

6

Access

6.1 Pedestrian Access

6.1.1 Entrances

N
1:400@A3

Ground Floor

Policy D5 of the London Plan provides that development proposals should achieve the highest standards of accessible and inclusive design. Policy E10 (Part H) stipulates that development proposals for serviced accommodation should ensure that 10% of new bedrooms are wheelchair accessible (where they are compliant with Fig. 52 of BS8300). This is reflected in Policy DME6 of the HLP Part 2, which adds that these rooms should be located along accessible routes, close to lifts, and be situated so that they have equal access to views enjoyed from standard bedrooms.

The adjacent plan highlights the proposed access points for pedestrians around the site. Located to the north are the individual entrances to both Hotel and Incubator. Level access is provided, with Part M compliant door widths.

A secondary entry point is located to the east of the existing building, allowing access into the Hotel Lobby for guests arriving by vehicle.

There are a number of additional exits/entries around the perimeter of the building, providing tertiary access for servicing, and means of escape (as outlined in the Fire Strategy report).

No third party rights shall accrue on the application site.

Key

- Route
- ▼ Main Entrance
- ♿ Secondary Entrance / Accessible
- ▽ Tertiary Entrance Point
- ▲ Fire Exit
- Lobby & Reception



6.1 Pedestrian Access

6.1.2 Cycle Access and Parking

N
1:400@A3

Ground Floor

The scheme promotes active means of transport to and from the site. Dedicated cycle storage is provided to the north of the building for both Hotel guests, and Incubator tenants. A cycle cafe is also included within the eastern cycle store to create a meeting place, and a possible hub for cyclists at the local Minet Country Park cycle track.

Staff cycle storage is also provided in a secure storage area within the car park to the east of the building.

Cyclists arriving to the site will have direct access from the permanent cycle lane within the existing streetscape of Uxbridge Road.

Further information can be found within the Travel Plan.

Key

- Route
- ▲ External Access Bike Store
- ▲ Internal Access Bike Store
- Bike Store
- External Bike Stand



6.1 Pedestrian Access

6.1.3 Vehicular Arrival

N
1:400@A3

Ground Floor Plan

Vehicular movement in and around the site enters from the south eastern corner through a security controlled access point.

A two way flow reduces to a one way route around the car park to the east. A taxi and minibus drop off area is provided directly in front of the secondary access to the Hotel. Vehicles exit from the point they entered.



Key

- Route
- ▲ Direction of Movement
- Stop & Pick up Zones

6.1 Pedestrian Access

6.1.4 Vehicle Access and Parking

N
1:400@A3

Ground Floor Plan

Vehicular access is provided to the south west and additional emergency vehicle access to the north east, to mitigate any potential risk to both pedestrian and cyclists entering the building from the north.

Dedicated van parking is provided immediately opposite the Incubator service yard, allowing tenants to connect directly to their units inside.

A total of 32 car parking spaces (14 accessible) are provided underneath the East Courtyard. Guests with permission to park will be able to access the Hotel Lobby through the eastern door.



6.2 Logistics and Refuse

6.2.1 Delivery, Collection, Servicing

N
1:400@A3

Ground Floor Plan

Service vehicles are able to park, unload and access specific key areas to the south of the site. Access through the south eastern corner, the loading bay provides the necessary access

Access to the sub-station is also provided to the south of the building. With a temporary location for a service vehicle located to the public realm in the north west corner, giving direct access to the fire fighting lift.



Key

- Route
- ▲ Entry Point Main Loading Area
- ▲ Entry Point Building Services
- Service Vehicle Parking & Building Services

