

Inclusive Design and Access Statement

14-19 Tottenham Mews 25.11.20



Submitted to:

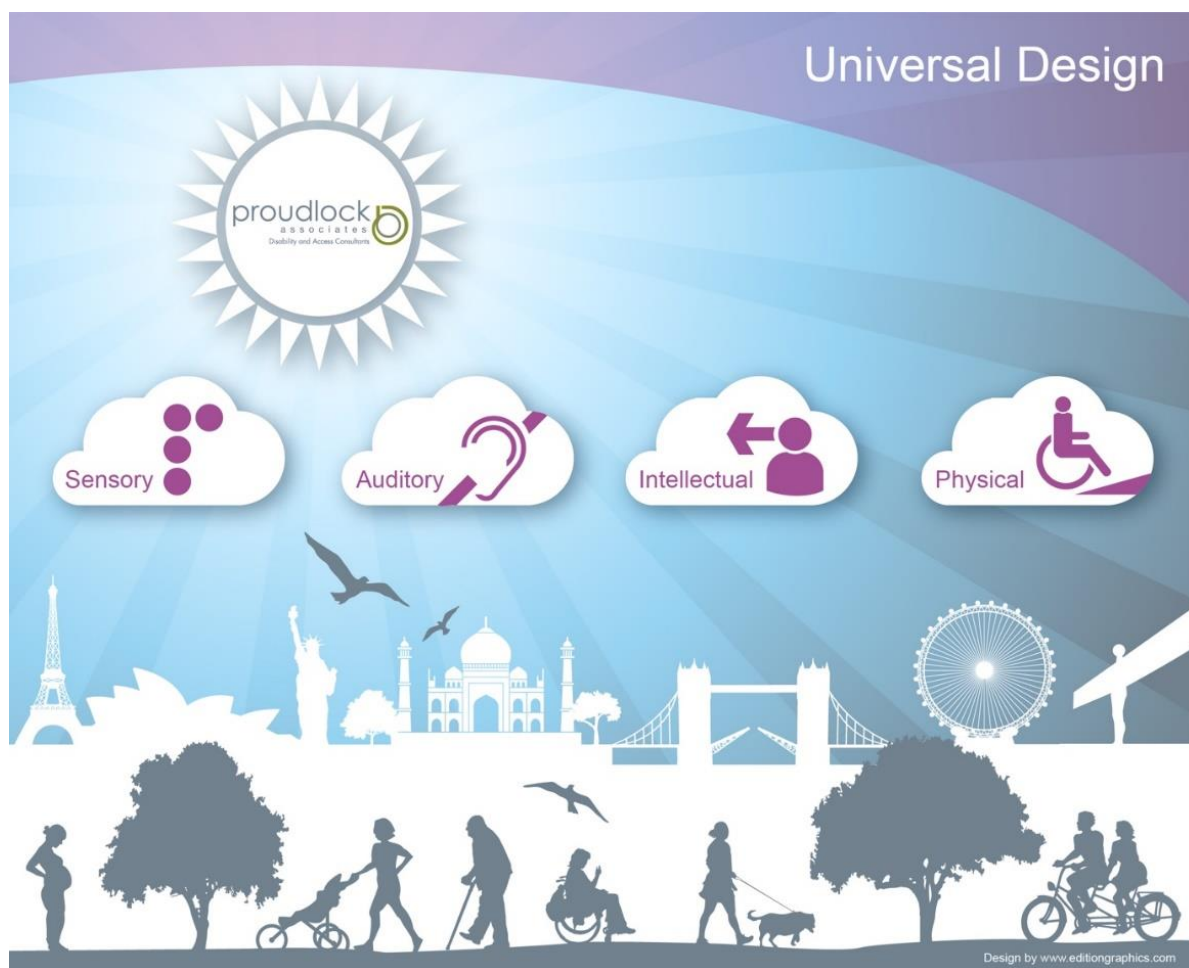
1 Don Findlater BArch (Hons) MRICS
donald@blackburnltd.com
Senior Project Manager, Blackburn

2 Matti V. Lampila, Piercy and Co
mattilampila@piercyandco.com
Director

3 Valeria Piras, Piercy and Co
valeripiras@piercyandco.com

From: Tracey Proudlock
Proudlock Associates
PO Box 55248, London, N22 9DY

Tel: 0845 130 1669 | M: 07921 776361
E-mail: tracey@proudlockassociates.com
Website: www.proudlockassociates.com



Inclusive Design and Access Statement:

This planning Inclusive Design and Access Statement (IDAS) relates to the development at 14-19 Tottenham Mews (the development).

Client

Central London Commercial Estates Limited

Architects:

Piercy and Co
The Centro Building
39 Plender Street
London NW1 0DT

Date:

Nov 25th 2020

Compiled by Proudlock Associates Ltd,
PO Box 55248, London N22 9DY

Contents

1 Introduction	4
Purpose.....	4
Standards and Regulations	4
2 Overview of Proposals	5
Aims	5
Description of the Development	6
Summary	8
3 Arrival.....	9
Public Transport connections	9
Pedestrian drop-off and pick-up	9
Car Parking	10
Vehicular cross-over with pavement.....	10
Mobility scooter, cycle and adapted cycle parking.....	11
4 Residential overview	11
Main Residential Entrance	11
Vertical circulation	12
Lift	12
Stairs	12
General circulation	13
Dwellings	13
Cycle storage (residential).....	13
Refuse storage (residential)	15
5 Office parts overview	15
Entrances	15
Circulation	16
Lift	16
Stairs	16
WC's.....	17
Cycle storage (office)	17
Refuse storage (office)	17
6 Emergency Evacuation	18
Emergency evacuation for residential and office parts	18
7 Residential Layouts.....	19
Accessible homes - Unit types and variation	20
Category 2 Housing.....	20
Category 3 Housing (Wheelchair accessible dwellings)	20
Internal provisions in all dwellings	20
Category 3 Housing - internal provisions.....	22
8 Floor plans	23
9 References	25

1 Introduction

Erection of a ground plus five storey building (plus one basement level) to provide office (e class) at part ground and basement level and residential dwellings (C3) at ground and floors one to five and associated landscaping, cycling parking and all necessary enabling works.

