

Appendix 2

Access statement

2

1.7 Introduction

1.7.1 Purpose of the report

This Access Statement has been prepared by David Bonnett Associates (DBA) to accompany an application for full planning permission being submitted by the Applicant, Berkeley Homes (Capital) Plc, to the London Borough of Southwark (LBS).

DBA was appointed by Berkeley Homes (Capital) Plc as Access Consultant to the Aylesham design team in June 2021 to provide specialist advice in regard to accessibility and inclusive design for the Proposed Development.

This Access Statement describes how the proposals have been designed with consideration and understanding of the principles of inclusive design taking into account planning policy and guidance on access. The report is based on DBA’s review of the RIBA Stage 2 proposals prepared by dRMM, Rye Lane Architects, Jas Bhalla and NimTim.

1.7.2 The scheme

The Site, which extends to 2.7 ha, is located within Peckham town centre within the administrative boundary of the London Borough of Southwark, the Local Planning Authority (LPA). Rye Lane bounds the Site to the west, Hanover Park to the south and Mckerrell Road to the east. Peckham Bus Station, fronting onto Peckham High Street, and the backs of the properties along Peckham High Street bound the Site to the north.

Full planning permission is sought for the following description of development (herein ‘the Proposed Development’):

‘Demolition of existing buildings and phased redevelopment to provide a replacement supermarket and associated service yard and car parking (Use Class E(a)); flexible retail, leisure (including drinking establishments), and commercial accommodation (Use Class E(a-g))/Sui Generis; dwellings (Use Class C3); landscaping; and associated works.’

1.7.3 Method of review

The report describes the access provisions using a journey around the proposed development as follows:

- Arrival at the Site;
- Approaches to the building;
- Horizontal and vertical circulation;
- Access to facilities;
- Sanitary provision; and
- The emergency evacuation strategy.

Step-free external and internal routes, lifts, stairs, WCs and other access features are highlighted on access overlays throughout this Access Statement.

The report does not describe or evaluate any part of the development that is used solely for inspection, repair or maintenance of any service or fitting, in accordance with Approved Document M. If a disabled person requires access to these areas as part of their work then their employer is expected to take all reasonable steps to ensure that there are no barriers to them carrying out their work. Any building adjustments that are required would be carried out at that time.

The report considers the requirements of all users, visitors, staff and wider community including:

- People with mobility impairments;
- People with vision impairments;
- People with neuro-diverse requirements;
- Deaf people;
- Older people; and
- Small children.

The meaning of ‘disabled’ in this Access Statement is as defined by Equality Act 2010.

1.7.4 The standards and policy

The access provisions are reviewed against the following access regulations and standards that apply:

National Regulations

- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 2: Building other than dwellings, HM Government, 2015 edition incorporating 2020 amendments. (Hereafter referred to as AD M Vol.2).
- The Building Regulations 2010, Approved Document K (Protection from falling, collision and impact), HM Government, 2013 edition. (Hereafter referred to as AD K).
- The Building Regulations 2010, Approved Document B (Fire safety) Volume 2: Buildings other than dwellings, HM Government, 2019 edition incorporating 2020 and 2022 amendments. (Hereafter referred to as AD B Vol.2).

Best Practice

- British Standard 8300:2018 Design of an Accessible and Inclusive Built Environment, Part 1: External Environment - Code of Practice, Part 2: Buildings - Code of Practice, British Standards Institution, 2018. (Hereafter referred to as BS8300-1:2018 or BS8300-2:2018).
- British Standard 9999:2017 Code of Practice for Fire Safety in the Design, Management and use of Buildings, British Standards Institution, 2017.
- Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, Department for Transport, 2021.
- PAS 6463:2022 Design for the mind – Neurodiversity and the built environment – Guide, British Standards Institution, 2022.

National Planning Policy

- National Planning Policy Framework (NPPF), Department for Levelling Up, Housing and Communities, 2023.

London Planning Policy

- The London Plan: Spatial Development Strategy for Greater London, Mayor of London, March 2021.

The London Plan (2021) is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Relevant policies relating to access and design standards are summarised in the SPG guidance below.

- Social Infrastructure Supplementary Planning Guidance May 2015, London Plan 2015 Implementation Framework, GLA, 2015.
- Shaping Neighbourhoods Accessible London: Achieving an Inclusive Environment Supplementary Planning Guidance, London Plan 2011 Implementation Framework Mayor of London, October 2014.

Residential Planning Policy

- Housing Design Standards, London Plan Guidance, Mayor of London, June 2023.

Local Policy

- The Southwark Plan 2019-2036, Southwark Council, February 2022.

A full list of references and a description of relevant legislation, regulations, standards and guidance are detailed in Appendix 1.

Note:
DBA provides guidance and advice as access consultants. The consultancy does not officially approve designs, nor does it provide confirmation that a design complies with statutory standards. This remains the responsibility of the designers and the approvals authority.

1.7.5 Interpretation of the standards

Approved Documents M, K and BS 8300:2018 provide general access advice, but refer to other standards and regulations about specific aspects of buildings and their immediate surroundings. Therefore, several separately authored documents are referred to, including good practice guidance books written by specialists. Refer to Appendix 1 for more details.

There are no national regulatory controls governing extended external spaces and landscaping other than Best Practice Guidance. For primary routes and approaches to buildings Approved Documents M are taken as a bench mark for determining accessibility. With regards to streetscape and pavement design, guidance is provided by the Department for Transport’s Inclusive Mobility Guide and Transport Notes and BS8300:2018, Part 1: External Environments.

Access standards are in a continuing state of development because of changing expectations and legislation. The nature of these changing requirements and standards can result in anomalies and contradictions. Therefore it is important that access and inclusivity are considered and refined throughout the design process. The design of the scheme should seek to interpret these standards to provide the best possible level of inclusive design and this Access Statement describes situations and solutions where interpretation may be necessary.

1.7.6 The Equality Act

Statutory consents

When considering a reasonable adjustment to a physical feature, the Equality Act does not override the need to obtain consents such as planning permission, building regulations approval, listed building consent, scheduled monument consent and fire regulations. If the consent is not given, there is still a duty to consider a reasonable means of avoiding the feature.

Note that the Public Sector Equality duty requires public bodies to show evidence that they have considered how their decisions affect people with protected characteristics under the Equality Act.
Refer to Appendix 1 for further information.

Design standards

Service providers and public authorities carrying out their functions do not have to remove or alter a physical feature of a building for a period of 10 years from construction or installation if it accords with the relevant objectives, design considerations and provisions in Approved Document M. They may still need to consider a reasonable means of avoiding the feature if it presents a barrier to inclusion.

1.7.7 Management and maintenance

Once building works are complete, full accessibility will rely on effective facilities management.

Management items will range from provision of a good quality website, effective maintenance and staff training. Inspection of specialist devices and training of staff should become a regular element of facilities management. Access Management Plans can form part of a building operator’s on-going duties and may be required as part of the planning process.

1.7.8 Project constraints

As a new build project, DBA do not anticipate any constraints on the Aylesham development. Should any constraints be identified as the project progresses, the project team should ensure that an innovative or managed approach to access is developed.

1.7.9 Consultation

Efforts should be made to identify local interested groups as part of the planning process. London Plan Policy D5.C says that the D&A statement should include an Inclusive Design Statement that details ‘engagement with relevant user groups, such as disabled or older people’s organisations, or other equality groups’.

For details of the above, please refer to the ‘Public and statutory consultation’ chapter within this report and the accompanied Planning Statement (ref.AC04) and the Statement of Community involvement (ref. AC14).

1.8 Overview of proposals

1.8.1 Access aims

The Proposed Development is designed to be as inclusive as possible so that it can be comfortably and independently used by residents, people working in and visiting the development, and the wider community.

The Development has the potential to meet the guidance of Approved Document M, Volumes 1 and 2, and the access and inclusive design policies of the Greater London Authority as a minimum.

Designing Inclusively is defined by The Commission for Architecture and the Built Environment (CABE) as:

- Placing people at the heart of the design process;
- Acknowledging diversity and difference;
- Offering choice where a single design solution cannot accommodate all users;
- Providing for flexibility in use; and
- Providing buildings and environments that are convenient and enjoyable to use for everyone.

Where possible the design of the proposed development has also considered and incorporated the following:

- Design guidance stated in relevant British Standards and other current good practice guidance about meeting the requirements of disabled people; and
- Contemporary requirements and expectations.

1.8.2 Summary of access provisions

The proposals for the Development at this stage demonstrate that a good level of inclusive design will be achieved by the finished scheme.

The key access provisions for the proposed development include:

- Incorporation of the principles for inclusive design;
- Accessible routes to all connections with local pedestrian routes and public transport;
- Safe spaces and routes for pedestrians and cyclists, segregated from vehicle traffic;
- Accessible car parking for residents of wheelchair user units;
- Accessible cycle parking for residents and staff in line with the policies of the London Plan;
- Step-free access to all parts of the buildings, including landscaped podiums, terraces and balconies;
- Wheelchair-accessible sanitary facilities to serve the office space in building D and the concierge facilities in building M;
- Access to a second lift for all residents of homes at upper levels;
- 90% of homes, measured in habitable rooms, will be designed to meet M4(2), in accordance with London Borough of Southwark Local Plan (2022);
- 10% of homes, measured in habitable rooms, will be designed to meet Building Regulation M4(3), in accordance with London Borough of Southwark Local Plan (2022);
- Provision of an evacuation lift in each core to assist with the safe and efficient evacuation of disabled people.

1.9 Arrival and external environment

1.9.1 Public transport connections

Accessible transport facilities are key elements of urban developments. Urban areas are more likely to be well served by a choice of connections.

The Proposed Development Site has a Public Transport Level (PTAL) of 6a/6b which is defined as having ‘Excellent’ access to public transport.

The PTAL is an indication of the frequency, reliability and distance of public transport services close to a site; it does not take the accessibility of transport services into account. However, the PTAL is important to the access strategy because it is used to evaluate the reliance on cars that current and future users of the building are likely to have, with the implication that less reliance on cars corresponds to a greater reliance on public transport.

Since the public transport is not accessible for all, the development has made the following provision for alternative means of access to the Site, which are described in the sections that follow:

- Suitable drop off points;
- Accessible car parking; and
- Accessible cycle storage.

Buses

All areas of the development have convenient access to accessible public bus services.

There are bus stops immediately in front of Aylesham Site on Rye Lane, Hanover Park and in the Bus Depot to the north-east of the Site.

All London buses (except two ‘heritage’ routes) are accessible buses that ‘kneel’ to minimise height differences between the bus floor and pavement, and have ramps and space inside for wheelchair and pushchair users. However, not all disabled people can use them and therefore setting-down bays for taxis and private cars are essential.

London Underground

The closest London Underground station to Aylesham Site is Oval station, served by the Northern line, and located 3.5 km from the Site. There is an approximate 25 min. bus journey from the Site to Oval station. However, the station only provides stepped access to the platforms.

Rail services

Queens Road Peckham station is approximately 950 m away from the centre of the Site and is served by London Overground and Southern Railway services. The station provides step-free access to the platforms and manual boarding ramp access to trains.

Peckham Rye station is approximately 500 m away from the centre of the Site

and is served by London Overground, Southern Railway, Southeastern Railway and Thameslink services. However, the station only provides stepped access to the platforms.

1.9.2 Drop-off points

Some users will rely on community transport, taxis or minicabs. These vehicles will need access to areas where pedestrians will have priority. The route for vehicles in these situations will be clearly marked and separated from a pedestrian ‘safe-zone’.

Suitably designed set-down points for taxis and community transport vehicles will be provided across the Site, distributed to be within 50 m of entrances wherever possible.

Taxis will have access to raised kerbs for wheelchair users along primary routes.

1.9.3 Car parking

Residential car parking

The residential scheme will be car-free, with the exception of accessible car parking provided exclusively for wheelchair housing residents.

Accessible parking bays for 11 vehicles will be provided on-street (6 bays in total with opportunity for one to be a club car vehicle space), and within the basement car park under Building P (5 bays).

The Proposed Development will provide accessible bays from the outset for approximately 1% of the overall residential units (10 out of 877).

Residents from all parts of the development will have access to the car park through the lift core in Building P. Accessible bays will be allocated to minimise the travel distance to the accessible bays.

Supermarket car parking

140 parking spaces will be provided in the basement car park under buildings L, M, N, P and Q for customers of the Proposed Supermarket.

Of the 140 parking spaces, 6% (8 bays) will be accessible bays and a further 6% (8 bays) will be enlarged parent and child bays, capable of becoming wheelchair accessible bays in the future to suit increasing demand.

In addition, 20% (28 bays) will be equipped with active EV chargers, distributed across all spaces including accessible spaces.



Access Overlay - Basement car park

- | | |
|--------------------------------------|---------------|
| blue badge parking | step |
| internal wheelchair accessible route | escape stairs |
| passenger lift | safe refuge |
| passenger / fire-fighting lift | ramp (≤ 1:20) |
| passenger / evacuation lift | |

Parking bay geometry

Accessible car parking spaces will meet dimensional and other specifications as set out in AD M Vol. 1 and 2 and local authority requirements.

Space requirements for accessible car parking bays will be minimised by sharing transfer spaces. It is expected that residential parking bays will be closely managed/leased as the requirements of a car driver are known.

The routes from accessible car parking to building entrances will be level through internal corridors or new pavements in the public realm. The routes are intended to be within the range of 50 m wherever possible, as recommended in the Inclusive Mobility Guide published by the Department for Transport.

1.9.4 Cycle parking

Secure long-stay cycle parking for residents (1,517 spaces), commercial use (22 spaces), workspace use (45 spaces) and the supermarket (30 spaces) is proposed within communal cycle stores at ground floor of buildings F, G/K, H, J1/J2, L and at the first floor of buildings C, L and Q.

