

100 Chalk Farm Road

6.0 Inclusive Design



THIS PAGE IS INTENTIONALLY LEFT BLANK

6.0 Inclusive Design

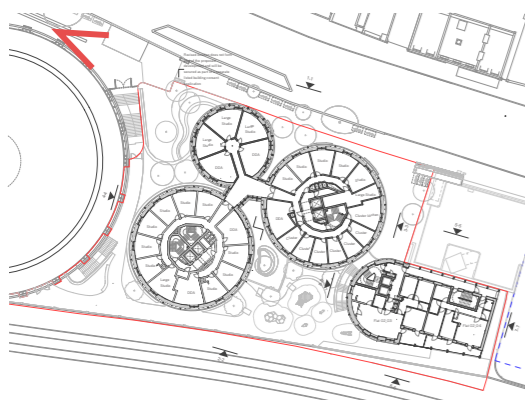
6.1 Introduction

Statutory and Regulatory Background

This Access Statement was prepared by DSDHA. It satisfies the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2010, article 8. and The Planning (Listed Buildings and Conservation areas) Regulations 1990.

The development takes into account Housing Design Standards LPG, PBSA LPG and Wheelchair Accessible and Adaptable Student Accommodation Practice Note (November 2022).

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



Proposed view walking south along Chalk Farm Road

6.0 Inclusive Design

6.2 Design Philosophy

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

The Access Strategy is based on a social model of inclusion. The design philosophy seeks to achieve an inclusive design that maximises access for all people.

This satisfies the general duty placed upon the applicant and Camden Council under the Equality Act 2010 (the “Equality Act”) and the London Plan to promote the interests of disabled people.

Disability – Definition

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

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

- Individuals with mobility, sight, comprehension or hearing impairment
- the ageing population
- people with temporary injuries
- people whose movement may be impaired or encumbered in any way i.e. pregnant women, people with young children or people with baggage

The Equality Act (2010) and ‘Disability’

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

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

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

The Equality Act, although not prescriptive, includes an intent to offer disabled people an accessible environment which does not discriminate against them because of their impairment. Statutory regulations and recommendations for the built environment provide parameters for how an accessible environment can be achieved.

Compliance with these regulations and recommendations is not proof that Equality Act issues have been addressed. They do though go a long way to ensuring such issues are considered.

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

Process

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

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

Sources of Advice and Guidance Used

In order to maximise access for disabled people the following guidance has been used.

- The Building Regulations Access to and Use of Buildings Approved Document Part M 2015 Edition incorporating 2016 amendments
- BS 8300: 2018 (Design of an accessible and inclusive built environment)
- Department for Transport (DfT), 2013, “Inclusive Mobility” (A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure)
- London Borough of Camden, Local Plan
- The current London Plan (and London Plan SPG), Mayor of London, 2016
- Consideration of Equality Act issues

6.0 Inclusive Design

6.3 Overview

Statement.

As well as demonstrating satisfaction of the Equality Act and compliance with the statutory regulations, in particular, Approved Document Part M, the mixed tenure of both proposed buildings demonstrates an ambition to embed financial inclusivity throughout the development.

Particular care has also been taken throughout the design process to ensure the accessibility of new public realm spaces, amenity areas for residents of both buildings, and external areas.

