

1 Introduction

2 Design philosophy

1.1 Statutory and regulatory background

This Access Statement was prepared between March - September 2011 by Arup Accessible Environments for planning. It satisfies Part M of the Building Regulations 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.

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.

2004, paragraphs 20 to 23 and the more detailed requirements of the Planning and

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 2.4 Sources of advice and guidance used have an association with a disabled person (eg 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, ie pregnant women, people with young children or people with baggage.

2.3 Process

Should there be any departures from the adopted performance indicators the Part 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 Part 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 Part M Compliance Report will be one of the documents on hand over.

To ensure the achievement of inclusive design, the following actions have been

- 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 Part 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 the GLA (Principal Access and Inclusion Officer, Julie Fleck) - notably on the 4th November 2010 and on the 9th March 2011. Comments made at these meetings have been incorporated and referenced within this document where necessary.

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
- 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 design statement

4 Key issues

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. The descriptions in this report have been based on the planning drawings dated September 2011. 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 Part M.

4.1 Site overview

The masterplanning 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 Regent's 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, as described in subsequent sections of this report.

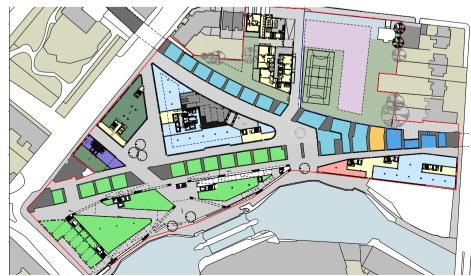
The development will consist of four areas, A-D, as shown in Figure 1.

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 rooftop garden at 1-8 Chalk Farm Road.

Area B consists of a new primary school and residential accommodation including affordable housing and employment uses within the arches.

Area C consists of commercial, retail and residential accommodation, in addition to a basement cinema and cafe.

Area D consists of commercial space and residential accommodation.



FIGURF 1: Si

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 they 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 to several important streets around the site, including Camden High Street, Chalk Farm Road, Castlehaven Road and Hawley Road.

The aim is to invite the public into the market, allowing them to explore and enjoy the space at leisure. This language is continued throughout the market building, which, through a series of graded routes, allows shoppers to meander through the space in a way similar to the experience currently enjoyed at the existing Stables Market. 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 has been designed to maintain a level of privacy for the occupants - providing a sense of separation whilst maintaining accessibility and convenience.

In general, there are 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, ie taxi and service vehicles, will be at the eastern end of the site via Castlehaven Road. Chalk Farm Road will provide very limited access to vehicles.

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).

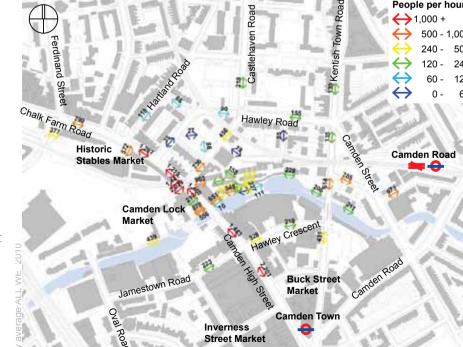
These provide access to the site from within the London transport network, although access is restricted as the stations do not currently have step-free access from platform to street level.

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 the 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)

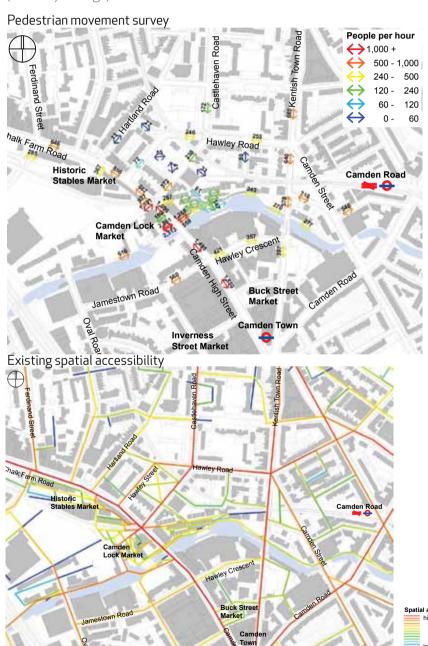
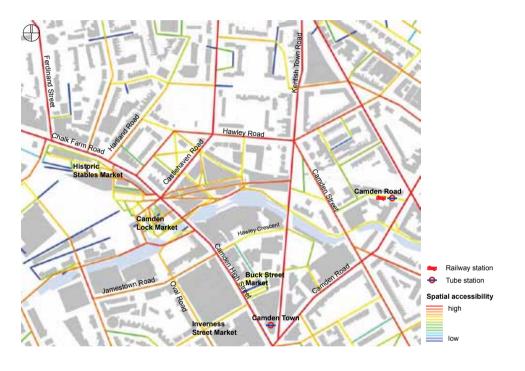


FIGURE 3: Space Syntax forecast



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. Gradients across these level changes will, however, be minimised to ensure as shallow a gradient as possible. At junctions, level landing areas will be provided to allow someone to change direction as required.

Access between the canal towpath and Area A has been maintained by the

introduction of a graded route and an associated stair. See Figure 4.

It is proposed that the stair will be designed to the parameters set out in Approved Document Part M and BS 8300. The stair will also incorporate a seating feature, as can be seen in Figure 5 below.

The seating feature will provide areas for people to rest along their journey, provide a physical landmark to assist wayfinding and legibility, as well as allowing for an informal performance area.

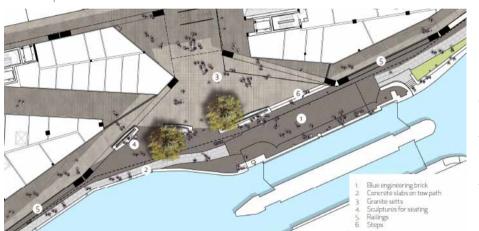
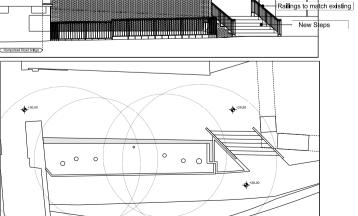


FIGURE 4: Canal access



The seating will be developed during later design stages, and it is proposed that this will include integrated areas for wheelchair users to sit and enjoy the space.

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

See Figure 6 below:

Through discussions with Julie Fleck (April 2011), it was agreed that these revised proposals are preferred. This provides a less formal and imposing separation between the areas that the original proposal, with shallower gradients and allowing more permeation between the spaces.

It is proposed that the graded routes, stairs and stepped seating feature 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 to ease congestion, improve street quality and open up connections within the public realm, as per the Hawley Wharf Area Planning Framework SPD (adopted February 2009).

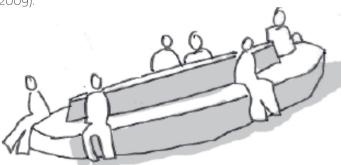


FIGURE 5: Seating feature

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.

Many routes throughout the site will be gated at night for security reasons.

This will include all public routes throughout Site A. All members of the public will need to use alternative routes at night.

To maintain independent and unrestricted access for residents of the development, the gates to and from the residential aspects of the development will be accessible by means of an electronic key fob. The entry systems will be developed in subsequent stages of the design, and will ensure that access controls are located at a suitable height, as recommended within Approved Document M and BS 8300, to allow access for all.

