



ALTON GREEN

ROEHAMPTON SW15

3 Access Statement

3.1 Introduction

Planning Policy, Standards and Consultation

Planning Policy

The National Planning Policy Framework (2019)

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a thread running through both plan-making and decision-taking. The NPPF sets out that planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

The London Plan (2016)

London Plan policies recognise that disabled people continue to be excluded from many mainstream activities which other people take for granted and are frequently denied the opportunity to participate fully as equal citizens. The proposals respond to:

- Policy 3.5 'Quality of Housing Developments', providing the highest quality internal and external residential environment
- Policy 3.8 'Housing Choice' in particular meeting the requirement of providing 90% of new housing to meet Building Regulations Requirement M4(2) 'accessible and adaptable dwellings' and 10% of new housing meeting Building Regulation requirement M4(3) 'wheelchair user dwellings'
- Policy 7.2 'An Inclusive Environment' meeting the requirements to achieve the highest standards of accessible and inclusive design principles.

London Plan (Intend to Publish version), December 2019

Although not adopted, the Plan has material weight in the planning decision process. The proposed development addresses policies set out within the Intend to Publish version including:

- Policy D5 Inclusive Design: To deliver an inclusive environment and meet the needs of all Londoners, development proposals are required to achieve the highest standards of accessible and inclusive design.
- Policy D7 Accessible Housing: Residential development must ensure that: at least 10 per cent of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings', and all other new build dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'

- Policy D12 Fire Safety: In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

GLA supplementary planning guidance: Accessible London (2014)

Accessible London provides advice to boroughs, developers, designers and planning applicants on implementing inclusive design principles effectively and on creating an accessible environment in London, with particular emphasis on the access needs of disabled and older people. It does not introduce new policy or add any additional burdens on developers. It does not form part of the development plan, but will be taken into account as a further material consideration when considering planning applications so has weight as a formal supplement to the London Plan.

GLA supplementary planning guidance: Housing SPG (2016)

The Housing SPG provides guidance on how to implement the housing policies in the London Plan informed by the Government's National Planning Policy Framework and by its Housing Strategy for England. The Housing SPG carries forward the Mayor's housing design standards for London in the context of Government's national housing standards.

London Borough of Wandsworth Planning Policy

Wandsworth Local Plan Core Strategy, Adopted March 2016
Strategic objectives, Social Objectives

- Secure a range of new housing development to meet different needs and demands, including that for affordable and special needs housing.
- Create safer, healthier and more secure communities.
- Promote equality of opportunity, including seeking to ensure that new development is accessible for people with disabilities.

Transport in Wandsworth

4.32 Improved walking routes and conditions will be sought in line with the London Plan Policy 6.10 (Walking) through LIP-funded transport improvements and the provision of good pedestrian access both to and through developments. DfT guidance on "Inclusive Mobility" will be followed to ensure accessibility to the wider population.

Core Policies for Issues: Policy IS3: Good quality design and townscape

- b. The layout, form and design of new buildings and the spaces around them should contribute positively to the local environment, creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible to all, sustainable, functional, adaptable, durable, inclusive, and while having their own distinctive identity maintain and reinforce local character. Designs and layouts which make efficient and effective use of land, including innovative approaches that help deliver high quality outcomes will be promoted.

Roehampton SPD

Core Principle 6 – Upgrade and activate the public realm

- F. Existing streets, public spaces and pedestrian links will be upgraded so that they are more convenient and usable.
- G. Streets and spaces should be enlivened by increasing public access and permeability, including new uses within the spaces, and through the addition of active ground floor uses in appropriate locations.

Core Principle 7 – Improve access and connections

- A. New pedestrian and cycle connections will be provided to ease movement throughout the SPD area and to improve integration with the surrounding neighbourhoods.

Inclusive design guidance and standards

Inclusive design issues have been reviewed accordance with the objectives of the following:

- Building Regulations 2010 and associated Approved Documents
- Equality Act 2010
- London Borough of Wandsworth Planning Policy
- London Plan
- National Planning Policy Framework

Reference has been made to the following documents during design development for this project:

- Accessible London, Supplementary Planning Guidance, GLA 2014
- BS 8300-1:2018 Design of accessible and inclusive built environment Part 1: External Environment
- BS 8300-2:2018 Design of accessible and inclusive built environment Part 2: Buildings
- Building Regulation Approved Document K – Protection from falling, collision and impact 2013
- Building Regulation Approved Document M – Access to and use of Buildings Vol 1: Dwellings, 2016
- Building Regulation Approved Document M – Access to and use of Buildings Vol 2: Buildings Other Than Dwellings, 2015
- Housing, Supplementary Planning Guidance, GLA 2016
- Easy Access to Historic Landscapes, Historic England, 2015
- Housing, Wandsworth Local Plan Supplementary Planning Document, LB Wandsworth
- London Cycling Design Standards, TfL, 2014
- Roehampton SPD

3 Access Statement

3.1 Introduction

Planning Policy, Standards and Consultation

Consultation

Throughout the design process, the applicants and design team have consulted and involved local people and directly affected residents, ensuring the views and aspirations of the community played a central role in the regeneration proposals. LBW's Regeneration team undertook needs assessments with all secure council tenants and sought to engage on a one-to-one basis with all tenants and resident homeowners directly affected by the regeneration project, to help ensure that new homes would meet their assessed needs, in line with the council's commitment to residents.

The accessibility of new homes, streets, public spaces and facilities has been central to discussions throughout the community engagement process. Accessibility was a key theme during the workshop sessions that took place in September 2017, particularly during the focused session on 'car parking, transport and accessibility'. Two consultation sessions were held on this topic, from 2pm-4pm on Wednesday 6 September 2017 and from 7pm-9pm Wednesday 13 September 2017. The events were attended by a total of 19 people. Participants were invited to discuss how they would access the estate and visit local facilities, reviewing various modes of travel. In more general terms, comments on access to public realm and play space were invited at a 'landscaping and play space' workshop, held from 2pm-4pm on Monday 11 September 2017. This event was attended by seven people. Further details can be found within the applicants' Statement of Community Involvement.

Various points raised during the workshop discussions helped to inform the design of the proposed scheme from the outset. The landscape strategy not only has responded to the 2014 masterplan, but through meaningful engagement has incorporated the above points, creating safe, attractive and healthy streets with graded access routes incorporated across the estate to improve accessibility and better north/south connections to provide greater permeability.

The Wandsworth Design Review Panel commended the intention of ensuring good accessibility throughout the site but commented on the number and approach of ramped routes. This has been reviewed by BuroHappold Inclusive Design as recommended by the panel.

As a result of our review, the ramped section to the Community Hall in Block A, highlighted by the panel, has been reviewed with the design team. A more sympathetic and accessible solution is proposed and a solution that also caters for mobility scooter users rather than just wheelchair users. Further commentary on the graded routes and ramps are provided in the public realm section of this report.

BuroHappold Engineering Inclusive Design has assessed the proposals for the Alton Estate regeneration against planning policy, statute and good practice guidance. BuroHappold have provided constructive advice to the design team to inform the internal layout and access arrangements for the blocks as well as the public realm. The scheme is being designed to take into consideration the requirements of the London Plan, the London Plan 'Intend to Publish' 2019 and relevant London Borough of Wandsworth planning policies to create an accessible and inclusive environment.

Following their review, changes have been made to strategies for mobility scooter parking, on-street parking strategies and access to Block A. A detailed review of the internal layouts of the residential units has been carried out and an audit summary is included within this report.

LB Wandsworth have also engaged with the Council's Housing Occupational Therapist to review all the affordable units; the designs have been developed to accord with their advice. In addition, the Council have engaged an independent access consultant to peer review the scheme. The design team met with LB Wandsworth and their access adviser in February 2020. Following the meeting the proposed platform lift in Block A (between car park and residential lobby) and the platform lift in Block K-3-2-GF in the residential lobby have been removed.

As part of the review with the LPA's access adviser in February 2020 the formation of a consultative access group was mooted. The applicants in partnership with the LB Wandsworth Regeneration team wish to build on their successful community engagement with current and local residents, recognising that consultation and engagement are essential means of informing the design and ultimately the management and operation of the Alton Estate.

The applicants have agreed to the formation of a consultative access group, post-planning, formed pursuant to an appropriately worded condition or section 106 agreement obligation. The panel will also be used to inform future design development, including any subsequent reserved matters application.

The consultative access group would draw upon the local community's views, refining the design detail of the proposals to address not only accessibility and the needs of disabled people, but a broader remit to address the needs of families and older residents with a view of promoting inclusion not only for residents but the wider community that would benefit from the estate's regeneration.

3 Access Statement

3.2 Existing Pedestrian Network

Topography

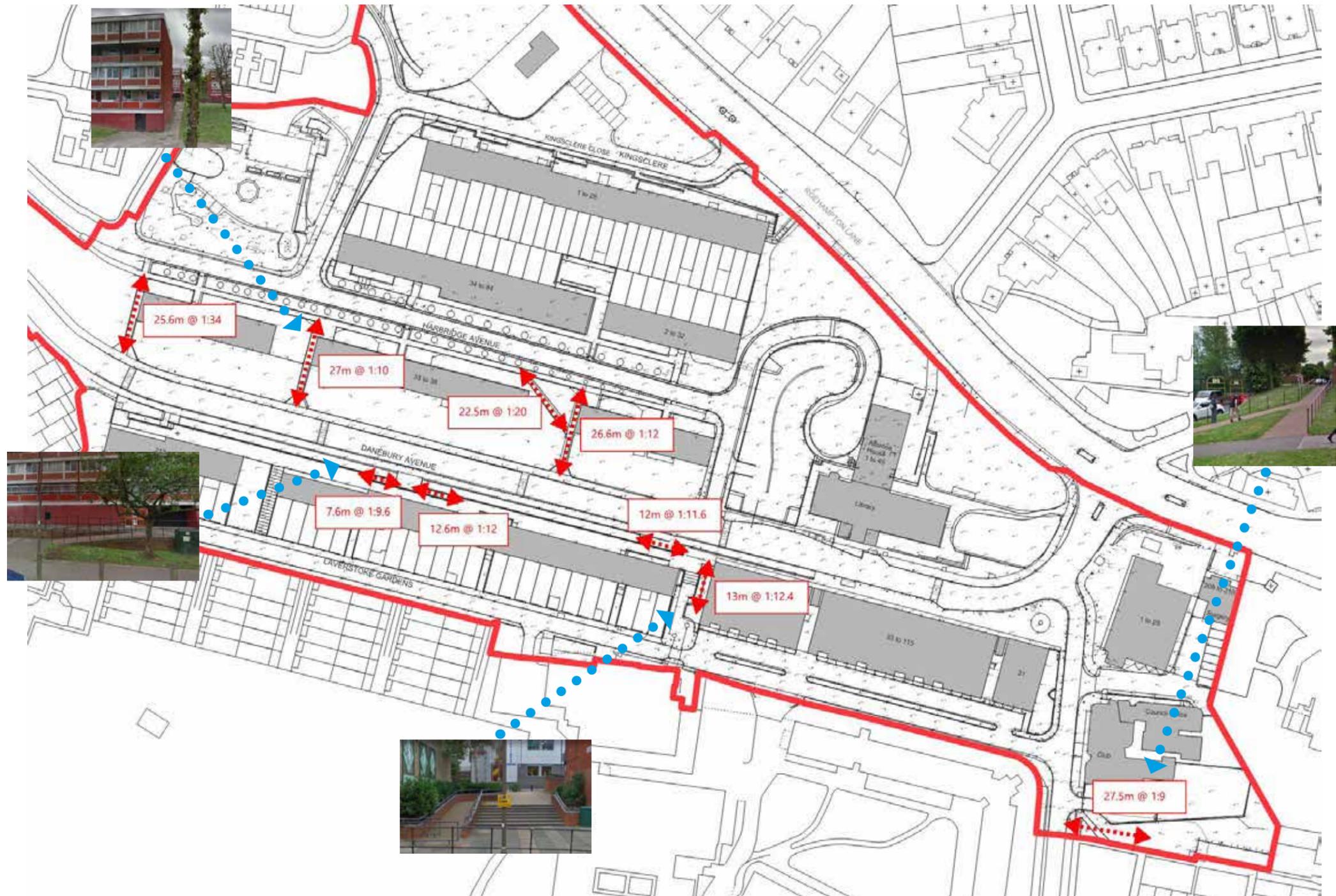
The existing topography has challenging gradients and there is limited permeability through the site for people with mobility impairments due to the lack of crossings, limited blue badge parking or easy access gradients on pedestrian routes.

The diagram on page 4 shows the existing pedestrian network and blue badge parking. The pavements are narrow and often have cars parked on them. There is very limited permeability north to south by accessible routes and step-free routes are extended because of the limited a number of drop-kerbs to cross roads, notably along Danebury Avenue. The diagram opposite shows the existing pedestrian network and location of blue badge parking. There are designated bays for residents within the street network in addition to the blue badge bays for general use.

It should be noted that there is no seating within the existing public realm, which is a significant barrier to many people with limited mobility.

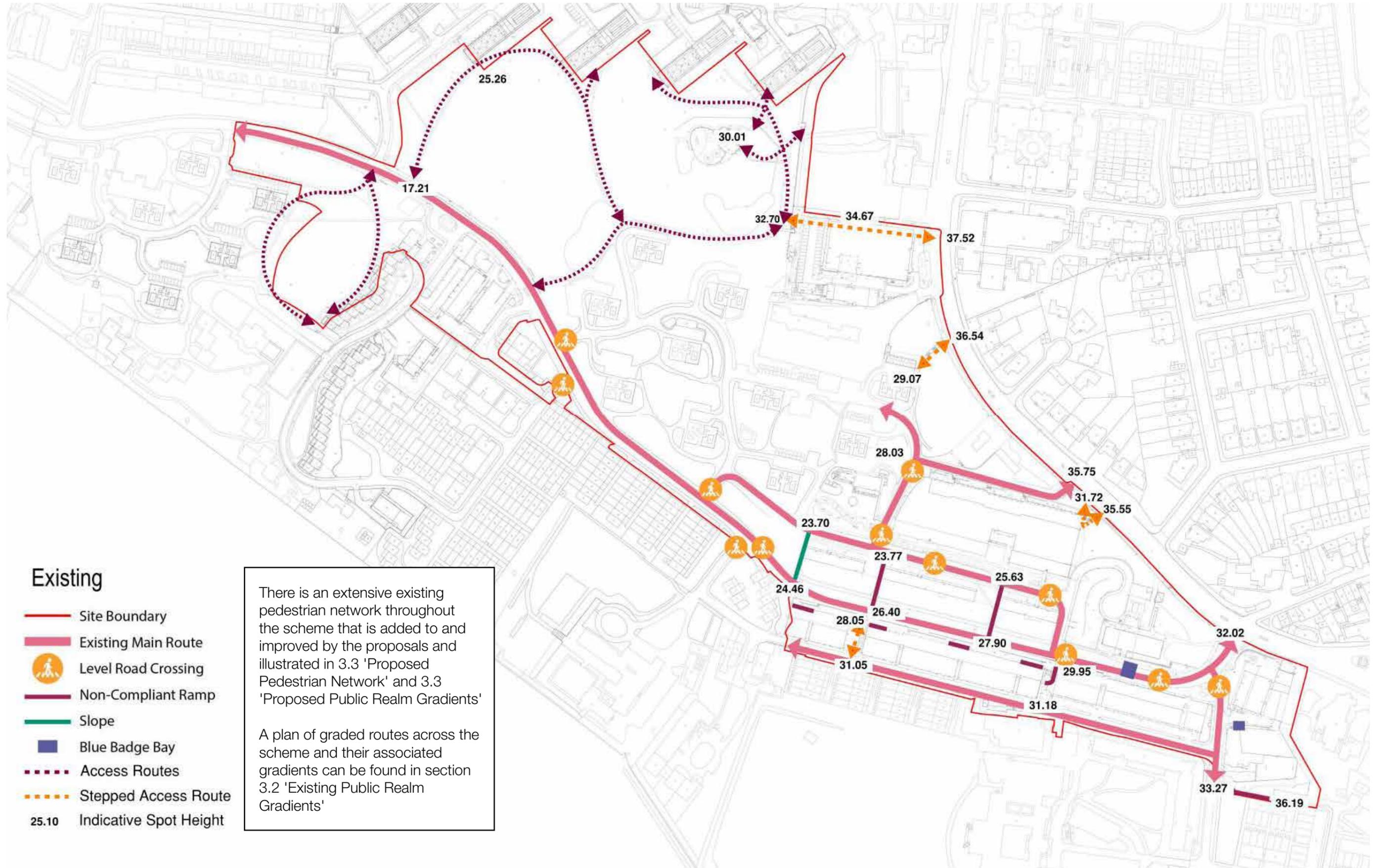
A large section of Danebury Avenue's pavement is above street level and access to the pedestrian routes is via steep ramped sections that are predominately far steeper than current standards.

The existing pedestrian routes between Danebury Avenue and Harbridge Avenue are also far steeper than is recommended and would be a barrier to many people with a mobility impairment. Many of the gradients would be considered unsafe for new buildings under current building regulations or good practice guidance, such as those that are 1:12 or steeper with a rise of more than 166mm or lack of intermediate landings where the rise is more than 500mm per flight. These are shown on the diagram opposite.



