ALLFORD
HALL
MONAGHAN
MORRIS

Section 10
Crime Impact Statement

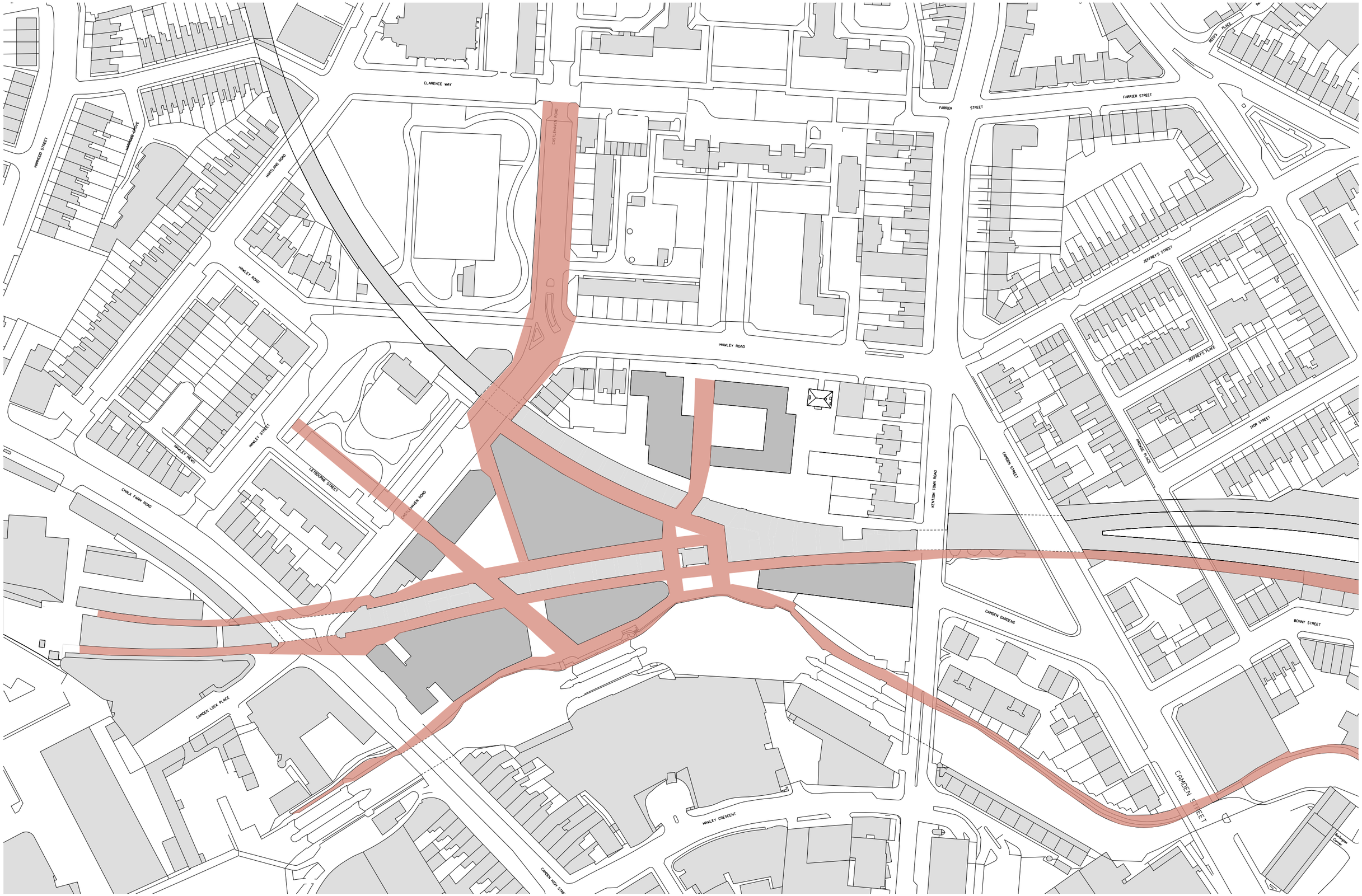
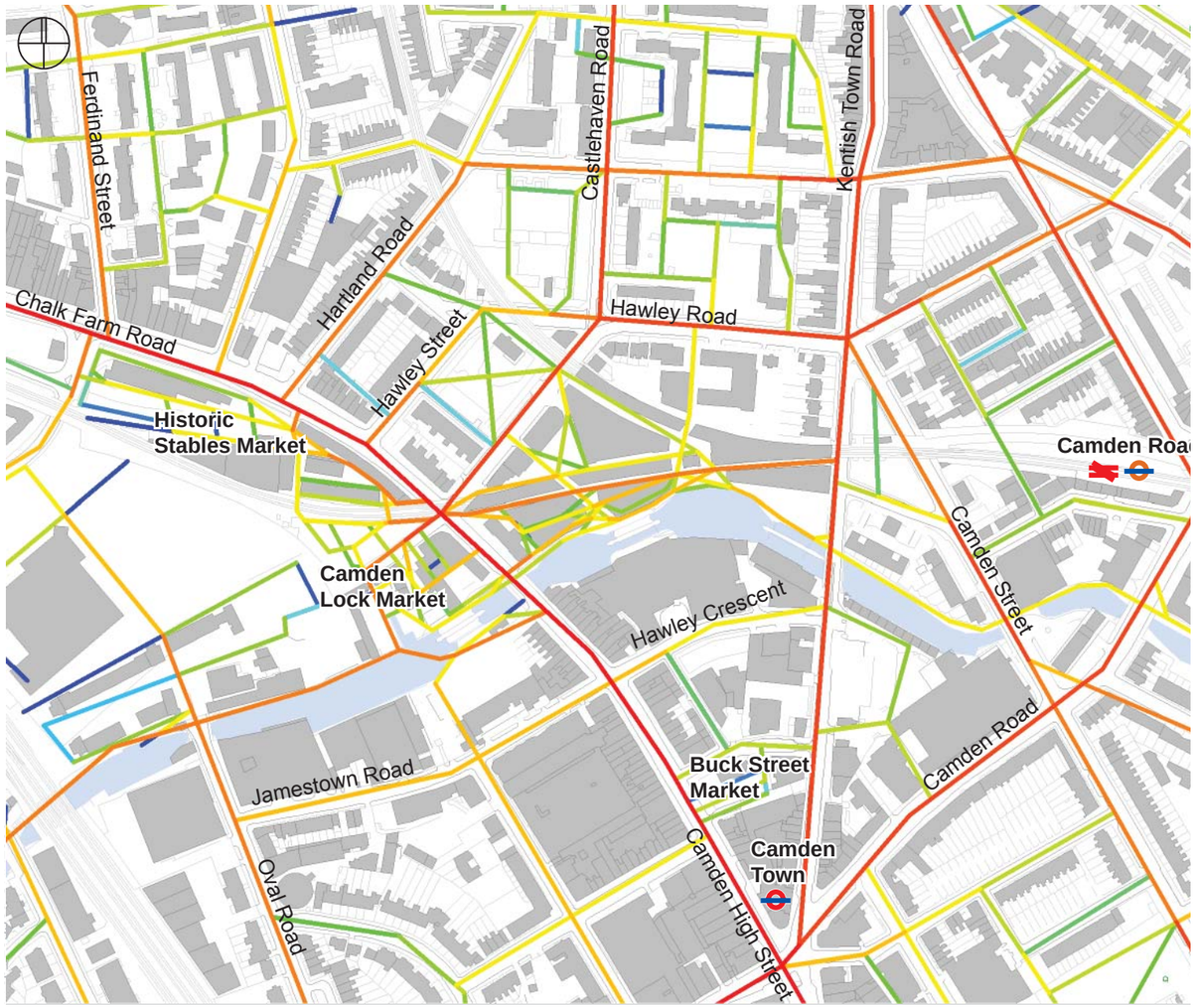


Diagram showing how the proposed routes link into the existing street network

Introduction



Spatial Analysis: Local scale through movement potential : proposed

The safety of existing and future residents and employees is paramount to the success of this proposal. The proposed routes and spaces have been designed to enable natural surveillance.

The crime impact study has been prepared after consultation with Camden's Crime Prevention Design Advisor.

Hawley Wharf Development Area

Historically the Hawley Wharf area has been a focal point for street crime and anti-social behaviour in Camden Town. A new development would logically face the same issues.

Criminal activity includes:

- Robbery
- Burglary
- Drug dealing
- Vehicle crime
- Criminal damage

Anti social behaviour includes:

- Drunkenness
- Street drinking
- Drug taking
- Public urination and defecation

In acknowledgement of the many challenges of managing the site, the applicant has employed Broadgate Estates. They have been employed to write a management and security plan that will be submitted with the planning application.

Existing security

Currently Area A is patrolled by a security team employed by the applicant. CCTV is also employed in parts of the site.

Proposed security: Access and movement

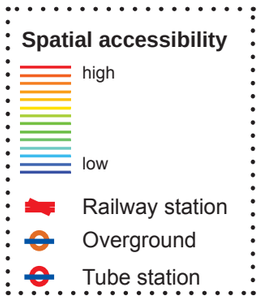
Space Syntax have been involved in the project from the concept stage, designing the routes and the spaces.

The key principles are:

- The routes have been designed to link into the existing street network.
- The routes have been designed so that they are easy to understand, with clear lines of sight within the site and connecting to the existing street network.

The team has also agreed a strategy regarding the closure of streets at night. The applicant have attempted to balance the desire for permeability across the site with the safety of people using these routes.

The diagram on this page shows the Space Syntax analysis, including how many people will be using each of the routes, and demonstrates medium to high levels of pedestrian traffic.



Activity and night-time route closure

One of the key principles of the masterplan is to provide clear routes and spaces. These benefit from the surveillance offered by the adjacent residential and office spaces.

The route through in Area B has been designed to ensure that it is overlooked by residential properties at ground and first floor.

In Areas C and D the ground floor will have active facades during the day and will be overlooked by residential units at night. In addition, the private amenity space at second floor is also overlooked.

The mixed use nature of the development extends the active life of the building, ensuring the site is in use 24 hours a day, seven days a week.

The night time route closure strategy closes down a number of routes between the viaduct and the buildings, but keeps open most of the larger routes through the site.

One of the key routes, the canal towpath, is outside the site boundary.

Part of the strategy is to ensure there are no dead ends and, in terms of people using the towpath, that they have an alternative route. Haven Street provides this alternative route; it also is a public right of way and should remain open at all times.

By closing down most of the routes, the proposal concentrates the number of people on the remaining routes. More activity on these routes means less chance of anti-social behaviour.

The proposed gates will be a minimum of 2.4 metres high and will be carefully designed to be difficult to climb over and vandalise.

