

**Introduction**

**Context**

**Design process**

**Design response**

**Landscape**

**Technical strategies**

**7.0 Access**

7.1 Access principles

This section consists of the Access Statement for the proposals at the Elmsleigh Road site and supports the drawings prepared for this planning scheme.

The aim is to provide a clear description of how the users of the proposed development will access, and be guided through, the building and the site, without discrimination or limitation. It considers, but is not limited to, the access and circulation needs of a wide range of people including parents with children, the elderly and the disabled.

The development comprises 206 residential homes split across two buildings. Extensive public realm improvements at ground floor will drastically improve the existing external condition of the site. Private amenity space at podium level covers a dedicated private car park.

The design of the buildings’ access requirements and the residential apartments follows the guidance set out by Approved Document M - Volume 2 Buildings Other Than Dwellings.

All of the residential apartments are M4(2) compliant and a percentage of the homes allocated as adaptable to meet future demand. These apartments are designed specifically for ease of use for visually impaired, ambulant disabled and wheelchair bound residents. They provide a balanced mix of room sizes and tenure and will be adapted as required for people with disabilities. Certain fittings, such as grab-rails and emergency alarm pull cords, will not be installed into the rooms initially.

7.2 Legislation, standards & guidance

The scheme has been designed to meet necessary legislation and technical standards. While only currently at a planning stage level of detail, the buildings and landscaping have been designed to allow for Building Regulations compliance at following work stages.

All apartments are compliant with the Nationally Described Space Standards, and provision has made for a proportion of wheelchair adaptable dwellings.

The following policies, legislation and guidance were followed in the preparation of the Access Statement:

- Building Regulations, Approved Document M - Volume 2 Buildings Other Than Dwellings 2015 and Approved Document K 2013 (hereafter referred to as AD M and AD K)
- Requirements and implications of the Equality Act 2010
- British Standards BS 8300-1:2018 (Accessible & inclusive external environment), BS 8300-2:2018 (Accessible & inclusive built environment - Buildings), BS EN 81-70:2018 (Design, construction, applications and accessibility requirements of passenger and goods lifts)
- CIBSE standards A3.1 - 7 (Lifts)

7.3 Travel to site

Pedestrian approach

The site can be accessed via Thames Street to the south east. A simplification and reduction of the existing road layout will permit a much larger and clearly defined pedestrian route that links the Memorial Gardens crossing at Thames Street to the site. A dedicated paved route around the site, along the western edge, will create a new pedestrianised link to both entrances.

Secondly, to the Thames Street approach are the pedestrian walkways that link the high street to the site from the north. Building B’s entrance has been aligned on the axis of Goodman Place for maximum legibility from this approach. New external paving and landscaping will improve the existing condition underneath and around the service ramp to provide level access.

Cycle access

The proposed development includes residents’ secured bicycle stores for each building at grade level within the car park. Cyclists enter the car park through the gated entrance to the west of the site off Elmsleigh Road.

For visitors and short stay cyclists, a provision of 12 external cycle spaces will be split equally at each residential entrance.

Public transport

The development is a 10 minute walk from the Staines train station, which provides services to London and the South-East. There are two routes from the site to Staines railway station: via the A308 and Station Path, or via the high street and Station Path. There are continuous pedestrian footways along the A308 in the vicinity of the site, with several signalised pedestrian crossings. Station Path is an off-road pedestrian and cycle path – it is partially shared and partially segregated, with good quality asphalt surfacing.

The town centre bus station is adjacent to the site, just a 2 minute walk away.

Vehicle access

The design of the road has been adjusted at the Thames Street junction to simplify the road layout and improve the public realm for pedestrians and road users. Improvements to Elmsleigh Road includes two delivery bays and two car club spaces. Access to the residents’ private car park is provided through a secure entrance to the east of the site along Elmsleigh Road.

The delivery bays are to be used to service the residential development and are located to the south of Building A and to the north-east of Building B. These locations permit easy access to the refuse stores and entrances without negatively impacting the public spaces outside the residential entrances.

7.4 External environment

Materials

The proposed materials have been specified (using Part M specifications) to contrast tonally with the ground finishes, enabling people with visual impairments to identify building boundaries.

Construction

Slab levels have been set to ensure that the structure will not impose restraints upon individuals using and moving through the building, including ensuring obstructions are avoided in pedestrian/common areas and that level access can be provided throughout. Columns, where possible, have been concealed within wall build-ups to provide as clear and usable spaces for building users.

The entrances to both buildings have been designed and located in such a manner as to make them obvious and easily accessible from the public realm. All residential entrances have been designed to provide level access from the public realm, as required by ADM, with a clear, covered, open space in front of the doors. This accessible approach leads to a level entry threshold and to the internal lobby which will feature a slip-resistant finish.

Entrances are designed to be obvious on the elevations to ensure they are prominent from a range of distances, making them easy to find.

Public realm

The public realm will be accessible to all as part of an inclusive design philosophy. Users with disabilities are not segregated and are able to move through the public realm and access the buildings. The site topography means that there are likely to be no significant stairs or ramps within the public realm, however if through the detailed design process they are deemed necessary, they will fully comply with ADK and ADM.

Hard and soft landscaping

The hard and soft landscaping design is based on a strategy to ensure ease of long-term maintenance and management. Practical consideration will include the use of durable, non-slip hard landscape materials that benefit not only disabled users but also older people and children.

A number of existing trees will be maintained at the junction of Thames Street, with 32 new trees planted at ground level within the application boundary.

The external podium will not be accessible to the public, but will be available to all residents, irrespective of tenure. The different zones within the podium will share a common language and material palette, but each will feature distinct elements to instil a sense of variety and a range of functions. Visual clutter and obstructions will be minimised where possible.