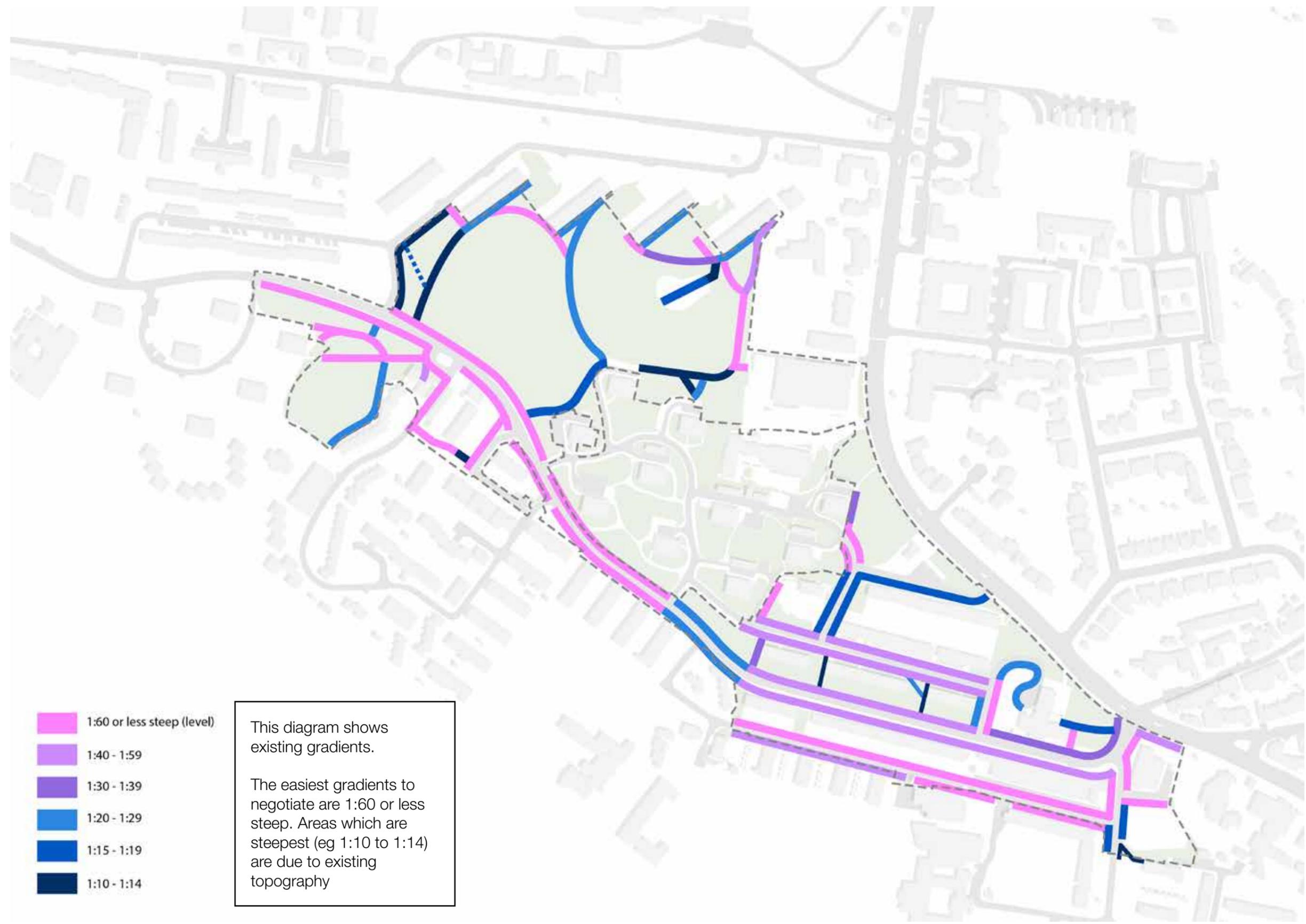
3 Access Statement

3.2 Existing Pedestrian Network



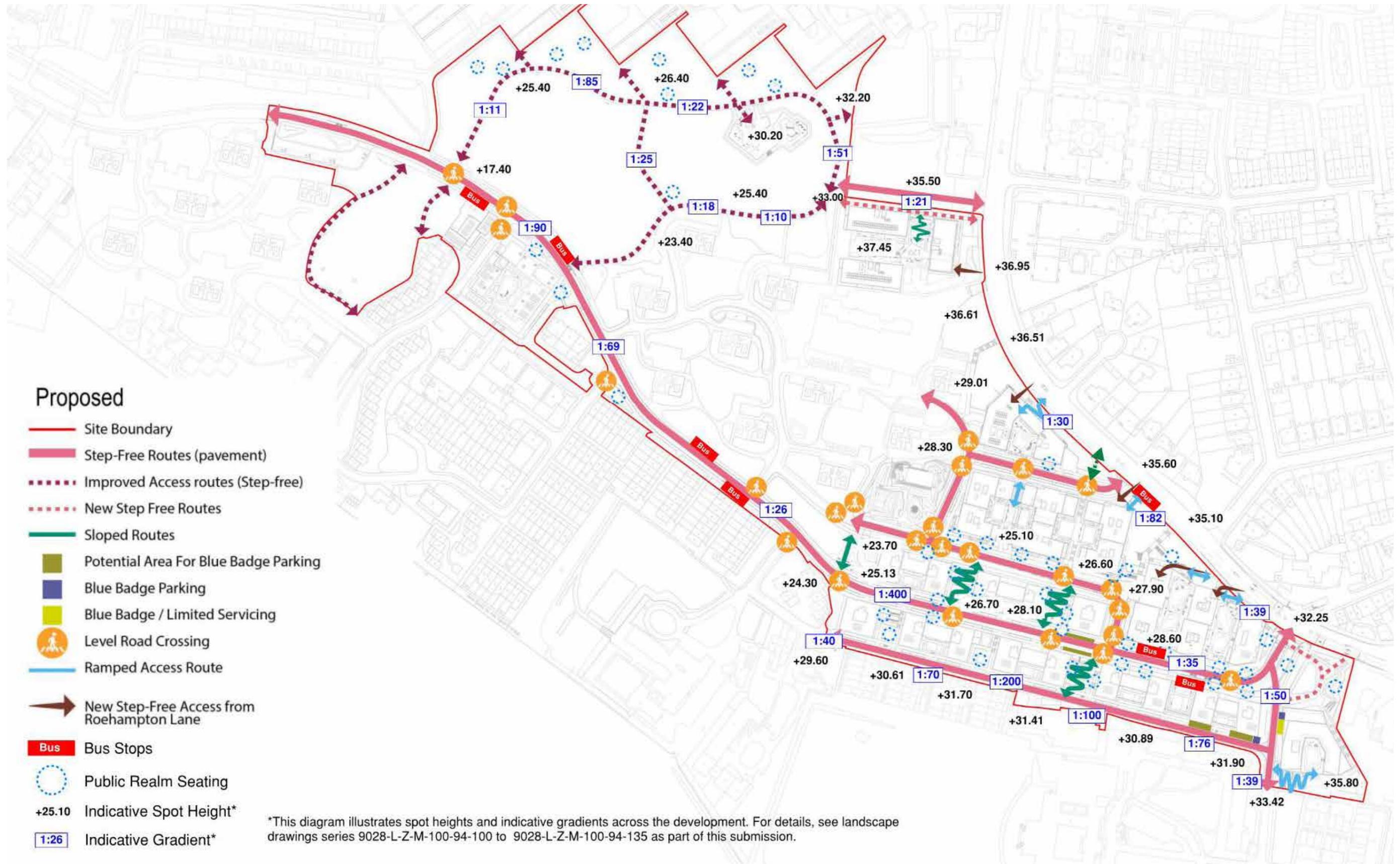
3 Access Statement

3.2 Existing Public Realm Gradients



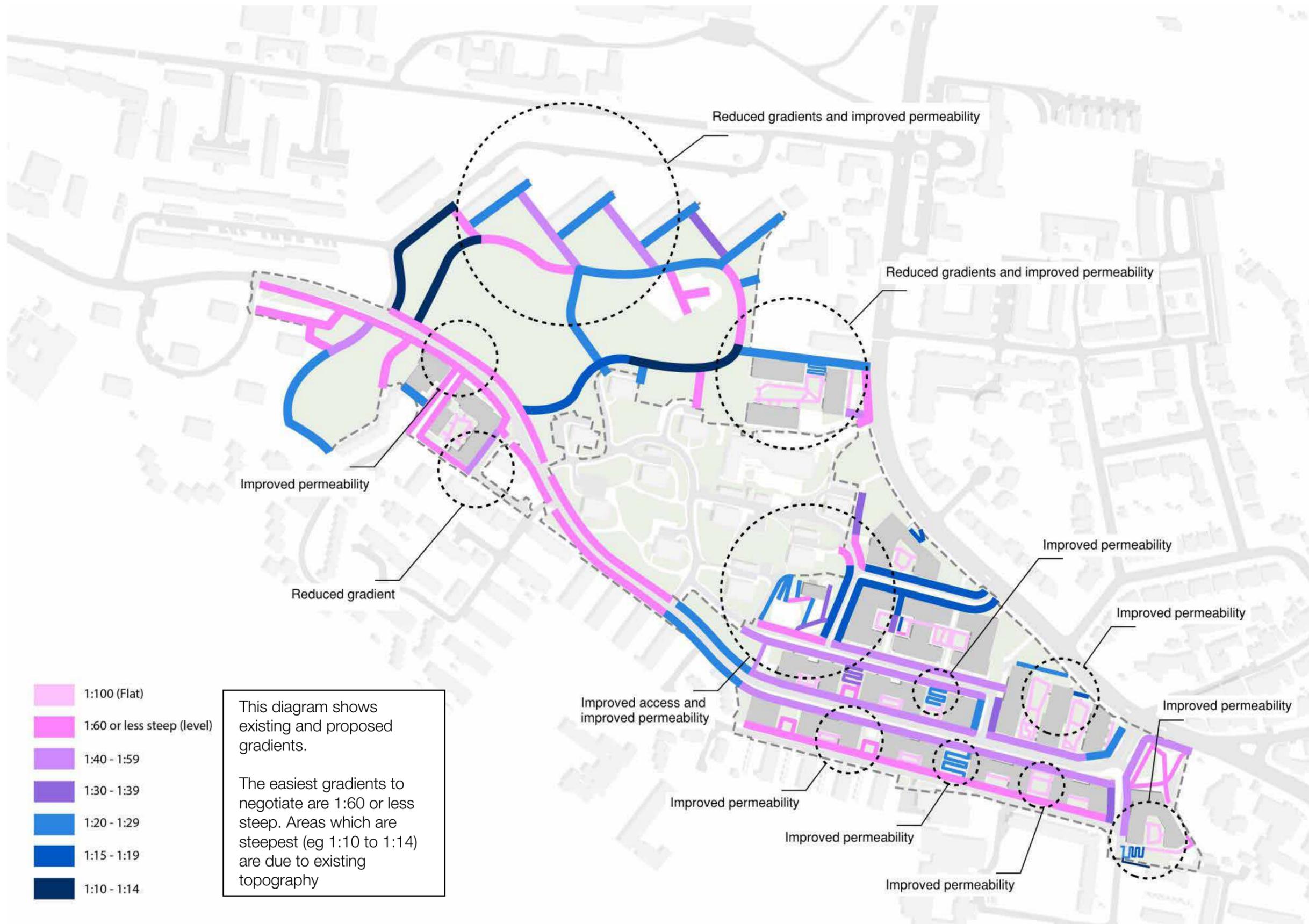
3 Access Statement

3.3 Proposed Pedestrian Network



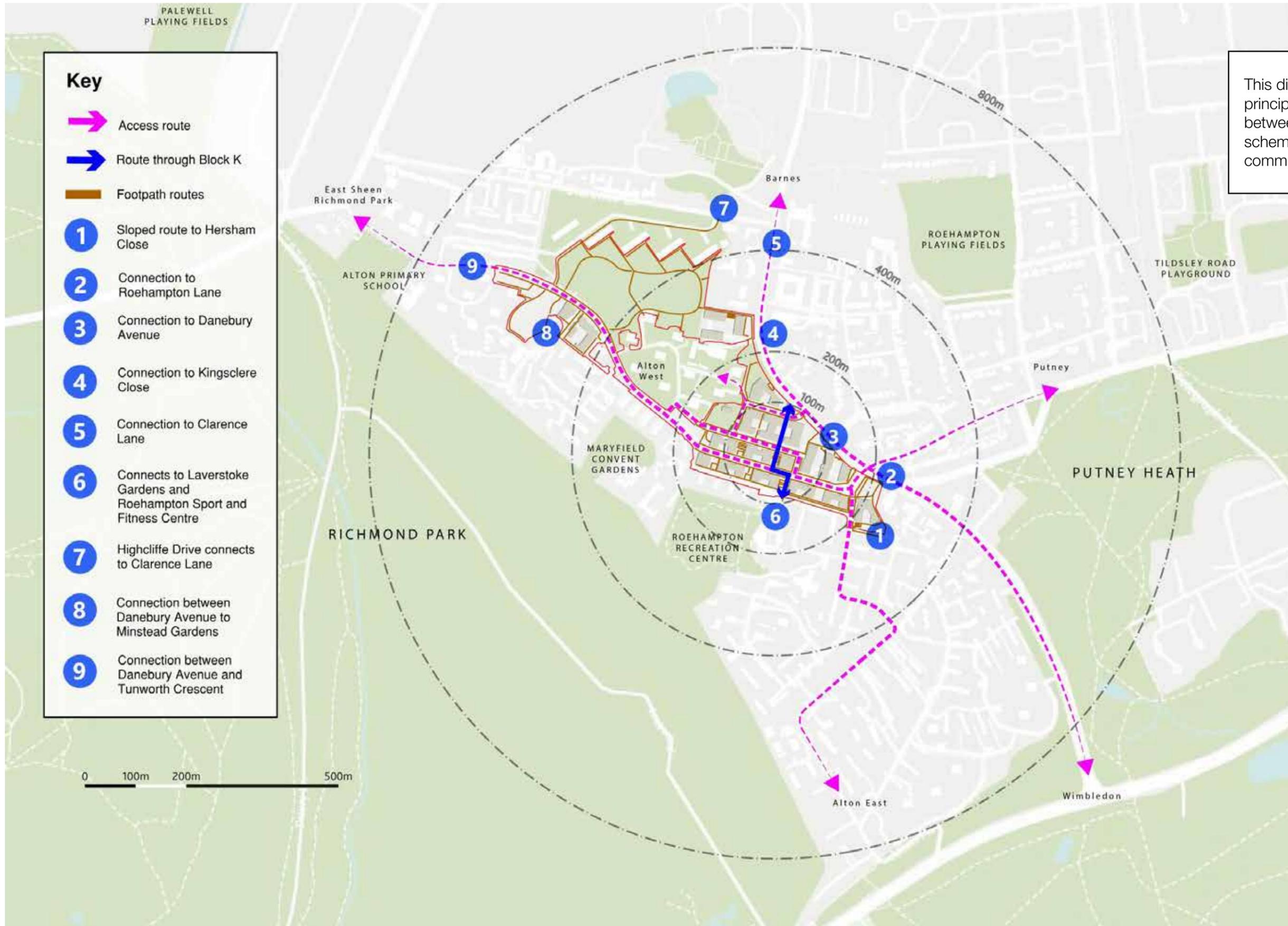
3 Access Statement

3.3 Proposed Public Realm Gradients



3 Access Statement

3.4 Site Connections



3 Access Statement

3.5 Inclusive Design Provision Public Realm

Proposed public realm

The strategy for the proposed public realm is to increase north/south permeability, provide easier-to-negotiate pavements, increase the number of level crossings along roads and places to sit and rest. The adjacent diagram details accessible routes through the masterplan site. There will be greater north/south accessible connectivity through the estate compared to the existing situation.

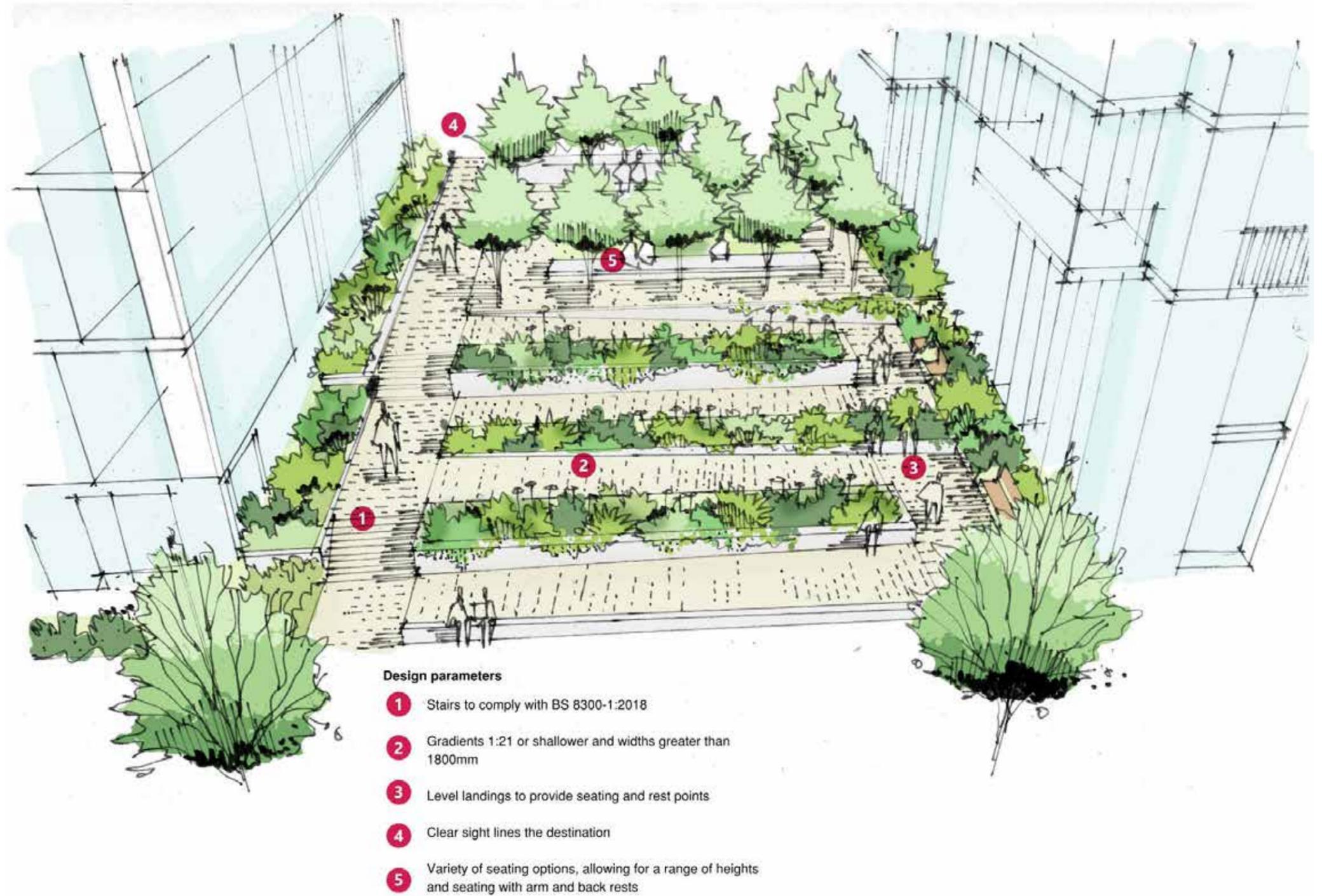
Key features for improving access within the public realm include:

- Improved north/south pedestrian links through the estate, with less steep gradients, that will connect the retained and improved streets that predominantly run east/west
- Improved and increased level road crossings on the east/west routes to improve permeability
- Improved streets will be well proportioned and easy to navigate, drawing people into and through the estate, to access the range of amenities on offer
- Car parking, cycle stands and street furniture will be incorporated carefully, so that streets are uncluttered, safer and more easily usable particularly for pedestrians and cyclists
- Provision of seating throughout the public realm to support people with limited mobility and encourage people to stop and sit and thus providing active surveillance
- Increased blue badge parking for the community and commercial uses
- New step-free routes from Roehampton Lane into the estate
- Improved connectivity to the existing play and green spaces, and links to the Roehampton Estate.

These are summarised in the accessibility diagrams in pages 5-9.

The existing north/south routes in the centre of the estate are poor quality and very steep. The new crossings in the central sections are designed to be shallow slopes (eg less steep than 1:21) rather than the aggressively steep ramps. They align with strategic north south routes similar to the existing site, but with suitable gradients. For example, the slope routes between Blocks I and J is proposed to have a gradient of 1:32.

Steeper 'compliant' routes could be provided, but the gentler routes offer a better solution for people with limited mobility, especially older people. Stepped 'short-cuts' are also provided allowing for choice and shortening routes for ambulant disabled people able to use stairs and as they will reduce travel distances by avoiding the long sloped sections. These routes will be of generous widths and be places where people can stop and sit providing active surveillance.



3 Access Statement

3.5 Inclusive Design Provision Public Realm

For instance, this approach was taken between between Danebury Avenue and Laverstoke Gardens Blocks F and G. The insertion of a graded route into this area would predicate 101m of 1:21 slope or 73.5m of 1:15 ramp while negotiating 4.5m change in level and in this instance, a stepped short-cut is more commodious. A graded route (a 1:21 slope) is inserted midway between the Blocks DE and C where the change in level is approximately 2.9m – and therefore easier to negotiate).

Where the changes in level are too steep to provide ramped or graded routes, new stepped routes will be provided. These will be designed to be easily accessible for people with an ambulant impairment and will be provided with suitable handrails, goings and risers and visually contrast, complying with BS 8300-1:2018. This will improve the access for many people who do not rely on step-free routes by reducing travel distances for people who would find walking the longer step-free routes more challenging.

Danebury Avenue is a primary route and as such is designed as a more traditional street. The secondary routes such as Harbridge Avenue are deemed as slow 'home zones' where residents can walk freely and safely across carriageways, where children can play in the street and where communities stop traffic and socialise. The streets have not been designed as shared space and a kerb line will be provided to demarcate the pavements from the roads.

Access to public transport is predominantly via the bus routes along Danebury Avenue. The masterplan continues to provide access to buses, with improved access to bus-stops through the improved number of street crossing and enhanced pavement and improved north south connectivity. It had been proposed to move the existing bus stop adjacent Minstead Gardens to the re-located bus turnaround. However following consultation with local residents it was agreed to keep the existing bus-stop and provide an additional stop at the adjacent the bus turnaround. This was so as not to increase walking distances from older residents living in sheltered housing at Minstead Gardens.

Many of the existing trees along Harbridge Avenue have been retained. In their existing condition, the trees are located within varying steeply sloped granite setts and adjacent a double height kerbs. It is proposed that the double height kerbs are removed and landscaping absorbs some of the existing street level changes. In order to retain the trees and allow for suitable gradients, access to the footpath would be restricted directly from the carriageway at the level crossing points. Further detailed studies will be required to address the tree routes to ensure suitable gradients will be provided for the pavements. These pavements will be increased in width to 2.5m from the existing 1.5-2m of the existing pavement.



Proposed ramped and stepped access from Holybourne Avenue to Hersham Close

Seating and doorstep play is integrated into street planting to animate the home zone. However, traditional kerbs treatments will still be provided ensuring the routes are safe and legible for people who are blind or partially sighted.

Within the outline element, the graded routes are to be developed further during the development of the individual blocks. The Design Code sets out key criteria for the areas to ensure they are easily accessible and support the public realm strategy. The location of the sloped routes has been chosen to support the key north-south routes, linking the Leisure Centre to the northern parts and connecting the play spaces to the southern parts.