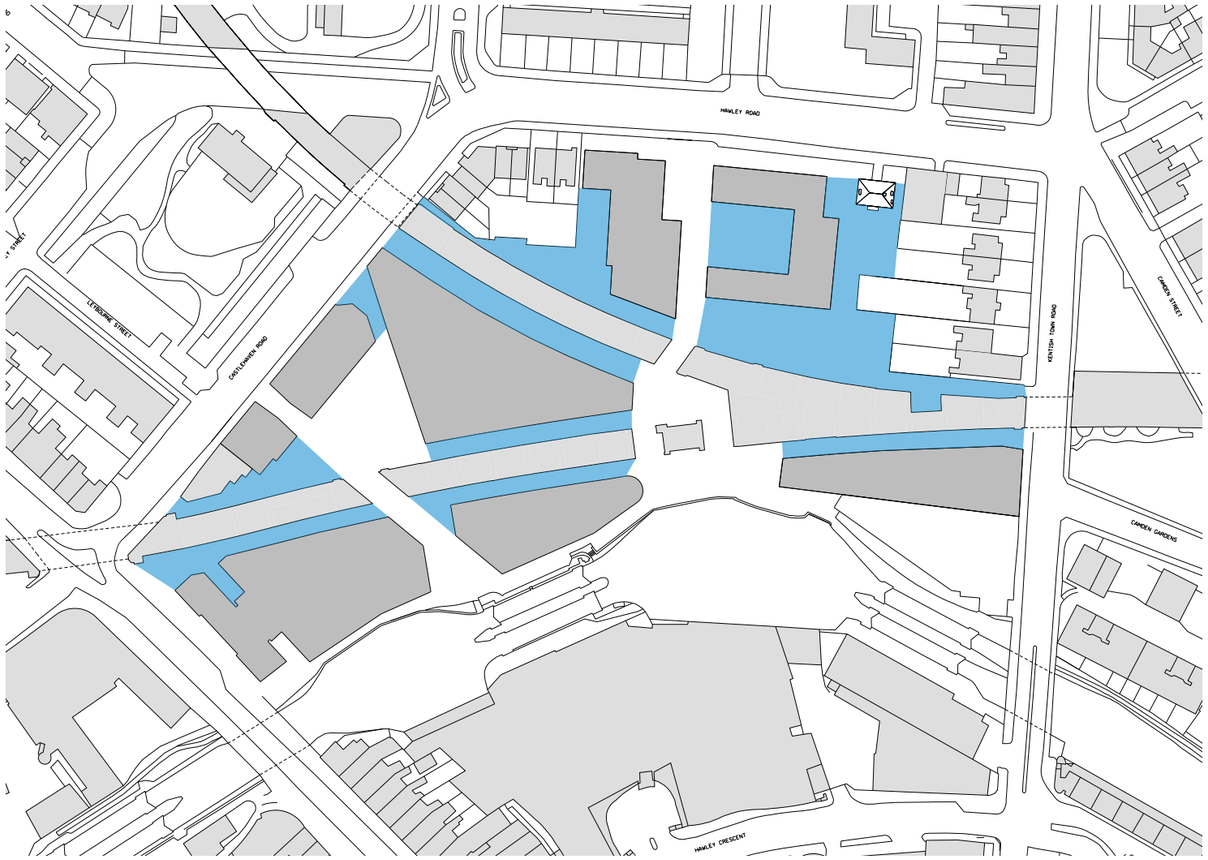
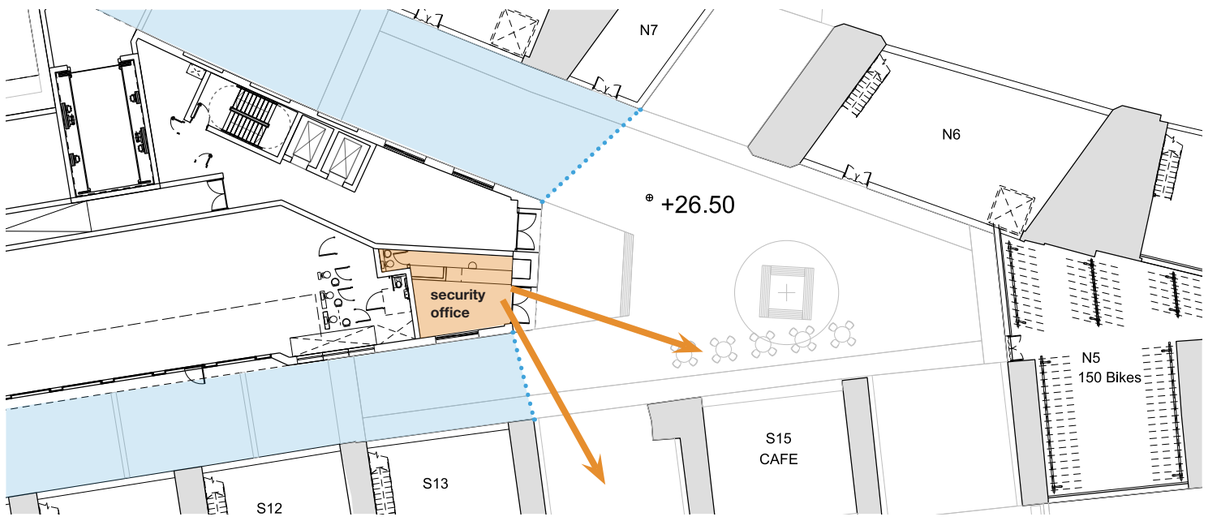


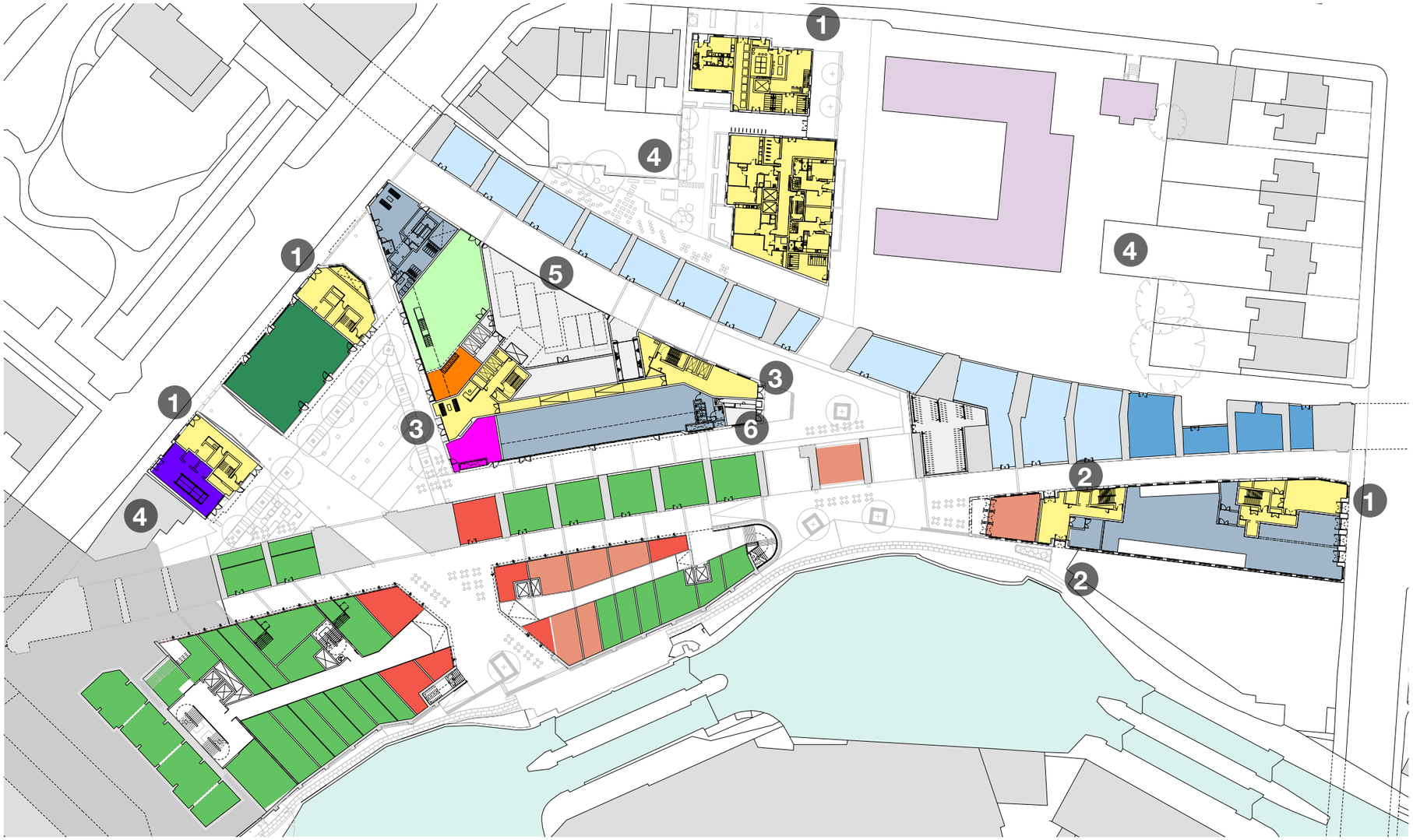
Diagram showing the routes that will be shut down with gates at night, shown in red.

The proposed security office is located opposite the Arches space. The manned security will have easy access into this area and a good line of sight, discouraging anti social behaviour in this space.



Security office location

Structure



Residential entrance/ Vehicle access point/ Security office

1. Residential entrance from the street.
2. Residential entrance from the pedestrian route (gated at night) and towpath.
3. Residential entrance from arches space. Residents can also gain access to their units from the entrance on the community space.
4. Neighbouring structures providing perimeter protection.
5. Vehicle access points (loading bays and car lifts). Impact resistant gates rated to BS PAS 68.
6. Proposed security office.

The masterplan has been designed to avoid crime generators such as deep recessed doorways, service areas, dead space or areas of access to the rear of buildings.

Where recessed doorways are proposed to provide a shelter for the residents it was agreed with the crime prevention officer that recesses less than 800mm would be acceptable.

Existing structures within the area such as the railway arches, where it is the intention to keep them open, will be kept straight, uncluttered, well lit and have walls treated to prevent graffiti.

The external areas will be illuminated and designed to BS 5489. Areas that require external lighting are:

- Footpaths
- Main site accesses
- Disabled car parks
- Main entrance gates and doors

It is proposed that the ground floor of each of the buildings will be illuminated at night. This will also discourage anti-social behaviour by ensuring that the areas around facades are well lit.

At ground floor most of the space is not private but public. The area will have a physical security presence in the form of security patrols, to ensure the spaces remain safe and secure for the general public.

Surveillance and ownership

All of the residential entrances will be clearly signed and well lit.

Although the spaces at ground floor are not private, they are designed in such a way that they are overlooked by the residential, commercial and retail units. It is proposed that this will promote a sense of ownership, respect, territorial responsibility and community. However, well-designed security features will be in place.

The landscape will be simple and designed such that the natural surveillance of the public realm is preserved.

Good maintenance, appropriate lighting and general improvement of the public areas will make the space far more usable than the public areas that currently exist on site, for example Leybourne Road.

It is envisaged that the commercial areas will have manned reception desks.

Main entrance doors will be fitted with an audio visual verification access control system, with electronic lock release and entry phones linked to the flats

The access control system will also cover the internal circulation areas, for example a door entry systems will be provided on landings. Front entrance door sets will be certified to meet BSPAS 24:2007 and fitted with appropriate SDB certificated locking systems.

Flat entrance door sets served off a shared corridor or stairway will be certificated to meet BS PAS 24:2007 and fitted with appropriate SBD certificated locking systems.

Windows at ground floor level will be certificated to meet BS 7950: 1997.

All windows will be fit for purpose and will be certified to the relevant material standard.

*There should be extensive estate CCTV requirements, summarised as follows:

- Number plate and facial recognition.
- Mixture of fully functional moving and fixed cameras.
- High quality low light ability.
- Digital recording.
- Archiving facility and storage.
- Ability to link and share with external links.

There are a number of active and passive management measures that will be used to prevent problems, by minimising opportunities for sheltering rough sleepers, providing locations for unsociable activities or cover for crime.

These issues will be addressed with the following:

- CCTV coverage and monitoring.
- Regular security patrols.
- Activated lights or motion-activated audible alarms which go off when people enter a doorway.

(* Text edited from Camden Lock Village Estate Management plan)

Main entrance doors to residential buildings will be fitted with an audio visual verification access control system, with electronic door release and entry phone linked into each apartment

Physical protection, management & maintenance

*Currently Area A is patrolled by manned security. It is envisaged that security will form a major part of the external and internal area management. The masterplan faces a number of challenges, particularly the high number of visitors expected and the problems that the area already faces from anti-social behaviour.

The site will be patrolled by security personnel during the day, evening and at night. This will act as a deterrent and a presence to make users of the estate feel safe.

We are proposing a security manager and a security office facing the arches space. The loading bay will also be managed when in operation. When not in operation, the loading bay will be closed off with a screen door.

The strategy will be to establish a soft presence during the day, with staff wearing Camden Lock Village branded clothing. In the evening a more visible presence will be employed, with security staff wearing a more formal security uniform and high visibility jackets.

Discussions will need to be held with local policing representatives to establish whether there is a need for floor space to be allocated for use by a policing unit, or whether financial contributions need to be made for additional policing resources.

(* Text edited from Camden Lock Village Estate Management plan)

ALLFORD
HALL
MONAGHAN
MORRIS

Section 11
Inclusive Access
(provided by ARUP)

Stanley Sidings Ltd.

Camden Lock Village

Access Statement
For Planning

ISSUE

ARUP

Stanley Sidings Ltd.

Camden Lock Village

Access Statement
For Planning

06/09/2012

Ove Arup & Partners Ltd
13 Fitzroy Street
London W1T 4BQ
Tel: +44 (0)20 7636 1531
www.arup.com

Contents

1	**Introduction**	**1**
1.1	Statutory and Regulatory Background	1
2	**Design Philosophy**	**1**
2.1	Disability – Definition	1
2.2	The Equality Act (2010) and ‘Disability’	1
2.3	Process	1
2.4	Sources of Advice and Guidance Used	1
3	**Overview of the Statement**	**2**
4	**Key Issues**	**2**
4.1	Site Overview	2
4.2	Transport and Vehicular Links	3
4.3	Pedestrian Access	4
4.4	Car Parking and Setting Down Points	5
5	**Area A**	**6**
5.1	Area A Entrances	6
5.2	Internal Access - General	6
5.3	Retail Units, Employment and Restaurant	7
5.4	Shop Mobility	7
5.5	Public Sanitary Facilities	7
6	**Area B - School and Residential Scheme**	**8**
6.1	Building Entrances	8
6.2	Internal Access - General	9
6.3	Outline School	10
6.4	Residential Accommodation	10
7	**Area C**	**11**
7.1	Building Entrances	11
7.2	Internal Access - General	11
7.3	Cinema	11
7.4	Ground Floor - Retail Units	12
7.5	Commercial Accommodation	12
7.6	Residential Accommodation	12
8	**Area D**	**12**
8.1	Building Entrances	12
8.2	Internal Access - General	13
8.3	Residential Accommodation	13
9	**Horizontal Circulation (Communal)**	**13**
9.1	Internal Doors	13
9.2	Internal Corridors and Corridor Doors	13
9.3	Internal Lobbies	13
10	**Vertical Circulation (Communal)**	**14**
10.1	Graded Routes	14
10.2	Stairs	14
10.3	Passenger Lifts	14
10.4	Platform Lifts	14
10.5	Escape Stairs	14
10.6	Evacuation Lifts	15
11	**Finishes**	**15**
11.1	Visual Contrast	15
11.2	Flooring	15
11.3	Lighting	15
11.4	Hearing Enhancement	16
11.5	Signage	16
11.6	Internal Fit-out	16
12	**Means of Escape**	**16**
13	**General Considerations**	**16**
14	**Maintenance of Features**	**16**
15	**Conclusion**	**16**

1 Introduction

1.1 Statutory and Regulatory Background

This Access Statement was prepared initially between March - September 2011 by Arup Accessible Environments for planning, and revised between June - August 2012 following comments from the planners and the subsequent resubmission of the project for planning.