6.2 Logistics and Refuse

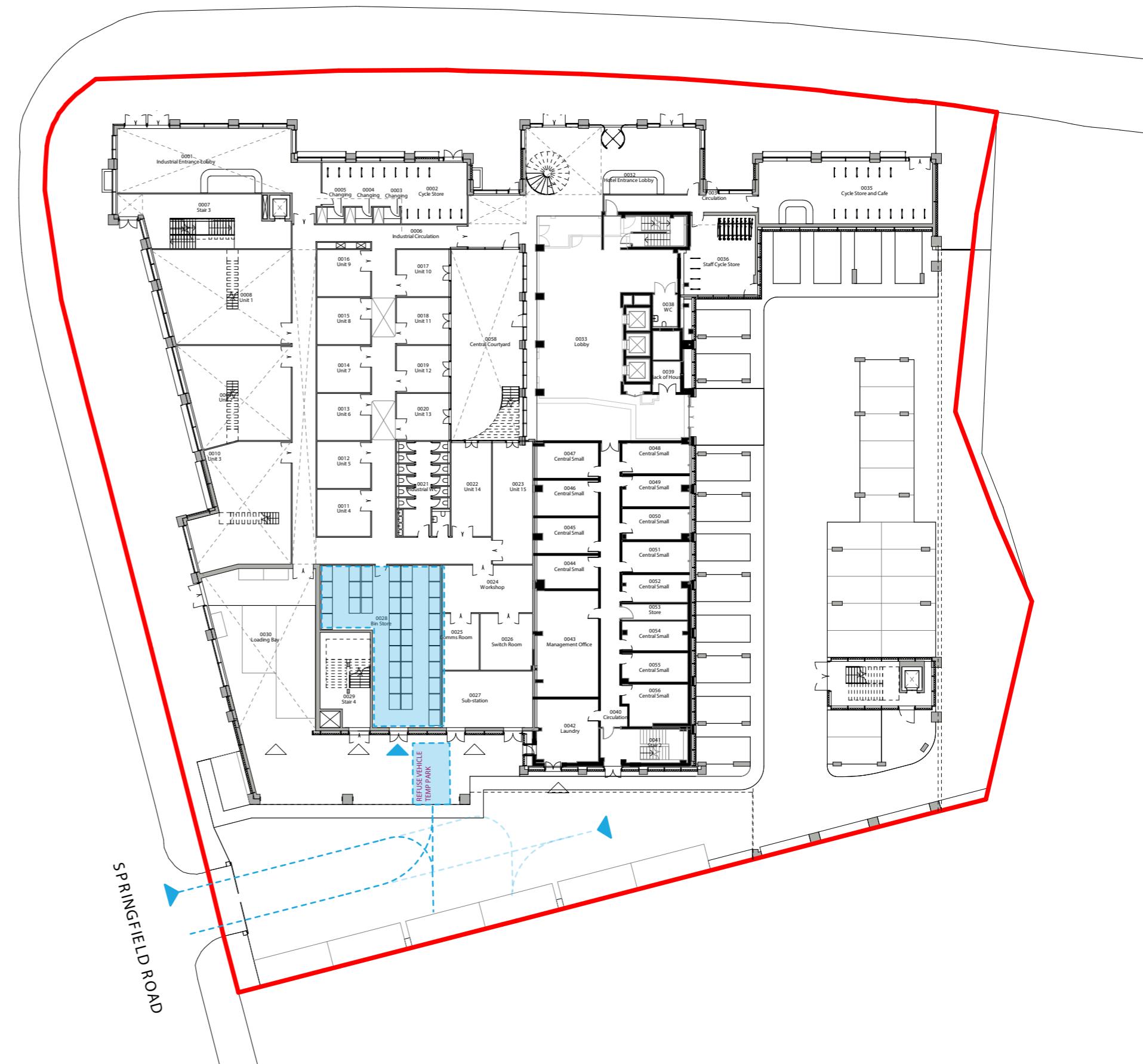
6.2.2 Refuse collection

N
1:400@A3

Ground Floor Plan

The building's bin store is located in the south west corner of the ground floor. Providing space for 38 1100l eurobins. The store is shared between both building uses, and a suitable waste management strategy will be adopted for the clear separation of waste products.

Access is provided through a set of double doors to the south. Refuse vehicle collectors will have the opportunity to receive a security fob, giving direct access.



Key

- Route
- Direction of Movement
- Service Vehicle Parking & Refuse Store

6.3 Maintenance & Operations

6.3.1 Facade cleaning

Strategy

The adjacent diagram highlights the proposed strategy for both cleaning of the facade, and general maintenance access to the roofs across the building. Further development at the technical stage of the project will ensure all possible risks and hazards are mitigated.

