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Access Statement

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1 Introduction

1.1 Statutory and Regulatory Background

This Access Statement was prepared in February 2018 by Peter Connell Associates at concept design stage. It satisfies the Town and County Planning (Development Management Procedure) (England) Order 2010, article 8 and The Planning (Listed Buildings and Conservation areas) Regulations 1990.

In addition this application takes full account of the Mayor of London's London Plan, in particular the Supplementary Planning Guidance (SPG) "Accessible London: Achieving an Inclusive Environment" April 2016.

2 Design Philosophy

The design philosophy for this development is to achieve an inclusive environment throughout. Issues relating to access and inclusion have been and will continue to be, considered throughout the design process.

The Access Strategy is based on a social model of inclusion. The design philosophy seeks to achieve an inclusive design that maximises access for all people. This satisfies the General Duty placed upon the London Borough of Barnet under the Equality Act 2010 and the London Plan to promote the interests of Disabled people.

2.1 Disability – Definition

The term "disability" has been viewed in its broadest sense and includes impaired mobility, sight, comprehension and hearing. This approach addresses not only the short-term compliance with the intent of the Equality Act together with the relevant planning policies but also the long-term implications of sustainability. The aim is therefore to provide an inclusive environment throughout.

The principles of an accessible environment contained within this document address the needs of the following user groups:

- individuals with mobility, sight, comprehension or hearing impairment
- the ageing population
- people with temporary injuries

- people whose movement may be impaired or encumbered in any way i.e. pregnant women, people with young children or people with baggage.

2.2 The Equality Act (2010) and 'Disability'

The Equality Act has been in force since October 2010, and replaces, amongst other legislation, the Disability Discrimination Act (DDA). However, the same underlying philosophy regarding discrimination on the grounds of disability applies, and the duties placed on the physical design of the built environment remain unchanged.

In summary, the Equality Act 2010 aims to protect the nine identified 'protected characteristics', of which one includes 'Disability'. With regards to Disability, the Equality Act provides legal rights for disabled people in the areas of:

- Employment;
- Education;
- Access to goods, services and facilities;
- Buying and renting land or property;
- Functions of public bodies.

The Equality Act, although not prescriptive, includes an intent to offer disabled people an accessible environment which does not discriminate against them because of their impairment. Statutory regulations and recommendations for the built environment provide parameters for how an accessible environment can be achieved. Compliance with these regulations and recommendations is not proof that Equality Act issues have been addressed. They do though go a long way to ensuring such issues are considered.

In the Act, the term 'disability' includes not only disabled people, but also people who have an association with a disabled person (e.g. carers and parents) and people who are perceived to be disabled.

2.3 Process

Should there be any departures from the adopted performance indicators, the report will elaborate the reasons for this decision, the details of any adopted alternative, the rationale behind it and notation detailing when any such departure was taken.

To ensure the achievement of inclusive design the following actions have been adopted:

- All design team members have been made aware of inclusive design and understand the principles involved; All design members have been briefed on access/ inclusive design and understand its principles.
- Access will be an agenda item at design team meetings, reporting the reasoning behind any departures from adopted design guide(s) and the rationale behind any alternative adopted solution or compromise, together with the authority or evidence that supports such an approach.

2.4 Sources of Advice and Guidance Used

In order to maximise access for disabled people the following guidance has been used. If there is a departure from the adopted guidance, there will be a reference to this effect in the Access report.

- The Building Regulations 2010 Access to and Use of Buildings Approved Document Part M 2015 Edition incorporating 2016 amendments
- BS 8300: 2009 + A1:2010 (Design of Buildings and their approaches to meet the needs of disabled people).
- Department for Transport (DfT), 2005, "Inclusive Mobility" (A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure).
- BS 9999:2008 (Code of practice for fire safety in the design, management and use of buildings).
- London Borough of Hillingdon, Local Plan.
- The London Plan (and London Plan SPG), Mayor of London, 2015.
- Consideration of Equality Act issues.

3 Overview

The Design and Access Statement contains a full description of the scheme. Issues that have had an impact on access in the design of the development to date form part of this Access Statement. Also included are the reasons for the constraint and any alternative solution adopted or proposed including any authority, research or advice that has influenced the decision.

The initial results of the Design review indicate that detriment to disabled people is unlikely or insignificant.

The arrangements for access described in this report reflect the current design. The descriptions in this report have been based on the drawings dated February 2018. Access arrangements will be addressed in further detail as the design develops.