5 Area A

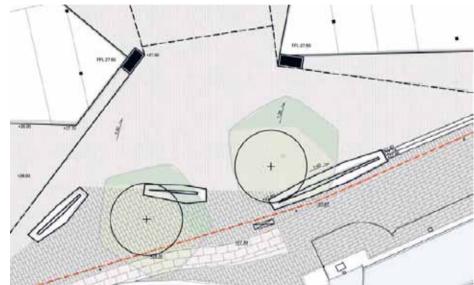


FIGURE 6: Graded routes - detail

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.

Two accessible off-street car parking bays have been provided off Hawley Road, within Area B. As these are external off-street bays, they will accommodate high-top conversion vehicles. These are for use by residents within the residential aspects of the development, who require an accessible bay. One of these bays will be designated for Unit X.G.1. The other bay will be allocated on a first come first served

16 residents' car parking bays have also been provided for Area C at Basement Level 2. Access to this underground car park is by means of a car lift located off Castlehaven Road. This will consist of 9 accessible bays and 7 standard bays. 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).

5.1 Area A entrances

5.1.1 Public entrance

The main public entrance for Area A will be accessed off the corner of Chalk Farm Road and Castlehaven Road (where 9 Chalk Farm Road used to be located) on Upper Ground Level, and will consist of a step-free opening into the building interior, with a gradient of approximately 1:60.

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

There is a secondary opening (which currently exists), approximately 30m south of the main entrance. This predominantly provides access to the tow path. Access to the tow path, and secondary access for Area A, can be achieved by means of graded walkways and steps.

Additionally, cross-access into the building will also be gained from the canal-side, by means of graded routes and walkways, as previously shown in Figure 4. In acknowledgement of the location of the nearest existing bus stop to the site (on Hawley Road), the link between Hawley Road and Area A has been designed as level. See Figure 7 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 Lower Ground to Floor 03 retail areas.

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 Part M and BS 8300.

5.1.2 Retail entrances

Retail units within Area A are intended as a mix of unit sizes and will be located off the graded walkway (discussed later in this report).

Additionally, 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. No. 7-8 Chalk Farm Road will be rebuilt, following the damage caused in the

2008 fire. Nos. 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 Level 1 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 Part 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. For the retail units within Area A, access will be off the level landings of the meandering graded walkways, offering a minimum of 1500mm clear level entrance landing for each unit (it is proposed that a maximum of two units will be accessed off each level landing area). Each opening will have a minimum clear width of at least 1000mm, in accordance with Part M entrance requirements. It is proposed that these entrances will afford level access across the threshold. This will continue to be developed in accordance with the recommendations set out in Approved Document Part M and BS 8300



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.

the east and a lift and stair to the west. 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 gradients of approximately 1:20 (one small section of with gradient of 1:20, most are 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.

The first and second floors of Chalk Farm Road are connected with bridges to the arches building. This is an existing condition. As part of the access strategy, it is proposed that enhanced openings will be provided to facilitate access between the building and Chalk Farm Road.

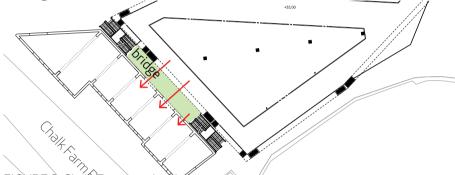


FIGURE 8: Chalk Farm - arches link

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.

For the market-type retail to work on this eastern block, it needs to allow the visitors to move between these levels in a way that does not interrupt the continuous retail

In the existing Camden Stables Market this is achieved by reusing the existing ramps (originally allowing access for the horses that traditionally pulled the canal barges). The proposal for the new market is to recreate this ramp idea, however with a much reduced slope (providing graded routes instead of ramps). In this way the visitors slowly spiral up through the levels without really being aware that they are rising through the building.

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 lifts within Area A have been provided to reduce the distance that someone has to travel along the graded routes.

Public access from Ground to Level 03 will be achieved by means of a lift and stair to The graded routes have been revised following discussion with the GLA and London Borough of Camden (on the 9th March 2011). The previous proposals had gradients of 1:20.5 throughout. The revised proposals now have gradients ranging between 1:22 and 1:30, provided along the majority of the routes. There are some areas which have 1:20.2), required in order to maintain the shallower gradients elsewhere and achieve level access to the units off the level landings. This has been discussed with Julie Fleck (GLA, 15th April 2011) and it has been agreed that this is a more accessible

(see Section 5.4 below).

Each section of the graded route will have intermediate landings of 3m length 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).

The graded routes are located within close proximity to the stair and lifts, and all three modes are visible from the entrance points, offering choice and flexibility. The Given the lack of car parking within the Lock area, it is envisaged that visitors to lifts and stairs are provided at each end of the building, to give alternative and convenient access to different levels and to effectively reduce the distance to travel further from the site). The nearest accessible stations, as discussed previously, are via the graded routes.

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

5.3 Retail units and restaurant

Retail units will be provided between the Lower Ground Floor and Level 03. It is also proposed that a restaurant will be provided on the upper floor.

It is proposed that entry into the retail units and into the restaurant will be level, and will be provided at the entrance to Area A, where visitors are able to request loan of 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 and 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, Regent's Park and also the Camden Lock area.

This provides the required facilities for the Camden Town area, and access from this Mobility equipment will be available to further ease access for shoppers, if required 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.

Area A are unlikely to drive there (or if they do, it is likely that they will be parked Euston and Kings Cross. Access to Area A will require visitors to pass 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 mobility equipment/assistance. 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, that sufficient numbers and types of mobility aids are provided, and 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. There are no retail units proposed in this area, and the toilets will be accessed by means of a lift and stairs. This will allow access to facilities off the busy shopping areas, providing

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

6 Area B - School and residential scheme

WCs provided, where there are four or more cubicles, to accommodate people who require additional space (eg those Figure 9 below: 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 Part 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 wheelchairaccessible toilets.

This area comprises two residential buildings to the west, and a new primary school to the east. See

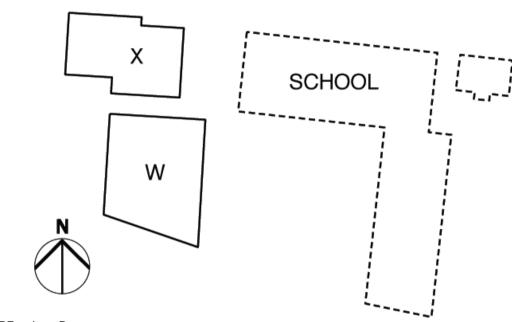


FIGURE 9: Area B

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 9 above.

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

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 Part M and BS 8300.

The graded routes will have a gradient of 1:30 over a rise of 450mm (adjusted following a 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 Part Mentrance 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 Part M and BS 8300.

The entrances will be located within a recess at ground level and will be fully weather 6.1.2 Residential entrances - ground floor flats 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 10: Area B residential entrances

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. 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 Part 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 Part 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 space, located to the west 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 Part 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 two levels and a roof level. 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 Part 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 and Approved Document M.

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 Documents M and 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 Part 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

• Raising of the current floor level of the rear portico to match lower ground floor

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 the 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 basic site configuration sees the entrance cluster, main hall and associated facilities addressing Hawley Road, while the teaching spaces form a wing that runs north to south and address the main play space.

