

9.6 Refuge Strategy

Storage and Removal

All waste for the Proposed Development is to be collected via the loading bay for collection by either private waste companies or the council.

For the Stamford Building the waste room is located at Basement Level 02. Residents of the Stamford Building place their waste in a tri- separator waste chute at the ground floor. Residents of the Paris Building take their waste directly to a waste room on Basement Level 01.

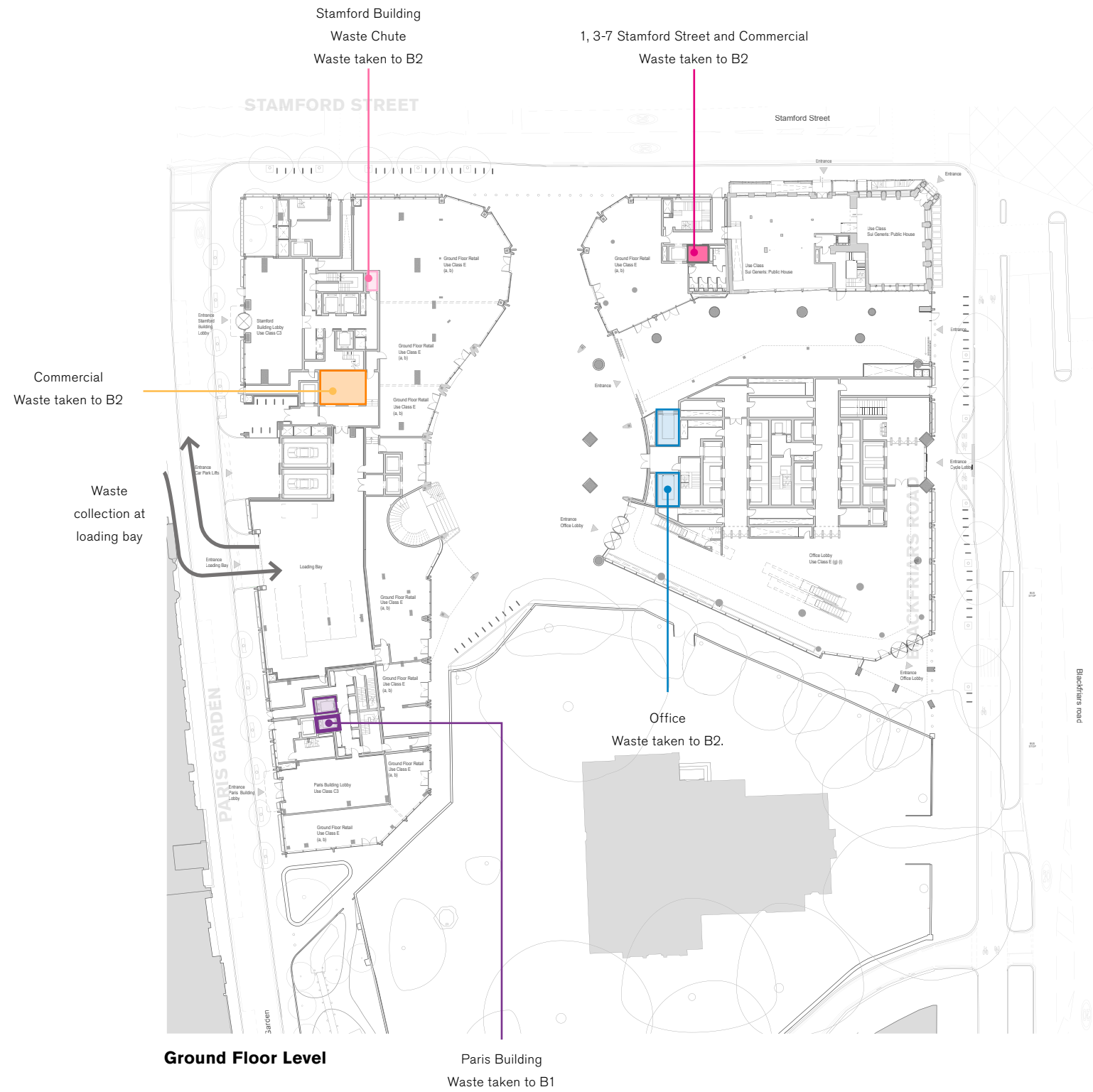
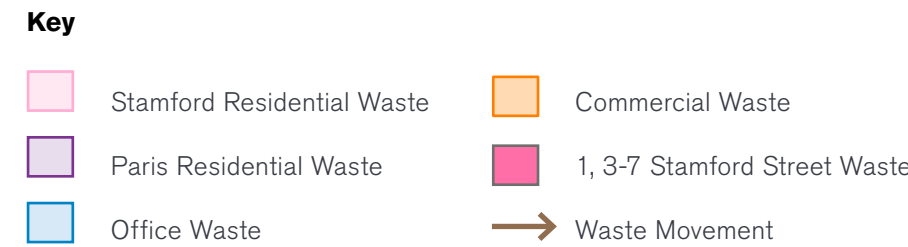
Retail units will be required to dispose of their waste in the commercial waste room located on Basement Level 02. This will be achieved either by the tenants themselves taking the waste to the loading bay, by using the goods lift to access the waste room, or as part of a coordinated managed plan by the respective FM team.