Surface materials

The entire public realm will be accessible, with the pavement textures selected in order to balance the needs of wheelchair users (who require a low resistant surface) with the needs of crutch and stick users (who require more purchase during wet weather). The key principles for the palette of considered surface materials will include the following:

- A visual contrast in colour between the pedestrian and vehicular access;
- Tactile paving defining pedestrian and vehicular areas;
- Surfacing designed to aid wayfinding

Width/gradient to footways

Footpaths will be of a suitable width as to allow users at all mobility levels to pass comfortably, including wheelchair uses and adults with children. Street furniture such as directional signs, lighting and seating will be located just off the perimeter of the access routes to minimise obstructions. All signage will be colour contrasted.

Cross-falls to footpaths

Cross falls are important on footpaths to move standing water to the edges which stops ice from forming on cold days. The need for this surface drainage must be balanced with the difficulty a manual-operated wheelchair has moving across a cross-fall. The design of the footpaths across the site have minimal cross-fall to balance both needs.

External street lighting & CCTV

A balanced level of lighting has been considered. This will be designed to avoid strong contrasting pools of light and silhouette. The detailed lighting design will be of a safe and comfortable illumination level, assisting access and improving security at all points around the site.

The spread of light will be even and the lamp type chosen will provide a light with good colour rendering properties. Timing controls will be introduced, subject to discussions with the Designing Out Crime Officer, to allow the switching off of certain parts of the lighting at key times to save energy and discourage use at night close to residential areas. Principal entrances and the approaches to the buildings will remain illuminated.

All open spaces, such as the podium gardens, will be illuminated at both high and low levels at the appropriate lux figure for their contextual setting.

Lighting levels to the street and car parking areas will be to the recommended levels in BS 5489–1:2013 and confirmatory will be checked by a ‘competent’ independent designer. A competent design should hold at least ILP competency level 3 or 4.

Locations of CCTV are subject to discussions between the Surrey Police Service and the building operator at the next RIBA work stage.

Façade materials

The proposed materials have been specified to contrast tonally with the ground finishes. This will help to enable people with visual impairments to identify building boundaries.

Opening windows and projections on public routes

Obstructions at head height can be dangerous to the visually impaired. All unnecessary opening windows and projections have been designed out of the scheme. Where they are required, vegetation has been provided at ground floor to notify people of the potential for openings. Where possible, outward swinging doors are avoided and, where required due to means of escape and maintenance, they will be marked by blistering, vegetation or bollards.

7.5 Internal environment

This subsection relates to the internal circulation within each building, considering specific needs of disabled people. The buildings are accessed via horizontal corridors. Vertical circulation is via lifts in the cores, and Part K compliant stairs.

Transition to internal

The entrances will be designed so as to be easily identifiable, and the frames will be of a strong tone or colour to visually separate them from the surroundings. Entrances will be appropriately lit. A covered entrance is provided in accordance with the building regulations AD M to both buildings. The main entrance doors are designed to comply with relevant legislation in terms of minimum width opening and the thresholds will be level. The entrance doors are likely to include fob-operated power assisted doors. Visually contrasting walls internally behind the main entrance openings will increase legibility and link the inside to the outside public realm.

Provision of lifts

All lifts, in both buildings, are designed to comply with Approved Document Part M and BS 8300:2018, including size, internal materials, door opening width, and operating apparatus. A minimum of 1,500mm will be provided in front of each lift opening at all levels.

Stairs

Stairs and ramps have been designed to comply with Approved Document Part M, K and BS 8300:2018 in terms of widths, treads, risers, hand rails, nosings, top and bottom surfaces, landings and finishes. Each stair core has been designed as a fire fighting escape stair.

Corridor and lobby design

All corridors within the buildings comply according with their specific uses and with Approved Document Part M and B in terms of size, lighting, materials, signings, doors and colours etc.

There are no changes in level to any corridors and the width is consistent along each length. Vision panels in corridor doors will be designed to allow people both seated or standing to be seen. Where possible, doors will be on hold-opens to assist with free movement around the upper levels.

Pull handles will only be fitted on the pull side of doors and finger-plates will be fitted on the push side. This assists all users, but especially people with learning difficulties and people with visual impairments. Handles will not extend down to floor level since this type of handle can become caught in the foot-plates or wheels of a wheelchair.

Door design

All doors of the scheme, both manually operated or automated, are compliant with Approved Document Part M2 2015 according to different uses and users of the buildings, specifically in relation to vision panels, weight, colour, door ironmongery and use of materials. To meet the requirements of Approved Document Part M2, door closer tensions will be set to a maximum of 20N. The clear opening widths of all doors in common areas are a minimum of 850mm and there will always be 300mm nib on the leading edge of a door in common areas.

7.6 Signs & wayfinding

External signage

The signage strategy for the development will follow good practice guidelines, such as the “Sign Design Guide”. All signage will be contrasting and designed for those with learning difficulties or visual impairments. The signage will be suitably large enough and located in prominent positions so that it is legible from a number of distances.

Internal signage

Both buildings, according to their uses, are designed to enable clear signposting and a messaging system complying with the Sign Design Society Guidance.

All internal signs to communal areas will be clear, with contrasting symbols, and with braille translations to help the visually impaired. All signage will be located in obvious locations and will be well lit.

The use of differing tactile materials

A palette of tactile handrails/support rails showing directions of travel to the nearest fire exit has been considered through the design of each building.

The layout of the buildings

The clear layout of the building, generally arranged with a sequence of entrance/ lobby/lift/stair core/corridors, allows a simple circulation throughout and between the floors.

7.7 Maintenance

Landscape

A contribution to Surrey Council will be agreed for the maintenance of the landscape within the public realm. Maintenance of the planting within the ownership boundary and the shared podium space will be undertaken by a private management company, excluding private amenity spaces, such as balconies.