PBSA Cluster

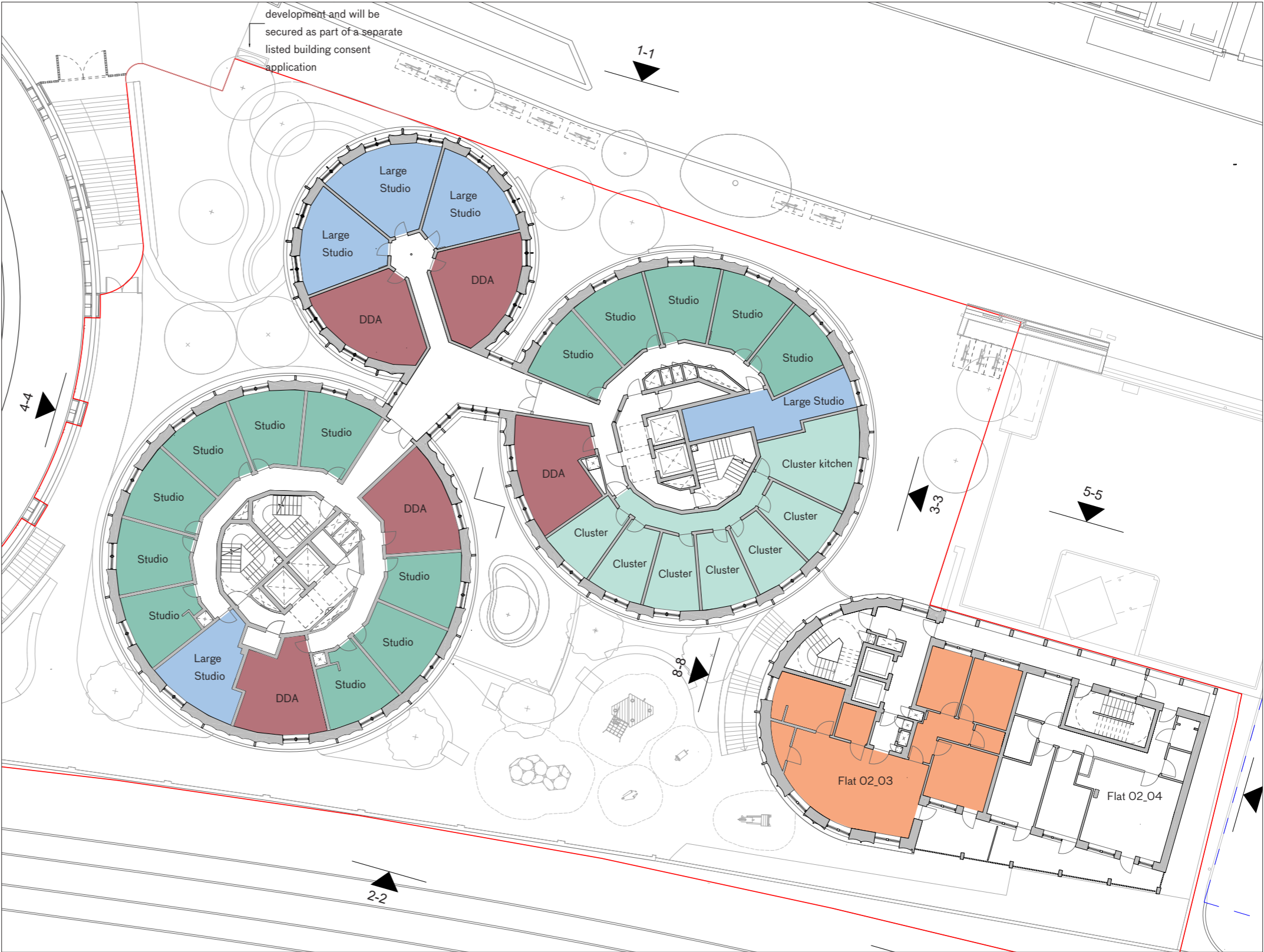
PBSA Studio

PBSA Large Studio

PBSA DDA Accessible

Affordable Housing Accessible Unit

Application Boundary



Proposed Second Floor Plan

6.0 Inclusive Design

6.4 Design

Site

The site is bound by Network Rail Land to the south, Chalk Farm Road to the north, the Roundhouse to the west and the Petrol Filling Station Site (currently in use as temporary Morrisons) to the east. In terms of amenity, the site currently offers no public open space, something the new development looks to remedy.

The majority of the public site boundary is currently gated or dominated by a 3.4m high wall running almost the length of the site. It is therefore also offering little visual permeability to the wider neighbourhood. The existing topography on site contains approximate falls of 4500mm from south to north which serves to significantly impede the movement of mobility impaired people.

The Proposed Development would provide a mixed use scheme, which delivers 265 purpose build student rooms alongside 24 new flats for a range of people with varied housing needs. High quality architecture, public realm and landscaping, and active accessible ground floor frontage add to the wider benefits of the development.

The proposals seeks to erect two main buildings, varying in height from 6 to 12 storeys. Specialist student accommodation would be provided in the larger of the buildings located to the west of the site. A new building to the east, adjacent to the consented St George Youth Space is intended for the Affordable housing (Class C3) market. The Ground Floor frontages will be activated through the introduction of complementary commercial units such as a cafe or a workspace. The proposals will also deliver improved public realm at Ground Floor level and a dedicated playspace at podium/1st floor level.

Transport Links and Pedestrian Access

The site will have no vehicular access due to its proximity to bus and rail routes, in particular the Chalk Farm Underground Station.

The existing Chalk Farm Road pavement will provide step free access to site with tactile paving at designated entrances and crossing points.

Rest areas within the public pedestrianised realm will not

impede any existing pedestrian routes. Any seating within rest areas will offer sturdy and robust seating whilst remaining in keeping with the proposed surroundings.

The surface finish within the public pedestrian areas will be designed to provide good slip resistance and a durable surface. Cross falls will be generally as prescribed in proposed drawings, with gradients of around 1:40.

The public pedestrianised realm will be developed to the recommendations set out in Approved Document M, Inclusive Mobility and BS 8300. The Site is well served by the London Public Transport system and has a PTAL level of 6b (best). Chalk Farm Underground station is located to the west of the development site, approximately 550m away, facilitating access to the Northern Line. Camden Town and Kentish Town West also also within a 10minute walk from the application site.

Car Parking

The development will be car free with an existing loading bay located on Chalk Farm Road extended to accommodate the additional load of the development.

Cycle Storage

The site benefits from the recently introduced C6 cycle route extension which provides safety improvements for cyclists travelling along Chalk Farm Road. In line with GLA and Camden planning policy, both the new PBSA building and the Affordable Housing building will have dedicated independent cycle stores for use by residents. These stores will be accessible from street level using dedicated entrances. The PBSA store entrance consists of an 1600mm wide, dual leaf, door while the Affordable Housing store entrance consists of a 1500mm wide, dual leaf, gate. Internal floor finishes will be slip resistant, hard wearing, firm, level and easily maintained.