Waste created by the office tenants will also be coordinated and removed as part of a managed plan by the development team. This will use one of the goods lifts located within the Office Building and be taken to the dedicated waste room at Basement Level 02.

Once waste has been sorted and stored within the allocated waste rooms on Basement Level 1 and Basement Level 2, the management team will remove the waste by transporting it to the loading zone where it will be taken off site.

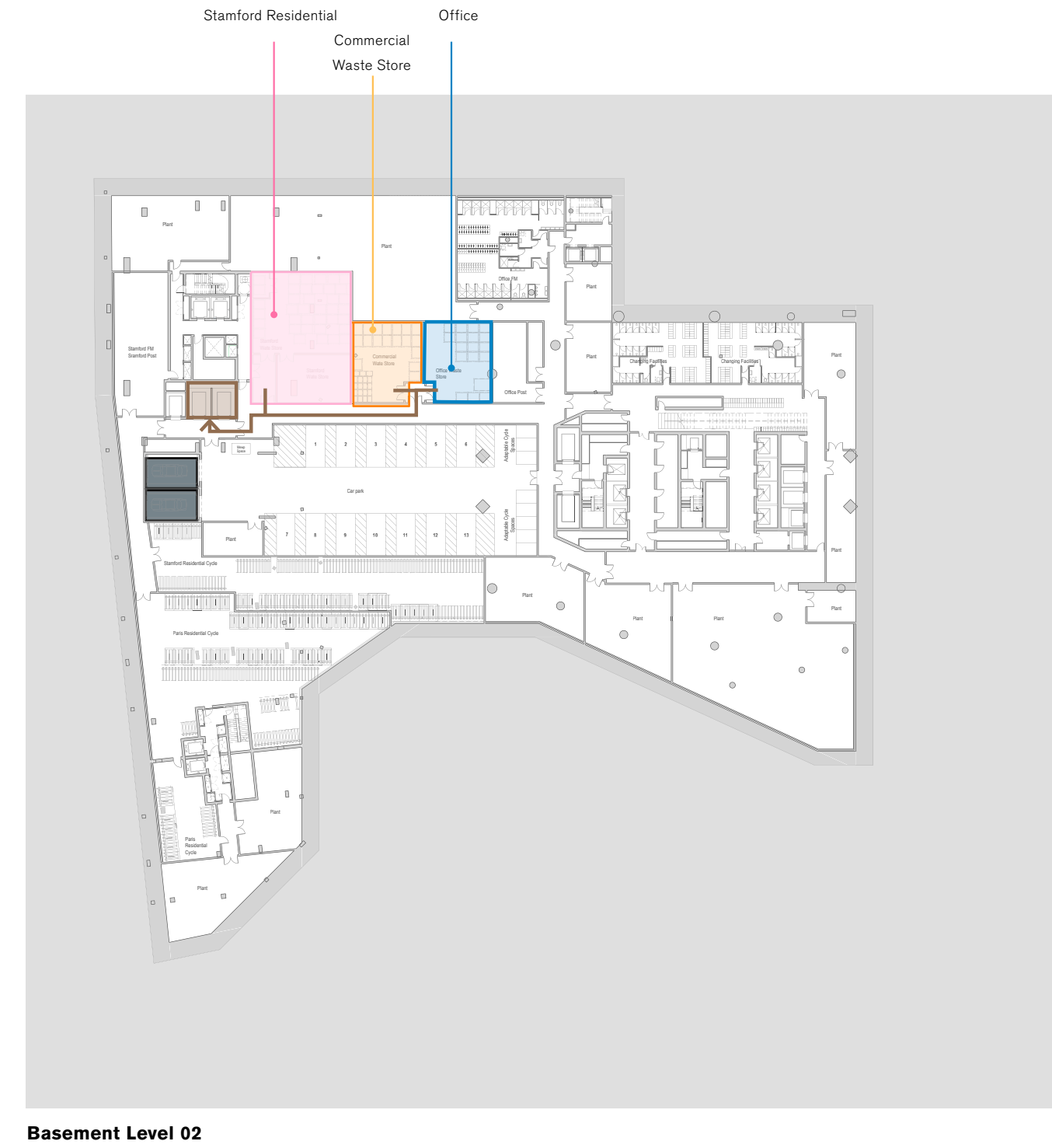
This will be a carefully coordinated operation to ensure waste is only brought up to the loading bay on the expected collection day, so as not to impede normal service in the area. Both council and private waste removal trucks will pull in to the loading bay, off the public highway whilst emptying the bins.