Back of house

The top floor roof level of either building will be accessible to maintenance personnel via each stair core. Car park, cycle stores and refuse areas will be equipped with washdown facilities to ensure these spaces can be kept clean.

Windows and doors

Residential windows and patio doors will be capable of being cleaned from the inside of apartments or from balconies. Internal beading will permit the replacement of glass from internally within the apartments.

Walls

Walls will generally be clad in robust, low maintenance brick. A final maintenance strategy will be reviewed with a façade consultant.

7.8 Part M Volume 1 Category 2 compliance

Introduction

100% of the apartments will comply with Category 2 requirements, which is beyond the 10% policy requirement.

Approach routes, car parking and communal entrances, lifts and stairs

For the purposes of compliance with Part M, approach routes, entrances and common parts will all comply with Part M Volume 1 Category 3 requirements, as these are either equal to or above and beyond Category 2.

Private entrances

The principle private entrance to each apartment will have a level landing of 1,200mm x 1,200mm directly outside. This will be covered to a minimum of 900mm width and 600mm depth. Lighting will use fully diffused luminaires that are activated automatically by a dusk to dawn timer or a motion detector. All entrance doors are single leaf and will have a minimum clear opening width of 850mm. A 300mm nib is provided to the leading edge of the door, in accordance with diagram 2.2.

All other external doors connected to the dwelling will have a minimum clear opening width of 850mm, and a 300mm nib is provided to the leading edge of the door, in accordance with diagram 2.2.

Circulation areas and internal doorways

The minimum clear width of every hall or landing is 900mm. Localised obstructions will not occur opposite or close to a doorway and the corridor will not be reduced below 750mm width at any point. The clear opening widths will conform to those in table 2.1 and diagram 2.3. A 300mm nib will be provided to the leading edge of every door within the entrance storey.

Habitable rooms

Within the entrance storey of all homes, there is a living area. A minimum of 1,200mm clear space is provided in front and between all kitchen units and appliances.

Every bedroom has a clear access route, minimum of 750mm wide from the doorway to the window, and at least one double bedroom will provide a clear access zone of a minimum of 750mm wide to both sides and the foot of the bed. Other double bedrooms have a clear access zone a minimum of 750mm wide to one side and the foot of the bed.

Sanitary facilities

All walls, ducts and boxing to the WC/cloakroom, bathroom and shower rooms will be strong enough to support adaptations that could impose a load of up to 1.5N/m². Every dwelling will have a room that provides a WC and basin on the entrance storey. The door to the WC will open outwards.

Every dwelling has a bathroom that contains a WC, a basin and a bath, that is located on the same floor as the double bedroom described as the principle bedroom above. Many of the two and three bed layouts also show an en-suite shower room which will comply with the requirements of Category 1 as per clause 2.28.

Services and controls

Consumer units will be mounted so that the switches are between 1,350mm and 1,450mm above floor level. Switches, sockets and controls will have their centre line between 450mm and 1,200mm above floor level and a minimum of 300mm from an inside corner. Boiler controller will be mounted in an accessible location between 900mm-1,200mm above finished floor level.

The handle to at least one window in the principle living area is located between 450mm and 1,200mm, or a remote opening device will be fitted. Handles to other windows will be located between 450mm and 1,400mm above floor level, or a remote opening device will be fitted

Approach routes, car parking and communal entrances, lifts and stairs

The approach route will be safe and convenient for everyone, step-free and be at the shallowest gradient that can be reasonably achieved. All private entrances will be served by an accessible step-free approach route that is level, gently sloping or ramped where necessary. Subject to detail design, it is currently anticipated that no external steps or internal ramps will form a part of the approach route.

The route will have a minimum clear width of 1,200mm and will include 1,500mm deep passing or turning spaces at either end and at 10m intervals. Lighting to the approach route will use fully diffused luminaires that are activated automatically by a dusk to dawn timer or a motion detector.

Gates on the approach route will have a minimum clear width of 850mm, a leading edge of 300mm and a following edge of 200mm.

Car parking

There are a total of 8 residential parking spaces M4(3) and 2 M4(2) spaces on site with an additional 2 car club spaces. All M4(3) spaces will provide a 1,200mm clear access zone to both sides of the bay. Spaces will be level and on a suitable ground surface.

Communal entrances

There are two principal communal entrances in the scheme and these are all accessed from Elmsleigh Road.