It satisfies M of the Building Regulations 2004, paragraphs .20 to .23 and the more detailed requirements of the Planning and Compulsory Purchase Act 2004 as detailed in the Planning (Applications for Planning Permission, Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2006.

In addition this application takes full account of the Mayor of London's London Plan, in particular the Supplementary Planning Guidance (SPG) "Accessible London: Achieving an Inclusive Environment" April 2004.

2 Design Philosophy

The design aspiration for this development is the creation of an inclusive environment throughout. All issues relating to inclusive access have been and will continue to be, considered throughout the design process.

Our Access Strategy is based on an inclusive model of disability. Impairments are considered as individual not categorised and as such the design philosophy seeks to achieve an inclusive design that maximises access for all disabled people. This satisfies the General Duty placed upon Camden Council under the Equality Act 2010 and the London Plan to promote the interests of disabled people as identified in the Corporate Disability Equality Scheme.

2.1 Disability – Definition

The term "disability" has been viewed in its broadest sense and includes impaired mobility, sight, comprehension and/or 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.

2.2 The Equality Act (2010) and 'Disability'

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

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

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

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

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

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

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

2.3 Process

Should there be any departures from the adopted performance indicators the M Compliance Report will contain details of the reason for this decision, the details of any adopted alternative, the rationale behind it and notation detailing when any said departure was taken.

Additionally the M Compliance Report will contain details of specific inclusive design facilities or features so that end users are sufficiently aware of the reason for them and how they operate.

The most current M Compliance Report will be one of the documents on hand over.

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

- All design team members have been made aware of inclusive design and understand the principles involved;
- 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. Any such departures will be recorded in the M Compliance Report.

Additionally, consultation has been conducted with the Hawley Wharf Working Group and with Mik Scarlett (Disability and Access Consultant / Advisor) throughout the process, in addition to the London Borough of Camden (Access Officer, Karen Ross and Michelle Horn) and the GLA (Principal Access and Inclusion Officer, Julie Fleck) - throughout 2010 to 2012. Comments made at these meetings have been incorporated and referenced within this document where necessary.

Most recently, the scheme was discussed in full with Mik Scarlett, Disability and Access Consultant / Advisor, on Thursday 23rd August 2012. Very positive feedback was given to the team in relation to the accessibility provisions throughout the site, and no items for concern were raised.

2.4 Sources of Advice and Guidance Used

In order to maximise access for disabled people the following guidance has been used. Only where there is a departure from these adopted guidance will there be a reference to this in the Access Statement.

- Approved Document Parts B, K and M of the Building Regulations.

- BS 8300: 2009 + A1:2010 (Design of Buildings and their approaches to meet the needs of disabled people).
- Department for Transport (DfT), 2002, “Inclusive Mobility” (A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure).
- Department for Transport (DfT), June 2007, ‘Guidance on the use of tactile paving surfaces’.
- Royal National Institute for the Blind (RNIB), 1997, ‘Colour and Contrast: A Design Guide for the use of colour and contrast to improve the built environment for visually impaired people’.
- BS 9999:2008 (Code of practice for fire safety in the design, management and use of buildings).
- London Borough of Camden Replacement Unitary Development Plan (UDP), adopted June 2006.
- Hawley Wharf Area Planning Framework SPD - adopted February 2009
- Lifetime Homes Standards, Habinteg, 2010
- Greenwich “Guidelines to achieve the necessary standards for wheelchair user’s dwellings”, June 2010
- Wheelchair Housing Design Guide, Habinteg, Second Edition
- London Housing Design Guide, Interim Edition, Mayor of London (August 2010).
- The London Plan (and London Plan SPG), Mayor of London, 2011
- Consideration of Equality Act issues.

3 Overview of the Statement

The Design Statement contains a full description of the scheme. Issues that have had an impact on access in the design of the development to date or which have been identified as likely constraints on the design as it progresses will be appended as part of this Access Statement. Also included will be the reasons for the constraint, any alternative solution adopted or proposed and the rationale behind the solution including any authority, research or advice that has influenced the decision.

The arrangements for access described in this statement reflect the current design. As described within the introduction, this is a resubmission of an application made at the end of 2011. Subsequent to the initial submission, the planners have commented on the scheme and this resubmission made to address these changes. The changes have been summarised below:

- Area A – remove arch design, narrower building due to wider viaduct routes and widened canal route, introducing a flat slab instead of a stepped slab
- Area C – C1 reduced from 6 levels to 5; C2 western mass reduced to levels to 9, with viaduct route widened
- Area D – Narrower building due to wider viaduct route
- Viaduct routes – widened from 3m to 4.5m to accommodate HS2 walkway (on south side) and reduce ‘canyon’ feel (exact width to be confirmed).
- Increased size of local space by reduction of the footprint of Buildings C1 and increased size of arches space by reduction to the footprint of Buildings A and D.

All other aspects of the scheme will remain as per the initial submission.

The descriptions in this report have been based on the planning drawings dated August 2012. Access arrangements will be addressed in further detail as the design develops.

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

4 Key Issues

4.1 Site Overview

The Master Planning for the site is based on the provision of access for all.

The Camden Lock Village site is located off Chalk Farm Road and falls within the London Borough of Camden. The Camden Lock Village site is bounded by Kentish Town Road to the east, the Regents Canal to the south, Chalk Farm Road to the south-west, Castlehaven Street to the north-west and Hawley Road to the north of the site.

Approaches and gradients throughout this development have been designed in close consultation with Julie Fleck (GLA), and Michelle Horn (London Borough of Camden), as described in subsequent sections of this report.

The development will consist of four areas, A-D, as shown in Figure 1.

- **Area A** consists of a new market retail area with a mix of shops, food units (including cafes and stalls) and restaurants. Area A also provides public spaces adjacent to the Canal, and access to the Canal itself, together with a roof top garden at 1-8 Chalk Farm Road. There are also employment uses within Area A, as well as market retail within the arches.
- **Area B** consists of a new primary school and residential accommodation including affordable housing and employment uses within the arches.
- **Area C** consists of employment space, retail and residential accommodation, in addition to a basement cinema and cafe, and employment uses in the arches.
- **Area D** consists of employment space and residential accommodation.

Space Syntax have carried out a pedestrian movement survey around the site (Figure 2). They have used spatial analysis to predict the likely hierarchy of pedestrian movement and user patterns within the site, and help define the size of the different public spaces.

The resulting forecast (Figure 3) shows how the layout is focusing activity within the central space of the market buildings. Based on these, the Pedestrian Comfort Levels (PCL) have been calculated, and we have discovered that PCL’s remain good in most areas, in spite of the increase in movement flows.

In general, the design philosophy adopted for the development is to improve connectivity to the site (thus reducing congestion along Chalk Farm Road), creating new sightlines and views into the development from the various approaches. The new routes through the site will help ease overcrowding on the main roads, and the scheme increases the importance of the Canal towpath

by linking it better to several important streets around the site, including Camden High Street/ Chalk Farm Road, Castlehaven Road and Hawley Road.

- FIGURE 1: Site

The Camden Lock area has a distinct character, and the use and arrangement of graded routes keeps in line with this character. Through consultations to date, we know that this is something which is supported by the local authority and the public.

Whilst routes have been maintained throughout the site, the residential and commercial accommodation within the development have been designed to maintain a level of privacy for the occupants - providing a sense of separation whilst maintaining accessibility and convenience.

In general, clear visual relationships between public spaces and the surrounding street network, in order to improve wayfinding, legibility and accessibility, as well as supporting co-presence and natural surveillance. Wherever possible, buildings have been chamfered to allow better sightlines and streamlined access.

For more information, please see the Space Syntax reports, “Spatial movement analysis and master plan review” and “Transport Assessment Summary Note”

4.2 Transport and Vehicular Links

The scheme is intended to encourage the use of public transport. The principal point of access to the development for vehicles i.e. taxi and service vehicles, will be at the eastern end of the site via Castlehaven Road. Chalk Farm Road will provide access to emergency vehicles only; there is vehicular access for deliveries to the residential and school aspects of the site by means of a loading bay located off Hawley Road.

The area is well served by the London transport system, and is easily accessible from in and around London.

Approximately 350m to the south of the site, along Chalk Farm Road, is Camden Town London Underground Station (Northern Line). To the west of the site, along Chalk Farm Road, is Chalk Farm London Underground Station (Northern Line).

Approximately 450m to the north-east of the site is Camden Road Railway Station (London Overground Line).

These provide access to the site from within the London transport network, although access is restricted as the stations do not currently have step free access from platform to street level.

The nearest accessible stations are Euston Station (London Overground) and Kings Cross St. Pancras Station (London Underground - Piccadilly, Victoria, Northern and Circle Lines).

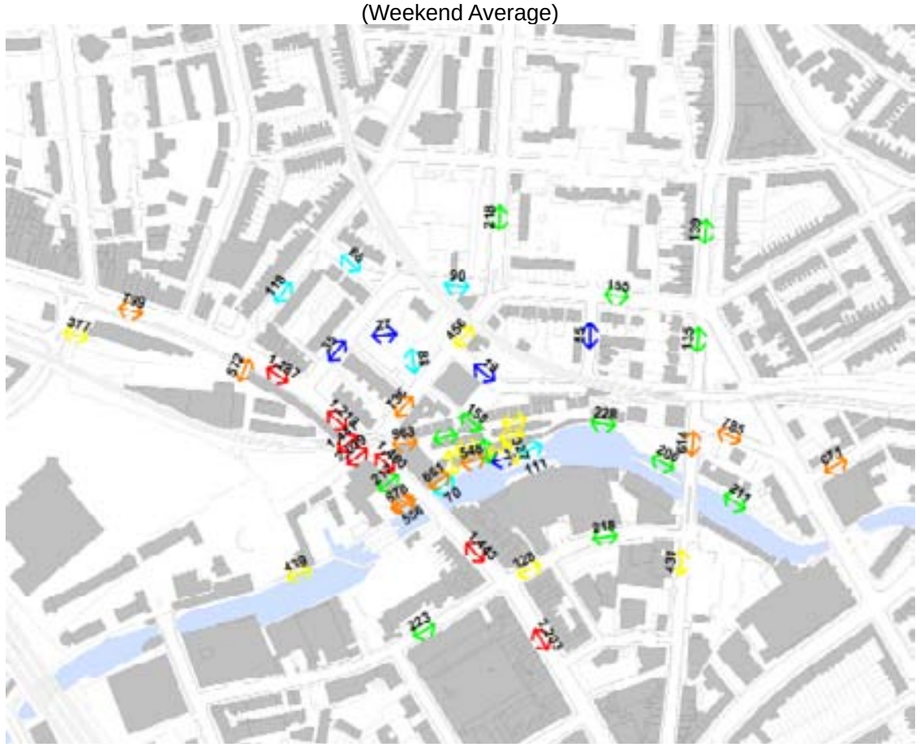
There are several accessible bus routes which run to the site from these stations, which use low-floor vehicles.

Additionally, a TfL appointed taxi rank is located on Greenland Street close to its junction with Camden High Street, approximately 600m to the south of the site.

See Appendix A for a diagram of the existing infrastructure, as well as the Arup Transport “Pedestrian Environment Review System v2 (PERS) Report” (March 2011).

- FIGURE 2: Space Syntax Survey Summary

(Weekend Average)



(Weekday Average)

- FIGURE 3: Space Syntax Forecast

4.3 Pedestrian Access

Pedestrian crossings, dropped kerbs, tactile paving, traffic lights and other public facilities are provided around the site to ease access to Camden Lock Village. See Appendix A for a diagram of the existing infrastructure, as well as the Arup Transport “Pedestrian Environment Review System v2 (PERS) Report” (March 2011).

Discussions are already taking place as to how to improve access and approaches to the site. This is outside of the scope of this application, but it should be noted that this will be developed together with the London Borough of Camden.

