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Inclusive Design

## 6.0 Access

### 6.1 Introduction

#### 6.1.1 Access principles

Blossom Street is a prominent Site and aspirations for the development are high, including expectations regarding inclusive design.

#### 6.1.2 The Scheme

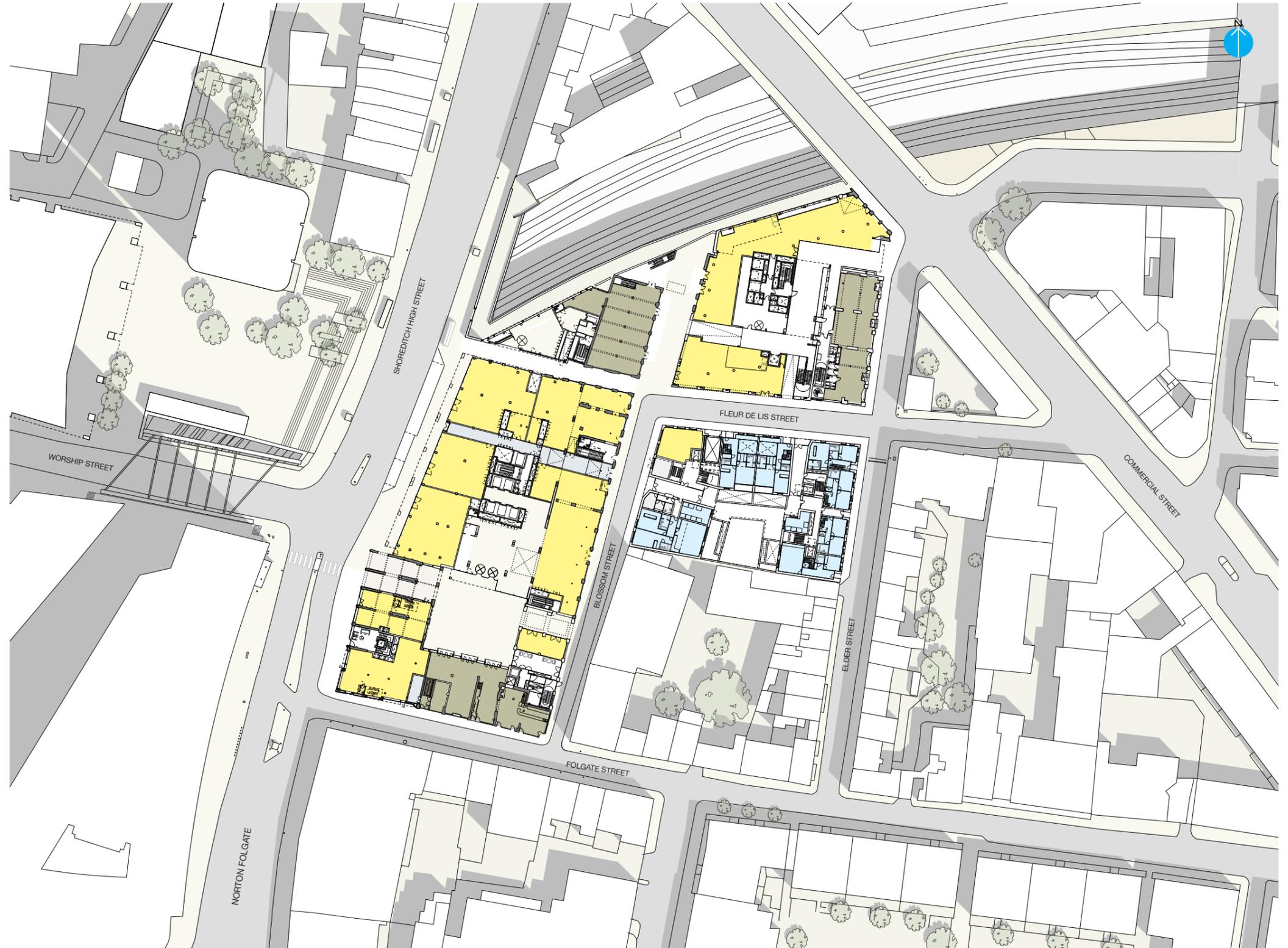
The Site occupies a prominent position on the city fringe between the existing City of London and Shoreditch, North East of Liverpool Street station. The Site lies on the Western edge of LBTH. It is adjacent to the Borough boundaries with the City of London to the South West of the Site, and London Borough of Hackney, North of the Site.

The scheme incorporates refurbishment of a number of existing buildings as well as new building to provide mixed-use facilities including residential, offices, retail.

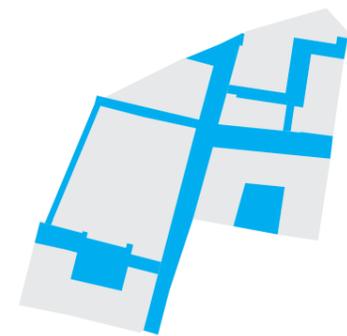
The scheme involves distinct Plots labelled S1 to S3 with the proposed uses:

- Plot S1/S1c - New building to provide commercial offices incorporating Blossom Street Warehouses and 1887 warehouse.
- Plot S1a - Refurbishment of 15-19 Norton Folgate with new build office
- Plot S1b - Refurbishment of 5-11a Folgate Street with new build office
- Plot S2 - New build office
- Plot S3 - New build residential

The BREEAM rating for new build office elements is targeted to achieve 'excellent', with retained elements targeting 'very good' whilst the new residential plot is targeting Code for Sustainable Homes level 4.



Masterplan - Ground Floor plan



### 6.1.3 Purpose of the access statement

This Access Statement has been prepared to support the Planning Application for the proposed Blossom Street development in London, and is based on a review of the proposals by AHMM, Duggan Morris Architects, DSDHA, Stanton Williams and East.

The purpose of this document is to set out the intentions for the whole of the Site in relation to inclusive design.

This Section of the DAS describes how the scheme has progressed with consideration of the principles of inclusive design to enable its use by everyone including:

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

The meaning of 'disabled' in this Access Statement is the definition stated in the Equality Act 2010.

### 6.1.4 Method of review

The Access Statement describes the access provisions of the Development using a journey around the scheme as follows:

- Arrival at the Site;
- Approaches to buildings;
- Circulation;
- Access to all facilities;
- Residential layouts; and
- The emergency evacuation strategy.

The access provisions are reviewed against the access regulations and standards that currently apply.

The report considers the requirements of all users, including:

- People with mobility impairments;
- People with visual impairments;
- Deaf people;
- Older people; and
- Small children.

Step-free external and internal routes, lifts, stairs, WCs and other access features are highlighted on access plan overlays throughout the document.

### 6.1.5 The standards

The main access standards and regulations referred to in the Access Statement are:

- *The London Plan Spatial Development Strategy for Greater London, Mayor of London, July 2011;*
- *LBTH Core Strategy 2010 and DM 4 Housing Standards;*
- *Wheelchair Housing Design Guide, Stephen Thorpe and Habinteg Housing Association, 2006;*
- *Lifetime Homes Standards, 2010, Habinteg and JRF;*
- *Housing Supplementary Planning Guidance, London Plan 2011 Implementation Framework, Mayor of London, November 2012;*
- *The Building Regulations 2010, Access to and Use of Buildings, Approved Document M (2004 edition incorporating 2010 and 2013 amendments), HMSO, 2013;*
- *The Building Regulations 2010, Fire safety, Volume 1 Dwellings, Approved Document B (2006 edition incorporating 2010 and 2013 amendments), HMSO, 2013;*
- *The Building Regulations 2010, Fire safety, Volume 2 - Buildings other than Dwellings, Approved Document B (2006 edition incorporating 2007, 2010 and 2013 amendments) HMSO, 2013;*
- *The Building Regulations 2010, Protection from falling, collision and impact, Approved Document K (1998 edition incorporating 2000, 2010 and 2013 amendments), HMSO, 2013;*
- *British Standard 8300:2009 (Amended 2010) Design of Buildings and their Approaches to Meet the Needs of Disabled People - Code of Practice, British Standards Institution, 2010; and*
- *British Standard 9999:2008 Code of Practice for Fire Safety in the Design, Management and use of Buildings, British Standards Institution, 2008.*

### 6.1.6 Interpretation of the standards

While frequently used documents such as Approved Document M and BS 8300:2009 – Design of Buildings and their Approaches to Meet the Needs of Disabled People, provide general advice, other guidance may be more specific. Access standards are in a continuing state of development with no single authoritative document as a source of reference. Instead several separately authored documents have to be referred to, inevitably revealing anomalies and contradictions. This Access Statement seeks to interpret those standards where there is an absence of clarity.

There are no nationally agreed access standards or regulatory controls governing large external areas of landscaping other than detailed design guidance provided by DfT Transport Notes such as the Guidance for the use of Tactile Paving Surfaces (1998) and best practice standards such as BS8300:2009 +A2010. This contrasts with minimum standards for buildings and their immediate approaches where Building Regulations such as Part M and other standards apply.

For primary routes and approaches to buildings and key facilities Part M is usually taken as a bench mark for determining the accessibility of the design of the public realm.

### 6.1.7 Access Aims

The Blossom Street development has been designed to incorporate the following access principles:

- To maximise access to all parts of the development, its facilities and services for all future residents, visitors and members of staff in the development;
- To meet local, regional and national access and inclusive design policies;
- To ensure that appropriate access standards are met at the outset and as part of mainstream, inclusive design wherever possible;
- To design inclusively, which means designing beyond the minimum requirements of the Building Regulations Part M to ensure that all people, regardless of age, sex or ability can use and enjoy the built environment;
- To meet the aims of the Equality Act, where applicable;
- To follow design guidance given in relevant British Standards and other currently published good practice guidance about meeting the needs of disabled people, where appropriate
- Guidance for Lifetime Homes standards is a key reference for the project
- British Land's principles for access set within British Land's 'Sustainability Brief for Developments'.

### 6.1.8 Summary of access provisions

The proposals for the development at this stage demonstrate that, given the existing constraints of the Site and locally listed structures, inclusive design will be achieved wherever feasible in the finished scheme.

The access provisions are described in later sections of this Access Statement. All provisions are designed to meet the requirements of the Building Regulations Part M 2013 and Part K 2013, according to the guidance of Approved Document M and Approved Document K unless otherwise specified.

### 6.2 Arriving at the Site

#### 6.2.1 Proposed Highway Arrangement

It is proposed that the operation of Blossom Street and Fleur De Lis Street between Blossom Street and Elder Street is altered from two-way to one-way operation. This has been discussed and agreed in principle with LBTH and TfL. The adjacent plan illustrates this arrangement.