The new school building is proposed to be two storeys in height with, at most, a storey height enclosure to the edge of the rooftop. The rooftop is intended for use as outdoor learning/habitat/play space.

The school will be developed in subsequent design stages to BS 8300, Approved Document Part 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

7 Area C

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 (a total of 45 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 Horne, 17th November 2010). The location of wheelchair-accessible units will be located so as to provide a variety 7.1 Building entrances 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.

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 the 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

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 (Basement Level 2) and a basement cinema (Basement Level 1) to the west, residential accommodation to the centre (the Castlehaven Road building), and residential and commercial accommodation to the east (the triangular building). There is also a central plaza space, which will contain seating and planting, offering an area for resting. The cinema entrance is located on Ground Floor, with cinema screens on Basement Level 1 and car parking on Basement Level 2.

The residential entrance is located on Ground Floor, and residential units are located on Levels 01 - 05 for Block C1, and Levels 03 - 08 for Block C2.

Local retail units are located on Ground Floor. Flexible office / light industrial accommodation is provided on Levels 01 - 02.

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

The building entrances for Area C can be seen on Figure 11 below.

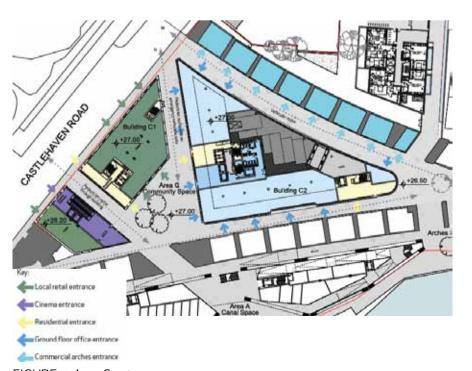


FIGURE 11: Area C entrances

Entrances for the retail units will provide access directly from the street to the retail and step-free.

the vertical circulation cores, which in turn provide access to the residential units, cinema and office accommodation respectively.

The entrances will be developed in subsequent design stages, but it is proposed that Toilets have been provided for staff and visitors to the cinema. This will include each opening will have a minimum clear opening width of at least 1000mm, in accordance with Part 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 accommodate people who require additional space (eg those with children or be developed in accordance with the recommendations set out in Approved Document Part M and BS 8300.

The entrances are recessed into the brick frames so there is approximately 400mm depth. This will provide weather protection for the entrances.

7.2 Internal access - general

All horizontal and vertical access within the buildings will be designed to the recommendations set out in Approved Document Part 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 building consists of two passenger lifts and two escalators. This provides access to the basement levels, which contain three cinema screens (on comply with the then current regulations and recommendations. Basement Level 1), car parking spaces and the site-wide energy centre (on Basement Any vertical movement within the units will also be determined by the tenant during

The core for the residential building consists of two passenger lifts and an escape stair. The lifts A circulation corridor, located centrally within the building, provides access from the lifts to each residential unit.

The commercial building has three cores, one located to the west of the building, one to the east and one centrally. The western core contains two passenger lifts and Each level of flexible office/light industrial accommodation in Building C2 will be two escape stairs; the eastern core contains one passenger lift and one escape stair; accessed by means of the circulation cores, as described in Section 7.2 of this the central core contains two passenger lifts. All three cores serve the commercial accommodation between ground and level 02. Level 03 then splits into two blocks of All commercial floor areas will be level and will be designed to take account of BS residential accommodation, with the east and west cores serving one half respectively. A circulation corridor, located centrally within each block, provides access from the lifts to each residential unit.

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

The screens will be developed in subsequent design stages, but it is proposed that The entrances to the residential, cinema and commercial buildings provide access to 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.

> 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

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 Part 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, and designed in accordance with Approved Document Part 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

fit-out, to comply with the then current regulations and recommendations.

7.5 Commercial accommodation

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 (eg those with children or luggage).

In addition to the above, a unisex wheelchair-accessible WC will also be provided

8 Area D

within the same location, designed to the recommendations set out in Approved Document Part M and BS 8300.

7.6 Residential accommodation

Area C consists of two areas of residential accommodation, Block C1 (Castlehaven Road building) with 51 units, and Block C2 (the triangular building) with 51 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 Block 1 and Block 2, 10% (9 units) will be spatially designed (to be adapted) to be wheelchair-accessible, to the recommendations set out in the Greenwich 'Guidelines to achieve the necessary standards for wheelchair user's dwellings'.

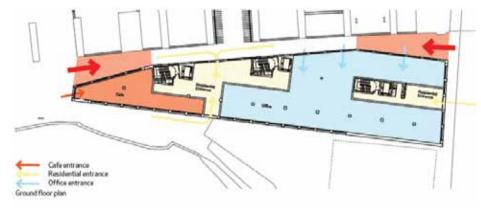
The location of wheelchair accessible units will be located so as to provide a variety of views and experiences. All units will be accessed by means of the circulation core, as described previously.

See Appendix B for typical apartment layouts that have been reviewed in relation to Lifetime Homes and wheelchair housing. Although these examples are taken from Area B, the same principles will be applied to the Area C residential apartments. These will be developed in subsequent design stages.

8.1 Building entrances

Area D consists of commercial accommodation at ground floor and residential accommodation above, with three entrances located on ground floor. See Figure 12

FIGURE 12: 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 Part 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 Part M and BS 8300.

The entrances are recessed into the brick frames so there is approximately 400mm depth. This 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 and commercial use on the 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 Part 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 Part M and BS 8300. See Sections 9 and 10 for more information.

9 Horizontal circulation (communal)

The entrances to each block provide access to the vertical circulation cores, which in The Camden Lock Village development will be designed to the recommendations set 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.

8.3 Residential accommodation

Level 01 to Level 05 will consist of private residential accommodation (comprising a

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 Greenwich 'Guidelines to achieve the necessary standards for wheelchair user's dwellings'.

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. Although these examples are taken from Area B, the same principles will be applied to the Area D residential apartments. These will be developed in subsequent design stages.

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.

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

9.3 Internal lobbies

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

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 (eg the opposite Stables Market), as per the Hawley Wharf Area Planning Framework SPD.

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 Part 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 Part 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.

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.

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 (ie where it is not a through-lift), a mirror will be provided on the rear wall of each lift car to assist

Internally the lift cars will be designed to the recommendations set out in Approved Document Part 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 that 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 (eg in the case of lift breakdown). In some instances, secondary lifts have not been possible. This includes the residential accommodation within Area B, as well as the triangular building on Area D. This is due to the size of the building/ number of residential units that the lifts serve per floor. For these buildings, the requirements of the London Housing Design Guide have been met.

A high maintenance strategy will be employed throughout the development 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.

10.4 Escape stairs

Escape stairs will be designed to the parameters set out in Approved Document Parts B and K. The width will be dependent on the expected occupancy of the building and flow rate of escape. Escape stairs will, however, include Part M features where possible, to assist ambulant disabled people, ie:

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

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.

10.5 Evacuation lifts

The possibility of using the passenger lifts within the Camden Lock Village development as evacuation lifts is also 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.

10.6 Escalators

Escalators will be designed to BS EN115 and will have a minimum clear width of

It is proposed that each escalator will be provided with visual and tactile level indication at upper and lower landings with circulation route signage, as recommended in BS 8300.

