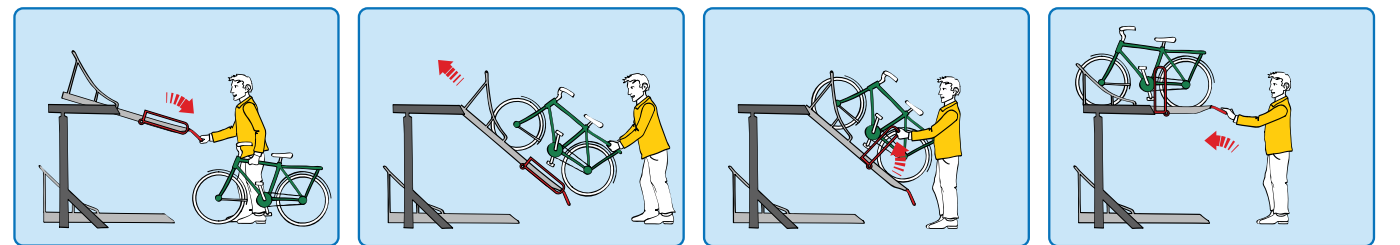
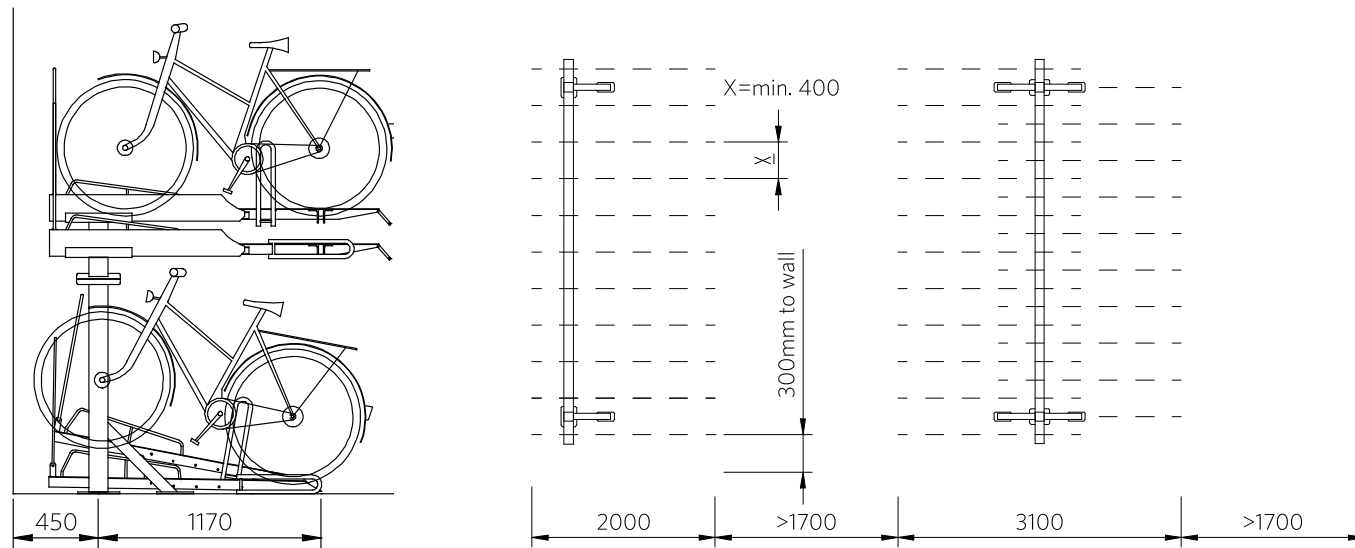


Cycle spaces for tenants of the uses above or visitors specific to those uses are designed in line with the London Plan and are provided using the 'Josta' stacking system (shown right) housed within communal, use specific secure indoor cycle parking rooms.