With the link from Danebury Avenue to the Leisure Centre, a longer graded route will be required compared to the existing situation. Currently, the access route is more direct but is via very steep ramps that many manual wheelchair users would not be able to use independently. Furthermore, the raising of Danebury Avenue above the street limits the ability of wheelchair users to cross over from the north of the estate and as such, for many there is no direct route to the Leisure Centre. The proposed solution is to create a pedestrian environment level with the street and increase the number of crossings over the avenue and therefore increase permeability. The proposed route is less steep than 1:21 and will support better connectivity. The site wide masterplan indicates 2m wide paths with generous landings, to provide seating and resting spaces, exceeding the recommendations of BS 8300-1: 2018. Stairs will also comply with BS 8300-1:2018.

A new Village Green is proposed adjacent Block A housing the new community facilities, including the public library. Stepped seating will be provided that could support seating for events held within the square. The steps will have contrasting nosings and goings and risers that comply with BS 8300-1:2018. The steps will have a central handrail (allowing left or right-hand use) to allow access to the terraces from either side. Making use of the topography of the site allows step-free access to the upper level for wheelchair users from the northern end of the seating. The curved nature of the seating steps layout will enable wheelchair or scooter users to form part of the people using the space.

To the south of Block A, a new Community Courtyard will be adjacent the entrance to the Community Centre entrance. A drop-off area will be provided here for the Community Centre and GP surgery. Due to the level changes between Holybourne Avenue and Hersham Close, a ramped and stepped route is required. The level change is less than 2m, however, existing tree roots limit the options for the ramp.

3 Access Statement

3.5 Inclusive Design Provision Public Realm

Various options of the ramp have been to assess how best to provide as easy a route to traverse as possible. The ramp has been developed to comply with BS 8300-1:2018, but BS 8300-1:2018 does not address the needs of mobility scooter users sufficiently. Studies have been carried out to track mobility scooters, which take significantly more space to turn than manual or electric wheelchairs. This has been integrated into the design and will provide a more accessible option.

The adjacent steps will be provided with contrasting nosings, easy going tread and risers, and suitable handrails in accordance with BS 8300-1:2018. This will be a significant improvement on the existing ramp linking these two areas, which would not be deemed safe under current building regulations as it exceeds 1:12, has no level landings, handrails or stepped alternative.

A stepped route is provided from Roehampton Lane through to Harbridge Avenue to facilitate improved north/south connectivity and visual permeability through the site. The route, which will be publicly accessible at all times, will pass through Block K linking Kingsclere Close and Harbridge Avenue. The change in level between these two roads varies but is significant; the eastern public route has a 7.7m difference in level. As such, these routes are stepped; ramping would be neither feasible nor practicable within the footprint of the block without significant loss of amenity and units. The route also provides convenient pedestrian access to the Roehampton Sports and Fitness Centre on Laverstoke Gardens.

The existing street routes, Ellisfield Drive, Kingsclere Close and Harbridge Avenue will be step-free and the quality the streetscape will be significantly improved from the existing situation.

The existing Downshire Field and Mount Clare is a major amenity asset for Alton Estate providing biodiversity, mature tree clusters and open lawn space for community use. The Parkland Quarter is rich in history under pinned by the principles set by Capability Brown in 1774.

The design team have considered the recommendations set out in Historic England's 'Easy Access to Historic Landscapes' by simplifying routes and creating easier access routes with shallower gradients where possible but with a view to minimising interventions that lessen the historic landscape. A way finding strategy will be agreed pursuant to planning condition. Surface finishes have also been considered, using a resin-bound finish that has neutral tones in the landscape. The finishes will be firm, comfortable and slip resistant.

Public realm seating

A simple furniture 'family' will deliver coherence across the site and create an uncluttered streetscape. Timber benches and individual seats will be provided within the streetscape, courtyards and pocket green squares. These have been located strategically throughout the masterplan area to support people to dwell and rest along journeys.

The seating detailed within the section 07 Hard Material Strategy of the DAS (pages 123 to 133) shows a range of seating with armrests and back rests as required by the Accessible London SPG and detailed in BS 8300-1:2018. As 'Easy Access to Historic Landscapes' advises, public realm seating will be positioned on a hard surface on a base of resin bound paving off from the paths.

The location of public realm seating is shown in the accessibility diagram on page 7.

Play

As detailed in the Design and Access Statement, play and playability is a fundamental part of successful placemaking and community shaping. The landscape strategy provides a generous and diverse combination of public and private playable space throughout the Alton Estate.

A key part of the landscape strategy is to remodel and redesign these spaces to significantly improve the offer to the new and existing residents of the estate. The principles for play across the masterplan are:

- Developing an environment which encourages outdoor play and social interaction
- Exploring opportunities to introduce natural elements and elements of risk and challenge within play provision while balancing safety and maintenance needs
- Integration of playability within public realm strategy, recognising that play can take place in a variety of settings and may or may not involve equipment.

In developing the play strategy and the equipment to be provided reference has been made to the "Plan Inclusive Play" assessment tool (PiPA) developed by Inclusive Play (www.inclusiveplay.com/) and KIDS, the children's charity. The purpose of PiPA is to help Local Authorities, Landscape Architects, Planners as well as families with disabled children to create inclusive outdoor play areas as well as assessing installed play areas.

The new Alton Activity space has been completely redesigned with the exception of the Activity Centre building, which is retained. Soft landscape will be used to frame play zones with varied textures, colours and heights. Perimeter planting and fencing will provide safety and security. The hierarchy of play space has been defined by the age groups of children who will come to use it. Ages of 0-5, 0-11 & 12+ are each provided zones in which to play, ensuring there is not a clash between age group activities.

Elements of sensory, balancing, climbing, sliding and spinning will be integrated throughout the Activity Centre play space.

Downshire Meadow Play will be the main play space on Downshire Field, which is a complete redesign of an existing play space of poor quality and no longer fit for purpose. The play space will be informal and the design features a variety of scaled spaces that cater for different age groups (0-11 years). The play space includes various play elements to test gross and fine motor skills, spatial, balance and climbing practice, social play, changes in level with undulating planted topography and areas to dig and build.

Aspects of inclusive play have been considered with wheelchair user accessible zones. A range of sensory play activities (including includes touch, smell, sound and visual) will be included that enable all children to play together – no matter what their ability.

Inclusive parameters for external areas

The following high-level parameters outline a recommended approach when delivering an inclusive environment and in going beyond the minimum standards of the building regulations are to be considered in design development and detailed design for the outline external elements.

Note that detailed hard surface material finishes, such as the tactile paving for the crossing point into Block Q, are subject to Condition.

External circulation

- Changes of level within the public realm should incorporate gradients as shallow as possible and in compliance with the BS 8300-1:2018:
 - a maximum gradient of 1:21, with level landings for every 500mm change in elevation
 - a gradient of 1:30 or less steep level may have resting points provided off circulation routes
 - careful consideration of building entrances and the provision of level landings into them (1:60 or less steep)
- Shorter stepped routes are acceptable as long as the step-free route is not segregated, ensuring an inclusive environment
- Ramps (1:20 or steeper) are to be avoided where feasible and practicable. If ramps are required, they should be no steeper than 1:15 All circulation routes will be clear and logical
- Paths should have firm, slip-resistant and reasonably smooth surface treatments. Materials along the access routes should have level and even surfaces.
- Potential obstacles, such as street furniture and cycle parking, are to be located off the primary circulation routes through the public realm.

3 Access Statement

3.6 Inclusive Design Provision Parking

Parking

The general approach to street parking throughout the intervention area is to relocate parking (which is currently on carriageway) into offline parallel parking bays. This creates a hierarchy to the street and improves conditions for cyclists on-street and improves access for buses along Danebury Avenue. The approach also has the potential to improve conditions for pedestrians by reducing the number of cars on the streets and the likelihood that vehicles will mount a kerb.

Parking for disabled residents is to be provided within the blocks and as such, direct step-free access to dwellings.

Parking provided within the blocks the designated bays for the blocks will be provided in accordance with the specification of AD M M4(3) and be distributed adjacent to lift cores. In line with the draft London Plan, for three per cent of dwellings at least one designated disabled person's parking bay per dwelling will be available from the outset apart from Block A where ten per cent are catered for. As part of the Parking Design and Management Plan, additional dwellings will be provided with a designated disabled persons parking space in future if required.

Designated blue-badge bays are proposed within the Local Centre to serve the commercial uses. Parking is based upon the requirements of the draft London Plan which requires that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay" (Draft London Plan Policy T6.5 para A). The applications achieves this with more than one blue badge bay provided at the outset with a mechanism to provide more in future if needed based on demand. The exact details of on-street car parking control will be subject of Traffic Regulation Orders.

The accessibility diagram on page 7 details the proposed location of designated disabled person's parking bays and areas that can be designated as disabled person's parking bays subject to further study and demand analysis for the Traffic Regulation Orders.

Further loading bays on Harbridge Avenue and Holybourne Avenue are proposed to have restricted loading hours with a single or double yellow line preventing general parking at other times but allowing further blue badge parking. The restrictions of the times for use as loading bays are subject to further study.

This is a significant increase to the current provision and has the flexibility to provide more blue-badge bays should the demand require it.

In addition to the blue-badge bays described above for Block A, there are an additional two standard parking bays that will be provided for community use. Access to the Library is directly from the car park. Due to the changes in level around the block and the need to achieve sufficient headroom, the bays will be 1.7m lower than street level. Direct access from the parking bays will be provided for the Library. For other community uses ramped access will be provided to street level. During design development the ramp has been redesigned to meet the requirements of BS 8300-1:2018, and it will also accord with the requirements of Part K to provide access to street level.

Cycle Parking

Cycle parking is to be provided for each residential block and within the landscape. At least 5% of the total number of parking provided will be for non-standard cycle parking, in line with TfL's London Cycling Design Standards allowing for larger cycles such as cargo cycles, purpose built cycles for disabled people and tricycles. The parking within the public realm is proposed as Sheffield Stands and these will be spaced so that they can accommodate non-standard cycles within the rows of stands. The appropriately positioned cycle stands will help to discourage informal cycle parking and help prevent obstructions along pedestrian routes. Cycle parking locations are identified within Section 15.2.3 Cycle Strategy of the Design and Access Statement.

Although not required to respond to specific provision in AD M or the London Plan, our proposals recognise the increasing need for safe and accessible mobility scooter parking. As part of design development, the design team will adopt the approach set out in the National Fire Chiefs Council publication 'Mobility Scooter Guidance for Residential Buildings' which requires assessing fire safety considerations and developing a managed approach which promotes fire safety and to be agreed as part of the operational handbook upon completion to support building facility managers. The design team will further explore, through design development, dedicated mobility scooter stores/charging areas that are within fire-rated enclosures while considering ease-of-access and links to cores.

3 Access Statement

3.7 Inclusive Design Provision Non-residential Uses

Non-residential uses

Danebury Avenue: Commercial units are proposed on the ground floor of Block O, N and offices will be provided on level 01 of Block O. Blocks B and C within the outline application are also to contain non-residential uses at ground floor.

Step-free access will be provided from Danebury Avenue. The design of the commercial units is deliberately different to the residential buildings, set back from the residential units footing and materially different. The entrances will be step-free and directly accessed from the street. The internal layouts will be subject to future fit out by tenants, but there is nothing to preclude the units from meeting the requirements of BS 8300-2:2018. The entrance doors will be suitably sized to comply with requirements of Part M.

Block A: The main non-residential components will be provided within Block A and will contain a new GP Surgery, Youth Club Library and Community Hall.

Step-free access will be provided for all these facilities. The Library will be accessed from the Village Green and be located on level 00 and level 01. It will also provide access to the Community Hall, which will be located on the level 01. As noted in the public realm section above, the Community Centre will be accessed from the new Community Courtyard, which can be accessed from Holybourne Avenue, via a ramped and stepped route and from Hershams Close.

The GP surgery will also be located on levels 00 and 01 and will be accessed from both Hershams Close and Holybourne Avenue. The Youth Centre will have access from Holybourne Avenue.

Lift access will be provided for each facility. The current layouts are indicative and will be developed further in consultation with the operators to ensure they meet the needs of the occupants.

Portswood Place: Portswood Place will be a new community hub, and will accommodate a broader range of facilities and host a new nursery school centre for children and families, alongside a separate pavilion building containing the Danebury Avenue Surgery, a new Club Room for residents of Minstead Gardens, a retail unit to meet local needs and bus driver welfare facilities.

The landscape design for the Nursery has been developed in collaboration with the Nursery and will provide a safe and welcoming external public realm, with buffer planting from the road. Seating opportunities and lawn space is provided outside the main entrance will provide parents somewhere to dwell. The internal courtyard provides a flexible zoned space that will

provide physical, social, quiet and naturalistic play and learning in the courtyard.

Inclusive parameters for non-residential uses

The following high-level parameters outline a recommended approach when delivering an inclusive environment and in going beyond the minimum standards of the building regulations are to be considered in design development and detailed design for the areas of non-residential development. Citations in this section referencing AD M refer to the Approved Document M Volume 2 Buildings other than Dwellings.

Access

- All doors are to be clearly identifiable within their immediate environment
- Door widths and clearances are to meet AD M Table 2
- The force of operation of doors should not exceed 30N or the doors are to be automated
- Ironmongery is to meet the provisions of AD M or the guidance of BS 8300
- Where glazing is used within the facade and entrances, manifestation is to be provided to meet BS 8300-2:2018

Circulation

- Internal stairs are to be designed to accord with the provisions of AD K, AD M, BS 8300-2:2018 and be provided with suitable goings and risers, clearly visible nosings and handrails that contrast against the background which they are seen
- Corridors that have an unobstructed width of less than 1800mm should provide passing places at least 1800mm long and 1800mm wide at reasonable intervals
- All passenger lifts are to be specified to meet AD M, BS 8300 and BS EN 81-70.

Internal finishes, fixtures and fittings

- Surface materials are to be firm, durable and slip resistant, with a maximum level difference of 5mm at joints conforming to AD M
- Particular attention is to be paid to visual contrast, lighting and materials for features such as walls, ceilings and floors
- Fixtures and fittings, including ironmongery and controls are to visually contrast with their surrounds, be usable by people with limited dexterity and reachable by those who are seated or standing
- In areas where clear communication is required, particular attention should be paid to the reverberant nature of materials.

Seating

- A mixture of seating at various heights is to be provided, some with armrests and/or backs as per BS 8300-2:2018.

Sanitary Accommodation

- All sanitary accommodation should be designed to be inclusive and to the same specification rather than wheelchair user accessible provision being designed to be 'clinical' or institutional
- Designs should incorporate:
 - Facilities that provide a choice of heights
 - Fixtures and fittings will contrast visually from their backgrounds
- In addition to 'standard' accommodation, enlarged and ambulant cubicles should be included in separate sex accommodation
- Wheelchair accessible toilets are to be 'handed' for left-hand and right-hand transfer when there are more than one unisex wheelchair accessible WC serving a facility
- Where showers are provided in commercial developments for the benefit of staff, at least one wheelchair accessible shower compartment should be provided.
- Larger community facilities, such as the Library, are to be provided with a Changing Places facility in accordance with BS 8300-2:2018
- Where self contained single sex 'super loos' are provided at least one will be for ambulant disabled people as per BS 8300-2:2018
- Gender neutral facilities are recommended; However they should be provided in addition to single sex facilities and unisex wheelchair accessible facilities.

Emergency Egress

Evacuation for disabled people is a combination of physical and management procedures plus a liaison between the building managers and occupants. The evacuation strategy for disabled people including those with sensory and cognitive impairments should be developed in conjunction with the fire strategy and management policies with reference made to AD B and good practice recommendations within BS 9999:2017.

3 Access Statement

3.8 Inclusive Design Provision Dwellings

Accessing the dwellings

Across the site, all entrances are clearly visible and individually designed, giving orientation and personality for residents that use them. The proportions and architectural detailing give a sense of arrival and help with wayfinding across the estate. All entrances are to be one and a half or double height, set within deep recesses that provide natural shelter. Each entrance is individual to each building, the material, colour and decoration has been carefully selected, taking precedent from its position within the sit.

Step-free access will be provided into the all residential block entrance lobbies through either a single door leaf or double doors meeting AD M Vol. 1 with a clear opening width of 850mm.

Entrances to communal blocks are generally located along east-west routes where level access can be provided to the main entrances and not on the sloping north south roads. The following diagrams show the step-free routes Blocks A, K,M, N, O and Q.

London Plan 'Intend to Publish' Policy D5 Inclusive Environments promotes the idea that 'access = egress' and that safe and dignified emergency evacuation for all building users is incorporated. Policy D12 'Fire Safety' requires the submission of a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. This can be found in the 'Fire Safety Strategy Addendum' as part of this submission.

Shared Amenity

Communal courtyards are proposed for the blocks. Step-free access will be provided from all units to these courtyards and will meet the provisions of M4(3) and will be tenure blind.

The courtyard will be inclusive for all ages and abilities to use with flush access from the building, featuring social and communal seating space and doorstep/local play spaces for young children to use.

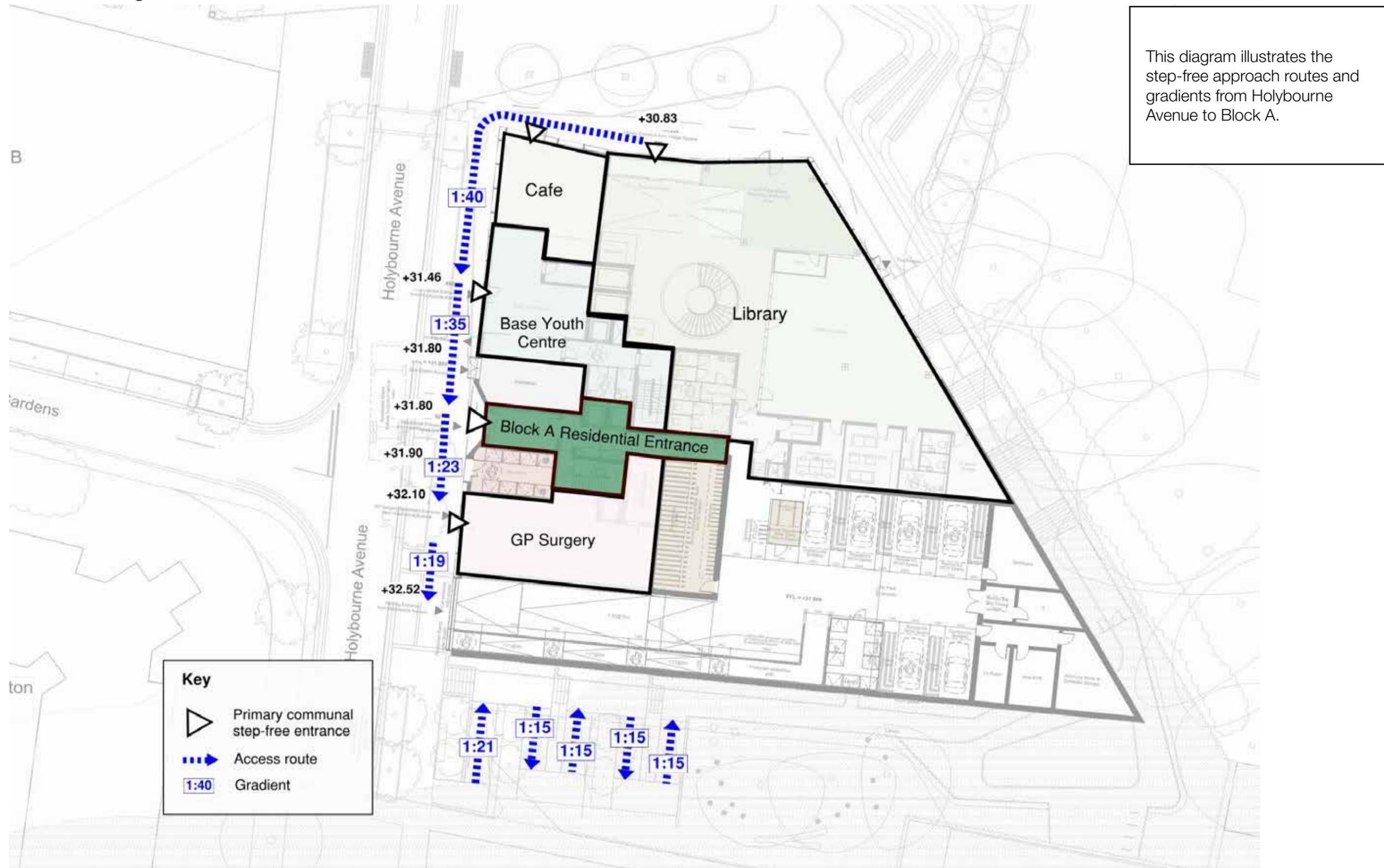
Unit layouts

Detailed audit of all the units against the Optional Requirements M4(2) Accessible and Adaptable and Optional Requirements M4(3) Wheelchair user dwellings has been carried out by the design teams and BuroHappold Inclusive Design to ensure a robust approach has been taken. Detailed furniture layouts have been included to ensure that the optional requirements work and will be usable.