For further information refer to the Transport Assessment and Travel Plan submitted as part of the planning application.

Retail and Office Units

Retail units and commercial workspace will be provided at ground floor level and accessed directly from the public realm.

All wheelchair entrances will provide a minimum 900mm clear opening, which is within the parameters provided in Approved Document Part M Volume 2, for new buildings.

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

PBSA and Affordable Housing

Access to the shared podium and level 6 roof terrace within the PBSA proposal will be provided by wheelchair accessible lifts contained within both building respectfully.

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

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

The sanitary facilities within accessible apartments are designed to the recommendations set out in Approved Document Part M Volume 1 M4(2) Category 2.

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

6.0 Inclusive Design

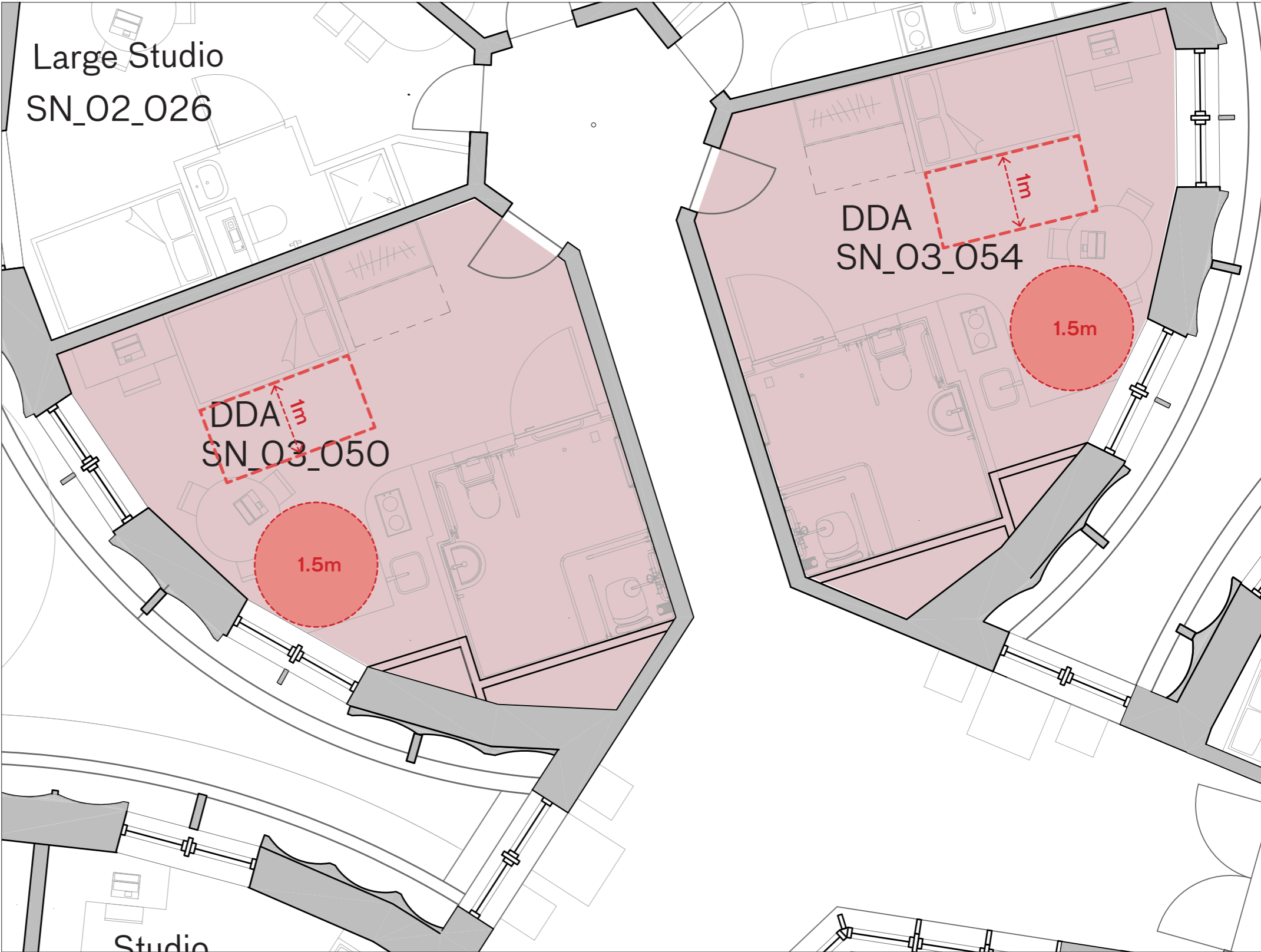
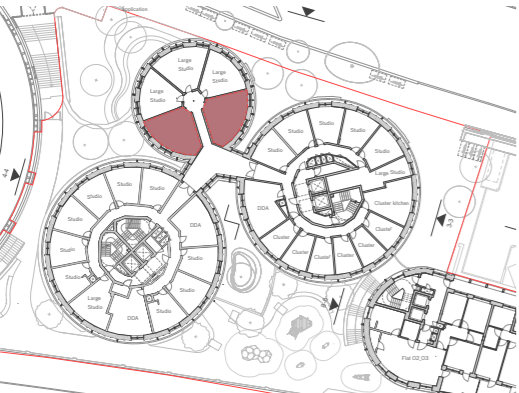
6.4 Design

