

8.7 Access and Inclusive Design

General Principles

Access arrangements will ensure that all users are to have equal and convenient access to the development.

The proposals have been designed to meet the current Building Regulations and further advice has been sought from a number of sources through the design development of the project:

- Hillingdon Council - Accessible Hillingdon SPD
- Hillingdon Council - Residential Layouts SPD
- London Plan
- Technical Housing Standards – Nationally Described Space Standard (Mar 2016)

The following sections provide a brief description of how the accessibility principles are incorporated into the proposals.

Site Access and Facilities

The proposal will deliver significant improvements to pedestrian access and the public realm, through the redesign of a much more accessible store and creation of a new pedestrian link to the Grand Union Canal towpath.

The site benefits from a PTAL Level 3, with the nearest rail station to the site, West Drayton, located approximately 250 metres south east of the site or four minutes' walk. The station provides regular services to central London, Ealing Broadway, Heathrow Airport and Reading.

The nearest bus stop to the site is located just in front of the development, on High Street. Five bus routes (Routes U1, U3, U5, 222, 350 and 698) provide services from Ruislip, Uxbridge, Heathrow and Hounslow to destinations within the Borough and beyond.

The site benefits from easy links with local facilities and shops within the town centre, which provide a wide range of retail opportunities, leisure, employment, health and education facilities within a 10 minute walk.

For further information on the site access for the proposed development, please refer to the Transport Assessment prepared by Redwood Partnership, which accompanies the Planning Application.

Access to Building

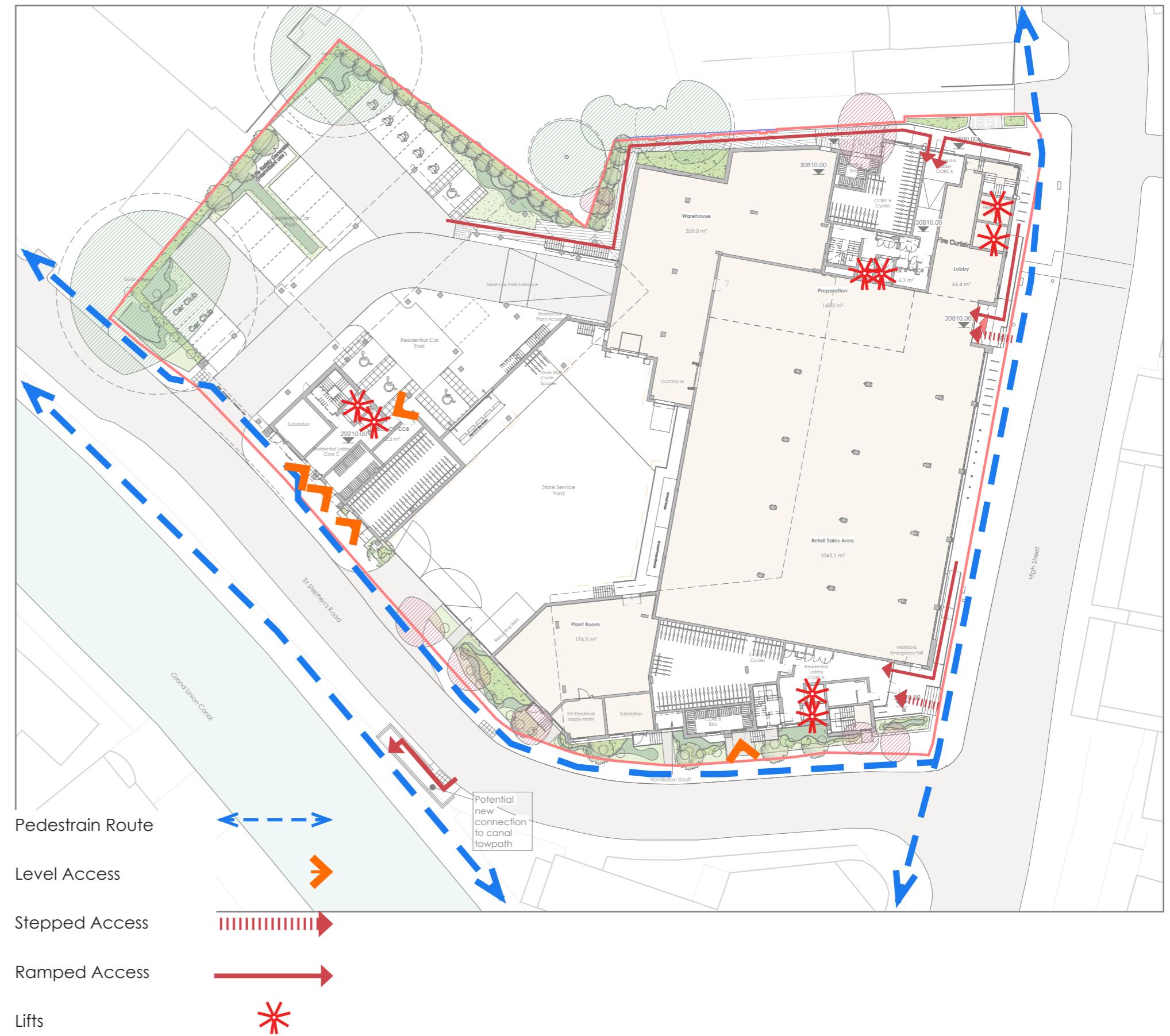
It is proposed to provide accessible pedestrian circulation throughout the site, the amenity zones, the communal areas of both the commercial and residential accommodation, and within each residential unit. This is achieved through level or, where not achievable, ramped approach.