Further, the design teams have worked closely with the London Borough of Wandsworth's Specialist Housing Occupational Therapist to ensure the wheelchair user dwellings within the affordable housing within the detailed element of the planning application (Block A, O and Q) meeting the needs of the local authority and also M4(3)(2)(b) Accessible Wheelchair user dwellings.

3 Access Statement

3.8 Inclusive Design Provision Dwellings

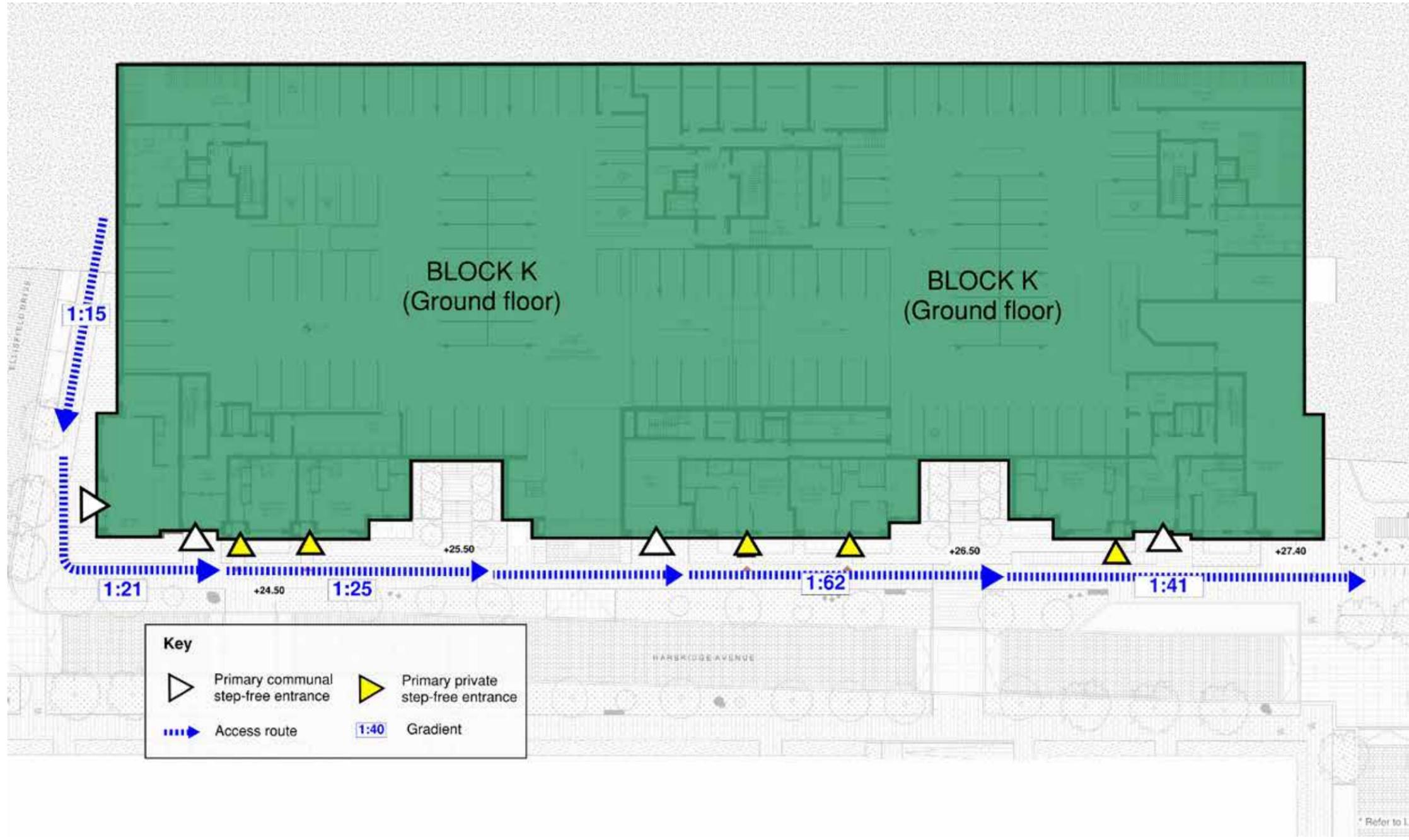


This diagram illustrates the step-free approach routes and gradients from Holybourne Avenue to Block A.

Block A: Step-free approach routes

3 Access Statement
 3.8 Inclusive Design Provision
 Dwellings

This diagram illustrates the step-free approach routes and gradients to Block K from Harbridge Avenue and Ellisfield Drive.

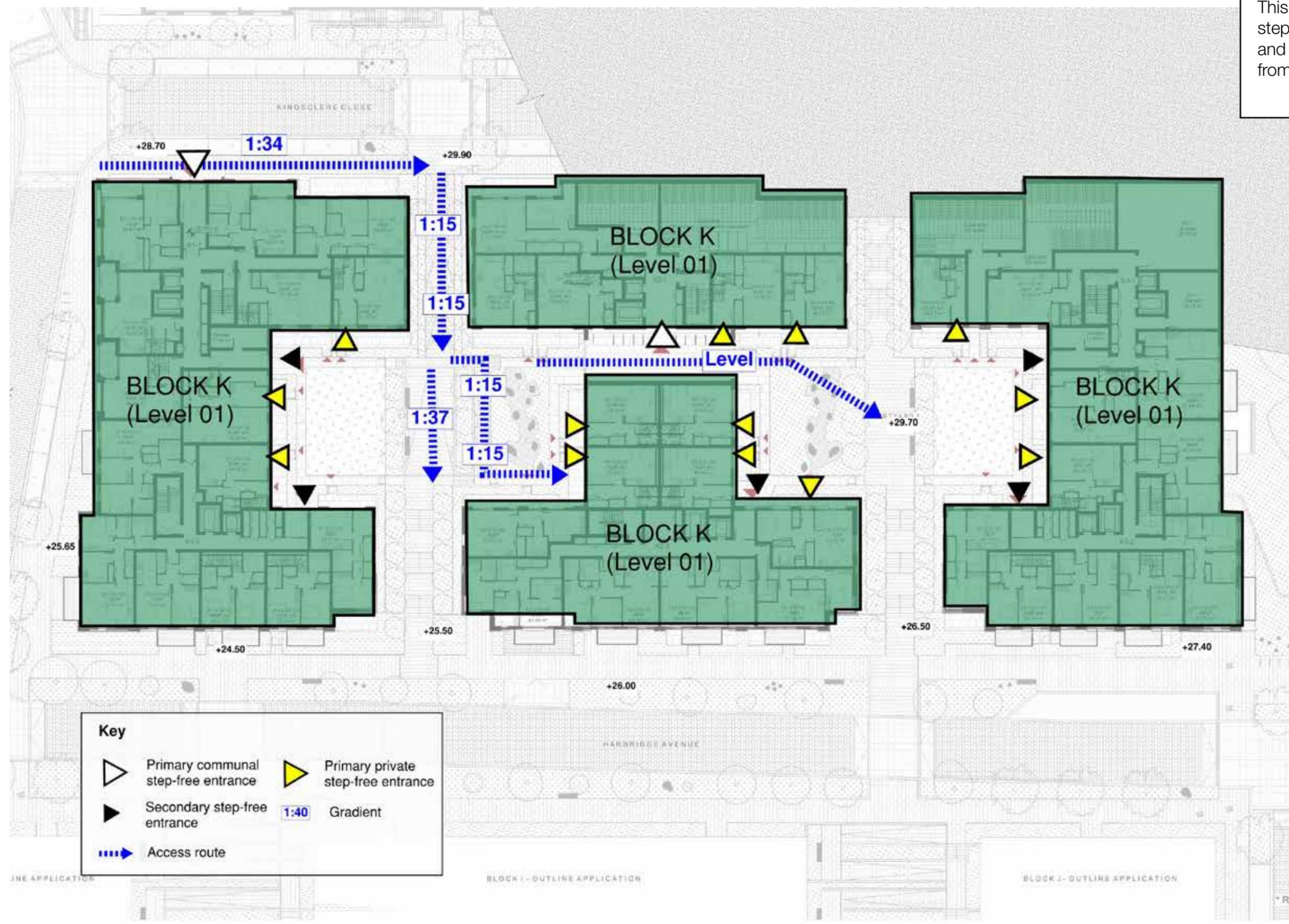


Block K: Step-free approach routes

3 Access Statement

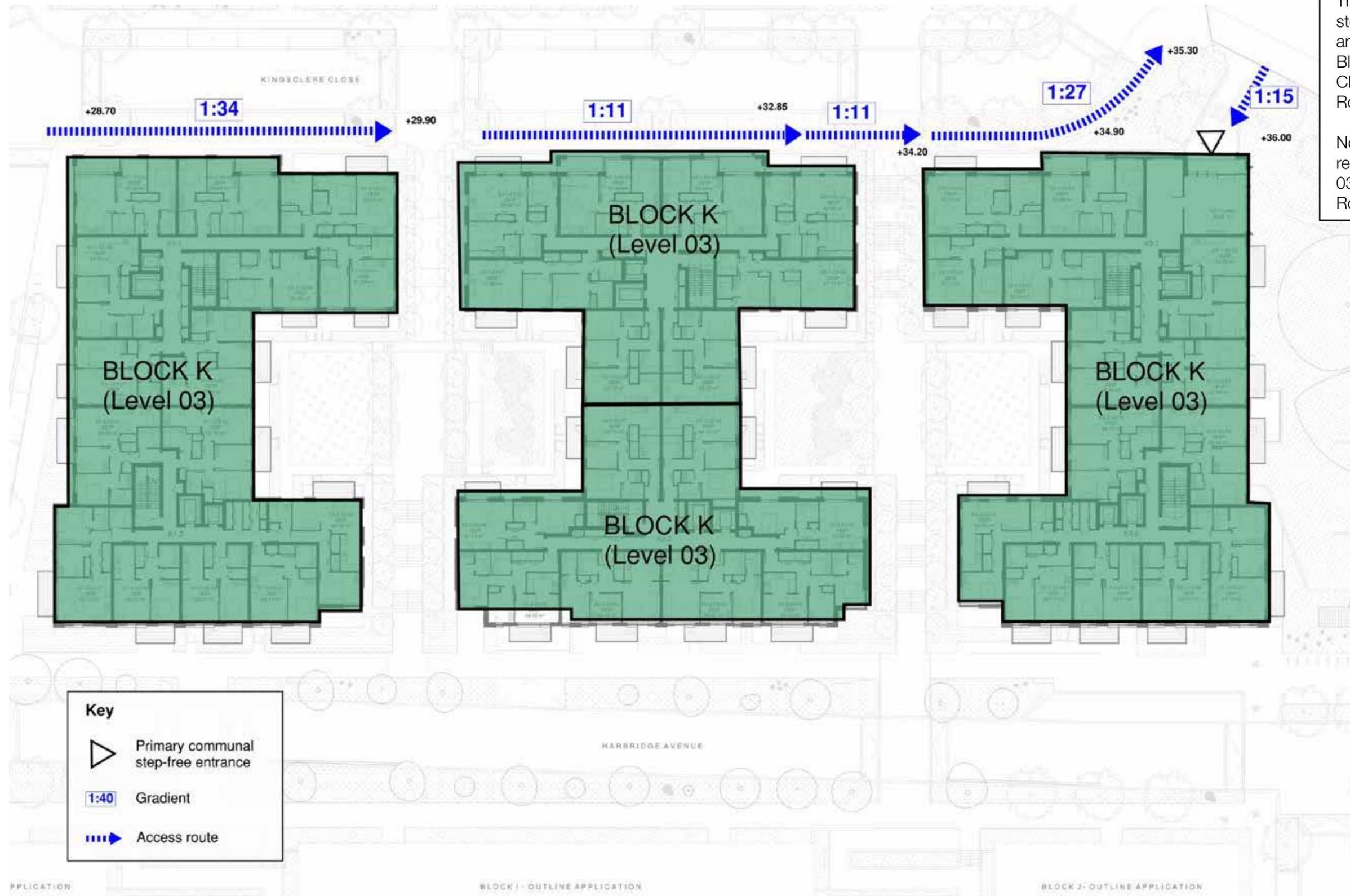
3.8 Inclusive Design Provision Dwellings

This diagram illustrates the step-free approach routes and gradients to Block K from Kingsclere Close.



3 Access Statement

3.8 Inclusive Design Provision Dwellings



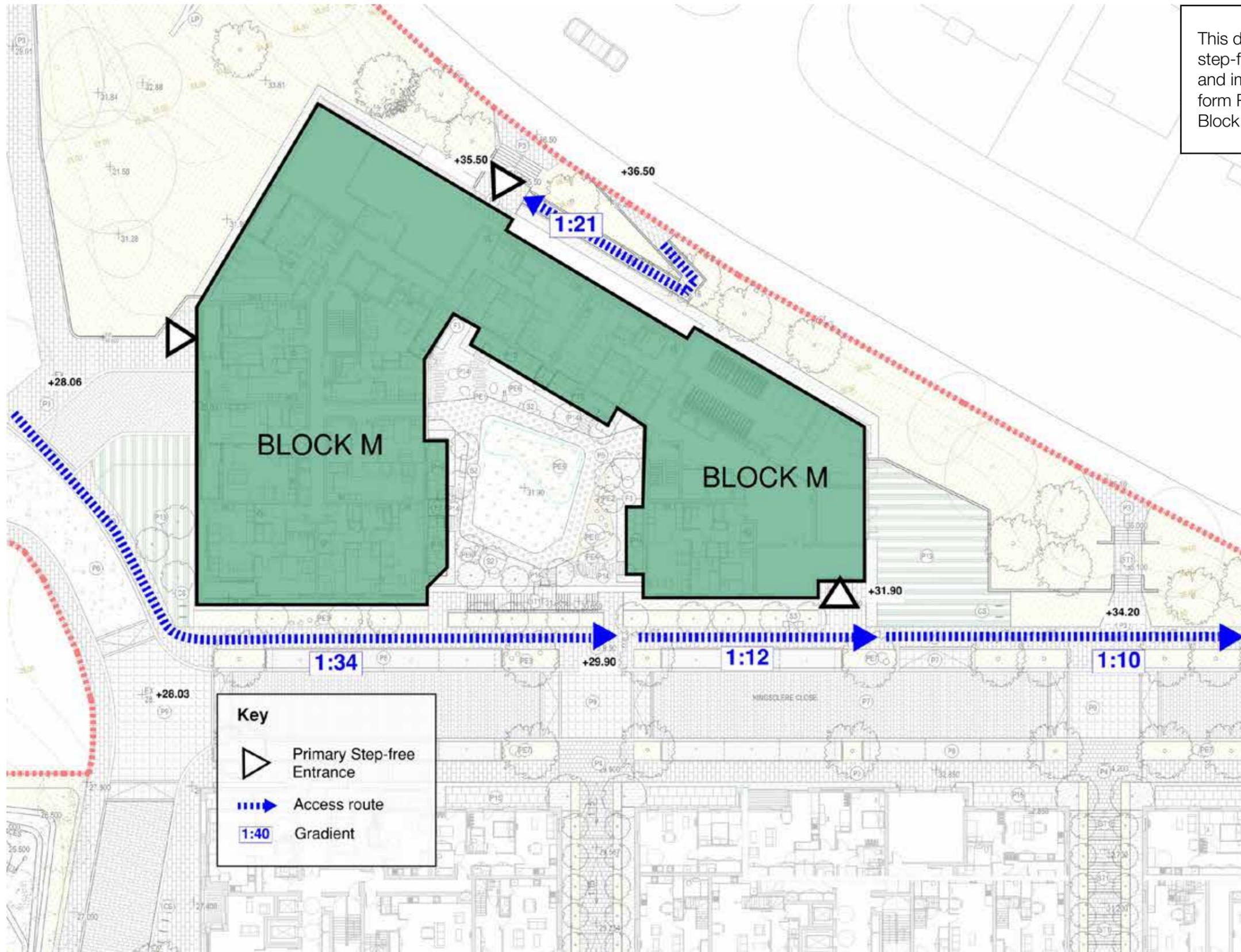
This diagram illustrates the step-free approach routes and gradients between Block K along Kingsclere Close and from Roehampton Lane.

Note: The only principal residential entrance at Level 03 for Block K is from Roehampton Lane.

3 Access Statement

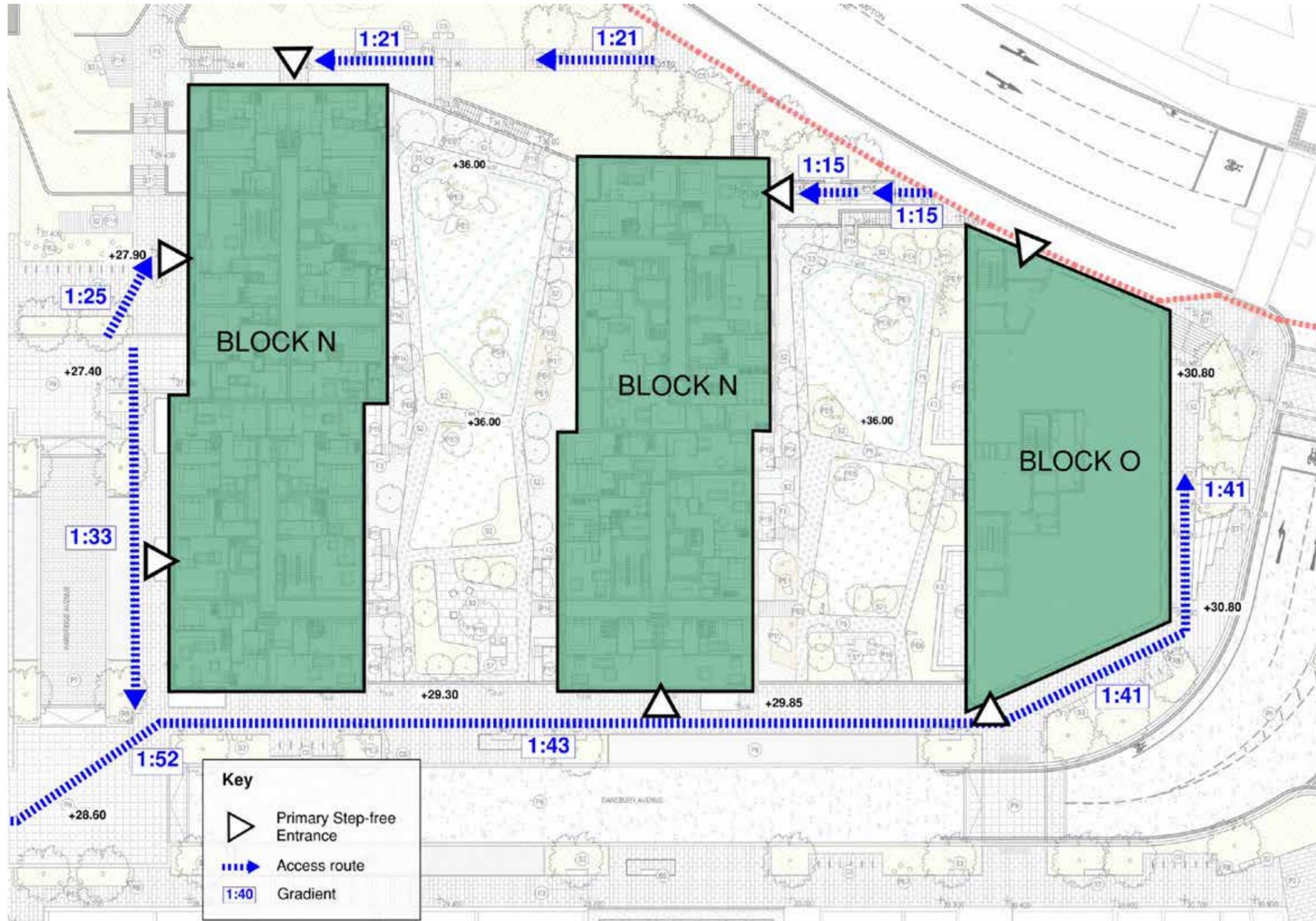
3.8 Inclusive Design Provision Dwellings

This diagram illustrates the step-free approach routes and improved 1:21 gradient from Roehampton Lane into Block M.