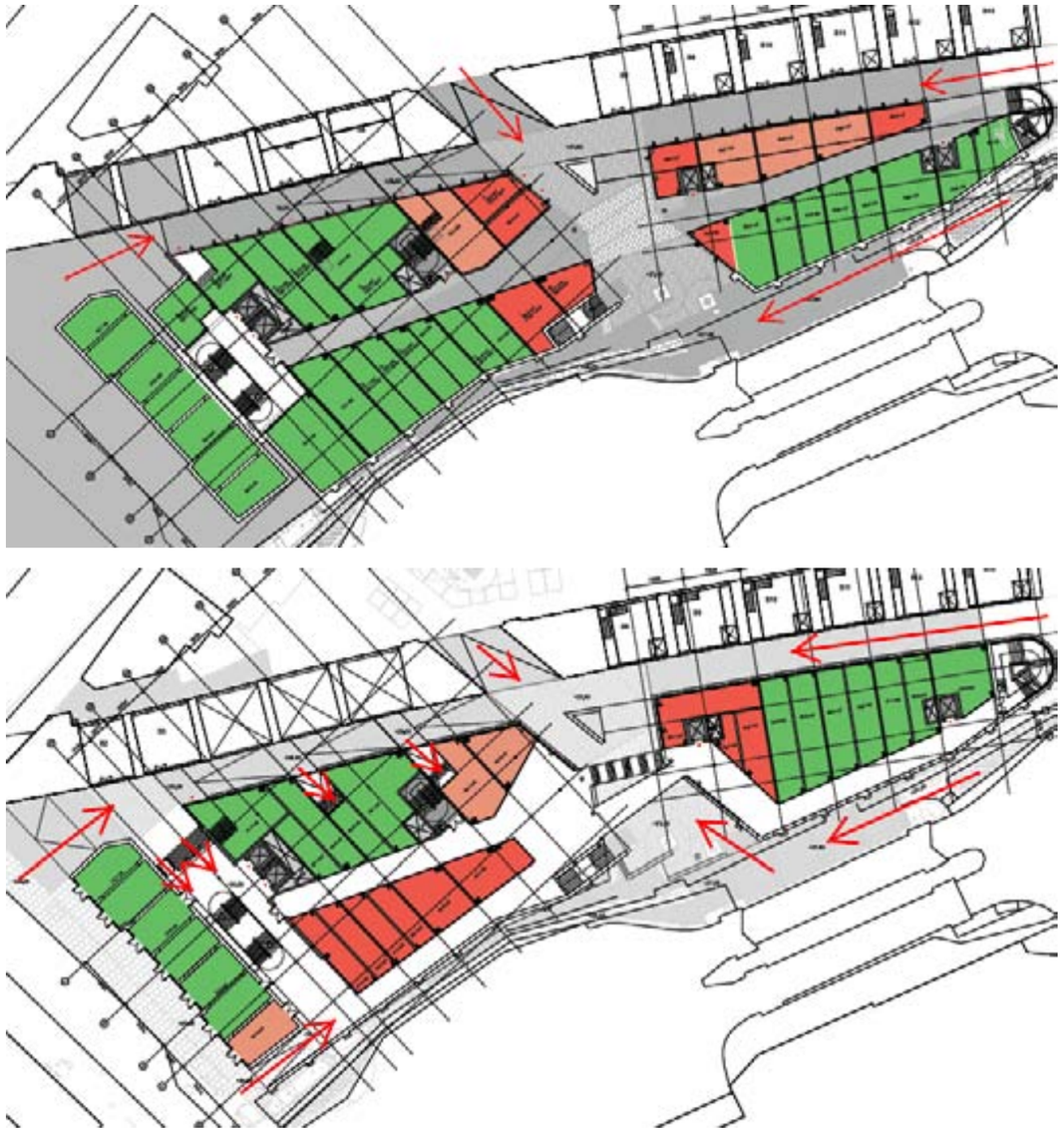
It is proposed that access to the site can also be achieved from the canal. Area A and the Canal towpath have been made distinct, to separate their two uses, by means of a level change. This is in direct response to the comments received from consultation with the Hawley Wharf Working Group.

The level change is a full storey facing the canal which has been based on the existing topography. The existing graded route is maintained and improved adjacent to the viaduct.

Access between the Canal Towpath and the market space within Area A requires negotiation of an existing level change of approximately 450mm, and this has been achieved by the introduction of graded routes and stairs. See Figure 4. These proposals have been discussed and agreed with Michelle Horn, Access Officer at the London Borough of Camden, at a meeting on the 25th July 2012.

It is proposed that the stair will be designed to the parameters set out in Approved Document M and BS 8300.

- FIGURE 4: Canal Access



The graded route to the market space / tow path route will have a gradient of between 1:30 - 1:40, which have been revised in light of comments raised during the pre-application GLA meeting (with Julie Fleck) on the 9th March 2011 (previously, gradient was 1:20.5).

It is proposed that the graded routes and stairs will be clearly distinguishable from one another, and this will be developed in subsequent design stages.

This will include the highlighting of the junction between graded areas and level landings / rest areas, which will assist partially sighted people in identifying where the changes of level will occur.

Pedestrian and transport links throughout the site have been designed with the intention of ease congestion, improve street quality and opening up connections within the public realm, as per the Hawley Wharf Area Planning Framework SPD (adopted February 2009).

Resting places (both formal seating and information level areas off the main access routes) will be provided at regular intervals, no greater than 50m apart in accordance with BS 8300 Section 5.1.

The proposed routes for Area A will be open at night also, allowing permeability throughout the site and avoiding unnecessary travel for the public if required to find alternatives. Routes through the viaduct will also be kept open, although there have been concerns raised by the local community regarding privacy and security. It is therefore proposed that, whilst remaining accessible and allowing permeability, these will be less conspicuous, therefore encouraging use of other public routes in the first instance. This will be resolved in subsequent design stages.

At night, Building A will close down, but the viaduct route will remain open and access can be achieved to the towpath.

4.4 Car Parking and Setting Down Points

The scheme aims to encourage access to the development by means of walking, cycling and public transport, as per the London Borough of Camden's UDP. Parking provision within the site is therefore limited.

One accessible off-street car parking bay has been provided off Hawley Road, within Area B. As this is an external, off-street bay, this will accommodate high-top conversion vehicles.
This is for use by residents within the residential aspect of Area B, who require an accessible bay. This on-street provision was discussed and agreed in February 2011 with the London Borough of Camden. It was understood that it was not possible to provide any additional off-street bays for Area B within the curtilage of this area.

Residents' car parking bays have also been provided in Area C on Basement Level 2. Access to this underground car park is by means of a car lift located off Castlehaven Road. This will include 7 accessible bays (44% of the total provision). Direct access will be provided from Blocks C1 and C2 to the car park, via the internal circulation cores; Access from Block D residential areas will require a travel distance of approximately 60m. Although outside of the recommended 50m (in Approved Document M and BS 8300), it is unavoidable given the limited car parking available and spread of residential units across the site.

There is also one accessible parking bay, to be provided for use by the school. This location will be agreed at a later stage,

There are also a number of existing Blue Badge bays along surrounding roads. See Appendix A for a diagram of the existing infrastructure, as well as the Arup Transport "Pedestrian Environment Review System v2 (PERS) Report" (March 2011).

Accessible car parking provision was discussed and agreed with Michelle Horn, Access Officer at the London Borough of Camden, at a meeting on the 25th July 2012.

5 Area A

5.1 Area A Entrances

5.1.1 Public Entrance

There are two entrances to Area A, accessed off Chalk Farm Road. The first is located adjacent to the viaduct whereby a gently graded route (with a gradient of 1:21) provides access to Lower Ground Floor.

The second is located adjacent to the canal at Upper Ground Level, and provides direct and level access into the building.

The entrance space is seen as one of the main focal points for the site. The buildings along Chalk Farm Road have been pulled back at ground level, where possible, to create a 7m wide pedestrian route. This then leads to the entrance opening, which will have a clear width of approximately 7m and will enable direct pedestrian access from the street to the site.

This will allow visibility of the new development from the road and will draw people into and through this site, as requested within the Hawley Wharf Area Planning Framework SPD (adopted February 2009).

These approaches have been improved as far as existing site constraints permit. These have been widened in areas where the majority of the pedestrian flow is expected. All other approach widths and conditions are existing and have remained unchanged.

In acknowledgement of the location of the nearest existing bus stop to the site (on Hawley Road), the existing link between Hawley Road and Area A has been designed as level.

See Figure 5 for diagram of the entrance points.

The entrances provide access to the vertical circulation cores (consisting of stairs and lifts) and to the graded walkway. These in turn will provide access from Basement to Floor 03 retail areas. The lift and stair cores have been carefully located at either end and in the middle of the building to create a clear and legible circulation strategy.

Additionally, it is proposed that, at the Upper Ground entry point, a stair and platform lift will be provided between the entrance point and the centre of Site A, for people who wish to bypass the graded route. This will be developed in subsequent design stages, but has provisionally been discussed and agreed with Michelle Horn, Access Officer at the London Borough of Camden, in an email dated 23rd July 2012 and in a meeting on the 25th July 2012. It was agreed that, given space constraints, a platform lift at this location is the most viable solution (as opposed to ramps).

It is proposed that the entry points will be well signed and illuminated, and will continue to be developed in accordance with the recommendations set out in Approved Document M and BS 8300.

5.1.2 Retail Entrances

There are several existing retail entrances along Chalk Farm Road (No. 1-6), which are to be retained, as per the Hawley Wharf Area Planning Framework SPD (adopted February 2009). No. 7-8 Chalk Farm Road will be rebuilt, following the damage caused in the 2008 fire. No. 1-8 are accessed directly off Chalk Farm Road and will be located over Ground and Basement Level 1. Each unit along Chalk Farm Road will be connected independently between Ground and Basement by means of a lift and stair within each unit. These will be developed in subsequent design stages, to the recommendations set out in Approved Document M and BS 8300.

Each retail entrance (for both new and existing retail units) will consist of an opening, providing direct access into the unit interior.

All retail units within Area A will achieve level access internally. To the back of the units, where some of the units meet the graded route, there are occasions where level access is provided off the landings of the graded route, and provided with stairs and platform lifts to meet the internal level of the unit. It is proposed that all circulation routes will be designed to Approved Document M and BS 8300. This will be developed in subsequent design stages, but has provisionally been discussed and agreed with Michelle Horn, Access Officer at the London Borough of Camden, in an email dated 23rd July 2012 and in a meeting on the 25th July 2012. It was agreed that, given space constraints, a platform lift at these locations is the most viable solution (as opposed to ramps).

The existing viaduct units will also have access off the graded route. These proposals have been discussed with Michelle Horn, Access Officer at the London Borough of Camden, at a meeting on the 25th July 2012. It was agreed by Michelle that it is preferable to have level access for the new units, and to achieve a code compliant design for this, rather than to compromise access to the new development by provisions for the existing viaduct units. It was agreed that the threshold issues relation to the interface between the viaduct units and the graded route will be dealt with internally within the units (e.g. by building up the timber flooring to meet the graded route level). This will be developed in more detail in subsequent design stages.

- FIGURE 5: Area A Entrance Points

5.2 Internal Access - General

The provisions within the Market Building will be distributed around two areas - the eastern side and the western side of the building.

Public access from Ground to Level 03 will be achieved by means of two lifts and stair to the east and two lifts and a stair to the west. Two connecting stairs allow links between the two sides of the building to adjacent levels. These are provided to the centre of the building, allowing close proximity to the lifts. Access across the two sides of the building on the same level is achieved by means of level bridge links, also located centrally. In one instance, there is additionally a stepped

bridge, but this is located within close proximity to the main lifts. There are also a number of escape stairs located throughout the building, which are not intended for use in normal operation.

In addition to the above, the tow path / secondary entrance point (as described in Section 5.1.1 of this report) also contains one stair. It has not been possible to include a lift at this location due to the impact a lift would have on the views within this conservation area. However, signage will be provided to indicate the location of alternative lifts, which are within close proximity of the stair - this includes the lift available in A2 adjacent to the market space, which negates the need for someone to travel to the ends of the building.

On the eastern side, the site has a story high level difference between the Canal level and Chalk Farm Road level. The level change is accommodated through use of gentle meandering gradient walkways, along the edge of the viaduct. The previous submission saw graded routes being provided throughout the eastern side of the building, to recreate the character of the Stable Market circulation. However, the current proposals have strived to maintain a flat slab throughout, wherever practicable.

Ramps have steeper gradients which may restrict access or make access unnecessarily difficult for some people. Therefore, graded routes have been predominantly provided within the market building (and throughout the site), maximising accessibility. This is also considered a more inclusive environment, whereby everyone is able to use the same route and enjoy the same experience.

The graded routes were previously discussed with the GLA and London Borough of Camden (on the 9th March 2011). The design team have taken these discussions forward for the new submission, and wherever possible, have aimed to provide graded routes 1:21 or shallower.

Area A has, as before, two entrances into the site (both located off Chalk Farm Road). The southern entrance consists of graded routes, providing access directly from Chalk Farm Road (+30.0m) to the heart of Area A (+30.5).

The northern entrance consists of graded routes, which provides a step-free route around the perimeter of Area A. It is proposed that at the entrance, a stair and platform lift will also be provided to complement the graded route, providing direct access at the first landing (+29.0m) to the heart of Area A (+30.5). This was discussed and agreed with Michelle Horn, Access Officer at the London Borough of Camden, and agreed in an email dated 23rd July 2012.