The proposal will deliver significant improvements to pedestrian access and the public realm.

External lighting to the entrance areas will be designed to ensure well lit access and reduce crime risk.

Main entrances will be easy to find with clearly distinguished recessed doors and signage. Signs will be identifiable against their background and will be of a suitable size.

The residential entrance hallway will have flooring of slip resistant materials and be kept free of trip hazards at all times. Entrance matting will be chosen to allow smooth transition whilst reducing the risk of slipping. Floor surfaces are to have low level of reflectance, with the lighting being designed to minimise danger and maximise convenience.



Access to Car Park

The residential car park is at ground level, accessed directly from St Stephen's Road.

A ramp to the basement gives access to the store customers car park.

A total of six spaces for the foodstore and four spaces for residents will be disabled parking.

These will be clearly marked, well signposted and well-lit with 2400 x 4800mm bays and 1200mm transfer zones to either side.

Residents can access Cores A & C directly from the car park.

Core B can be accessed by following St Stephen's Road footpath, or through Core C entrance and across the podium deck at level one.

Customers of the foodstore can access the store's lobby at ground floor from the basement level car park via either of two passenger lifts.



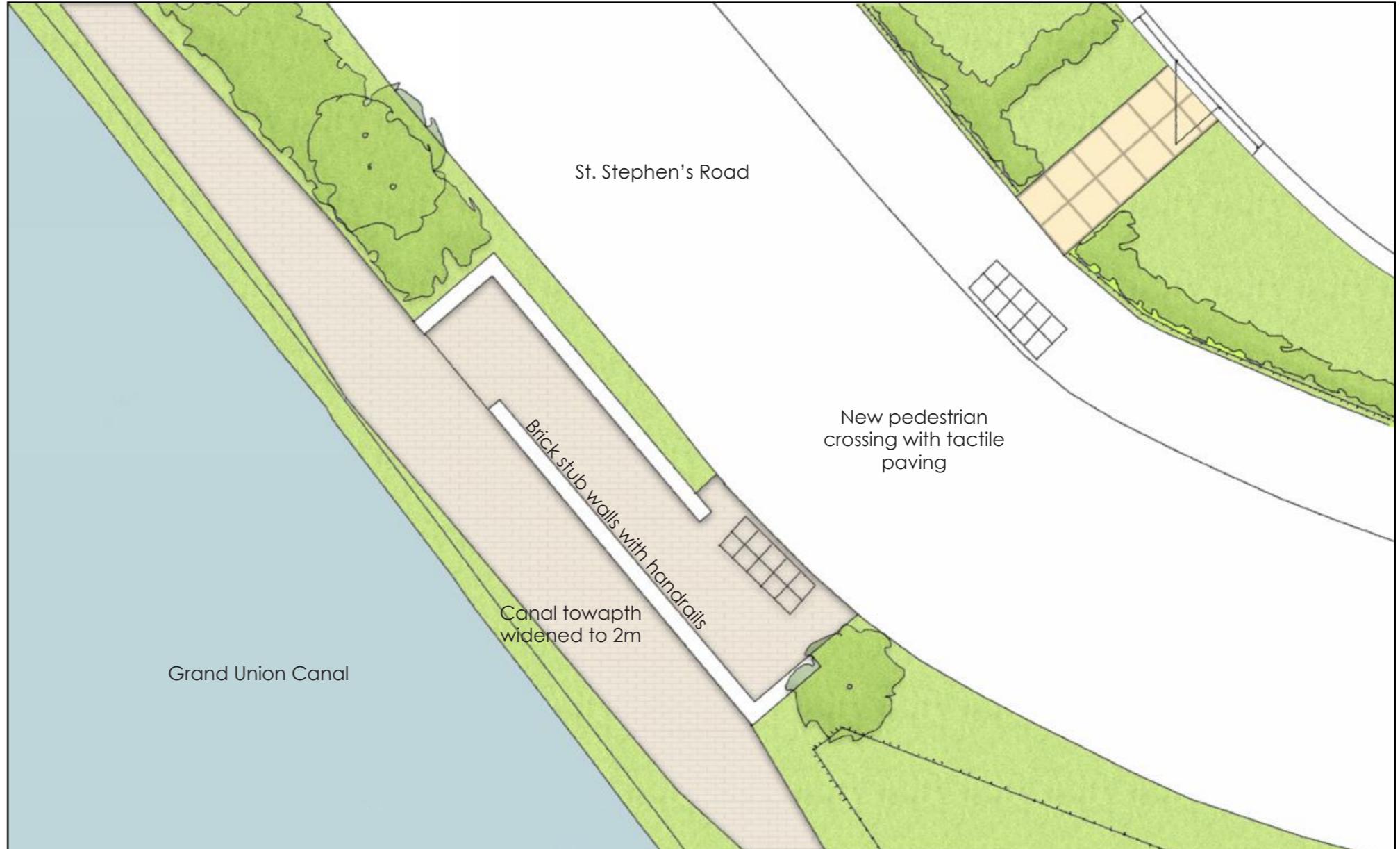
Access to Amenity

All residential cores have step free access onto both amenity decks.



Access to the tow-path