Block M: Step-free approach routes

3 Access Statement
3.8 Inclusive Design Provision
Dwellings

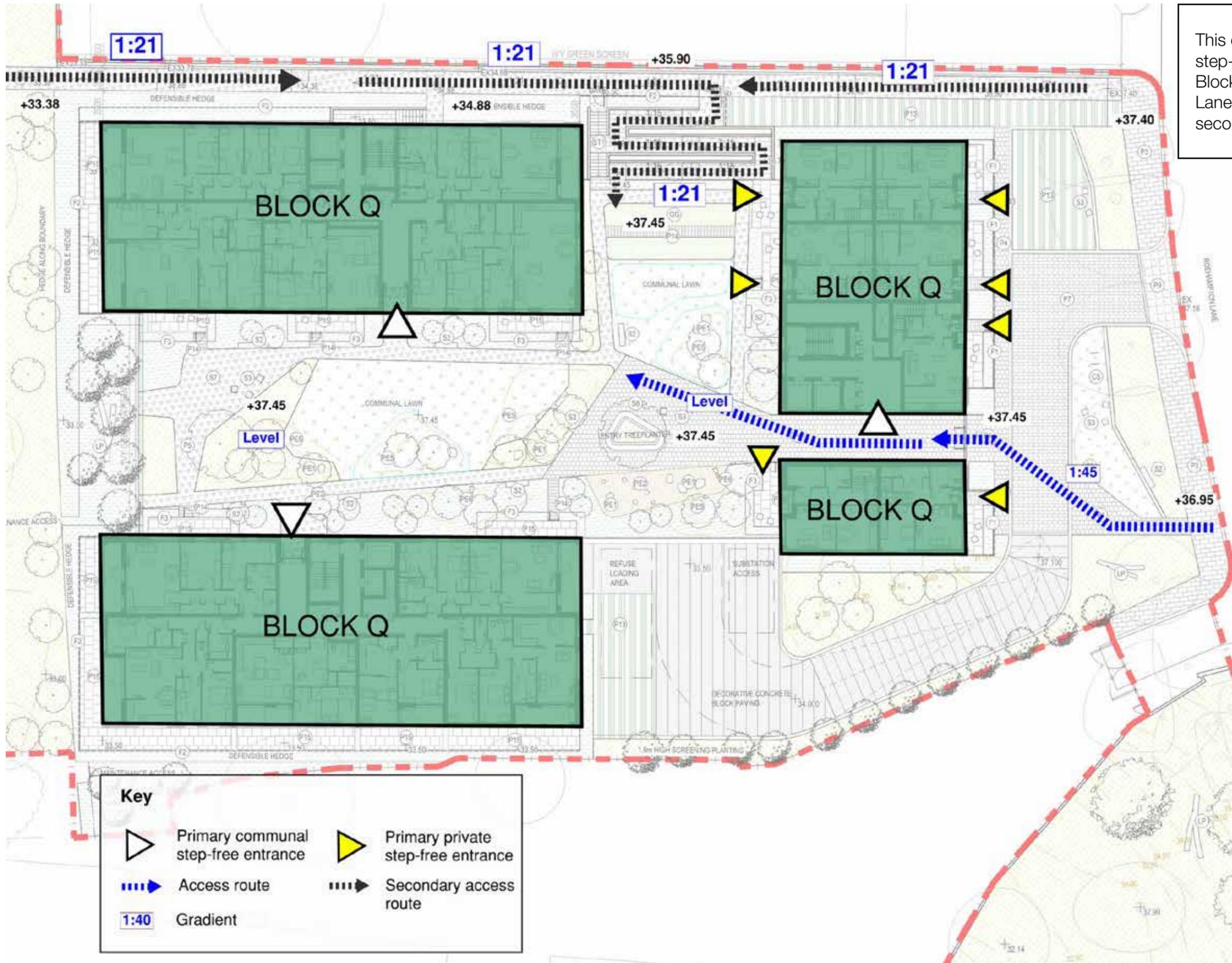


This diagram illustrates step-free approaches and gradients between Roehampton Lane, Danebury Avenue and Harbridge Avenue to Blocks N and O.

Block N & O: Step-free approach routes

3 Access Statement

3.8 Inclusive Design Provision Dwellings



This diagram illustrates step-free approach routes to Block Q from Roehampton Lane and the future secondary step-free routes.

Block Q: Step-free approach routes

3 Access Statement

3.9 Inclusive Design Provision

Dwellings: M4 (2) Accessible and Adaptable

Optional Requirements M4 (2) Accessible and Adaptable

The table below demonstrates the level of compliance with key elements of the 'optional requirement' of Building Regulation M4 (2) provision.

	Status
Compliant	
To be addressed in detailed design	
Non-compliant	
Not applicable	

M4(2)	Diagram key	Description	Summary of design provision	Block Status											
				A		K		Q		M		N		O	
				Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment
Section 2A Approach to Dwelling															
2.6-2.9		Approach routes: general	The approach route should adopt the shallowest gradient and be step-free.		Step-free access directly from Holybourne Street, with gradients dictated by the existing topography.		Communal entrances are from Harbridge Avenue and Kingsclere are step-free.		Step-free access is provided directly from Roehampton Lane with approach gradients dictated by the existing topography. The northern pedestrian path has a 1:20 gradient to avoid steps.		Step-free access is provided directly from Roehampton Lane and Kingsclere Close with approach gradients dictated by the existing topography.		Step-free access is provided directly from Roehampton Lane and Danebury Avenue with approach gradients dictated by the existing topography.		Step-free access is provided directly from Danebury Avenue.

M4(2)	Diagram key	Description	Summary of design provision	Block Status											
				A		K		Q		M		N		O	
				Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment
2.10		External and internal ramps	Ramps should be between 1:12 and 1:20 and meet Diagram 2.1.		N/A -No external or internal ramps provided for residents. Car park ramp is provided for community uses.		No external or internal ramps are required to access cores. Stepped routes and ramped routes to and within the shared amenity meet the requirements of M4(3). Due to change in level only stepped access is provided from Harbridge Road to the external communal amenity, ramped access is available from Kingsclere Close. These are not primary access routes.		No external or internal ramps are required to access cores. The stepped and ramped route access to the shared amenity from the northern pedestrian route meets the requirements of M4(3). These are not primary access routes.		To accommodate level changes stepped and ramped access is provided from Roehampton Lane. The routes comply with M4(3).		To accommodate level changes stepped and ramped access is provided from Roehampton Lane. The routes comply with M4(3).		N/A - No external or internal ramps provided.
2.11		External steps forming part of an additional route	Steps with rises between 150-170mm and goings 280-425mm, minimum width of 900mm with handrail		N/A -No external or internal ramps provided.		Stepped routes and ramped routes within the shared amenity meet the requirements of M4(3).		No external or internal ramps provided to access cores. Stepped routes and ramped routes within the shared amenity meet the requirements of M4(3).		To accommodate level changes stepped and ramped access is provided from Roehampton Lane. The routes comply with M4(3).		To accommodate level changes stepped and ramped access is provided from Roehampton Lane. The routes comply with M4(3).		N/A Steps meet the required rise, going and clear width.

M4(2)	Diagram key	Description	Summary of design provision	Block Status											
				A		K		Q		M		N		O	
				Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment
2.12		Parking space	One standard parking bay close to the communal entrance of each core. Bay has a clear access zone of 900mm		Parking is provided in accordance with the draft London Plan with 4 M4(3) bays provided.		Parking is provided in accordance with the draft London Plan with 7 M4(3) bays provided from the outset.		Parking is provided in accordance with the draft London Plan with 5 M4(3) bays provided from the outset.		Parking is provided in accordance with the draft London Plan with 3 M4(3) bays provided from the outset.		Parking is provided in accordance with the draft London Plan with 9 M4(3) bays provided from the outset serving Blocks N and O.		Parking is provided within Block M for Block O residences that require parking spaces.
2.13		Drop-off space	Drop-off close to the principal communal entrance		No dedicated drop-off provided.		No dedicated drop-off provided.		No dedicated drop-off provided.		No dedicated drop-off provided.		No dedicated drop-off provided.		
2.14		Principal communal entrance	The principal communal entrance is to be accessible												
2.15		Other communal doors	Other communal entrance is to be accessible		Communal doors from the car parking shared courtyard will meet criteria.		Communal doors from the car parking and amenity meet criteria.		Communal doors from the car parking and communal amenity meet criteria.		Communal doors from the car parking and communal amenity meet criteria.		Communal doors from the car parking and communal amenity meet criteria.		Communal doors from the car parking and communal amenity meet criteria.
2.16		Communal lifts	The lift is equivalent to or meets the requirements of BS EN 81 70.		Two communal lifts are proposed, both exceed the minimum space requirements of M4(2). Compliance with BS EN 81-70 subject to specification.		Each core is provided with two lifts exceeding the minimum spatial requirements of M4(2). Compliance with BS EN 81-70 subject to specification.		Cores Q1 and Q2 are provided with two lifts and Core Q3 with one lift. Proposed lifts exceed the minimum spatial requirements of M4(2). Compliance with BS EN 81-70 subject to specification.		Each core is provided with two lifts exceeding the minimum spatial requirements of M4(2). Compliance with BS EN 81-70 subject to specification.		Two communal lifts are proposed for each core, both exceed the minimum space requirements of M4(2). Compliance with BS EN 81-70 subject to specification.		Two communal lifts are proposed, both exceed the minimum space requirements of M4(2). Compliance with BS EN 81-70 subject to specification.
2.17		Communal stairs	Stairs should meet the requirement of Part K		Communal stairs will meet the provisions of M4(3) and Part K.		Communal stairs will meet the provisions of M4(3) and Part K.		Communal stairs will meet the provisions of M4(3) and Part K.		Communal stairs will meet the provisions of M4(3) and Part K.		Communal stairs will meet the provisions of M4(3) and Part K.		Communal stairs will meet the provisions of M4(3) and Part K.

M4(2)	Diagram key	Description	Summary of design provision	Block Status											
				A		K		Q		M		N		O	
				Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment
2B: Private entrances and spaces within the dwelling															
2.20	A	Principal private entrance	The principal private entrance is to be accessible												
2.21	B	Other external doors	Other external doors are to be accessible												
2.22	C	Doors and hall widths	Doors and corridors should comply with Diagram 2.3 and Table 2.1												
2.23	D	Private stairs and changes of level	Stair should allow for installation of a stair-lift and meet Part K for private stairs.		N/A All single storey units.				Where units are more than one storey they will meet this requirement.		Where units are more than one storey they will meet this requirement.		Where units are more than one storey they will meet this requirement.	N/A All single storey units.	
2.24	E	Living, kitchen and eating areas	Within the entrance storey there is a living area and glazing starts a max of 850mm AFFL.		All single storey units. Window handle heights detailed at design development stages.		Living areas are provided on the entrance level of all maisonettes Window handle heights detailed at design development stages.		Living areas are provided on the entrance level of all maisonettes. Window handle heights detailed at design development stages.		All single storey units. Meets required criteria. Window handle heights detailed at design development stages.		Meets required criteria. Window handle heights detailed at design development stages.	All single storey units. Meets required criteria. Window handle heights detailed at design development stages.	
2.25	F	Bedrooms	Every bedroom provides a clear access route of 750mm and 750mm zone around the beds												
2.26		Sanitary facilities: general provisions	All walls, ducts and boxings to the sanitary facilities should be strong enough for future adaptation		Nothing precludes this from being met and will be addressed at detailed design.		Nothing precludes this from being met and will be addressed at detailed design.		Nothing precludes this from being met and will be addressed at detailed design.		Nothing precludes this from being met and will be addressed at detailed design.		Nothing precludes this from being met and will be addressed at detailed design.	Nothing precludes this from being met and will be addressed at detailed design.	
2.27 -2.28	G	WC facilities on the entrance level	Entrance storey WC and basin.												

M4(2)	Diagram key	Description	Summary of design provision	Block Status											
				A		K		Q		M		N		O	
				Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment
2.29	H	Bathrooms	An accessible bathroom on the same storey as the principal bedroom.												
2.30		Services and controls	Services and controls are accessible to people with reduced reach.		Nothing precludes this from being met and this will be addressed during detailed design.		Nothing precludes this from being met and this will be addressed during detailed design.		Nothing precludes this from being met and this will be addressed during detailed design.		Nothing precludes this from being met and this will be addressed during detailed design.		Nothing precludes this from being met and this will be addressed during detailed design.		Nothing precludes this from being met and this will be addressed during detailed design.

3 Access Statement

3.9 Inclusive Design Provision

Dwellings: Block A M4(2) sample indicative layouts



3 Access Statement

3.9 Inclusive Design Provision

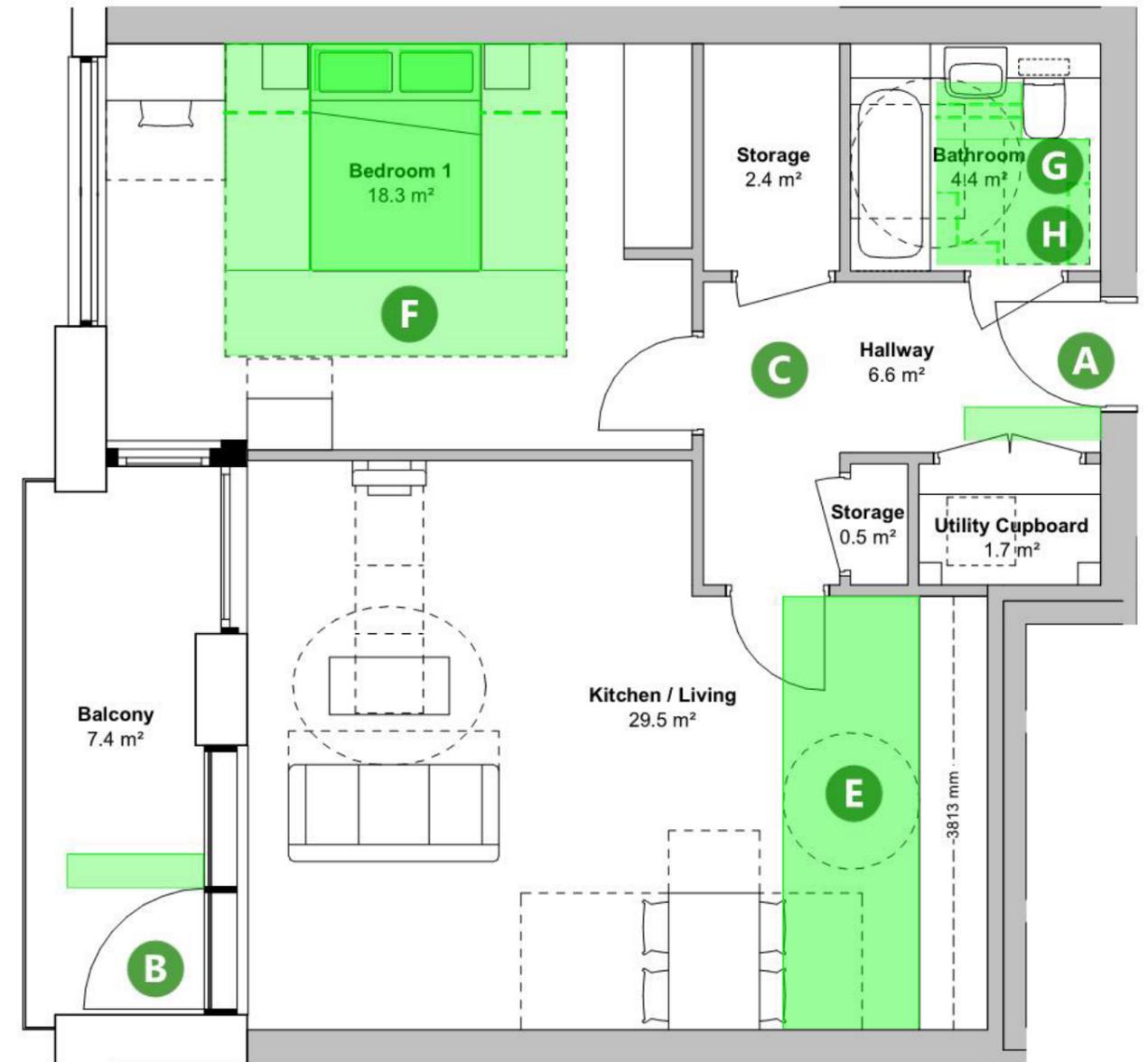
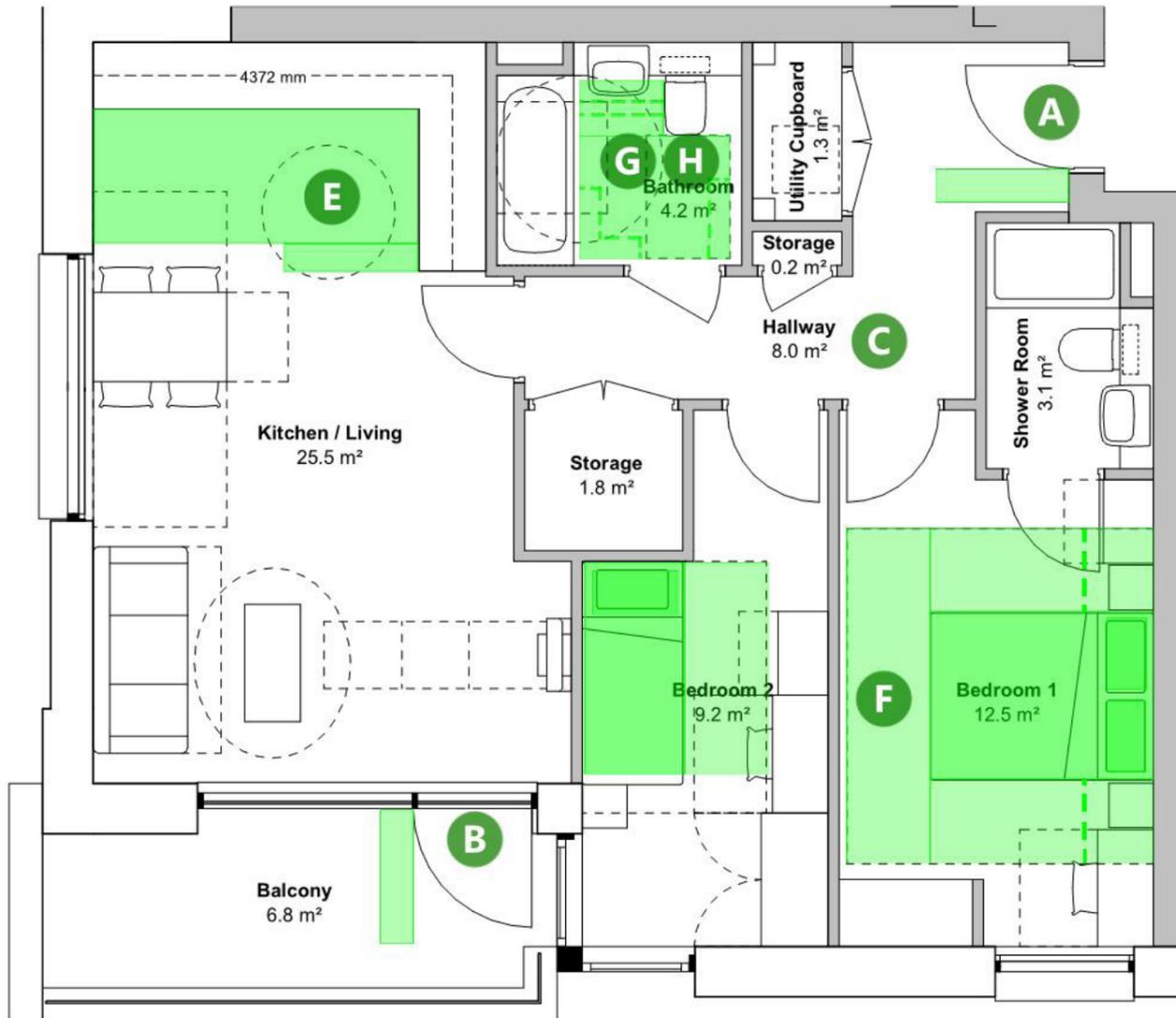
Dwellings: Block Q M4(2) sample indicative layouts