For further information and tracking drawings refer to ARUP Waste Management report. For further information regarding Facade Access and Maintenance, refer to sub-chapter 10.2 within the Appendix



9.6 Refuge Strategy

Storage and Removal



9.7 Secure by Design

Security Points

The integration of security measures into both public and private elements of the scheme has been of principal importance throughout the design process. Security consultants QCIC have been involved from an early stage to inform key decisions in the planning of the Proposed Development.

The ground floor layout and the positioning of main building entrances were carefully considered in relationship to a range of security lines around the perimeter of the Site.

Planters at the base of the buildings act as a deterrent to vehicle access, while security bollards would control the access to and from the public realm. The loading dock in particular is an area that needs to be regularly accessed throughout the day; to ensure the premises are secure, a dedicated room would monitor the vehicle access through the loading bay via surveillance cameras.

The visitor cycle store is located in the basement level B1. A receptionist is stationed at the Office cycle lobby at ground level to assist with visitor access, whilst turnstiles provide a secure access to the tenant's cycle store.

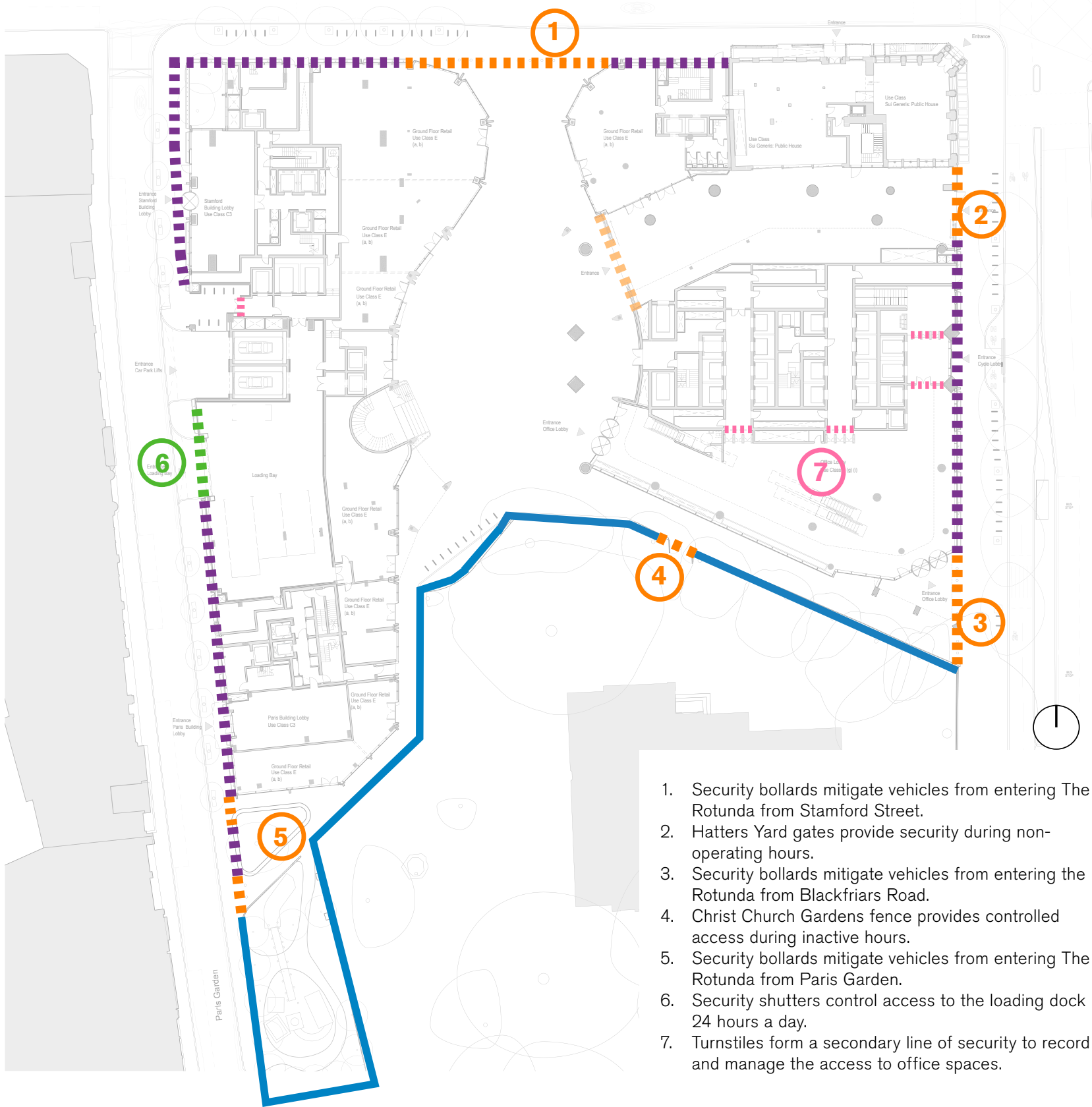
Throughout the development of the scheme, the security strategy was carefully considered to mitigate spaces that may foster crime and antisocial behaviour, while simultaneously avoiding the need for excessive security such as lighting, barriers, or cameras within the public realm.

For further information on the security strategy refer to QCIC Security Statement.

Key

- ■ ■ ■ ■ Loading Dock Security
- ■ ■ ■ ■ Visual deterrent for Vehicle Collision
- ■ ■ ■ ■ External Security Line
- ■ ■ ■ ■ Internal Security Line
- Christ Church Gardens Fence

Right :
Ground level security points.



1. Security bollards mitigate vehicles from entering The Rotunda from Stamford Street.
2. Hatters Yard gates provide security during non-operating hours.
3. Security bollards mitigate vehicles from entering the Rotunda from Blackfriars Road.
4. Christ Church Gardens fence provides controlled access during inactive hours.
