

# 8.0 ACCESS

8.0	EXECUTIVE SUMMARY
8.1	INTRODUCTION
8.2	SITE SPECIFIC ITEMS
8.3	BUILDING SPECIFIC ITEMS
8.4	CONCLUSION

Arup Accessible Environments (AAE) were appointed by Uchaux Limited to provide access consultancy services to support the RIBA Stage 2 Access Statement for Planning.

The typology of the 'micro-hotel' consist of hotel accommodation offering smaller than average hotel rooms for competitive prices. Despite the smaller space provisions of this typology, it is proposed that the hotel will achieve the following requirements contained within the London Plan (March 2016 current, and 2017 draft - referenced below where applicable) and the London Borough of Camden Local Plan 2017:

- Provisions of 10% of the total number of bedrooms to be provided as accessible. (Policy 4.5 of the current London Plan and Policy E10 of the Draft London Plan - Visitor infrastructure);
- Provision of evacuation lifts to provide equitable means of escape for people who require step-free egress (Policy D3 of the Draft London Plan - Inclusive Design)
- Provision of the highest practicable standards of accessible and inclusive design so that the building and the site can be used safely, easily and with dignity by all (Camden's Local Plan, Policy C6 - Access for all).

The Access Statement outlines the access strategy for the Regent's Park Road Hotel project and intentions for improvement works to the surrounding site. This document takes into consideration compliance with Part M of the Building Regulations 2010 and the intent of the Equality Act 2010, as well as identifying further work required to address current shortfalls.

The assessment of the scheme was undertaken as a desktop study of the architectural general arrangement plans and elevations, and discussions with the project team, namely the architectural team Piercy and Company.

In general, access provisions proposed by the project team within the project has considered inclusive design principles in accordance with Approved Document M Volume 1 Dwellings (2015 edition incorporating 2016 amendments), Approved Document M Volume 2 Buildings other than dwellings (2015 edition), BS 8300-1: 2018 Design of an accessible and inclusive built environment Part 1: External environment — Code of practice, and BS 8300-2: 2018 Design of an accessible and inclusive built environment Part 2: Buildings — Code of practice.

Approved Document M and BS 8300 principles have been met, with regards to general circulation, communal areas and the public realm. There are some exceptions in relation to the accessible hotel rooms, where alternative solutions based on the key principles have been proposed, to provide a design that fits in with the micro-hotel typology. These principles are outlined in this access statement and are subject to agreement as part of the planning approvals process.

As the design develops, the following items will need to be considered further by the design team:

1. Working with the London Borough of Camden and other affected parties to deliver improvements to the public realm in front of the site through a Section 278 agreement.
2. Development of finishes (including contrast, slip resistance and product selection) and management / operations strategies (including future adaptations for staff and residents) as part of the next stage of the project.
3. Development of details to maximise accessibility, inclusion and safety in use (including provision of vision panels, hearing enhancement systems, wayfinding and signage) as part of the next stage of the project.
4. Development of the details for the residential unit to meet M4(3) recommendations.

This access statement should be updated throughout the design process, and at completion. This is in order to provide a record of features and facilities, including documentation of any decisions made in relation to the design and operation of the site.

**8.1.1  
LEGISLATIVE AND REGULATORY BACKGROUND**

**EQUALITY ACT 2010 AND BUILDING REGULATIONS**

The Equality Act has been in force since October 2010, and regarding the built environment prohibits designers from discriminating against disabled people (amongst others) or making it unnecessarily difficult for them to access and use facilities.

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

The Equality Act 2010 is not prescriptive in that it does not establish a minimum level of access to be achieved. Rather, it places duties on Arup as an employer and service provider to anticipate and remove barriers that may put an employee or visitor with a protected characteristic at a substantial disadvantage. This is not a minimal duty of ensuring a basic level of access but a requirement to, as far as reasonably practicable, provide an equitable experience for everyone regardless of their protected characteristic.

In determining what is reasonable, the guidance presented by Approved Document M of the Building Regulations should not be considered good practice, but a minimum standard for building control purposes; as such, this access statement makes reference to recognised good practice including BS 8300: 2018 and other sources of guidance listed in section 1.1.3 below.

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, as the guidance documents offer design solutions to

the scheme only which will need to be supplemented by appropriate management and operation strategies once the building is in use. This is the responsibility of the owner (Uchaux Limited) and operator (to be confirmed). Compliance with the design guidance documents do, however, go a long way to ensuring inclusion issues are considered.

**DWELLINGS REQUIREMENTS**

Within ADM Volume 1 Category 2 and 3 dwellings are listed as optional, however the Mayor of London issued a Housing Standards Policy Transition Statement in May 2015 that stated the following:

3.5c - requires all new homes to be built to lifetime homes standards. From October 2015 this should be interpreted as 90% of homes should meet building regulation M4 (2) - 'accessible and adaptable dwellings'.

3.5d - requires ten per cent of new housing to be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. From October 2015 this should be interpreted as requiring ten per cent of new housing to meet building regulation M4 (3) 'wheelchair user dwellings'.

In order to assess compliance with Part M, Approved Document M (ADM) Volume 1 has been used. M4 (3) recommendations are more onerous than M4 (2) recommendations, therefore, where there are conflicts in communal area requirements, the more onerous standards have been used in the assessment.

The guidance documents used to demonstrate compliance with all buildings are set out in the next section.

**BUILDINGS OTHER THAN DWELLING REQUIREMENTS**

The relevant requirements contained within Part M 'Access and Use of Building' of the Building Regulations 2010 (as amended) are as follows:

*M1. Access to and use of buildings other than dwellings.*

Responsible provision must be made for people to:  
a) Gain access to; and  
b) Use the building and its utilities.

Requirement M1 does not apply to any part of a building that is used solely to enable the building or any service or fitting in the building to be inspected, repaired or maintained.