It is also proposed that the existing loading and parking bay on Shoreditch High Street / Norton Folgate is altered as follows:

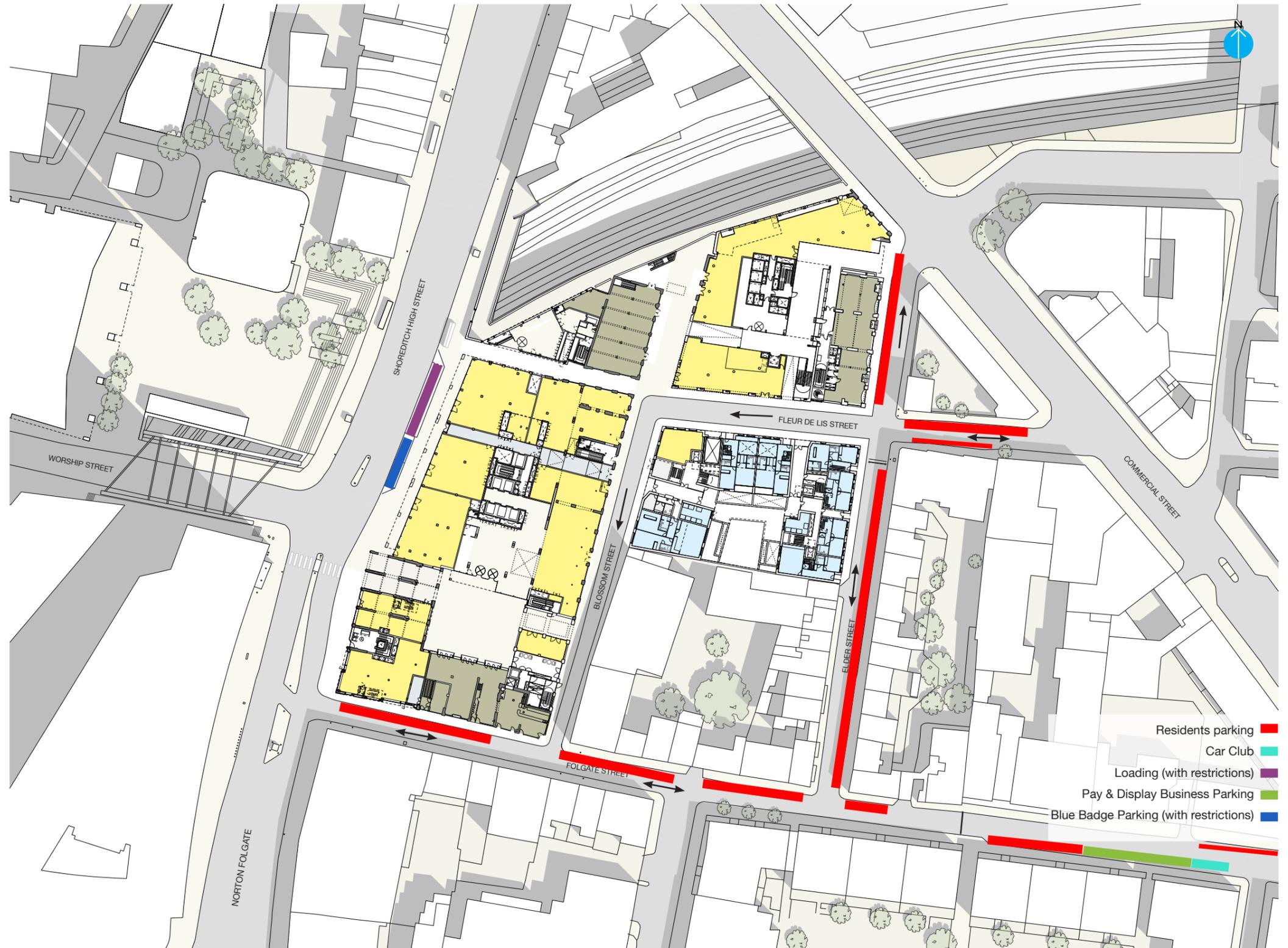
- Increased in width so that it can accommodate larger vehicles (note that the building line has been pushed back, providing a colonnade, which will provide additional footway capacity);
- Slight increase in length;
- The North section is designated as a loading facility (currently loading and disabled parking);
- The South section is designated as two disabled parking bays (currently parking);
- Levels adjusted to be continuous with the existing footway level with a ramped kerb to the carriageway and surfaces in Yorkstone setts to allow pedestrian movement when bay not in use by vehicles.

In addition it is proposed that the loading bay on Blossom Street is relocated South of its current location on Blossom Street. This has been discussed and agreed in principle with LBTH and TfL. Further redundant vehicle cross overs on Fleur De Lis Street and Blossom Street will be removed to allow continuous footway levels where possible.

#### 6.2.2 Proposed Highway Arrangement

All of the development plots can access the following public transport nodes:

- National Rail – Liverpool Street Station
- London Underground – Liverpool Street Station and Aldgate East Station
- London Overground – Shoreditch High Street Station
- London Buses - Norton Folgate / Shoreditch High Street, Worship Street and Commercial Street and Liverpool Street Bus Station



Masterplan - Proposed highways arrangement

### 6.2.3 Cyclists

All of the development plots are well served by designated cycle routes. The adjacent plan illustrates this arrangement.

#### S1a and S1b

Cycle parking is provided in the basement of S1a and S1b for the office and retail employees. This is accessed by stairs with a wheeling ramp.

#### S1 and S1c

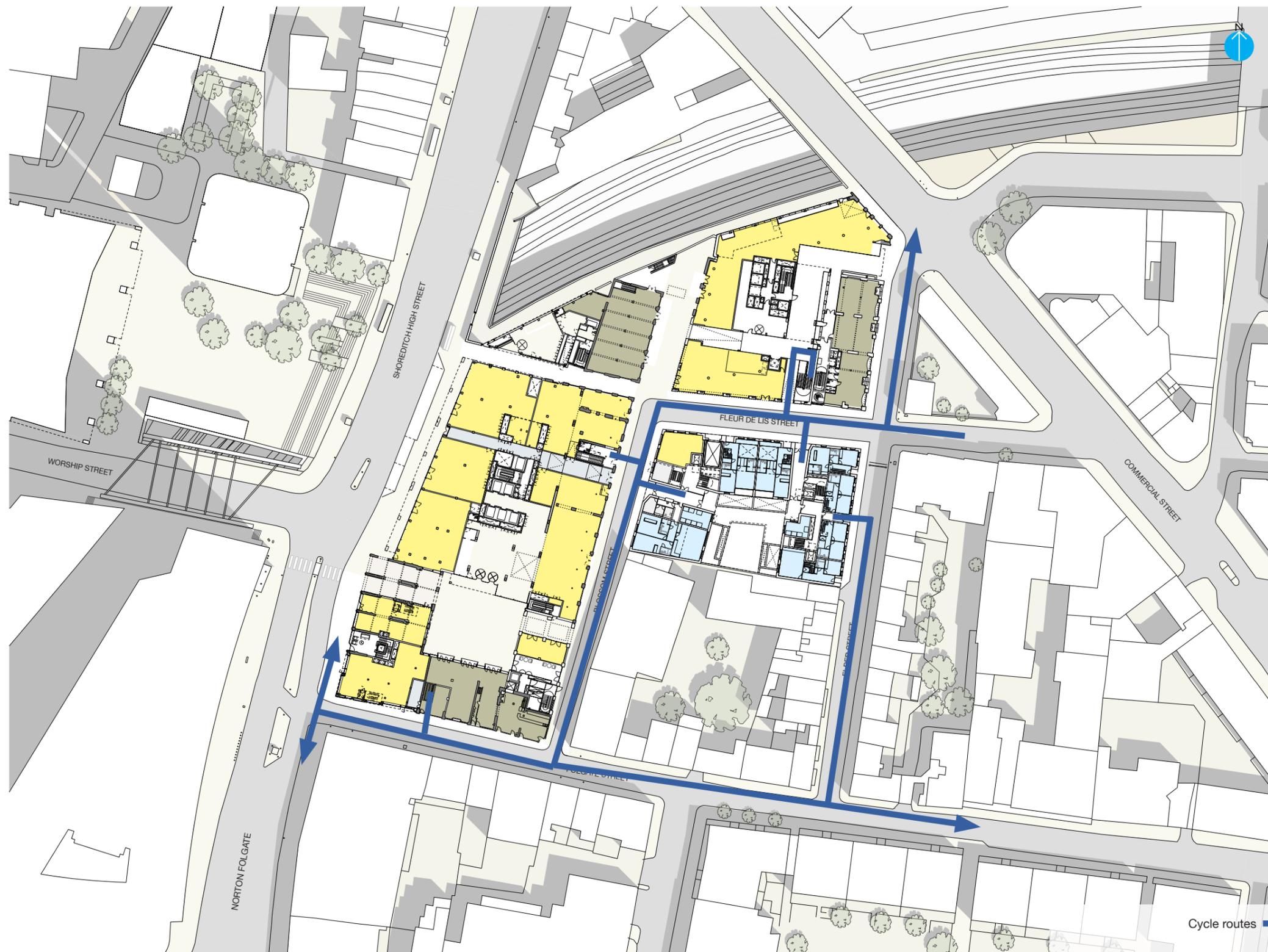
Cycle parking is provided in the basement of S1 for the S1 and S1c office and retail employees. This is accessed by stairs with a wheeling ramp. Cyclists can also use the goods lift provided to access the basement.

#### S2

Cycle parking is provided in the basement of S2 for the office and retail employees. This is accessed by stairs with a wheeling ramp. Cyclists can also use the goods lift provided to access the basement.

#### S3

Cycle parking is provided in the basement of S3 for the residents and visitors. This is accessed by stairs with a wheeling ramp or a lift. Separate access is provided for both the private and affordable elements.