Purpose

This Access Statement describes and appraises the inclusive design provisions of the development. It shows how the scheme has been progressed with consideration of the principles of inclusive design. The development aspires to achieve the highest standards in order to be used by everyone, including:

- Residents of the development;
- Visitors to the development;
- People working in and visiting the commercial spaces; and
- The wider public.

The meaning of 'disabled' in this Access Statement is the definition stated in the Equality Act.

Standards and Regulations

The requirements of the London Plan 2016 have been applied to the scheme and the requirements / guidance of:

- Town Centres Supplementary Planning Guidance (2014, GLA);
- Accessible London Supplementary Planning Guidance (2014, GLA).

The inclusive design and access standards that apply to the scheme are:

- The Building Regulations Part M Volume 1 (Category 2 and Category 3) and Volume 2 (2015); and
- The Building Regulations Part K.

Where Part M requires meeting the standard of Part K, Part M compliance where referred to in any way includes meeting the relevant sections in Part K.

Current best practice documents such as BS 8300 2018 have also been used in the design reviewing process. See References for a full list of resources and guidance on inclusive design.

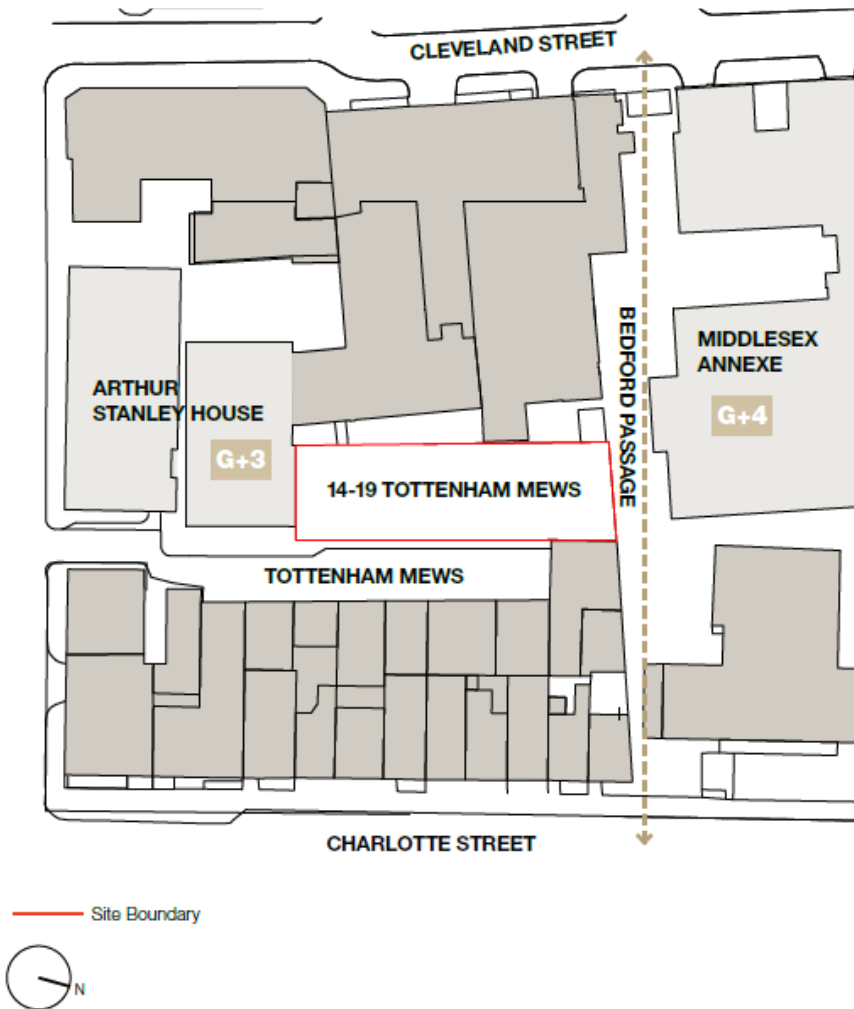
2 Overview of Proposals

Aims

The project team aims to achieve the following:

- To maximise access to all parts of the development, its facilities and services for people who are visitors and members of staff regardless of disability and as required by local, regional and national policy;
- To ensure that required standards for accessibility are met at the outset and as part of mainstream inclusive design wherever possible;
- To design inclusively, which means designing beyond the minimum requirements of the Building Regulations Part M to ensure that all people, regardless of age, sex or ability can use and enjoy the built environment;
- To address the anticipated, substantial increase of older people in proportion to the working-age population and their future needs;
- To facilitate relevant bodies, including the Local Authority, the premises owners and managers to meet the aims of the Equality Act (2010), where applicable; and
- To follow design guidance given in relevant British Standards and other currently published good practice guidance about meeting the needs of disabled people and delivering an inclusive design.

Description of the Development



The scheme consists summarily as follows:

- A seven storey building (basement, ground, levels 01 to 05) within a public realm that makes a new and welcome connection between Bedford Passage and Tottenham Mews. This will improve on the immediate vicinity's pedestrian travel distances to and from the buildings and from further afield.