The cycle stores will be accessed from dedicated entrances and through wide corridors (at least 1.8 m wide). Routes to the cycle stores above ground floor will be via 1.2 m wide by 2.3 m deep cycle lifts that meet minimum dimensions recommended by the London Cycling Design Standards (LCDS). Routes from the cycle stores to the buildings / lift cores will be level.

In line with LCDS, long-stay cycle parking in communal stores will include a minimum of 15% of spaces provided as Sheffield stands, and 5% of the provided cycle spaces will be enlarged spaces that can accommodate larger, adapted cycles or bicycles used by disabled cyclists.

In addition, a total of 261 short-stay cycle parking spaces are proposed in the public realm, in the form of Sheffield stands, distributed across the Site as shown in the landscape plan.

1.9.5 Pedestrian access

Description of Site - Terrain

The existing site levels are largely governed by the existing levels at the site boundaries, and generally rise from 7.05 at the both boundary to 9.00 to the south. There is a substantial level change between the bus station to the north and the adjacent car park. The proposed design aims to remove the drastic level changes throughout the application site in order to provide a level access public realm. Refer to the ‘Landscape’ section within this report which details the strategies undertaken.

Pedestrian network

Pedestrian access routes (PARs) are defined as the most direct and convenient pedestrian routes linking key parts of a development. They are designed to be inclusive and have access features such as gentle gradients, suitable surfaces, rest points and good lighting.

The PARs for the Aylesham development are:

- Pedestrian footways alongside roads;
- Approaches to building entrances;
- Routes between car parking and building entrances;
- At least one route between each part of the Site must be a PAR;
- Any route that provides access to a unique facility or feature of the Site; and
- Any route that connects with an adjacent pedestrian route or public space.

The scheme proposes a series of new vehicular and pedestrian routes across the Site. The pedestrian access routes are indicated in yellow on the landscape plan in this Access Statement.

The Site will have step-free pedestrian access from Rye Lane to the west and from Hanover Park to the south. Primary and secondary vehicular access for servicing and to access the accessible car parking spaces will be from Hanover Park to the south; secondary egress will be provided onto the Bus Depot to the north-east of the Site.

The Site will be publicly accessible by private vehicles; however, traffic volume is expected to be low, consisting of delivery / refuse vehicles and residents parking in the 6 accessible car parking spaces provided within the Site.

The development proposes primary vehicular and pedestrian routes along buildings A/B/C, to the north of the Site (Peckham Yard) and along the west of buildings L/M/N (Green Link), in the form of a one-way street with 60mm high kerbs and raised platforms at junctions with flush kerbs. The route for vehicles in the junctions will be clearly marked and separated from a pedestrian ‘safe-zone’. Details will be developed at the appropriate design stage.

A secondary vehicular route will run north to south between buildings D/E/F and G/H. This route is expected to allow for punctual, scheduled and restricted loading and refuse vehicles, in addition to fire trucks in case of a fire.

A pedestrian-only route will cut diagonally across the Site, starting on Rye Lane, across Aylesham Gardens and ending on Green Link in front of the entrance to Proposed Supermarket. Pedestrian-only spaces will include landscaped areas with play areas, seating and planting.

Access provisions in the public realm

Provisions to ensure the comfort of all pedestrians using the public realm are to include:

- Clear visual links between the entrances to the Site and key buildings;
- A legible layout for visitors, predictable spaces, facilitating wayfinding for people who are blind or partially sighted;
- Safe pedestrian zones, without traffic and with step-free, level or gently-sloping circulation routes. Pedestrian routes will have crossfalls no steeper than 1:40;
- Pedestrian routes will be 1500 mm wide, with 1800 mm wide by 2000 mm long passing places at regular intervals. Any pinch points created along the route will be no less than 1200 mm wide;
- Suitable non-slip, even, level walking surfaces that will meet BS 8300 recommendations in regard to surface undulations and finishing of joints between adjacent paving units. All surfaces will provide similar levels of slip resistance. Care will be taken to ensure that any changes in colour will not be mistaken for steps;
- Suitable tonal contrast between any structure that might protrude into the public area and the background against which it is seen;
- Danger of inadvertently walking into vehicular access routes will be minimized by providing informal pedestrian crossing points at key locations (e.g. along Hanover Park), indicated with blister paving;
- Lighting will be even and continuous along pedestrian routes. To prevent disorientation, any change in lighting levels will be gradual and designed to avoid creating glare; pools of light and dark will also be avoided as will strong shadows. Uplighters at low level will be avoided on access routes to avoid creating glare;
- Any street furniture, paving and landscape features such as the proposed trees and public seating placed alongside circulation routes will not create barriers or hazards for people with impaired vision;
- Cycle parking in the public realm will be carefully located close to the main arrival points, to avoid informal cycling routes through pedestrian spaces;
- Seats and resting places every 50 m. A variety of seating, some provided with arm and back rests; and level seating areas for wheelchair users to sit alongside seated companions;
- Quiet areas (such as Aylesham Gardens) with minimal traffic noise, to facilitate conversation and communication, with particular benefits for people with impaired hearing;
- Any play areas will be designed with reference to accessible play guidance, such as BS 8300-1:2018 and the London Plan: Shaping neighbourhoods: play and informal recreation SPG 2012.



Access overlay - landscape plan

Approaches to building entrances

All routes will meet or exceed the requirements for approaches to buildings of AD M Vol.1 and 2.

All approaches to the entrances will be level with suitable non-slip surfaces, generally wider than 1800 mm, and in any case not less than 1500 mm wide. Appropriately detailed design will ensure that surfaces are slip resistant, paths are well-lit and any gradients meet or exceed the requirements of AD M Vol.1 and 2.

Access to communal open space from any dwelling will be step-free and will meet the requirements of AD M Vol.1.

A 1500 m by 1500 m level landing will be provided in front of each accessible entrance, with a gradient no steeper than 1:60 and clear of door swings.

Guarding is required to outward opening doors that are used regularly, other than doors to service and maintenance areas of infrequent use, and will be detailed at the appropriate design stage.



Access Overlay - Site-wide ground floor plan

1.10 Buildings

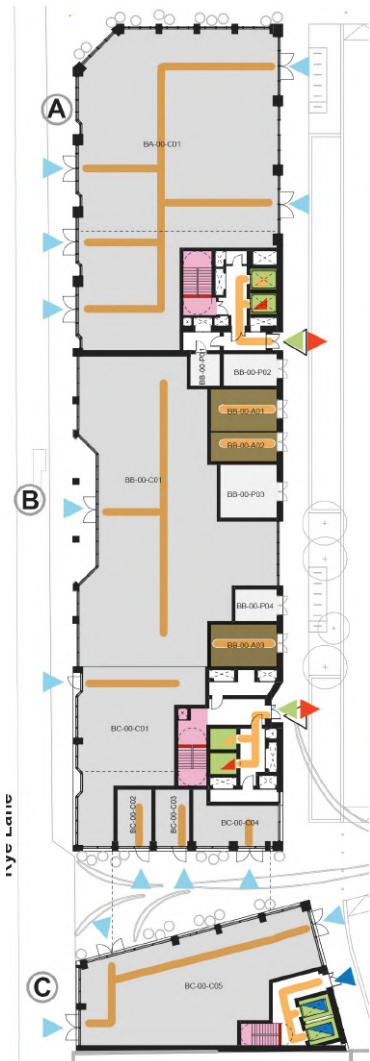
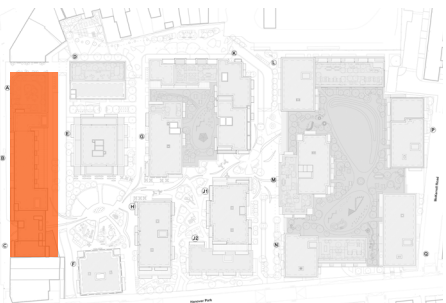
1.10.1 Buildings A, B, C

Buildings A, B and C will have 5, 7, and 6 storeys respectively and combine commercial and residential uses as follows.

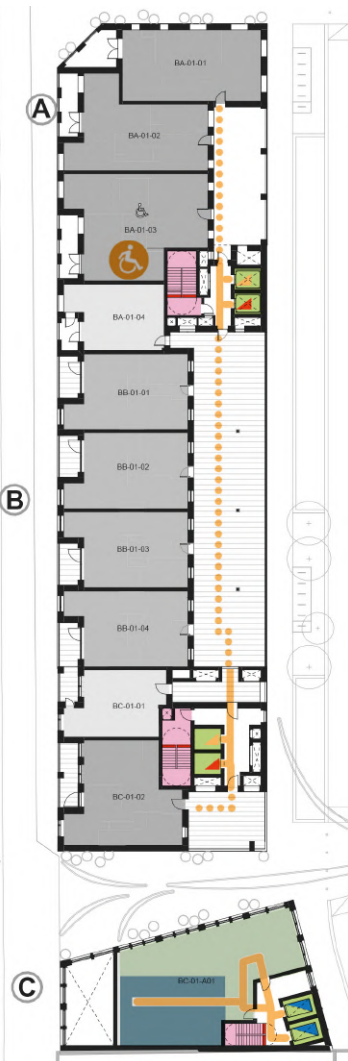
Retail area to be subdivided but illustrated as seven retail / commercial units provided at ground floor of Buildings A, B and C, with entrances accessed from Rye Lane and from within the Site. Entrances will be designed to meet the requirements of AD M Vol.2. Commercial units will be delivered as shell and core and the future tenant will be responsible of the internal arrangements.

A cycle store to serve the residential buildings / site-wide commercial uses is proposed at first floor of Building C, accessed via a dedicated entrance and two cycle lifts.

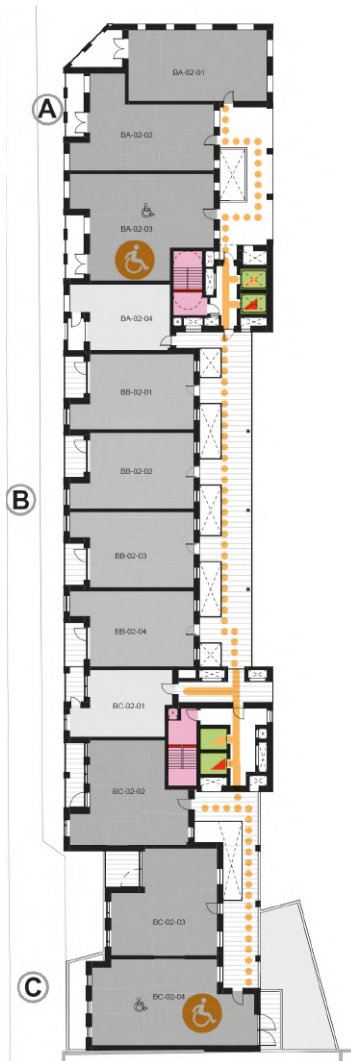
Residential floorplates are proposed from first floor of buildings A and B and from second floor of Building C. The residential floors will be accessed through two lift cores in buildings A and B. Each core will contain a stair and two lifts, one of which will double up as an evacuation lift and the other as a fire-fighting lift. Dwellings will be accessed from external covered corridors. A communal roof terrace is proposed at third floor of Building A for residential use and will have step-free access via lifts. Three refuse stores are proposed to serve residents of buildings A, B and C and are located at ground floor of building B with direct access from the public realm.



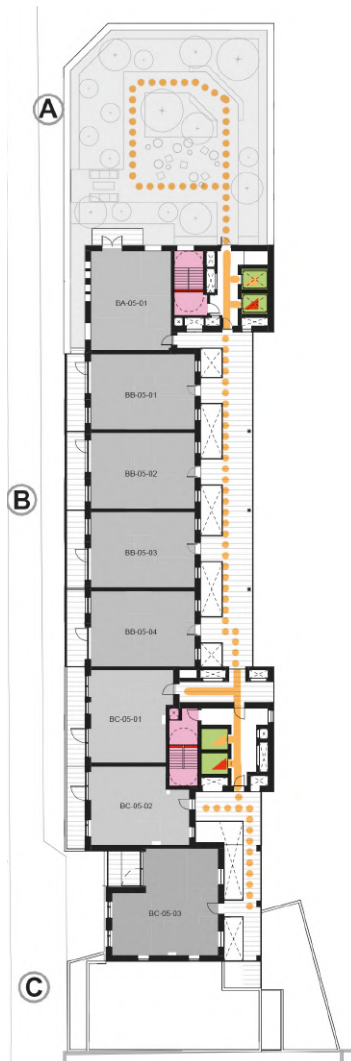
Buildings A, B, C - Ground floor



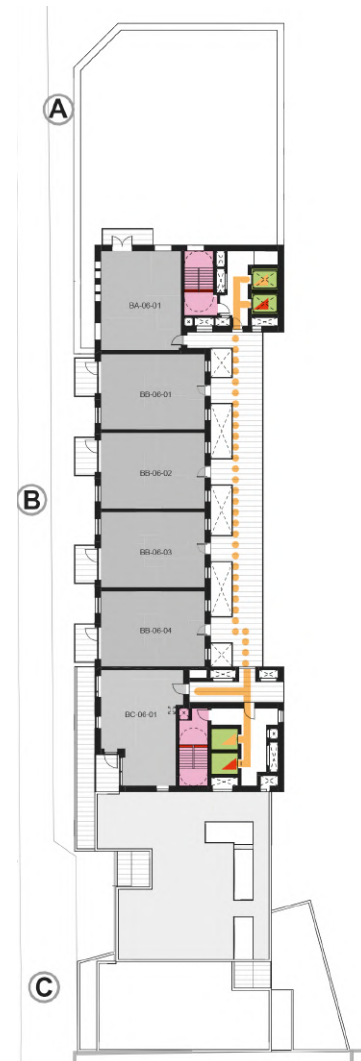
Buildings A, B, C - First floor



Buildings A, B, C - Typical upper floor



Buildings A, B, C - Fifth floor



Buildings A, B, C - Sixth floor

- external wheelchair accessible route
- internal wheelchair accessible route
- communal residential accessible entrance
- commercial accessible entrance
- cycle accessible entrance
- passenger / fire-fighting lift
- passenger / evacuation lift
- cycle lift
- step
- escape stairs
- safe refuge
- cycle store
- accessible cycle parking
- wheelchair accessible dwelling
- waste store

1.10.2 Building D

Building D will have 6 storeys and provide office space at all levels.