Masterplan - Proposed cycle access

Cycle routes

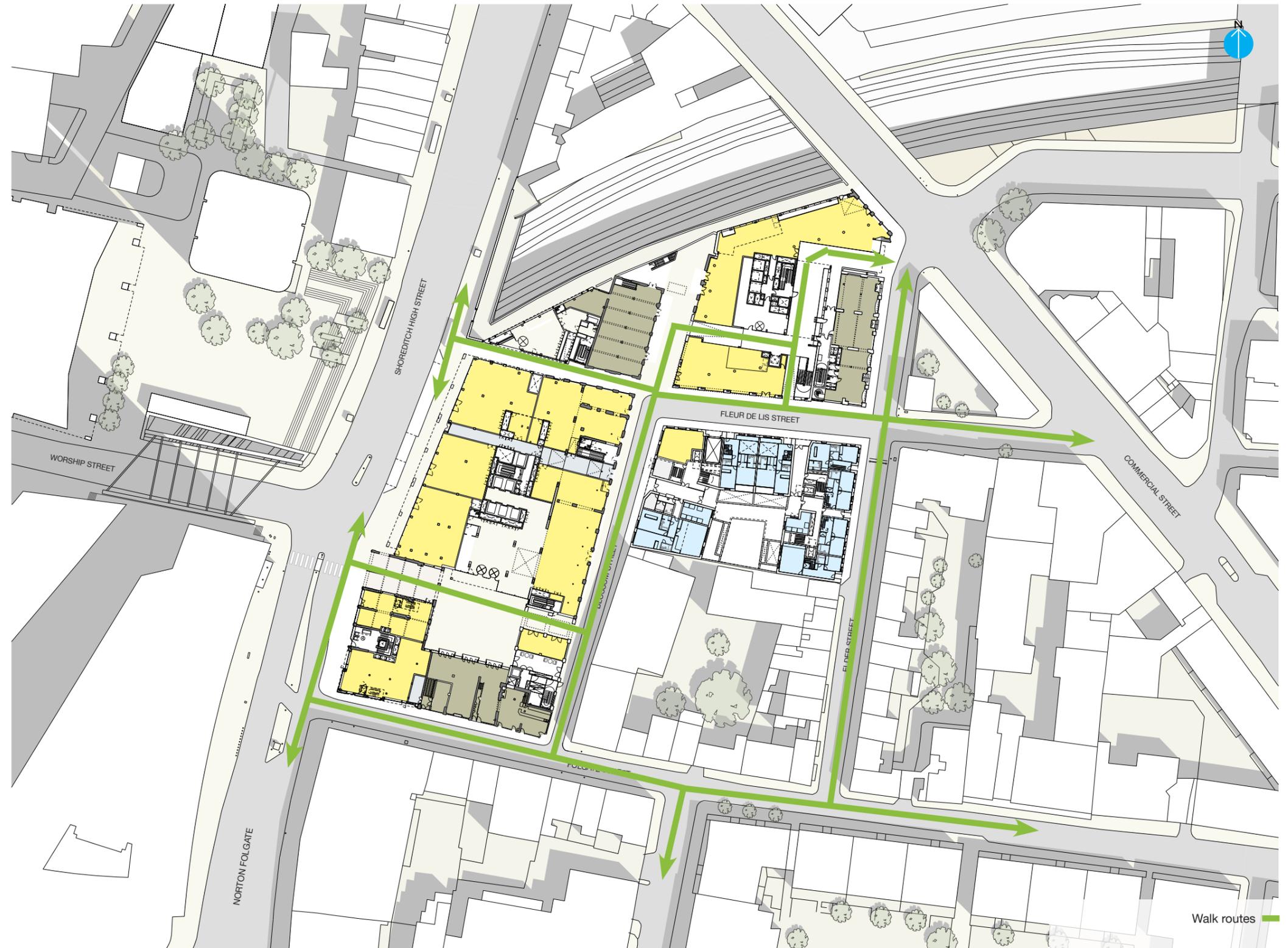
## 6.0 Access

### 6.2.4 Walking

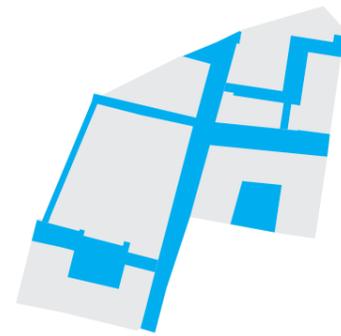
All of the development plots are well connected by foot. This is illustrated on the adjacent plan.

The masterplan proposes to reconnect these disjointed group of Sites and stitch them into the local area through new routes and create connections to the proposed new developments at Principal Place and The Goodyard.

Three new yard spaces are proposed as part of the masterplan which engage a network of new pedestrian routes through the Site. The new public realm will provide welcome relief within the tight network of existing streets and the busy roads of Shoreditch High Street and Commercial Street.



Masterplan - Proposed pedestrian access



**6.2.5 Car**

Car access to the Site is via the existing road network, including the proposed one-way operation of Blossom Street and Fleur De Lis Street. No car parking is provided for the office or retail uses, with the exception of two disabled spaces which are provided on Shoreditch High Street. Seven car parking spaces (five standard and two disabled spaces) are provided for the residential units on Plot S3.

**S1a and S1b**

No car parking is provided for the office or retail uses in S1a and S1b. Two disabled spaces are provided in Shoreditch High Street, which can be utilised by employees / visitors to this development plot. This is shown on the adjacent plan.

**S1 and S1c**

No car parking is provided for the office or retail uses in S1 and S1c. Two disabled spaces are provided in Shoreditch High Street, which can be utilised by employees / visitors to this development plot.

**S2**

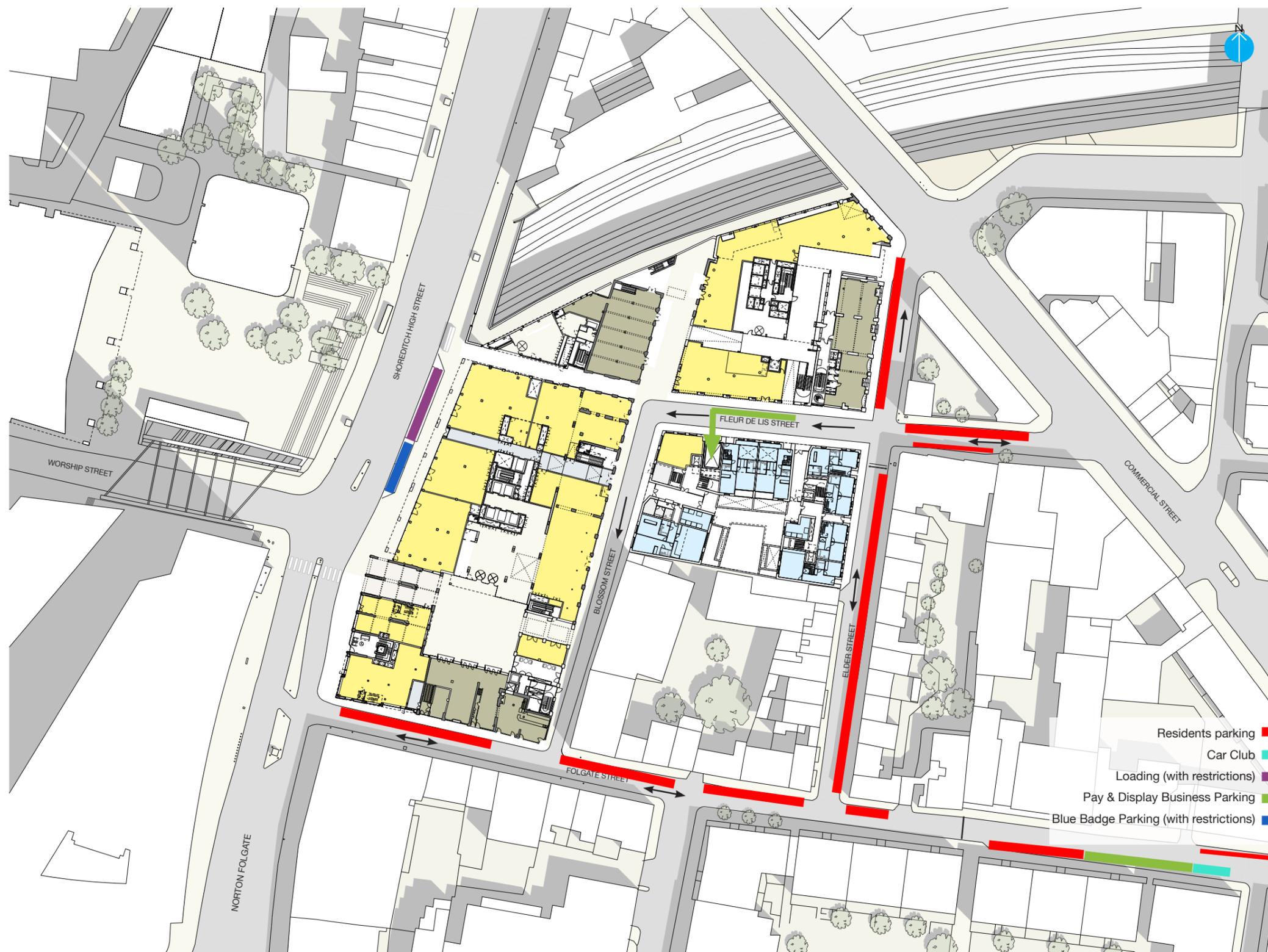
No car parking is provided for the office or retail uses in S2. Two disabled spaces are provided in Shoreditch High Street, which can be utilised by employees / visitors to this development plot.

**S3**

Seven car parking spaces are provided for the residential units provided in S3, in line with LBTH parking standards. These spaces are located in a basement car park which is accessed from Fleur De Lis Street via a car lift. Ground floor access is shown on the diagram over. No car parking is provided for the retail unit in S3.

**6.2.6 Taxi**

Taxi access to the Site is via the existing road network, including the proposed one-way operation of Blossom Street and Fleur De Lis Street.