The graded route at the northern entrance comprises a series of three 1:21 graded routes, with level landings provided. This will allow entrances off the level landings for the new units in Area A; however, these will require localised ramps for each of the existing viaduct units. This option has been discussed with Michelle Horn, Access Officer at the London Borough of Camden, and agreed in an email dated 23rd July 2012.

Each section of the graded route will have intermediate landings of length 3m which are completely level. The graded routes will have a minimum width of 2000mm, which allows two wheelchairs to pass each other, and will have level rest areas at 500mm rise intervals (in accordance with BS 8300).

All horizontal and vertical access within the building will be designed to the recommendations set out in Approved Document M and BS 8300 and will be developed further at detailed design. See Sections 9 and 10 for more information.

Mobility equipment will be available to further ease access for shoppers, if required (see Section 5.4 below).

5.3 Retail Units, Employment and Restaurant

Retail units will be provided between Basement and Level 02; employment uses will be provided on Level 03; a restaurant will be provided on the roof level.

It is proposed that entry into the above areas will be level, and that the internal floor of each unit will also be level.

The fit-out of the units will be the responsibility of each individual trader.

5.4 Shop Mobility

Shop Mobility is a scheme which provides wheelchairs, powerchairs and power scooters for people to use during their shopping trip, in addition to an assistance service.

5.4.1 Existing Facility

There is an existing Shop Mobility facility within Camden, at Pratt Street, approximately 1250m from the Camden Lock Village site. The existing facility provides equipment for loan between Monday – Saturday. The centre on Pratt Street has a wheelchair accessible WC, as well as Blue Badge parking facilities on street, and there is also an underground car park close by.

The current clientele of the Pratt Street facility include people who live locally and people who are visiting, and the equipment is used along the High Street, Camden Market, Regents Park and also for the Lock area.

This provides the required facilities for the Camden Town area, and access from this facility to the Camden Lock Village site can be achieved by means of low-vehicle bus routes. Routes 134 or 214 will provide access from Camden High Street (approximately 250m from Pratt Street) to a bus stop on Hawley Road, from which the site can be accessed (as described in Section 5.1.1). This is an estimated journey time of 14 minutes (www.tfl.gov.uk).

Customers requiring mobility equipment, or requiring assistance whilst shopping within Camden Lock Village can use these existing facilities.

Given the lack of car parking within the Lock area, it is envisaged that visitors to Area A are unlikely to drive there (or if they do, it is likely that they will be parked further from the site). The nearest accessible stations, as discussed previously, are Euston and Kings Cross. Access to Area A will require visitors to pass by the Pratt Street facility on route.

5.4.2 Additional Facility

It is proposed that an additional facility will be provided within the Camden Lock Village development, to supplement the existing Shop Mobility services in Camden.

As suggested / discussed with Julie Fleck (GLA) and Karen Ross (London Borough of Camden) at a meeting on the 9th March 2011, it is proposed that an information kiosk will be provided at the entrance to Area A, where visitors are able to request loan of mobility equipment / assistance. It is proposed that equipment can then be requested / delivered from the Pratt Street Shop Mobility facility.

This will be assessed continually and dependent on trend. An area will be available in the basement of Area C, should the storage of mobility equipment on the new site be required.

This will be developed in consultation and collaboration with the existing Shop Mobility centre and the London Borough of Camden in subsequent stages, to ensure that the needs from all parties are met (to ensure sufficient numbers and types of mobility aids are provided, and to ensure an efficient and coordinated Shop Mobility service is provided).

5.5 Public Sanitary Facilities

It is proposed that sanitary facilities will be provided within the basement of Area A for use by

market staff and visitors, located at the heart of the site. The toilets will be accessed by means of three of the passenger lifts and two stairs. This will allow access to facilities off the busy shopping areas, providing more privacy.

It is proposed that this will include 5 standard male and 5 standard female toilets, which will include toilets for ambulant disabled people. There will also be enlarged WCs provided, where there are four or more cubicles, to accommodate people who require additional space (e.g. those with children or luggage).

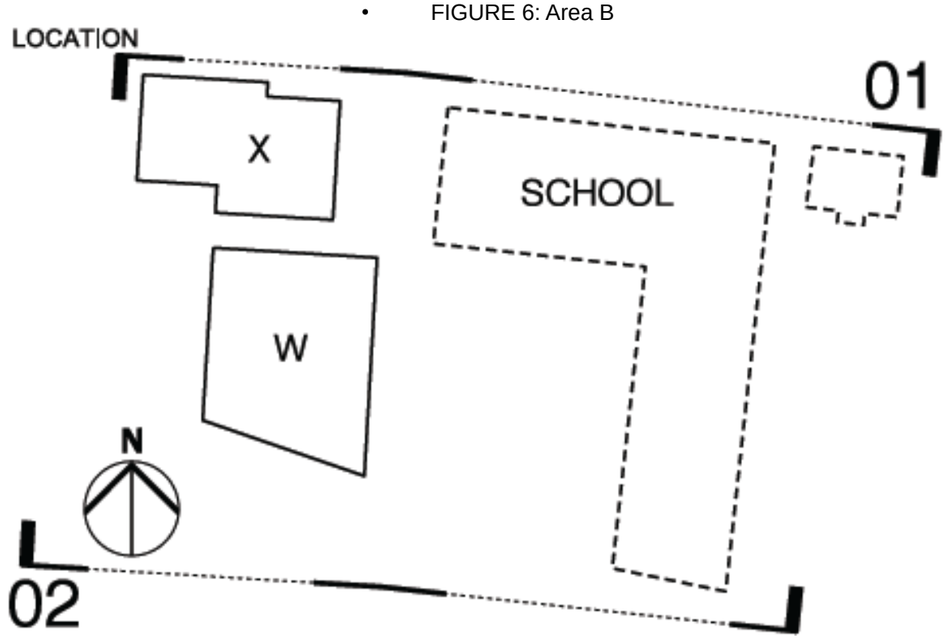
In addition to the above, a unisex wheelchair accessible WC and a Changing Places facility will also be provided within the same location, designed to the recommendations set out in Approved Document M and BS 8300. These will be developed in subsequent design stages.

Alternative public sanitary facilities are also available at the Camden Lock Market, across the road from the Camden Lock Village development, which include provisions for wheelchair accessible toilets.

6 Area B - School and Residential Scheme

This area comprises of two residential buildings to the west, and a new primary school to the east. See Figure 6 below. Note that the residential proposals for Area B have remained unchanged from the initial submission. The school design has been amended and have been described below.

- FIGURE 6: Area B



6.1 Building Entrances

6.1.1 Residential Entrances - Communal

Area B consists of two residential buildings, labelled W (Ground and eight upper levels) and X (Ground and four upper levels) in Figure 6 above.

The entrances to the two buildings are accessed by means of an external graded route and external steps. See Figure 7.

It is proposed that the stair will have a minimum clear width of 1.2m and will be designed to the parameters set out in Approved Document M and BS 8300.

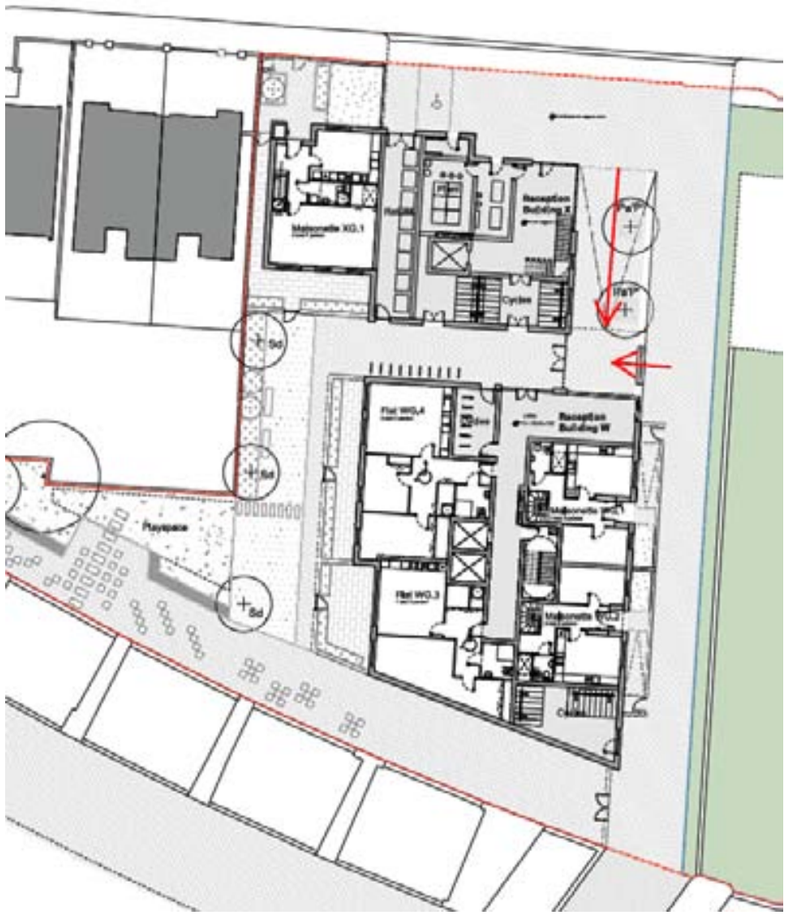
The graded routes will have a gradient of 1:30 over a rise of 450mm (adjusted following pre-submission GLA meeting on the 9th March 2011 - previously steeper gradients were proposed). This is in accordance with the principles set out in BS 8300 Section 5.4.

The entrances will be developed in subsequent design stages, but it is proposed that each opening will have a minimum clear opening width of at least 1000mm, in accordance with M entrance requirements. It is proposed that these entrances will afford level access and will be designed for use by all users. This will continue to be developed in accordance with the recommendations set out in Approved Document M and BS 8300.

The entrances will be located within a recess at ground level and will be fully weather protected against the elements.

The entrances provide access to the vertical circulation cores, which in turn provide access to the residential units on the upper floors.

- FIGURE 7: Area B Residential Entrances



6.1.2 Residential Entrances - Ground Floor Flats

There are a number of ground floor flats located on Area B, which are accessed directly from the street. These are contained within Building X and afford level access thresholds.

There are also a number of ground floor flats within Building W, which afford level access to the interior via the communal entrance. Additionally, direct stepped access is also achieved from the street. These entrances have been designed in accordance with the housing standards, as described in Section 6.3 of this report.

6.1.3 School Entrances

The school application is outline in nature with all matters reserved. However, it is proposed that the main entrance for the school will be located off Hawley Road along the pedestrian route leading to the south. This will ensure that a space is given to prevent children from leaving school and emerging directly onto the pavement of Hawley Road.

A separate point of entry is proposed for the Nursery, also off Hawley Road, to allow it to operate with a degree of autonomy from the rest of the school.

The entrances for the school and their exact locations will be developed in subsequent reserved matters design stages.

It is proposed that each opening will have a minimum clear opening width of at least 1000mm, in accordance with M entrance requirements. It is proposed that these entrances will afford level access and will be designed for use by all users. This will continue to be developed in accordance with the recommendations set out in Approved Document M and BS 8300, including the provision of weather protection.

In addition to the formal entrances described above, it is also proposed that there will be direct access to the playground spaces, located at various points around the perimeter of the building. This will be developed in subsequent stages, and will afford access for everyone.

6.2 Internal Access - General

6.2.1 Residential

The entrances to each residential building provide access to the vertical circulation cores, which in turn provide access to the residential units on the upper floors.

The core within Building W contains two passenger lifts and an escape stair; the cores within Building X contains one passenger lift and an escape stair. This has been designed in accordance with the Interim London Housing Design Guide.

A circulation corridor, located centrally within each building, provides access from the lifts to each residential unit.

All horizontal and vertical access within the buildings will be designed to the recommendations set out in Approved Document M and BS 8300. See Sections 9 and 10 for more information.

6.2.2 Outline School

Outline Proposals
It is proposed that the school will consist of Ground and two upper levels. This will be developed at a later design stage, but it is proposed that access will be achieved between levels by means of stairs and lifts.

All horizontal and vertical access within the new building will be designed to the recommendations set out in Approved Document M and BS 8300, and will be developed in subsequent stages of the design.

Listed Building

1 Hawley Road is a Grade II listed building which will be retained and refurbished for educational use. 1 Hawley Road consists of Lower Ground Floor, Upper Ground Floor and First Floor Level, and contains existing stairs to access between levels.

It is proposed that access into 1 Hawley Road will be achieved via the rear portico. Due to the space constraints, platform lift access cannot be achieved to the Upper Ground Floor or First Floor of 1 Hawley Road. Through reasonable adjustments to the Lower Ground Floor, it is possible to achieve accessible facilities throughout this level. It is proposed that all facilities within the upper levels will be duplicated elsewhere within the school, to ensure that an equal experience is afforded for all staff and students within the school.

The reasonable adjustments proposed to the Lower Ground Floor are as follows:

- Addition of a graded route and stair to the east of the building.