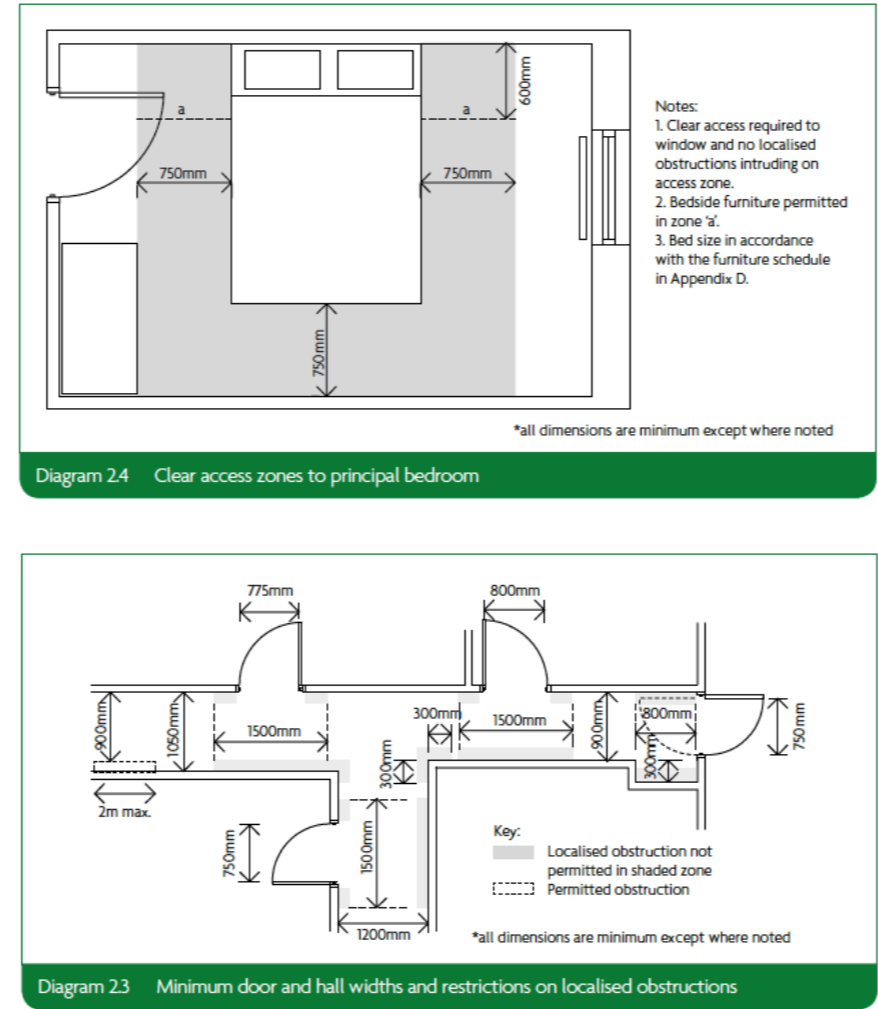
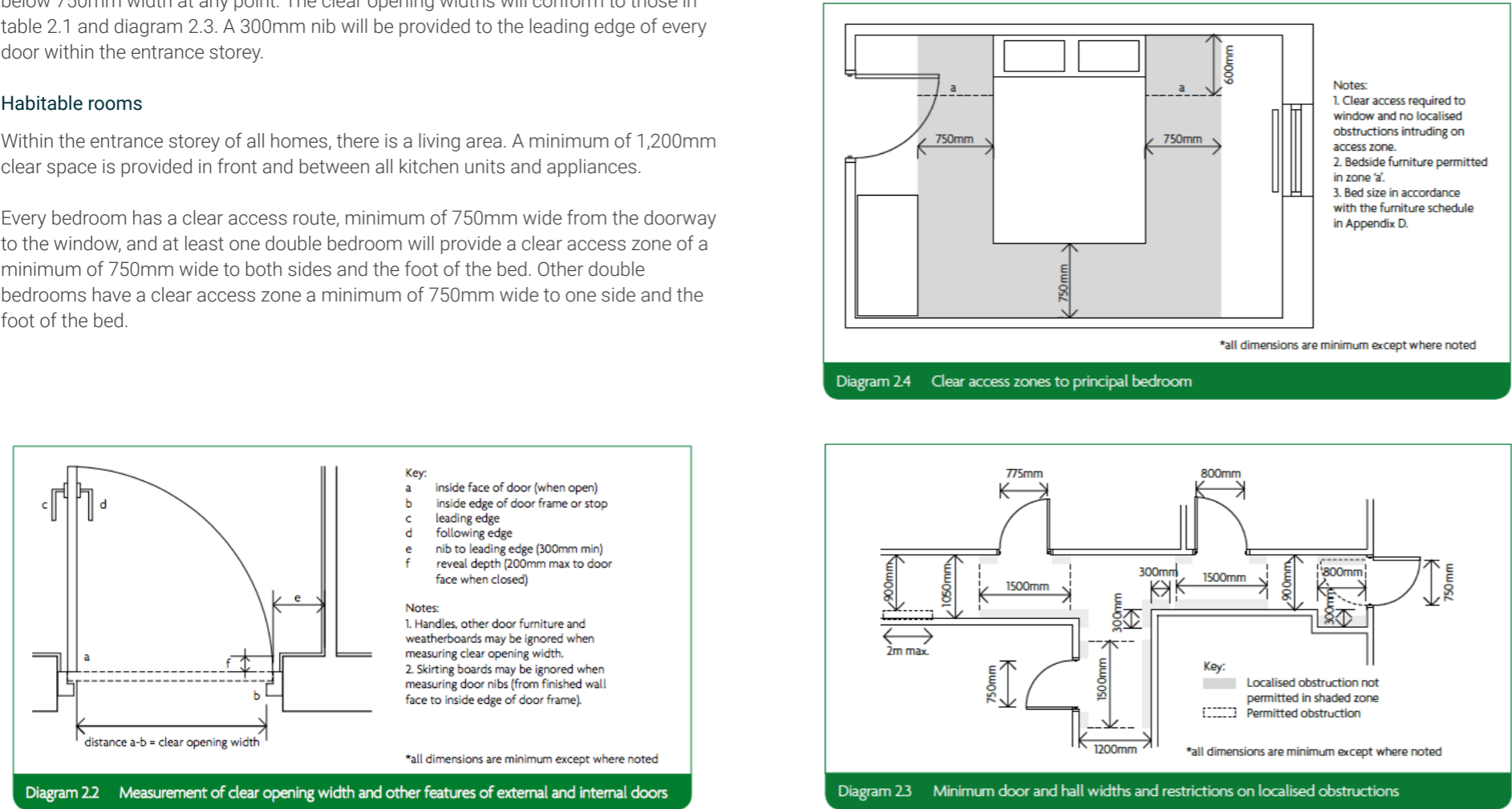
These entrances will have a level landing 1,500mm x 1,500mm directly outside and clear of any door swing. The landings will be covered to a minimum width and depth of 1,200mm. Lighting will use fully diffused luminaires that are activated automatically by a dusk to dawn timer or a motion detector. Entrance doors and gates have a minimum clear opening width of 850mm and thresholds will be accessible.