*Draft London Plan Policy D3 (2017) (Inclusive design)* sets out that the highest standards of accessible design should be achieved ensuring the development can be entered, used and existing safely, easily and with dignity by all; are convenient and welcoming with no disabled barriers, providing independent access without additional undue effort, separation or special treatment; are designed to incorporate safe and dignified emergency evacuation for all building users.

*Draft London Plan Policy E10 (Visitor infrastructure)* states that 10 per cent of new bedrooms should be wheelchair-accessible in accordance with Figure 52 incorporating either Figure 30 or Figure 33 of British Standard BS8300-2:2019 Design of an accessible and inclusive built environment. Buildings. Code of practice; or 15 per cent of new bedrooms to be accessible in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice.

*Camden's Policy C6 (Access for all)* sets out that all buildings and places should meet the highest practicable standards of accessible and inclusive design so they can be used safely, easily and with dignity by all; expect facilities to be located in the most accessible parts of the borough; expect spaces, routes and facilities between buildings to be designed to be fully accessible; encourage accessible public transport; and secure car parking for disabled people.

**SOURCE OF ADVICE AND GUIDANCE USED**

The criteria used for our assessment includes:

- The London Plan (March 2016)
- The Draft London Plan (December 2017)
- The London Borough of Camden Local Plan (2017)
- Approved Document B (Fire Safety) of the Building Regulations (2013 update)
- Approved Document K (Protection from falling, collision and impact) of the Building Regulations (2013 update)
- Approved Document M Volume 1 Dwellings (2015 edition incorporating 2016 amendments)
- Approved Document M Volume 2 Buildings other than dwellings (2015 edition)
- BS 8300-1: 2018 Design of an accessible and inclusive built environment Part 1: External environment — Code of practice
- BS 8300-2: 2018 Design of an accessible and inclusive built environment Part 2: Buildings — Code of practice
- BS 9999:2017 (Fire safety in the design, management and use of buildings - Code of practice)
- Consideration of Equality Act issues.

**8.1.2  
REFERENCE DRAWINGS**

The arrangements for access and inclusion described in this statement reflect the current design. The drawing references used for the preparation of this access statement are as outlined:

DRAWING NUMBER	NAME	REV	DATE
00 098	Proposed Basement 2 Plan	A	12.07.19
00 099	Proposed Basement 1 Plan	A	12.07.19
00 100	Proposed Ground Floor Plan	A	12.07.19
00 101	Proposed First Floor Plan	A	12.07.19
00 102	Proposed Second Floor Plan	A	12.07.19
00 103	Proposed Third Floor Plan	A	12.07.19
00 104	Proposed Fourth Floor Plan	A	12.07.19
00 105	Proposed Fifth Floor Plan	A	12.07.19
00 106	Proposed Sixth Floor Plan	A	12.07.19
00 107	Proposed Seventh Floor Plan	A	12.07.19
00 108	Proposed Roof Plan	A	12.07.19

The descriptions in this access statement have also been based on discussions with the design team and their intent on inclusive design.

Access and inclusion arrangements will need to be addressed in further detail as the design develops, with an access and inclusion consultant working collaboratively with the project team in accordance with the table below.

DESIGN STAGES	DOCUMENTS
Detail Design (post-planning)	Part M Compliance Report for Building Control approval
Completion and Occupation	Building Management Document

**8.1.3  
ACCESS STATEMENT AND TERMINOLOGY**

This access statement should be used as a reference document during design development.

- Section 8.2 of this access statement describes the existing context of the site and covers proposals to improve usability and access within the site.
- Section 8.3 of this access statement describes the existing context of the building and covers proposals to improve usability and access within the building.
- Section 8.4 of this access statement concludes the access statement.

Throughout this document, we will use the following terms:

- ‘Will’  
Where items have been discussed, or where items have been included within the drawings as compliant, and will therefore be part of the inclusive design strategy.
- ‘Should’  
Where items have not yet been discussed, or developed and will be considered in later design stages, or where items fall outside of the remit of the design team. The text will then detail our advice, to document areas which should be considered subsequently.
- ‘Has / Have’, ‘Is’, ‘Are’  
These terms will be used where describing existing elements, which are definite in relation to the site, or scheme – e.g. items which have been provided, a street which is at a gradient, bus services that are currently running into the site.

Should there be any departures from the guidance documents the access statement 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.

Areas that require further development in the next stages of design by the design team have been reported in section 8.2.6 and section 8.3.9.

Additionally, the access statement, once completed at handover, should 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.





8.2  
SITE SPECIFIC ITEMS

**8.2.1 SITE**

Regents Park Road Hotel (RPRH), will be located within Camden Town in London. The project consists of the demolition of the existing four storey mixed use building facing on Haverstock Hill (with the exception of the two 'wings' and an internal courtyard accessed via Regents Park Road, which will be retained), and construction of a replacement building which will contact two basement levels, ground and seven upper levels. The building will include a 'micro-hotel' (a hotel typology offering small rooms for small prices), provision of retail floor space and a single-storey wheelchair adaptable residential unit at level 07.

The building will front Haverstock Hill and Regents Park Road, and will be set back from the main road by an area of public realm. RPRH will also contain an existing rear internal courtyard, accessed via Regents Park Road, for use by the hotel and the residential accommodation.

**8.2.2 TRANSPORT LINKS**

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

There are a number of options for public transport connections to the site:

- Chalk Farm underground station (Northern Line) is located at approximately 50 metres from the site. However, the station is currently not step-free
- A number of bus routes serve the site. The buses on these routes are wheelchair-accessible low floor buses.

The closest bus stops to the site are located along Haverstock Hill (i.e.: stop CD and stop CC), Adelaide Road (i.e.: stop CA and stop CB), and Chalk Farm Road (i.e.: stop CF), and are all located mainly within a 300m radius. These bus stops provide connections in both north and south-bound, and east and west-bound directions.

Bus stop



8.3  
SITE SPECIFIC ITEMS

**8.3.1 POINT OF ACCESS**

The main vehicular routes to the site will be Haverstock Hill, Adelaide Road and Regents Park Road. These will be the main links to the site for visitors by car, bus, taxi, coach and on foot.