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, eg 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 or 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 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, will also be affected by the ways the surface is lit. The combination of light and 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 reduce the average luminance, which can be interpreted as a reduction in its average 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

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 (eg 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 also need to be discussed with the contractor to ensure that this is implemented areas where effective communication is required. 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 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 11.5 Signage the adjacent floor finish.

Internal floor surfaces should not impede the movement of wheelchairs, eg 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 and low glare. People with learning disabilities would benefit from an increased use should be avoided whenever possible. Approved Document Part M and BS 8300 suggest a minimum lux level of 100 lux for public buildings, which should consist of a CONCISE: 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 shade will be effective in enhancing the appearance of the surface texture but it will

The designer will need to decide on the primary purpose of the material. If it is for effect then the lighting should complement 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/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

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 transferred from the exterior to the interior of the building, and from different areas simple approach to maintenance; large installations in complicated buildings require considerable care and may prove to be relatively more expensive.

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:

Easy to see and understand, with large print in a clear typeface, with good contrast of pictures on signs, in addition to or independent from text.

Simple, short and to the point.

12 Means of escape

CONSISTENT:

destination points.

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

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

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

14 Maintenance of features

- 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 in delivering a reasonable level of access. that are safe and accessible to everyone.

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 Part M, including the following:

- Incorporation of the best practice standards of BS 8300.
- 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 choice of three vertical access modes (instead of the usual two) to offer more flexibility.
- 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.
- Ensuring that a proportionate amount of wheelchair accommodation is provided in both the affordable and private provision, which includes family sized units, to ensure a genuine housing choice in accordance with London Plan policies.
- Providing, wherever possible, at least two lifts within each core to accommodate redundancy.
- Providing a strict lift maintenance strategy across the site 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.
- 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 Greater London Authority).

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

Residential Units - Lifetime Homes

The design of the residential units has taken into consideration various recommendations including the following:

- Approved Document Part M
- BS 8300: 2009+A1: 2010
- The London Plan and London Plan Supplementary Planning Guidance (SPG)
- Lifetime Homes

The London Plan SPG requires 100% of all new residential accommodation to be designed spatially as Lifetime Homes.

Lifetime Homes are not designed specifically for wheelchair users and are in addition to the 10% wheelchair accessible housing requirement. For certain people a Lifetime Home may require adaptation. They are designed to accommodate the majority of adaptations with maximum ease, at minimum cost. Generally, maximum ease and minimum cost adaptations consist of alterations that do not include moving walls and / or fixed furniture

Taking these recommendations into consideration, we have carried out a compliancy check for typical apartments in the Camden Lock Village development (typical layouts taken from Site B). A table has been produced to indicate the level of compliancy with each of the 16 Lifetime Homes Standards.

NOTE: By meeting the Lifetime Homes standards, it follows that the space requirements of the London Housing Design Guide have also been achieved.

V – 11 - Inclusive access · Page 382

*When providing the minimum dimensions for access recommended within the guidance documents, consideration must be given to the proposed or intended finishes. Finishes can reduce the overall dimension and detrimentally affect access to and from spaces for disabled people – for example, the reduction of corridor clear widths after plasterboards and wall finishes have been applied. Failure to consider this within the design may result in non-compliance with statutory regulations.

Lifetime Homes Requirement	Compliance	Notes
Car parking provision (not applicable for car-free schemes): ON PLOT: Where there is car parking within the dwelling plot, it should be capable of enlargement to attain 3300mm width (3600mm preferred). COMMUNAL/SHARED: Where communal / shared parking is provided, at least one (or as specified by the local authority) bay with dimensions 3300mm by 4800mm (3600mm by 6000mm preferred) should be provided close to the core or entrance.	Not Applicable	Limited-Car Scheme
2. The distance from the car parking space to the entrance or lift core should be kept to a minimum (within 50m) and should be level (no steeper than 1:60, crossfall no greater than 1:40) or gently sloping. Paths should be minimum 1200mm wide (communal, although 1800mm is preferred) or 900mm (within cartilage of individual dwelling, although 1200mm is preferred) and should be firm, smooth and non-slip.	Not Applicable	Limited-Car Scheme
3. The approach to all entrances should be level or gently sloping. Ramp parameters within Part M are the same as 'gently sloping' within the Lifetime Homes standards, including the requirement for 1.2m clear at the top and bottom of all slopes.	Compliant	All approaches to entrances within the Camden Lock Village development will be gently sloping, in accordance with 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."
4. All entrances should be illuminated (with diffused luminaires) and have accessible level access over the threshold level (max 15mm upstand). The main entrance should be covered. Minimum depth of weather protection at an individual dwelling should be 600mm (900mm typical); at a communal door should be 900mm (1200mm typical). A clear level landing is required – 1200mm by 1200mm for individual dwellings; 1500mm by 1500mm for communal entrances. Entrance clear opening widths should be as follows: DWELLING ENTRANCE DOORS Direction and width of approach Minimum effective clear width (mm) All	Compliant	All external entrances will be illuminated, weather protected and will have a level threshold and landing. Communal entrance doors will provide a minimum clear width of 1000mm and will have a 300mm clear nib to the side of the doors. A level landing is provided, as required by Lifetime Homes standards. Dwelling doors will have a clear opening width of 800mm with a 300mm nib and a level landing, as required by Lifetime Homes. The entrance doors will be developed further in

COMMUNAL ENTRANCE DOORS		subsequent stages, in accordance with Lifetime Homes requirements.
Direction and width of approach Minimum effective clear width (mm)		·
Straight on (without a turn or oblique approach) 800		
At right angles to an access route at least 1500mm wide		
At right angles to an access route at least 1200mm wide		
All doors should have a 300mm nib or clear space to the leasing edge on the pull side.		
5. Communal stairs should provide easy access, and where homes are reached by a lift it should be fully wheelchair accessible*		All stairs within the residential aspects of the Camden Lock Village development are for escape purposes only. These stairs will be designed to
Stairs: 170mm max rise, 250mm minimum going, handrails 900mm height from nosing and with 300mm extension, contrasting nosings and closed risers.		Approved Document Parts B and K, although will include Part M features such as nosings and handrails, to assist people (e.g. ambulant disabled
Lifts: minimum dimensions of 1.1m by 1.4m, 1.5m square clear landings, lift controls at 900-1200mm and 400mm from the lift's internal front wall.	Committees	people and blind / partially sighted people) in an evacuation.
	Compliant	All lifts within the development provide at least the minimum car dimensions and the level landing areas, as required by Lifetime Homes standards.
		The lift controls will be developed further in subsequent stages, in accordance with Lifetime Homes requirements.
6. The width of the doorways and hallways should conform to the following*:		
INTERNAL DWELLING		
Direction and width of approach Minimum clear opening width (mm)		
Straight on (without a turn or oblique approach) 750		
At right angles to a corridor / landing at least 1200mm wide 750		All internal doors and corridors are compliant with the Lifetime Homes requirements described.
At right angles to a corridor / landing at least 1050mm wide		All doors will be provided with a 300mm nib to the
At right angles to a corridor / landing less than 1050mm wide (minimum width 900mm)	Compliant	leading edge, as well as with a 125mm space to the hinge-side of the door. This will allow doors to swing past 90 degrees, thus providing the required
These do not apply to storage unless intended as 'walk-in'. There should be 300mm to the side of the leading edge of doors on the entrance level. Minimum width of corridors 900mm, although can be reduced to 750mm at pinch-points (e.g. radiators) as long as it is not opposite or adjacent to a door.		clear opening widths clear of the door handles (see below).
COMMUNAL		
Direction and width of approach Minimum clear opening width (mm) Straight on (without a turn or oblique 800		