Entrances are proposed to the west and south of the building; the south entrance will sit 350 mm above the surrounding landscape and will be approached via an external 1:21 slope.

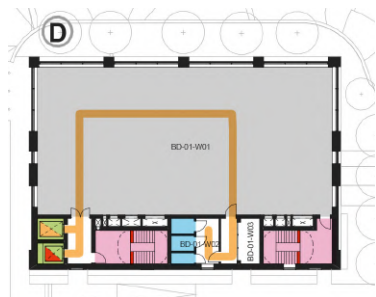
All office floors above ground level will be accessed via a vertical circulation core containing two stairs and two lifts, one of which will double up as an evacuation lift and the other as a fire-fighting lift.

Internal arrangements of the office floors will be the responsibility of the tenant. The shell and core proposals include provision of toilets, consisting in unisex three compartments, one of which will be a wheelchair accessible WC, at each level between ground floor and fifth floor. Corridors in the core to access the lifts and toilets will be minimised.

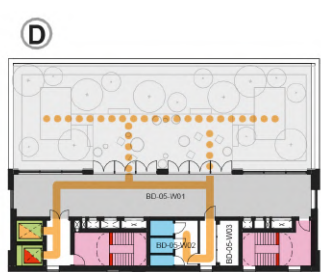
A communal terrace is proposed at fifth floor and will have step-free access via lifts. A refuse store is proposed at ground floor, with internal access from the office floor.



Building D - Ground floor

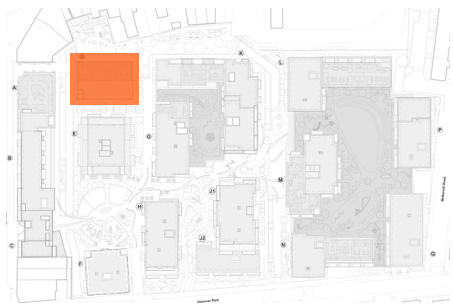


Building D - Typical floor plan



Building D - Fifth floor

- external wheelchair accessible route
- internal wheelchair accessible route
- office accessible entrance
- stepped exit
- passenger / fire-fighting lift
- passenger / evacuation lift
- step
- escape stairs
- safe refuge
- gradient ($\geq 1:21$)
- accessible WC
- WC
- waste store



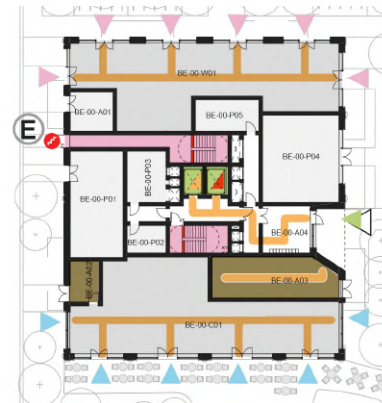
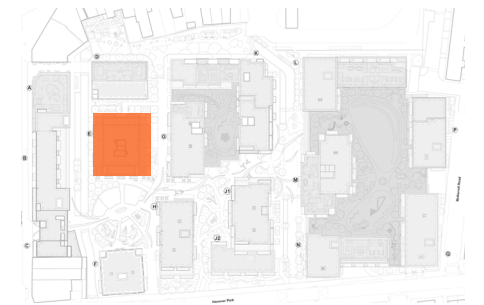
1.10.3 Building E

Building E will have 11 storeys and combines office, commercial and residential uses as follows.

Retail area to be subdivided but illustrated as one commercial unit provided at ground floor, with entrances from the south. The office unit will occupy the north of the ground floor. Entrances will be designed to meet the requirements of AD M Vol.2. Office and commercial units will be delivered as shell and core and the future tenant will be responsible of the internal arrangements.

Residential floorplates are proposed from first floor to level 10. The residential floors will be accessed through a lift core containing a stair and two lifts, one of which will double up as an evacuation lift and the other as a fire-fighting lift. Dwellings will be accessed from internal corridors around the central core.

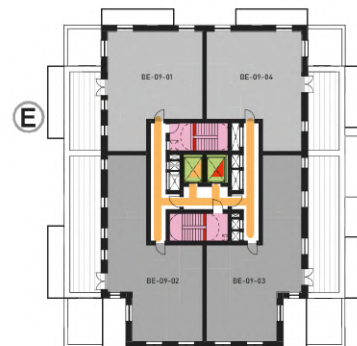
Two refuse stores for the commercial and residential uses are proposed at ground floor with direct access from the public realm.



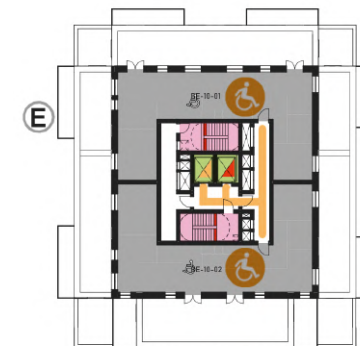
Building E - Ground floor



Building E - Typical upper floor



Building E - Ninth floor



Building E - Level 10

- | | | | |
|---|--|---|--------------------------------|
|  | external wheelchair accessible route |  | step |
|  | internal wheelchair accessible route |  | escape stairs |
|  | communal residential accessible entrance |  | safe refuge |
|  | commercial accessible entrance |  | cycle store |
|  | cycle accessible entrance |  | accessible cycle parking |
|  | passenger / fire-fighting lift |  | wheelchair accessible dwelling |
|  | passenger / evacuation lift |  | waste store |
|  | cycle lift | | |

1.10.4 Building F

Building F will have 6 storeys and combines commercial and residential uses as follows.

Retail area to be subdivided but illustrated as two commercial units provided at ground floor, with entrances from the east and west. Entrances will be designed to meet the requirements of AD M Vol.2. Commercial units will be delivered as shell and core and the future tenant will be responsible of the internal arrangements.

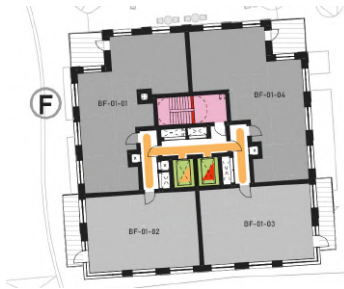
A cycle store to serve the residential building is proposed at ground floor.

Residential floorplates are proposed from first floor to fifth floor. The residential floors will be accessed through a lift core containing a stair and two lifts, one of which will double up as an evacuation lift and the other as a fire-fighting lift. Dwellings will be accessed from internal corridors around the central core.

Two refuse stores for the commercial and residential uses are proposed at ground floor with direct access from the public realm.

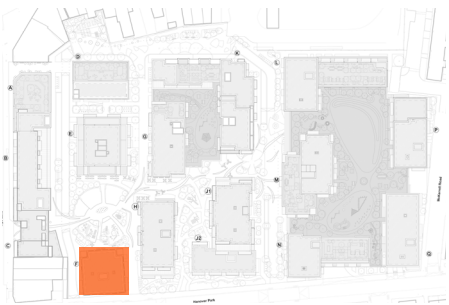


Building F - Ground floor



Building F - Typical upper floor

- external wheelchair accessible route
- internal wheelchair accessible route
- communal residential accessible entrance
- commercial accessible entrance
- cycle accessible entrance
- passenger / fire-fighting lift
- passenger / evacuation lift
- cycle lift
- step
- escape stairs
- safe refuge
- cycle store
- accessible cycle parking
- wheelchair accessible dwelling
- waste store



1.10.5 Buildings G, K

Buildings G and K will have 12 and 6-10 storeys respectively and combine office, commercial and residential uses as follows.

Retail area to be subdivided but illustrated as four commercial units provided at ground floor of Buildings G and K, with entrances accessed from the north and south. The northern commercial unit will extend over two floors; lift access to first floor will be provided by the tenant. Two small offices are proposed at ground floor with entrances to the east and west. Entrances will be designed to meet the requirements of AD M Vol.2. Office and commercial units will be delivered as shell and core and the future tenant will be responsible of the internal arrangements.

Eight cycle stores to serve the residential dwellings of G, K and a percentage of J are proposed in the centre of the floorplate at ground floor, accessed via a dedicated entrances to the north and west. The internal route from the western and northern entrance will have a section that slopes with a gradient of 1:21 to address the difference in level in the public realm.

Residential floorplates are proposed from first floor. The residential floors will be accessed through three lift cores, one in building G and two in building K. Each core will contain a stair and two lifts, one of which will double up as an evacuation lift and the other as a fire-fighting lift. Dwellings will be arranged along internal corridors, except the 6-storey northern part of Building K, which is accessed from a covered external corridor. Building K will also provide two duplex units accessed at level 5.

A podium garden shared between buildings G and K will be provided at first floor and will provide planting, seating and play facilities. Communal roof terraces for residents are proposed at sixth floor of Building K and ninth floor of Building G, and will have step-free access via lifts.

Five refuse stores for the commercial and residential uses are proposed at ground floor with direct access from the public realm.

- external wheelchair accessible route

internal wheelchair accessible route

communal residential accessible entrance

commercial accessible entrance

cycle accessible entrance

passenger / fire-fighting lift

passenger / evacuation lift

cycle lift
- step

escape stairs

safe refuge

cycle store

accessible cycle parking

wheelchair accessible dwelling

waste store



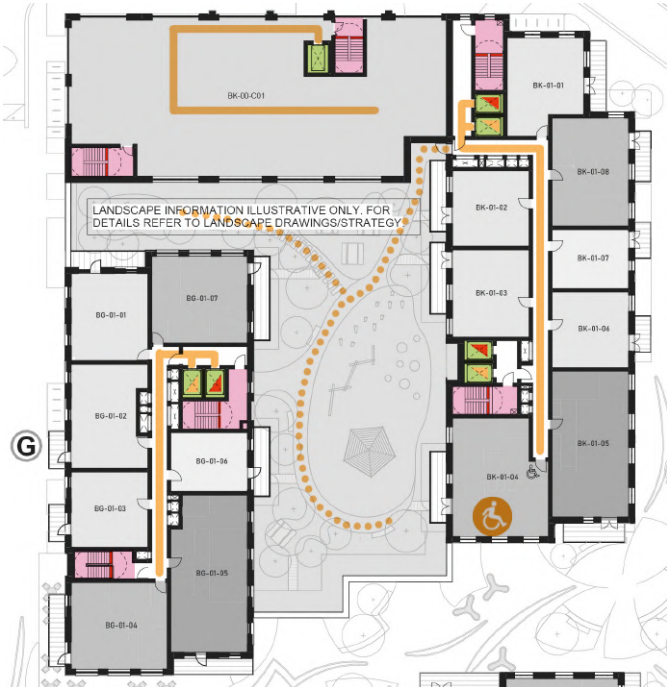
Buildings G, K - Ground floor



Buildings G, K - Second floor



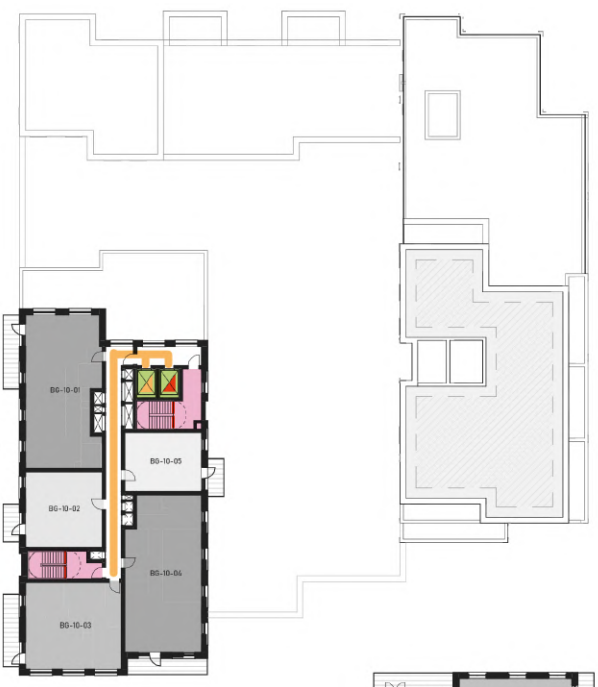
Buildings G, K - Ninth floor



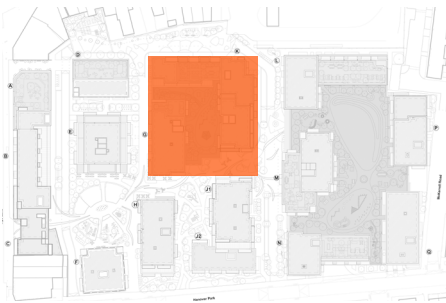
Buildings G, K - First floor



Buildings G, K - Sixth floor



Buildings G, K - Level 10



1.10.6 Building H

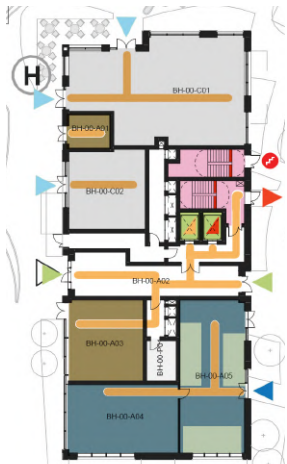
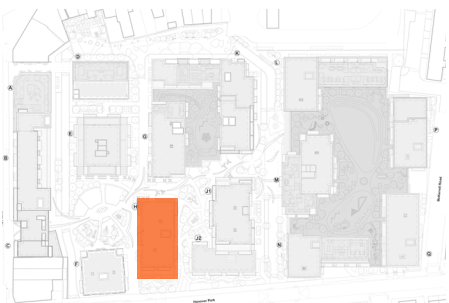
Building H will have 9 storeys and combines commercial and residential uses as follows.