3 Access Statement

3.9 Inclusive Design Provision

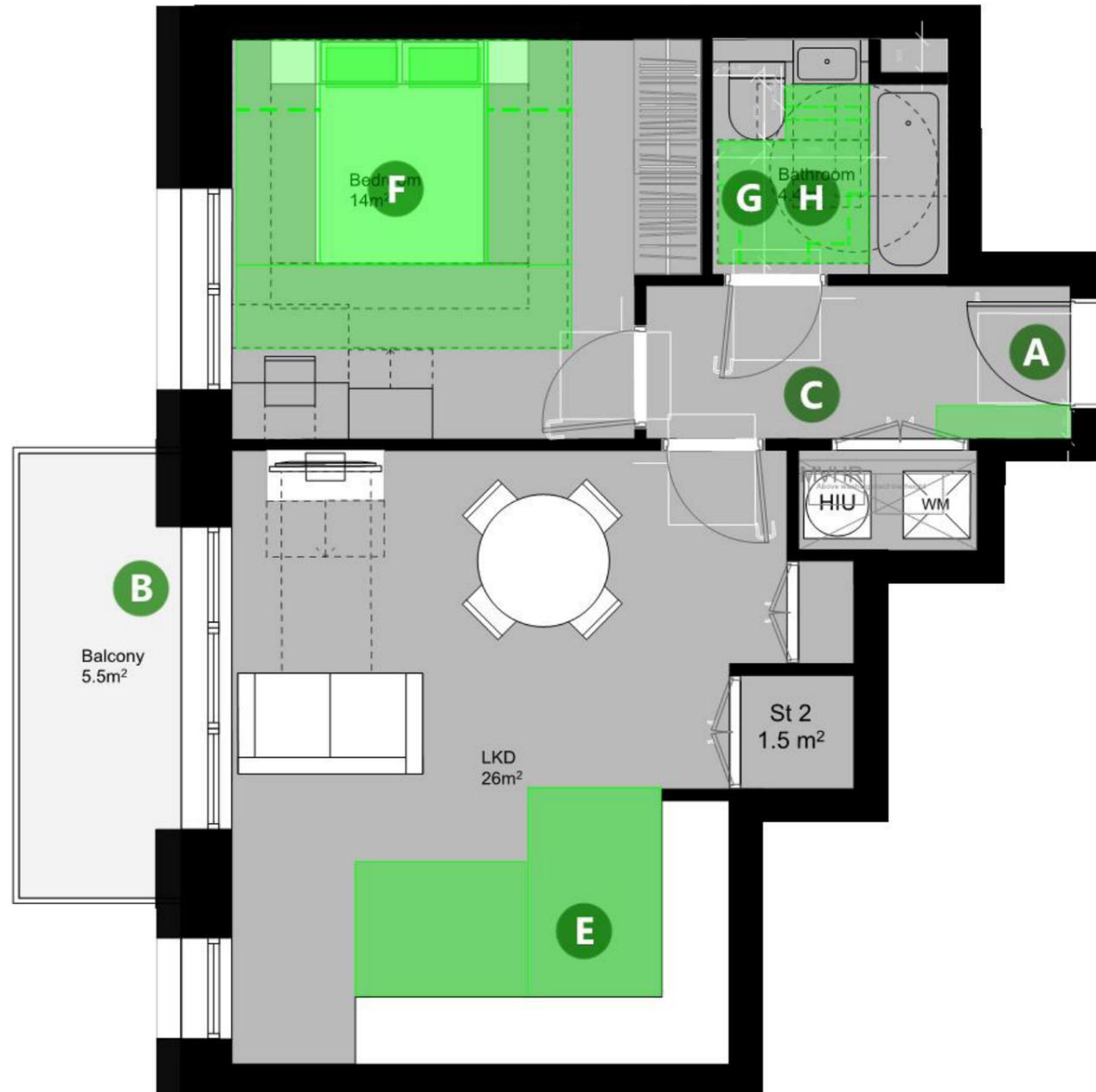
Dwellings: Block M M4(2) sample indicative layouts



3 Access Statement

3.9 Inclusive Design Provision

Dwellings: Block N M4(2) indicative layouts



Block N
2B3P
65 sqm
Unit N.01.0X.06

3 Access Statement

3.9 Inclusive Design Provision

Dwellings: Block O M4(2) indicative layouts



3 Access Statement

3.10 Inclusive Design Provision

Dwellings: M4 (3) Accessible and Adaptable

Optional Requirements M4 (3) Accessible and Adaptable

The table below demonstrates the level of compliance with key elements of the 'optional requirement' of M4 (3) wheelchair user dwellings

	Status
Compliant	
To be addressed in detailed design	
Non-compliant	
Not applicable	

M4(3)	Diagram key	Description	Summary of design provision	Block Status											
				A		K		Q		M		N		O	
				Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment
3A Approach to Dwelling															
3.7-3.9		Approach routes: general	The approach route is accessible and step-free.		Step-free access directly from Holybourne Street, with gradients dictated by the existing topography.		Communal entrances are from Harbridge Avenue and Kingsclere are step-free.		Step-free access is provided directly from Roehampton Lane with approach gradients dictated by the existing topography. The northern pedestrian path has a 1:20 gradient to avoid steps.		Step-free access is provided directly from Roehampton Lane and Kingsclere Close with approach gradients dictated by the existing topography. .		Step-free access is provided directly from Roehampton Lane and Danebury Avenue with approach gradients dictated by the existing topography. .		Step-free access is provided directly from Danebury Avenue.

3 Access Statement

3.10 Inclusive Design Provision

M4(3)	Diagram key	Description	Summary of design provision	Block Status											
				A		K		Q		M		N		O	
				Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment
3.10		External and internal ramps	Ramps have a gradient between 1:15 and 1:20 and will comply with AD M Diagram 3.1.		N/A No external or internal ramps provided.		No external or internal ramps are required to access cores. Stepped routes and ramped routes to and within the shared amenity meet the requirements of M4(3). Due to change in level only stepped access is provided from Harbridge Road to the external communal amenity, ramped access is available form Kingsclere Close. These are not primary access routes.		No external or internal ramps are required to access cores. The stepped and ramped route access to the shared amenity from the northern pedestrian route meets the requirements of M4(3). These are not primary access routes.		To accommodate level changes stepped and ramped access is provided from Roehampton Lane. The routes comply with M4(3).		To accommodate level changes stepped and ramped access is provided from Roehampton Lane. The routes comply with M4(3).		N/A - No external or internal ramps provided.
3.11		External steps forming part of an additional route	Step risers between 150-170mm and goings between 280-425mm, a clear width of 900mm with handrail.		N/A -No external or internal ramps provided.		Stepped routes and ramped routes within the shared amenity meet the requirements of M4(3).		No external or internal ramps provided to access cores. Stepped routes and ramped routes within the shared amenity meet the requirements of M4(3).		To accommodate level changes stepped and ramped access is provided from Roehampton Lane. The routes comply with M4(3).		To accommodate level changes stepped and ramped access is provided from Roehampton Lane. The routes comply with M4(3).		N/A Steps meet the required rise, going and clear width.

M4(3)	Diagram key	Description	Summary of design provision	Block Status											
				A		K		Q		M		N		O	
				Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment
3.12		Parking space	A standard parking bay with a minimum of 1200mm zone to one side and foot of the bay.		Parking is provided in accordance with the draft London Plan with 4 M4(3) bays provided.		Parking is provided in accordance with the draft London Plan with 7 M4(3) bays provided from the outset.		Parking is provided in accordance with the draft London Plan with 5 M4(3) bays provided from the outset.		Parking is provided in accordance with the draft London Plan with 3 M4(3) bays provided from the outset.		Parking is provided in accordance with the draft London Plan with 9 M4(3) bays provided from the outset serving Blocks N and O.		Parking is provided within Block M for Block O residences that require parking spaces.
3.13		Drop-off space	Where provided it is to be located close to the principal communal entrance		No dedicated drop-off provided.		No dedicated drop-off provided.		No dedicated drop-off provided.		No dedicated drop-off provided.		No dedicated drop-off provided.		No dedicated drop-off will be provided.
3.14		Principal communal entrance	The principal communal entrance is to be accessible												
3.15		Other communal doors	Other communal entrance is to be accessible		Communal doors from the car parking shared courtyard will meet criteria.		Communal doors from the car parking communal and amenity meet criteria.		Communal doors from the car parking and communal amenity meet criteria.		Communal doors from the car parking and communal amenity meet criteria.		Communal doors from the car parking and communal amenity meet criteria .		Communal doors from the car parking and communal amenity meet criteria.
3.16		Communal lifts	The lift is equivalent to or meets the requirements of BS EN 81:70.		Two communal lifts are proposed, both exceed the minimum space requirements of M4(3). Compliance with BS EN 81-70 subject to specification.		Each core is provided with two lifts exceeding the minimum spatial requirements of M4(3). Compliance with BS EN 81-70 subject to specification.		Cores Q1 and Q2 are provided with two lifts and Core Q3 with one lift. Proposed lifts exceed the minimum spatial requirements of M4(3). Compliance with BS EN 81-70 subject to specification.		Each core is provided with two lifts exceeding the minimum spatial requirements of M4(3). Compliance with BS EN 81-70 subject to specification.		Two communal lifts are proposed for each core, both exceed the minimum space requirements of M4(3). Compliance with BS EN 81-70 subject to specification.		Two communal lifts are proposed, both exceed the minimum space requirements of M4(3). Compliance with BS EN 81-70 subject to specification.

M4(3)	Diagram key	Description	Summary of design provision	Block Status											
				A		K		Q		M		N		O	
				Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment
3.17		Communal stairs	Stairs should meet the requirement of Part K for general access stairs.		Communal stairs will meet the provisions of M4(3) and Part K.		Communal stairs will meet the provisions of M4(3) and Part K.		Communal stairs will meet the provisions of M4(3) and Part K.		Communal stairs will meet the provisions of M4(3) and Part K.		Communal stairs will meet the provisions of M4(3) and Part K.		Communal stairs will meet the provisions of M4(3) and Part K.
3B: Private entrances and spaces within, and connected to, the dwelling															
3.22	A	Principle private entrance	The principal private entrance is to be accessible												
3.23	B	Other external doors	Other external doors are to be accessible.												
3.24	C	Hall and door widths	Doors width and corridors comply with Diagrams 3.4 and 3.5.												
3.25	D	Wheelchair storage and transfer space	A dwelling should have a storage and transfer space.												
3.26	E	General storage space	The dwelling built in storage space should comply with Table 3.1.												
3.28		Through-floor lifting device (Adaptable)	It should be easy to install a lift.		N/A All single storey units.		N/A All single storey units.		N/A All single storey units.		N/A All single storey units.		N/A All single storey units.		N/A All single storey units.
3.29		Through-floor lifting device (Accessible)	A suitable through floor lifting or lifting platform is provided.		N/A All single storey units.		N/A All single storey units.		N/A All single storey units.		N/A All single storey units.		N/A All single storey units.		N/A All single storey units.
3.30		Private stairs and changes of level	Access to all rooms and facilities on the entrance storey are step-free.		N/A All single storey units.		N/A All single storey units.		N/A All single storey units.		N/A All single storey units.		N/A All single storey units.		N/A All single storey units.
3.31	F	Living areas	Within the entrance storey there is a living area and space meets table 3.2.												

M4(3)	Diagram key	Description	Summary of design provision	Block Status											
				A		K		Q		M		N		O	
				Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment
3.32-3.34	G	Kitchen and eating areas. (Adaptable)	The kitchen should be located on the entry level and meet Table 3.3.		N/A Accessible units.					Accessible Units	N/A Accessible units.			Accessible Units	N/A Accessible units.
3.32-3.34	H	Kitchen and eating areas. (Accessible)	The kitchen should meet M4 (3) (Adaptable) and meet Table 3.4.				N/A Adaptable units		N/A Adaptable units				N/A Adaptable units		
3.35	I	Bedrooms	One bedroom should be close to an accessible bathroom. All bedrooms should be accessible to wheelchair users												
3.36		Sanitary facilities: general provisions	All walls, ducts and boxings to AL sanitary facilities must be strong enough for adaptations. Ceiling structure to accessible bathrooms and WC/ cloakroom is strong enough to allow the fitting of hoist		Nothing precludes this from being met and will be addressed during detailed design.		Nothing precludes this from being met and will be addressed during detailed design.		Nothing precludes this from being met and will be addressed during detailed design.		Nothing precludes this from being met and will be addressed during detailed design.		Nothing precludes this from being met and will be addressed during detailed design.		Nothing precludes this from being met and will be addressed during detailed design.
3.37 – 3.40	J	Entrance level WC (Adaptable)	Entrance level WC, basin and installed level access shower.		N/A Accessible units.					Accessible Units	N/A Accessible units.			Accessible Units	N/A Accessible units.
	K	Entrance level WC (Accessible)	Entrance level WC, basin and shower comply with the spatial provisions of diagram 3.11.				N/A Adaptable units.		N/A Adaptable units.				N/A Adaptable units.		
3.41 -3.43	L	Bathroom facilities (Adaptable)	Bathrooms should meet the spatial requirements of Diagram 3.10, and demonstrate they can meet Diagram 3.11		N/A Accessible units.					Accessible Units	N/A Accessible units.			Accessible Units	N/A Accessible units.

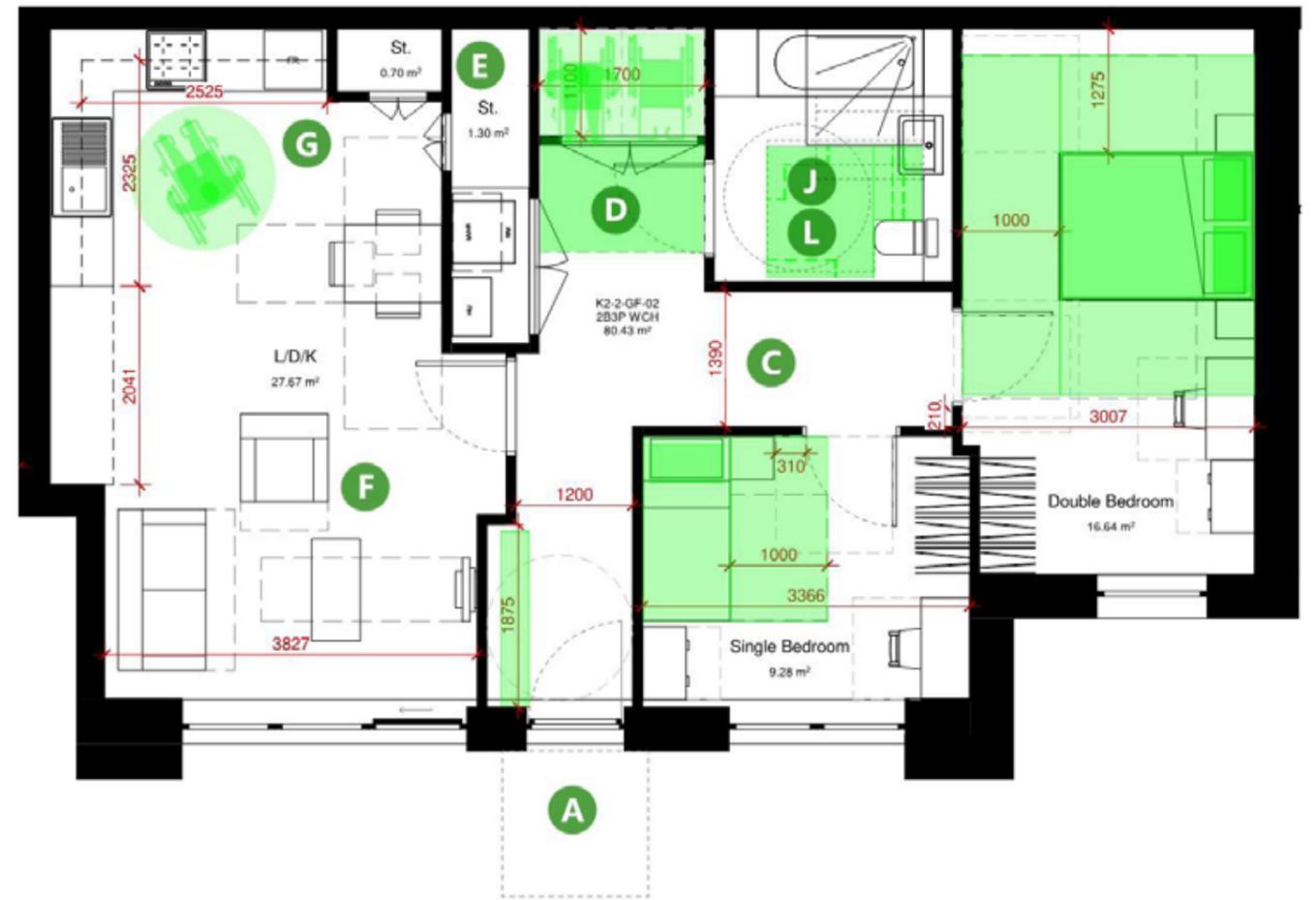
M4(3)	Diagram key	Description	Summary of design provision	Block Status											
				A		K		Q		M		N		O	
				Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment	Status	Comment
3.41 -3.43	M	Bathroom facilities (Accessible)	Bathroom should comply with the spatial provisions of Diagram 3.11				N/A Adaptable units.		N/A Adaptable units.				N/A Adaptable units.		
3.44		Services and controls	Services and controls are accessible to people who have reduced reach.		Nothing precludes this from being met and will be addressed during detailed design.		Nothing precludes this from being met and will be addressed during detailed design.		Nothing precludes this from being met and will be addressed during detailed design.		Nothing precludes this from being met and will be addressed during detailed design.		Nothing precludes this from being met and will be addressed during detailed design.		Nothing precludes this from being met and will be addressed during detailed design.
3.45	N	Private outdoor space	Private outdoor space is to be accessible to a wheelchair user.												