The new gently graded route and stair will provide access to the Lower Ground Floor of the building.

It is proposed that the gradients around the site will be 1:60, which is considered level according to BS 8300.

The graded route will have a gradient of 1:21, and will have a rise less than 380mm. Handrails and guardrails are therefore not required as per Approved Document M and Approved Document K. This graded route will be designed as one straight and continuous gradient, along the side of the building, which will not dog-leg or be too intrusive, as requested by the London Borough of Camden.

It is also proposed that a stair will be provided to accompany this (in addition to the existing stair, which will be rebuilt as M compliant as part of the rebuild of the portico).

It is envisaged that the stair and graded route will not be where the main flow of people are for the building, Therefore, on the recommendation of the London Borough of Camden Access Officer and Conservation Officer, in a letter received 1st September 2011, the graded route will be designed with a width of 1.2m.

- Raising of the current floor level of the rear portico to match Lower Ground Floor level
  This provides a clear internal headroom of 2060mm. This is below the recommended headroom height of Approved Document M, but is due to the existing building constraints. It is noted that appropriate signage / hazard warnings should be provided by the school.
- Rebuild rear portico with increased footprint to accommodate 1500mm turning circle, and reinstate original wall to widen corridor to 1600mm. Ensure that all rooms on Lower Ground are accessed from the accessible hall or corridor space. This will require relocation of one doorway.
- Door widths
  It is proposed that door openings on Lower Ground Floor will be increased to 775mm, in accordance with Table 2 of Approved Document M (in relation to existing buildings). Doors will be rearranged so that all rooms / facilities on the Lower Ground Floor are accessed off the main entrance hall. The hall achieves a clear turning space in excess of 1500mm diameter. •

All horizontal and vertical access within the existing 1 Hawley Road building will be adjusted, as far as practicable (as described), to the recommendations set out in Approved Document M and BS 8300, and will be developed in subsequent stages of the design.

6.3 Outline School

The new school building is proposed to consist of Ground and two upper storeys.

The school will be developed in subsequent design stages to BS 8300, Approved Document M and Building Bulletin 99.

All facilities, with the exception of the Upper Ground and First Floor of 1 Hawley Road (as described in Section 6.2.2 above) will be accessible throughout.

It is proposed that the function of the upper levels of 1 Hawley Road will be duplicated elsewhere within the school, to ensure that an equal experience is afforded for all staff and students within the school.

6.4 Residential Accommodation

6.4.1 Residential Units

Buildings W and X will consist of residential accommodation (total of 42 units).

It is proposed that 100% of residential units will be Lifetime Homes compliant.

Additionally, it is proposed that 10% (4 units) will be spatially designed to be wheelchair accessible, to the recommendations set out in the Greenwich “Guidelines to achieve the necessary standards for wheelchair user’s dwellings”.

The designation of wheelchair accessible apartments will be confined to apartments which are located on a single level only, as split level and duplex apartments are not user-friendly. This is in consultation and agreement with the London Borough of Camden Access Officer (Michelle Horn, 17th November 2010). The location of wheelchair accessible units will be located so as to provide a variety of views and experiences. All units will be accessed by means of the circulation core, as described previously.

See Appendix B for typical apartment layouts that have been reviewed in relation to Lifetime Homes and wheelchair housing. This has been reviewed and approved as part of the initial application, and more recent correspondence (dated 12th June 2012) has confirmed that no further changes to these layouts is required.

6.4.2 Residential Communal Areas

A communal hard play area is proposed to the south-west corner of Area B on Ground Floor level. It is proposed that these will be level and allow use by all residents.

Access to the communal hard play area for residents from all Buildings will be achieved by means of the graded routes leading from each respective building entrance. These graded routes will have a gradient of 1:30. Additionally, the three Ground Floor duplexes in Building X will have direct access from their private gardens to the communal area.

Other communal areas proposed on Ground Floor for Area B include a reception area, cycle storage and refuse areas. All areas will be developed in subsequent design stages, but it is proposed that accessibility will be achieved and maintained in all of these areas.

7 Area C

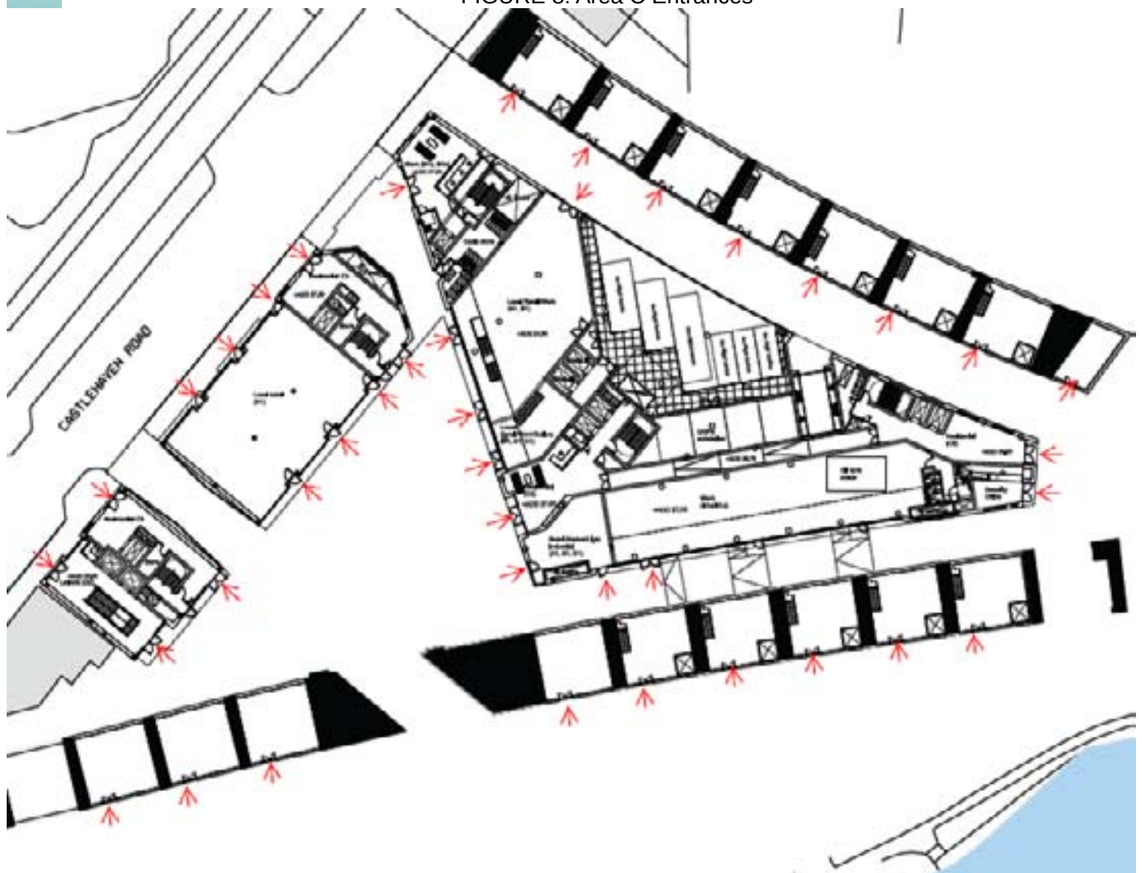
Area C is arranged across two blocks, Block C1 (to the west) and Block C2 (to the east). Area C consists of a site-wide energy centre and car parking (Basement Level 2) and a basement cinema (Basement Level 1); C1 contains retail units and the cinema and residential entrances on Ground Floor, and residential accommodation throughout the upper levels (Level 01 - 04); C2 contains office accommodation on Ground, Mezzanine and Level 01, the residential entrance on Ground Floor, and residential accommodation throughout the upper levels (Level 01 - 08).

Additionally, the space within the arches will be used for light industrial uses, over Ground and Mezzanine levels.

7.1 Building Entrances

The building entrances for Area C can be seen on Figure 8 below.

- FIGURE 8: Area C Entrances



Entrances for the retail units will provide access directly from the street to the retail interior.

The entrances to the residential, cinema and commercial buildings provide access to the vertical circulation cores, which in turn provides access to the residential units, cinema and office accommodation respectively.

The entrances will be developed in subsequent design stages, but it is proposed that each opening will have a minimum clear opening width of at least 1000mm, in accordance with M entrance requirements. It is proposed that these entrances will afford level access and will be designed for use by all users. This will continue to be developed in accordance with the recommendations set out in Approved Document M and BS 8300.

All entrances, with the exception of the C1 residential entrance on Castlehaven Road, will be recessed and will provide weather protection for the entrances. The C1 residential entrance on Castlehaven Road has not been provided with a recess, as a request from the London Borough of Camden to address Secure by Design issues. However, the entrance into C1 off the square will be recessed and will provide an alternative entry point for anyone requiring this. This was discussed and agreed with Michelle Horn, Access Officer at the London Borough of Camden, at a meeting on the 25th July 2012.

7.2 Internal Access - General

All horizontal and vertical access within the buildings will be designed to the recommendations set out in Approved Document M and BS 8300. See Sections 9 and 10 for more information.

The entrances to each block provide access to the vertical circulation cores, which in turn provide access to the residential units on the upper floors.

The core for the cinema consists of two passenger lifts and a stair. This provides access to the Basement Levels, which contain three cinema screens (on Basement Level 1), car parking spaces and the site-wide energy centre (on Basement Level 2).

There are four cores for the residential aspects of the building (two within C1, two within C2). Within C1, one core contains one passenger lift and one escape stair, the other contains two passenger lifts and an escape stair. Within C2, each core contains two passenger lifts and an escape stair. A circulation corridor, located centrally within each respective building, provides access from the lifts to each residential unit.

The commercial building has one core, containing one passenger lift, one access stair and one escape stair, serving between Ground and First Floor. There are two goods lifts associated with the office space, which can be managed and utilised should the lift break down or be out of use. The goods lifts serve between Ground and Mezzanine Floor. The commercial areas also have use of both residential stairs within C2 for means of escape.

The lift provision within Area C has been discussed and agreed with Michelle Horn (London Borough of Camden Access Officer) in an email dated 16th July 2012.

7.3 Cinema

Three cinema screens are proposed on Basement Level 1. It is proposed that this will consist of a flat slab, and so all access to, from and within the cinema will be level and step-free.

The screens will be developed in subsequent design stages, but it is proposed that wheelchair accessible seating areas (at least 1% of the total) and amenity seats (at least 1% of the total) will be provided in a variety of locations throughout the cinema, allowing choice and flexibility.

Toilets have been provided for staff and visitors to the cinema. This will include standard male and female toilets, with toilets for ambulant disabled people. There will also be enlarged WCs provided, where there are four or more cubicles, to accommodate people who require additional space (e.g. those with children or luggage).

In addition to the above, a unisex wheelchair accessible WC and a unisex Changing Places WC will also be provided within the same location, designed to the recommendations set out in

Approved Document M and BS 8300.

All areas of the cinema, including screens, refreshment facilities and ticketing areas will be developed in liaison with the cinema operator, who at present has not been identified. The developments will ensure that the cinema is accessible and inclusive, designed in accordance with Approved Document M and BS 8300.

7.4 Ground Floor - Retail Units

All areas within the units will be accessible to all.

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

Any vertical movement within the units will also be determined by the tenant during fit-out to comply with the then current regulations and recommendations.

7.5 Commercial Accommodation

Each level of flexible office / light industrial accommodation in Building C2 will be accessed by means of the circulation cores, as described in Section 7.2 of this report.

All commercial floor areas will be level, and will be designed to take account of BS 8300 Section 11 which sets out additional requirements for assembly areas. Consideration will be given to the installation of hearing enhancement systems within all office and meeting areas, to assist those with hearing impairments.

Toilets have been provided centrally on each floor, for use by staff and visitors to the building. This will include standard male and female toilets, with toilets for ambulant disabled people. There will also be enlarged WCs provided, where there are four or more cubicles, to accommodate people who require additional space (e.g. those with children or luggage).

In addition to the above, a unisex wheelchair accessible WC will also be provided within the same location, designed to the recommendations set out in Approved Document M and BS 8300.

7.6 Residential Accommodation

Area C consists of two areas of residential accommodation, Block C1 (Castlehaven Road building) with 40 units, and Block C2 (the triangular building) with 57 units. These are market / private units.

It is proposed that 100% of residential units will be Lifetime Homes compliant.

Additionally, it is proposed that, across Area C, 10% (10 units) will be spatially designed (to be adapted) to be wheelchair accessible, to the recommendations set out in the Camden Wheelchair Housing Design Brief. The designated units have been located in areas within Area C which are served by two lifts.

The location of wheelchair accessible units will be located so as to provide a variety of views and experiences. All units will be accessed by means of the circulation core, as described previously.