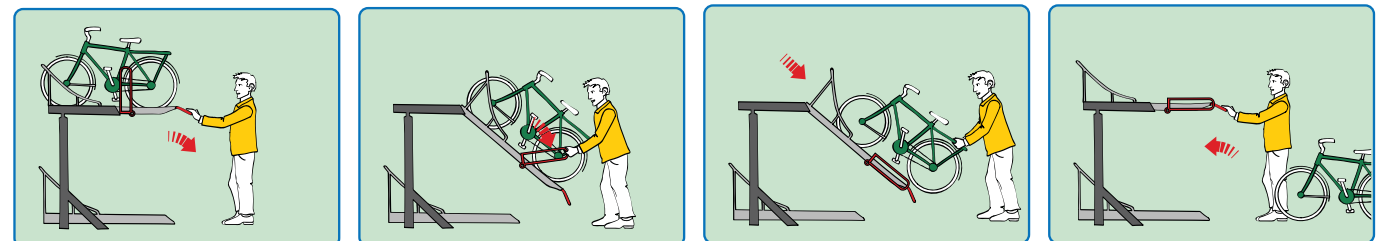
Public cycle spaces within the public realm are provided using the 'Sheffield' style stands.

Adequate space has been allowed for in the non-residential uses for changing facilities in line with the principles of BREEAM.

For further information on the cycle parking provisions please refer to the 'Transport Assessment' and 'Residential Travel Plan' prepared by ABA which form part of this application.



1. Pull down the upper rack.
2. Lift the front wheel onto the lowered rack and push forwards.
3. Raise the locking bar and lock the bike to it.
4. Lift the rack back into the horizontal position



1. Pull down the upper rack, the bike will lower slowly towards you
2. Unlock the bike and lower the locking bar
3. Hold the bike and guide backwards towards you
4. Return the upper rack to its original position

# 10.4 CAR PARKING

With close proximity to Hayes Town Centre and Hayes and Harlington Railway Station, with its frequent bus services and imminent cross rail services; a balance has been struck between providing for the relatively high car use in Hillingdon, and the need to plan for sustainable alternatives.

Summary of car parking spaces:

Ground Level Podium:

- B8 Commercial Visitor Car Space: 3
- B8 Commercial Visitor LGV Space: 3
- B1/B8 Visitor: Car Space - Accessible : 1
- C3 Residential Car Space - Accessible: 5

A total of 12 parking spaces

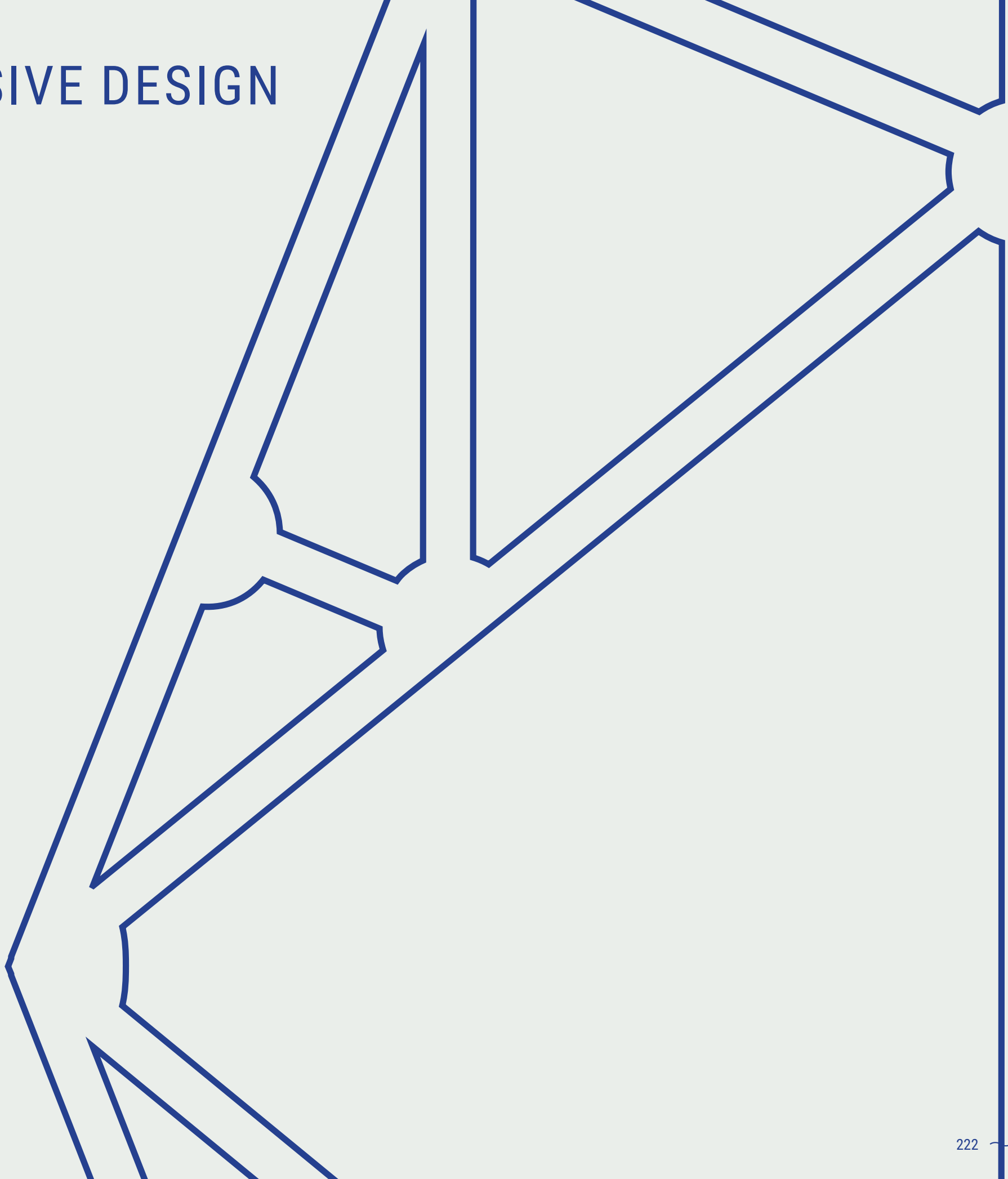
For further information on the car parking provisions please refer to the Transport Assessment, Residential Travel Plan, and Inclusive Design Statement which form part of this application.