Retail area to be subdivided but illustrated as two commercial units provided at ground floor, with entrances from the north and west. Entrances will be designed to meet the requirements of AD M Vol.2. Commercial units will be delivered as shell and core and the future tenant will be responsible of the internal arrangements.

Two cycle stores to serve the residential building are proposed at ground floor.

Residential floorplates are proposed from first floor to eight floor. The residential floors will be accessed through a lift core containing a stair and two lifts, one of which will double up as an evacuation lift and the other as a fire-fighting lift. Dwellings will be arranged along an internal corridor.

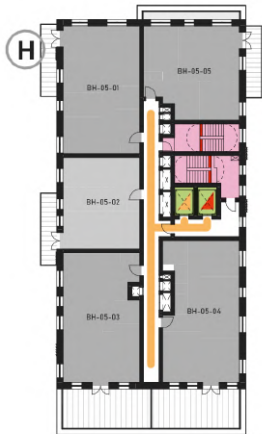
Two refuse stores for the commercial and residential uses are proposed at ground floor with direct access from the public realm.



Building H - Ground floor



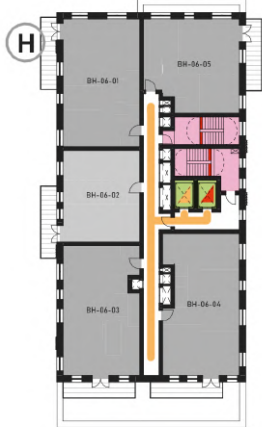
Building H - First floor



Building H - Fifth floor



Building H - Typical upper floor 1



Building H - Typical upper floor 2

- external wheelchair accessible route

internal wheelchair accessible route

communal residential accessible entrance

commercial accessible entrance

cycle accessible entrance

passenger / fire-fighting lift

passenger / evacuation lift

cycle lift
- step

escape stairs

safe refuge

cycle store

accessible cycle parking

wheelchair accessible dwelling

waste store

1.10.7 Buildings J1, J2

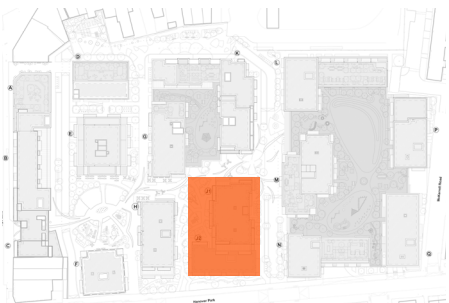
Buildings J1 and J2 will have 16 and 6 storeys respectively and combine commercial and residential uses as follows.

Retail area to be subdivided but illustrated as one commercial unit provided at ground floor to the north of the floorplate. Entrances will be designed to meet the requirements of AD M Vol.2. The commercial unit will be delivered as shell and core and the future tenant will be responsible of the internal arrangements.

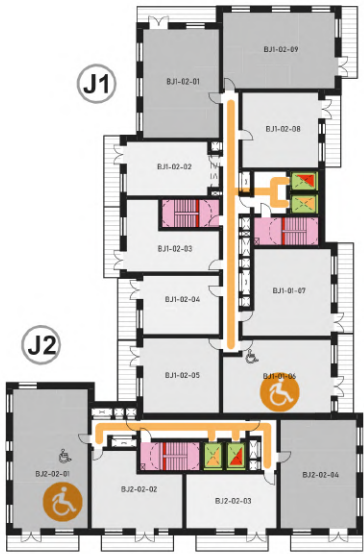
Three cycle stores to serve the residential building are proposed at ground floor.

Building J1 will comprise 2 duplex units at ground floor and residential floorplates between first floor and level 15. Building J2 will comprise 5 duplex units at ground floor and residential floorplates between second floor and fifth floor. The residential floors will be accessed through a lift core in each building containing a stair and two lifts, one of which will double up as an evacuation lift and the other as a fire-fighting lift. Dwellings will be arranged along internal corridors.

Two refuse stores for the commercial and residential uses are proposed at ground floor with direct access from the public realm.



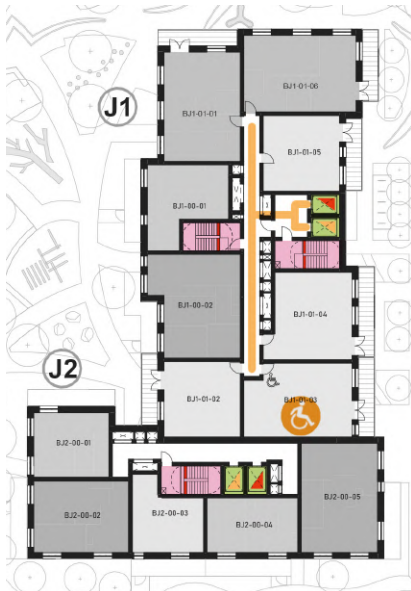
Buildings J1, J2 - Ground floor



Buildings J1, J2 - Typical upper floor 1



Buildings J1, J2 - Typical upper floor 3



Buildings J1, J2 - First floor



Buildings J1, J2 - Typical upper floor 2

- external wheelchair accessible route
- internal wheelchair accessible route
- communal residential accessible entrance
- commercial accessible entrance
- cycle accessible entrance
- passenger / fire-fighting lift
- passenger / evacuation lift
- cycle lift
- step
- escape stairs
- safe refuge
- cycle store
- accessible cycle parking
- wheelchair accessible dwelling
- waste store

1.10.8 Buildings L, M, N, P, Q

Buildings L, M, N, P and Q will vary in height between 6 and 20 storeys and combine commercial and residential uses as follows.

A replacement supermarket will occupy most of the ground floor and will have public access from Green Link to the west. Secondary access is proposed to the west, leading into a lift and stair to reach first floor, where back of house areas are proposed. A dedicated car park is proposed at basement level, accessed via 3 large lifts and a stair to the south of the floorplate at ground floor there will be a loading bay to serve the replacement supermarket. The car park and loading bay will have vehicular access from Hanover Park. The replacement supermarket will be delivered as shell and core.

A small commercial unit will be provided at ground floor of Building N, with its entrance accessed from Green Link to the west, and a micro/small unit is provided to the north of building L accessed from the north. Entrances will be designed to meet the requirements of AD M Vol.2. Commercial unit will be delivered as shell and core and the future tenant will be responsible of the internal arrangements.

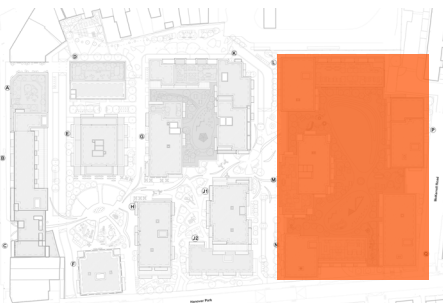
Two large cycle parking facilities to serve the residential buildings are proposed at ground floor, mezzanine and first floor of Building L, and at first floor of Building Q. The cycle stores are accessed via dedicated entrances and three cores with two cycle lifts each. Residents will be able to access the residential lift cores directly from the cycle stores.

Building M will have a reception point at ground floor. A unisex wheelchair-accessible WC will be provided within 40m. Residential amenity spaces including a screening room are proposed at first floor of Building M, accessed via the lift core.

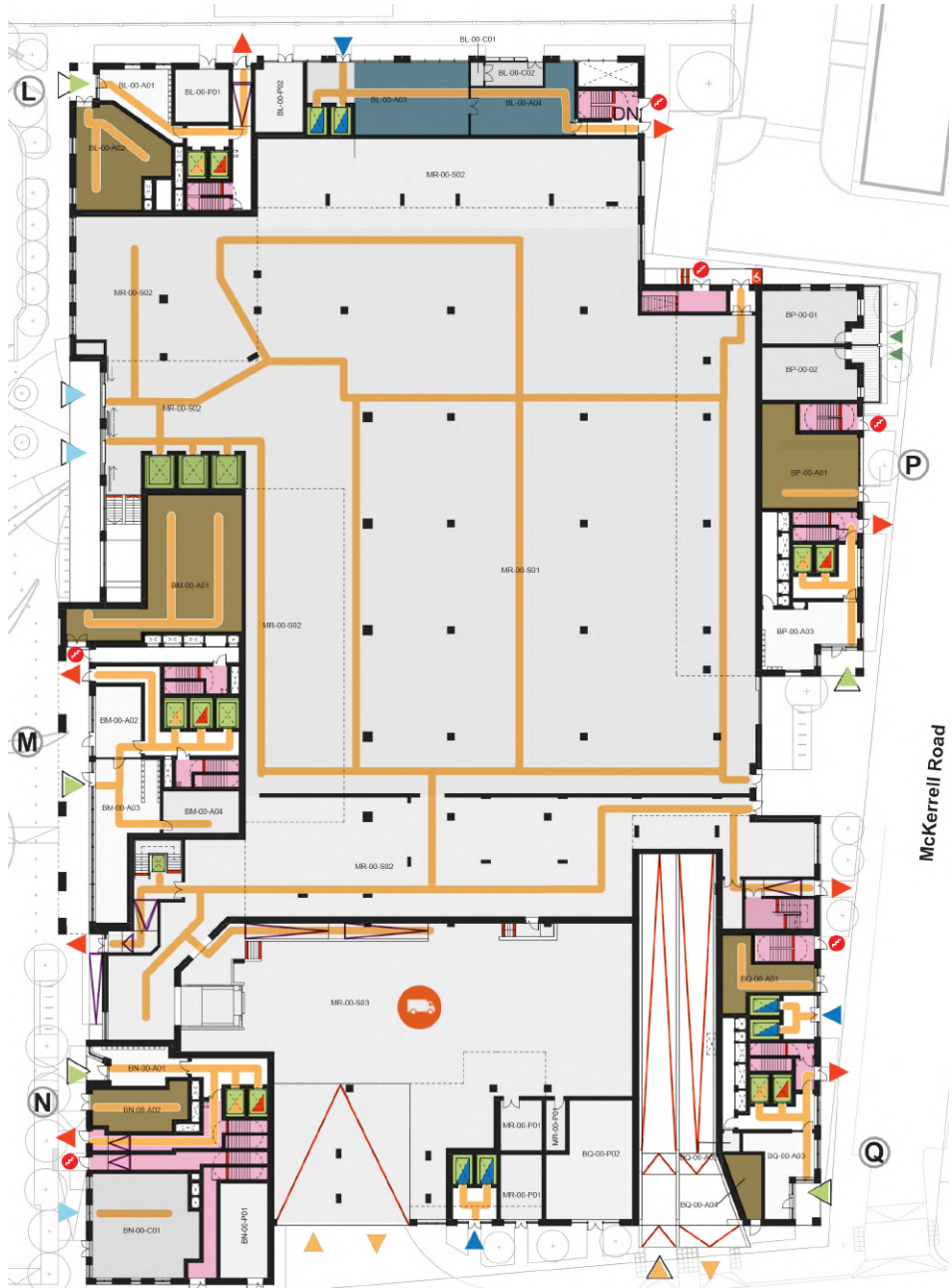
Residential floorplates are proposed from first floor of buildings N and P, and from second floor of buildings L, M and Q. Building P will also provide two duplex units at ground floor. The residential floors above ground level will be accessed through a lift core in each building containing a stair and two lifts (except Building M which contains three lifts), one of which will double up as an evacuation lift and the other as a fire-fighting lift. Dwellings will be arranged along internal corridors; buildings L and N have part of the floorplates accessed from covered external corridors.

A podium garden shared between buildings L, M, N, P and Q will be provided at first floor and will provide planting, seating and play facilities. Communal roof terraces for residents are proposed at sixth floor of Building N, level 10 of Building L and level 19 of Building M, and will have step-free access via lifts.

Five refuse stores for the commercial and residential uses are proposed at ground floor with direct access from the public realm.