5. Security bollards mitigate vehicles from entering The Rotunda from Paris Garden.
6. Security shutters control access to the loading dock 24 hours a day.
7. Turnstiles form a secondary line of security to record and manage the access to office spaces.

9.7 Secure by Design

Security and Crime Prevention Strategy

This page describes the security strategy and the design approach to physical and electronic security measures for the Proposed Development. The security design seeks to provide all users of the proposal with reassurance that they are protected by proportionate physical and electronic security measures. The combination of security measures will reduce the likelihood and impact of key security risks; enable the building security and management teams to operate the building; and assist the building security team and the police in responding to and investigating security incidents.

The design team have liaised with the local DOCO and CTSA departments when developing the scheme design and have received positive feedback on security considerations. Meeting minutes are available on request.

Crime Prevention

Initial advice from the Metropolitan Police Architectural Liaison Officer has been taken and will continue to inform the design as it progresses.

In terms of crime incidence, the Site is in an area of average crime. The principal criminal activity is theft and robbery with some instances of vehicle crime and anti-social behaviour. Given the nature of the location and surrounding land uses, burglary and theft remains something against which to guard.

Secured by Design

Secured by Design is a police initiative to guide and encourage those engaged within specification, design and build of new homes to adopt crime prevention measures in new developments.

The six core principles of Secured by Design and how they relate to the development are outlined as follows:

1. Integrated Approach

The layout of the proposals provides a clear definition and legibility between public and private space ensuring there are no conflicts between security requirements and uses. All security elements of the project will be considered and designed together, in a holistic approach. This makes

for better, leaner, more cost effective, more user-friendly security.