A financial contribution to upgrade the towpath has been agreed, which will also include a new pedestrian crossing point on St Stephen's Road and a fully accessible ramp from road level to the towpath.



Circulation

The proposed development has been designed in accordance with Building Regulations

Horizontal circulation is level or ramped throughout the communal areas of both the commercial and residential accommodation, and also within each residential unit.

Where ramps are required to negotiate changes in level, these have been designed in accordance with Building Regulations - Approved Document Part M.

Lifts will be selected to maximise the opportunity for independent use by disabled people and all will comply with the requirements of Building Regulations - Approved Document Part M in respect of size (min. 1100 x 1400mm), doors (min 800mm clear opening), controls and fittings. Controls will be at 900-1100mm high with tactile buttons, colour contrasting with backgrounds. Suitable emergency communications systems, audible and visual indication of arrival and location will be incorporated into the lift's design. The lift car will be fitted with a handrail to one wall.

There will be an unobstructed space 1500 x 1500mm in front of all lifts and dual lifts have been located within each of the cores to the residential accommodation.

A fire rated enclosed stair is located within each core, designed to comply with the Building Regulations - Approved Documents Part M and Part B, in relation to the stair and landing width, maximum riser height, minimum going, width, balustrades and handrail details. Treads will have colour contrasting nosings.