approach)			
At right angles to a corridor / landing at least 1200mm wide	800		
At right angles to a corridor / landing at least 1050mm wide	825		
There should be 300mm to the side of t	he leading edge of doors.		300 775 125
			TYPICAL DOOR FOR LIFETIME HOMES
turning circle, or 1400mm by 1700mm enecessary, 750mm clear width is require. Kitchens should have a clear width of a Main bedrooms should have a clear sp		Compliant	The required turning and transfer spaces, as described within Lifetime Homes, have been achieved within the typical apartment layouts for Camden Lock Village.
8. The living room should be at entrance (It is also preferable if the kitchen is on		Compliant	The living room and kitchen, within duplex apartments, is located on the entrance level.
9. In houses of two or more storeys, the used as a convenient bed-space.	re should be space on the entrance level that could be	Compliant	The living room, within duplex apartments, is capable of being used as a bed space.
 10. There should be a) a wheelchair accessible entrance lev b) drainage provision enabling a showe WC should have overall footprint of 145 400-500mm from centre of WC to 	r to be fitted in the future. Omm by 1900mm, which will accommodate:	Compliant	On the entrance level to all duplex apartments, a wheelchair accessible WC has been provided wi drainage provision to allow future installation of a shower. The WCs have been designed in accordance with the work of the wo
	ne WC and front of the wash hand basin to the opposite		the Lifetime Homes standards.

 750mm clear from the side of the WC to the opposite wall (although the wash hand basin may encroach 200mm into this) Flush control located between the centre of the WC and the side of the cistern furthest from the adjacent wall 		Example of entry level WC / shower: For single-level apartments, the wheelchair accessible WC has been provided within the main bathroom. See Clause 14 below.
11. Walls in bathrooms and toilets should be capable of taking adaptations such as handrails.	Compliant	This will be developed further in subsequent stages, in accordance with Lifetime Homes requirements.
12. The design should incorporate*: a) provision for a future stair lift (minimum clear width 900mm, measured from pitch line, preferably straight with no winders) b) a suitably identified space for a through-the-floor lift (minimum 1000mm by 1500mm) from the ground to the first floor, for example to a bedroom next to a bathroom (unless entrance level contains living room, kitchen, main bedroom and a bathroom).	Compliant	For duplex apartments, a stair has been provided as well as a soft spot (for future installation of a lift), in accordance with the Lifetime Homes requirements.
13. The design should provide for a reasonable route for a potential hoist from a main bedroom to the bathroom.	Compliant	A suitable route for a hoist route has been provided for all apartments.
14. The bathroom should be designed to incorporate ease of access to the bath, WC and wash basin on the same storey as the main bedroom. WC should have: 400-500mm from centre of WC to side wall 1100mm clear from the front of the WC and front of the wash hand basin to the opposite wall 750mm clear from the side of the WC to the opposite wall (although the wash hand	Compliant	The main bathrooms within all apartments have been designed to the requirements of Lifetime Homes.

	Evenuela of main bathraams
	Example of main bathroom:
Compliant	This will be developed further in subsequent stages, in accordance with Lifetime Homes requirements.
Compliant	This will be developed further in subsequent stages, in accordance with Lifetime Homes requirements.
ect To Future Adaptations	
_	Compliant

Wheelchair Accessible Units - Checklist

*When providing the minimum dimensions for access recommended within the guidance documents, consideration must be given to the proposed or intended finishes. Finishes can reduce the overall dimension and detrimentally affect access to and from spaces for disabled people – for example, the reduction of corridor clear widths after plasterboards and wall finishes have been applied. Failure to consider this within the design may result in non-compliance with statutory regulations.

Note

- 'clear opening width' within the Greenwich standards refers to the width between the door frame and the door leaf. It does not take into account door opening furniture. However, please ensure that at least 800mm has been achieved between the door handle and frames, as per the Habinteg 'Wheelchair Housing Design Guide'.
- By meeting the Lifetime Homes standards, it follows that the space requirements of the London Housing Design Guide have also been achieved.

Wheelchair Accessible Requirement	Compliance	Notes
Moving Around Outside: Footpaths require a 1200mm minimum clear width (1800mm preferred); 1000mm is required to clear obstacles.		All approaches to entrances within the Camden Lock Village development will be gently sloping, in accordance with BS 8300 Section 5.4:
Protective edgings, kerbs or rails are required where there are significant changes of levels between access routes and adjacent ground. Graded routes should be designed to comply with Approved Document Part M, with crossfalls no greater than 1:50.	Compliant	"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
Crossing points should have flush junctions or shallow gradients to avoid channels or gratings which could trap wheels or footrests. 1000mm minimum clear width for dropped kerbs required, with slip resistant surface and gradient no steeper than 1:12.		as steep as 1:20, it should have a level landing for each 500mm rise of the access route."
2. Using Outdoor Spaces: Where gardens are provided the gate should have a minimum clear opening width of 900mm, with its locking mechanism 900-1000mm from the floor. Gate should be operable from both sides and not spring loaded. Gardens should be accessible throughout. Balconies should be level and a 1500mm minimum turning circle (unobstructed) usable space clear of door swings should be provided. Door to balcony should provide a clear opening width of 900mm. Refuse areas should be accessible or managed accordingly.	Compliant	Where balconies and gardens are provided, these are accessible as described within the Greenwich Housing guide. Refuse areas will be developed further in subsequent stages, and will be accessible (including routes to and from, as well as within the refuse space itself). A number of communal hard play areas / gardens will be provided on the Ground Floor for throughout the site. 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.
Approaching The Home: At least one wheelchair accessible parking bay should be provided, 4000mm by 6600mm,	Compliant	The scheme aims to encourage access to the development by means of walking, cycling and

height 2300mm) per wheelchair accessible apartment. A covered parking space should be provided for all ground level wheelchair accessible dwelling with a direct external entrance.

The distance from the car parking space to the home should be kept to a minimum and should be level or gently sloping.

Where car parking is behind automatic gates, hand held remote controls are required for disabled residents.

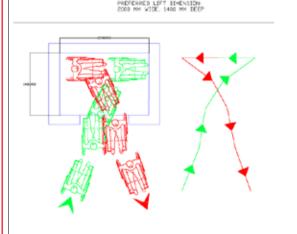
Lighting between car parking and entrance should be Passive Infra-Red (PIR) detector and internal switching.

Avoid ramps to the entrance if possible; where unavoidable, ramps should be no steeper than 1:15 over 5m.

Entrances should be weather protected over an area of 1200mm by 1500mm, extending 550mm from the lock side, and should have a clear headroom of 2.3m. Entrances should also be well illuminated.

Entrance landings should be 1500mm by 1500mm, with a 1200mm depth clear of any outward door swing and extending 550mm from the lock side.

Where wheelchair accessible units are above ground, at least two lifts compliant with BS 8300 should be provided suitable for at least one ambulant disabled person and two wheelchair users. It should be noted that the following are preferred*:



public transport, as per the London Borough of Camden's UDP. Parking provision within the site is therefore limited.