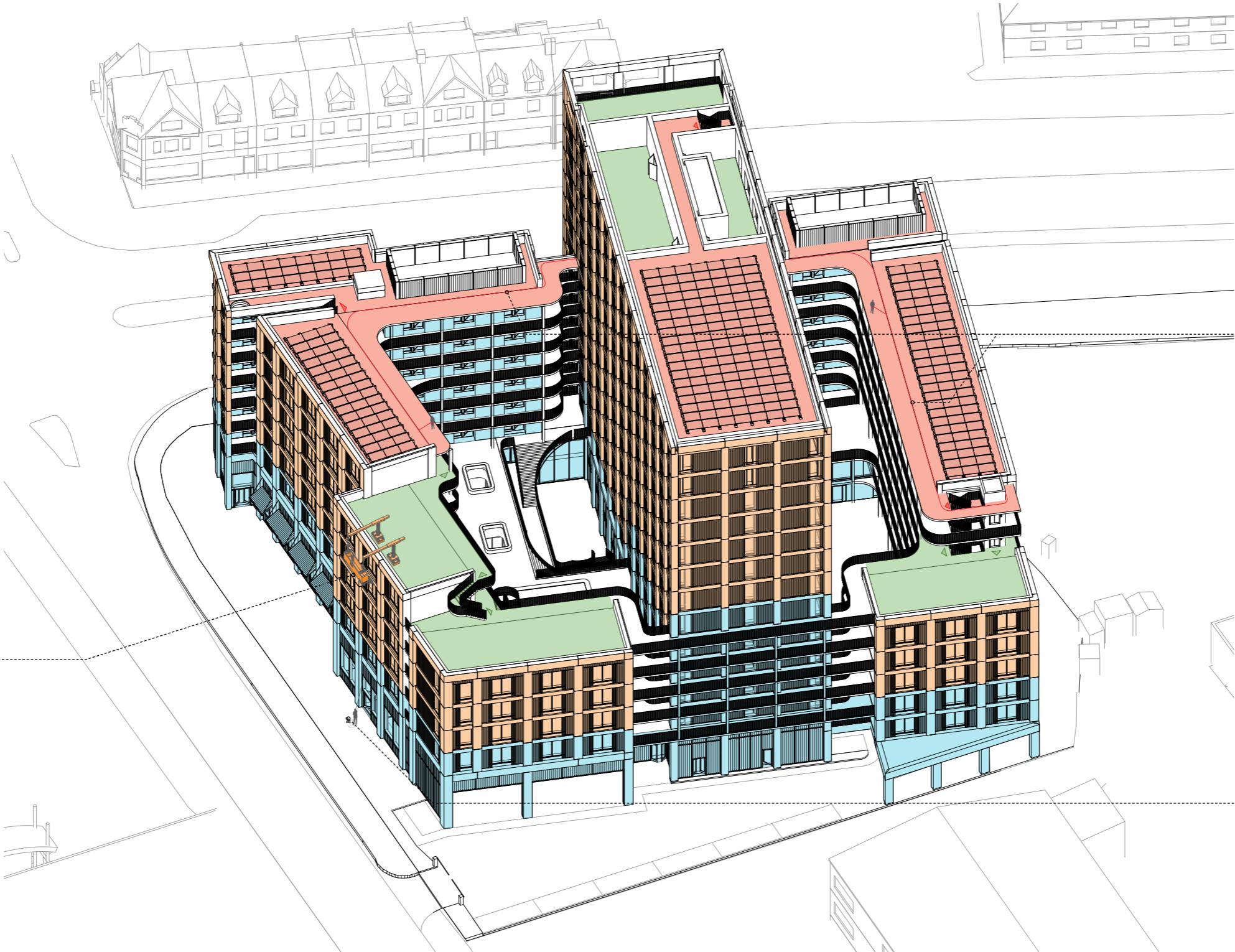


Davit System

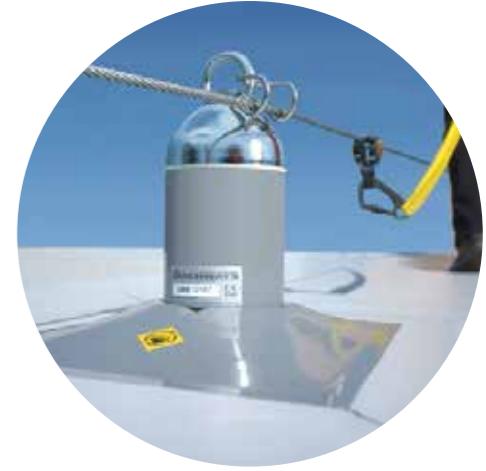
A davit system is used across the outer facade on the new build, and to the extension and reclad of the existing building. Fixed to the top of the roof, the system allows cleaning and maintenance to the facade to be undertaken.

Key

- Facade covered by pole cleaning
- Facade covered by davit system
- Roof top access & maintenance
- Roof access & maintenance



Maintenance Strategy
South West Axo



Latchway

A latchway will be provided to all roofs. Providing a safe means of access for maintenance work to be undertaken.



Cleaning from Lower Levels

Facades can also be cleaned upto 18m by a person with a pole at street level. Care will be taken to safeguard zone of cleaning, and to protect soft landscaping when undertaking work.