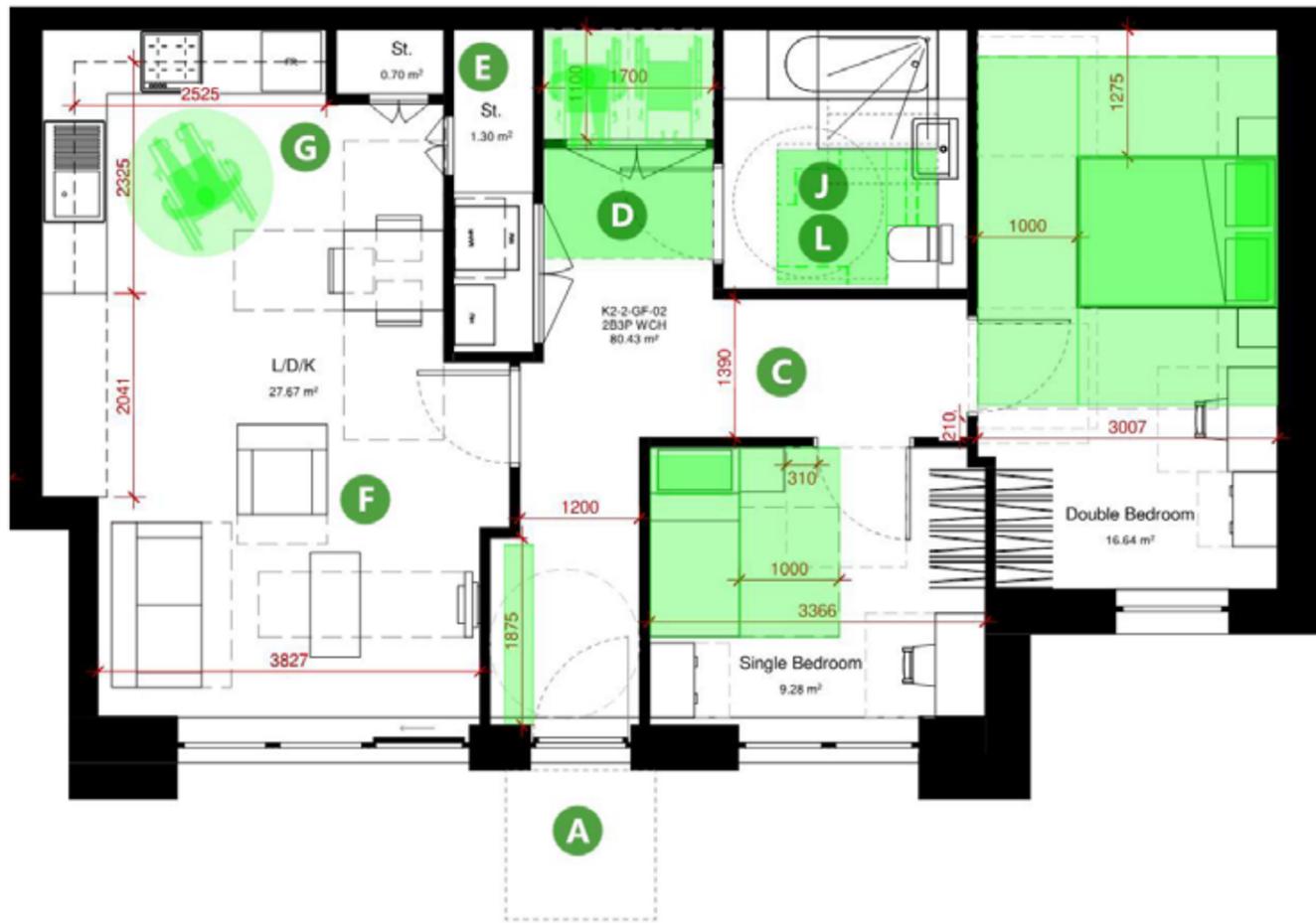
3 Access Statement

3.11 Inclusive Design Provision

Dwellings Block A: M4(3) Indicative Layouts



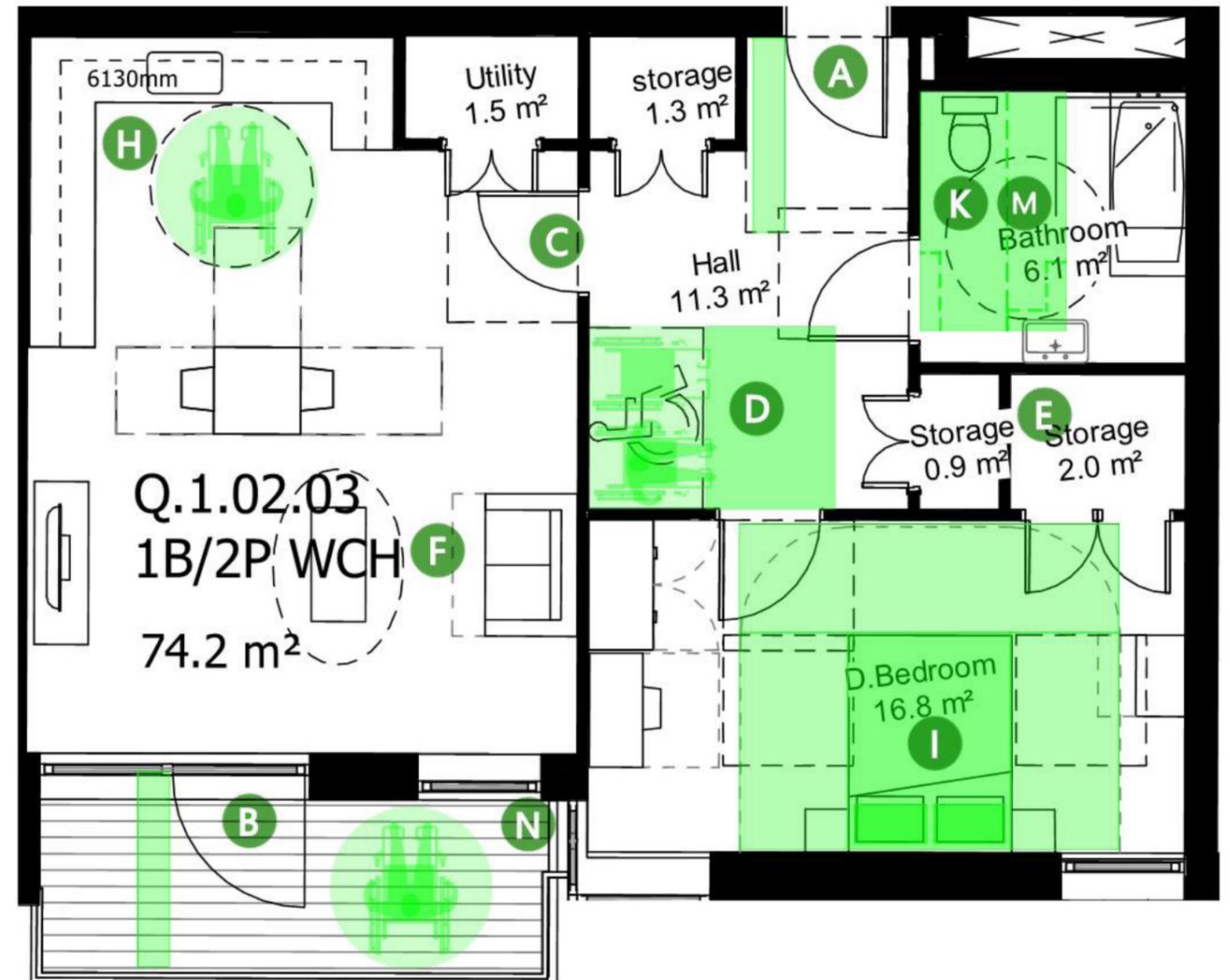


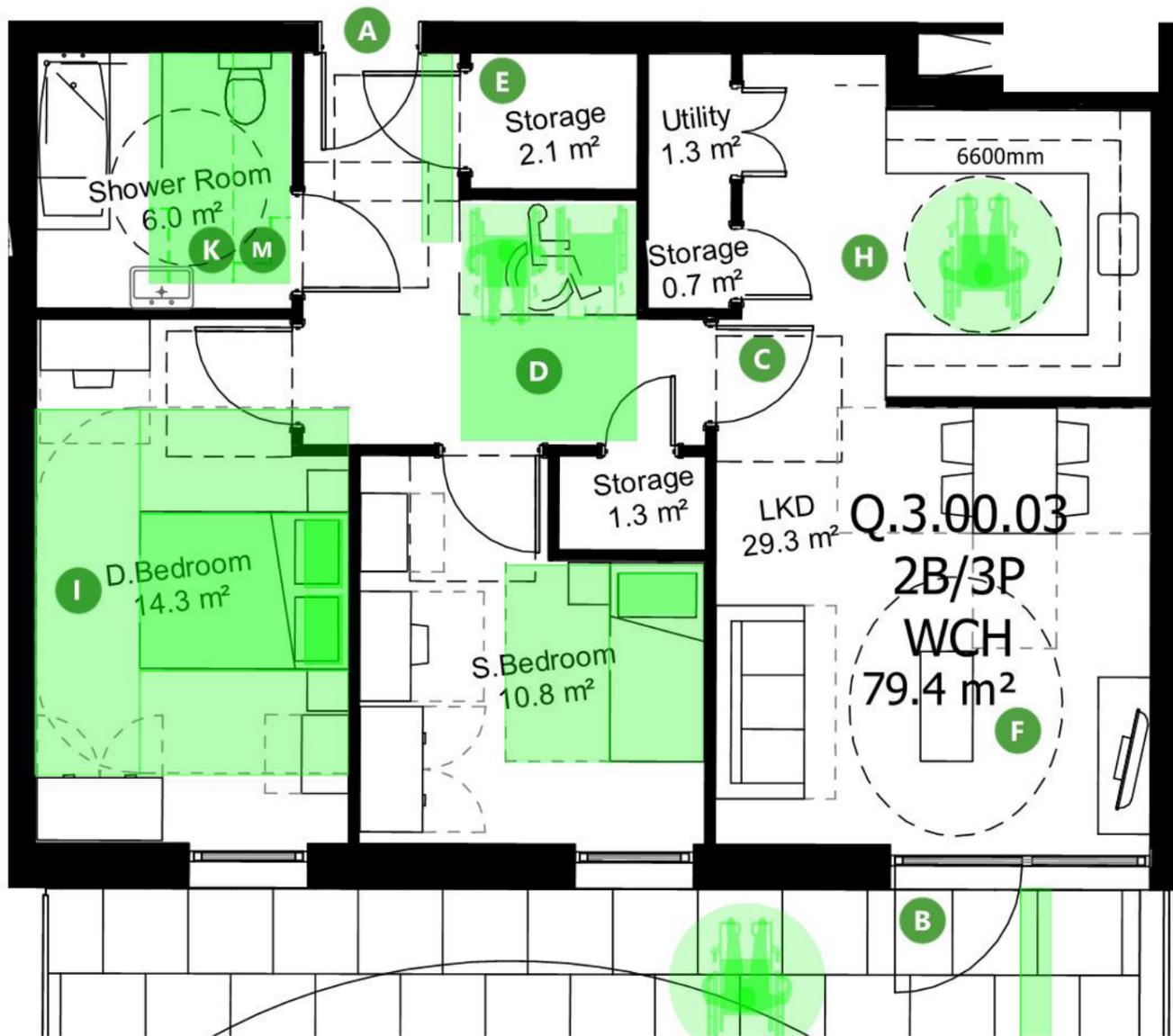


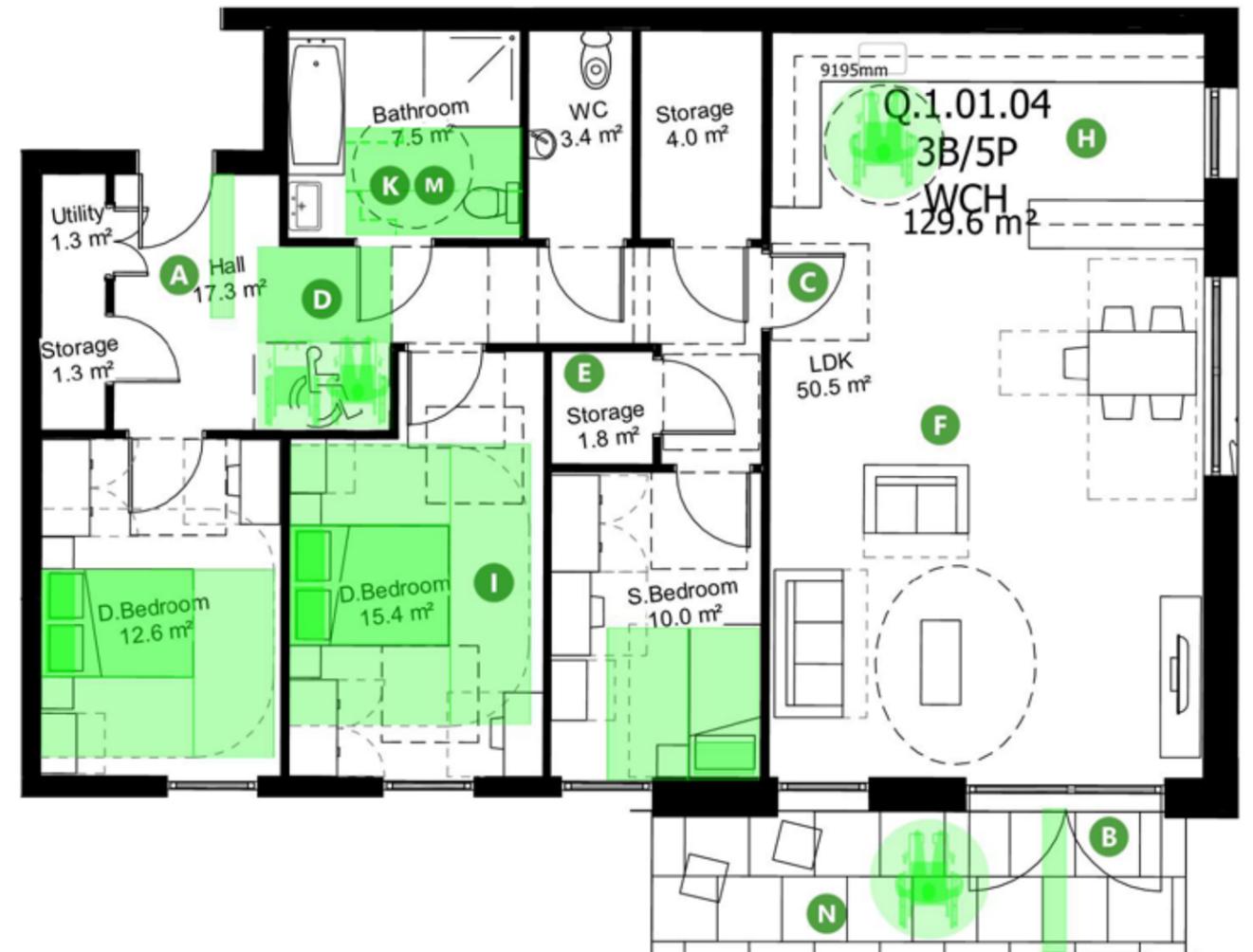
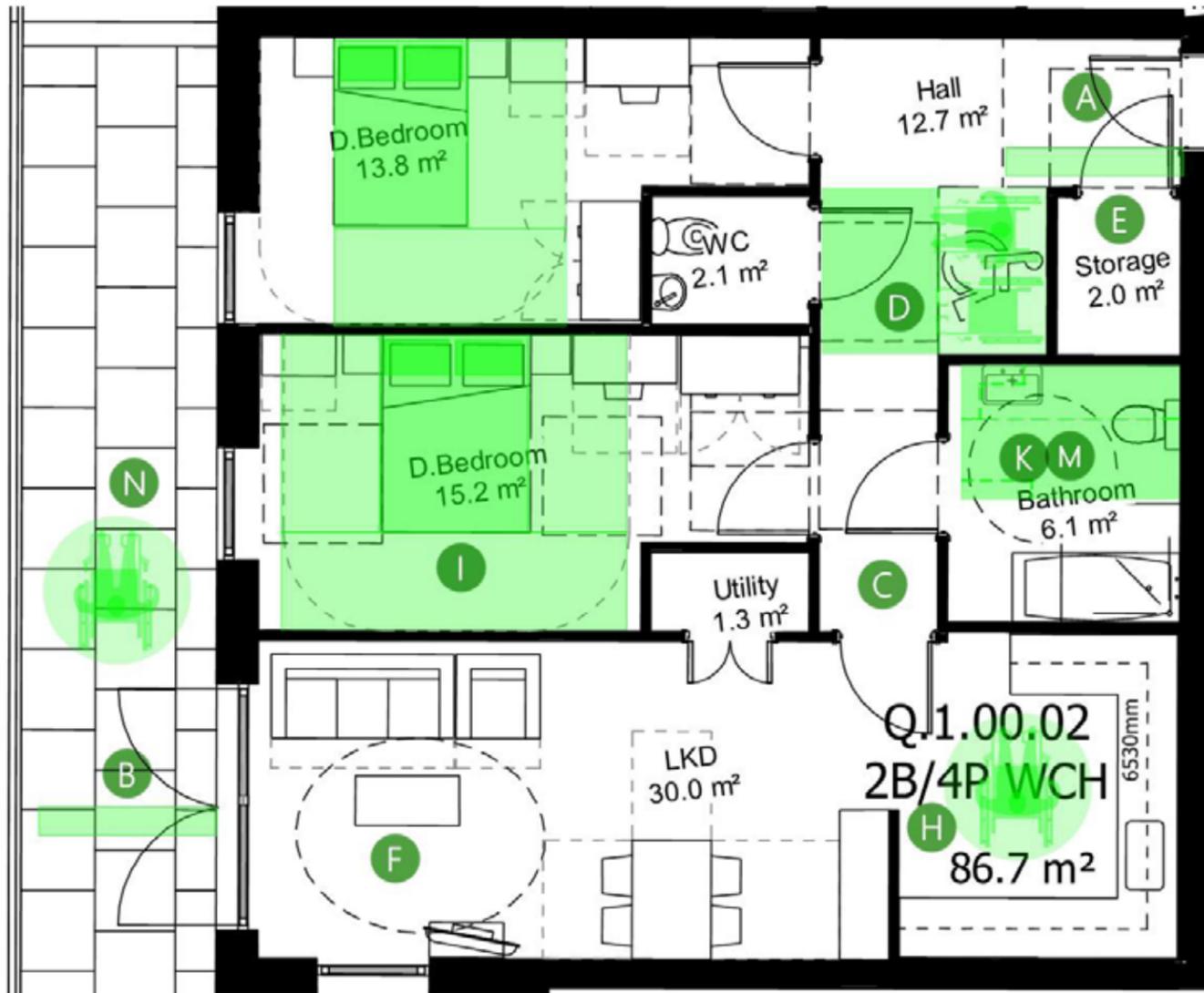
3 Access Statement