## CAR PARKING STRATEGY



- C3 Residential Tenant - Accessible (5 spaces)
- B1/B8 Access storage Visitor - Car Space Accessible (1 space)
- B8 Access storage Visitor - Car Space (3 spaces)
- B8 Access storage Visitor - LGV Vehicle (3 spaces)
- Access to (C3 residential) on Ground Level
- Access to (B8 Storage) on Ground Level
- Fire Tender Tracking

# 11.0 ~ ACCESS - INCLUSIVE DESIGN



## 11.1 GENERAL PRINCIPLES

Access arrangements will ensure that all users are to have equal and convenient access to the development.

The proposals have been designed to meet the current Building Regulations, with the residential units meeting all the M4(2) and M4(3), where relevant, guidance.

The principles of the building regulations have supported the growing demand for choice, flexibility and independence among disabled people of all ages, as well as promoting high quality and thoughtful housing design for the general population.

The following sections provide a brief description of how the accessibility principles are incorporated into the proposals.

For further information, please refer to the Inclusive Design Statement, which accompanies the Planning Application.

The proposal will deliver significant improvements to pedestrian access and the public realm.

The nearest rail station to the site is Old Street and Angel Tube Station, both of which are on the Northern Line. Old Street has a railway service as well.

The nearest bus stop to the site is located along New North Road.

The site benefits from easy links with local facilities and shops, a wide range of retail opportunities, leisure, employment, health and education facilities within a 10 minute walk.

The site benefits from being connected to local cycle routes, as illustrated within Local Cycle Guide 6 (2015) produced by Transport for London.

For further information on the Site Access for the proposed development, please refer to the Transport Assessment, which accompanies the Planning Application.

## 11.2 SITE ACCESS & FACILITIES

The proposed development benefits from an good level of public transport accessibility, and the scheme design is targeted at creating good accessibility to local shops, services.

Parking in the east yard is for residents will only be provided for accessible spaces according to the uptake need.

Parking in the west yard is for access and loading to the self-storage facilities in the basement.

For further information on the Parking Strategy for the proposed development, please refer to the Transport Assessment and the Inclusive Design Statement, which accompany the Planning Application.

Secure, cycle space storage will be installed on the basis of Hackney's standards and TFL's guidelines.

Cycle parking for tenants is provided at ground and basement. Five percent of all cycle parking has been designed to allow large cycle equipment.

It is proposed to provide level pedestrian circulation options throughout the site whenever level changes do occur. Within the building, the communal areas of both the Commercial and Residential accommodation, and within each residential unit are level access.

The proposal will deliver significant improvements to pedestrian access and the public realm, through the creation of the new pedestrian routes throughout.