This appraisal is presented as a design guide, which should be used as a reference document during design development. It will demonstrate the intent of the Equality Act and compliance with the statutory regulations, in particular, Approved Document M.

4 Site Wide Issues

4.1 Site

The Site is located in the Hayes and Harlington area in the London Borough of Hillingdon. It is bound by Hayes and Harlington Railway station and car park to the north, Viveash Close to the east and Nestles Avenue to the south.

The topography of the Site is generally level.

It is proposed to divide the site into 4 plots (named A–D). Plots A and B are located to the north of the site and border the Hayes and Harlington Railway station car park. Plots C and D are located to the south of the site along Nestles Avenue.

4.2 Transport Links and Pedestrian Access

Vehicular access to the site is by means of Nestles Avenue. Nestles Avenue connects to Station Road which is the nearest primary vehicular route to the Site.

Pedestrian access to the site is by means of Nestles Avenue to the south and Viveash Close to the east.

The existing pavements, along Nestles Avenue and Viveash Close, are step free and are provided with dropped kerbs and tactile paving at designated crossing points.

It is proposed to provide a new public landscaped walkway across the site, accessed from Viveash Close. In addition, a new landscaped walkway will be provided along Nestles Avenue, fronting buildings C and D. The walkways will have minor crossfall gradients and will contain level rest areas.

Rest areas will not impede the main pedestrian route. Seating within rest areas would offer sturdy and robust seating whilst remaining in keeping with the surroundings.

The surface finish within the public pedestrian areas will be designed to provide good slip resistance and a durable surface. Cross falls will be generally as prescribed in DfT “Inclusive Mobility” with a gradient around 1:40.

The pedestrian links will be developed to the recommendations set out in Approved Document M, Inclusive Mobility and BS 8300.

The site is well served by the London Public Transport system.

Bus stops are within a 1 minute walking distance of the site on Station Road and are accessible to wheelchair users.

Hayes and Harlington Station is managed by TfL Rail. The station has step free access to the London bound platforms only and is therefore only partially accessible to wheelchair users. The station will also form part of the Crossrail route and will provide step free access to this service.

4.3 Car Parking and Cycle Storage

Buildings A and B

Step free residential car parking and cycle storage is provided for buildings A and B at ground floor level. Vehicular and cycle access is by means of Viveash Close.

The car parking is external and consists of 73 residential parking bays, 8 of which are designed as wheelchair accessible bays.

Bicycle storage is internal and consists of 324 residential spaces. 7 short stay spaces are reserved for non-residential use.

10 private residential parking spaces have been provided along Vivash Close. The private residential parking includes 2 wheelchair accessible bays.

Buildings C and D

Step free residential car parking and cycle storage is provided for buildings C and D at ground and first floor level. Vehicular and cycle access is from Nestles Avenue by means of a shared route with the adjacent development to the west of the site.

The car parking is internal and consists of 198 residential parking bays, 20 of which are designed as wheelchair accessible bays.

Bicycle storage is internal and consists of 363 residential spaces. 8 short stay spaces are reserved for non-residential use.

Internal access to the car and cycle parking, from the upper levels of buildings C and D, is by means of wheelchair accessible lifts and stairs contained within each building core.

Pedestrian routes will be provided within the internal car park, which will be marked with a coloured surface and will be well lit. Routes will be 1200mm wide indicating a safe route towards the circulation cores.

8 private residential parking spaces have been provided along Vivash Close and an additional future provision for 4 private residential parking spaces along the shared access route to the west of the site.

All bicycle storage is step free and accessible. Bicycle spaces for disabled cyclists will be provided as and when required.

All residential wheelchair accessible parking bays are dimensioned to the requirements of Approved Document Part M Volume 1.

4.4 Retail and Workspace Units

Two retail units have been provided to the north and west of the development at ground floor level. The retail units have direct step free access from the public realm by means of the new centrally located public pedestrian walkway.

Four workspace units have been provided centrally on the site at ground floor level. The workspace units have direct step free access from the public realm by means of the new centrally located public pedestrian walkway.

All unit entrances are step free and accessed directly from the public realm.

Each unit will have fully glazed door sets. Each door will provide a minimum clear opening width of 1000mm, as recommended in Approved Document M and BS 8300.

Any glazed fronts will be required to have either low level applied manifestations or will be located on an upstand of between 200mm and 400mm high, dependant on the external ground condition. This distinct upstand or manifestation will provide a visible and physical indication of the spatial location of the glazing plane. The glazing can otherwise be generally left clear to suit the requirements of the retail tenants.

Internally all units are step free throughout.