2. Environmental Quality and Sense of Ownership

The proposal for the public realm will ensure a safe and pleasant place to be when in and around the development.

The considered approach to embed the building within the context will create a sense of familiarity for users.

3. Natural Surveillance

Places where all publicly accessible spaces are overlooked.

The facade has been designed to connect the user from inside to out. Therefore, around the entirety of the Site there is a large proportion of glazing overlooking the public realm and creating natural surveillance.

All areas in and around the Site will also be under surveillance from CCTV and sufficient uniform lighting will illuminate all access and enclosed areas.

4. Access and Footpaths

Places that promote a sense of ownership, respect, territorial responsibility and community.

Given the concentration of residential units, it is hoped that groups of people recognise each other, forming good neighbourly security awareness.

The main access points to the building will be staffed and overlooked by a full-time concierge with access to CCTV to monitor potential intruders. Access control systems will be provided to all entrances.

5. Open Space Provision and Management

Places that include necessary, well-designed security features.

All areas that are privately owned but have public access will be closely surveilled and managed during the hours

of darkness by the security team. The management and security procedures carried out by the development staff will consider the safety and security of the development.

6. Lighting

Places where the level of human activity is appropriate to the location and created a reduced risk of crime and a sense of safety at all times.

It is proposed that the employment of CCTV and lighting incorporated discreetly shall mitigate threats in trafficked areas. CCTV and lighting will also be employed in the service areas and loading bay entrance on Paris Garden.

Building Security

The building design shall seek to adhere to the principles of secured by design. The buildings will be compartmentalised to provide layers of security from the perimeter to typical floors, access control lines will be underpinned by a comprehensive video surveillance scheme.

For further information on the security strategy, please refer to the Security Statement.

9.8 Access Strategy

Overview

The following information is a summary of DBA's Accessibility Statement, refer to DBA's full Access Statement for further information. The scheme has been developed in accordance with the access objectives of the following:

National Regulations

- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 1: Dwellings, HM Government, 2015 edition incorporating 2016 amendments. (Hereafter 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. Note: Amendments to AD M Volume 2 published in July 2020 take effect on 1 January, 2021 (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 1: Dwellings, HM Government, 2019 edition incorporating 2020 amendments.. (Hereafter 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 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.

National Planning Policy

- National Planning Policy Framework (NPPF), Ministry of Housing, Communities and Local Government, 2021

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.
- Housing Supplementary Planning Guidance, London Plan 2016 Implementation Framework, Mayor of London March 2016.

Local Policy

- The Southwark Plan 2019-2036, Southwark Council, February 2022.
- Blackfriars Road Supplementary Planning Document, Southwark Council, January 2014.
- Residential Design Standards SPD, Southwark Council, October 2011.
- New Homes Design Standards, Southwark Council, June 2015.Interpretation of Standards

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.

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.

It is therefore 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.

Building regulations and listed building consent

The development site contains a Grade II listed Buildings; 3 - 7 Stamford Street and 1 Stamford Street.

The scope for making alterations to improve access in historic or listed buildings is limited by the need to protect and conserve the architectural features of the existing fabric. A guiding principle for alterations to historic buildings is that the alterations should be reversible wherever possible, enabling the building to be restored to its original condition if required some time in the future.

As a result, it may be possible that Listed Building Consent can override some of the guidance of Approved Documents M, Volume 2 and K, particularly for existing building improvements. The Proposed Development will meet with building regulations as far as possible.

The Equality Act cannot override listed building consent. However, where a material alteration is impracticable, service providers and employers still need to meet their duties under the Equality Act using other reasonable means (e.g. by making an alternative entrance accessible or by adopting a managed approach to access). Any alternative provision should be agreed with the relevant approvals authority and be recorded in the building's post-completion Access Management Plan.

Equality Act

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.

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.

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 Proposed 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.

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.

Summary of Access Provisions

The Proposed Development at this stage demonstrates that a good level of inclusive design will be achieved by the finished scheme, given the constraints of the existing buildings.