Buildings L, M, N, P, Q - Basement level

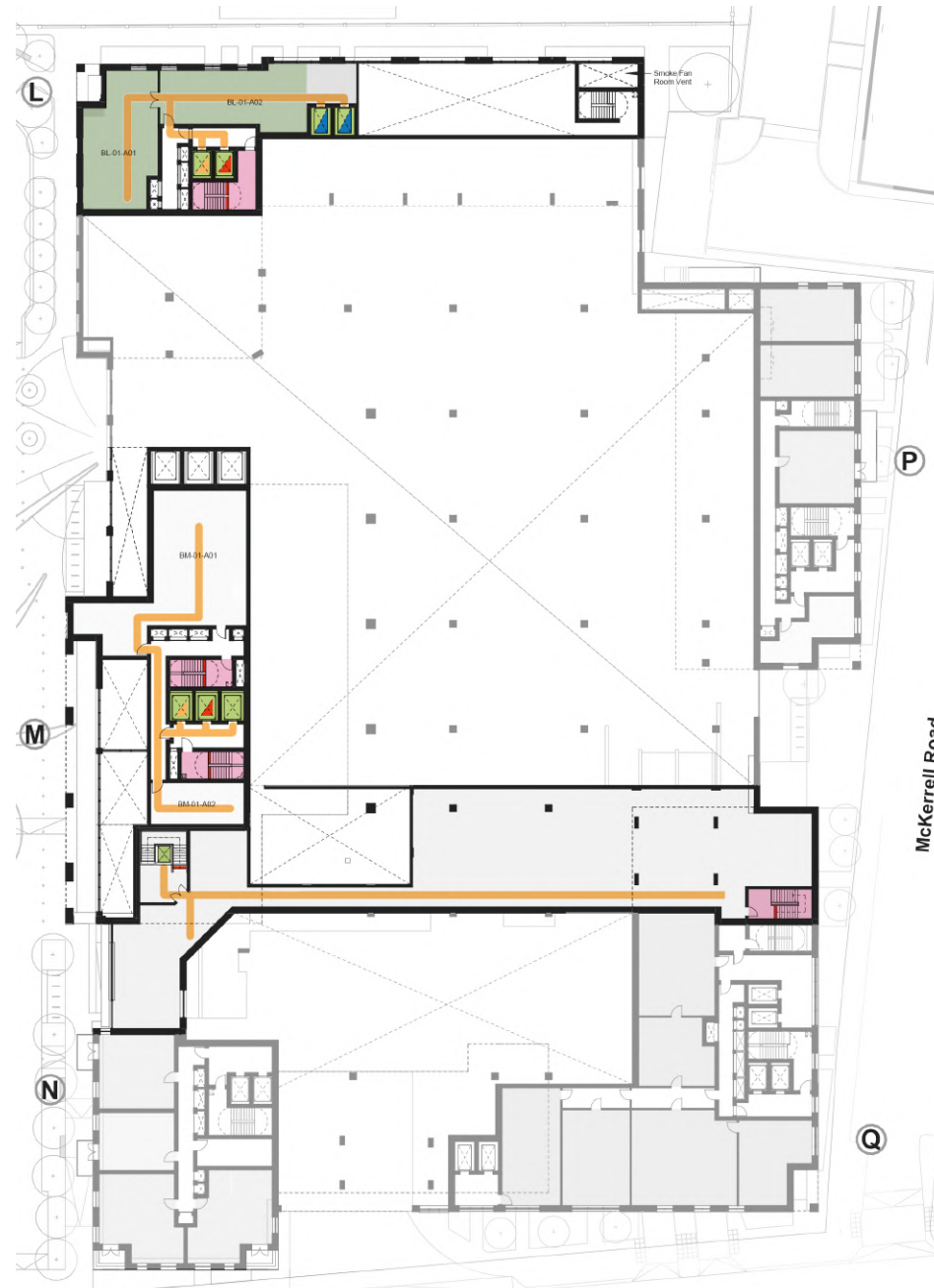


Buildings L, M, N, P, Q - Ground floor

● external wheelchair accessible route	▲ commercial accessible entrance	▲ passenger / fire-fighting lift	— step	■ cycle store
— internal wheelchair accessible route	▲ cycle accessible entrance	▲ passenger / evacuation lift	— escape stairs	■ accessible cycle parking
▲ communal residential accessible entrance	■ waste store	▲ cycle lift	— safe refuge	● wheelchair accessible dwelling



Buildings L, M, N, P, Q - Upper ground floor



Buildings L, M, N, P, Q - Mezzanine level

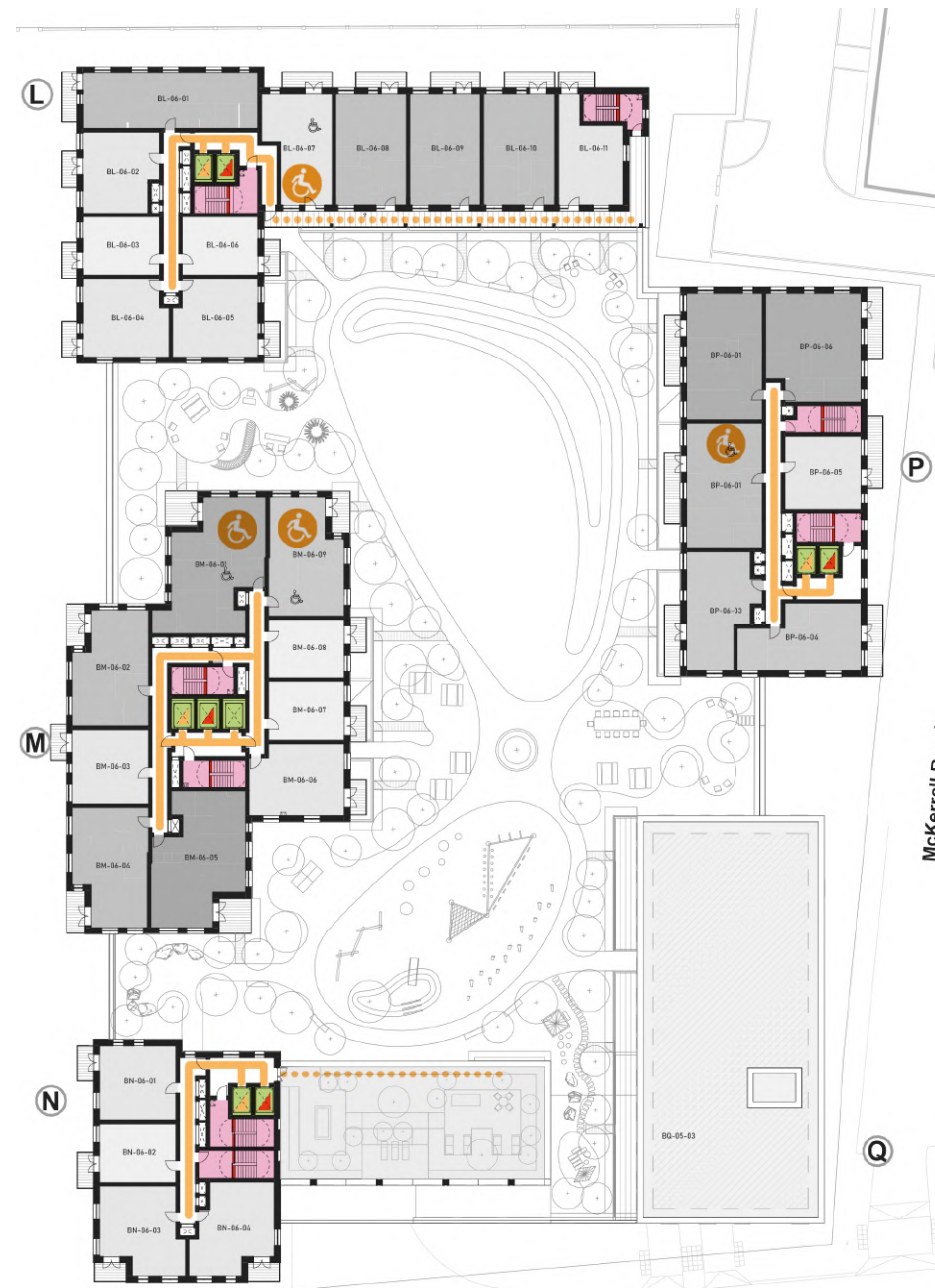


Buildings L, M, N, P, Q - First floor

- | | | | | |
|--|----------------------------------|----------------------------------|-----------------|----------------------------------|
| ●●● external wheelchair accessible route | ▲ commercial accessible entrance | ▲ passenger / fire-fighting lift | ■ step | ■ cycle store |
| — internal wheelchair accessible route | ▲ cycle accessible entrance | ▲ passenger / evacuation lift | ■ escape stairs | ■ accessible cycle parking |
| ▶ communal residential accessible entrance | ■ waste store | ▲ cycle lift | ■ safe refuge | ● wheelchair accessible dwelling |