Masterplan - Proposed vehicle access

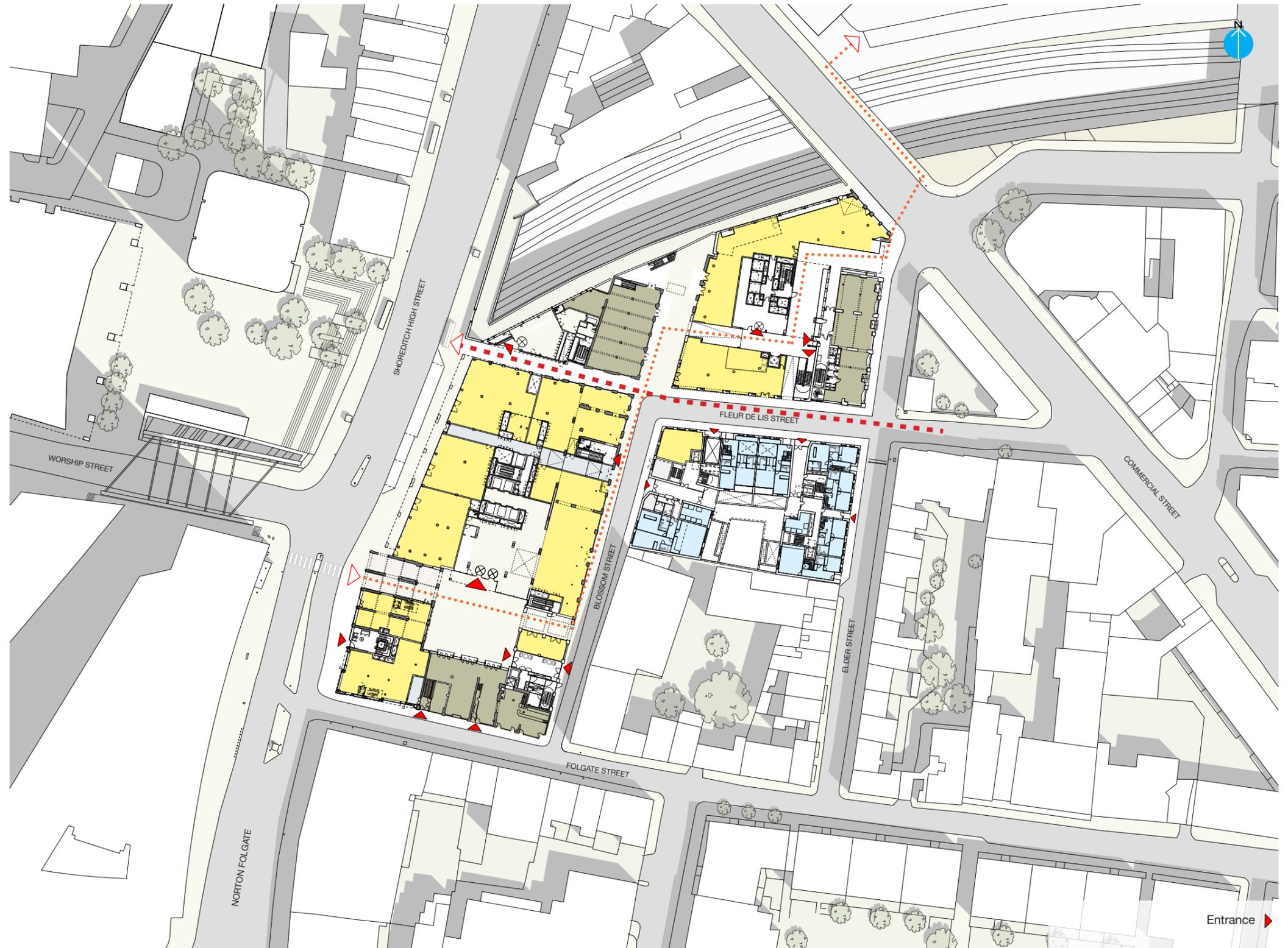
### 6.3 Entrances to the Building

#### 6.3.1 Main Entrances

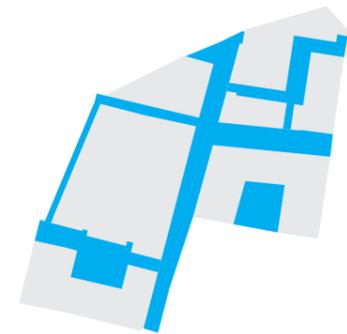
A new pedestrian route is created to Blossom Yard from Norton Folgate through 18 - 19 Norton Folgate on S1a and from Blossom Street through Plot S1b. From this Yard there are entrances to the S1 and S1b office buildings. The yard space will provide a new pedestrian connection between Blossom Street and Norton Folgate.

The retail units along Shoreditch High Street are accessed from an public arcade linking Fleur De Lis Passage with the main entrance to Blossom Yard. A number of entrance doors along Blossom Street allow level access from the street to the Blossom Street warehouses.

The new Elder Passage and Court allow a connection between Nicholls and Clarke Yard and Elder Street. The ground floor A3 units are accessed from Fleur De Lis Street, Nicholls and Clarke Yard and Commercial Street. The new build office reception has doors onto Elder Passage. The office accommodation in the existing buildings on Elder Street have a new access ramp from the inner Elder Court. On S3 there are three residential entrances accessed from Blossom Street, Fleur De Lis and Elder Street. Residential duplex units on Elder Street and Fleur De Lis Street have front doors to the street.



Masterplan - Proposed entrances



## 6.4 Individual Plot - Plot SI/SIc

### Description

The proposal is to provide cycle storage, plant room and A3 restaurant space at basement level; restaurant, office and retail space at ground floor and office accommodation on levels 01 – 10 in SI and 01 – 12 in SIc.

A pedestrian route separates SI from SIc at ground floor level providing a connection between Shoreditch High Street and Blossom Street. The ground floor of SIc has access onto the Fleur De Lis Passage and onto Nicholls and Clarke Yard. Building SI is accessed from Shoreditch High Street, Blossom Street, Blossom Yard between buildings SI, SIA and SIB and the enclosed route through building SI.

### Parking

Car parking is limited and none has been provided for the office buildings. The site has good transport links via the surrounding roads and public transport via bus routes. It lies in close proximity to both the Overground, Underground and mainline stations. Two retail parking spaces suitable for disabled people have been provided on Shoreditch High Street.

Cycle parking is provided in the basement of SI, with shower facilities for able bodied and disabled people. Lift access is provided to all floors.

### Approach and entrances to the buildings

The principle entrance to SI is via the Blossom Yard leading directly into the reception foyer. Access to the retail areas is directly from the pavement of Shoreditch High Street and Blossom Street. Access to SIc is from the Fleur De Lis Passage between SI and SIc, directly into a reception area. The new pedestrian route separating SI and SIc at ground floor is level, as is the pedestrian route and seating area giving access to the reception area of SI.

All approaches and entrances will comply with AD M including all paving types having a slip resistant finish. There are no steps proposed to entrances or their approaches. Ramps will have compliant gradients and landings for their rise and length. They all have sufficient landings at the head and foot of the ramps. Colour contrast will be provided to denote level areas from those with a gradient. Handrails will be provided where necessary.

Manifestation to glazed doors and windows will be provided, dependent on design.

Revolving doors are provided to both reception areas. A pass door alongside affords access for wheelchair users, with a clear opening of at least 1m. All commercial buildings will have compliant doors and be either automatic or power assisted to aid all users.

### Horizontal circulation

All areas are fully accessible with good access in and around the proposed floor plates. Structural columns will be designed to contrast visually with the surroundings. Corridors to public areas are suitably sized and any lobbies formed comply with AD M. Floor and wall finishes in the corridors will visually contrast, as will door frames with the surrounding wall.

New doors to meet the guidance in AD M will be provided to include a 300mm space adjacent to the leading edge. Where required, doors will be provided with appropriate vision panels. Ironmongery will be suitable for use with a closed fist and will contrast visually to the door. Any push pad type controls will follow the guidance in AD M.

In building SI, the office floor plate is fully accessible at the 4th floor via a link to SIc.

There is a ramped corridor for deliveries and fire escape purposes through building SI on the ground floor. Ramps will be designed in accordance with AD M, to include gradients at 1:20 in short sections with a suitable landing between and at the head and foot.

### Vertical circulation – Lifts and Stairs

Lift and stair cores are provided to both SI and SIc. SI also contains additional staircases. All levels can be reached via the lifts. They are designed to fully comply with AD M guidance on lift design. This includes controls, visual contrast, tactile information and audible announcements. The lifts have 1500mm by 1500mm landing space in front of their doors on all levels. The lifts provided for the scheme consist of passenger, goods/passenger, refuse and Fire Fighting Lifts. All new stairs will follow the guidance in AD K for general access stairs, including:

- Minimum treads of 250mm and risers between 150mm - 170mm.
- No more than 12 risers between landings in any flight.
- Step nosings made apparent with highlighting.
- Stair widths of at least 1200mm (commercial buildings).
- No open risers.
- Continuous handrails on both sides at a height of between 900mm and 1000mm above pitch line.

- Handrail finish, profile and fixing to allow easy grip and use.

### Sanitary accommodation

Accessible WCs are provided to both buildings in locations that are easy to reach, direct and free from obstruction. On the basement and ground floors these are provided in various single locations. From level 01 to level 11, they are provided within a toilet core. All new accessible WCs will be designed in accordance with AD M. On most levels an accessible WC can be reached within the 40m rule of travel, except on building SI/SIc levels 4 – 9. This will be addressed using an Access Strategy for these floors. Accessible WCs will allow for left-hand and right-hand transfer on alternate floors.

Any new shower facilities provided will also comply with the guidance in AD M and adequate locker facilities will be provided for all users. A fully accessible shower facility has been provided at ground floor level in building SI for the use of a wheelchair user, and this will also accommodate lockers and storage area for an enlarged cycle. An accessible shower facility has also been provided in the basement of this building. The central single sex toilet facilities in building SI levels 01 – 09 provide a cubicle suitable for an ambulant disabled person.

### Switches, outlets and controls

Switches, outlets and controls are all designed and located in accordance with AD M and offer tonal contrast to the background, in keeping with the overall interior design concept.

### Acoustic requirements and aids to communication

Consideration will be given to reverberation within the building, with measures taken to reduce it, where appropriate. An induction loop system will be provided for the reception areas and to ensure that hearing impaired people can use the meeting rooms.

### Signage and information

Signage will be used to ensure there is appropriate way finding and information throughout. Pictograms are to be used wherever possible and text and signs will be in accordance with the JMU Sign Design Guide.

### Lighting and colour contrast

Appropriate lighting will be incorporated in the design of reception areas to allow suitable illumination for lip reading.

Reflective surfaces, internal finishes and light levels and sources have been designed to reduce disturbance for people with sensory disabilities and to assist the ability of a person with a hearing impairment to lip read or follow sign language. Careful consideration will be given to providing colour and tonal contrast between elements throughout the buildings.

### Means of escape in case of fire

Designated refuge areas have been included on each level adjacent to or within the stair enclosure. These will be provided with appropriate signage and a communication system.

A fire alarm and detection system will be provided within the building including visual beacons to all WC areas and locations where disabled people may be in an isolated space.

The Landlord that will be responsible under the Regulatory Reform (Fire Safety) Order to provide a Fire Risk Assessment for the building and this must include any additional measures that may need to be incorporated in the evacuation of disabled people.

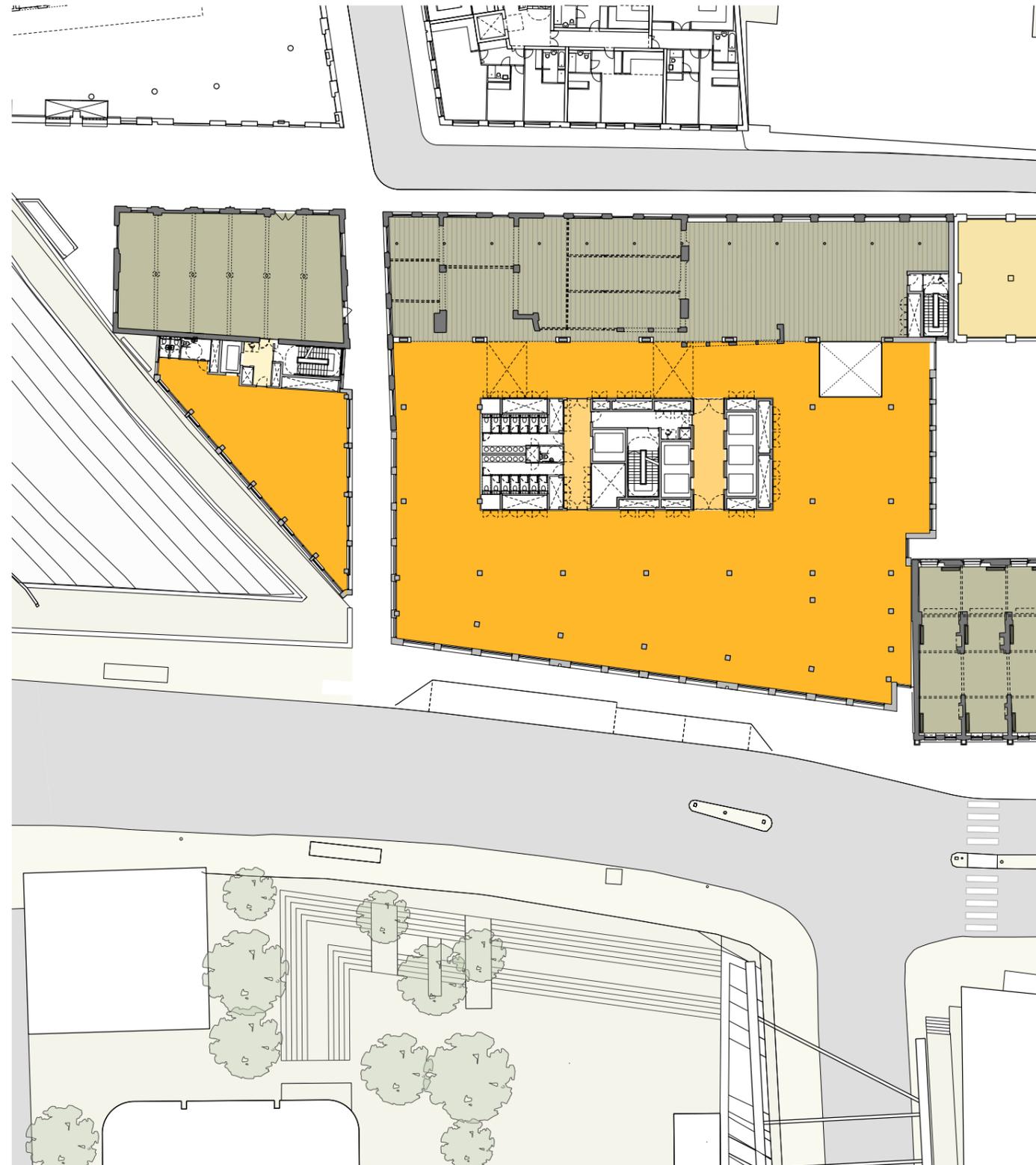
### Management issues

The Equality Act obligations go beyond the building environment to ensure that management policies and procedures do not allow discrimination to occur. Upon completion of the project, Building Managers should evaluate operational matters to ensure that their ongoing responsibilities are met.