The site is generally level, with the following exceptions:

- Gradient along the existing rear courtyard: 1:10 main gradient with a 1:12 cross-fall (worst case).
- Gradient along the existing pavement of Regents Park Road: 1:24.

Dropped kerbs and tactile paving have been provided at intersections between pedestrians and vehicles to facilitate safe access to and from the site.

**8.3.2 CAR PARKING AND SETTING DOWN POINTS**

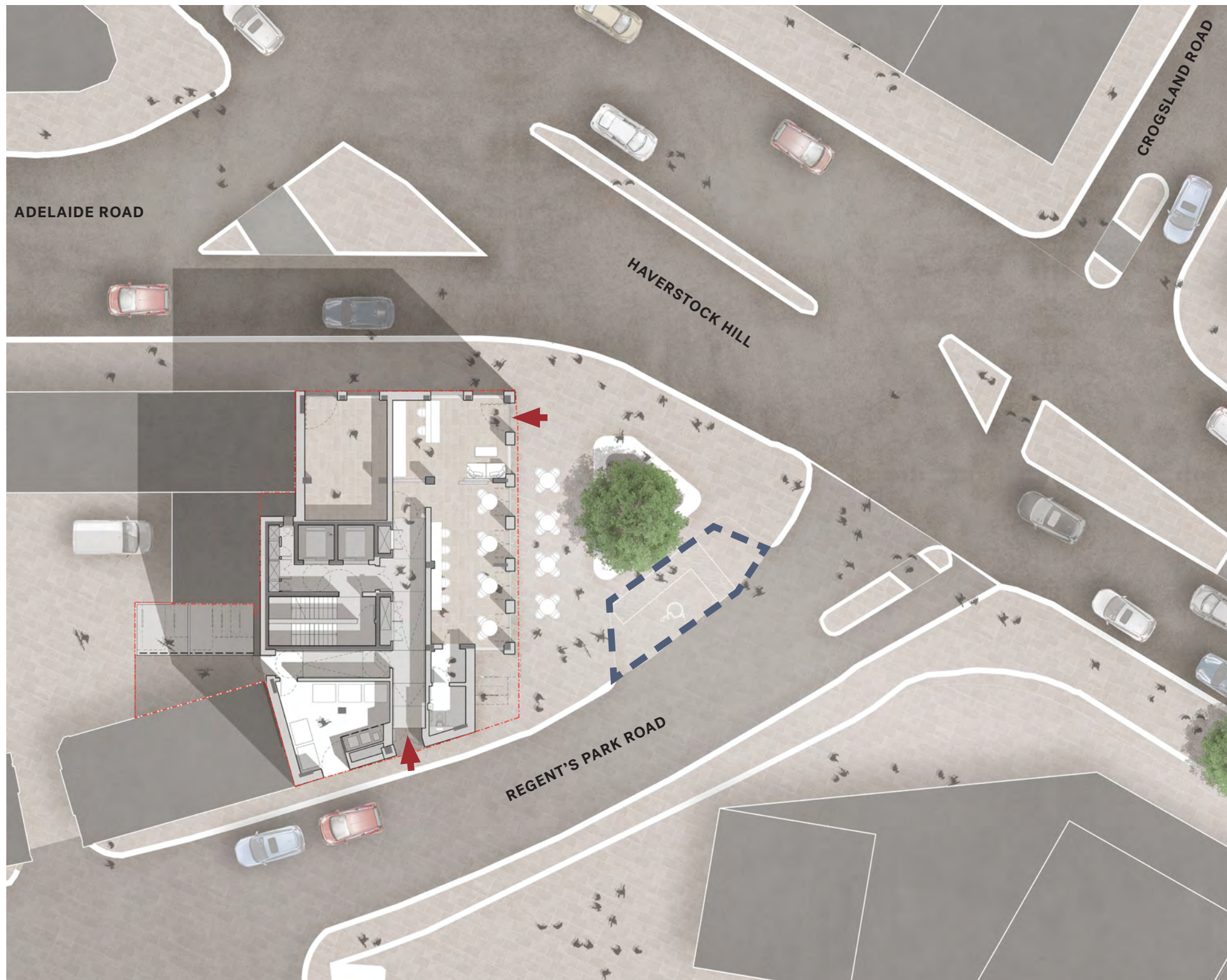
There is no requirement to provide Blue Badge parking for the residential development, as it contains less than 10 units (in accordance with the Draft London Plan Policy T6.1 - G).



This will therefore be a car-free scheme and the team will work with the London Borough of Camden and other affected parties to deliver on-street external car parking for hotel staff use through a Section 278 agreement

There will be one Blue Badge bay, located at the front of the building (replacing the existing motorcycle parking). This will provide direct access from the bay to the hotel entrance for any staff who need to drive to work. This meets the minimum requirement in accordance with Camden's Local Plan.

Adjacent residents' parking bays on Regents Park Road may also be considered, but will be approximately 60m from the hotel entrance (10m above the recommended 50m travel distance). The use and conversion of one of these existing bays, and the distance from the hotel entrance, would need approval from the London Borough of Camden.

Drop-off points allow disabled people a safe means of transferring from vehicles such as taxis to the building. The hotel will not be expected to provide a drop off point by policy, given the excellent public transport links, but it is noted that pick-ups and drop-offs will be possible along the double yellow lines on Adelaide Road and Regents Park Road, providing an option for those travelling by private or hire vehicles



-  Step-free entrance for both hotel and residential unit
-  Blue Badge parking bay



8.4  
SITE SPECIFIC ITEMS

**8.4.1 CYCLE STORAGE**

The site will contain the following cycle provision:

Long stay:

- Standard cycle store:
  - residential cycle stores: 3no. covered and secure spaces and
  - hotel staff cycle stores: 5no. covered and secure spaces), located within the rear courtyard with access directly from the ground floor of the proposed development.
- Accessible cycle store
  - Residential accessible cycle store: further allocation of accessible cycle storage (1no. space) has been indicated within the courtyard (to be delivered by the estate management team as and when required by an individual through reasonable adaptation). Direct access will be provided between the courtyard and the building - the ramp will be designed to the recommendations set out in Approved Document M, with a gradient of 1:18 and a length of no more than 8m and handrails to both sides.
  - hotel staff: the accessible space (1no.) for the hotel will be located in the courtyard, with direct ramped access to the ground floor of the proposed development. The ramp will be designed to the recommendations set out in Approved Document M, with a gradient of 1:18 and a length of no more than 8m and handrails to both sides.