A 300mm leading edge and a 200mm following edge will be allowed to each door which are both maintained for 1,800mm beyond the door. Door entry controls will be mounted 900–1,000mm above finished ground level, and at least 300mm away from any projecting corner.

All other communal doors along the approach route have a minimum clear opening width of 850mm, a 300mm leading edge and 200mm following edge.

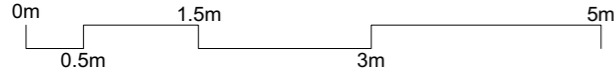
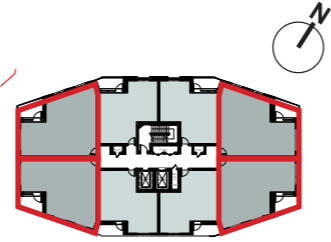
Communal lifts and stairs

Lifts will be used to provide level access to each dwelling. Each lift has a clear landing of at least 1,500mm x 1,500mm directly in front of the lift door at every floor level, a door clear opening width of at least 800mm and meets the requirements of BS EN 81–70:2018 for a type 2 lift. Landing and car controls will be 900–1,200mm above the car floor and a minimum of 400mm from the inside of the front wall. All buildings are served by one stair core which meet the requirements of Approved Document Part K for a general access stair.

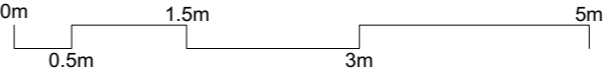
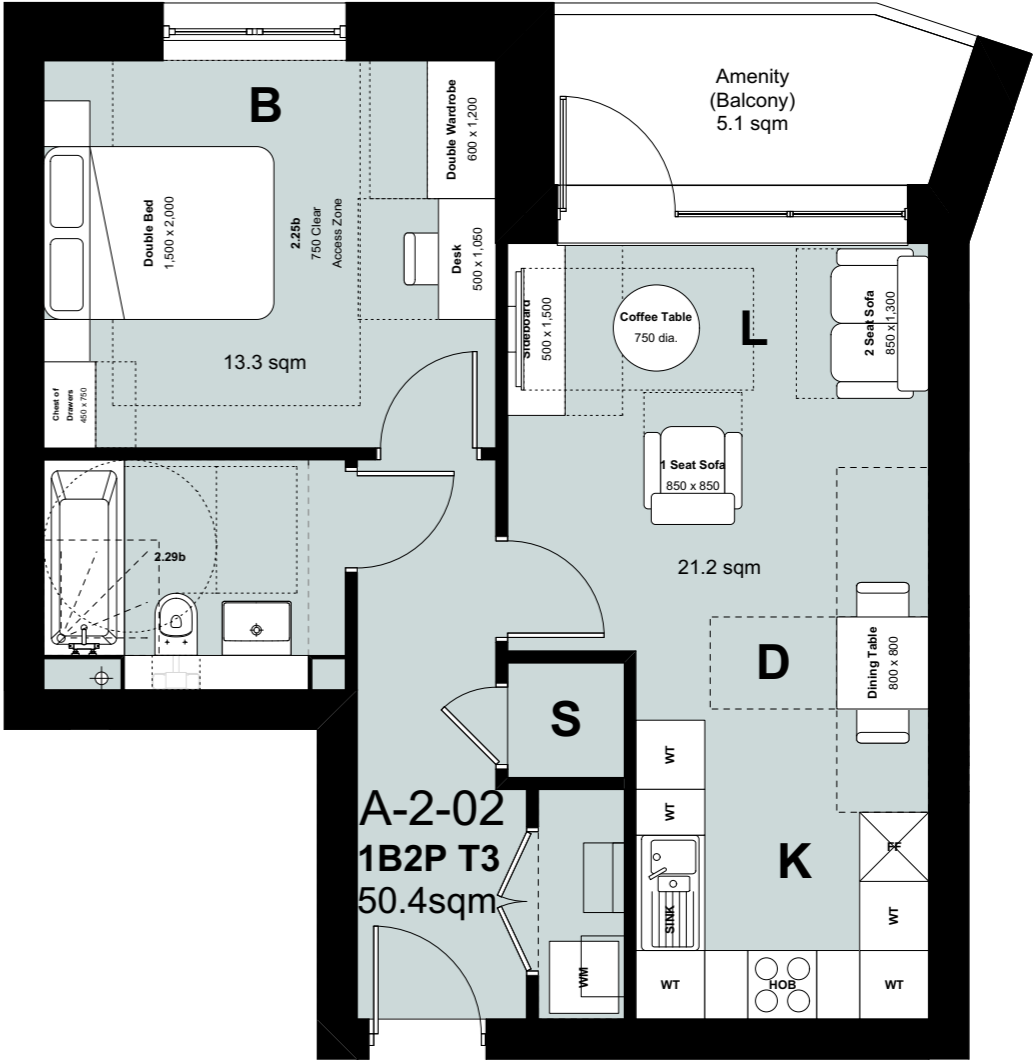
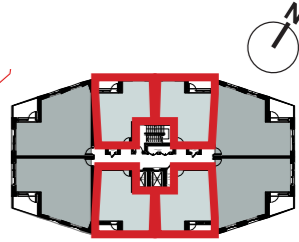


7.9 Typical apartment layouts

Typical M4(2) 2 bed 4 person apartment layout



Typical M4(2) 1 bed 2 person apartment layout



7.10 Refuse & servicing strategy

Th new residential homes will incorporate sufficient internal waste storage containers to promote the segregation of recyclable materials at source.

The residential cores will be provided with dedicated bin stores at ground floor level to store all of the refuse, recycling and food waste bins. Residential access to the stores are provided internally at ground floor and travel distances have been kept to a minimum.