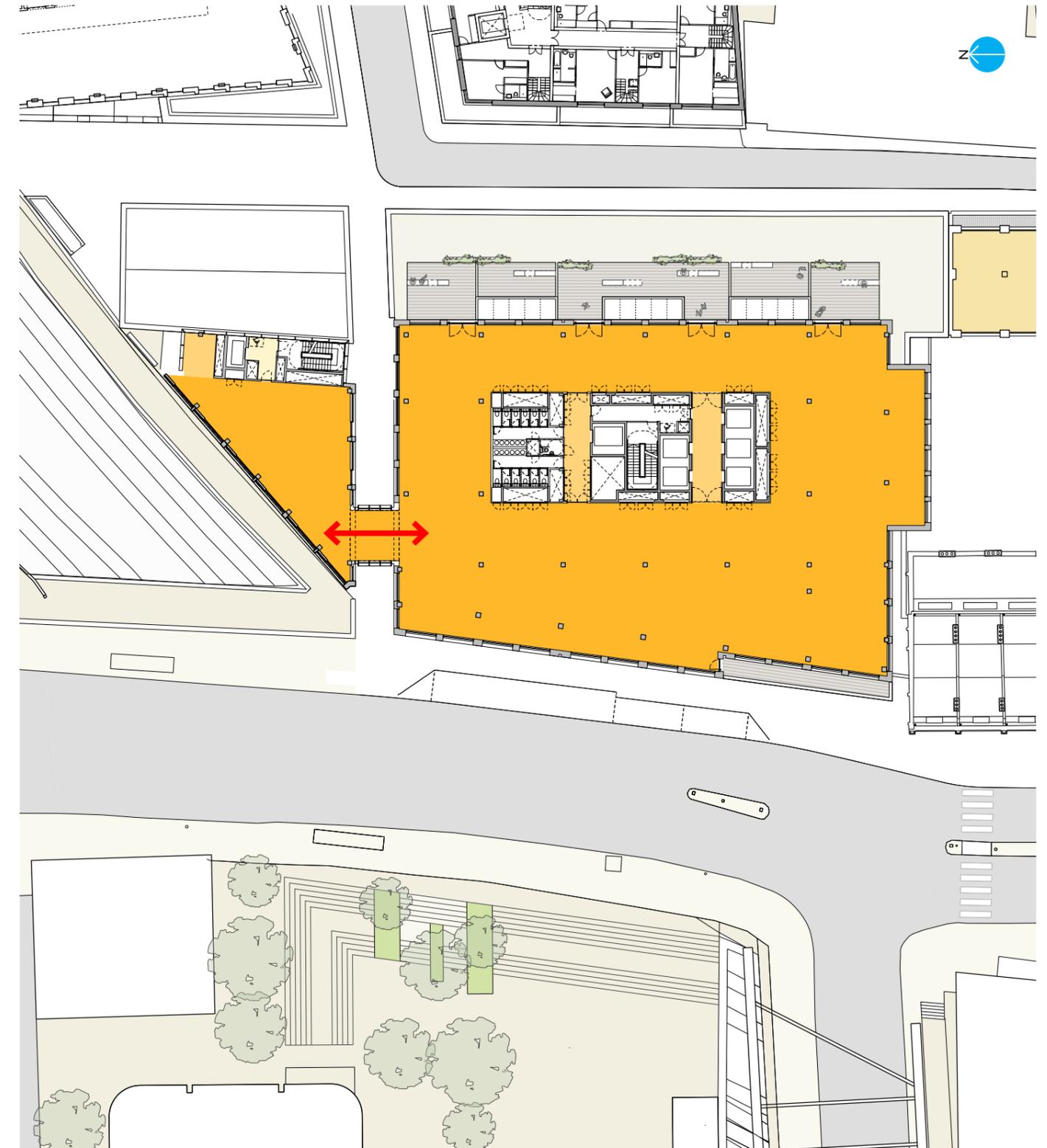
The areas below should be considered, but are not exhaustive. Policies, procedures and allocation of responsibility should be adopted to cover the following:

- Ensuring that suitable management and personnel policies in respect of disability, particularly with respect to visitors, customers and individual employees are updated to take account of the work undertaken.
- Communication issues such as information and signage/way finding, as well as maintenance of hearing enhancement systems are critical.
- Safeguarding the management and maintenance of the premises and facilities, e.g. ensuring disabled toilet facilities are maintained in good order and are not misused; ensuring circulation spaces are suitable to allow a wheelchair space to travel and manoeuvre; updating and improving way finding systems; as appropriate.
- Training of staff on disability awareness.
- Future work – ensuring future work does not compromise existing access arrangements.

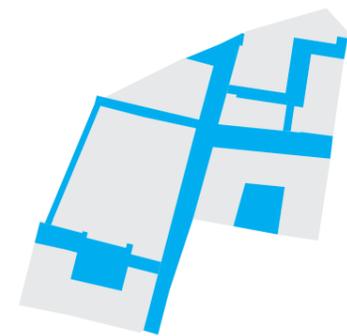
6.4 Individual Plot - Plot SI/S1c



SI/S1c First floor plan - Toilet facilities in cores and lifts



SI/S1c Fourth floor plan showing link to S1c



## 6.4 Individual Plot - Plot S1a

### Description

S1a comprises of a new building that incorporates retained buildings 15 – 19 Norton Folgate. The proposal is for retail A1 and A3 space on basement and ground floor levels, with office accommodation on levels 01 – 03 above.

A pedestrian route separates S1a from S1 at ground floor level providing a connection between Norton Folgate, through a Blossom Yard, to Blossom Street. The ground floor of S1a has access onto Norton Folgate from the retail units and stair core.

### Parking

Car parking is limited and none has been provided for the office buildings. The site has good transport links via the surrounding roads and public transport via bus routes. It lies in close proximity to both the Overground, Underground and mainline stations. Two retail parking spaces suitable for disabled people have been provided on Shoreditch High Street.

### Approach and entrances to the buildings

The principle entrances to the retail units and the entrance lobby in S1a are from the pavement of Norton Folgate. There are secondary double doors from retail unit A into the pedestrian courtyard passageway.

All approaches and entrances will comply with AD M, including all paving types having a slip resistant finish. There are no steps or ramps proposed to entrances or their approaches.

Manifestation to glazed doors and windows will be provided, dependent on design. Double doors are provided to retail unit A, with a single door to both unit B and the entrance lobby, with a clear opening of at least 1m. All commercial buildings will have compliant doors and be either automatic or power assisted to aid all users.

### Horizontal circulation

All areas are fully accessible with good access in and around the proposed floor plates. Structural columns will be designed to contrast visually with the surroundings. Corridors to public areas are suitably sized and any lobbies formed comply with AD M. Floor and wall finishes in the corridors will visually contrast, as will door frames with the surrounding wall.

New doors to meet the guidance in AD M will be provided to include a 300mm space adjacent to the leading edge. Where required, doors will be provided with appropriate vision panels.

Ironmongery will be suitable for use with a closed fist and will contrast visually to the door. Any push pad type controls will follow the guidance in AD M.

A ramped corridor is provided in the basement of retail unit B with suitable landings at the top and bottom. The intention is to make this gradient as shallow as possible and to fully comply with guidance in AD M in respect of surface finishes and handrails.

### Vertical circulation – Lifts and Stairs

A lift has been provided within the central stair core, from which all levels can be reached. It is designed to fully comply with AD M guidance on lift design. This includes controls, visual contrast, tactile information and audible announcements. The lift has a 1500mm by 1500mm landing space in front of the doors on all levels.

New stairs will follow the guidance in AD K for general access stairs, including:

- Minimum treads of 250mm and risers between 150mm - 170mm.
- No more than 12 risers between landings in any flight.
- Step nosings made apparent with highlighting.
- Stair widths of at least 1200mm (commercial buildings).
- No open risers.
- Continuous handrails on both sides at a height of between 900mm and 1000mm above pitch line.
- Handrail finish, profile and fixing to allow easy grip and use.

### Sanitary accommodation

Accessible WCs are provided alongside the able bodied toilet provision on levels 01 - 03. The basement and ground floors have not been provided with toilet provision of any type, as this will be an item for tenant fit out of the retail units. All new accessible WCs will be designed in accordance with AD M. The accessible WCs can be reached within the 40m rule of travel. Where possible, accessible WCs will allow for left-hand and right-hand transfer on alternate floors.

### Switches, outlets and controls

Switches, outlets and controls are all designed and located in accordance with AD M and offer tonal contrast to the background in keeping with the overall interior design concept.

### Acoustic requirements and aids to communication

Consideration will be given to reverberation within the building, with measures taken to reduce it, where appropriate.

### Signage and information

Signage will be used to ensure there is appropriate way finding and information throughout. Pictograms are to be used wherever possible and text and signs will be in accordance with the JMU Sign Design Guide.

### Lighting and colour contrast

Reflective surfaces, internal finishes and light levels and sources have been designed to reduce disturbance for people with sensory disabilities and to assist the ability of a person with a hearing impairment to lip read or follow sign language. Careful consideration will be given to providing colour and tonal contrast between elements throughout the buildings.

### Means of escape in case of fire

Designated refuge areas have been included on each level adjacent to or within the stair enclosure. These will be provided with appropriate signage and a communication system.

A fire alarm and detection system will be provided within the building including visual beacons to all WC areas and locations where disabled people may be in an isolated space.

The Landlord that will be responsible under the Regulatory Reform (Fire Safety) Order to provide a Fire Risk Assessment for the building and this must include any additional measures that may need to be incorporated in the evacuation of disabled people.

### Management issues

The Equality Act obligations go beyond the building environment to ensure that management policies and procedures do not allow discrimination to occur. Upon completion of the project, Building Managers should evaluate operational matters to ensure that their ongoing responsibilities are met.