Short stay:

- Public accessible on-street cycle parking will be provided for RPRH by the east facade. The layout will follow the spatial requirements of the London Cycling Design Standards (LCDS).

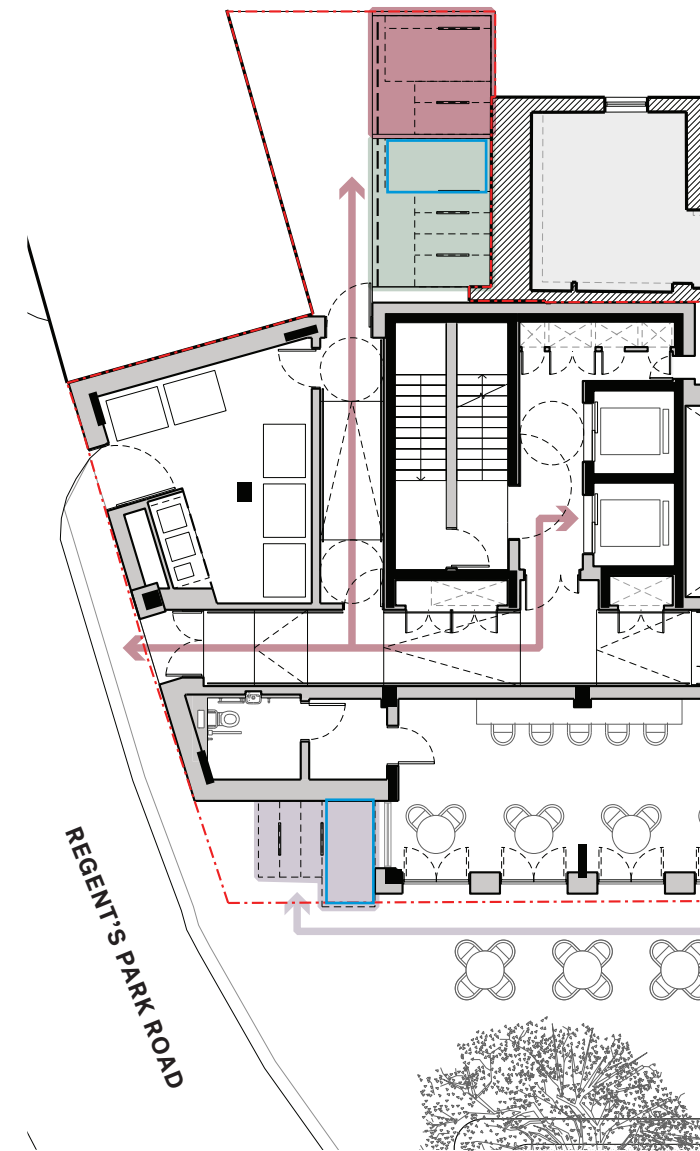
**8.4.2 CONCLUDING STATEMENT FOR THE SITE: NEXT STEPS**

In general, site access for RPRH considers inclusive access and provides a range of options to cater for a variety of users.

Items for development by the design team at the next design stage include the following:

- Working with the London Borough of Camden and other affected parties to deliver

- improvements to the public realm in front of the site through a Section 278 agreement. Development of finishes (including contrast, slip resistance and product selection) and management / operations strategies (including future adaptations for staff and residents) as part of the next stage of the project.



Accessible cycle store

8.5  
BUILDING SPECIFIC ITEMS

**8.5.1 BUILDING DESCRIPTION**

Regents Park Road Hotel (RPRH) will consist of a redevelopment providing a ground plus 7-storey building, and two basement storeys, comprising a 70 key hotel and single residential unit.

Access to the building will be by means of a single, weather protected, entrance located along the main façade, at the intersection between Adelaide Road and Haverstock Hill. This will serve both the hotel and the residential accommodation, via a shared reception. This will consist of 1700mm wide single leaf power operated door and will provide step-free access from street to building.

The building will contain the following -

- Basement level 2
  - Plant rooms
- Basement level 1
  - Storage areas and plant rooms
  - Hotel bedrooms
  - One accessible shower/changing room for use by hotel staff
- Ground level
  - Hotel reception
  - Bar/cafe
  - One wheelchair accessible toilet for use by hotel guests
  - Refuse store for the residential unit and the hotel accommodation
  - Cycle storage (as outlined in 8.2.5)
- Level 01 to 06
  - Hotel bedrooms
- Level 07
  - One wheelchair adaptable residential unit, with an external terrace at level 06

**8.5.2 HORIZONTAL AND VERTICAL CIRCULATION**

Each floor within the building will be level, and step free access across all floors will be achieved by means of two accessible lifts located to the centre of the building. Two lifts have been provided to allow continued access should one lift be taken out of service.

The lifts will have internal car dimensions of 1100mm by 1400mm minimum, with a minimum clear opening

door width of 900mm, to allow use by wheelchair users. A mirror will be provided to the rear of the lift car to assist people when reversing out of the lift. One of these lifts will be designed as an evacuation lift, allowing step-free egress from the upper floors.

Adjacent to the lifts will be a stair, designed for use in an escape only and to the recommendations set out in Approved Documents B and K.

The lifts and stair will serve all floors within the building apart from the roof floor, where additional plant is located.