The residential bin stores will be designed to BS5906:2005 standards and the capacity of the waste storage has been calculated in line with Spelthorne Borough Council (SBC) guidance and has been reviewed by the SBC Waste Officer.

As part of the alterations to Elmsleigh Road, two servicing bays will be provided to enable refuse collection and servicing from both of the building cores. The loading bays will be designed as reinforced footway to dissuade unauthorised use. The bays are located within 5m of the bin store doors to minimise loading times.

The collection operatives will collect the bins on the scheduled days; fortnightly for refuse and recycling, weekly for food waste. Dedicated zones within Building A are provided for bulky waste.

Refuse and recycling

2x240 Litre bins per property  
206 Homes = 98,880 Litres required

Building A = 50 x 1100l = 55000l  
Building B = 41x 1100l = 45100l

Food waste

Every 10 apartments, 2x140 Litre Food Waste Bins

206 homes = 5,768 Litres required

Building A = 23 x 140l = 3220  
Building B = 19 x 140l = 2660

Total food waste proposed = 5880 Litres

- Key
- Proposed refuse strategy loop
  - ▲ Access to refuse stores
  - Managed temporary refuse collection point
  - Refuse store

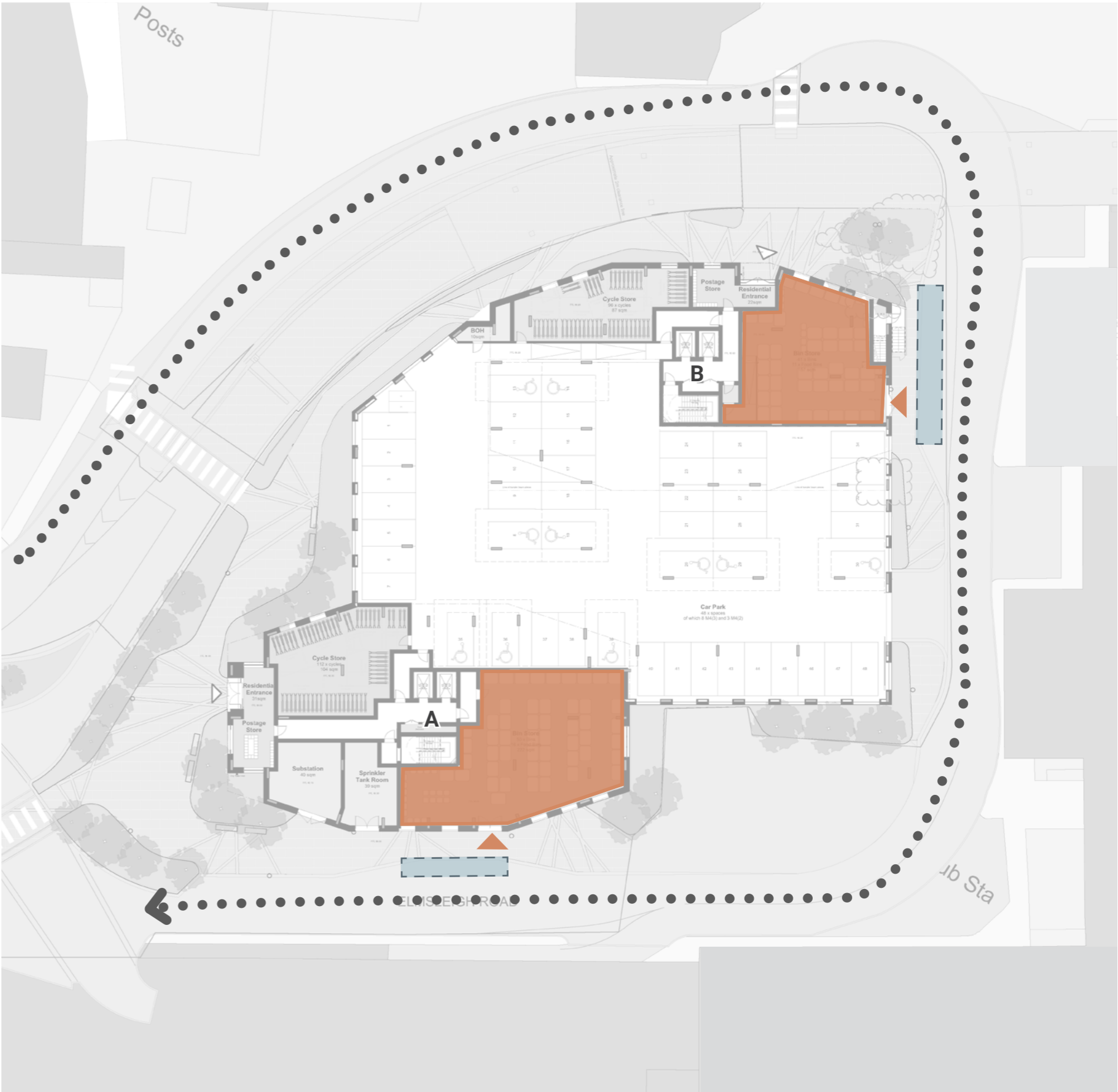


Diagram indicating refuse & servicing strategy

7.11 Parking, cycling & vehicular movement

The principles of vehicle movement around Elmsleigh Road remain the same but the layout proposed has been done so to improve pedestrian connectivity to the town centre through reallocation of road space.

Vehicles enter Elmsleigh Road off Thames Street and then circulate clockwise around the site. The secure residents' car park is accessed to the east of the site. Two loading bays are provided in close proximity to either residential entrances.

Two car club spaces will be provided as part of the development to give future residents a viable alternative to private car ownership. On-site visitor parking is not provided due to the number of surrounding local public car parks.

The road improvements proposed to Elmsleigh Road have gone through a series of reviews with Surrey County Council with the final agreements to the highways works to be agreed in separate s278 discussions.