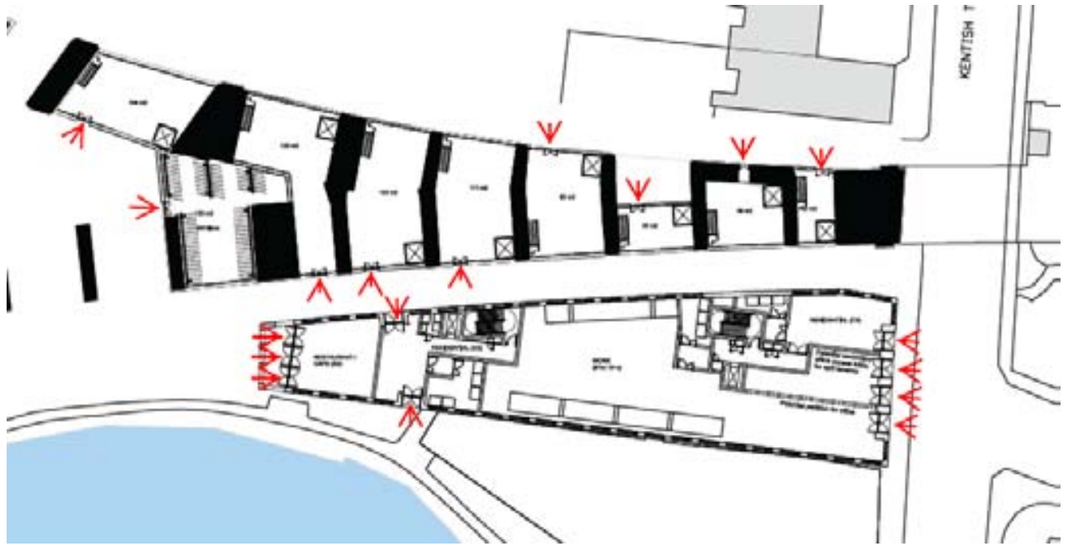
See Appendix B for typical apartment layouts that have been reviewed in relation to Lifetime Homes and wheelchair housing. The provision of wheelchair accessible units, including numbers and mix, was discussed and agreed at a meeting with Michelle Horn, Access Officer at the London Borough of Camden, on the 25th July 2012. Any units not audited as part of this planning document will be developed in subsequent design stages, to be compliant with Lifetime Homes standards.

8 Area D

8.1 Building Entrances

Area D consists of commercial accommodation at Basement and Ground Floor and residential accommodation above, with entrances for each located on Ground Floor. See Figure 9 below.

- FIGURE 9: Area D Entrances



The entrances will be developed in subsequent design stages, but it is proposed that each opening will have a minimum clear opening width of at least 1000mm, in accordance with M entrance requirements. It is proposed that these entrances will afford level access and will be designed for use by all users. This will continue to be developed in accordance with the recommendations set out in Approved Document M and BS 8300.

The exception to this is the secondary entrance for the residents of Area D, from the towpath to the south side of the building. There is a level change of 520mm from the existing towpath level (+25.78) to the finished floor level of Area D (+26.30). This area of towpath is outside of the Camden Lock Village boundary and belongs to British Waterways.

It is therefore proposed that this secondary entrance will be stepped to accommodate the level change. Options for a ramped approach have been explored, but would result in a long and steep ramp, which would obstruct access along the towpath. Given the unfeasibility of the ramped approach, the constraints of the existing towpath levels, and the fully accessible main entrance off the main road, this is felt to be an acceptable solution for this secondary entry point.

All entrances are recessed and will provide weather protection for the entrances.

The entrances provide access to the vertical circulation cores, which in turn provide access to the residential units on the upper floors.

There will also be areas for retail use on Ground Floor - these will be developed in subsequent design stages, although it is proposed that these will be accessible and designed in accordance with Approved Document M, BS 8300 and the inclusive design strategy for this development (as outlined in this document).

8.2 Internal Access - General

All horizontal and vertical access within the building will be designed to the recommendations set out in Approved Document M and BS 8300. See Sections 9 and 10 for more information.

The entrances to each block provide access to the vertical circulation cores, which in turn provide access to the residential units on the upper floors.

Each core consists of one passenger lift and one escape stair. A circulation corridor provides access from the lifts to each residential unit.

The lift provision within Area D has been discussed and agreed with Michelle Horn (London Borough of Camden Access Officer) in an email dated 16th July 2012.

8.3 Residential Accommodation

Level 01 to Level 05 will consist of private residential accommodation (comprising a total of 31 units).

It is proposed that 100% of residential units will be Lifetime Homes compliant.

Additionally, it is proposed that 10% (3 units) will be spatially designed to be wheelchair accessible, to the recommendations set out in the Camden Wheelchair Housing Design Brief. 0

The location of wheelchair accessible units will be located so as to provide an option on Level 1, 2 and 3 for wheelchair users. All units will be accessed by means of the circulation core, as described previously.

See Appendix B for typical apartment layouts that have been reviewed in relation to Lifetime Homes and wheelchair housing. The provision of wheelchair accessible units, including numbers and mix, was discussed and agreed at a meeting with Michelle Horn, Access Officer at the London Borough of Camden, on the 25th July 2012. Any units not audited as part of this planning document will be developed in subsequent design stages, to be compliant with Lifetime Homes standards.

9 Horizontal Circulation (Communal)

The Camden Lock Village development will be designed to the recommendations set out in Approved Document M and BS 8300 for horizontal access.

9.1 Internal Doors

All internal doors will have a minimum clear opening of not less than 800mm or 825mm, depending on approach, and will accommodate an unobstructed 300mm to the side of the door adjacent to the leading edge, in accordance with Approved Document M and BS 8300.

The pushing force required for opening doors should 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 Approved Document M and BS 8300.

Where this is not achieved, doors should be held open on hold-open devices during normal operation. In areas where this is the case, an assisted evacuation system is required in an emergency situation.

All doors, both internal and external, that open out into an access route, will be provided with barriers to indicate to the public where the door opening zone is located (thereby reducing the risk of injury).

9.2 Internal Corridors and Corridor Doors

All internal corridors will be designed to the recommendations set out in Approved Document M and BS 8300, and have a minimum width of 1200mm with 1800mm passing places, or 1800mm without passing places.

All corridor doors will have vision panels except in instances of privacy or security. Vision panels should be towards the leading edge of the door and between 500-1500mm from the floor, as recommended in BS 8300 and Approved Document M. The vision panels should have the same fire resistance as the fire rating of the doors.

9.3 Internal Lobbies

It is proposed that all internal lobbies will satisfy the requirements of Approved Document M Sections 2.25 and 2.29, which includes Diagram 10.

10 Vertical Circulation (Communal)

The Camden Lock Village development will be designed to the recommendations set out in Approved Document M and BS 8300 for vertical access.

10.1 Graded Routes

Graded routes will be provided beside the canal for access to the site. Graded walkways will also be provided for access throughout the building.

Each section of the graded route will have a gradient of 1:20.5 over a rise of 500mm, and with intermediate landings of length 3m. This is in accordance with the principles set out in BS 8300 Section 5.4:

"It is assumed that a gradient of 1:60 or less steep is level; steeper than 1:60 (but less steep than 1:20) is gently sloping and 1:20 or steeper is a ramp. Where an access route has a gradient steeper than 1:60, not as steep as 1:20, it should have a level landing for each 500mm rise of the access route."

The graded routes will have a minimum width of 2000mm, which allows two wheelchairs to pass each other.

The graded routes will be the primary means of access for the Market Building to fit in with the existing character and local distinctiveness of this area (e.g. the opposite Stables Market), as per the Hawley Wharf Area Planning Framework SPD (adopted February 2009).

10.2 Stairs

The access stairs within the Market Building will each have a minimum width of 1200mm.

The Market Building access stairs and the canal-side external stair will both be designed to the recommendations set out in Approved Document M and BS 8300, as follows:

Risers will be set uniformly throughout the building. All treads will be 250mm or greater and will have a rise of between 150mm and 170mm, as recommended in Approved Document M and BS 8300. Each stair will have no more than 12 risers in each flight.

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. Where stairs have a width of 2m or greater, central handrails will be provided to divide the stair into channels of no less than 1m, no more than 2m in width.

A slip resistant, tactile nosing is proposed to the nose of each tread, which will also provide colour contrast. The landings will have a similar slip resistant, tactile finish to denote the top of flights.

Stair landings will have visual and tactile level indicators and circulation route signage in accordance with the recommendations set out in Approved Document M and BS 8300.

All other stairs within the development will be for escape purposes only.

10.3 Passenger Lifts

The passenger lifts throughout the development will have an internal dimension of no less than of 1100mm x 1400mm, in accordance with BS 8300 and Approved Document M. Where the lifts require a wheelchair user to reverse out (i.e. where it is not a through-lift), a mirror will be provided on the rear wall of each lift car to assist with this. The minimum dimensions are often exceeded, allowing a wheelchair user to turn through 180 degrees, therefore negating the requirement for a mirror.

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

All lift call buttons will be made distinct by an illuminated coloured disk, which surrounds 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.

Wherever possible, two lifts have been provided within each core, to accommodate redundancy (e.g. in the case of lift breakdown). In some instances, secondary lifts have not been possible. This includes the residential accommodation within Area B. This is due to the size of the building / number of residential units that the lifts serve per floor. For this building, the requirements of the London Housing Design Guide have been met.

This also includes Area D, where only one lift per core has been provided.

A high maintenance strategy will be employed throughout the development, including Areas B and D, to ensure that the lifts are in working order. Consideration will be given to the installation of Remote Monitoring Systems, which keep track of the status of the whole lift portfolio, allowing proactive visits to rectify intermittent faults before critical failures occur.

The lift provision within the site as been discussed and agreed with Michelle Horn (London Borough of Camden Access Officer) in an email dated 16th July 2012.

10.4 Platform Lifts

The platform lifts will be enclosed and will allow for a wheelchair user and companion, and therefore will provide minimum internal dimensions of 1100mm by 1400mm, as recommended in BS 8300.

Controls for the platform lifts should be located between 800mm and 1100mm from the floor level, and at least 400mm from any return wall. The platform lifts should also be fitted with clear instructions for use, which are suitable for visually impaired people as well as those with learning difficulties such as dyslexia.

The location of platform lifts has been discussed and agreed with Michelle Horn, Access Officer at the London Borough of Camden, at a meeting on the 25th July 2012.

10.5 Escape Stairs

Escape stairs will be designed to the parameters set out in Approved Document Parts B and K. The width will be dependant on the expected occupancy of the building and flow rate of escape. Escape stairs will, however, include 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 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.

10.6 Evacuation Lifts

The possibility of using the passenger lifts within the Camden Lock Village development as evacuation lifts also is currently under discussion. Please refer to the current Fire Strategy.

Evacuation lifts should be manually operated by a suitably trained member of staff in an emergency situation.

11 Finishes

Finishes have not yet been finalised for the Camden Lock Village project. However, the following principles will be considered.

11.1 Visual Contrast

Visual contrast should be provided 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. This may include visual contrast of the junction between the wall and floor, and wall and ceiling, by means of a contrasting coving and skirting. More importantly, colour or luminance contrast is required below 1.2m on the walls and at floor level to assist navigation.

Colour contrast of critical surfaces – e.g. walls, ceilings and floors, makes navigating through a building easier. Highly contrasting colours in irregular, busy or geometric patterns should be avoided, as should highly reflective finishes. Shining surfaces are confusing for visually impaired people and should therefore be avoided. Use matt or mid sheen finishes to realise the full benefit of colour differentiation.

Manifestations on glazing are important for people with visual impairments, the presence of the door should be apparent not only when it is shut, but also when it is open. Differing manifestation styles on glazed screens and accompanying doors can help to distinguish the location of each.

Special features are small areas which need to be highlighted, such as sanitary ware, handrails, door handles and socket outlets, which should be contrasted against the background against which they will be seen.

A further consideration is how the material will change through its life. For example, it may get dirty, it may change colour, the surface finish may need change. These changes will affect the lighting properties and will also need to be taken into account at the lighting design stage.

11.2 Flooring

Walking surfaces should be slip resistant, hard wearing, firm, level and easily maintained. The aim will be to create a safe and easy to use environment across the site, affording an inclusive experience for everybody.

The selection of walking surfaces will need to create a safe and easy environment for the entire site, and to allow the walking surfaces to continue the accessibility and inclusivity of the site, as has been achieved within the buildings.

For some areas within the public realm, York stone paving is proposed. Following consultation and discussion (with Mik Scarlett, Disability and Access Consultant / Advisor, on Monday 6th June 2011), no accessibility issues were identified with these areas or use of this product.

It was also discussed that some of the routes within the site are expected to accommodate regular vehicular access (for servicing, deliveries, etc). For such areas, the use of small paving setts (which will be flat, not rounded, and laid to be level with flush joints) for the ground surface may be suitable, as larger paving materials would not provide the required level of durability and would require less maintenance.

However, the same setts would not be suitable for the routes identified for main pedestrian traffic.

Generally speaking, to remain accessible, setts would require strict quality control checking at construction (to ensure that the setts are laid correctly, with minimal gap between setts and flush joints). Additionally, a strict maintenance strategy would also need to be adopted to ensure that the walking surface remains accessible (e.g. through use and weathering).