PBSA Building - DDA Type 01

In the PBSA Building, 26, equal to 10%, will accessible DDA units. These will be designed in accordance with British Standard BS8300 - 2:2018 Design of an accessible and inclusive built environment. These are split across four individual types serving to vary the possible outlooks and position within the development.

All of these units have been designed in accordance with Approved Document Part M.

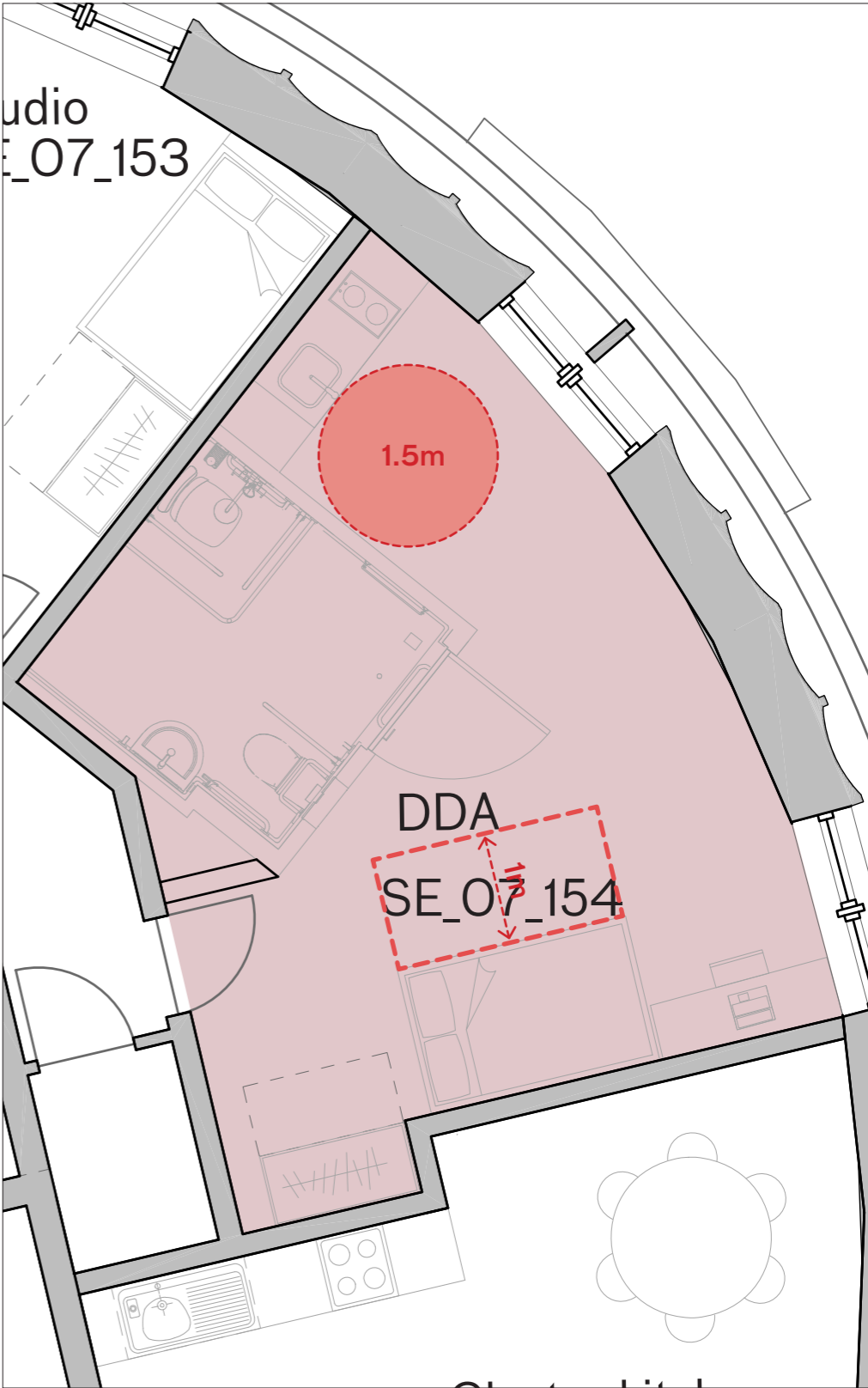
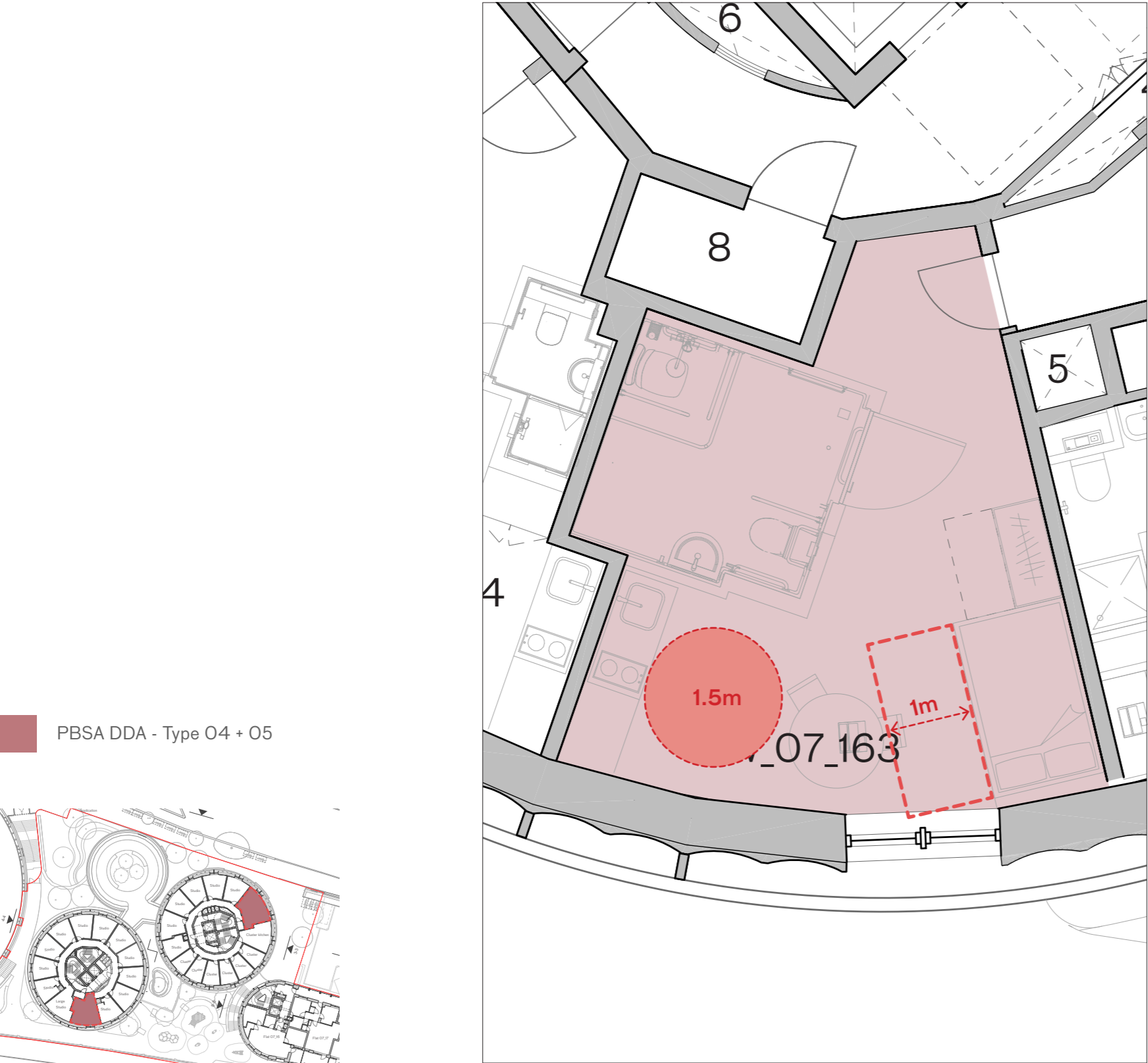
 PBSA DDA - Type 01