Buildings L, M, N, P, Q - Second floor

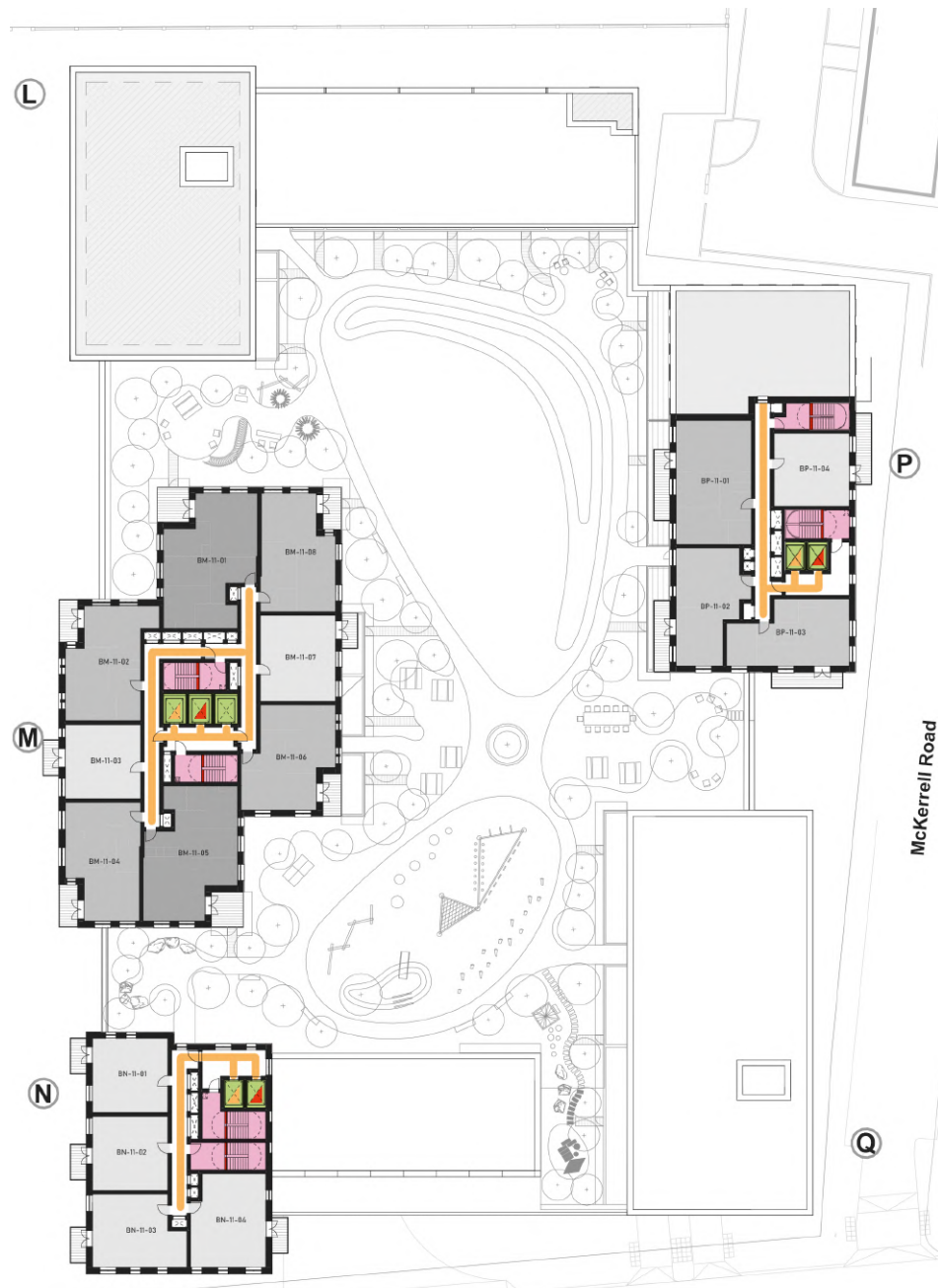


Buildings L, M, N, P, Q - Fifth floor

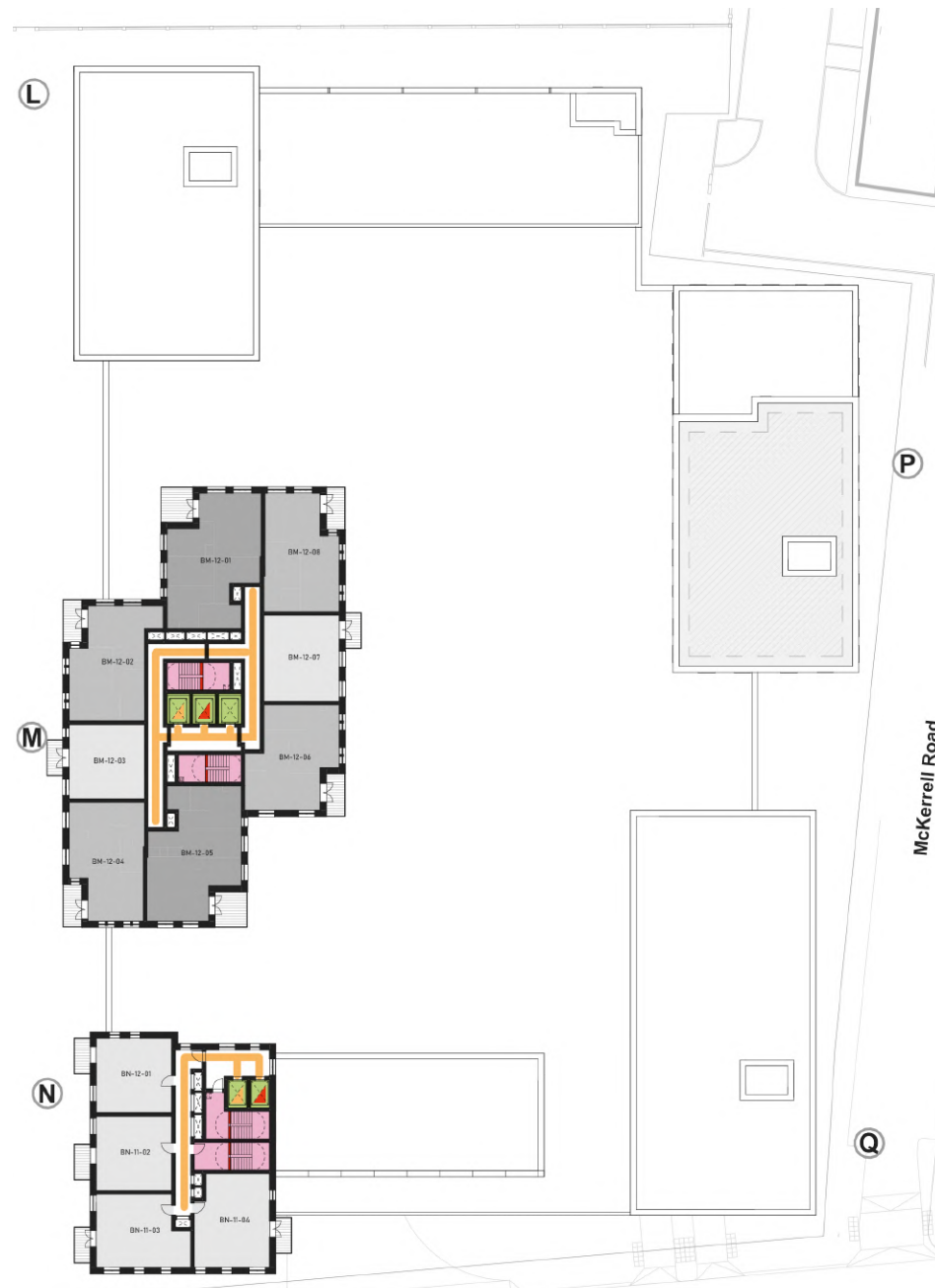


Buildings L, M, N, P, Q - Level 9

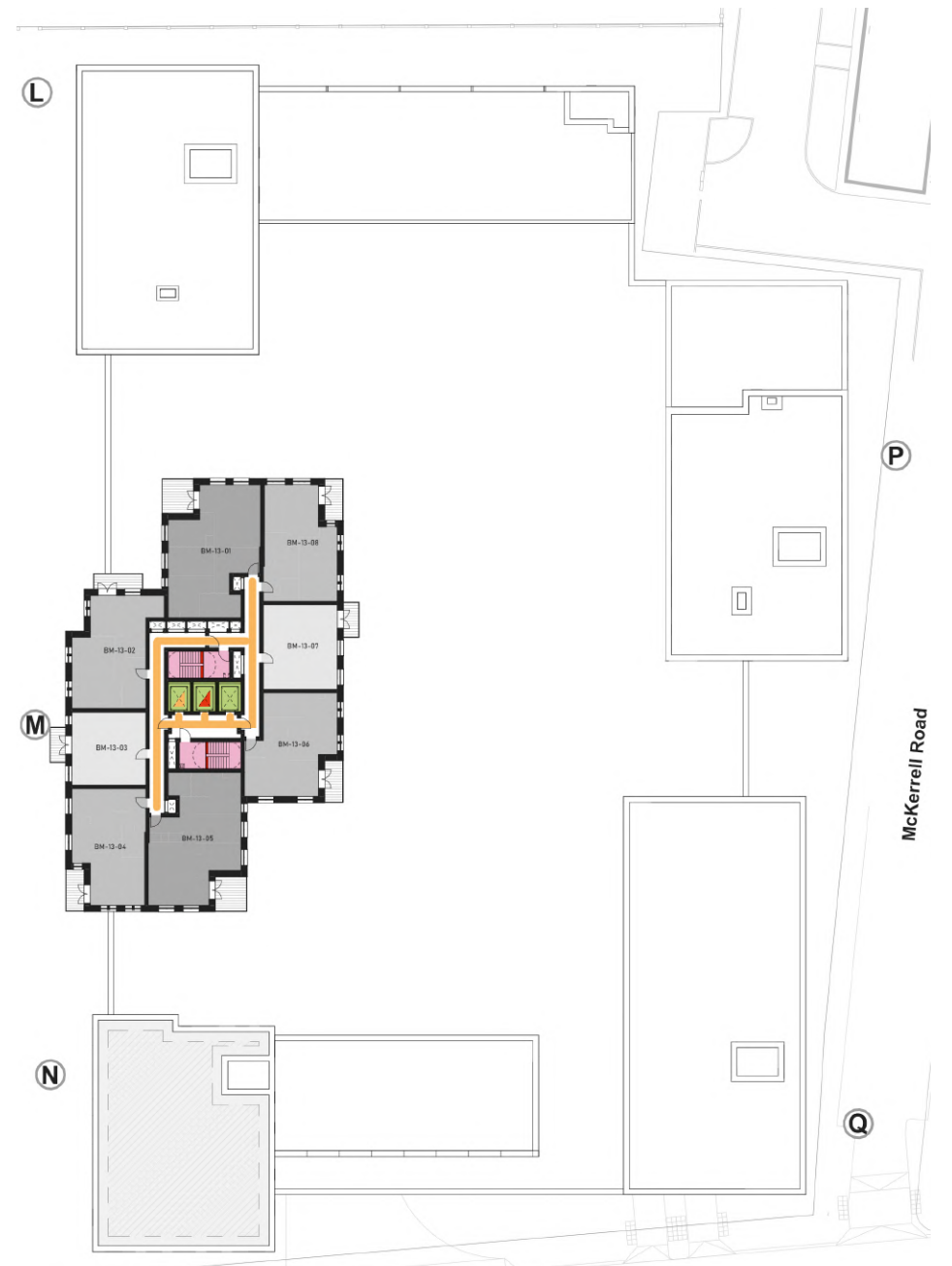
- | | | | | |
|--|--------------------------------|--------------------------------|---------------|--------------------------------|
| external wheelchair accessible route | commercial accessible entrance | passenger / fire-fighting lift | step | cycle store |
| internal wheelchair accessible route | cycle accessible entrance | passenger / evacuation lift | escape stairs | accessible cycle parking |
| communal residential accessible entrance | waste store | cycle lift | safe refuge | wheelchair accessible dwelling |



Buildings L, M, N, P, Q - Level 10

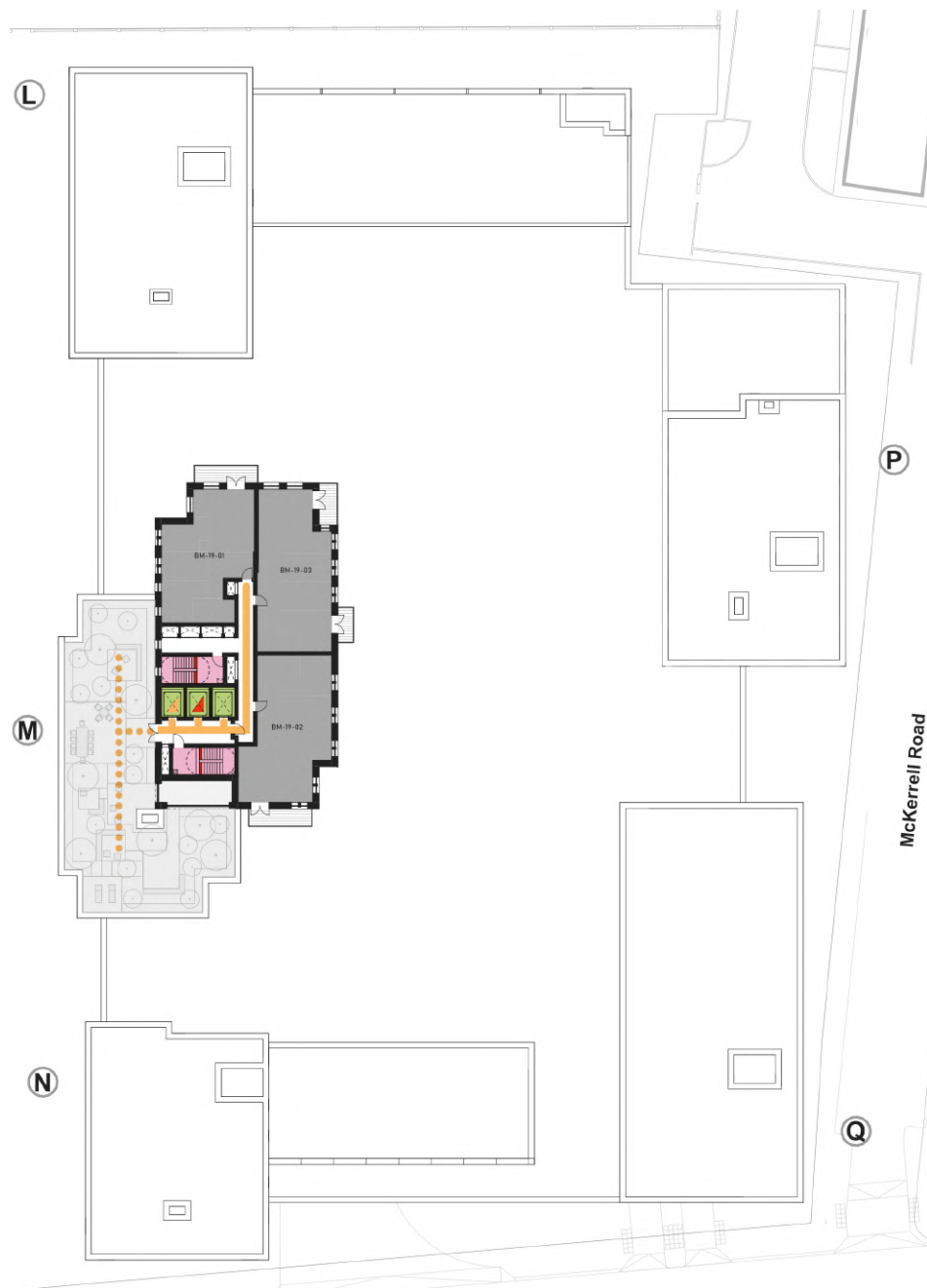


Buildings L, M, N, P, Q - Level 11



Buildings L, M, N, P, Q - Level 12

- | | | | | |
|--|----------------------------------|----------------------------------|-----------------|----------------------------------|
| ● external wheelchair accessible route | ▶ commercial accessible entrance | ▲ passenger / fire-fighting lift | ■ step | ■ cycle store |
| — internal wheelchair accessible route | ▶ cycle accessible entrance | ▲ passenger / evacuation lift | ■ escape stairs | ■ accessible cycle parking |
| ▶ communal residential accessible entrance | ■ waste store | ■ cycle lift | ■ safe refuge | ■ wheelchair accessible dwelling |



Buildings L, M, N, P, Q - Level 18



Buildings L, M, N, P, Q - Level 19

- | | | | | |
|--|----------------------------------|----------------------------------|-----------------|----------------------------------|
| ●●● external wheelchair accessible route | ▶ commercial accessible entrance | ▢ passenger / fire-fighting lift | ■ step | ■ cycle store |
| — internal wheelchair accessible route | ▶ cycle accessible entrance | ▢ passenger / evacuation lift | ■ escape stairs | ■ accessible cycle parking |
| ▶ communal residential accessible entrance | ■ waste store | ▢ cycle lift | ■ safe refuge | ■ wheelchair accessible dwelling |

1.10.9 Access provisions in non-residential buildings

The following features are the minimum access provisions required by AD M Vol.2, which have been reviewed against the proposed design. Further details will be detailed at the appropriate stage of design development.

Entrances

- All entrances will be designed to meet the guidance of AD M Vol.2, including doors with a minimum clear opening width of 1m through at least one leaf (unless doors are automated) and external weather protection over the entrances.
- Guarding is required to outward opening doors that are used regularly and project into access routes, other than doors used for emergency exit only; details will be developed at the appropriate design stage.

Reception

- Details of any reception area will be designed to meet AD M Vol.2 including, but not limited to, the provision of a fixed hearing enhancement systems at the reception desk and a lower section of desk that is permanently accessible to wheelchair users.

Horizontal circulation

- Corridors will generally be wider than 1500 mm, and no less than 1200 mm wide in any case. Passing places 1800 mm wide x 1800 mm long will be provided at junctions in corridors that are less than 1800 mm wide. A 1500 mm clear turning circle will be provided in front of accessible WC facilities.
- Doors that open outwards (such as doors to accessible WCs) will not project into corridors that are a major access/egress route or corridors that are less than 1800 mm wide.
- Internal lobbies will be dimensioned (and doors will be arranged) to accommodate a wheelchair user clear of the swings of two consecutive doors.
- Internal doors will have a minimum clear opening width of 800 mm through a single leaf door, or one leaf of a double leaf door; and will have 300 mm clear space to the leading edge on the pull side of the doors.
- Details of horizontal circulation for the base-build will be developed further at a subsequent stage of design development; details of tenant fit-out of areas will form a separate application.
- Consideration will be given to materials and finishes at the appropriate stage of design development in order to avoid the use of visually and acoustically reflective surfaces and the use of bold patterns that could create visual confusion or be mistaken for changes in level. Secure access controls, where provided, will be designed to be accessible.