It is acknowledged that the local authority, residents and working groups are keen to retain the historic ‘feel’ of Camden Lock through the use of materials. Therefore, it was discussed that the setts could continue to be used in pedestrian areas, but with larger dimensions for each sett. This would reduce the number of joints required between setts and therefore provide a smoother, more accessible route. In the consultation with Mik Scarlett, it was agreed that this would be a more acceptable strategy.

The above strategy and proposals have been discussed with the design team, and will need to be discussed also with the contractor to ensure that this is implemented during the construction stages. See also the Fabrik Landscape Strategy for more information.

Another function of the floor finish should be to reduce soil and moisture transferred from the exterior to the interior of the building, and from different areas of the building itself. This in turn prolongs the life of the interior floors by reducing the ingress of abrasive soil, and also provides ease of cleaning and maintenance.

Matwells can be provided at entrances to aid the removal of moisture and soil upon entry, and where provided, the surface of the mat should be level with the surface of the adjacent floor finish.

Internal floor surfaces should not impede the movement of wheelchairs, e.g. coir matting, and changes in materials should be flush, removing risk of tripping.

11.3 Lighting

Light is an important element when providing adequate visual contrast to surfaces within buildings. Large amounts of light on surfaces will increase glare and reflection, which in turn reduces contrast. This is the reason why fluorescent lighting should be avoided whenever possible. Approved Document M and BS 8300 suggest a minimum lux level of 100 lux for public buildings, which should consist of a combination of natural day lighting and artificial lighting sources.

The nature of the surface finish will affect how the light is reflected from it, but it will also be affected by the ways the surface is lit. The combination of light and shade will be effective in enhancing the appearance of the surface texture but it will reduce the average luminance, which can be interpreted as a reduction in its average reflectance.

The designer will need to decide on the primary purpose of the material. If it is for effect then the lighting should compliment the surface material to enhance its properties. If however the direction and intensity of the light reflected from the surface is important then an appropriate reflection factor or factors will be required.

See the Fabrik Landscaping Report for the Camden Lock Village development for more information.

11.4 Hearing Enhancement

BS 7594:1993 “Audio-frequency induction-loop systems (AFILS)” gives recommendations and guidance on the design, installation and maintenance of AFILS intended for communicating speech, music and other signals. AFILS provide hearing aid to people with hearing impairments, and should be provided for entrances, reception desks, meeting / conference rooms, auditoria spaces and other areas where effective communication is required.

The majority of AFILS can be installed at a reasonable cost. Advice on likely costs can be obtained from caring organisations or from appropriate trade associations. As a general rule, small systems in simple buildings can give good results with a simple approach to maintenance; large installations in complicated buildings require considerable care and may prove to be relatively more expensive.

11.5 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 should therefore 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.

Signage will be provided across the site, showing access points, the different choices available for vertical circulation, and the location of facilities and destination points.

Legible London is a pedestrian wayfinding system that’s helping people walk around London, which ensures that signage is consistent and effective. It has been developed to help both residents and visitors within an area walk to their destination quickly and easily.

Based on extensive research, the easy-to-use system presents information in a range of ways, including on maps and signs, to help people find their way. It’s also integrated with other transport modes so when people are leaving the Underground, for example, they can quickly identify the route to their destination.

Signage for the Camden Lock Village project will incorporate Legible London requirements and will be developed in subsequent stages.

11.6 Internal Fit-out

Wherever possible, the number of obstacles protruding into, or located in the walking area should be kept to a minimum. If provided, they should be adequately colour contrasted with the critical surface against which they will be viewed.

12 Means of Escape

Provisions will be made for disabled persons within the development as per the recommendations of BS 5588 and Approved Document Part B.

See the Fire Strategy for the Camden Lock Village development for more information.

13 General Considerations

- All floor and wall colour schemes will be considered with recourse to “Colour, contrast and perception – Design guidance for internal built environments” Reading University.
- All floor finishes both internally and externally will be slip resistant and designed with recourse to BS 8300 Annex E.
- Tactile and visual circulation route signage will be provided in accordance with the recommendations set out in BS 8300.
- There will be an audible and visual alarm system within each building.
- Fluorescent lighting will be kept to a minimum where possible.
- The lighting strategy will ensure that routes are evenly lit, providing approaches that are safe and accessible to everyone.

14 Maintenance of Features

On hand-over the completed Access Statement will contain a record of features and facilities designed to maximise accessibility with sufficient information to ensure their proper use.

Where there have been necessary constraints on inclusive design these will be detailed and all relevant background information supplied as part of the Access Statement. This will help in demonstrating that a reasoned process was employed in delivering a reasonable level of access.

15 Conclusion

Design development will aim to maintain and improve accessibility throughout the site.

The Camden Lock Village development has been designed with inclusive access in mind, and has taken into account relevant policy, regulations and good practice. Wherever possible and practicable (given the existing site constraints), the scheme has aimed to achieve beyond the minimum standards of Approved Document M, including the following:

- Incorporation of the best practice standards of BS 8300;
- Ensuring consultation throughout the design process with user groups, access professionals, the Greater London Authority (GLA) and the London Borough of Camden, to ensure that all comments are addressed as an integral part of the design;
- Provision of regular rest points throughout the site;
- Applying graded routes instead of ramps, which offer shallower gradients. These have been designed to be as shallow as possible, in consultation with Julie Fleck (GLA);
- Providing, for Area A, a flat slab to allow level access throughout each retail floor;
- Providing a Changing Places facility for Area A, in addition to wheelchair accessible WCs and WCs for ambulant disabled people;

- Providing, for the residential elements, wheelchair accessible units designed to the Greenwich “Guidelines to achieve the necessary standards for wheelchair user’s dwellings”, which require more space than the standard ‘Wheelchair Housing Design Guide’ from Habinteg. It should be noted that whilst the London Borough of Camden have subsequently adopted and implemented their own wheelchair housing standards, it has been agreed on the 12th June 2012 with Michelle Horn, Camden Access Officer, that these changes do not need to be applied to the wheelchair housing within Area B, as this has remained unchanged from the initial submission. However, Area C and D have been designed to the Camden Wheelchair Housing Design Brief.
- Ensuring that, a proportionate amount of wheelchair accommodation is provided in both the affordable and private provision, which includes a family sized unit, to ensure a genuine housing choice in accordance with London Plan policies. The mix of wheelchair accessible units has been discussed and agreed with Michelle Horn, Access Officer at the London Borough of Camden, at a meeting on the 25th July 2012;
- Providing, wherever possible, at least two lifts within each core to accommodate for redundancy. Where only one lift is provided in a retail or office core, alternatives have been provided elsewhere that can be utilised if the passenger lift is out of order. Where only one lift is provided within residential cores:
  - Wheelchair accessible units have been located so as to utilise other cores, to allow at least two options (if available);
  - Lifts will be on a high maintenance strategy, to minimise the risk of break down.
  The lift provision within Areas B and D have been discussed and agreed with Michelle Horn (London Borough of Camden Access Officer) in an email dated 16th July 2012;
- Providing a strict lift maintenance strategy across the site, for all residential, retail and commercial uses, to ensure efficiency;
- Providing fire fighting lifts, wherever possible, to allow independent egress by disabled people in the event of an emergency evacuation, which is seen as a more inclusive approach to the provision of assistance via refuges / evacuation aids and stairs;
- Working together with the local authority and existing Shop Mobility service, to ensure that the shopping experience at the Camden Lock Village development is available to a wider range of people, which includes the provision of an additional Shop Mobility service point;
- Although intended as a limited car development, it has been acknowledged that some disabled people require private cars to travel. Therefore, provision of Blue Badge parking bays and drop-off / pick-up points have been incorporated within the proposals to address this. 50% of the wheelchair accessible units will be provided with car parking bays, which is 44% of the total car parking provision for the Camden Lock site;
- Provision of a flat slab cinema within Area C, rather than a traditional stepped one, to allow inclusive access and greater variety of wheelchair accessible seating (with regards to location and views);
- Improvements to the existing congestion and pedestrian comfort levels for the surrounding areas;
- Incorporation of Legible London within the scheme, to improve wayfinding and ease of use.

This will be developed further and maintained at the detailed design stage, and consultation will continue to be held with interested parties (including the Hawley Wharf Working Group, the London Borough of Camden and the GLA).

This access statement has explored both access and egress to and around the site as well as within the development itself. At present options are being considered to ensure the development is accessible. Design development – including the consideration of colours, lighting, markings, sizes, surface finishes and handrails - would aim to maintain and improve accessibility throughout the development. Further access assessment and consultation will be required during future design progression.

APPENDIX A

Existing Site Plan and PERS Report

ARUP

A3

CLEARWAY SIGN
MON - FRI 8.30AM - 6.30PM
SAT - SUN 8.00AM - 6.30PM

CLEARWAY SIGN
MON - FRI 8.30AM - 6.30PM
SAT - SUN 8.00AM - 6.30PM
AND NO LOADING SIGN
8.30 - 9.30AM
5.00 - 6.30PM

NO LOADING SIGN
SINGLE DASHES ON KERB
8.30 - 9.30AM
5.00 - 6.30PM

PERMIT HOLDERS ONLY CA-F
MON - FRI 8.30AM - 6.30PM
SAT & SUN 9.30AM - 5.30PM

NO LOADING SIGN
SINGLE DASHES ON KERB
8.30 - 9.30AM
5.00 - 6.30PM

RESIDENT OR BUSINESS
PERMIT HOLDERS ONLY CA-F
MON - FRI 8.30AM - 6.30PM
SAT & SUN 9.30AM - 5.30PM

DISABLED BADGE HOLDERS ONLY
AND CLEARWAY SIGN FOR LORRIES
OVER 5 TONNES AND BUSES
6.30PM - MIDNIGHT
MIDNIGHT - 8AM

CLEARWAY SIGN
MON - SAT
7.30AM - MIDNIGHT

RESIDENT PERMIT
HOLDERS ONLY CA-F
MON - FRI 8.30AM - 6.30PM
SAT & SUN 9.30AM - 5.30PM

PAY AT METER
MON - FRI 8.30AM - 6.30PM
SAT & SUN 9.30AM - 5.30PM
MAX STAY 2 HOURS

RESIDENT PERMIT
HOLDERS ONLY CA-F
MON - FRI 8.30AM - 6.30PM
SAT & SUN 9.30AM - 5.30PM

HEIGHT RESTRICTION
SIGN - 13' 9"

RESIDENT PERMIT
HOLDERS ONLY CA-F
MON - FRI 8.30AM - 6.30PM
SAT & SUN 9.30AM - 5.30PM

PAY AT METER
MON - FRI 8.30AM - 6.30PM
SAT & SUN 9.30AM - 5.30PM
MAX STAY 2 HOURS

CLEARWAY SIGN FOR LORRIES
OVER 5 TONNES AND BUSES
6.30PM - MIDNIGHT
MIDNIGHT - 8AM

PAY AT METER
MON - FRI 8.30AM - 6.30PM
SAT & SUN 9.30AM - 5.30PM
MAX STAY 2 HOURS

CAR CLUB PERMIT
HOLDERS ONLY

CLEARWAY SIGN
MON - SAT
7.30AM - MIDNIGHT

GATE

Issue	Date	By	Chkd	Appd
A	03/12/10	MW	MR	MR
-	06/10/09	MW	DF	VS

ARUP

13 Fitzroy Street
London W1T 4BQ
Tel +44 (0)20 7636 1531 Fax +44 (0)20 7580 3924
www.arup.com

Client

Job Title
Camden Lock Villiage

Drawing Title
Existing Site Layout

Scale at A3 1:1000 (1:500 @ A1)

Discipline Transport Planning

Drawing Status
In Progress

Job No	Drawing No	Issue
209791-00	**209791-00-001**	**A**

J:\209000\209791 Camden Lock Village\4 Internal Project Data\4-03 Arup Drawings\209791-00-001_A.dwg 3 Dec 2010 11:24:01 Id: 02A78B79-F5AA-4BA9-B386-084FED13D7C9 manuel.williams

Do not scale

Stanley Sidings Ltd
Camden Lock Village
PERS Report

0040PERS Report

Final | September 2011

Ove Arup & Partners Ltd
13 Fitzroy Street
London
W1T 4BQ
United Kingdom
www.arup.com

Job number 209791

ARUP

Contents

			Page
1	**Introduction**		**1**
2	**Site Context**		**2**
	2.1	Site Location	2
	2.2	Local transport facilities	2
3	**Methodology**		**4**
	3.1	PERS Audit Overview	4
	3.2	Stage 1: Definition of Study Area	4
	3.3	Stage 2: Identification of Review Frameworks	5
	3.4	Stage 3: On-Street Evaluation	7
	3.5	Stage 4: Data Analysis Using the PERS Software	7
	3.6	Stage 5: Display and Review Outputs	8
4	**Results**		**9**
	4.1	Pedestrian Links	9
	4.2	Pedestrian Crossings	11
	4.3	Bus Stops	13
	4.4	Pedestrian Routes	14
5	**Conclusions and Recommendations**		**16**
	5.1	Recommendations	17