Four accessible car parking bays have been provided on the site, for use by residents within the residential aspects of the development, who require an accessible bay. These bays will be allocated on a first come first served basis. The car parking bays will have dimensions in accordance with the guidance, and will be accessible directly from the street. Where possible, weather protection will be provided.

All approaches to the entrances will be as per 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."

Communal entrances will be designed to the guidance set out in the Greenwich Housing standards.

The passenger lifts throughout the development will have an internal dimension of no less than of 1100 mm x 1400 mm, 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.

Wherever possible, two lifts have been provided within each core, to accommodate redundancy (e.g. in the case of lift breakdown). A high maintenance strategy will be employed throughout the development 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.

W pr	Intrance doors to wheelchair accessible apartments should have a minimum clear opening ridth of 900mm. For a door opening towards a wheelchair user the following should be rovided: • 550mm to the side of the leading edge of the door • An approach space extending 1800mm from the face of door he threshold should be accessible and watertight. cocks should be provided at 800-900mm from the floor; door opening furniture should be perable with a closed fist and located at 900-1000mm from the floor. evers and pull handles should be located 25mm from the door frame; the handles should ave a diameter of 20-25mm, and should be 100mm in length with 45mm clearance from the oor leaf. In the outer face of inward opening doors, an 800mm-1000mm high closing pull should be rovided. Depeners should be installed where opening forces exceed 20N. Elsewhere, provision should be made for the installation of a remote controlled door opener as an adaptation. Intry phones should be located 300mm clear from any internal corners and at a height of 000mm to the lower button; the highest function button should be located no higher than 200mm. Entry phone to communal front door to have table top handsets with 2m cable in the ving room and bedroom, and to be wall fixed in the kitchen (800mm height). ells should be provided at 800-900mm from the floor on the lock side, 300mm clear of orners. py holes should be located centrally at a height of 1150mm.	Compliant	Doors to the wheelchair accessible apartments will be designed as per the guidance, achieving the 900mm clear opening width, with a 550mm nib to the leading edge of the door, and sufficient approach space. Details such as locks, door furniture, openers, entry phones, bells and spy holes will be developed further in subsequent stages, in accordance with the Greenwich Housing requirements.
w in S de	5. Entering And Leaving; Dealing With Callers: 1500mm by 1200mm space, with height of 1500mm, should be provided to allow a wheelchair user to transfer to a second chair, close to entrance to limit transfer of dirt and water to the dwelling (living room / bedroom location not acceptable). pace to manoeuvre and turn, 1500mm by 1800mm clear of fittings and obstacles on a closed oor. post box should be provided on the entrance door, 700mm from the floor, which should not educe the clear opening widths.	Compliant	The entrance halls within the wheelchair accessible apartments accommodate sufficient space for transfer to a second chair, as described within the requirements. A storage area with dimensions of 1500mm by 1200mm has also been provided within the hallway for storage of the secondary chair when not in use. The post boxes will be developed further in subsequent stages, in accordance with the Greenwich Housing requirements.
s	6. Negotiating The Secondary Door: his applies to doors to gardens, balconies and other external spaces. econdary doors should have a minimum clear opening width of 900mm. For a door opening owards a wheelchair user the following should be provided:	Compliant	Doors to the wheelchair accessible apartments will be designed as per the guidance.

4. Negotiating The Entrance Door:

 550mm to both sides of the door A landing 1500mm by 1500mm, and extend in length by 900mm if the door swings outwards. 	
The threshold should be accessible and watertight.	
French windows – 900mm minimum clear opening on at least one of double doors. If used, opening and locking to be possible one-handed from a wheelchair. Sliding doors shall not be used, as these rarely provide a negotiable threshold.	
7. Moving Around Inside; Storing Things:	All internal doors and corridors are compliant with the Greenwich Housing requirements described.
The width of the doorways and hallways should conform to the following*:	
Internal doors should have a minimum clear opening width of 900mm (840mm only where unavoidable), with space to both sides of 550mm.	All doors will be provided with a 550mm nib to the leading edge (on both sides), as well as with a 125mm space to the hinge-side of the door. This will allow doors to swing past 90 degrees, thus providing the required clear opening widths clear
Hallways or circulation routes should have minimum clear width of 1200mm.	of the door handles (see below).
Where doors are at angles to one another, ensure that at least 400mm by 400mm has been provided between them.	
These requirements are also applicable to storage doors and approaches.	
Floor covering to be a material with low friction and low glare – avoid slippery and polished surfaces.	
Compliant	
	550 900 125
	TYPICAL DOOR FOR WHEELCHAIR ACCESSIBLE UNITS
	The floor finishes will be developed further in subsequent stages, in accordance with the Greenwich Housing requirements.

8. Moving Between Levels Within The Dwelling:		The designation of wheelchair accessible
Where a dwelling is on more than one level, a lift for independent use should be provided, compliant with BS 5900:1999. 1500mm turning circles are essential on the landings on all levels. Minimum lift dimension is 790mm wide by 1120mm long. Powered lift doors are required. External lift controls are to be accessible for a wheelchair user.	Not applicable	apartments will be confined to apartments which are located on a single level only, as split level ar duplex apartments are not user-friendly. This is ir consultation and agreement with the London Borough of Camden Access Officer (Michelle Horne, 17th November 2010).
9. Using Living Spaces:		
Ensure that radiators do not obstruct access, and that sockets are not sited within 750mm of an internal room angle and at a height of 800mm to the top of the socket plate. Full plate or large rocker light switches must be specified, with a height of 900mm to the top of the switch plate. Ceilings should be horizontal and have structural capacity for future possible hoist installation. Ceiling height should be between 2000mm – 3650mm, and maximum weight load including equipment should be 250kg. There should be adequate circulation space for wheelchair users, as detailed below*: All rooms should have a 1500mm turning circle clear of (but close to) the door. 1400mm transfer space is required in front of any furniture. Operable fitting reaching heights should be between 800-1000mm.	Compliant	Turning and transfer spaces have been provided within the wheelchair accessible apartments, in accordance with the Greenwich standards, pending furniture layout and type. All other details will be developed further in subsequent design stages, in accordance with th standards.
 10. Using The Kitchen: There should be adequate circulation space for wheelchair users, as detailed below*: Kitchens should have a clear manoeuvring space not less than 1800 x 1500mm. Windows should be positioned for ease of control and cleaning. Worktops should be 600mm deep with a clear knee space below, 600mm high; the work surface should be adjustable, tiled behind, for heights from 700-900mm. An 800mm wide section of height adjustable worktop with knee recess alongside the hob / sink section can act as a work station. Fascia boards and vertical supports are to be avoided. An adjustable height (between 700-900mm) shallow sink should be provided with clear knee space below, and should have a mixer tap with swivel arm. Accessible storage should be provided. Controls and lighting should be located at 600mm – 1000mm from the floor. Switches shall be 150mm above maximum worktop level to the top of the socket plate. A built-in hob should be provided with adjustable height (700-900mm) and knee space below the hob at an accessible height. Minimum 300mm to each side of the hob for pan handles, to be adjustable with the hob. Spaces should also be provided for appliances / white goods with electrical and water services. A built in oven should be provided, accessible for a wheelchair user. Heat resistant pull out shelf below the oven. 300mm worktop space to the side of the oven on the opening side of the oven door. 300mm worktop space on the opening side of the fridge door. 	Compliant	Turning and transfer spaces have been provided within the kitchens, in accordance with the Greenwich standards. The kitchen worktop has a depth of 600mm. All other details will be developed further in subsequent design stages, in accordance with th standards.