A single corridor will be provided to connect hotel rooms and amenities with the circulation core. This corridor will have a clear width of 1500mm and a length no more than 25m. A central passing place, providing a clear 1800mm by 1800mm space, will be provided in front of the lift lobby. All doors to Communal areas will be designed with a clear opening width of 800mm with a 300mm nib to the leading edge of the door.

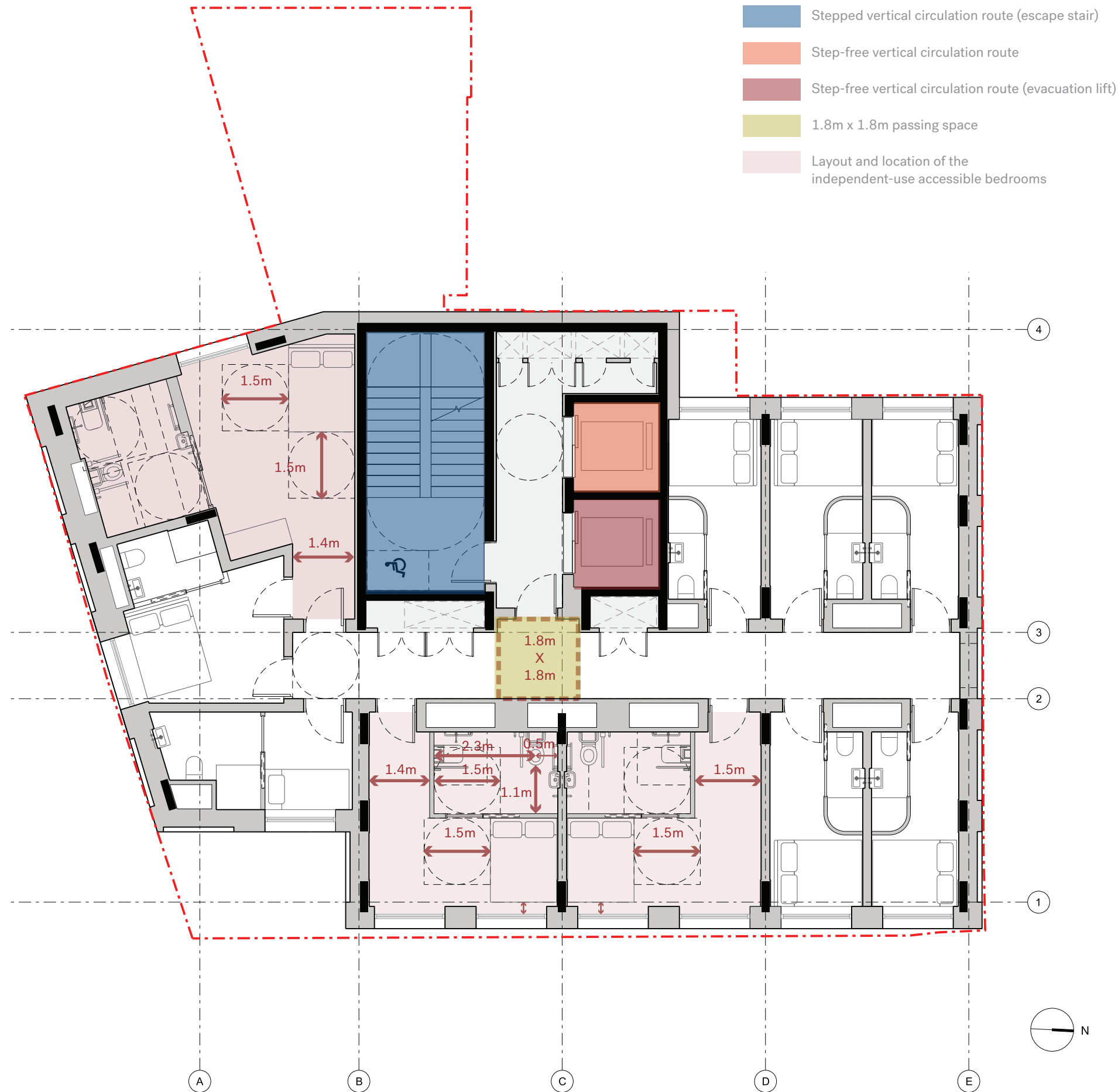
All vertical and horizontal access within the building will continue to be designed to the recommendations set out in Approved Document M Volume 2 and BS 8300-2.

**8.5.3 HOTEL RECEPTION AND BAR/CAFE**

Upon entry to the building, a reception desk will be provided. The hotel reception leads into the bar / café, which will be provided for hotel guest use. Furniture within these areas should be provided to cater for a variety of users and different personal preferences, and this will be developed in subsequent stages of the project.

Hearing enhancement systems and clear signage for way finding to enable safe and intuitive navigation to all visitors should also be provided within the reception and the bar / cafe.

The bar / café will provide access into the vertical circulation core, from which the hotel rooms and residential unit can be accessed.



8.6 BUILDING SPECIFIC ITEMS

8.6.1 BEDROOMS

The Draft London Plan Policy E10 (Visitor infrastructure), and current London Plan Policy 4.5 (Visitor infrastructure), state that 10% of bedrooms in new hotels should be wheelchair accessible.

RPRH will contain seven accessible bedrooms (split between independent-use accessible bedrooms and assisted-use accessible bedrooms) out of 70 keys, achieving the minimum required 10% provision.

Guidance is provided in BS 8300:2018 Volume 2, but this relates to standard hotel accommodation and does not reference the micro-hotel typology. The design for RPRH have taken the principles and key dimensions required for transfer and use of the rooms and proposed an alternative solution to reflect the typology. The accessible bedrooms will be designed as follows:

INDEPENDENT-USE ACCESSIBLE BEDROOMS

All the independent-use accessible bedrooms will contain double beds. The key principles and transfer spaces extracted from the guidance in BS 8300:2019-2 are as follows:

Bathroom:

- Provision of a clear 1500mm turning space and provision of a 1200mm square wet room shower area.
- Provision of the following transfer spaces:  
Toilet, from centre line: 1000mm to one side and 400-500mm to the other side.  
Toilet: 1100mm clear from the front of the toilet.