The building comprises:

- Basement - plant, some office use, cycle parking and refuse storage (for use by residential and office parts);
- Ground - further office use and 2No wheelchair accessible M4(3)(b) units.
- A 21No M4(2) units spread over levels 01 to 05 inclusive.
- In total there are, 23No units made of 10 Social Rent Units and 13 Intermediate Units.

- There is a single main residential entrance leading to a lift serving all floors, and to a staircase also serving all floors.
- There are two further entrances into the ground floor office, one on Bedford Passage and one on Tottenham Mews.
- Provision has been allowed for to facilitate internal stairs and a platform lift being constructed / installed within the office parts to circulate between the two levels.

Further notes:

- The development is located between existing buildings with little or no space for vehicle access / car parking on site. Public Blue Badge bays are located in Tottenham Street and this is proposed to meet the parking demand, however the Applicant is content to further discuss with Camden whether further on-street provision is warranted, in which case this could be provided in the form of a bay on Tottenham Mews.
- Being located in a densely built-up area, it has been agreed that residential balconies will be 'juliet' style and not give full access to walk out onto.

Summary

The developer has endeavored to meet the standards of inclusive design in the different areas, creating an inclusive environment that facilitates use by a large variety of people. Some key features in support of this are listed below:

- Approaches, communal circulation and interiors of the dwellings are designed to at least meet the required category of housing, with 90% meeting M4(2) and 10% M4(3) standards. These standards are exceeded in some parts, including the communal residential corridors, which provide the required 1500mm x 1500mm square space by the lift but also exceed the 1200mm required by Part M in all other parts of the corridors.
- The spaces in all the dwellings facilitate use by a variety of users including disabled people as well as those with infants by exceeding the Technical Housing Standards Nationally Described Space Standard.
- The internal approaches and the appearances to dwelling entrances will not differ where they serve wheelchair accessible dwellings but meet the higher standards everywhere.
- At least one space for a mobility scooter is provided in the design. This has space adjacent allowed for transfer from a wheelchair. There is also power from a socket available for recharging.
- There is space provided for adapted / oversize cycles. This is a helpful addition for families and disabled people such as deaf-blind people who may use a tandem or trike.

3 Arrival

Public Transport connections

The site has a PTAL rating 6b, the highest level.

Buses

The nearest bus services can be accessed on London's renowned Oxford Street, which has stops served by the bus numbers 55, 73, 98, 390 around 800m from Tottenham Mews, these give access to key destinations and transport hubs to the east / west.

On Tottenham Court Road, some 300m east of the development, there are stops for bus numbers 24, 29, 73, 390 and N5 for directions heading north and 29, 73, 390, N20 and N5 for south directional destinations; these bus stops are within 400m of the development.

Step free access is available as all London buses are fully accessible.

London Underground

The nearest accessible tube station is Tottenham Court Road, approximately 800m to the south. This connects to the Northern line and Central line.

Within 800m there are further stations including Regent's Park, Great Portland Street, Warren Street, Goodge Street and Oxford Circus.

Pedestrian drop-off and pick-up

Some users of the development, including some disabled people, will have to rely on community transport, taxis or minicabs.

Although not yet detailed, there should be a set-down / pick-up point in Tottenham Mews, as near as possible to the building entrances to meet regulations, and this will need to be 50m at most away to be reasonable.

Kerbs reduce the gradient of any taxi ramp deployed from the side of the vehicle and where provided correctly can facilitate navigation for visually impaired people. It is preferable to have a kerb, but this must be designed correctly:

- Although not yet detailed as indicated above, if there is a kerb provided in Tottenham Mews to demarcate a vehicle access route / area, there must also be a drop kerb 1000mm wide and at 1:15 maximum gradient to meet Part M.

Kerbs are (also) available on street in Tottenham Street, some 60m or so from the main entrance of the building, where there is a single yellow line and (subject to any further time-related or other local restrictions that may apply) this allows for temporary waiting. There are also drop-kerbs provided.

Car Parking

The development lies in the London Borough of Camden.

In Camden, Blue Badge holders can park in resident permit bays (except in the busy West End, where Green Badge Zone terms apply). They can also park on yellow lines for three hours providing there are no loading restrictions in force.

The locations and conditions are detailed on the Borough of Camden's website.

The building is very near the west boundary of the London Borough of Camden with the City of Westminster. Different parking rules apply in Westminster.

Similarly, there are locations and conditions on the City of Westminster's website which apply to Blue Badge holders.

There are Blue Badge parking spaces located on:

- Tottenham Street (60-70m south from the building);
- Cleveland Street (approximately 100m south-west from the building)

See Transport Statement for further information.

Vehicular cross-over with pavement

Physical demarcation across the vehicle entrance to Tottenham Mews will be considered. The guidance states that tactile surfacing is to be provided at 'busy' crossovers and is not yet confirmed for this location. If required, it will be provided using the tactile format as seen on the blister paving as recommended in the appropriate part of the DETR guidance (see item 10 of the References). This will be fully detailed at a later stage.

Mobility scooter, cycle and adapted cycle parking

Residential cycle parking spaces in the form of two-tier racks are provided in the basement, accessed via the main lift. The designs have been created to comply with the London Cycle Design Standards, including spaces for adapted cycles. In addition, the adapted cycle spaces could potentially also be used to recharge mobility scooters, depending on residents' needs. A power socket is to be provided to accommodate this best practice feature.

A further small cycle store has been provided for the office parts; this is at ground level by the office entrance on Tottenham Mews.

See Residential and Office sections for details.

4 Residential overview

Main Residential Entrance

There is canopy protection to offer cover. The cover is at least 1200mm x 1200mm and meets the required standards i.e. those for M4(3) and M4(2) dwellings under Part M Volume 1.