The key access provisions for the Proposed Development include:

- Incorporation of the principles for inclusive design wherever possible
- 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 homes
- Accessible cycle parking space for residents,staff and visitors
- Inclusion of mobility scooter parking at level B2
- Wheelchair-accessible sanitary facilities alongside cycling facilities, at office levels and at all reception areas
- Step-free access to all parts of the buildings, including balconies and roof terraces
- 90% of dwellings will be designed to meet Building Regulation M4(2)
- 10% of the dwellings will be designed to meet building regulation M4(3)
- Access to a second lift for all residents of wheelchair accessible homes at upper levels; and
- One evacuation lift per core in line with the London Plan 2021.

9.8 Access Strategy

Overview

Items where it has not been possible to meet with the Building Regulations Approved Documents include:

- 3 - 7 / 1 Stamford Street listed building.

General Sanitary Provisions

General WC's with communal access will have wheelchair accessible criteria. The accessible WC's will be sized to accord with good practice recommendations. Key criteria for sanitary facilities include:

- All doors to sanitary facilities will have a clear opening width in line with Table 2 of ADM Vol.2 and will be capable of being opened outward, from the outside, in an emergency.
- Standard WCs will accommodate a 450mm diameter turning circle clear of the door swing, walls and sanitary fittings.
- All standard separate sex washrooms include an ambulant disabled cubicle with outward opening door and grabrails.
- There will be a 1500mm diameter clear turning circle to manoeuvre in front of wheelchair-accessible WCs.

General Emergency Egress Provisions

The Fire Strategy for the Proposed Development will take precedence over this section. The strategy will include 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 will 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;
- Use of lifts as part of the evacuation strategy. Note: The London Plan 2021 (Policies D5 Inclusive Design and D12 Fire safety) requires lifts suitable for evacuation regardless of building height; and
- Management procedures that include the appointment and regular training of staff to assist with the evacuation of disabled people.
- 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.



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Public Transport

The Proposed Development site has a Public Transport Level (PTAL) of 6b which is defined as having excellent access to public transport.

Buses

All areas of the development have convenient access to accessible public bus services. Bus stop locations are within a maximum 100m walking distance from the Site (2 minute walking distance). Bus stops locations for these routes are located on Stamford Street and Blackfriars Road respectively.

Rail Services and London Underground

The Proposed Development is within walking distance of Waterloo Station and Southwark underground station, both of which have step free access from street to the trains /step free access from street to platform and staff assistance is required at the platform level according to TfL.

Blackfriars Rail station southern entrance is also located within 240m of the Site and is served by mainline rail and the London Underground network.

Drop off points

All roads around the development are red routes. Taxis and private vehicles will be able to stop on Paris Garden for informal drop-off of passengers.

Car Parking

The Southwark Plan requires accessible car parking spaces to be provided up to a maximum of one per wheelchair user dwelling. The Proposed Development provides 12 spaces in line with the requirements from the London Plan for day-1 provision. 1 club car space is also provided.

All accessible car parking spaces will meet dimensional and other specifications as set out in Approved Document Part M and local authority requirements.

Parking spaces are located on Basement Level 02 which can be accessed by a lift.

Cycle and mobility scooters

A total of 3508 cycle parking spaces have been provided in the development. 5% of cycle parking spaces will be easily accessible to accommodate larger, adapted cycles or bicycles used by disabled cyclists in line with the London Cycling Design Standards (LCDS) as required in the London Plan.

Associated changing facilities/storage will be provided for office and retail employees and FM staff at levels B1 and B2

and will include wheelchair accessible facilities.

Pedestrian Access

Pedestrian access routes (PARs) are defined as the most direct and convenient pedestrian routes linking key parts of the development. They are designed to be inclusive and have access features such as gentle gradients, suitable surfaces, rest points and good lighting. All access routes in the Site run along pedestrianised areas clear of vehicular traffic and meet or exceed the regulations of Approved Document Part M Volumes 1 & 2 2015.

The PARs for the 18 Blackfriars Road development are:

- Pedestrian footways alongside the Blackfriars Road, Stamford Street and Paris Garden
- Approaches to building entrances
- Any route that provides access to a unique facility or feature of the Site, such as the new children playground; and
- Any route that connects with an adjacent pedestrian route or public space, such as the connections to Sanctuary Church Gardens.
- All access routes in the Site run along pedestrianised areas clear of vehicular traffic.