Bedroom:

- Provision of a 1500mm square to the end and one side of the bed.

The layout of the bathroom will achieve the key principles outlined above.

With regards to the bedroom layout for the independent-use accessible rooms, all the above key parameters will be met, except for the provision of a 1500mm clear manoeuvring square to the end of the bed within the bedrooms located along the main façade. It is not possible to provide this because of the spatial constraints of the building. However, it is noted that there will be no amenities to the end or other side of the bed, and thus the omission of the 1500mm to the end of the bed is not considered to be detrimental to the guest in this instance. Access to a window will be possible via the side transfer space.

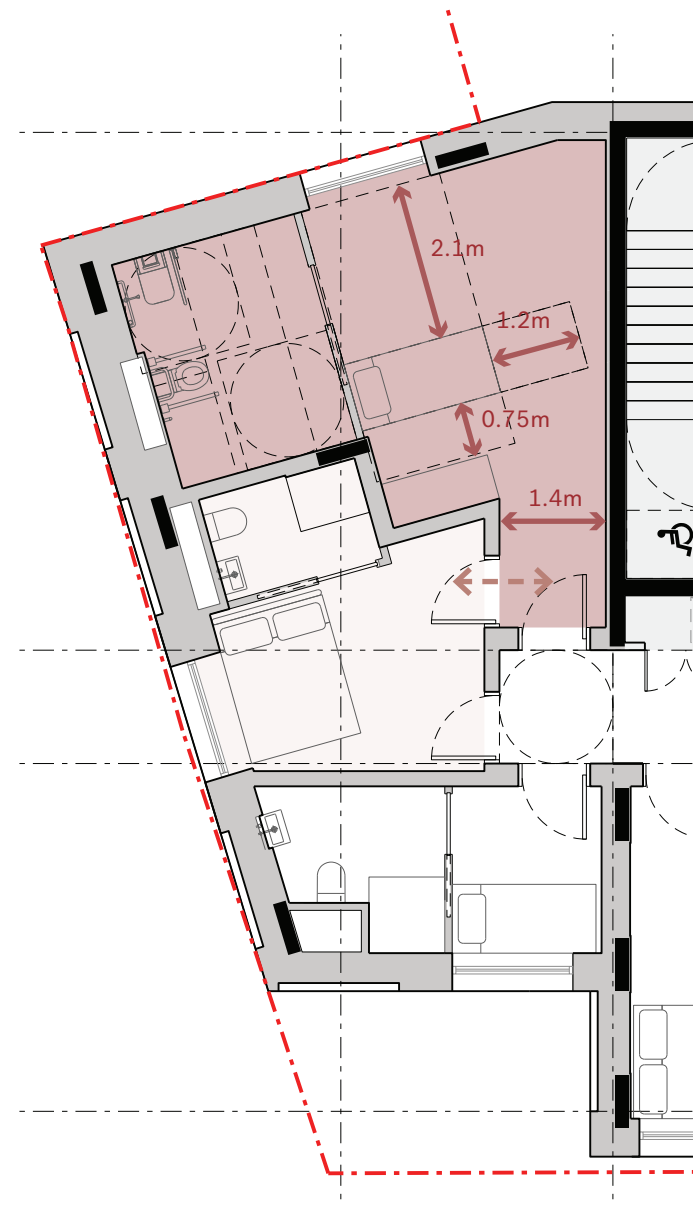
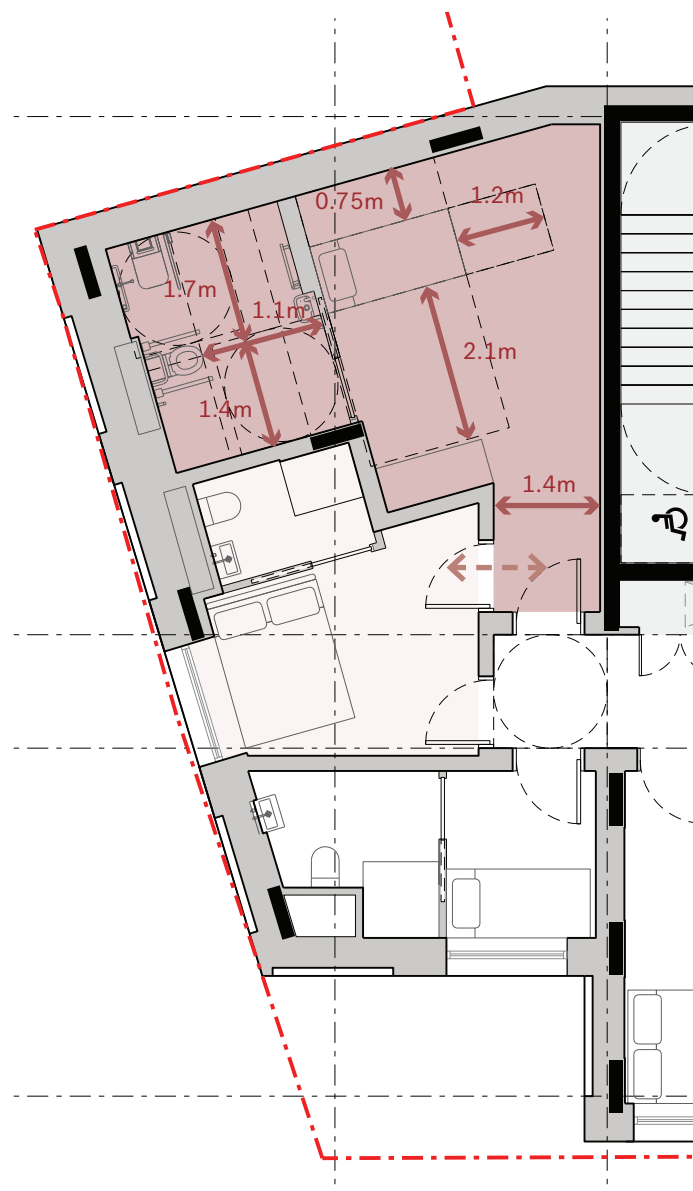
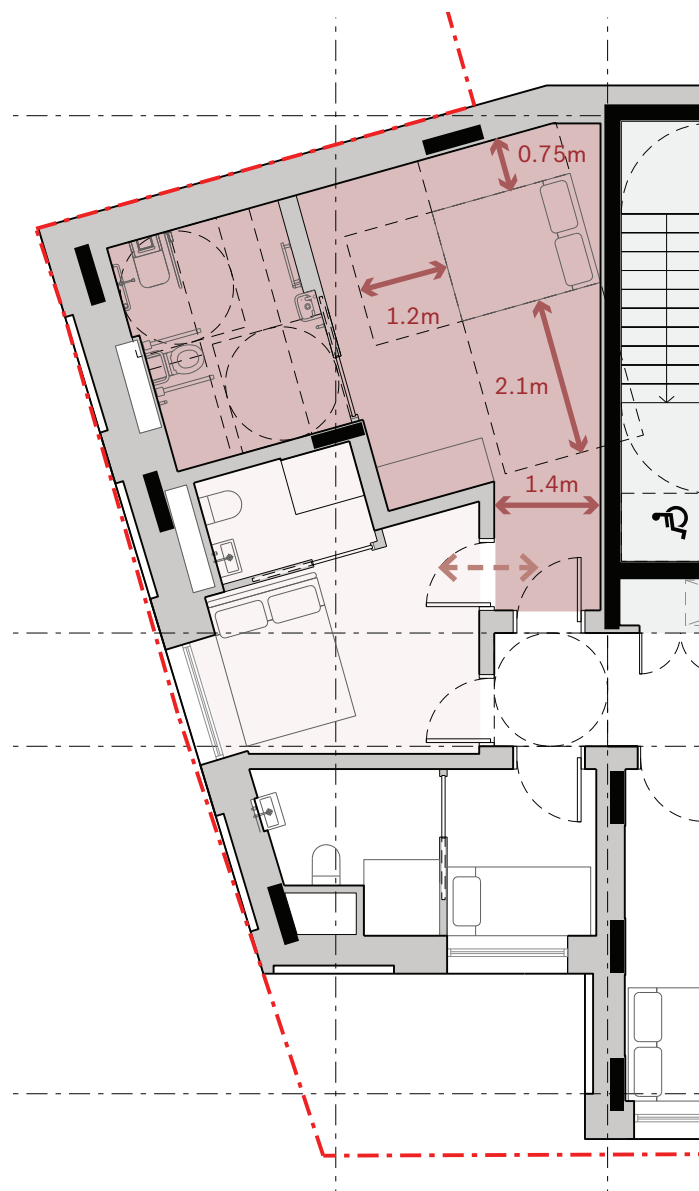