The entrance has a single door that will be easily identifiable within the façade and at least 850mm effective clear width. Subject to detailed design, if the entrance door is not automatic it will have an opening force on the closer to meet general circulation requirements (see below).

Any glazing at the entrance will have manifestations that will visually contrast in accordance with any applicable requirements of Part M/K.

The detailed design will meet Part M Volume 1 as required:

- The reveal will be no greater than 200mm on the leading side of the entrance door;
- Any entry system / intercom will be operable at height 750-1000mm Above Floor level (AFL), have visual contrast (VC) and show visual signal when responded to;
- Entrance matting will be provided. This will be flush with the floor and non-coir; and
- Intermediate levels of lighting in the lobby area will be provided and glare-free lighting installed.

Vertical circulation

The residential core is reached directly from the residents' main entrance. It comprises the main residential lift and stairs, both serve all levels including basement and lower ground and up to 5th floor as stated.

Lift

The lift is 1400mm x 2000mm with a door clearance of 1100 mm. It is large enough to take bicycles. See cycle stores.

The lift will fully meet the required standards for M4(2) and M4(3) communal lifts:

- Landing spaces in front of the doors at least 1500mm square at all levels;
- The equivalent requirements for BS EN 81-70: 2003 for a type 5 lift are provided;
- Landing and car controls located 900-1200mm Above Floor level (AFL) and at least 400mm out from any corner; and
- The lift will have an initial dwell time of at least 5 seconds after the doors are fully opened before they begin to close.

Stairs

The main stairs are accessed from the ground floor communal corridor. They will also meet the required standards for M4(2) and M4(3) communal stairs (general access); they also act as the means of escape stairs from above ground:

- A minimum width of 1200mm;
- Step profiles comprise 150-170mm risers, 250-400mm treads;
- Visual contrast provided on nosings 50-65mm on treads and 30-55mm on risers;
- Handrails meet Part M/K, being of a suitable design and positioned 900mm – 1000mm above the pitch line of stairs.
- The handrails will extend over the landings at the ends of the flight by the required 300mm unless this encroaches circulation past the ends of the stairs.
- Handrails will also be turned down or inwards at their ends to reduce the risk of clothes catching on them.

- The doors to the stairs encroach on the landings – this is necessary on the above ground floors to meet the need to open in the direction of escape and has been agreed by the fire consultant.

General circulation

- Circulation doors throughout the residential parts are minimal, with open plan provided to ease circulation and the only communal doors are necessary and lead to the cycle store or stairs at any level;
- Accessible door handles that can be gripped easily will be installed; and
- Forces no more than 30N and max 22.5N for swing between 30 to 60 degrees or automatic doors will be provided as required by regulation.

Subject to detailed design:

- Visual contrast will be provided to facilitate identifying the floors / walls / doors in communal / shared spaces; and
- Vision panels on communal / shared area doors will be provided as required by Part M/K.

Dwellings

There are 23 dwellings, comprised of:

- 10 Social Rent Units at ground to level 02; and
- 13 Intermediate Units at levels 03 to 05.

See also section 7 Residential layouts.

Cycle storage (residential)

Standard cycle parking is provided at basement level for residents, with adapted cycle / mobility scooter storage for residents at ground level.

The cycle store at basement level can accommodate 44 cycles and uses two-tier racks. For disabled residents who may have difficulty in accessing upper tier racks, the lower tier racks could be used (or there is the adapted cycle store, being a separate facility at ground level). The main cycle store in the basement is accessed from the large main lift.

The lift is 1400mm x 2000mm with a door clearance of 1100 mm. It is large enough to take bicycles. It is therefore capable of taking longer bicycles than the London Cycle Design Standards (LCDS) requires (a lift of 1.2m x 2.3m). It is large enough to take larger wheelchairs (and most Type 2 mobility scooters should a resident need to use one in their home).

Adapted cycles and the larger Type 3 mobility scooters would not need to be transported in the lift as the store is at ground level. Dwelling units under Part M are not intended for using Type 3 mobility scooters in as a general rule as these are outdoor vehicles and larger than the internal spatial designs under Part M could accommodate.

The routes to the stores and the layouts are designed using the London Cycle Design Standards (LCDS):

- Both the main cycle store and the adapted cycle store allow a headroom of 2600mm.
- In the main cycle store, the aisle width to load a machine onto a two-tier rack is 2330mm clear between cycle racks, which is 170mm short of the 2500mm LCDS guidance, measured from the lowered tier across the aisle back. However, this width is deemed acceptable by the access consultant on the following basis:
 - The required length can be provided by being able to use the space between the cycles in the racks opposite, reversing a machine in between these with an overlap where necessary of 170mm, and therefore it meets with the purposes of the LCDS in this respect. One product, the Josta 2-tier from 'cycle-works', supports this argument fully as it only requires 2000mm aisle width but also allows for a cycle to overlap between racks opposite as described.
 - In addition, the longer bicycles can use the spaces at the far end of the aisle against the wall.
 - Furthermore, as stated, the larger adapted cycles and trikes have their own storage at ground floor level and do not need to use this store.
- The routes to the stores internally have doors at least 1000mm effective clear width as also required by the LCDS, and the doors into the stores will be automated, again to comply with the LCDS standard.
- The route to the adapted cycle store includes doorways and corridors that can accommodate a 1200mm width;
- The external door leading towards the adapted cycle store is also automated in order to facilitate access as it cannot offer a full 1200mm wide access without reducing the nib space on the pull side of the door (which would then

not meet Part M); the automation will overcome this issue and facilitate access further.