A thorough analysis and justification for the car park numbers is provided in the transport report that accompanies this application. In summary the provision is as follows:

50 parking spaces (including 10 accessible spaces), comprising:

- 38 Standard
- 10 Accessible
  - 8 M4(3)
  - 2 M4(2)
- 2 Car club spaces

Residential cycles stores for each building are located at ground floor and are accessed internally from the car park. The cycle stores are both covered and secure.

- 220 Cycle spaces, comprising:
- 208 Long-stay for residents
  - 12 Short-stay for visitors

- Key
- Primary vehicular route: Thames Street
  - ▲ Route into car parking (under podium)
  - Cycle store location
  - Car Club spaces
  - Parking bays
  - Motorcycle parking
  - Accessible Parking
  - Car park location
  - ▲ Access into cycle store

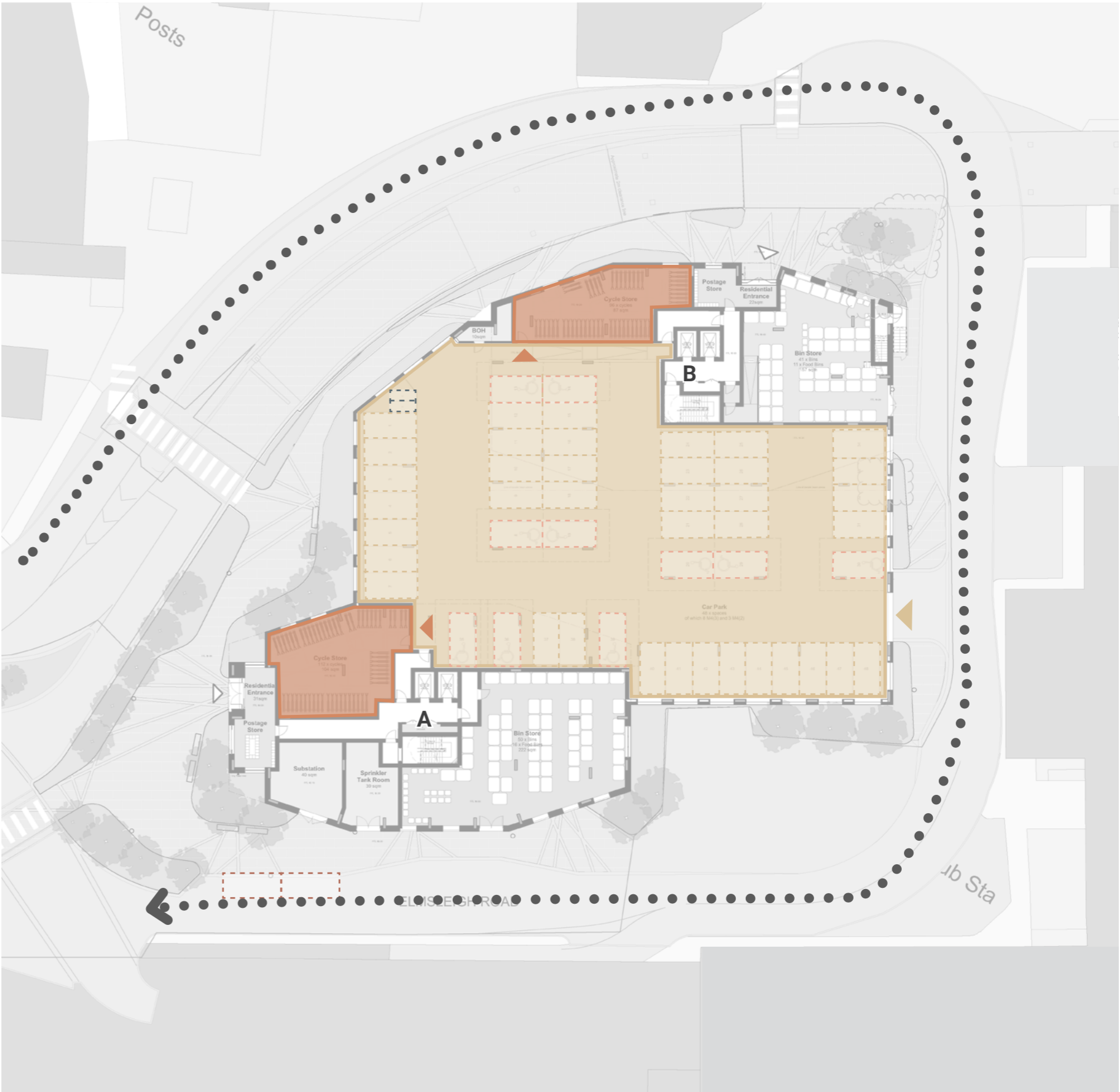


Diagram indicating parking, cycling & vehicular movement strategy

7.12 Fire strategy

Fire consultants BB7 have developed the fire strategy from the outset of the project. Fire service access is provided around the perimeter of the development by Elmsleigh Road, allowing an appliance to be able to park within 18m of either main entrance, giving access to both residential cores and dry riser inlets as shown on the adjacent plan.

The stair and lift core that serves the private residential accommodation will include a fire-fighting shaft, with dry rising fire main and a fire-fighting lift.

The escape distances from residential apartments to the escape cores are below 15m and therefore do not require a fire engineered solution.

Plant rooms and sprinkler tanks have been sized to allow for sprinklers to all residential apartments as well as the car park.

7.13 Means of escape

All features and materials comply with Approved Document Part B (2018). In addition, a management plan will be prepared for the evacuation of the buildings together with the preparation of a Personal Egress Emergency Plan.

Together with the Fire Alarm System, sprinkler system and the Personal Egress Emergency Plan, the buildings are designed to provide, according with their different uses, safe evacuation routes in the case of emergencies.