Assisted-use  
Accessible  
Bedroom Layout  
Option 1

Assisted-use  
Accessible  
Bedroom Layout  
Option 2

Assisted-use  
Accessible  
Bedroom Layout  
Option 3

8.7  
BUILDING SPECIFIC ITEMS



**ASSISTED-USE ACCESSIBLE BEDROOMS**

Assisted-use accessible bedrooms will be provided with single bed and double bed options, both with a connecting door to offer a potential connection between the assisted-use accessible bedroom and the adjoining bedroom.

The key principles and transfer spaces extracted from the guidance in BS 8300:2019-2 are as follow:

**Bathroom:**

- Provision of a clear 1500mm turning space and provision of a 1200mm square wet room shower area.
- Provision of the following transfer spaces:  
Toilet, from centre line: 1700mm to one side and 1400mm to the other.  
Shower seat, from centre line: 1000mm to one side and 400-500mm to the other side.  
Toilet: 1100mm clear from the front.

**Bedroom:**

- Provision of a 700mm space to one side, 2100mm to the other side, and 2100mm to the end of the bed.

The layout of the bathroom will achieve the key principles outlined above.

With regards to the bedroom layout for the assisted-use accessible rooms, all the above key parameters will be met, with the exception of the provision of a 2100mm clear space to the end of the bed within the bedrooms. It is not possible to provide this as a result of the spatial constraints of the building. However, it is noted that there will be at least 1200mm provided to the end of the bed, allowing access to the other side of the bed for access to amenities (e.g. the window). Therefore, the omission of the 2100mm to the end of the bed is not considered to be detrimental to the guest in this instance.

APPROVED DOCUMENT M, M4(3) CLAUSE NUMBER	COMPLIANCE	COMMENTS
c1 3.22 Private Entrances Principal private entrance	Compliant	Subject to design development of details in subsequent design stages.
c1. 3.23 Private Entrances Other external doors	Compliant	Subject to design development of details in subsequent design stages.
cl. 3.24 Circulation areas, internal doorways and Storage Hall and door widths	Compliant	Subject to design development of details in subsequent design stages.
cl. 3.25 Wheelchair storage and transfer space	Compliant	Subject to design development of details in subsequent design stages.
cl. 3.26 General storage space	Compliant	Subject to design development of details in subsequent design stages.
cl. 3.27, cl.3.28, cl.3.29 Lifting device	Compliant	Step-free access will be achieved by means of the main passenger lifts, providing access to the terrace at level 06.  Additionally, the slab will permit installation of a lift between level 06 and 07 within the terrace and adjacent to the stair, should this be required in the future by the resident.
cl. 3.30 Private stairs and changes of level within the dwelling	Compliant	Subject to design development of details in subsequent design stages. It is noted that the stair achieves a clear width of 900mm, which will permit installation of a stair lift in the future, should a resident require it.
cl. 3.31 Living areas	Compliant	Subject to design development of details in subsequent design stages.
cl. 3.32, 3.33, 3.34 Kitchen and eating areas	Compliant	Subject to design development of details in subsequent design stages.
cl. 3.35 Bedrooms	Compliant	Subject to design development of details in subsequent design stages.
cl. 3.36 Sanitary facilities	Compliant	Subject to design development of details in subsequent design stages.
cl. 3.37, 3.38, 3.39, 3.40 WC facilities on the entrance storey	Compliant	Subject to design development of details in subsequent design stages.
cl. 3.41, 3.42, 3.43 Bathroom facilities	Compliant	Subject to design development of details in subsequent design stages.
cl. 3.44 Services and controls	Compliant	Subject to design development of details in subsequent design stages.
cl. 3.45 Private outdoor space	Compliant	Subject to design development of details in subsequent design stages.