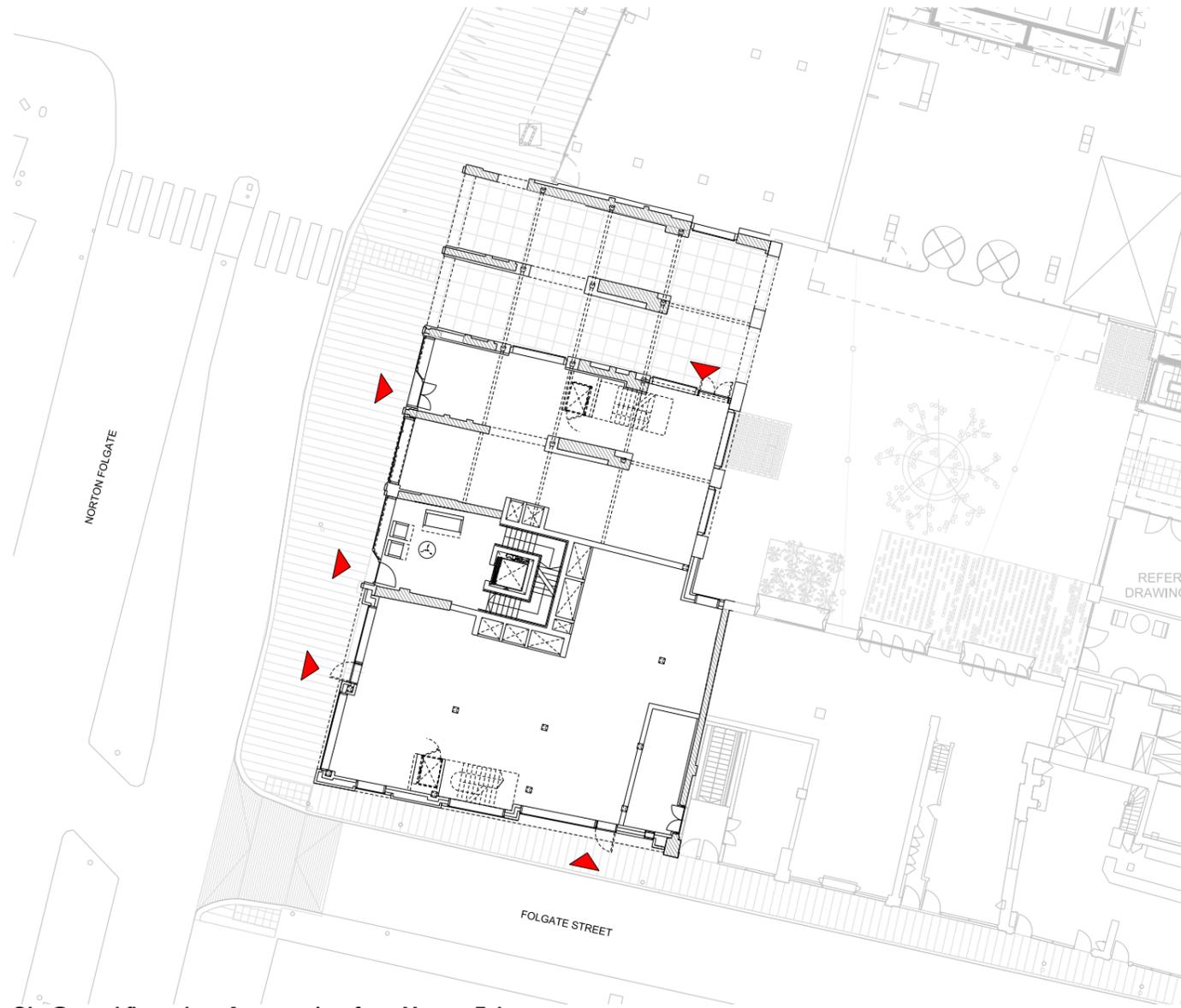
The areas below should be considered, but are not exhaustive. Policies, procedures and allocation of responsibility should be adopted to cover the following:

- Ensuring that suitable management and personnel policies in respect of disability, particularly with respect to visitors, customers and individual employees are updated to take account of the work undertaken.

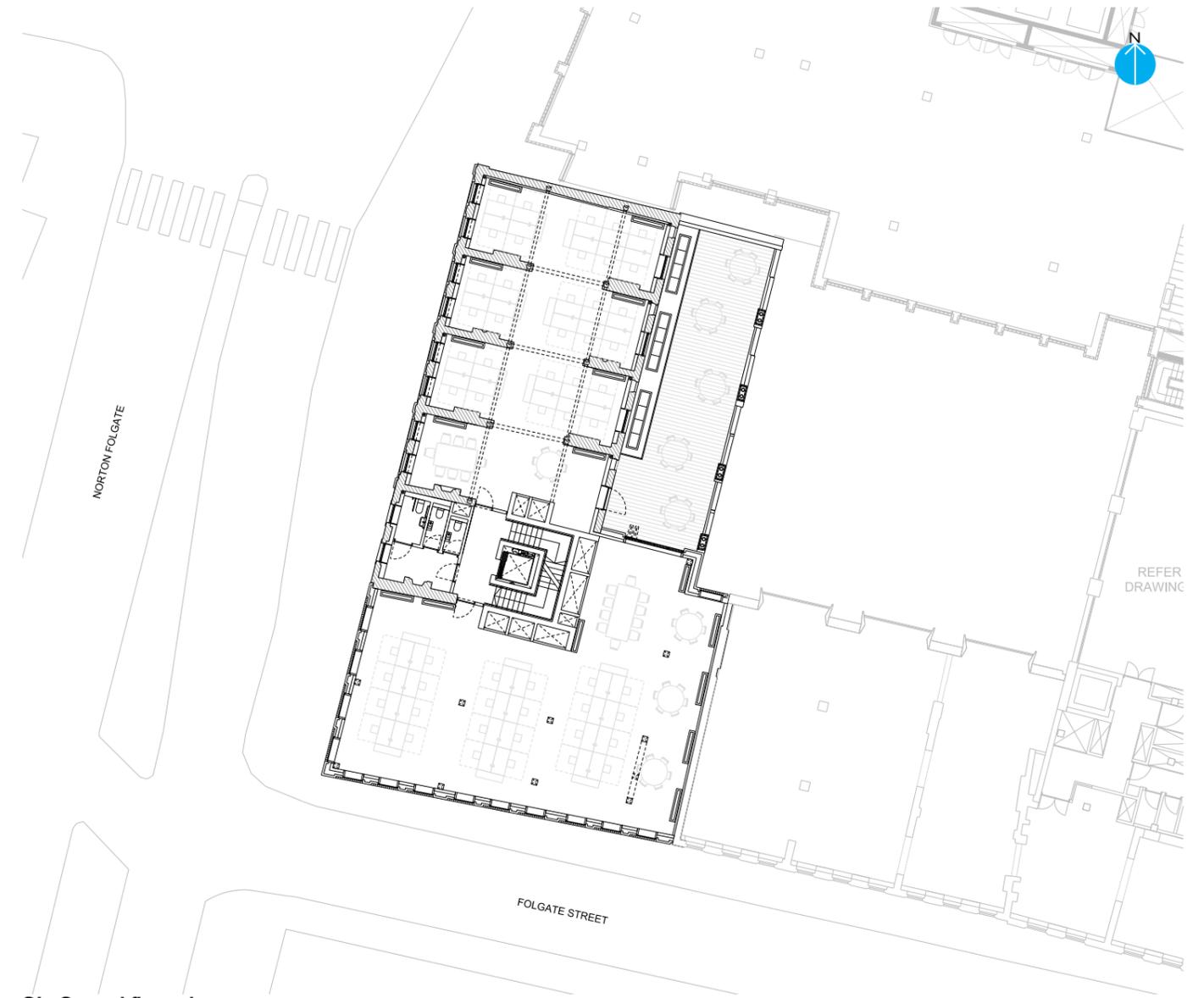
- Communication issues such as information and signage/ way finding, as well as maintenance of hearing enhancement systems are critical.
- Safeguarding the management and maintenance of the premises and facilities, e.g. ensuring disabled toilet facilities are maintained in good order and are not misused; ensuring circulation spaces are suitable to allow a wheelchair space to travel and manoeuvre; updating and improving way finding systems; as appropriate.
- Training of staff on disability awareness.
- Future work – ensuring future work does not compromise existing access arrangements.

## 6.0 Access

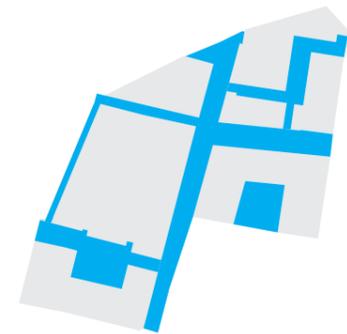
### 6.4 Individual Plot - Plot SI/SIc



SI a Ground floor plan - Access points from Norton Folgate



SI a Second floor plan



## 6.4 Individual Plot - Plot S1b

### Description

S1b comprises of a new building incorporating retained locally listed buildings 5 – 11a Folgate Street. The proposal is for cycle storage, retail and A4 space on basement and ground floor levels, with office accommodation on levels 01 – 04 above.

A yard separates S1b from S1 at ground floor level allowing a connection between Norton Folgate, through the paved Blossom Yard, to Blossom Street. The units on the ground floor of S1b have principle entrances into the yard, as well as doors onto Folgate Street and Blossom Street.

### Parking

Car parking is limited and none has been provided for the office buildings. The site has good transport links via the surrounding roads and public transport via bus routes. It lies in close proximity to both the Overground, Underground and mainline stations. Two retail parking spaces suitable for disabled people have been provided on Shoreditch High Street.

Cycle parking is provided in the basement, with lockers and shower facilities.

### Approach and entrances to the buildings

The entrances to the retail and restaurant units and entrance lobby on the ground floor are from the central courtyard area. There are secondary single or double doors onto Folgate Street and Blossom Street.

All approaches and entrances will comply with AD M, including all paving types having a slip resistant finish. There are no steps or ramps proposed to entrances or their approaches. There is one more level entrance to the office lobby from the courtyard side.

Manifestation to glazed doors and windows will be provided, dependent on design. Single entrance doors will have a clear opening of at least 1m. All commercial buildings will have compliant doors and be either automatic or power assisted to aid all users.

### Horizontal circulation

All areas are fully accessible with good access in and around the proposed floor plates. Structural columns will be designed to contrast visually with the surroundings. Corridors to public areas are suitably sized and any lobbies formed comply with AD M. Floor and wall finishes in the corridors will visually contrast, as will door frames with the surrounding wall.

New doors to meet the guidance in AD M will be provided to include a 300mm space adjacent to the leading edge. Where required, doors will be provided with appropriate vision panels. Ironmongery will be suitable for use with a closed fist and will contrast visually to the door. Any push pad type controls will follow the guidance in AD M.

### Vertical circulation – Lifts and Stairs

A lift has been provided within the stair core, from which all levels can be reached. It is designed to fully comply with AD M guidance on lift design. This includes controls, visual contrast, tactile information and audible announcements. The lift has a 1500mm by 1500mm landing space in front of the doors on all levels.