Using The Bathroom:

Bathroom and shower room not to be en suite unless there is secondary access from the main corridor.

- Usable shower area 1200mm square, 1:40 drainage
- 1500mm turning circle required in all bath / shower rooms.
- Transfer space to side of WC 850mm from side edge, 800mm from WC pan front to rear wall.
- Transfer space clear in front of WC and shower seat 1100mm
- Rail fitting space to wall side edge of WC pan and shower seat, 250-350mm.
- Hoist transfer space between edge of WC pan and edge of bath, 850mm required.
- Fixings structural capacity for ceiling track hoists, rails by WC, shower seat and rails, floor fixed equipment, over bath rails.
- WC height 400mm
- Cistern splayed lever handle on the outer / transfer side.
- Level access shower controls large and easy to see with anti—scald thermostatic control preset at 43°C, 750mm from corner to edge of controls, height 1000mm; slider bar 1000mm long, 600mm from corner, lower height 1000mm on same walls as controls; hose 1500mm long.
- Rail with weighted shower curtain, fall 15mm from the floor, enclose 1200mm square, height to allow use by ambulant disabled people.
- Bath height 520mm, width 700mm, length 1700mm (standard dimensions); short lever taps fitted on long outer or non-wall side; bath rails to not protrude above the rim of the bath.
- Over bath shower controls large and easy to see with anti—scald thermostatic control
 preset at 43°C, 750mm along length of the bath from the tap end, height 1000mm from
 floor; slider bar 1000mm long, 900mm along the length of the bath from tap end, lower
 height 1000mm from floor; hose 1500mm long.
- Wash hand basin non-pedestal, cantilever, adjustable height with splash back tiles, 700-1000mm height range. Taps short-lever, basin to be suitable for family use (i.e. no hand rinse type). Position to allow forward transfer onto WC and not reachable from the
- Rails 2x 750mm drop down rails, 2x 600mm and 2x 450mm pressalit type grabrails with slip resistant surface – available but not fitted until tenant identified and assessed.
- Floor waterproof and slip resistant, sheet material (i.e. not tiles) extending up wall by 150mm.
- Pull switches large pull cord, 800mm height
- Shaving point height 800-1000mm
- Over basin light pull cord long enough to reach from wheelchair.

1-2 BED UNITS:

Shall be provided with fully operational level access shower including all fittings.

Bath will be available on site and installed over the gully when necessary for individual tenants (decision made at viewing).

Where dwelling has both shower room and bathroom, side transfer to WC to be on left for one and right for the other.

3+ BED UNIT

Shall have a fully operational bathroom and a fully operational shower room, each with WC and

10% of residential units within the market, and 10% of residential units within the affordable will be designated as wheelchair accessible units.

Wheelchair accessible units within Site B are 1 or 2 bed. The mix was discussed with the London Borough of Camden Access Officer (Michelle Horne, 17th November 2010).

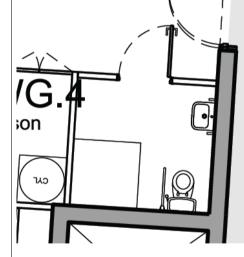
Each 1 and 3 bed apartment is provided with a fully operational level access shower and will include all fittings.

Turning and transfer spaces have been provided within the wheelchair accessible apartments, in accordance with the Greenwich standards.

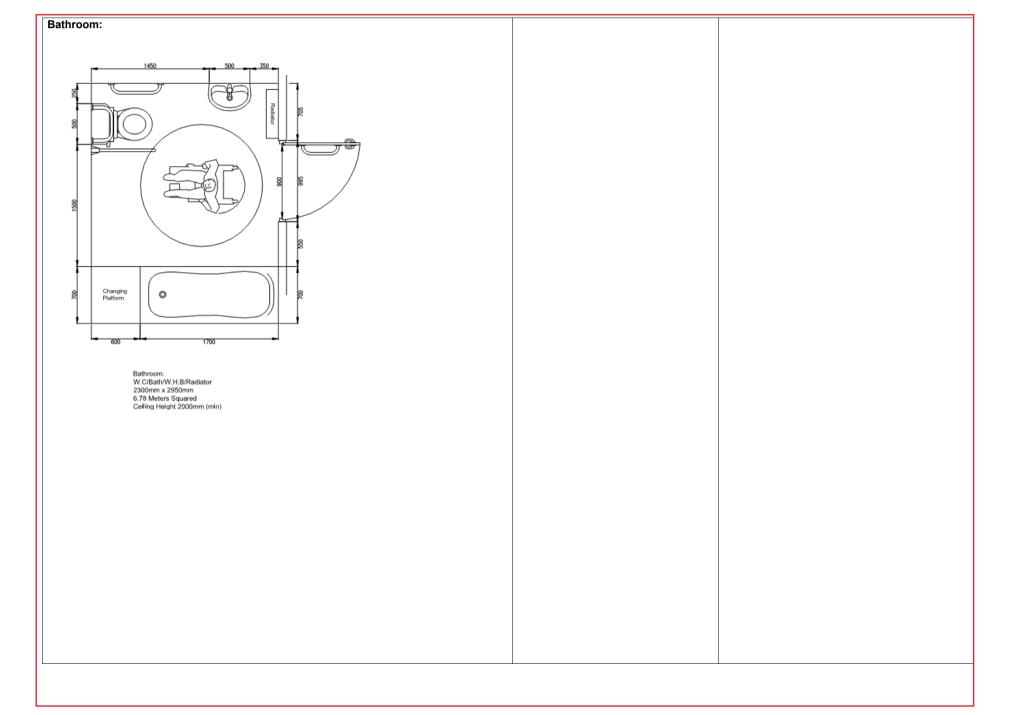
All other details will be developed further in subsequent design stages, in accordance with the standards.

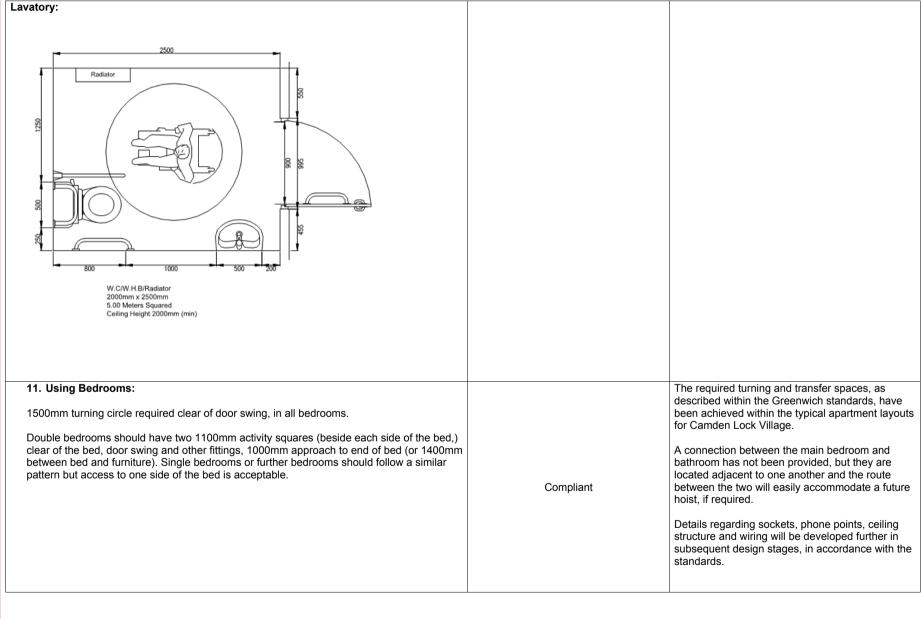
Example of typical bathroom layout for Site B:

Compliant



200





1m Access Space Single bedrooms: Require 3 double socket outlets. Twin and double rooms: Require 4 double socket outlets. Sockets to be at least 750mm from a corner, height 800mm to the top of the socket plate. Adjacent to the bedhead, provide the following: TV / FM aerial and power socket outlets Room light switch, two-way with door switch Entry phone point Telephone point Make provision for connection between main bedroom and bathroom (full height knock out panel) and future hoist installation (strengthen ceiling and provide wiring). 12. Operating Internal Doors: Door construction should be capable of taking adaptations such as pulls and fittings between 800-1000mm height. Handles should be easily operable, located at a height of 800-1000mm (800mm preferred) Details will be developed further in subsequent from the floor, and have a 20-25mm diameter. Compliant design stages, in accordance with the standards. Locks should be easily manipulated inside and outside in an emergency. Doors should be capable of being easily opened outwards in an emergency and by a wheelchair user. Where self closing doors are provided, ensure that the opening pressure does not exceed 15N.

13. Operating Windows: Living room window glazing should begin at 800mm or lower and windows should be easy to open/operate. Controls for windows should be no higher than 1000mm. Where window handle cannot be reached, install manual or powered window opening and locking gear within reach for wheelchair users.	Compliant	Details will be developed further in subsequent design stages, in accordance with the standards.
14. Controlling Services: Switches, sockets, ventilation and service controls should be at a useable height (i.e. 800mm from the floor and 750mm from a corner, or 150mm above maximum worktop level — unless otherwise stated below). Set sockets served by remove switches at 600mm minimum, where below worktops. Ensure the water clock, gas and electricity meters and consumer units are accessible to control and read. (750mm from a corner, control height between 800-1100mm (800mm for water and central heating controls), seeing height 1200mm) Ensure that essential isolating stop taps to sink, washing machine, WC and shower are accessible. Light switches should be full plate or large rocket light switches, height 900mm to top of switch plate. Pull light switches shall have large pull cords, at height of 800mm. Telephone outlet sockets should be at 800mm from the floor in living rooms, kitchens and bedrooms. Install low-surface-temperature radiators in bathrooms, WCs and restricted circulation areas. Ensure thermostatic valves are outside casing. Ensure that hot water temperatures do not exceed 43°C at any fitting. Radiator valves and should be a minimum of 800mm from the floor, and should have 35mm clearance at the wall. Provide personal, fire and intruder alarms.	Compliant	Details will be developed further in subsequent design stages, in accordance with the standards.

AREA B BOUNDARY BOUNDARY OF OUTLINE APPLICATION HAWLEY ROAD SCHOOL OUTLINE IS INDICATIVE ONLY FOR MORE INFORMATION ON OUTLINE PARAMETERS PLEASE REFER TO DRAWING 4401 ALLFORD HALL MONAGHAN MORRIS | Open by Oreched Scale | MM | WL | 1:200@A1; 1:400@A3 | PRELIMINARY | PRESIDENT | Open to the control of the c





Fully fitted out includes accessible kitchens, bathrooms, grab rails etc. It only applies to the affordable aspect and the market units can still be easily adaptable as before. Housing will be able to provide full details of all the features they require.

Regards

Michelle Horn Access Officer (Mon - Wed)

Telephone: 020 7974 5124

From: Mei-Yee Man [mailto:Mei-Yee.Man@arup.com]

Sent: 17 November 2010 09:40

To: Horn, Michelle

Subject: RE: Access Query / Confirmation

Hi Michelle

Thanks for the confirmation of issues.

One point for clarification on the below – when you say that the 10% affordable wheelchair housing should be fitted out from the outset, does this include items such as the accessible kitchen units and sanitary furniture within the bathrooms, or is this something that can still be provided upon request of the buyer and / or as a future addition as required?

Kind regards

Mei

Mei-Yee Man

Senior Accessible Environments Consultant

Arup13 Fitzroy Street London W1T 4BQ United Kingdom
t +44 20 7755 1234 d +44 20 7755 4562
f +44 20 7755 2406
www.arup.com

From: Horn, Michelle [mailto:Michelle.Horn@camden.gov.uk]

Sent: 17 November 2010 08:40

To: Mei-Yee Man

Subject: RE: Access Query / Confirmation

Hi Mei

I am not sure if you are aware but our planning policy (DP6) has just changed in respect of wheelchair units. We now require the 10% in affordable housing to be fully fitted out from the outset so this may have some implications on the choice of units particularly the inclusion of a duplex unit.

In respect of the location of units we don't specify what size units we would want however we generally don't recommend duplexes for wheelchair accommodation, especially as you will now have to install a lift from the outset.

Camden is looking to adopt new guidance on wheelchair housing which is based on the Greenwich standards for all affordable housing. This has not yet been agreed and adopted but I believe it is currently being looked at so that it can be referred to in our planning guidance due to be released in Jan/Feb.

We will also be following the new Lifetime homes guidance from mid January so you may want to bear that in mind when assessing the proposals particularly where it has space implications in bedrooms etc.

Kind Regards

Michelle Horn Access Officer (Mon - Wed)

Telephone: 020 7974 5124

From: Mei-Yee Man [mailto:Mei-Yee.Man@arup.com]

Sent: 16 November 2010 16:48

To: Horn, Michelle

Subject: Access Query / Confirmation

Hi Michelle

Hope you're well

Was wondering if you could assist with an informal query regarding a project I am working on at present.

It is for Camden Lock Hawley Wharf (planning application not yet made – due to be submitted in the new year), and following a meeting with the architects, there were a couple of items which they wanted confirmation over.

- 1. The residential scheme proposes 100% Lifetime Homes and 10% wheelchair accessible
 - Please find attached a schedule of the proposed units and proposed wheelchair accessible allocation. Is this acceptable?
- 2. Are there any other London Borough of Camden specific guidance documents in relation to wheelchair housing, or is the Habinteg Wheelchair Housing Design Guide sufficient? (something that someone on the design team had heard a rumour of...)

Thank you in advance for your time

Kind regards

Mei

Mei-Yee Man

Senior Accessible Environments Consultant

Arup

13 Fitzroy Street London W1T 4BQ United Kingdom t +44 20 7755 1234 d +44 20 7755 4562 f +44 20 7755 2406 www.arup.com

This e-mail may contain information which is confidential, legally privileged and/or copyright protected. This e-mail is intended for the addressee only. If you receive this in error, please contact the sender and delete the material from your computer

Electronic mail messages entering and leaving Arup business systems are scanned for acceptability of content and viruses

This e-mail may contain information which is confidential, legally privileged and/or copyright protected. This e-mail is intended for the addressee only. If you receive this in error, please contact the sender and delete the material from your computer