Signage

The entrances to the building will be clearly marked. Orientation signage will be provided in logical locations and in a logical sequence throughout the scheme. Signs will be identifiable against their background and will be of a suitable size. Information will also be given in tactile form.

Residential Design

In line with the Mayor's Housing SPG (Mar 2016) 90.5% of the residential properties will be designed to meet Building Regulations requirement M4(2) 'Accessible and Adaptable Dwellings', with a further 9.5% being designed to meet the requirements of Building Regulations requirement M4(3) 'Wheelchair User Dwellings',

Each of the residential cores has one or more M4(3) units. They are distributed across the development to provide a range of locations and types of accommodation.

All M4(3) units are located on accessible routes from a wheelchair accessible lift.

In total, 15no. residential properties have been designed and sized to meet the requirements of Building Regulations requirement M4(3) , and as such will be able to support disabled occupation. These are broken down as follows:

- 13no. one bed / two person properties
- 2no. two bed / three person properties

There will be level access to all private balconies and to the communal roof terraces.

M4(3) Units - Locations**Mezzanine Floor - M4**

1 : 1000

**First Floor - M4**

1 : 1000

**Second & Third Floor - M4**

1 : 1000

M4(2)
M4(3)

**Fourth Floor - M4**

1 : 1000

**Fifth & Sixth Floor - M4**

1 : 1000

**Seventh Floor - M4**

1 : 1000

% Accessible Mix		
Part M	Count	%
M4(2)	143	91%
M4(3)	15	9%
Grand total: 158		



M4(3) Units - Typical Layout

One bed/Two person Flat:

Designed in accordance with the :

- Technical Housing Standards – Nationally Described Space Standard (March 2015)

- Building Regulations requirement M4(3)
'Wheelchair User Dwellings':

- **general approach to the parking**
- **communal lifts and stairs**

- 1500x1500mm clear in front on the entrance
- 1500mm clear turning circle inside the entrance area
- 300x1800mm nib to leading edge of the entrance door
- accessible threshold
- 200mm nib to the following edge of the door

- circulation areas, internal doorways and storage

- min. clear width of every hallway is 1050mm
- min. clear opening width of 850mm for each door
 - min. 300mm nib to leading edge of every door
 - min. 200mm nib to following edge of every door
- 1100x1700mm space for wheelchair storage with 1200mm clear in front

- habitable rooms

- minimum combined area of living/dining/kitchen in accordance with Table 3.2
- min. 1500mm clear access zone in front of all kitchen units
- min. kitchen worktop meets Table 3.3
- every bedroom provides 750mm clear access route from door to window
- each bedroom provides 1200x1200mm clear space in front of the door
- the main bedroom is min. 13.5sqm and 3m wide