New stairs will follow the guidance in AD K for general access stairs, including:

- Minimum treads of 250mm and risers between 150mm - 170mm.
- No more than 12 risers between landings in any flight.
- Step nosings made apparent with highlighting.
- Stair widths of at least 1200mm (commercial buildings).
- No open risers.
- Continuous handrails on both sides at a height of between 900mm and 1000mm above pitch line.
- Handrail finish, profile and fixing to allow easy grip and use.

### Sanitary accommodation

An accessible WC is provided alongside the able bodied toilet provision on levels 01 and 03. Level 02 has been provided with a cubicle suitable for ambulant disabled people. There is no accessible WC provision on level 04 and the basement and ground floors. The basement and ground floor have not been provided with toilet provision of any type, as this will be an item for tenant fit out of the retail units. An Access Strategy will be provided to address the lack of accessible WC provision on levels 02 and 04. All new accessible WCs will be designed in accordance with AD M. The accessible WCs can be reached within the 40m rule of travel. Where possible, they will allow for left-hand and right-hand transfer on alternate floors.

### Switches, outlets and controls

Switches, outlets and controls are all designed and located in accordance with ADM and offer tonal contrast to the background, in keeping with the overall interior design concept.

### Acoustic requirements and aids to communication

Consideration will be given to reverberation within the building, with measures taken to reduce it, where appropriate.

### Signage and information

Signage will be used to ensure there is appropriate way finding and information throughout. Pictograms are to be used wherever possible and text and signs will be in accordance with the JMU Sign Design Guide.

### Lighting and colour contrast

Reflective surfaces, internal finishes and light levels and sources have been designed to reduce disturbance for people with sensory disabilities and to assist the ability of a person with a hearing impairment to lip read or follow sign language. Careful consideration will be given to providing colour and tonal contrast between elements throughout the buildings.

### Means of escape in case of fire

Designated refuge areas have been included on each level adjacent to or within the stair enclosure. These will be provided with appropriate signage and a communication system.

A fire alarm and detection system will be provided within the building including visual beacons to all WC areas and locations where disabled people may be in an isolated space.

The Landlord that will be responsible under the Regulatory Reform (Fire Safety) Order to provide a Fire Risk Assessment for the building and this must include any additional measures that may need to be incorporated in the evacuation of disabled people.

### Management issues

The Equality Act obligations go beyond the building environment to ensure that management policies and procedures do not allow discrimination to occur. Upon completion of the project, Building Managers should evaluate operational matters to ensure that their ongoing responsibilities are met.

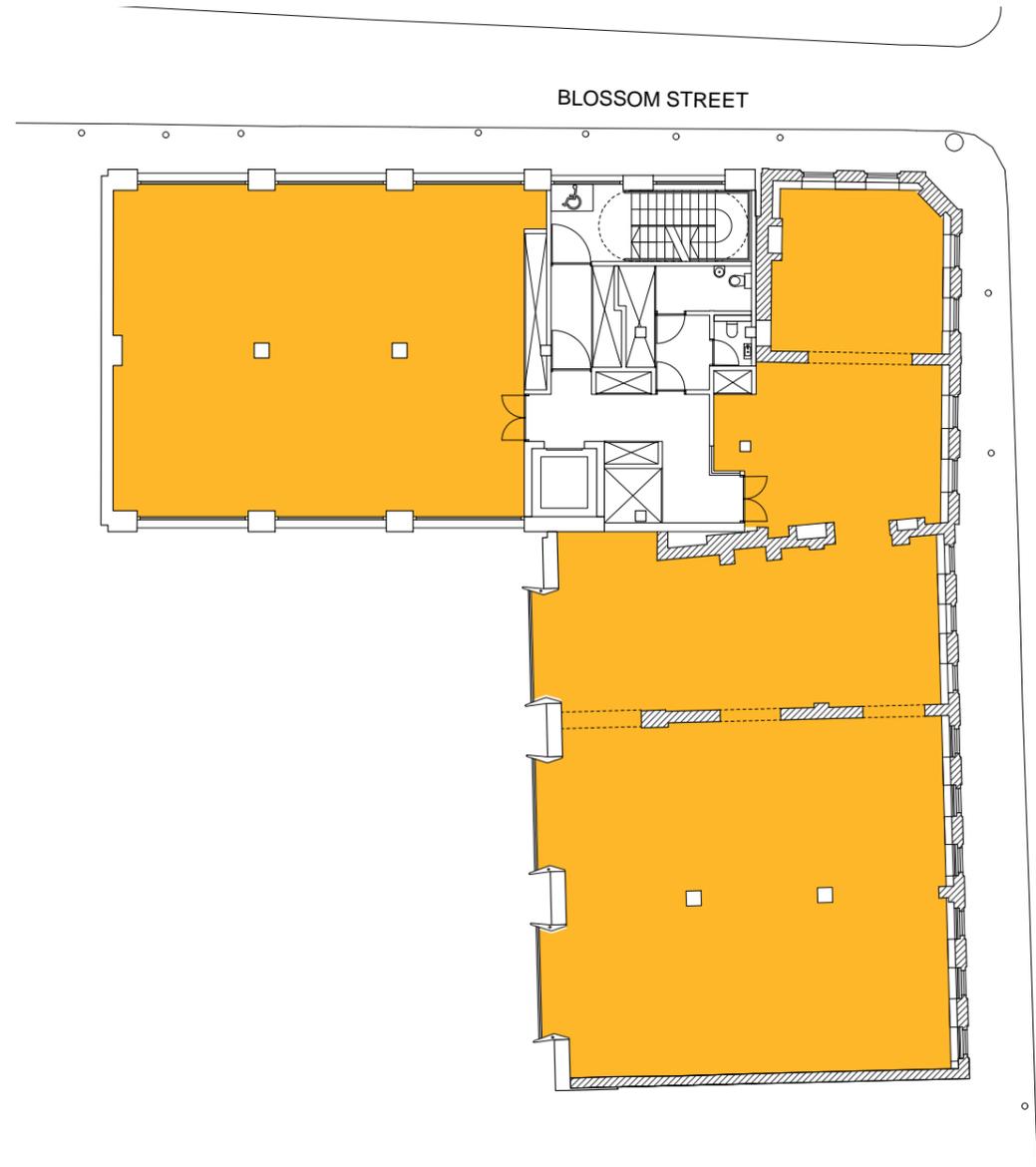
The areas below should be considered, but are not exhaustive. Policies, procedures and allocation of responsibility should be adopted to cover the following:

- Ensuring that suitable management and personnel policies in respect of disability, particularly with respect to visitors, customers and individual employees are updated to take account of the work undertaken.

- Communication issues such as information and signage/way finding, as well as maintenance of hearing enhancement systems are critical.
- Safeguarding the management and maintenance of the premises and facilities, e.g. ensuring disabled toilet facilities are maintained in good order and are not misused; ensuring circulation spaces are suitable to allow a wheelchair space to travel and manoeuvre; updating and improving way finding systems; as appropriate.
- Training of staff on disability awareness.
- Future work – ensuring future work does not compromise existing access arrangements.

## 6.0 Access

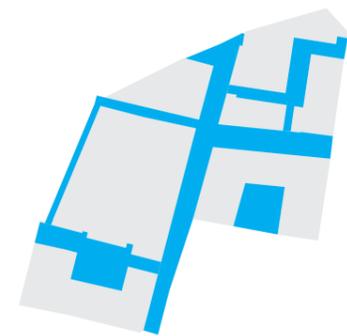
### 6.4 Individual Plot - Plot S1b



S1b First floor plan with accessible WC provision



S1b Second floor plan with ambulant disabled cubicle



## 6.4 Individual Plot - Plot S2

### Description

S2 comprises of a new building that incorporates the retained locally listed buildings of 4 – 8 Elder Street, along with the retained façades of 1927 warehouse and 161 Commercial Street. The proposal is to provide cycle storage, plant room, A3 and office space at basement level, with entrance lobby, office and A3 space at ground floor and office accommodation on levels 01 – 08 above.

A pedestrian passage and inner court separates the parts of S2 on ground floor level, allowing a connection between Nicholls and Clarke Yard and Elder Street. The ground floor A3 units have access onto Fleur De Lis Street, Nicholls and Clarke Yard and Commercial Street. The new build office reception lobby has doors onto the pedestrian passage and court, with the office accommodation in the existing building being accessed from Elder Court and Passage.

### Parking

Car parking is limited and none has been provided for the office buildings. The site has good transport links via the surrounding roads and public transport via bus routes. It lies in close proximity to both the Overground, Underground and mainline stations. Two retail parking spaces suitable for disabled people have been provided on Shoreditch High Street.

Cycle parking is provided in the basement of the new build, with shower and locker facilities for able bodied and disabled people. Lift access is provided up to the ground floor and there are stairs with ramped cycle access alongside from the inner courtyard.

### Approach and entrances to the buildings

The principle entrances to the A3 units in S2 are from the pavement of Commercial Street and Fleur De Lis Street and from the Nicholls and Clarke Yard. The new office accommodation opens into the passageway from Blossom Street Public Space and into the paved courtyard. The office accommodation in the existing building has a new access ramp and steps to the rear of the building from the inner courtyard. There are existing stepped access routes and doors to the locally listed building from Elder Street.

All approaches and entrances will comply with AD M, including all paving types having a slip resistant finish. Ramps forming the pedestrian passages and the new ramped approach to the locally listed building will have compliant gradients and landings for their rise and length.

The proposal for the entrance ramp is 1:20 gradient, with other pedestrian ramps as shallow as possible. They all have sufficient landings at the head and foot of the ramps. Colour contrast will be provided to denote level areas from those with a gradient. Handrails will be provided where necessary. There is also a new stepped approach provided to the new entrance to the existing building, providing a choice of approaches to the building. The steps will comply with the guidance in AD M, including provision of tactile paving and suitable handrails.

Manifestation to glazed doors and windows will be provided, dependent on design. A revolving door is provided to the new build reception area. A pass door affords access for wheelchair users alongside, with a clear opening of at least 1m. All commercial buildings will have compliant doors and be either automatic or power assisted to aid all users. Street furniture and landscape features within the courtyard will be grouped and set back from access routes to prevent them being a hazard to visually impaired people. Street furniture will be highlighted using colour and tonal contrast. Consideration will be given to the planting scheme to provide additional orientation aids using fragrance, colour or distinctive shapes.

### Horizontal circulation

All areas are fully accessible with good access in and around the proposed floor plates. Structural columns will be designed to contrast visually with the surroundings. Corridors to public areas are suitably sized and any lobbies formed comply with AD M. Floor and wall finishes in the corridors will visually contrast, as will door frames with the surrounding wall.

New doors to meet the guidance in AD M will be provided to include a 300mm space adjacent to the leading edge. Where required, doors will be provided with appropriate vision panels. Ironmongery will be suitable for use with a closed fist and will contrast visually to the door. Any push pad type controls will follow the guidance in AD M.

The new build and existing building do not link at any level, with the new build areas linking at levels above the ground floor.

### Vertical circulation – Lifts and Stairs

Lifts and stair cores are provided to both new build and existing. There are additional staircases within the new build sections to provide access and escape between basement and ground. All levels can be reached via the lifts.