- The adapted cycle store door is also over 1m ECW and provides access for up to 1200mm width as stated. It is automated to meet LCDS.
- The store is 2.4m x 2.4m, and can accommodate up to 2 adapted cycles, which is 5% and so the provision meets the LCDS which requires two spaces of 1200mm width.
- The adapted cycle space is also designed to accommodate mobility scooter users as an alternative to two adapted cycles, and will include a socket located on the wall for recharging; the socket will be at least 750mm out from a corner and approximately 1m AFL so as to be suitably accessible for a wheelchair user / someone of short stature.

Refuse storage (residential)

Residents' waste is deposited by the residents in the waste store at ground level.

As required by M4(3) standards for communal facilities, these features will meet the requirements, with doors being over 850mm ECW min and with the appropriate space to the sides of the door leaf opening edge, 200mm on the push side and 300mm on the pull sides. The external door at ground floor level is shared with the adapted cycle store / mobility scooter store, exceeding the required standard for a refuse store. The refuse store also has a turning circle of 1500mm provided inside, allowing reasonable wheelchair access and circulation.

Consideration will need to be made to ensure that wheelchair users do not need to reach over 1200mm AFL to deposit their waste; some Eurobins may require reaching above this height.

5 Office parts overview

Entrances

There are two entrances into the ground floor office space. They will meet the requirements of Part M (the Approved Document Volume 2 as applicable to non-dwellings), having canopy protection, being easily identifiable within the façade and at least 800mm effective clear width provided with a suitable opening force if manual (no greater force than 30N).

Any glazing at the office entrances will have manifestations that will visually contrast in accordance with any applicable requirements of Part M/K.

- Any entry system / intercom will be operable at height 750-1000mm Above Floor level (AFL), have visual contrast (VC) and show visual signal when responded to; and
- Entrance matting will be provided. This will be flush with the floor and non-coir.

Circulation

A space for installing a suitable lift and stairs has been allowed for in the office parts. The detailed design will need to meet Part M:

Lift

There is a lift space allowed for by the design.

- This will need to be designed to meet Part M, including with circulation space in front of the doors on both floors of at least 1500mm x 1500mm;
- The more detailed design of the lift will fully meet the appropriate standards including car entrance door clearance (at least 800mm) and the location of controls inside and outside of the lift being at suitable heights and set out from any corners.

Stairs

There is a single internal staircase allowed for by the design.

The stairs are not yet fully detailed but will need to meet the width requirements of Part K for general access stairs, which requires them to be 1200mm wide.

The stairs will need to be designed as follows:

- Step profiles comprise 150-170mm risers, 250-400mm treads;
- Visual contrast is provided on nosings 55mm on treads and 55mm on risers;
- Handrails to both sides;
- Handrails meet Part K, being of a suitable design and positioned 900mm – 1000mm above the pitch line of stairs. They will extend around landings and be turned down at their ends, which will extend as required for 300mm over the top and bottom steps unless this is encroaches circulation.

WC's

There is a space allowed for in the office parts by the design.

This is to be right-sided transfer (the preferred side) and 2m x 2.2m at least, to meet Part M. The door will swing outwards to give the required space inside and to facilitate opening if a rescue is necessary.

Cycle storage (office)

There are three double tier cycle stackers provided for office use at ground floor. This is accessed via a door at least 1000mm wide and will be automated as required by LCDS.

It should be noted that as adapted cycle / mobility scooter storage is not provided for office staff, since the store is small and cannot accommodate this without becoming unusable by others, it may be reasonable under the Equality Act 2010 for the office management to provide an adapted cycle / mobility scooter space as a reasonable adjustment on recruitment of a disabled person with that need. This may involve locating an accessible and secure space elsewhere in the building or reasonably nearby.

Refuse storage (office)

Refuse storage for office use is also provided at ground floor, in a separate store to that for residents' refuse, this will meet Part M as required. The external door is shared with the adapted cycle store as commented on in the residential section above, and the door into the store provides an effective clear width of 800mm, with a 300mm nib space on the pull side. If / when accessed by a wheelchair user, there may be a need to provide a lower height accessible bin rather than a Eurobin, as also commented on above, and this may need to be near the door, or a 1500mm turn circle provided beside it. This would be a reasonable adjustment for the office management to provide on recruiting a disabled person with that need.

6 Emergency Evacuation

Emergency evacuation for residential and office parts

The Fire Strategy for the proposed basement will take precedence over this section of the Access Statement. Measures for the evacuation of disabled office users, residents and visitors to the development should be considered. These are indicated below.

- The strategy should include best practice procedures for the evacuation of disabled people from all parts of the buildings, including guidance from BS 9999:2008 and Regulatory Reform (Fire Safety) Order Supplementary Guidance.
- Management procedures may need to include the training of staff to assist with the evacuation of disabled people from the basement level of the development which may involve the use of evacuation chairs.
- The use of suitable warning systems, such as vibrating pagers, may also need to be considered for individual members of staff working there, following a Personal Emergency Egress Plan being formulated with them.

Provisions are as follows:

- There is an evacuation lift provided that serves all levels. The appropriate management and control of the lift and system will be necessary as part of the fire strategy;
- A safe refuge is provided at basement level; safe refuges are not required on the upper floors which comprise residential units only and the dwellings themselves are understood to act as giving adequate fire protection;
- The safe refuge at basement level is within the main staircase. It is a space at least 900mm x 1400mm as required by BS9999 and this will be fully accessible for independent access to reach by the route complying to Part M.
- The safe refuge will have a suitable two-way communication installed in an accessible location out from a corner and at an accessible height, for operation by the wheelchair user when communicating with the fire control centre for staff working in the office parts;
- There is an escape stair from the basement; this meets the required standards including those required under building regulations Part K and will also have handrails on both sides of the stair for best practice.
- The evacuation of disabled people from the basement may rely on a management strategy as stated.