Public and Commercial Entrances

The following section refers to the two grade II listed buildings and proposed retail within the Podium. Both listed buildings are being refurbished and their level of accessibility will be upgraded wherever possible. Commercial retail units will be delivered as shell and core and the fit-out, including provision of a lift, will be the responsibility of the tenant and in all respects will be required to comply with 'Approved Document Part M.'

New accessible 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, and external weather protection. Doors will have nominally level thresholds (or a maximum up stand of 15mm if raised thresholds are unavoidable). Proposals for the refurbishment of existing entrances will comply with AD M Vol.2 wherever possible, where listed building consent permits.

Public and Commercial Horizontal Circulation

Details of horizontal circulation will be developed further at a subsequent stage of design development; details of all tenant fit-out of areas will form a separate application.

Elements of horizontal circulation such as internal doors, internal lobbies, and corridors will be designed to meet the guidance of AD M Vol.2; good practice recommendations of BS 8300-2:2018 will be also be considered.

Public and Commercial Vertical Circulation

There will be step-free access to the affordable office spaces proposed at levels 01 to 03 and basement of the 3-7 Stamford Street and 1 Stamford Street buildings via a new passenger lift proposed in the existing stair core. The lift will meet the minimum dimensions required by AD M Vol.2.

All new and refurbished 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 300mm beyond the top and bottom riser.

Details of internal ramps will be developed at a subsequent stage of design development, however will be designed to meet AD K guidance including, but not limited to, the provision of tonally contrasting handrails, tonally contrasting ramp and landing surfaces.

Public and Commercial Special Areas

3-7 Stamford Street will occupy the ground floor and will be refurbished to meet the requirements of AD M Vol 2. wherever possible.

Podium Entrances

New accessible 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, and external weather protection. Doors will have nominally level thresholds (or a maximum up stand of 15mm if raised thresholds are unavoidable).

Podium Horizontal Circulation

Elements of horizontal circulation such as internal doors, internal lobbies, and corridors will be designed to meet the guidance of AD M Vol.2; good practice recommendations of BS 8300-2:2018 will be also be considered.

Corridors will generally be wider than 1500mm, and no less than 1200mm wide in any case. Internal doors will have a minimum clear opening width of 800mm through a single leaf door, or one leaf of a double leaf door; and will have 300mm clear space to the leading edge on the pull side of the doors.

Podium Vertical Circulation

All lifts will exceed the minimum dimensions required by AD M Vol.2. Details of passenger lifting devices will be developed at a subsequent stage of design development, however lifts will be designed to meet the guidance of AD M Vol.2, and, for

passenger lifts, BS EN 81-70.

All stairs will be at least 1200mm wide and 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 300mm beyond the top and bottom riser.

Podium Affordable Office Space

Independent units of affordable office will be provided at levels 01, 02 and 03 of Stamford Building and Paris Building. The internal fit-out will be the responsibility of the tenant, however all entrances will be accessible and meet the provisions of AD M Vol.2.

Podium Terraces

Good practice guidance of BS 8300-1:2018 will be considered.

Basement and Plant/ Storage Areas

The strategy for the basement is to provide the necessary service functions for the Proposed Development in an efficient manner which will not compromise or jeopardize the quality of the pubic realm.

Basement Horizontal Circulation

Elements of horizontal circulation to serve back of house areas such as internal doors, internal lobbies and corridors will be designed to meet the guidance of AD M Vol.2; good practice recommendations of BS 8300-2:2018 will be also be considered.

Basement Vertical Circulation

Details of goods lifting devices will be developed at a subsequent stage of design development, however lifts will be designed to meet the guidance of AD M Vol.2.

Office Entrance

The Office Building accessible entrances will have level access over the threshold and conform with the requirements of AD M, with a 1m clear opening width through at least one leaf. Weather protection will be provided over the office entrances by the projecting podium above.

The office reception lobby will be designed to meet AD M Vol.2. Security barriers between the office reception and lift cores will feature at least one barrier in each location with a minimum clear-opening width of 1000mm.

Office Horizontal Circulation

Corridors will generally be wider than 1500mm, and no less

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than 1200mm wide in any case. Passing places 1800mm wide x 1800mm long will be provided at junctions in corridors that are less than 1800mm wide.