New, generous, walkways throughout the site will be designed to be clear and uninterrupted. Where external landscape changes in level occur, ramps of a gradient of 1:20 and stairs designed in line with the Building Regulations (Approved Document Part M) will be provided.

External lighting to the entrance areas will be designed to Part 3 BS5489 to ensure well lit access and reduce crime risk, as well as DFT guidance on inclusive mobility.

Main entrances will be easy to find with clearly distinguished recessed doors and signage.

Main entrance doors, will be non-powered, manually operated with door closers selected to meet the requirement of both Approved Documents Part M and B of the Building Regulations in relation to the closing force.

The Residential entrance hallway will have flooring of slip resistant materials and be kept free of trip hazards at all times. Entrance matting will be chosen to allow smooth transition whilst reducing the risk of slipping. Floor surfaces are to have low level of reflectance, with the lighting being designed to minimise danger and maximise convenience.

For further information, please refer to the Inclusive Design Statement, which accompanies the Planning Application.

# 11.3 COMMERCIAL & CAFE ACCESS STRATEGY

## LEVEL 00

The proposed development benefits from a good level of public transport accessibility, and the scheme design is targeted at creating good accessibility to local shops and services.

A fully accessible commercial parking space is provided.

Access to the fully accessible parking is to be controlled and monitored on-site, with access permitted upon request for eligible users. This will be clearly marked, well signposted and well-lit with bays 2400 x 4800mm with 1200mm transfer zones to either side.

For further information on the Parking Strategy for the proposed development, please refer to the Transport Assessment and the Inclusive Design Statement, which accompany the Planning Application.

Secure, cycle space storage will be installed on the basis of Hackney's standards and TFL's guidelines.

Cycle parking for tenants is provided at ground and basement levels depending on use. Five percent of all cycle parking has been designed to allow large cycle equipment.



- ← - - - → Key pedestrian routes
- ← - - - → Level Access
- ← - - - → Level access to Self Storage Car Parking
- ▲ Level access at Doors
- Self Storage Car Parking and loading facilities
- Cafe

# 11.4 RESIDENTIAL ACCESS STRATEGY

LEVEL 00

The proposed development benefits from a good level of public transport accessibility, and the scheme design is targeted at creating good accessibility to local shops, services.

Residential parking space is provided is solely for fully accessible spaces.

Access to the fully accessible parking is to be controlled and monitored on-site, with access permitted upon request for eligible users. These will be clearly marked, well signposted and well-lit with bays 2400 x 4800mm with 1200mm transfer zones to either side.

For further information on the Parking Strategy for the proposed development, please refer to the Transport Assessment and the Inclusive Design Statement, which accompany the Planning Application.

Secure, cycle space storage will be installed on the basis of Hackney's standards and TFL's guidelines.

Cycle parking for tenants is provided at ground and basement levels depending on use. Five percent of all cycle parking has been designed to allow large cycle equipment.



- ← - - - → Key pedestrian routes
- ← - - - → Level Access
- ← - - - → Level access to Residential Lift
- ← - - - → Level access to Residential Parking
- ▲ Level access at Doors
- Residents Circulation
- Residents Amenity Space
- Residents Parking - Accessible

## 11.5 RESIDENTIAL DESIGN

In line with the Mayor's Housing SPG (Mar 2016) 90% of Residential units will be designed to meet Building Regulations requirement M4(2) 'Accessible and Adaptable Dwellings', with a further 10% being designed to meet the requirements of Building Regulations requirement M4(3) 'Wheelchair User Dwellings'.

In total, 15no. Residential units have been designed and sized to meet the requirements of Building Regulations requirement M4(3), and as such will be able to support disabled occupation.

These are broken down as follows:

6no. 1 Bed / 1 Person Units

5no. 1 Bed / 2 Person Units

4no. 2 Bed / 4 Person Unit

All residential layouts have been designed in accordance with the Building Regulations Approved Document Part M.

There will be level access to all private balconies and communal roof terraces.

For further information, please refer to the Inclusive Design Statement which accompanies the Planning Application.

## 11.6 PART M CHECKLIST

Please refer to the Tables on Accessible and Adaptable dwellings conforming to M4(2) and Wheelchair user dwellings conforming to M4(3) 2a & 2b found within the Inclusive Design Statement which accompanies the Planning Application. These tables review the design provisions for each section of the regulations.