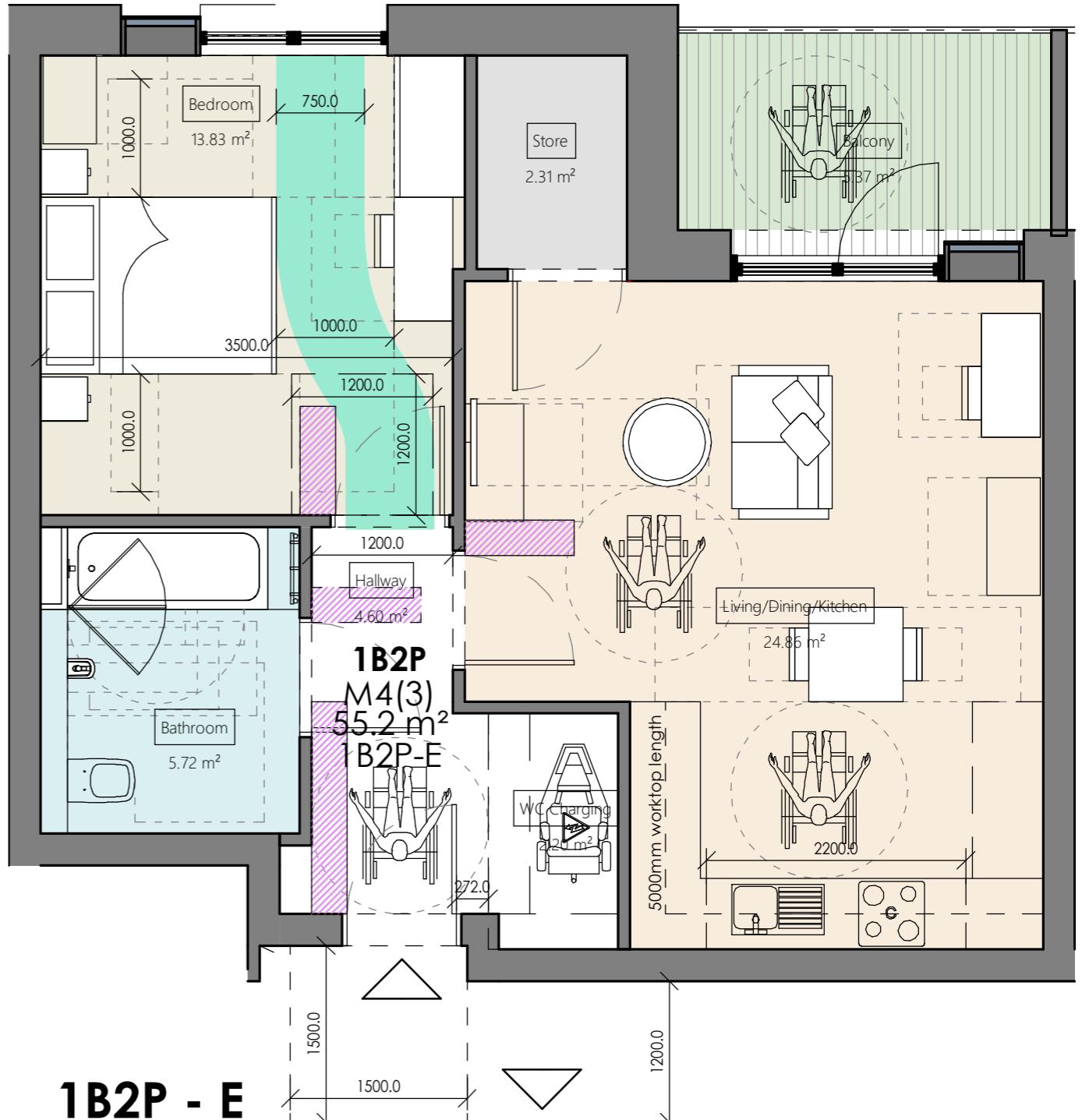
- sanitary facilities

- main bathroom complies to Diagram 3.15

- **private outdoor space**

- has a minimum clear width of 1500mm

- Services and controls



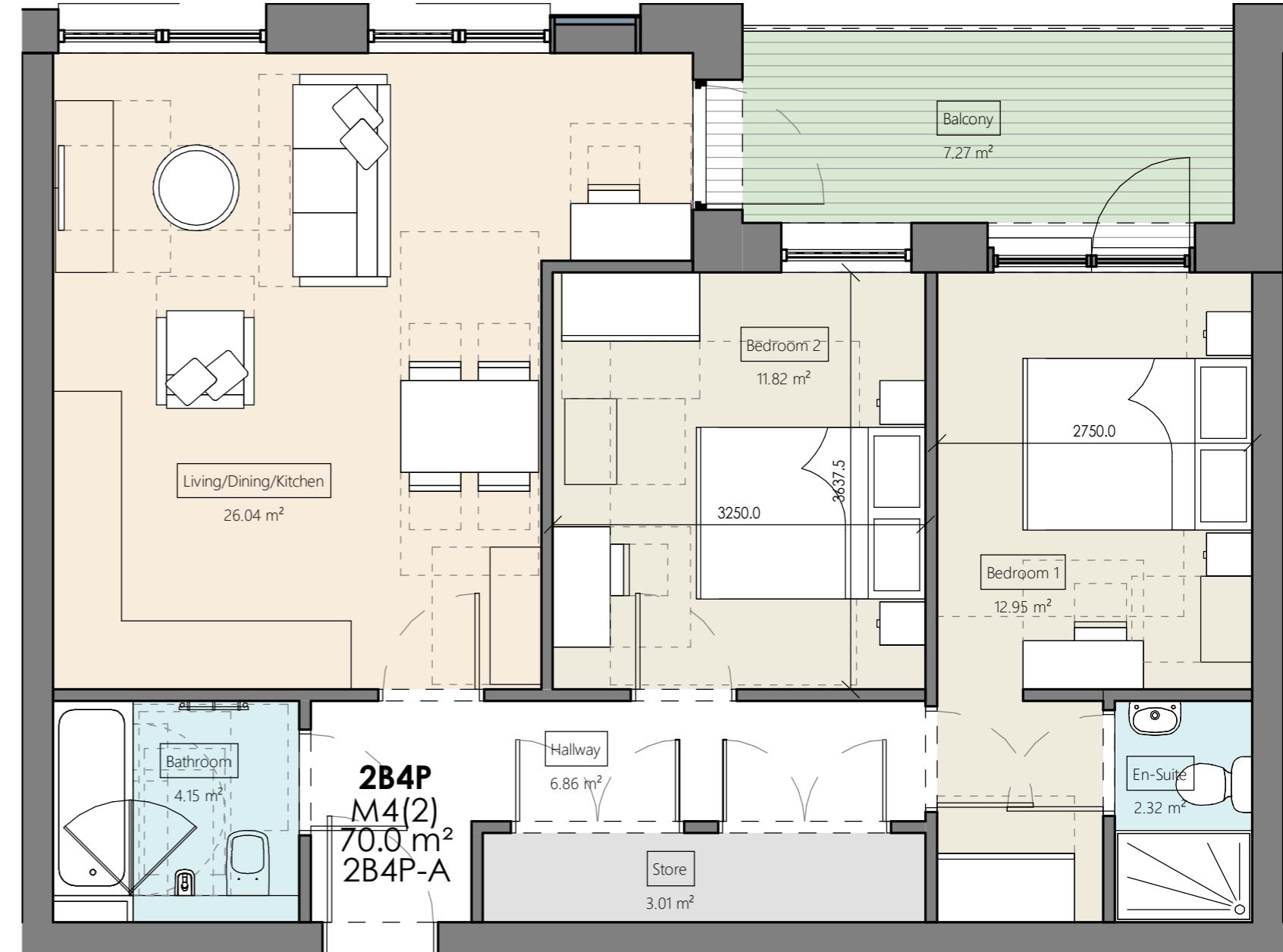
M4(2) Units - Typical Layout

Two bed/Four person Flat:

Designed in accordance with the :

- Technical Housing Standards – Nationally Described Space Standard (March 2015)
- Building Regulations requirement M4(3) 'Wheelchair User Dwellings':

- **Approach to the dwelling**
- **Private entrances**
 - level landing with min. width and depth of 1200mm in front of the door
 - the door has a min. opening width of 850mm
 - 300x1200mm nib to leading edge of the entrance door
 - accessible threshold
- **Circulation areas and internal doorways**
 - min. clear width of every hall is 900mm
 - every door has a min. clear width in accordance with Table 2.1
 - min. 300mm nib to the leading edge of every door
- **Habitable rooms**
 - min. 1200mm clear space provided in front of all kitchen units
 - every bedroom provides a min. 750mm access route from door to window
 - the main bedroom can provide 750mm clear zone on both sides and the foot of the bed
 - the second double bedroom can provide 750mm clear zone on one side and the foot of the bed



2B4P - A

- **Sanitary facilities**
 - main bathroom complies to Diagram 2.7
- **Services and controls**

8.8.

Impact on the Amenity of Surrounding Occupiers

The proposed building ensures respectful distances from the neighbouring properties, varying from 15m to 35m.

A Daylight and Sunlight Assessment has been submitted as part of the application.