**8.8.1 RESIDENTIAL UNIT**

One residential unit will be located on the top of the building, at level 07. This unit will be designed as a Category 2 M4(3) wheelchair adaptable dwelling, as outlined in the table on the left.

#### 8.9.1 COMMUNAL SANITARY FACILITIES

Communal sanitary facilities will be located as follows:

- Basement 01: combined accessible shower / toilet / changing room for use of hotel staff
- Ground floor: wheelchair accessible toilet for use of hotel guests.

These will be designed to comply with the recommendations set out in Approved Document M Vol.2 2015 and BS 8300-2: 2018. Sanitary ware will be in prescribed positions for practical reasons and should not vary from the recommendations set out in Approved Document M and BS 8300-2: 2018.

#### 8.9.2 PLANT ROOMS

Plant rooms will be for maintenance purposes only and are exempt from the requirements of Part M.

#### 8.9.3 MEANS OF ESCAPE

Provisions must be made for means of escape for disabled persons within the building under Part B of the Building Regulations 2010.

One evacuation lift will be provided to facilitate the step-free evacuation of occupants unable to use the stairs in accordance with the Draft of the London Plan 2017.

In normal operation, it is not envisaged that the stair will be used and thus the lift lobby will be clear of all door swings. In an evacuation, the door to the stair will encroach into the lift lobby space. To mitigate any detrimental impact on users, it is proposed that the door will swing through 180 degrees and will be provided with a vision panel. This will allow people to see if there is someone on the other side of the door upon initial opening, and for the door to be held open against the wall (thus not impeding on the flow of people).

The escape stairs will be designed to meet the parameters set out in Approved Document B and K. These will be developed in subsequent stages of the project, but it is proposed that these will have

accessibility features included, to assist ambulant disabled people and blind / partially sighted people when using the stair for escape (including handrails and contrasting nosing).

On ground level, there will be a series of three ramps leading from the cafe/reception and the core to the street. These ramps will be provided with handrails to both sides and designed to the parameters for length and gradient, 1:13 for a length of no more than 3m, as recommended in Approved Document M and BS 8300. Doors from the cafe to the ramp will be held open, negating the need for a landing at this first ramp in normal use, in an emergency, this will be managed by hotel staff for anyone who requires assistance.

#### 8.9.4 CONCLUDING STATEMENT FOR THE BUILDING: NEXT STEPS

In general, access within RPRH considers inclusive access and provides a range of options to cater for a variety of users, in accordance with Approved Document M Vol 1 and Vol 2, and BS 8300:2018 Part 1 and Part2.

Items for development by the design team at the next design stage include the following:

1. Development of finishes (including contrast, slip resistance and product selection) and management / operations strategies (including future adaptations for staff and residents) as part of the next stage of the project.
2. Development of details to maximise accessibility, inclusion and safety in use (including provision of vision panels, hearing enhancement systems, way finding and signage) as part of the next stage of the project.
3. Development of the details for the residential unit to meet M4(3) recommendations.

This will be developed collaboratively with the project team post-planning and will aim to maximise accessibility and inclusion as far as practicable.

The Regents Park Road Hotel site has been designed by the project team with inclusive access in mind, and has taken into account relevant policy, regulations and good practice. This will be developed further in subsequent design stages by the project team.

This access statement has explored both access and egress to and around the Regents Park Road Hotel site as well as within the building itself. Design developments – including the consideration of colours, lighting, markings, sizes, surface finishes and handrails – should continue to be reviewed by an Access and Inclusion Consultant with the aim of maintaining and improving accessibility throughout the building and site. Further access assessment and consultation will be required during future design progression, including for the Part M Building Regulations submission.





# 9.0 SUMMARY

## 9.1 SUMMARY OF PROPOSALS



## 9.1 SUMMARY

### 9.1.1

The previous chapters have presented how the Applicant's vision for a high quality micro hotel has manifested itself on the 155-157 Regent's Park Road / 1 Adelaide Road site. The existing site has been described in relation to its connectivity to public transport and its positioning between two listed buildings of significant heritage value. The limited functional and architectural qualities of the existing building have been described.

### 9.1.2

The Statement touches upon relevant planning policy and the changing context of Chalk Farm following recent planning approvals.

### 9.1.3

The contextual references that have informed the design have been presented. The result is a building that has a simple elegance, expressive of its function as a hotel led development. The use, quantum, scale and massing have all been presented.

### 9.1.4

Chapter 5.0 describes the proposals in greater detail and highlights the importance of the material quality to the successful resolution of the scheme. Chapter 6.0 explores the key townscape impact of the development.

### 9.1.5

Chapter 7.0 provides a summary of the key technical considerations that have informed the design. Chapter 8.0 provides the detailed summary of how the development has been designed to be accessible to all.

### 9.1.6

In conclusion, the existing building offers little to Chalk Farm as a Neighbourhood Centre or the wider community. The comprehensive hotel-led redevelopment of the building with retail and food and beverage offer at ground floor reinforces the Neighbourhood Centre for local people. The hotel provides welcome support for Camden as a major town centre of international significance, including support for the cultural and social activities of The Roundhouse. The design is of the highest quality and materiality, respecting and referencing Camden's architectural heritage whilst at the same time being a carefully crafted, considered piece of contemporary architecture.