Vertical circulation

- All proposed lifts have dimensions that meet or exceed the minimum dimensions required by AD M Vol. 2 of 1100 mm wide by 1400 mm deep, so that a wheelchair user and a companion can be accommodated as a minimum. All passenger lifts have a level landing of at least 1500 mm x 1500 mm in front of the lift doors. Lift landings will be clear of door swings.
- Details of passenger lifting devices will be designed to meet the guidance of AD M Vol.2, and, for passenger lifts, BS EN 81-70.
- Internal stairs will be 1200 mm or wider, and provide landings as deep as the smallest width of the flight, clear of any door swings.
- All internal stairs will be designed to meet the requirements of Part K for ‘general access stair’, and will be detailed at a later stage, including dimensions that suit ambulant disabled people, tonal contrast to aid people with impaired sight, and handrails that extend 300 mm beyond the top and bottom riser.
- Any internal slopes will be designed to meet AD M Vol.2 guidance including provision of level landings every 500 mm rise.
- Any internal ramps will be designed to meet AD K guidance including, but not limited to, the provision of intermediate landings, tonally contrasting handrails, tonally contrasting ramp and landing surfaces. Ramp landings will be clear of door swings.

Access to facilities

- Details of terraces will be developed to include accessible terrace doors, thresholds, access route widths, and surfaces. The good practice guidance of BS 8300-1:2018, including provision of a variety of seating, will be considered. Terrace fit-out will need to consider circulation and manoeuvring spaces.
- Shared refreshment facilities will be designed to meet the guidance of AD M Vol.2 including worktop surfaces 850 mm AFFL with knee clearance beneath of at least 700 mm AFFL and 800 mm wide, and the provision of taps that are easily operable one-handed using a closed fist.

Sanitary accommodation

- There will be an accessible WC within 40 m from any reception point / office area, in line with the requirements of AD M Vol.2.
- At least one ambulant disabled WC will be provided in each toilet block.
- Wheelchair-accessible WCs will be arranged to offer right and left-hand transfer options at consecutive floors.
- Accessible WCs and standard sanitary facilities will be designed in accordance to AD M Vol.2 requirements.
- A Changing Places toilet will be provided to serve the supermarket as required by AD M Vol.2 and designed in line with the guidance of BS 8300-2:2018.

Emergency egress

The fire strategy for Aylesham will take precedence over this section. The strategy should include best practice procedures for the evacuation of disabled people from all parts of the buildings, based on BS 9999:2017 and Regulatory Reform (Fire Safety) Order Supplementary Guidance.

The following measures for the evacuation of disabled staff and visitors should be considered:

- Designated escape routes from each part of the building that allow wheelchair users and others to reach a safe area to await assistance;
- Provision of safe refuge with a two-way communications system, within reach of a wheelchair user, to allow direct communication with the fire controlling authority in accordance with BS 9999:2017;
- Alarm systems that provide visual as well as audible signals in isolated locations such as WCs;
- Provision of an evacuation lift in each core to assist with the safe and efficient evacuation of disabled people, in line with the London Plan 2021 (Policies D5 Inclusive Design and D12 Fire safety); and
- Management procedures that include the appointment and regular training of staff to assist with the evacuation of disabled people.

Evacuation chairs are designed to carry people to a place of safety in areas accessed by stairs. Upwards evacuation will require motorised chairs. Evacuation chairs should be considered a last resort for the safe evacuation of wheelchair users. They should be regularly maintained and inspected, and relevant staff trained in their use.

The use of suitable warning systems, such as vibrating pagers may be considered for individual members of staff, following a Personal Emergency Egress Plan (PEEP) assessment.

1.10.10 Access provisions in residential buildings

The following features are the minimum access provisions required by AD M Vol.1, which have been reviewed against the proposed design. Communal facilities for residents outside of the provisions covered by AD M Vol.1 (such as the reception and communal amenities in building M) have been assessed against AD M Vol.2. Further details will be detailed at the appropriate stage of design development.

Entrances

- Communal entrances will be covered by at least 1200 mm x 1200 mm in line with AD M4(3) requirements. A level landing of at least 1500 mm x 1500 mm will be provided in front of all communal entrances.
- Communal entrances will be designed to provide at least 850 mm clear opening width, through a single leaf of double doors, and will have a 300 mm nib on the leading edge of the door (and a 200 mm nib on the following edge of doors that form part of routes to M4(3) dwellings). The thresholds will be nominally level, with a maximum upstand of 15 mm.
- Private entrances leading to M4(2) dwellings will be covered by at least 900 mm width and 600 mm depth. A level landing of at least 1200 mm x 1200 mm will be provided in front of all private entrances.
- Further details will be subject to detail design and are expected to meet with AD M Vol. 1 standards. Entry systems such as video or audio entry systems, pass card systems and similar will be designed and located to be used by visitors and residents. Building users should be able to activate such a system with a closed fist and with minimal force.

Reception

- Details of any reception area will be designed to meet AD M Vol.2 including, but not limited to, the provision of a fixed hearing enhancement systems at the reception desk and a lower section of desk that is permanently accessible to wheelchair users.

Horizontal circulation

- All communal corridors will be no less than 1500 mm wide, allowing sufficient space for wheelchair users to easily manoeuvre, and to pass in opposite directions. There will be a 1500 mm x 1500mm turning space outside each wheelchair-accessible, or easily-adaptable dwelling, as a minimum.
- Doors in communal routes will have a clear opening width of 850 mm through a single leaf door, or one leaf of a double leaf door; and will have 300 mm clear space to the leading edge on the pull side of the doors and 200 mm clear space in the push side.

Vertical circulation

- All dwellings above ground floor will be served by at least two lifts.
- All lift cars will be designed for eight or more people, with a minimum internal car size of 1100 mm x 1400 mm (the minimum dimensions for AD M Vol. 1). All lift doorways will provide a minimum clear opening width of 900 mm and there will be a clear landing of at least 1500 mm x 1500mm in front of all lift entrances.
- Car controls and further details will be designed at a later stage according AD M Vol.1 and the guidance of BS EN 81-70.
- All stairs will be designed to meet the requirements of Part K for ‘general access stair’, and will be detailed at a later stage, including dimensions that suit ambulant disabled people, tonal contrast to aid people with impaired sight, and handrails extended 300 mm beyond the top and bottom riser.
- Any internal slopes (shallower than 1:20) will be designed to meet AD M Vol.1 guidance including provision of level landings every 10 m.
- Any internal ramps will be designed to meet AD M Vol.1 guidance including provision of intermediate landings where required. Ramp landings will be clear of door swings.

Access to facilities

- Details of terraces will be developed to include accessible terrace doors, thresholds, access route widths, and surfaces. The good practice guidance of BS 8300-1:2018, including provision of a variety of seating, will be considered. Terrace fit-out will need to consider circulation and manoeuvring spaces.
- Facilities for food/beverage preparation by residents will be designed to meet the guidance of AD M Vol.2, including 1500 mm x 1500 mm clear manoeuvring space in front, worktop surfaces 850mm AFFL with knee clearance beneath of at least 700 mm AFFL and 800 mm wide, and the provision of taps that are easily operable one-handed using a closed fist.
- In screening rooms, the provision of a hearing enhancement system and wheelchair-accessible viewing spaces will be developed as required by AD M Vol.2.
- In lounge areas and terraces, consideration will be given to providing adequate space between all furniture and a range of accessible furniture, including tables at wheelchair-accessible heights and some seats with armrests and backrests.

Sanitary accommodation

- There will be an accessible WC within 40 m from any reception point / concierge area, in line with the requirements of AD M Vol.2.
- Accessible WCs and standard sanitary facilities will be designed in accordance to AD M Vol.2 requirements.

Refuse stores

- The routes from the dwellings to the refuse store will be step-free and will be accessible to all residents including wheelchair users. Generally, the horizontal distance between any dwelling and its refuse collection point will be less than 30 metres, in line with AD Part H of the Building Regulations. A small number of units exceed the required 30m distance to a refuse store; this has been discussed with LBS.

Emergency escape

- Normal provisions for residential buildings will apply to the development whereby only the residents of an affected unit will evacuate. Other units and their residents are protected as the dwellings themselves function as safe refuges.
- Measures for the evacuation of disabled users from all residential levels include accessible egress routes and the use of an evacuation lift in each core, in line with the London Plan 2021 (Policies D5 Inclusive Design and D12 Fire safety).

1.11 Residential unit layouts

1.11.1 Accessible housing

The Proposed Development will provide 877 units across 12 buildings.

In line with London Borough of Southwark Local Plan (2022), ninety per cent of the dwellings, measured in habitable rooms (802 out of 877), will be designed to meet Building Regulation requirement M4(2) ‘accessible and adaptable dwellings’; and ten per cent of the dwellings, measured in habitable rooms (75 out of 877), will be designed to meet Building Regulation requirement M4(3) ‘wheelchair user dwellings’.

Wheelchair user dwellings will be distributed throughout the development, across type, size and level, as far as possible to ensure that:

- Wheelchair user units are not clustered together; and
- Wheelchair users have as much choice about the location and level of their home as anybody else, as far as possible.

The provision made to meet Building Regulation requirement M4(3) can be of two types:

- (2)(a): To allow a simple adaptation of the dwelling to meet the requirements of occupants who use wheelchairs. Dwellings will be defined as Wheelchair Adaptable.
- (2)(b): To meet the requirements of occupants who use wheelchairs. Dwellings will be defined as Wheelchair Accessible.

Wheelchair Adaptable dwellings are intended to be capable of becoming wheelchair accessible through easy adaptations that do not require structural or service modifications, or moving walls. They have greater flexibility in their internal layout, such as bathroom or kitchen layouts.

Wheelchair Accessible dwellings are intended to be readily usable by wheelchair users at the point of completion.

Wheelchair user dwellings will normally be designed as Wheelchair Accessible only where the local authority is responsible for allocating or nominating a person to live in that dwelling.

For the purposes of the Proposed Development, the wheelchair user dwellings have been designed as follows:

- Private and Intermediate wheelchair user units have been designed as Wheelchair Adaptable units;
- Social Rented wheelchair user dwellings have been designed as Wheelchair Accessible units, meeting the minimum space standards set out in Table 4 of Southwark Plan Policy P8.

The proposed distribution is as follows:

Beds	Cat 2	Cat 3	Totals
1B1P	90	-	90
1B2P	277	20	297
2B3P	63	15	78
2B4P	214	22	236
3B5P	69	18	87
3B6P	89	-	89
Totals	802	75	877

Cat 2 = Category 2 unit according to Building Regulations M4(2);
Cat 3 = Category 3 unit according to Building Regulations M4(3).

A selection of units have been reviewed. These are taken to be representations of all units in the scheme, samples of which are included in the Design and Access Statement.

Building A (Social Rent):

Beds	Cat 2	Cat 3	Totals
1B1P	-	-	-
1B2P	4	-	4
2B3P	-	-	-
2B4P	2	-	2
3B5P	8	4	12
3B6P	-	-	-
Totals	14	4	18

Building B (Social Rent):

Beds	Cat 2	Cat 3	Totals
1B1P	-	-	-
1B2P	-	-	-
2B3P	-	-	-
2B4P	24	-	24
3B5P	-	-	-
3B6P	-	-	-
Totals	24	-	24

Building C (Social Rent):

Beds	Cat 2	Cat 3	Totals
1B1P	-		-
1B2P	4	-	4
2B3P	2	-	2
2B4P	1	-	1
3B5P	8	2	10
3B6P	-		-
Totals	15	2	17

Building E (Market Sale):

Beds	Cat 2	Cat 3	Totals
1B1P	16	-	16
1B2P	40	-	40
2B3P	-	3	3
2B4P	15	-	15
3B5P	-	2	2
3B6P	2	-	2
Totals	73	5	78

Building F (Market Sale):

Beds	Cat 2	Cat 3	Totals
1B1P	-	-	-
1B2P	-	-	-
2B3P	-	-	-
2B4P	10	-	10
3B5P	-	-	-
3B6P	10	-	10
Totals	20	-	20

Building G (Market Sale):

Beds	Cat 2	Cat 3	Totals
1B1P	10	-	10
1B2P	22	-	22
2B3P	-	-	-
2B4P	22	-	22
3B5P	-	-	-
3B6P	10	-	10
Totals	64	-	64

Building H (Social Rent):

Beds	Cat 2	Cat 3	Totals
1B1P	-	-	-
1B2P	-	4	4
2B3P	7	-	7
2B4P	8	4	12
3B5P	20	-	20
3B6P	-	-	-
Totals	35	8	43

Building J1 (Market Sale):

Beds	Cat 2	Cat 3	Totals
1B1P	12	-	12
1B2P	45	5	50
2B3P	-	-	-
2B4P	29	-	29
3B5P	-	-	-
3B6P	17	-	17
Totals	103	5	108

Building J2 (Market Sale):

Beds	Cat 2	Cat 3	Totals
1B1P	4	-	4
1B2P	4	-	4
2B3P	1	-	1
2B4P	6	4	10
3B5P	-	-	-
3B6P	2	-	2
Totals	17	4	21

Building K (Intermediate):

Beds	Cat 2	Cat 3	Totals
1B1P	8	-	8
1B2P	30	-	30
2B3P	14	-	14
2B4P	10	6	16
3B5P	7	-	7
3B6P	10	-	10
Totals	79	6	85

Building L (Intermediate):

Beds	Cat 2	Cat 3	Totals
1B1P	18	-	18
1B2P	31	9	40
2B3P	4	6	10
2B4P	26	-	26
3B5P	-	-	-
3B6P	-	-	-
Totals	79	15	94

Building M (Market Sale):

Beds	Cat 2	Cat 3	Totals
1B1P	15	-	15
1B2P	33	-	33
2B3P	-	6	6
2B4P	55	-	55
3B5P	-	6	6
3B6P	34	-	34
Totals	137	12	149

Building N (Intermediate):

Beds	Cat 2	Cat 3	Totals
1B1P	6	-	6
1B2P	46	-	46
2B3P	9	-	9
2B4P	-	3	3
3B5P	-	-	-
3B6P	-	-	-
Totals	61	3	64

Building P (Social Rent):

Beds	Cat 2	Cat 3	Totals
1B1P	-	-	-
1B2P	12	-	12
2B3P	21	-	21
2B4P	5	5	10
3B5P	18	-	18
3B6P	-	-	-
Totals	56	5	61

Building Q (Social Rent):

Beds	Cat 2	Cat 3	Totals
1B1P	-	-	-
1B2P	5	2	7
2B3P	5	-	5
2B4P	-	-	-
3B5P	8	4	12
3B6P	-	-	-
Totals	18	6	24

1.11.2 Internal provisions - Category M4(2)

The following features are the minimum access provisions required by AD-M Vol.1, category 2 units, which have been reviewed against the proposed design. Further details will be detailed at the appropriate stage of design development.