For the office parts, management procedures may need to include the training of office staff to assist with the evacuation of disabled people from the basement, as well as the provision and use of suitable warning systems, such as vibrating pagers. Such personalised systems and plans that may include the use of evacuation chairs should be provided following a Personal Emergency Egress Plan being formulated. Staff training in how to evacuate disabled people may also be required.

7 Residential Layouts

This section of the report outlines the approach to inclusive design for the individual residential units and how they have been designed to fully meet the relevant standards and regulations:

- Part M M4(2) standards ensure that homes can be easily adapted to suit the individual needs of the households that live in them; and
- Part M M4(3) standards are designed to meet the general requirements of wheelchair users.

Compliance with the London Plan 2016 requires adherence to the above standards, with 90% meeting M4(2) standards and 10% meeting M4(3) standards.

Of the 10% referred to above that will be M4(3) standard, all are designed as M4(3) (b) accessible standard M4(3) (b).

The different sizes comprise 1, 2 and 3 bedrooms:

- There are 2No x 1b1p apartments;
- There are 3No x 1b2p apartments;
- There are 5No x 2b3p apartments;
- There are 9No 2b4p apartments;
- There are 4No 3b5p apartments;

The dwellings will comprise a proportion of 10% (or 2 units) designed as wheelchair accessible units, in accordance with the London Plan requirement: These are designed to meet the relevant parts of the approved document of the Building Regulations Part M M4(3) (b) standards (Category 3), the remainder (21 units) will meet Building Regulations Part M M4(2) standards (Category 2).

The M4(3) and M4(2) units both provide a range of sizes; the M4(3) units are at ground level which is understood to be preferred for the development and suits an easier means of escape.

For the 2No M4(3) standard units, they offer a variety of size, 1No 2b3p unit and 1No 2b4p unit.

The dwellings are discussed further in the next sections.

Accessible homes - Unit types and variation

As stated, a total of 23 units are provided, with 10% (2) meeting M4(3) wheelchair accessible standards.

A variety of sizes / numbers of bedrooms is provided across the M4(2) and M4(3) dwellings.

Category 2 Housing

Of the 23 units, 21 are proposed to be designed to meet the M4(2) standards which are concerned with communal and private approach routes, common parts of the residential buildings, all entrances (whether private or communal) as well as internal provisions, design and layouts.

Category 3 Housing (Wheelchair accessible dwellings)

As stated, 10 per cent of the total number of dwellings, totalling 2 of the 23 will be designed to be accessible to meet the needs of a wheelchair user, in line with London-wide accessible housing policy and meeting the requirements of the Category 3 M4(3) standards.

Internal provisions in all dwellings

The units have been reviewed against the standards, which have been met or exceeded, for example:

- All entrance doors have a minimum clear opening width of 850mm;
- All internal corridors and clear opening widths of doors meet the standards.
- WCs and bathrooms are designed to meet the standards, including the drainage provision for a level access shower where required and suitable spaces in and around showers, baths, WC's and basins;

- As the units are created over just one floor level, there is no need to consider locations for a through-floor lift or a stair lift;
- The two large balconies provided will have an 850mm clearance to the door and have a level threshold, i.e. a maximum upstand of 15mm. These are designed to include any upstands higher than 5mm to be chamfered and in accordance with 'Accessible thresholds in new housing – Guidance for house builders and developers' The Stationery Office Ltd. ISBN 0 11 702333 3 (1999), enabling ease of access for wheelchair users.
- These balconies also meet the London Plan, which requires the minimum depth and width for the balconies to be 1500mm.
- It is notable that there are small (500mm deep) 'Juliet' style balconies provided to the dwellings (this is understood to have been previously agreed with others and is outside of the scope of this report). As these are too small to be wheelchair accessible, they are not deemed to require the level thresholds.

The further details of the internal designs including fixtures and fittings is not covered at this stage, however there is no reason why full compliance cannot be met. This includes the detailed building regulation Part M requirements in relation to:

M4(2) Dwellings:

- Sensor / motion control entrance lighting;
- Walls in bathrooms suitable to support handrails to 1.5kN/square metre;
- Door handles / controls;
- Heights of window glazing (in living areas); and
- Locations of power sockets and switches / consumer units

M4(3) Dwellings:

(These will include the above M4(2) list as well as the following):

- Bathroom and bedroom ceilings suited to install a hoist that can carry 200Kg
- Lengths of kitchen worktops (accessible dwellings), adjustable height worktop sections, layout of sink and appliances below worktop, shallow sink (150mm max in accessible dwellings);
- Detailed bathroom fittings layouts including positioning heights of fittings;
- Taps and bathroom controls suitable for those with limited grip.
- Window handle heights /controls
- Light switch and socket design;
- Door entry phone;
- Bedhead controls; and
- Power sockets and telephone points;

Category 3 Housing - internal provisions

Layouts of the different unit types have been reviewed. These demonstrate that the standards can be fully met.