6.4 Design



6.4 Design




6.0 Inclusive Design

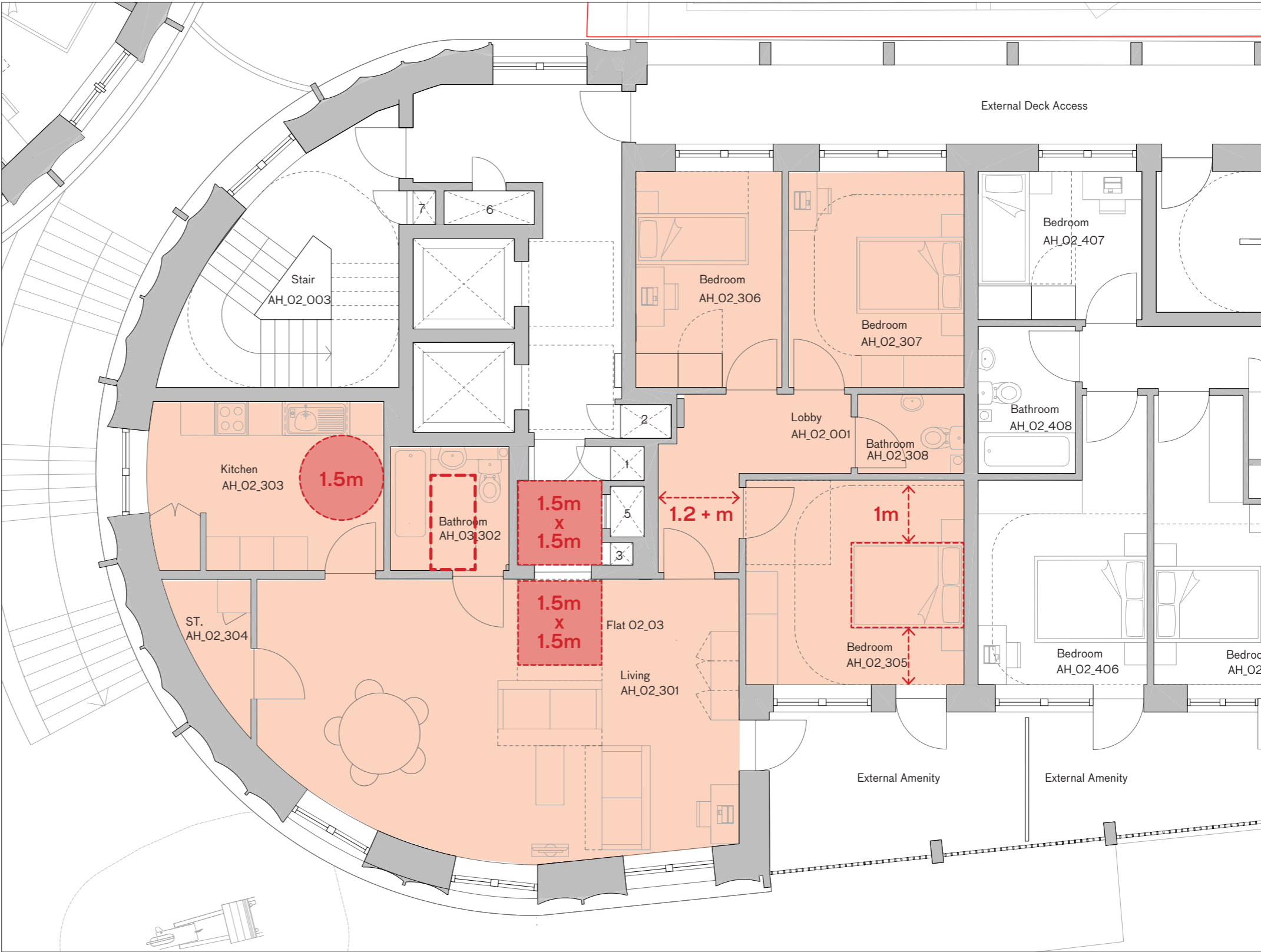
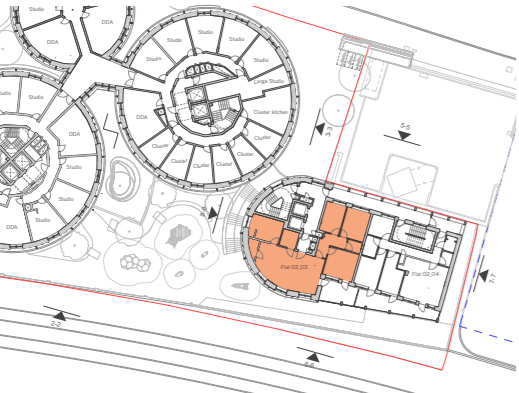
6.4 Design

Affordable Building

The Affordable Building contains 10%, equal to 3, accessible units. Of that 2 units are Type O1 and 1 unit is Type O2.