3.11 Inclusive Design Provision

Dwellings Block Q: M4(3) Indicative Layouts



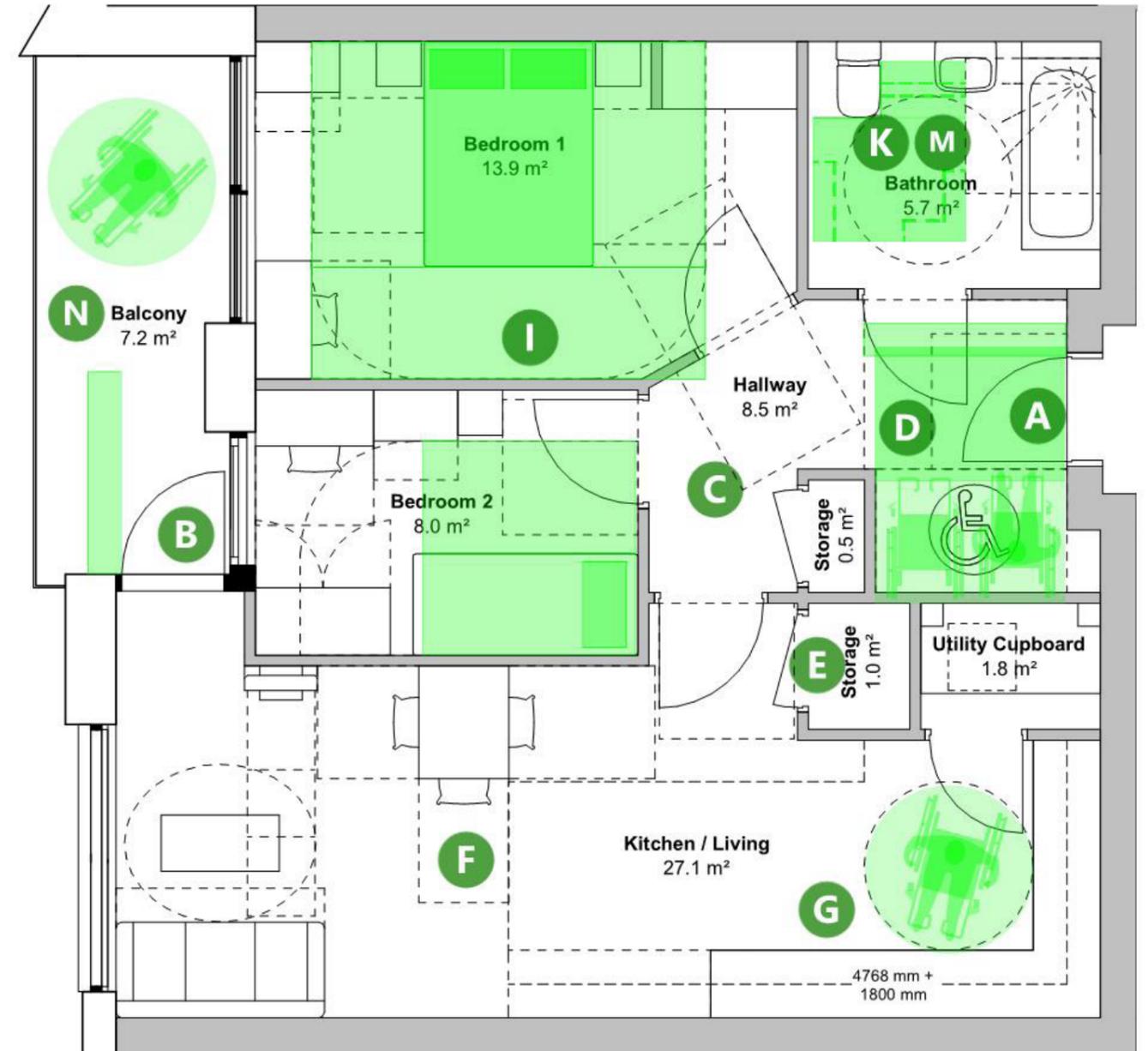




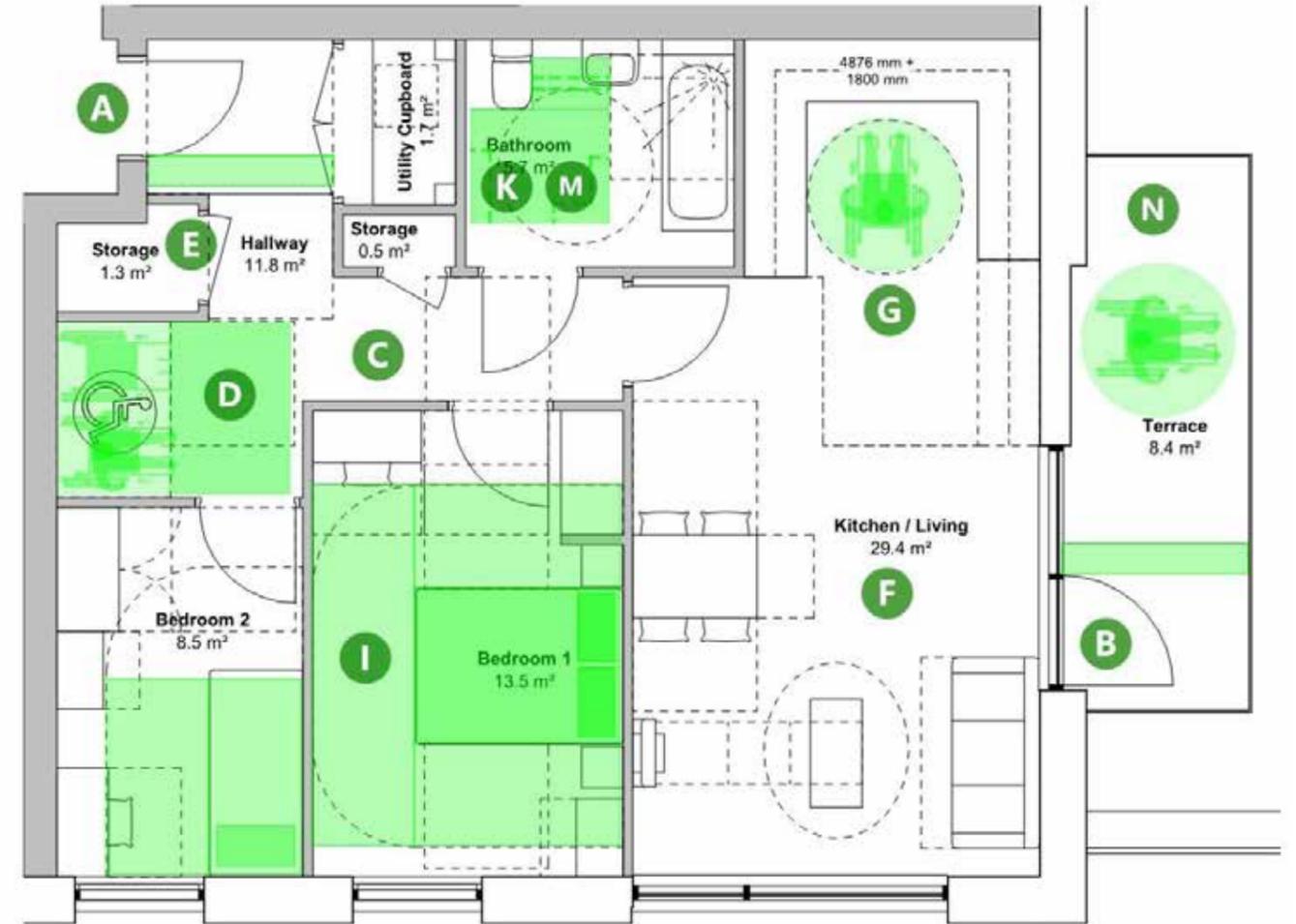
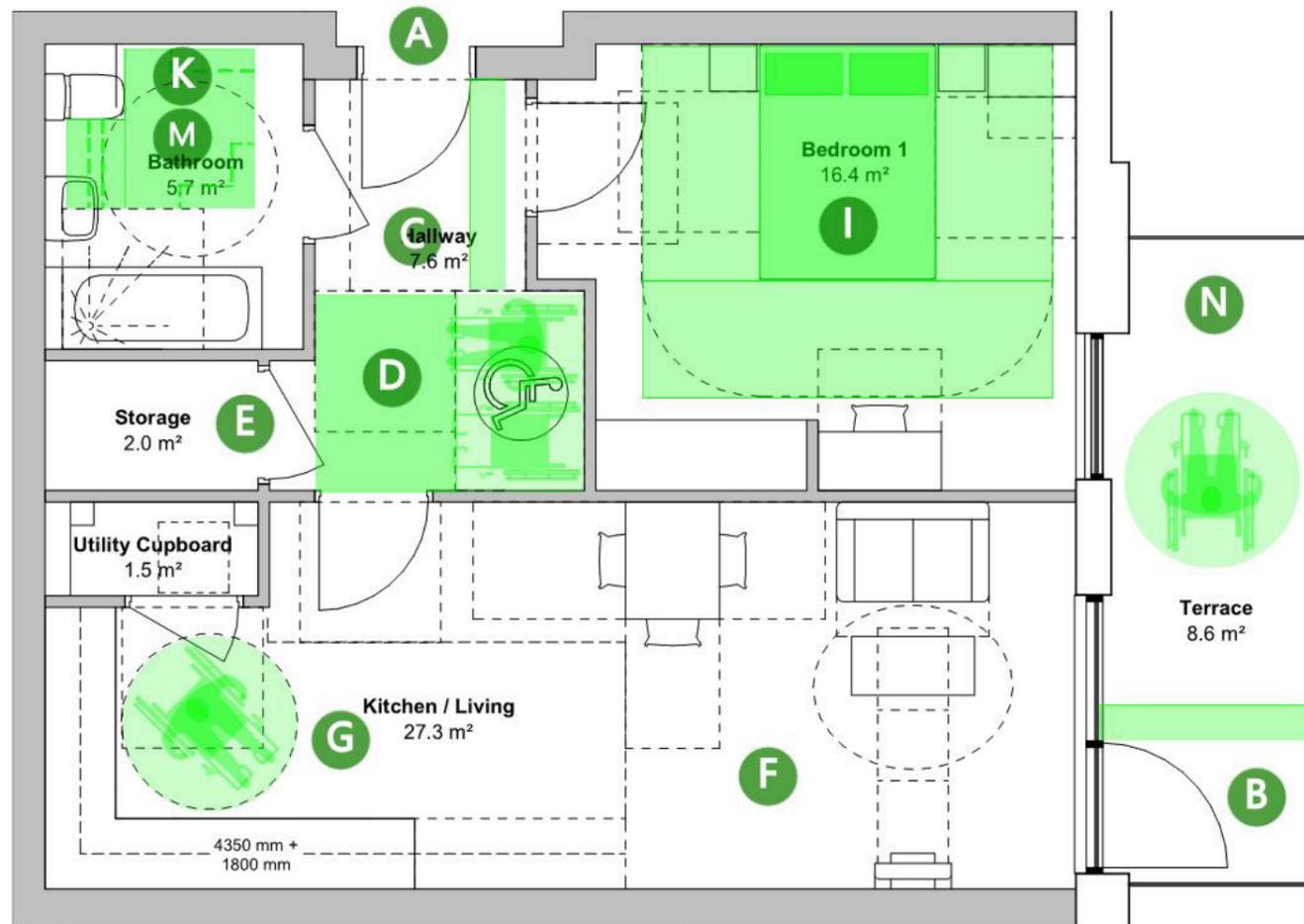
3 Access Statement

3.11 Inclusive Design Provision

Dwellings Block M: M4(3) Indicative Layouts







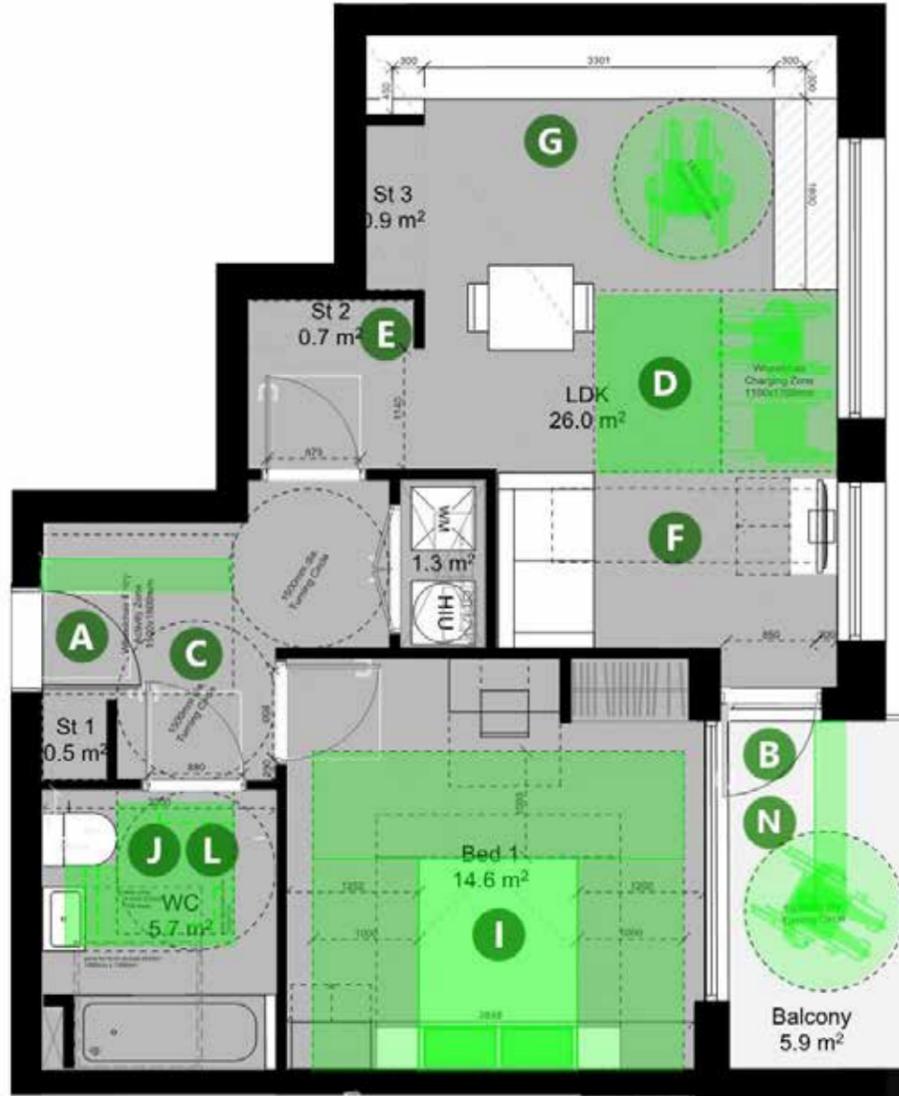




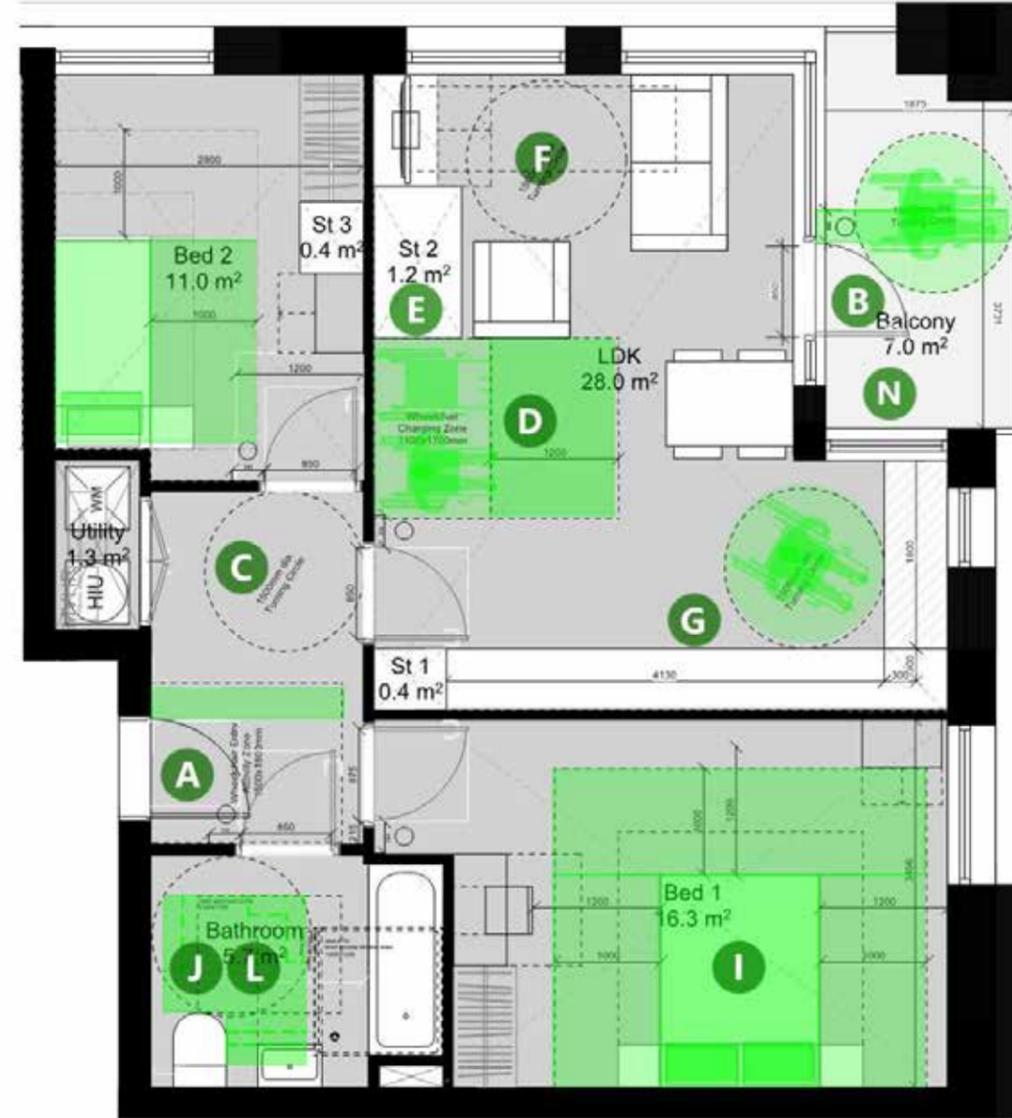
3 Access Statement

3.11 Inclusive Design Provision

Dwellings Block N: M4(3) Indicative Layouts



Block N
1B2P
57 sqm
Unit N.02.0X.05

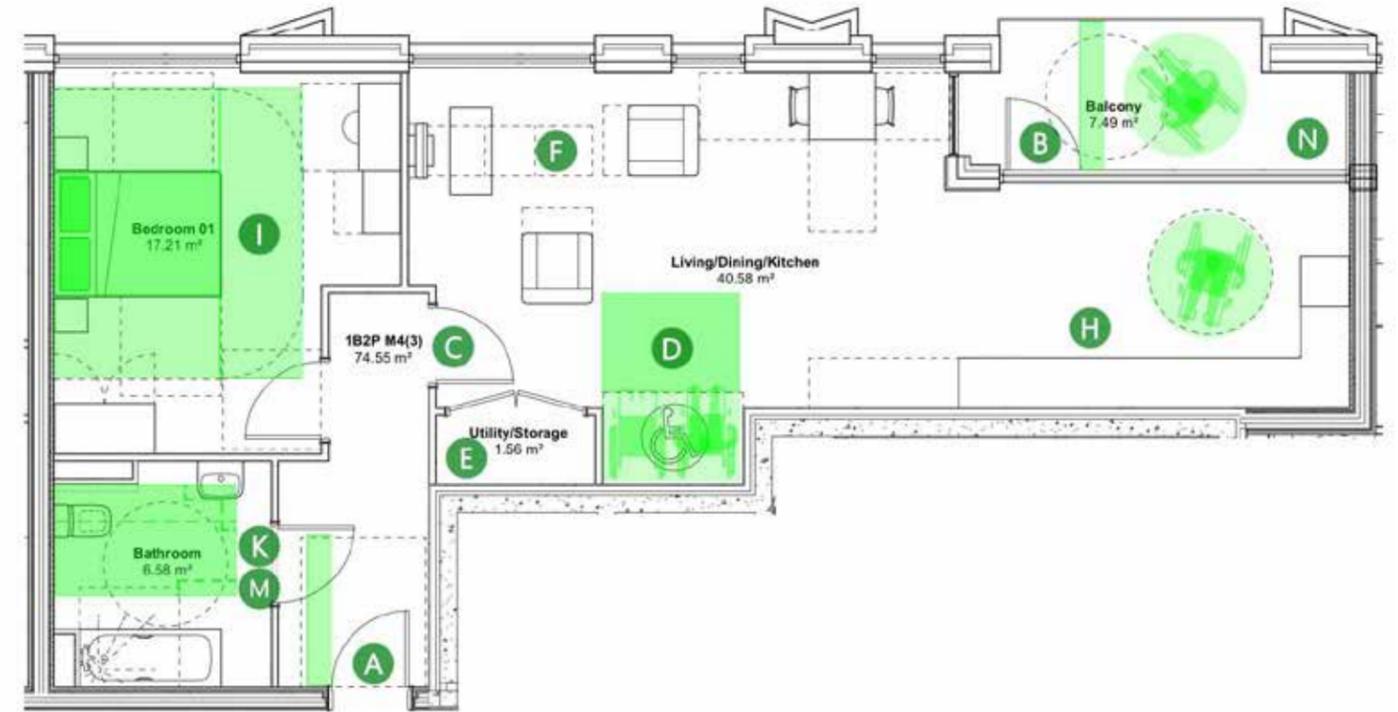
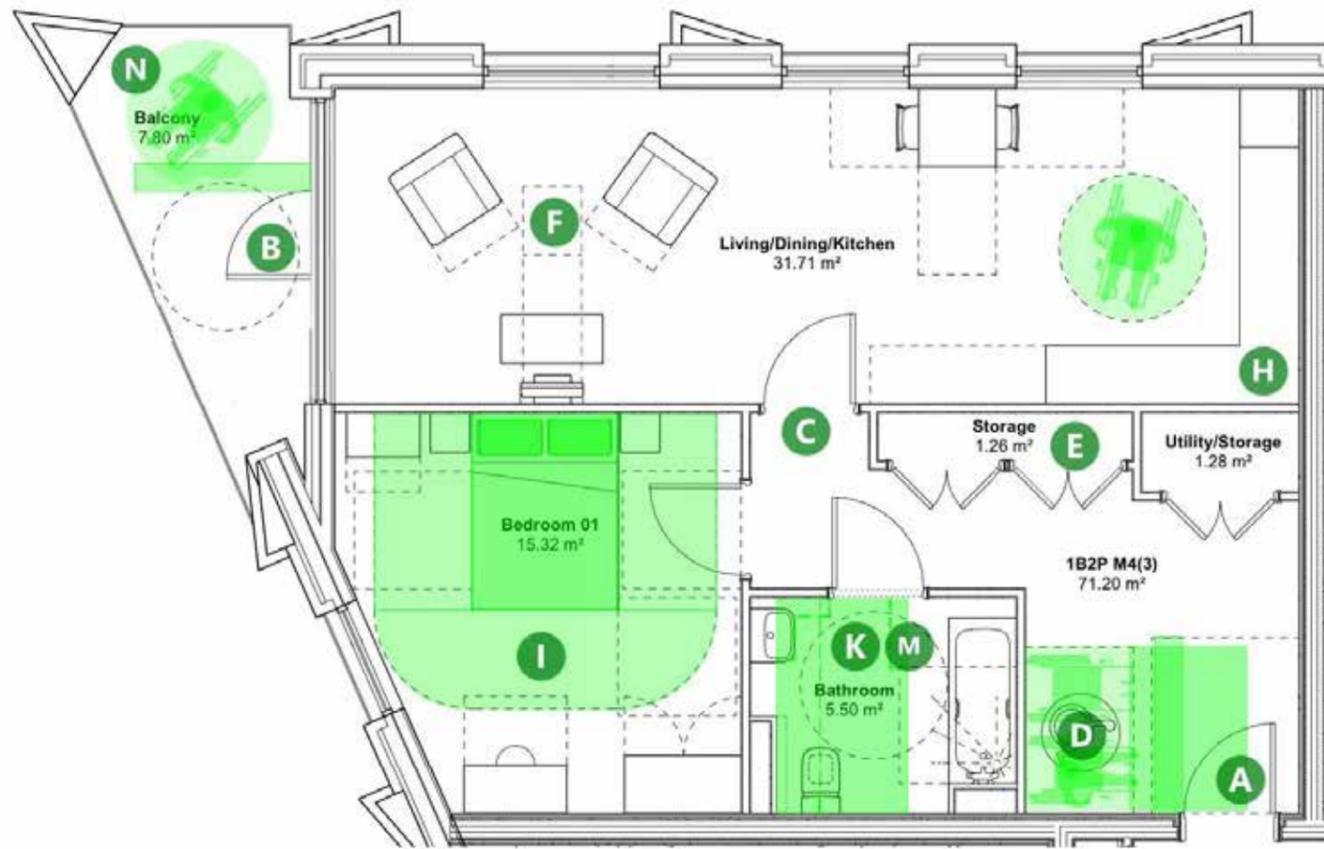


Block N
2B3P
70 sqm
Unit N.02.0X.03
Unit N.02.0X.04

3 Access Statement

3.11 Inclusive Design Provision

Dwellings Block O: M4(3) Indicative Layouts



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