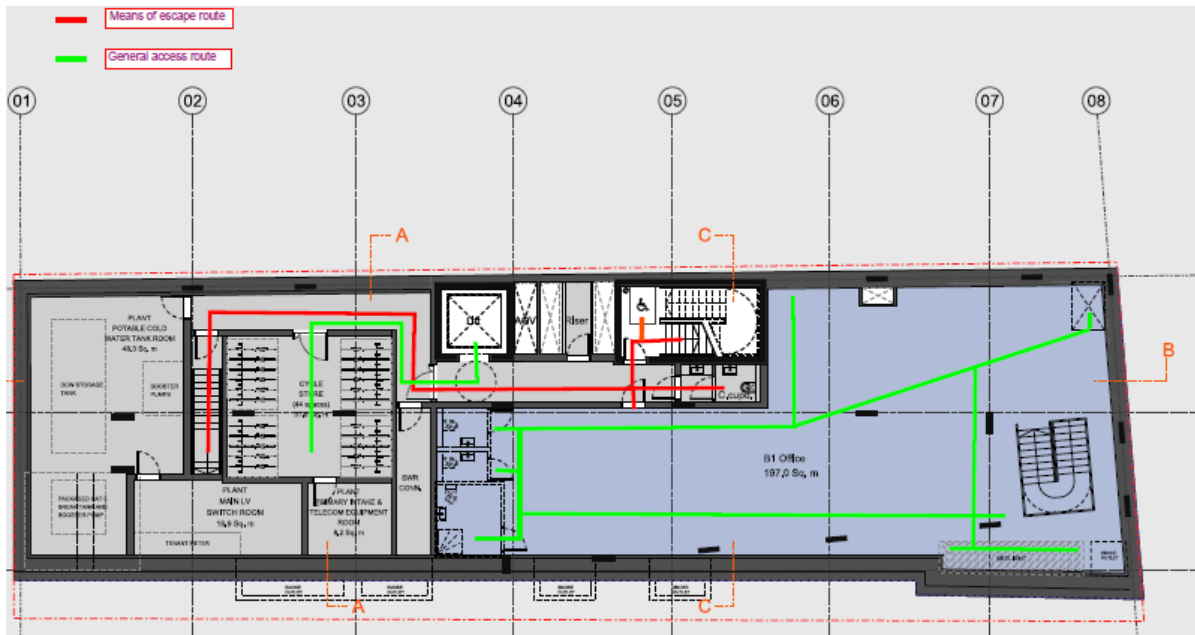
In general, the following provisions are to be in place from the outset:

Bathrooms designed to be accessible to meet the needs of wheelchair users, as described by the M4(3) standards.

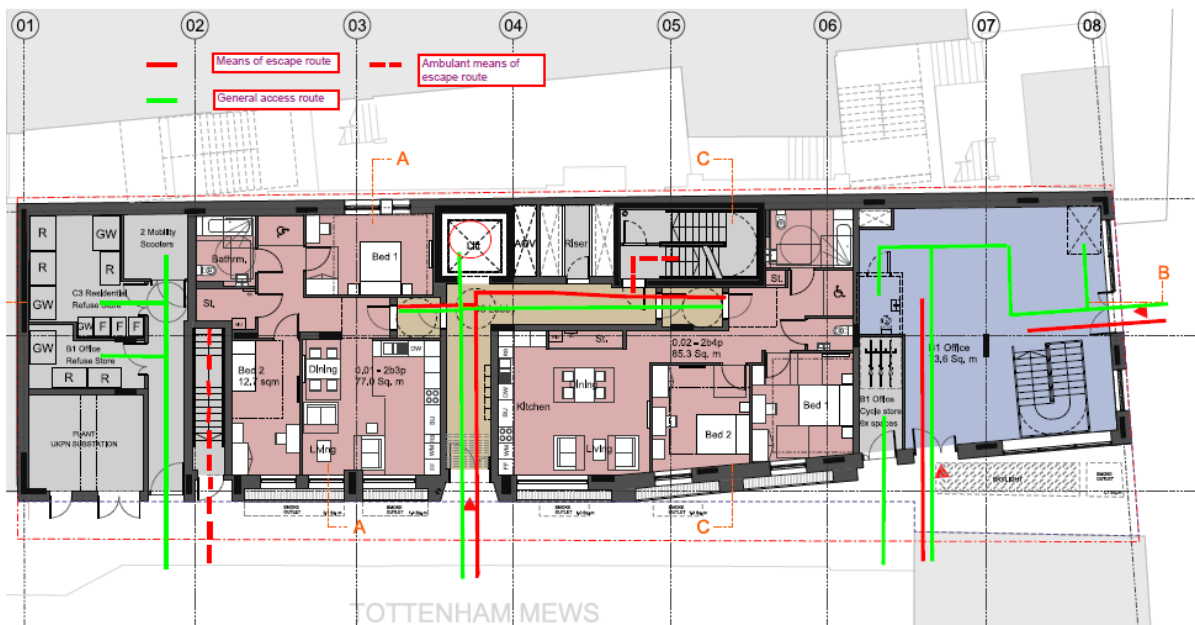
Adaptations may be made according to a household's requirements. These adaptations could include:

- Installation of a fully equipped accessible kitchen, space for which has been considered and provided; and
- Installation of a fully fitted out bathroom and WC(s), including handrails, space for which has been considered and provided.