All units are designed as base build which does not include internal fit out.

The floor finish inside the units will be determined by the tenant during fit-out to comply with the then current regulations and recommendations.

After fit-out, all areas within the units should be accessible to all. This will be determined by the tenant to comply with the then current regulations.

4.5 Residential

90% of residential units are designed to Approved Document Part M Volume 1 M4(2) Category 2.

Additionally, 10% of residential units are designed to Approved Document Part M Volume 1 M4(3a) Category 3. These units are spatially designed to be wheelchair adaptable, although will not be fitted out as such.

Duplex apartments are not user-friendly for wheelchair users and therefore will not be designated for use as wheelchair adaptable M4(3a) Category 3 units.

Designated wheelchair adaptable residential units are located so as to provide a variety of views and experiences.

Balcony areas will be provided for use by residents, and will be designed to be accessible with thresholds no greater than 15mm. Balconies are designed to exceed the recommendations set out in Approved Document M Volume 1 and BS 8300.

The sanitary facilities within 90% of apartment types are designed to the recommendations set out in Approved Document Part M Volume 1 M4(2) Category 2.

The 10% of residences designed as wheelchair adaptable, have an accessible bathroom which contains a level entry shower. All wheelchair adaptable apartments are designed to the recommendations set out in Approved Document Part M Volume 1 M4(3a) Category 3.

Toiletry furniture will be located in prescribed positions for practical reasons and will not vary from the recommendations set out in Approved Document Part M Volume 1 M4(2) Category 2 and Approved Document Part M Volume 1 M4(3a) Category 3.

Unit Type	Total Units	Unit Type	Total Units
M4(2) Category 2		M4(3) Category 3	
Studio	23	-	-
1 Bed 2 Person	211	1 Bed 2 Person	27
2 Bed 3 Person	38	-	-
2 Bed 4 Person	104	2 Bed 4 Person	14
3 Bed 6 Person	32	3 Bed 6 Person	6
4 Person Duplex	7	-	-
5 Person Duplex	8	-	-
6 Person Duplex	2	-	-
8 Person Duplex	2	-	-
Total	427		47

5 The Buildings

5.1 Building Entrances

All external communal entrances and private internal/external entrances are level and step free. External communal entrances are accessed directly from the public realm.

Each communal entrance consists of a 1100mm wide glazed single door. Each glazed door will have visible and permanent manifestations applied to the surface. The entrances will have a slip resistant floor finish. Matwells have been provided at the entrances to aid the removal of moisture and soil upon entry; the surface of the mat will be level with the surface of the adjacent floor finish.

Each internal/external private entrance consists of a 850mm wide doorway with the required 300mm nib and appropriately dimensioned landing outside the door.

All entrances afford level access and have been designed to the recommendations set out in Approved Document M Volume 1 and BS8300.

5.2 Internal Access

Each floor within each building is level, and step free. Access between floors is achieved by means of accessible lifts and stairs.

Each lift has a clear internal dimension of 1100mm x 2100mm. This is above the recommended minimum clear dimension for use by a wheelchair user. A mirror will also be provided on the lift wall opposite the door to assist a wheelchair user to reverse out. The lifts have been designed to the recommendations set out in Approved Document Part M Volume 1, BS8300 and to BS EN 81-70 and BS EN 81-1.

Communal stairs are designed as escape stairs and have been developed to the recommendations set out in Approved Document Part B and K.

Access to the residential apartments, on each level, is by means of 1500mm wide circulation corridors from the accessible lifts and stairs.

Internal floor finishes are slip resistant, hard wearing, firm, level and easily maintained. The internal floor surfaces will not impede the movement of wheelchairs.

Buildings C and D contain a communal garden at second floor level. The garden will be designed as fully accessible and accessed from each building core.

6 General Provisions

6.1 Internal Doors

All internal doors have been designed in accordance with Approved Document Part M Volume 1. Doors will have a clear opening width of 850mm or wider, dependant on approach.

All M4(3) category 3 apartments have an unobstructed 300mm on the pull side of the door and 200mm on the push side of the door, adjacent to the leading edge.

All M4(2) category 2 apartment doors have an unobstructed 300mm to the side of the door adjacent to the leading edge on the pull side only.

The pushing force required for opening doors will not exceed 30N from 0° (the door in the closed position) to 30° open, and not more than 22.5N from 30° to 60° of the opening cycle, as recommended in BS 8300.

6.2 Communal Corridors

Communal corridors have a minimum clear width of 1500mm as recommended in Approved Document M and BS 8300.

