered together; and wheelchair users have as much choice about the location and level of their home as anybody else, as far as possible.

The proposed distribution is as follows:

Beds	Cat 2	Cat 3	Totals
1BF	15	0	15
2BF	22	1	23
3BF	1	1	2
3BM	2	0	2
4BM	2	0	2
Totals	**42**	**2**	**44**

The provision made to meet Building Regulation requirement M4(3) can be two types:

- (2)(a): To allow a simple adaptation of the dwelling to meet the needs of occupants who use wheelchairs. Dwellings will be defined as a **Wheelchair adaptable**.
- (2)(b): To meet the needs of occupants who use wheelchairs. Dwellings will be defined as a **Wheelchair accessible**.

Wheelchair adaptable dwellings are intended to be capable of becoming wheelchair accessible through easy adaptations that do not require structural or service modifications, or moving walls. Wheelchair accessible dwellings are intended to be readily usable by wheelchair users at the point of completion.

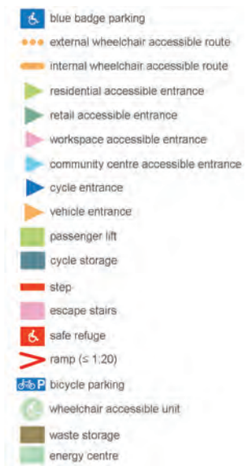
Wheelchair user dwellings will be designed as a wheelchair accessible only where the local authority is responsible for allocating or nominating a person to live in that dwelling.

02 Fourth Floor Plan
1.250 @ A1

For the purposes of the Proposed Development, the wheelchair user dwellings have been designed as follows:

- Private and Intermediate wheelchair user units have been designed as Wheelchair adaptable units;
- Social Rented wheelchair user dwellings have been designed as Wheelchair Accessible units.

01 Fifth Floor Plan
1.250 @ A1



5. Building C

5.1 Entrances

Access to the three residential blocks is from both sides of each tower via pedestrian routes. Entrances are accessible and readily apparent, with accessible threshold and covered. Entrance doors will provide a clear opening width of at least 850mm.

Further details will be subject to detail design and it is expected to comply with Part M (Volume 1) standards, including entry systems such as video or audio entry systems, pass card systems and similar will be designed and located to be used by visitors and residents. Building users should be able to activate such a system with a closed fist and with minimal force.

5.2 Circulation

Horizontal circulation

The residential accommodation is organized around a central corridor that gives access to all units, and a main core on each tower, containing two lifts and a stair. Crossing-corridors doors for fire reasons have been avoided.

All communal corridors will be 1500 mm or wider, allowing sufficient space for wheelchair users to easily manoeuvre, and to pass in opposite directions.

A section of 1800mm wide corridor is provided by the lift and stair core to comply with the LBRuT's Designing Inclusive Buildings: Access For All document. Additionally, there will be a 1500 mm x 1500 mm turning space outside each wheelchair accessible, or easily adaptable, dwelling as a minimum.

Doors in communal routes will have a clear opening width of at least 850 mm through a single leaf door, or one leaf of a double leaf door, unless power operated or held open; and will have 300 mm clear space to the leading edge on the pull side of the doors and 200 mm clear space in the push side.

Lifts

All units will be served by two passenger lifts located in the main core.

All car lifts will be for eight or more people, with a minimum internal car size of 1100 mm x 1400 mm (the minimum dimensions for AD Part M). All lift doorways will provide a minimum clear opening width of 800 mm and there will be a clear landing of at least 1500 x 1500 mm in front of all lift entrances.

Car controls and further details will be designed in later stage according AD Part M and the guidance of BS 8300 where relevant.

Stairs

Each tower has a stair located on the main core. All stairs will be designed to meet the requirements of Part K for 'general access stair', and will be detailed at a later stage, including dimensions that suit ambulant disabled people, tonal contrast to aid people with impaired sight, and handrails extended 300 mm beyond the top and bottom riser.

5.3 Communal facilities

5.3.1 Cycle store

A cycle store will be provided on the ground floor for each residential block. Access to the cycle stores will be step-free from all dwellings including wheelchair user dwellings. At least 5% of cycle parking spaces will be easily accessible to accommodate larger and adapted bicycles used by disabled cyclists in line with the London Cycling Design Standards.

5.3.2 Refuse stores

A refuse store for each residential block is located on the ground floor next to the entrance to the building. The routes from all dwellings to the refuse stores will be step-free and will be accessible to all residents including wheelchair users. The horizontal distance between any dwelling and its refuse collection point will be less than thirty metres to ensure compliance with Part H of the Building Regulations.