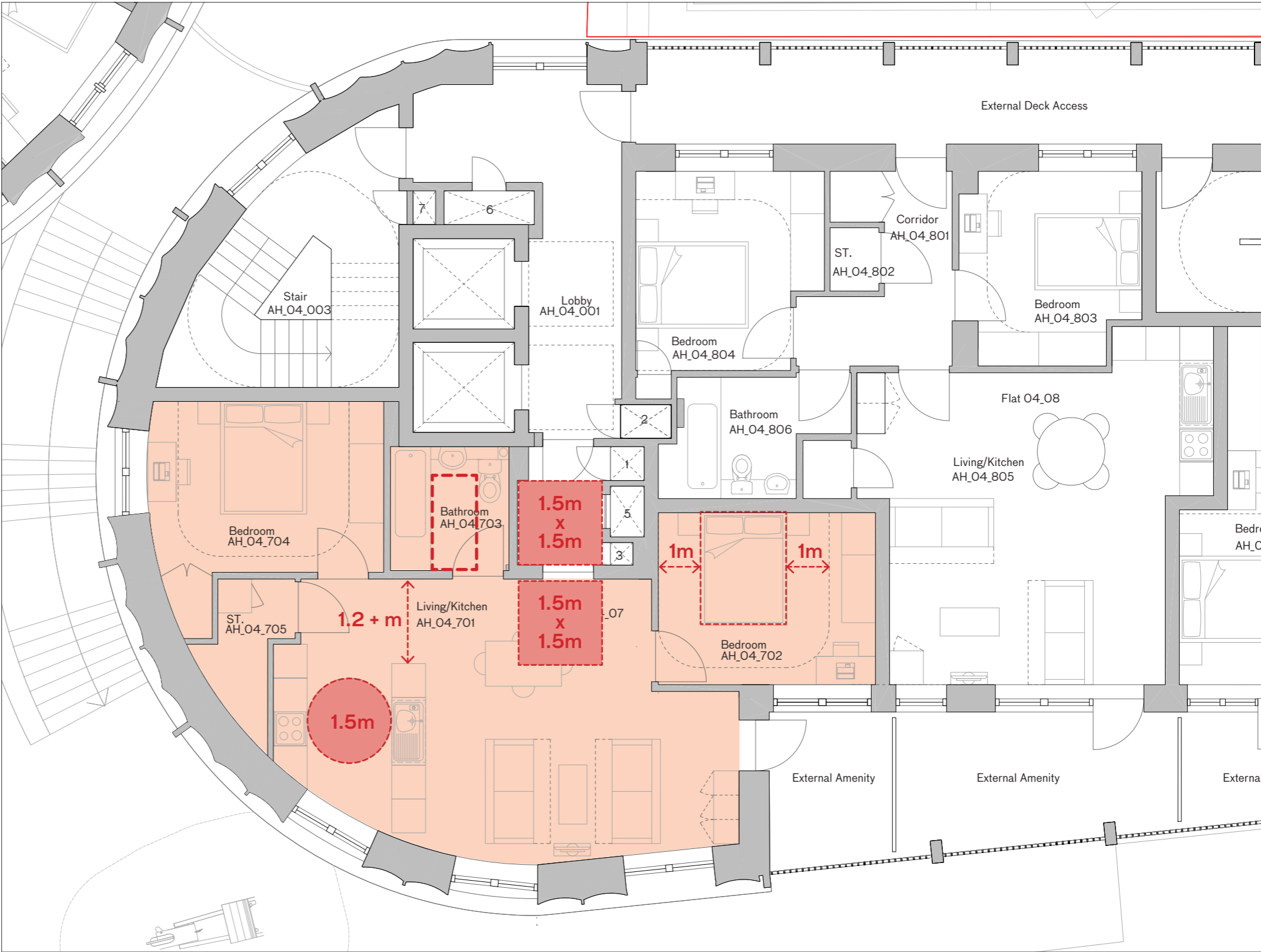
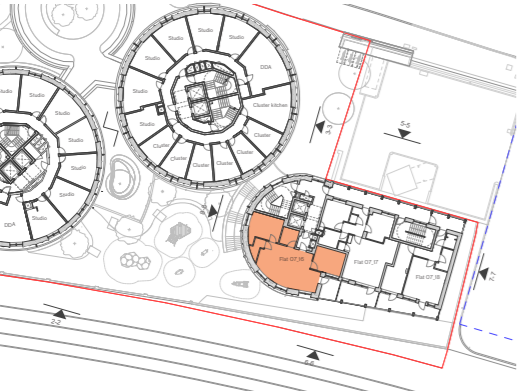
All of these units have been designed in accordance with Approved Document M.

 Affordable Housing Accessible - Type O1



6.4 Design

Affordable Housing Accessible- Type O2



6.0 Inclusive Design

6.5 The Buildings

Building Entrances

All external building entrances are level, step free and are either contained within a recess in the building facade or will be provided with a canopy as recommended in Approved Document Part M Volume 1.

As well as there primary entrances accessed at ground level from Chalk Farm Road, both buildings can be accessed from additional entrances at podium level.

All private residential entrance doors will have a minimum clear opening leaf of 850mm, all public entry doors will have a minimum clear opening leaf of 1000mm, as required by Approved Document Part M. All glazed panels and doors will have visible and permanent manifestations applied to the surface, as required by Approved Document Part M.

The entrances will have a slip resistant floor finish. Matwells will be provided at the entrances to aid the removal of moisture and soil upon entry; the surface of the mat will be level with the surface of the adjacent floor finish. Coir matting will not be used.

All entrances will be designed to the recommendations set out in Approved Document Part M Volume 1 and BS8300.

Internal Access

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

The PBSA Building has two cores, each with two staircases. The affordable housing has one primary core and a secondary escape stair as is required under Part B building regulations for residential buildings over 18m. Each core contains two wheelchair accessible passenger lifts and stairs. The PBSA cores also provides access to the basement. All cores and stairs have developed to the recommendations set out in Approved Document Part M.

All other stairs, particularly those from the external

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

Access to the residential apartments, on each level, is by means of a minimum 1200mm wide circulation corridor from the accessible lifts and stairs.

Internal floor finishes will be slip resistant, hard wearing, firm, level and easily maintained. The internal floor surfaces will not impede the movement of wheelchairs. Internal private entrances consist of a 850mm wide door with the required 300mm nib and an appropriately dimensioned landing outside the door.

Basement

The Basement is step free and serves only the PBSA Building and ground floor commercial units. It is not intended for use by residents however ensuring it satisfies Approved Document Part M, B and K will help to future proof the development. The commercial units will have there own, independent, access to the basement.