6.4 Accessibility

6.4.1 Arrival & Navigation



Ground Floor Plan

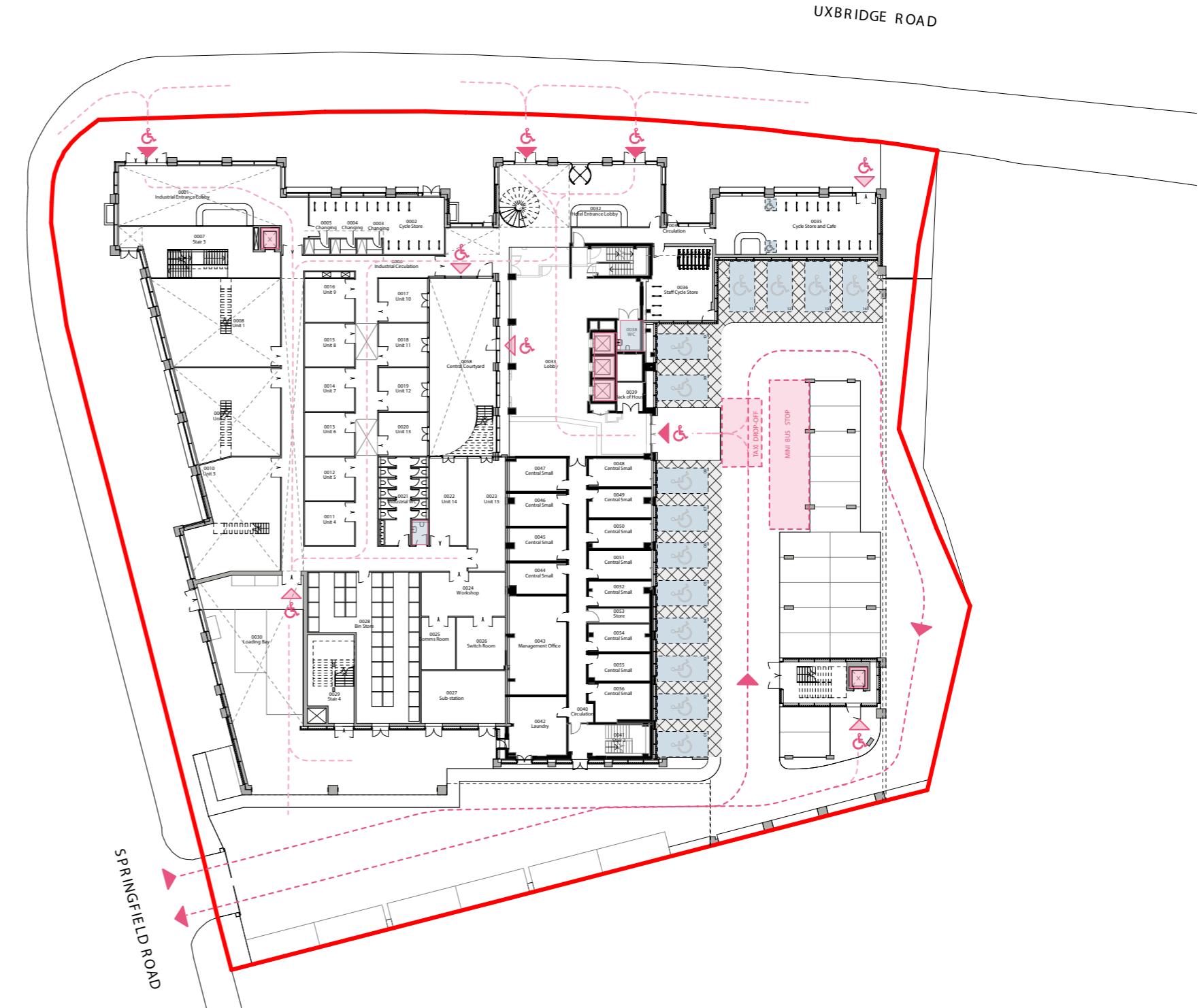
The proposed scheme is accessible for all. At ground floor all entry points are at grade, and a single level is used throughout the existing and proposed buildings.

All external and internal doors comply with the necessary widths from AD Part M, and access is provided to the vertical transport in the building through the main hotel lobby (with secondary access in the 2 new lifts in the north west and south east of the site).

14 accessible parking bays are provided to the east of building, in the closest proximity possible to the secondary entrance.