Residential levels containing only Category 2 apartments or Category 2 apartments and a single Category 3 apartment have a corridor width of 1500mm. Levels containing more than one Category 3, Wheelchair accessible apartment, have a corridor width of 1500mm with additional passing places of 1800mm x 1800mm where sight lines are obstructed.

6.3 Vertical Circulation

6.3.1 Staircases

Escape stairs / Fire-fighting stairs have a minimum width of 1200mm and will be designed to the parameters set out in Approved Documents B and K. The width of the stair is determined by the expected occupancy of the building and flow rate of escape.

Risers will be set uniformly throughout. All treads will be 250mm or greater and will have a closed rise of between 150mm and 170mm. Each stair will have no more than 12 risers in each flight.

Escape stairs / Fire-fighting stairs will, however, include Document M features where possible, to assist ambulant disabled people - i.e.:

- Handrails will be placed along both sides of all stairs and will have a 300mm overhang at landings. Where a stair has two or more flights the handrail will be continuous around the half landings.

- A slip resistant, tactile nosing is proposed to the nose of each stair to the recommendations set out in Approved Document M, which will also provide colour contrast. The landings will have a similar slip resistant, tactile finish to denote the bottom of flights.
- Stair landings will have visual and tactile level indicators (in the form of an embossed or sunken sign on the wall adjacent to the stair) and circulation route signage in accordance with the recommendations set out in Approved Document M and BS 8300.

6.3.2 Passenger Lifts

The passenger lifts will have an internal dimension of 1100mm by 2100mm which is greater than the recommended minimum. An 1100mm wide lift requires a wheelchair user to reverse out, therefore consideration will be given to the installation of a mirror to the rear wall of the lift car to assist egress.

Internally the lift cars will be designed to the recommendations set out in Approved Document M, BS8300 and to BS EN 81-70 and BS EN 81-1.

All lift call buttons will be made distinct by illumination, surrounding each button. The call buttons will have tactile relief selectors. It is proposed the lifts will have audible announcements at each floor, and lift lobbies will have visual and tactile level indicators and circulation route signage at each floor.

6.4 Finishes

6.4.1 Visual Contrast

Visual contrast will be considered throughout each building. Visual contrast will be considered within confined areas such as small lobby areas, where a person with a visual impairment may be too close to the surrounding walls to differentiate between different surfaces and finishes. Visual contrast will be achieved between the junction of the wall and

floor, and wall and ceiling, by means of contrasting finishes and colour.

6.4.2 Flooring

All floor finishes will be slip resistant, hard wearing, firm, level and easily maintained.

Entrances have also been provided with heavy duty door mats to aid the removal of moisture and soil upon entry. The surface of the mat will be level with the surface of the adjacent floor finish.

All Internal floor surfaces are flush and will not impede the movement of wheelchairs.

6.4.3 Signage

There are 1.5 million people with a learning disability in the UK, of which approximately 30% have a sight impairment, and 40% have a significant degree of hearing loss (Section 1.2.3, "Good Signs", Disability Rights Commission).

Signage will be developed to be clear, concise and consistent, and suitable for people with visual impairments and learning disabilities, such as dyslexia, as described below:

CLEAR:

Easy to see and understand, with large print in a clear typeface, with good contrast and low glare. People with learning disabilities would benefit from an increased use of pictures on signs, in addition to, or independent from text.

CONCISE:

Simple, short and to the point.

CONSISTENT:

7 Residential Means of Escape

It is proposed that in the event of a fire, disabled people, in the apartment of fire origin, will make their way to the protected lobby on their respective floor to await the arrival of the emergency services. It may be possible to use the lift at this point if it has not grounded, however the lift is not designed to facilitate evacuation, and any evacuation philosophy for occupants should not rely upon the lift.

The fire alarm provided within the building instigates evacuation of the fire affected apartment only. No fire alarm, at any level, will be sounded in unaffected apartments. All occupants on upper levels will stay in their apartments unless advised by the emergency services to evacuate.

8 Conclusion

Design development will aim to maintain and improve accessibility throughout each building.

The Nestles Avenue development has been designed with inclusive access in mind, and has taken into account relevant policy, regulations and good practice. This will be maintained and developed further at detail design stage.

This access statement has explored both access and egress issues, to and around the site as well as within the buildings themselves. Consultation on accessibility throughout the design process has resulted in the inclusion of use by disabled people.

Options will continue to be considered to ensure the buildings are accessible. Further access assessment and consultation will be required throughout any future design progression.