Service and plant areas, although step free, are for maintenance purposes only and are therefore not designed specifically for disabled people.

Ground Floor

The ground floor level, in each building, is level and step free.

The PBSA Building contains the student entrances, reception lobby, lift cores, amenity areas, bike store and bin store lift. It also contains the entrances to the commercial units.

The affordable housing contains the residential entrance lobby, lift core, bike store and bin store. It also contains the lobby of the second escape stair.

The PBSA Building reception will contain a permanent reception counter, which is designed for approach and use by both standing and seated users.

The reception lobby and amenity areas are fully

accessible to people with mobility impairments. Further design will be guided by BS8300 for assembly areas. Shared sanitary facilities have been provided within the PBSA Building. The facilities are intended for use by residents and staff and will include a unisex wheelchair accessible WC.

The main loading bay is located on the Chalk Farm Road carraigeway to the north of the site. When bringing deliveries into site there are no level changes and internal floor finishes will be slip resistant, hard wearing, firm, level and easily maintained.

The Ground Floor level will be designed to the recommendations set out in Approved Document Part M and BS 8300.

Upper Floors

The upper floors of each building are level and step free and contain the residential accommodation.

Internal Doors

All internal doors have been designed in accordance with Approved Document Part M Volumes 1 and 2. Doors will have a clear opening width of 850mm or wider, dependent on approach.

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

Communal Corridors

Communal corridors have a minimum clear width of 1100mm and comply with Approved Document Part M.

Vertical Circulation

Staircases

The stairs within both buildings will be designed to the parameters set out in Approved Documents M and K.

All core stairs are designed as escape stairs. Escape stairs have a minimum width of 1200mm and will be esigned to the parameters set out in Approved Documents B and K. The width of the stair is determined by the expected occupancy of the building and flow rate

of escape.

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

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

- Handrails will be placed along both sides of all stairs and will have a 300mm overhang at landings. Where a stair has two or more flights the handrail will be continuous around the half landings;
- A slip resistant, tactile nosing is proposed to the nose of each stair to the recommendations set out in Approved Document M, which will also provide colour contrast. The landings will have a similar slip resistant, tactile finish to denote the bottom of flights;
- Stair landings will have visual and tactile level indicators (in the form of an embossed or sunken sign on the wall adjacent to the stair) and circulation route signage in accordance with the recommendations set out in Approved Document M and BS 8300.

Lifts

Passenger lifts will have a minimum internal dimension of 1100mm by 1400mm. This is the minimum permissible for use by a wheelchair user.

Lifts serving the basement will be sized to accommodate adapted cycles and trikes.

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

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

6.0 Inclusive Design

6.6 The Buildings

Finishes

Visual Contrast

Visual contrast will be considered throughout each building. Visual contrast will be considered within confined areas such as small lobby areas, where a person with a visual impairment may be too close to the surrounding walls to differentiate between different surfaces and finishes. Visual contrast will be achieved between the junction of the wall and floor, and wall and ceiling, by means of contrasting finishes and colour. The 30 point visual contrast difference will be determined by use of a Light Reflectance Meter.

Flooring

All floor finishes will be slip resistant, hard wearing, firm, level and easily maintained. Where entrances are provided with heavy duty door mats, the surface of the mat will be level with the surface of the adjacent floor finish. Coir matting will not be used. All Internal floor surfaces are flush and will not impede the movement of wheelchairs.

Signage

There are 1.5 million people with a learning disability in the UK, of which approximately 30% have a sight impairment, and 40% have a significant degree of hearing loss (Section 1.2.3, “Good Signs”, Disability Rights Commission). Signage will be developed to be clear, concise and consistent, and suitable for people with visual impairments and learning disabilities, such as dyslexia, as described below:

CLEAR:

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

CONCISE:

Simple, short and to the point.

CONSISTENT:

Signs meaning the same thing should always appear the same. Design development will aim to maintain and improve accessibility throughout each building.



Proposed PBSA Building student lobby

6.0 Inclusive Design

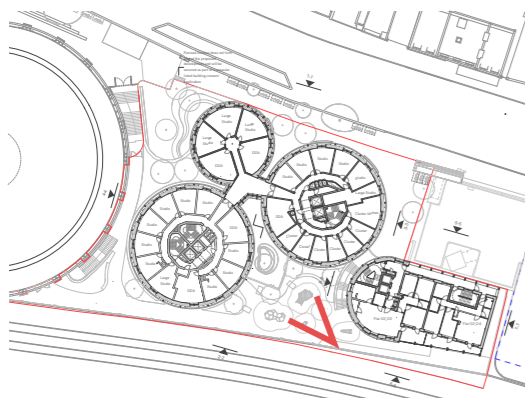
6.7 Conclusion

100 Chalk Farm Road has been designed with inclusive access in mind, and has taken into account relevant policy, regulations and good practice.

This will be maintained and developed further at detail design stage.

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

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



Proposed view of shared residents amenity space

THIS PAGE IS INTENTIONALLY LEFT BLANK