Internal doors will have a minimum clear opening width of 800mm through a single leaf door, or one leaf of a double leaf door; and will have 300mm clear space to easily-adaptable dwelling, as a minimum.

Office Vertical Circulation

Details of passenger lifting devices will be developed at a subsequent stage of design development, however lifts will be designed to meet the guidance of AD M Vol.2, and, for passenger lifts, BS EN 81-70. Passenger lifts are provided for everyday use by office tenants and visitors to the building. These lifts have internal dimensions of 1700mm x 2000mm and a clear door opening width of 1200mm, which exceed the requirements of AD M. All passenger lifts have a clear 1500 x 1500mm space directly in front of the lift doors.

Proposed Office cycle lifts exceed the dimensions recommended by London Cycling Design Standards and will be 1.7m x 2.6m with a lift door clear opening width of 1m.

Goods lifts will be designed to meet AD M and BS EN 81-70:2018 requirements.

Fire lift cars will have minimum dimensions of 1100mm width by 1400mm depth and will be designed to meet AD M and BS EN 81-70:2018 requirements.

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.

Escalators will be designed considering the guidance of BS 8300 and BS EN 115-1.

Office Terraces

Details of terraces will be further developed at the next stage of design development and will consider the good practice guidance of BS 8300-1:2018.

Residential Entrance

Accessible entrances will be designed to meet the guidance of AD M Vol.1.

The communal entrance to a residential part of the building

will be covered by 1200mm x 1200mm as per AD M Vol. 1 Category 2 and 3 standards. A 1500mm by 1500mm level landing will be provided in front of all communal entrances, clear of any door swings.

Entrance doors will be designed to provide a minimum clear opening width of 850mm, through a single leaf of double doors. The thresholds will be nominally level, with a maximum upstand of 15mm.

Residential Horizontal Circulation

The residential accommodation will be accessed from internal communal corridors. All communal corridors will generally be 1500mm or wider, and no less than 1200mm, allowing sufficient space for wheelchair users to easily manoeuvre, and to pass in opposite directions at maximum 10m intervals. There will be a 1500mm 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 850mm through a single leaf door, or one leaf of a double leaf door; and will have 300mm clear space to the leading edge on the pull side of the doors and 200mm clear space in the push side.

Residential Vertical Circulation:

Standards 15 and 16 of London Plan Housing SPG (March 2016) requires that all dwellings entered at the seventh floor (eighth storey) and above should be served by at least two lifts. Southwark Plan 2022 requires access to a second lift where wheelchair accessible or wheelchair adaptable units are above the ground floor.

AD M Volume 1 Category 2 and 3 require a step-free access to all dwellings.

All car lifts will be designed for thirteen people, exceeding the minimum internal car size of 1100 mm x 1400 mm required by AD M Volume 1. All lift doorways will provide a minimum clear opening width of 800 mm and there will be a clear landing of at least 1500 x 1500 mm in front of all lift entrances.

Stairs will be 1200mm wide and 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 300mm beyond the top and bottom riser.

Residential Communal Amenities and Terraces

All routes to the amenities will be step-free via lift and will meet the requirements of AD M Volume 1 Category 2 and 3.

The good practice guidance of BS 8300-1:2018, including provision of a variety of seating, will be considered.

Residential Refuse Stores

The route from the dwellings to the refuse chutes will meet the requirements of AD M Vol.1 and will provide clear manoeuvring space greater than 1500mm in front of the door to the chute. The horizontal distance between any dwelling and its refuse collection point will be less than thirty metres to ensure compliance with Part H of the Building Regulations.

The reach range for the chute handle should be between 850mm and 1150mm AFFL to facilitate use by wheelchair users and ambulant disabled users, in accordance with reach ranges given in BS8300- 2:2018.

Residential Accessible Housing

In line with the London Plan 2021, 90% of the dwellings have been designed to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'; and 10% of the dwellings have been designed to meet Building Regulation requirement M4(3) 'wheelchair user dwellings'.

Wheelchair user dwellings have been distributed throughout the development, across type, size and level, as far as possible. For the purposes of the Proposed Development, the wheelchair user dwellings have been designed as follows:

- Private wheelchair user units have been designed as Wheelchair adaptable units
- 10% of [Social Rented] homes will be wheelchair user dwellings designed as Wheelchair accessible units, in line with Southwark Plan 2022.