In the event of a fire and flood incident taking place at the same time, residents of Building A can escape down through the residential stair core and across the podium and down through either Building B fire fighting stair to a level of 15.8m or a dedicated flood escape stair to an external level of 16.5.

Key

● ● ●

Access for fire engine: via Thames Street

▲

Proposed dry riser inlet location (at ground floor)

■

Dry riser location

|||||

Fire service access within 18m

●

Escape stair and fire fighting lift

●

Flood escape stair

●

Sprinkler and plant room location

●

Fire tender vehicle

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Internal escape route

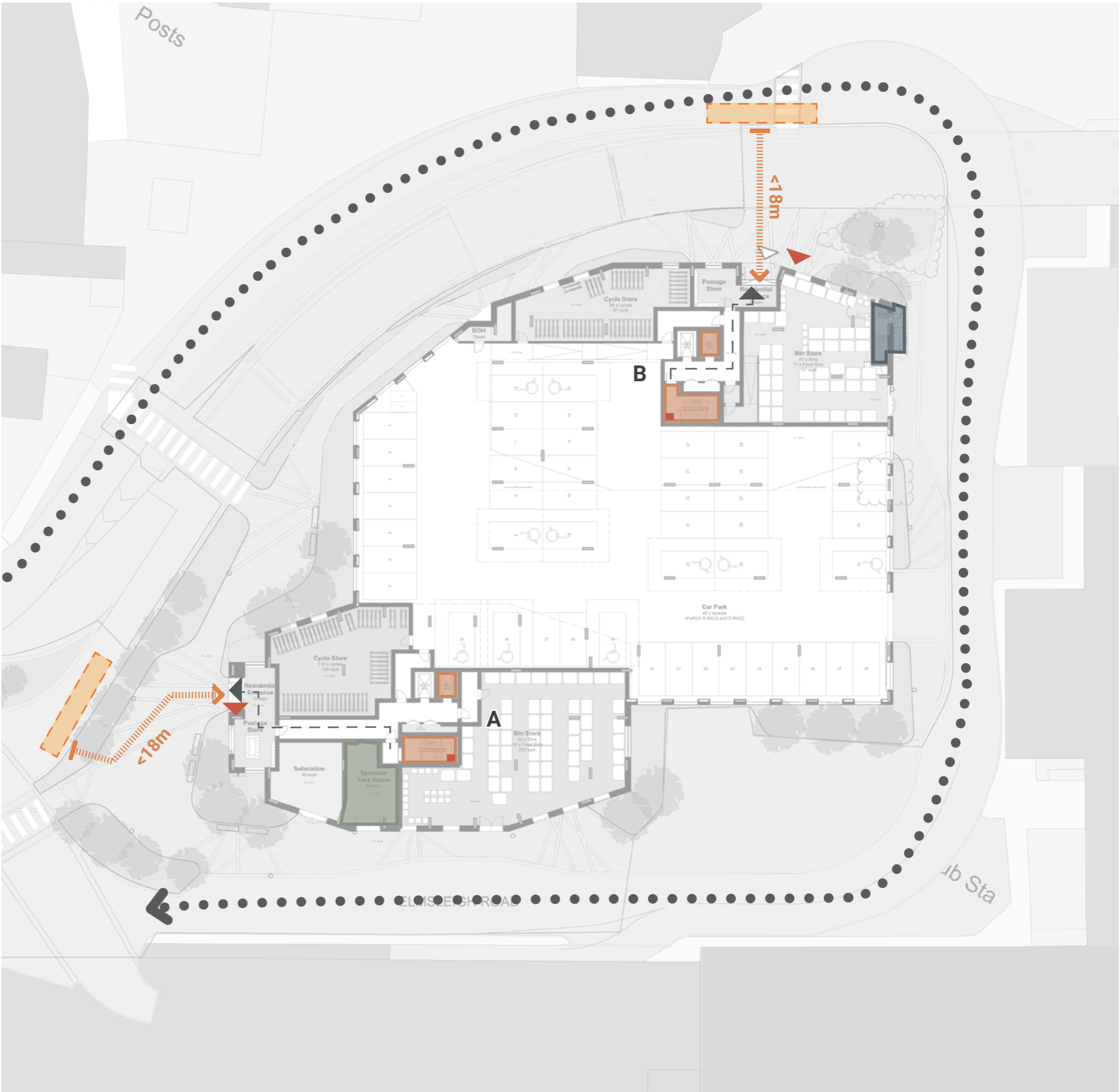


Diagram indicating fire strategy

7.14      Secured by Design & safe access

Early engagement on Secured by Design (SBD) has been undertaken with Vic Smith from Surrey Police. He confirmed the overall design and layout is able to incorporate the additional security solutions that Secured By Design seeks.

Suitable external lighting and landscape design will be incorporated to create a safe environment around the perimeter of the buildings. A combination of up-lighters (illuminating the building and trees) and down-lighters (illuminating walkways) will be used to create well-defined routes across all approaches to the site and entrances.

There are a number of routes to both entrances, giving residents a choice of how they reach their building - they are not just restricted to access via Thames Street, but can also walk through from the high street through Goodmans Place. Both routes will have good surveillance from numerous homes above making the area far safer than its current condition by its delivery.

The scheme has been designed to comply with Approved Document Q: Security, and all residential access points will be safe, attractive and welcoming. The car park is private and will be kept secure by a remote access gate.



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Document Control Form

Project number	A3445
Project title	Elmsleigh Road, Staines
Document title	Design & Access Statement
Client	Inland Homes
Document status	Revision 1
Date of issue	28 September 2020
Prepared by	Jo McLean - Architectural Assistant
Checked by	John Lynch - Associate Director

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Status	Revision	Date issued	Prepared by	Checked by
P1	R1	28/09/2020	JM	JL