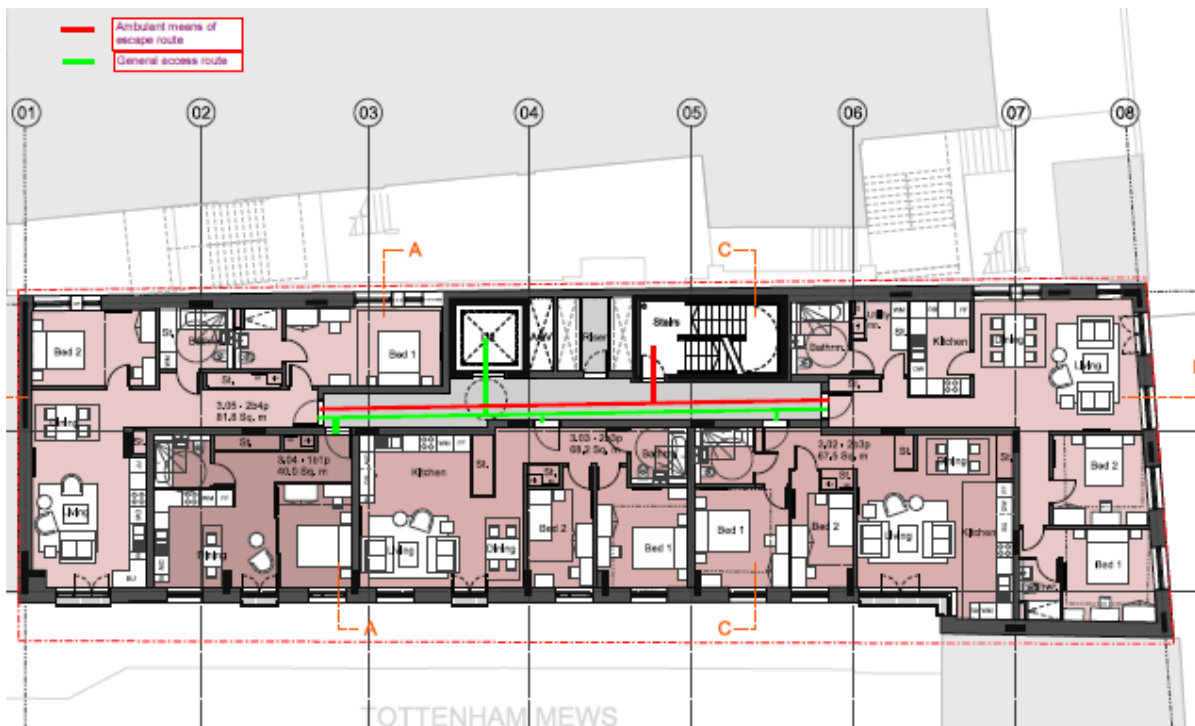
8 Floor plans



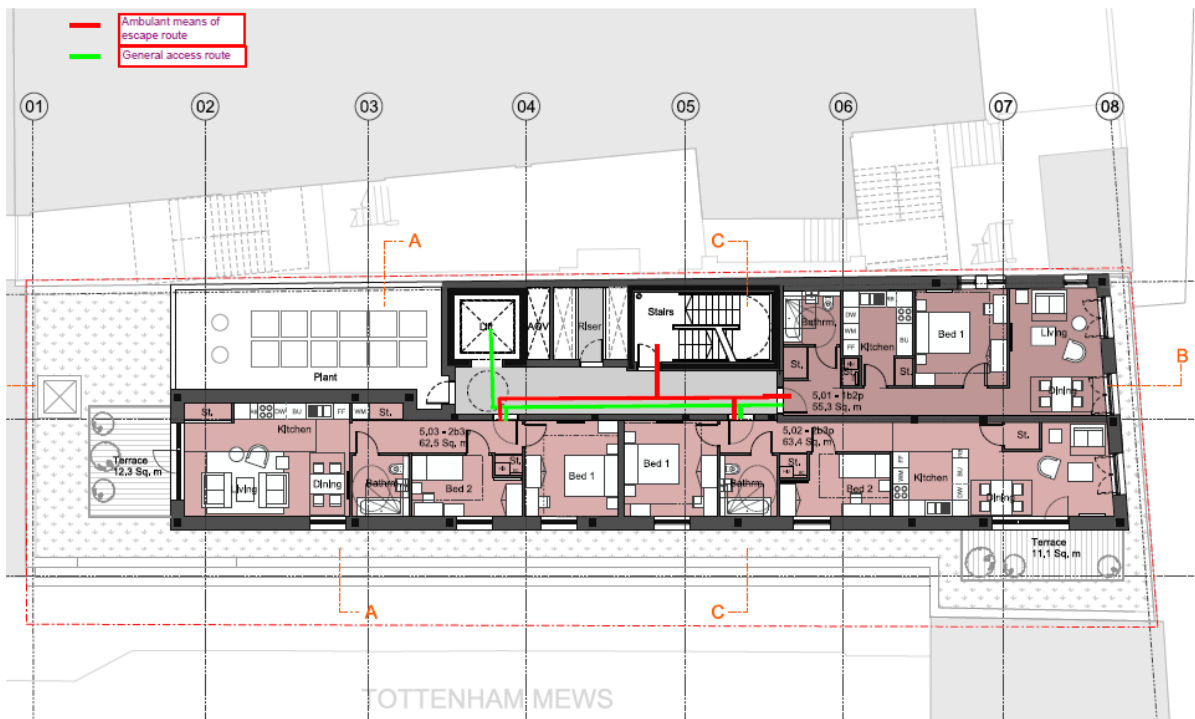
Basement



Ground



Typical floor (3rd floor shown)



Top floor (5th) showing the 2No residential balconies.

9 References

Standards and Guidance Resources

The following form the significant part of the resources used in the site inspection, appraisal and statement:

1. Approved Document M - Access to and use of buildings, Office of the Deputy Prime Minister, Volume 1 (Dwellings) and Volume 2 (Buildings other than dwellings) 2015.
2. Approved Document K - Protection from falling, collision and impact, Office of the Deputy Prime Minister, April 2013.
3. London Housing SPG, Mayor's Office, 2015, GLA
4. The New London Plan, 2019, GLA
5. London Cycle Design Standards, Mayor of London and Transport for London
6. Equality Act 2010 Code of Practice on Services, Public Functions and Associations EHRC
7. BS 8300 Part 1 / 2 :2018 Design of an accessible and inclusive built environment. External environment/ Internal environment.
8. Equality Act 2010 Code of Practice on Employment EHRC
9. 'Fire Safety Risk Assessment - Means of Escape for Disabled People (Supplementary Guide)'
10. DETR 'Guidance on the use of tactile paving surfaces', 2005