Key

- - - External Accessible Approach Route
- - - Internal Accessible Primary Route
- ◀ & Accessible Main Entry / Exit Point
- ◀ & Accessible Entry / Exit Point
- ▀ Stop & Pick up Zones
- ▀ Accessible Parking & Cycle Storage
- ▀ Accessible Hotel Unit
- ▀ Accessible WC
- ▀ Lift
- ▀ Accessible Refuge Point



6.4 Accessibility

6.4.2 Navigation & Accommodation

Upper Floors

Vertical circulation is provided to all floors above ground, and level access provided to each floor. All Amenity spaces are accessible by all, and Accessible Hotel Rooms are provided on all floors up to level 7.



1st Floor Plan
Accessibility



6.4 Accessibility

6.4.2 Navigation & Accommodation



5th Floor Plan
Accessibility



7th Floor Plan
Accessibility

Key

- External Accessible Approach Route
- Internal Accessible Primary Route
- Accessible Main Entry / Exit Point
- Accessible Entry / Exit Point
- Stop & Pick up Zones
- Accessible Parking & Cycle Storage
- Accessible Hotel Unit
- Accessible WC
- Lift
- Accessible Refuge Point

6.5 Secure by Design

6.5.1 Security

26th May 2022 - Secure by Design Meeting

Below are key points set out from our workshop with the SbD liaison officer.

General Comments:

- PC Palin has referred to anti-terrorism department but does not expect them to have any comments on a scheme of this nature
- Project team should keep in touch during and after application process so that Met can highlight any issues as and when they occur so as not to jeopardise future SbD accreditation

1 Would want to see access control on lifts and stairs so you can only go to the floor that your room is on – room key to work on lift and door

- Preferred security rated doors - LPS 1175 Issue 7 Sr2, LPS 1175 Issue 8 B3, STS 202BR2, LPS 2081 SRB
- SbD accreditation – not provided until built. Hillingdon has agreement with Met that any building of note – will be conditioned in application

Key

- Security Fencing H1.5m
- Activated Frontage
- ↗ CCTV
- Secure By Design Entry / Exit Points
- 1 Entry by Fob
- 2 Restricted Access Incubator
- 3 4 Security Gates, Roller Shutters, Boom Barrier

Ground Floor Comments:

- Incubator and hotel uses should be kept separate – users should not be able to get from one to the other. This means one-way traffic, security-rated doors and access controls (fob system which is carefully managed)
- 2 With the parts of the site that are open to the public – need to flesh out a strategy for stopping people coming in and having ‘free run’ of the building
- Concern about external door on cycle store acting as a ‘lure’ to potential thieves – this has to be designed so that it is highly secure; must use a security rated door
- 3 Ideally car park will be completely secured and ‘shut off’ at side and rear so that access to non-building users is completely restricted. If this is not possible then vehicular barrier is ok but ideally we wouldn’t want pedestrians to be able to access it easily, particularly at night
- 4 Vehicle access: Best practice Fence from building line to entrance, Alternative – armco boom barrier with CCTV, Intercom system to barrier
- 5 Car park access needs to be controlled via fob and/or intercom system
 - Security rated doors required on ground floor – not so fussed further up the building unless there are multiple uses on same floor
 - No low-level lighting – all lighting should come from above. Car park needs to be appropriately lit and covered by CCTV



6.5 Secure by Design

6.5.1 Security

26th May 2022 - Secure by Design Meeting

Below are key points set out from our workshop with the SbD liaison officer.

Upper Floor Comments:

- Concern about potential for events on second floor and protection of rooms that face onto this courtyard - need a strategy for managing this, preferably keeping events away from the hotel proper
- Upper floor roof terraces likely to be misused – these need to be access-controlled and closely monitored via CCTV
- Deck access corridors provide overlooking which is good
- CCTV to amenity spaces on roof to reception



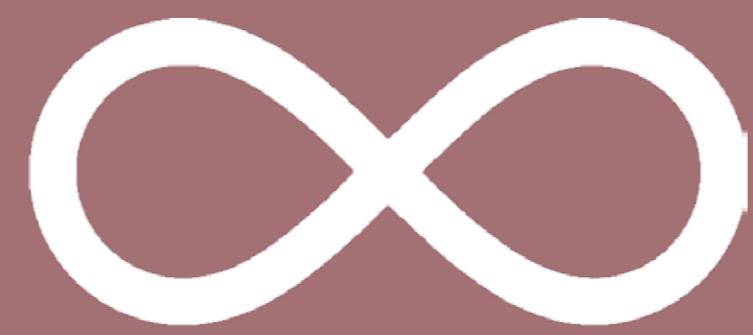
Key

- CCTV
- Secure By Design Entry / Exit Points
- Entry by Fob
- Security Gates, Roller Shutters, Boom Barrier



N.T.S

Second Floor Plan
Security



INFINITE

HAPTIC