

# Former Nestlé Factory

London Borough of Hillingdon Access Officer Responses

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## Introduction

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David Bonnett Associates (DBA) were appointed by Barratt London as Access Consultant to the Former Nestle Factory design team in December 2016, to support the Stage 3 Planning Application.

DBA prepared an Access Statement based on a review of the scheme by Makower Architects, Hawkins\Brown, dMFK and Gillespies.

### The project

The Former Nestlé Factory in Hayes, part of the London Borough of Hillingdon, is situated to the south of the Great Western Railway, in close proximity to the Hayes & Harlington rail station. The site sits wholly within the Botwell: Nestlé, Hayes Conservation Area.

The project proposes to convert the former Nestlé headquarters and its surroundings to a mixed-use residential and employment scheme.

The redevelopment of the existing factory Nestlé building includes commercial space and a gym open to the public as well as residential units and other community facilities.

Blocks of new accommodation are arranged to the west of the site, which will be traversed by new landscaped avenues.

### Purpose of the report

The purpose of this report is to respond to each of the 9 comments issued by the access officer. Section 2 tables highlight the response from DBA's review that should be discussed at this stage.

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## Access Issues

Key

- Compliant
- Does not comply
- More detail needed

Number	Access Office comments	DBA Comments / Recommendations	Status
1	<p><b>Drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, to be interspersed to facilitate access to different parts of the development.</b></p>	<p>Suitably designed set-down point for taxis and community transport vehicles will be provided in front of the entrances to the Business Suite in block F1 and to the nursery proposed in block I, to the south of the site.</p> <p>Informal drop-off on kerb-free areas, suitable for Dial-A-Ride mini buses, will be possible in close proximity to the entrances on all the private residential roads.</p> <p>The proposed road network has no through routes, therefore the traffic flow is anticipated to be low in residential areas. Roads will have an average width of 6m, which will allow for comfortable drop-off and vehicles overtaking at the same time. There will be dropped kerbs at regular intervals to allow wheelchair users step-free access to the pavement. Please refer to detailed landscape plan in Chapter F of the DAS (page 289).</p> <p>BRAM management company will permanently monitor the needs of residents, visitors and staff on site.</p> <p>Taxis will be require raised kerb access for wheelchair users in kerb-free areas.</p>	

Number	Access Office comments	DBA Comments / Recommendations	Status
2	<p><b>The design of accessible parking spaces, for residents, employees and visitors, should cater for high sided vehicles with side and rear wheelchair access.</b></p>	<p>Accessible bays have been designed to comply with AD M requirements: residential accessible bays provide a 1200mm clear access zone to both sides as per AD M Volume 1; Blue Badge bays for public use provide a 1200mm clear access zone to one side and the rear as per AD M Volume 2.</p> <p>Surface parking for residential and commercial uses will be distributed throughout the development, including accessible parking bays in close proximity to all the entrances.</p> <p>Additional accessible bays for residents will be provided at GF and basement levels under the podiums in blocks B and C. Accessible bays within the covered parking will have a clearance of 2800mm above the bay and 2650mm above the circulation routes, in line with BS 8300 recommendations, to allow for high-sided vehicles.</p>	
3	<p><b>To ensure the external environment provides a continuous, smooth and level surface for wheelchair users, with a substructure and finishing materials which can stand the test of time.</b></p>	<p>The site is level and the development will provide a new street network of level or gently-sloping circulation routes with suitable non-slip, firm and even walking surfaces.</p> <p>Pedestrian paths across landscaped areas will be designed to have suitable paving surfaces. The design, to be developed at detail design to comply with AD M, will ensure a smooth transition between paving surfaces in areas with different character.</p> <p>Please refer to the proposed materials and furniture in Chapter F of the DAS (page 306).</p>	
4	<p><b>An external environment that successfully alerts motorists, cyclists and pedestrians to shared surface areas.</b></p>	<p>No level surface shared areas are proposed in the development.</p> <p>All areas with vehicular traffic will be segregated from pedestrian circulation by a kerb. Sandow Square will have a level surface for exclusive pedestrian use with emergency vehicles access only.</p>	
5	<p><b>Clear wayfinding for blind and partially sighted people; a design that minimises the risk of blind people straying into the path of moving vehicles.</b></p>	<p>The scheme will be developed so that pedestrians (especially with sensory impairments) can cross vehicular routes with confidence.</p> <p>The street design features, including tactile paving to pedestrian crossings over vehicular routes, will be developed at detail design stage and will comply with AD M of the Building Regulations and recommendations from DfT Inclusive Mobility Guide.</p>	

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6	<p><b>Minimal use of bollards and similar obstacles; rationalised use of street furniture.</b></p>	<p>Bollards are not currently proposed in the scheme.</p> <p>If the provision of bollards is deemed necessary at a later stage for security reasons, these will be in consistent locations, avoiding creating barriers on pedestrian desire lines. Bollards will be designed to comply with the recommendations from DfT Inclusive Mobility Guide and will provide suitable visual contrast against their background.</p> <p>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.</p> <p>Please refer to the proposed materials and furniture in Chapter F of the DAS (pages 306 and 307).</p>	
7	<p><b>Defined car spaces to ensure vehicles are parked only in designated places.</b></p>	<p>Surface car parking spaces will be clearly signed and indicate their residential or commercial use.</p> <p>A progressive and managed strategy will be implemented to release on-street parking spaces for residential use based on demand and will be monitored by BRAM to ensure the spaces are clearly marked and signed.</p> <p>Please refer to detailed landscape plan in Chapter F of the DAS (page 289).</p>	

Number	Access Office comments	DBA Comments / Recommendations	Status
8	<p><b>Road narrowings, carefully positioned planters and/or other passive measures that force slow vehicle movement.</b></p>	<p>The proposed road network is closed and no through traffic will run through the scheme. Traffic in residential will only be there to access parking. Public buildings are located near the entrances to the site and it is not expected that the commercial uses bring further traffic flow into the development.</p> <p>Measures to slow vehicular traffic will include considering to establish a 20 mph speed limit and providing raised tables at junctions and in front of the vehicular entrances to covered car parks. Road narrowings are not viable as there is on-street parking proposed to both sides of all the streets.</p> <p>Details of these will be developed at later design stage.</p>	
9	<p><b>An environment that is legible - to aid navigation, it should be possible to easily differentiate one area of the development from another.</b></p>	<p>There will be areas with clearly different character throughout the development. These will be marked mainly by the language of the buildings, developed by three different architects and with characteristic colour palettes, and by the use of a range of paving surfaces, street furniture and planting.</p> <p>This, together with the proposed grid road network will provide predictable spaces, facilitating wayfinding for people who are blind or partially sighted and people with sensory impairments or learning disabilities.</p> <p>The introduction of bespoke pieces of art on the public realm will add further reference to navigate across the scheme.</p> <p>Please refer to Spaces + Places Chapter C of the DAS (page 116) and Landscape Chapter F of the DAS (page 274).</p>	

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