- Entrance doors have a minimum clear opening width of 850 mm, and 300 mm nib on the leading edge maintained 1200 mm beyond the door.
- Doors to balconies have a minimum clear opening width of 850 mm, and 300 mm nib on the leading edge maintained 1200 mm beyond the door.
- Corridors are minimum 900 mm wide.
- Internal doors have a clear opening width of 750/775/800 mm depending on their approach, with a 300 mm nib on the leading edge.
- Kitchens have a 1200 mm clear space in front of all kitchen units.
- Main double bedroom have a clear access zone of 750 mm on both sides and the foot of the bed. Other double bedrooms have a clear access zone of 750 mm on one side and the foot of the bed. Single bedrooms have a clear access zone of 750 mm on one side of the bed. All bedrooms have a clear access route of 750 mm from the doorway to the window.
- Accessible and adaptable bathroom with an opening outward door.

1.11.3 Internal provisions - Category M4(3)

The following features are the minimum access provisions required by AD-M Vol.1, category 3 units, which have been reviewed against the proposed design. Further details will be detailed at the appropriate stage of design development.

- Entrance doors have a minimum clear opening width of 850 mm, a 300 mm nib on the leading edge maintained 1800 mm beyond the door and a 200 mm nib on the following edge maintained 1500 mm beyond the door.
- Entrance area has a 1500 mm turning circle.
- Doors to balconies have a minimum clear opening width of 850 mm, a 300 mm nib on the leading edge maintained 1800 mm beyond the door and a 200 mm nib on the following edge maintained 1500 mm beyond the door.
- Corridors are minimum 1050 mm wide, and 1200 mm where the approach to a doorway is not head-on.
- Internal doors have a clear opening width of 850 mm, with a 300 mm nib on the leading edge and a 200 mm nib on the following edge.
- Wheelchair storage and transfer space of 1100 mm deep by 1700 mm wide, accessed from a space 1200 mm wide.
- General storage built-in is in accordance to Table 3.1 of AD-M, Vol.1.
- Minimum combined floor area for living, dining and kitchen space is in accordance to Table 3.2 of AD-M, Vol.1.
- Kitchens have a 1500 mm clear space in front of all kitchen units. The kitchen worktop length, including fittings and appliances, is in accordance to Table 3.3 of AD-M, Vol.1. The layout demonstrates how the kitchen worktop can be enlarged by 1800 mm to meet Table 3.4 of AD-M, Vol.1 without moving structural walls, stacks or drainage, and without compromising the space in any other part of the dwelling.
- Main double bedroom have a clear access zone of 1000 mm on both sides and the foot of the bed, a clear access route of 750 mm from the doorway to the window, and a clear access zone of 1000 mm in front of all furniture. There is a 1200 mm x 1200 mm manoeuvring space inside the doorway and on both sides of the bed. Minimum floor area is 13.5 m² and have a width of at least 3 m.
- Other double bedroom have a clear access zone of 1000 mm on one side and the foot of the bed, a clear access route of 750 mm from the doorway to the window, and a clear access zone of 1000 mm in front of all furniture. There is a 1200 mm x 1200 mm manoeuvring space inside the doorway. Minimum floor area is 12.5 m² and have a width of at least 3 m.
- Single bedrooms have a clear access zone of 1000 mm on one side of the bed, a clear access route of 750 mm from the doorway to the window, and a clear access zone of 1000 mm in front of all furniture. There is a 1200 mm x 1200 mm manoeuvring space inside the doorway. Minimum floor area is 8.5 m² and have a width of at least 2.4 m.

- Wheelchair adaptable bathroom with an opening outward door. The layout demonstrates how the bathroom can be easily adapted in future to become wheelchair accessible.
- Second WC with an opening outward door.
- Second bathroom including a bath.
- Private outdoor spaces have a minimum width of 1500 mm.

1.12 Appendix 1 | References for inclusive design

1.12.1 Legislation

Equality Act 2010

The Equality Act 2010 (‘the Act’) combines and supersedes previous separate discrimination legislation (including the Disability Discrimination Act 1995 as amended (‘the DDA’) and the disability discrimination provisions of SENDA 2001 for England, Wales and Scotland. People are protected from discrimination and harassment based on ‘protected characteristics’; victimising anyone as a result of action taken in connection with the Act is also unlawful. There are nine different protected characteristics under the Act which have different levels of protection depending on the context (such as employment, provision of goods and services or the provision of education). This Access Statement focuses on the protected characteristic of disability; the definition of disability is essentially the same as under the DDA.

The types of discrimination that can arise in relation to disability are:

- Direct disability discrimination;
- Indirect disability discrimination;
- Treating disabled people unfavourably because of something arising in consequence of their disability without justification; and
- A failure to make reasonable adjustments for disabled people (‘the RA duty’). The RA duty works in different ways depending on who requests the reasonable adjustments to be made, for example an employee or a member of the public.

The Act also provides protection for people who are treated less favourably because of their relationship with a disabled person (such as a carer) or for people treated less favourably because they are mistakenly believed to be disabled. A disabled person can always be treated more favourably than a non-disabled person.

If an employer is a listed public authority (such as a local authority) they will be subject to the public sector equality duty. If the employer is not a public authority but carries out a public function as part of its work, it will be covered by the general part of the equality duty in relation to the exercise of that function.

The public sector equality duty seeks to promote equality from within an organisation and the general duty requires the organisation to have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not; and
- Foster good relations between persons who share a protected characteristic and those who do not.

Due regard must be given to these three aims when undertaking procurement and to comply with procurement law, consideration must be given to the extent to which equality considerations are relevant and proportionate to the subject matter of the contract.

Most of the listed public authorities are also subject to the specific duty (which operates slightly differently in England and Wales). This involves reporting requirements to demonstrate compliance with the three aims of the general duty. The public sector equality duties are relevant both to the design and the management of the built environment.

The Reasonable Adjustment Duty and specific building provisions

The Equality Act does not contain any specific requirements for the built environment and therefore has no relevance to ‘compliance’ in respect of physical building standards.

Statutory Consents

When considering a reasonable adjustment to a physical feature, the Act does not override the need to obtain consents such as planning permission, building regulations approval, listed building consent, scheduled monument consent and fire regulations. If the consent is not given, there is still a duty to consider a reasonable means of avoiding the feature.

1.12.2 Regulations and Standards

Building Regulations 2010

- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 1: Dwellings, HM Government, 2015 edition incorporating 2016 amendments. (Referred to as AD M Vol.1).
- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 2: Building other than dwellings, HM Government, 2015 edition incorporating 2020 amendments. (Referred to as AD M Vol.2).
- The Building Regulations 2010, Approved Document K (Protection from falling, collision and impact), HM Government, 2013 edition. (Referred to as AD K).
- The Building Regulations 2010, Approved Document B (Fire safety) Volume 1: Dwellings, HM Government, 2019 edition incorporating 2020 amendments.. (Referred to as AD B Vol.1).
- The Building Regulations 2010, Approved Document B (Fire safety) Volume 2: Buildings other than dwellings, HM Government, 2019 edition incorporating 2020 and 2022 amendments. (Referred to as AD B Vol.2).

The Regulations make clear that designs other than those shown in the

document can be approved if they are justified as being equally or more effective. Approval confers acceptance that the building meets the regulations in respect of physical access for disabled people.

National Planning Policy

- National Planning Policy Framework (NPPF), Department for Levelling Up, Housing and Communities, 2023.
- The NPPF states that all developments should be designed to be inclusive and that this should be addressed by local policies.
- Town and Country Planning (Development Management Procedure) (England) Order 2015, Article 9.

London Planning Policy

- The London Plan: Spatial Development Strategy for Greater London, Mayor of London, March 2021.

The London Plan (2021) is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Relevant policies relating to access and design standards are summarised in the SPG guidance below.

- Housing Design Standards, London Plan Guidance, Mayor of London, June 2023.
- Social Infrastructure Supplementary Planning Guidance May 2015, London Plan 2015 Implementation Framework, GLA, 2015.
- Shaping Neighbourhoods Accessible London: Achieving an Inclusive Environment Supplementary Planning Guidance, London Plan 2011 Implementation Framework Mayor of London, October 2014.

This London Plan SPG outlines an approach for delivering and implementing inclusive access. It includes principles, policies and processes for achieving inclusive design in London.

Local Planning Policy

- The Southwark Plan 2019-2036, Southwark Council, February 2022.

1.12.3 References

British Standards

- British Standard 8300:2018 Design of an accessible and inclusive built environment
Part-1: External Environment, Code of Practice
Part-2: Buildings, Code of Practice, British Standards Institution, 2018.
- BS 9999:2017 Code of practice for fire safety in the design, management and use of buildings, British Standards Institution, 2017.
- BS EN 81-28:2018, Safety rules for the construction and installation of lifts. Remote alarm on passenger and goods passenger lifts, British Standards Institution, 2018.
- BS EN 81-41:2010, Safety rules for the construction and installation of lifts. Special lifts for the transport of persons and goods. Vertical lifting platforms intended for use by persons with impaired mobility, British Standards Institution, 2010.
- BS EN 81-70:2021+A1:2022, Safety rules for the construction and installation of lifts. Particular applications for passenger and goods passenger lifts. Accessibility to lifts for persons including persons with disability, British Standards Institution, 2022.
- BS 5656-2:2004 Safety rules for the construction and installation of escalators and moving walks - covering disabled access, British Standards Institution, 2004.
- DD CEN/TS 15209:2008 Tactile paving surface indicators produced from concrete, clay and stone, British Standards Institution, 2008.
- BS 5395-1:2010 Stairs. Code of practice for the design of stairs with straight flights and winders, British Standards Institution, 2010.
- BS 7000-6:2005 Design Management Systems. Managing inclusive design. Guide, British Standards Institution, 2005.
- BS 5499-4:2013 Safety signs. Code of practice for escape route signing, British Standards Institution, 2013.
- BS 8579:2020, Guide to the design of balconies and terraces, British Standards Institution, 2020.
- PAS 6463:2022 Design for the mind – Neurodiversity and the built environment – Guide, British Standards Institution, 2022.
- PAS 1899:2022 Electric vehicles – Accessible charging – Specification, British Standards Institution, 2022.

International Standards

- ISO 7176-28:2012, Wheelchairs - Part 28: Requirements and test methods for stairclimbing devices, British Standards Institution, 2012.
- ISO 9386-1:2000, Power-operated lifting platforms for persons with impaired mobility, British Standards Institution, 2000.

Access Statements

- Guidance on Information Requirements and Validation, Department for Communities and Local Government, 2010.
- Design and Access Statements: How to Write, Read and Use Them, Design Council (CABE), 2006.

Sanitary Accommodation

- Good Loo Design Guide, CAE, RIBA Enterprises, 2004.
- Changing Places: the practical guide, (CPT Funding 2021 England only – Local Authorities reference), Changing Places Consortium, 2021.
- BS 6465-2: 2017 Sanitary installations Part 2: Space recommendations - Code of practice, British Standards Institution, 2017.

Urban Design / External Environment / Landscape / Transport

- Inclusive Urban Design: A guide to creating accessible public spaces, David Bonnett Associates, BSI, 2013.
- Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, Department for Transport, 2021.
- Improving Walkability: Good Practice Guidance on Improving Pedestrian Conditions as Part of Development Opportunities, Transport for London, 2005.
- Guidance on the Use of Tactile Paving Surfaces, Department for Transport 2021.
- Traffic Advisory Leaflet 5/95 Parking for Disabled People, Department for Transport, 1995.
- Inclusive Design for Getting Outdoors l’DGO, Legacy website <http://www.idgo.ac.uk/>, 2011.
- London Cycling Design Standards, TfL, 2016.
- A Guide to Inclusive Cycling (fourth edition), Wheels for Wellbeing, 2020.
- Cycle Infrastructure Design: Local Transport Note 1/20, Department for Transport, 2020.

Signage, Lighting And Wayfinding

- The Colour, Light and Contrast Manual: Designing and Managing Inclusive Built Environments, Bright, K., Cook, G., Wiley-Blackwell, 2010.
- Sign Design Guide: a guide to inclusive signage, JMU and the Sign Design Guide, 2000.

Buildings

- Designing for Accessibility, CAE/RIBA Publishing, 2012.
- Inclusive Design Toolkit, Design Council, 2014.
- Building Sight: a Handbook of Building and Interior Design Solutions to Include the Needs of Visually Impaired People, Barker, Barrick and Wilson, RNIB/HMSO, 1995.

Office And Commercial

- Workplace health, safety and welfare. Workplace (Health, Safety and Welfare) Regulations 1992. Approved Code of Practice L24, HSE Books ,1992.
- The Accessible Office: Designing the Inclusive Workplace, JMU Access Partnership, Royal National Institute of Blind People, 2005.
- Open for business: Taking the Risk out of 2004, Employers’ Forum on Disability, 2003.