They are designed to fully comply with AD M guidance on lift design. This includes controls, visual contrast, tactile information and audible announcements. The lifts have 1500mm by 1500mm landing space in front of their doors on all levels.

All new stairs will follow the guidance in AD K for general access stairs, including:

- Minimum treads of 250mm and risers between 150mm - 170mm.
- No more than 12 risers between landings in any flight.
- Step nosings made apparent with highlighting.
- Stair widths of at least 1200mm (commercial buildings).
- No open risers.
- Continuous handrails on both sides at a height of between 900mm and 1000mm above pitch line.
- Handrail finish, profile and fixing to allow easy grip and use.

### Sanitary Accommodation

Accessible WCs are provided to both new build and the existing building in locations that are accessible, direct and free from obstruction. The basement of the new build portion has a single accessible WC. There is no provision for any toilets within the office reception area or within the new retail units on the ground floor. The toilet accommodation to retail units will be an item for tenant fit out of the retail units. From level 01 to level 08, an accessible WC is provided within the central toilet core.

The accessible WC for the existing building is provided alongside the toilet facilities in the same location from the basement to level 03.

All new accessible WCs will be designed in accordance with AD M. On all levels an accessible WC can be reached within the 40m rule of travel. Accessible WCs will allow for left-hand and right-hand transfer on alternate floors, where possible.

Any new shower facilities provided will also comply with the guidance in AD M and adequate locker facilities will be provided for all users. A fully accessible shower facility has been provided at basement level in the new build, for the use of a chair user and this will also accommodate lockers and storage area for an enlarged cycle.

The central single sex toilet facilities in the new build from levels 01 – 08 also provide a cubicle suitable for an ambulant disabled person.

### Switches, outlets and controls

Switches, outlets and controls are all designed and located in accordance with ADM and offer tonal contrast to the background, in keeping with the overall interior design concept.

### Acoustic requirements and aids to communications

Consideration will be given to reverberation within the building, with measures taken to reduce it, where appropriate. An induction loop system will be provided for the reception areas and to ensure hearing impaired people can use the meeting rooms.

### Signage and information

Signage will be used to ensure there is appropriate way finding and information throughout. Pictograms are to be used wherever possible and text and signs will be in accordance with the JMU Sign Design Guide.

### Lighting and colour contrasting

Appropriate lighting will be incorporated in the design of reception areas to allow suitable illumination for lip reading. Reflective surfaces, internal finishes and light levels and sources have been designed to reduce disturbance for people with sensory disabilities and to assist the ability of a person with a hearing impairment to lip read or follow sign language. Careful consideration will be given to providing colour and tonal contrast between elements throughout the buildings.

### Means of escape in case of fire

Designated refuge areas have been included on each level adjacent to or within the stair enclosure. These will be provided with appropriate signage and a communication system.

A fire alarm and detection system will be provided within the building including visual beacons to all WC areas and locations where disabled people may be in an isolated space.

The Landlord that will be responsible under the Regulatory Reform (Fire Safety) Order to provide a Fire Risk Assessment for the building and this must include any additional measures that may need to be incorporated in the evacuation of disabled people.

## 6.0 Access

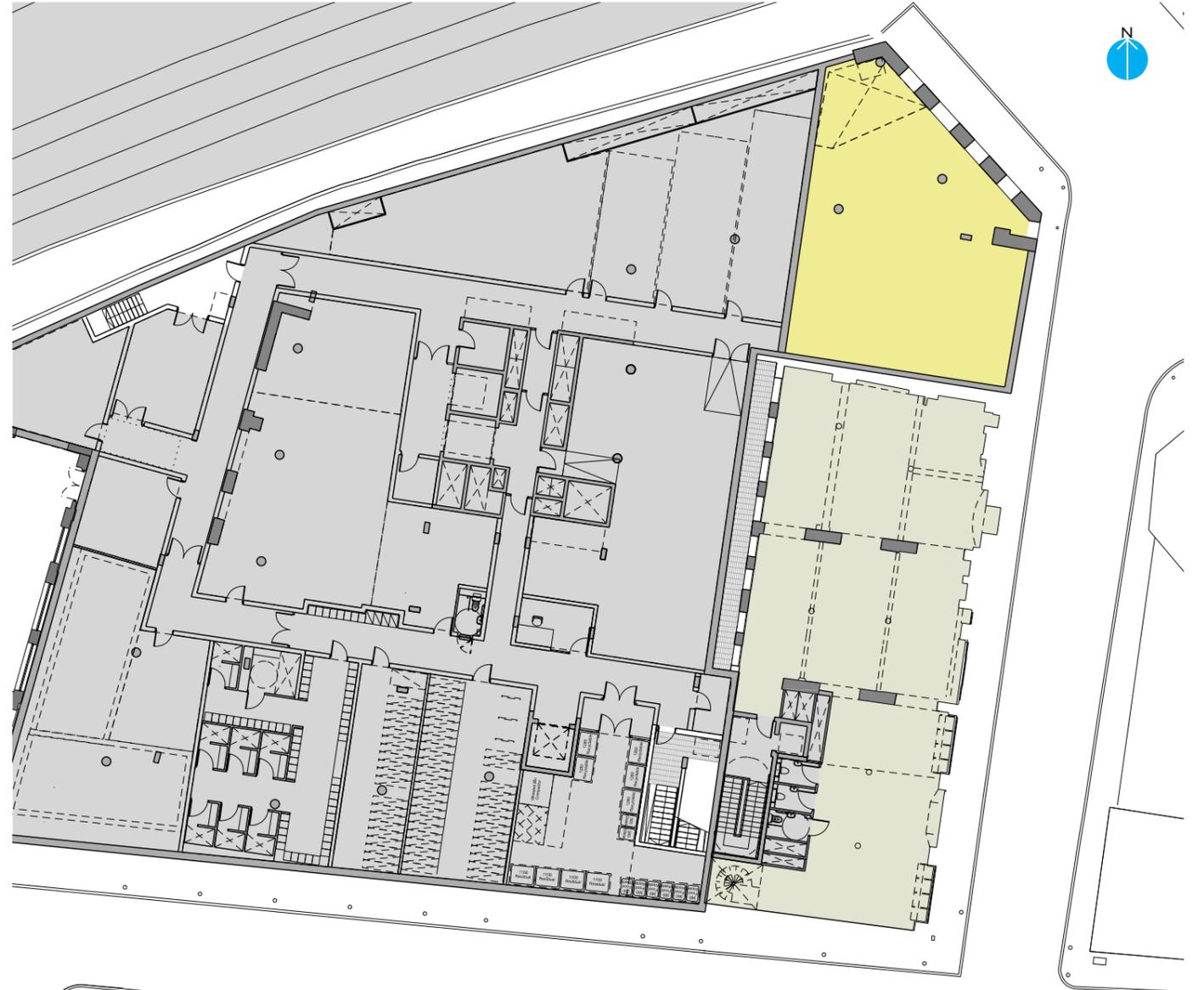
### 6.4 Individual Plot - Plot S2

#### Management issues

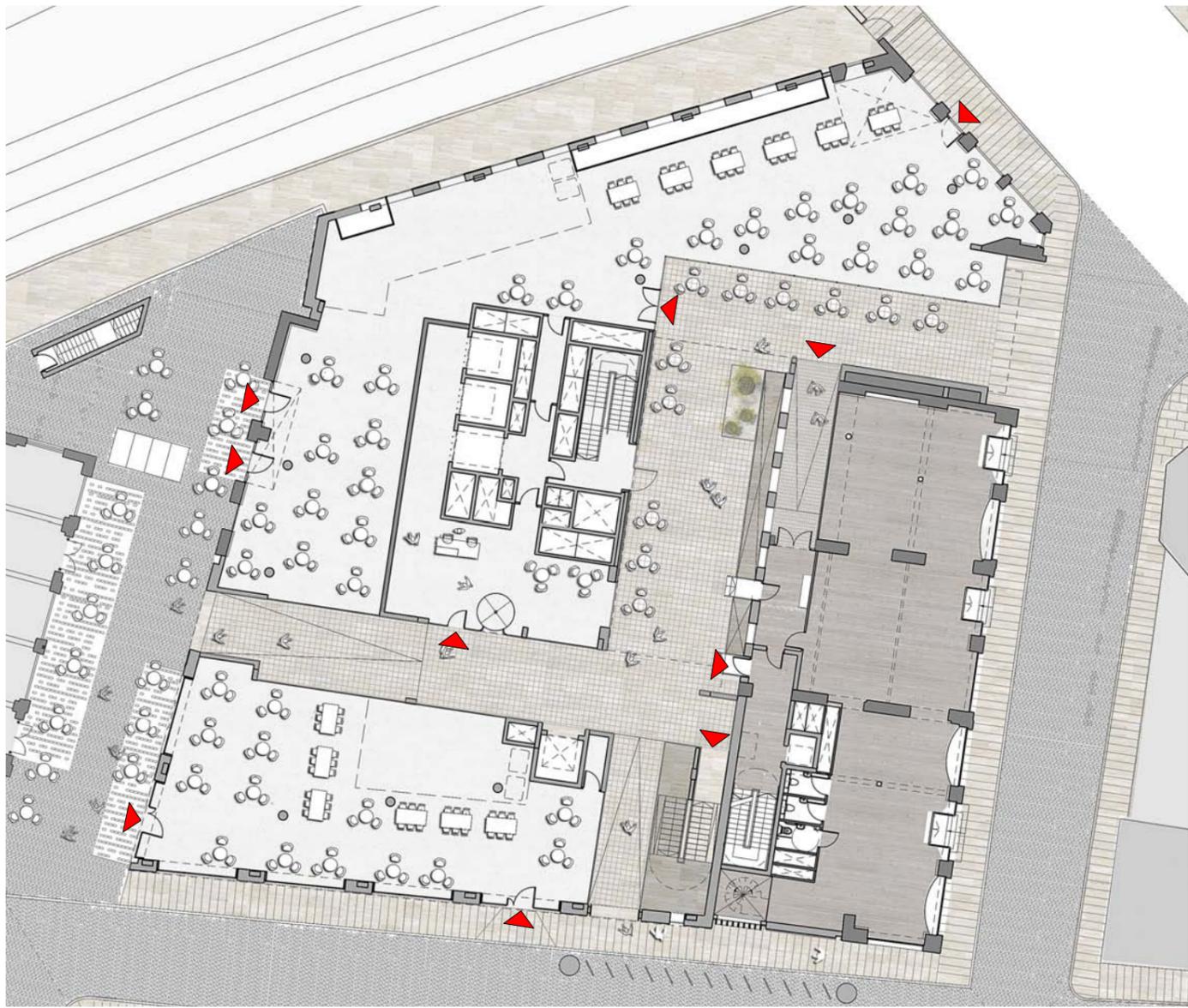
The Equality Act obligations go beyond the building environment to ensure that management policies and procedures do not allow discrimination to occur. Upon completion of the project, Building Managers should evaluate operational matters to ensure that their ongoing responsibilities are met.

The areas below should be considered, but are not exhaustive. Policies, procedures and allocation of responsibility should be adopted to cover the following:

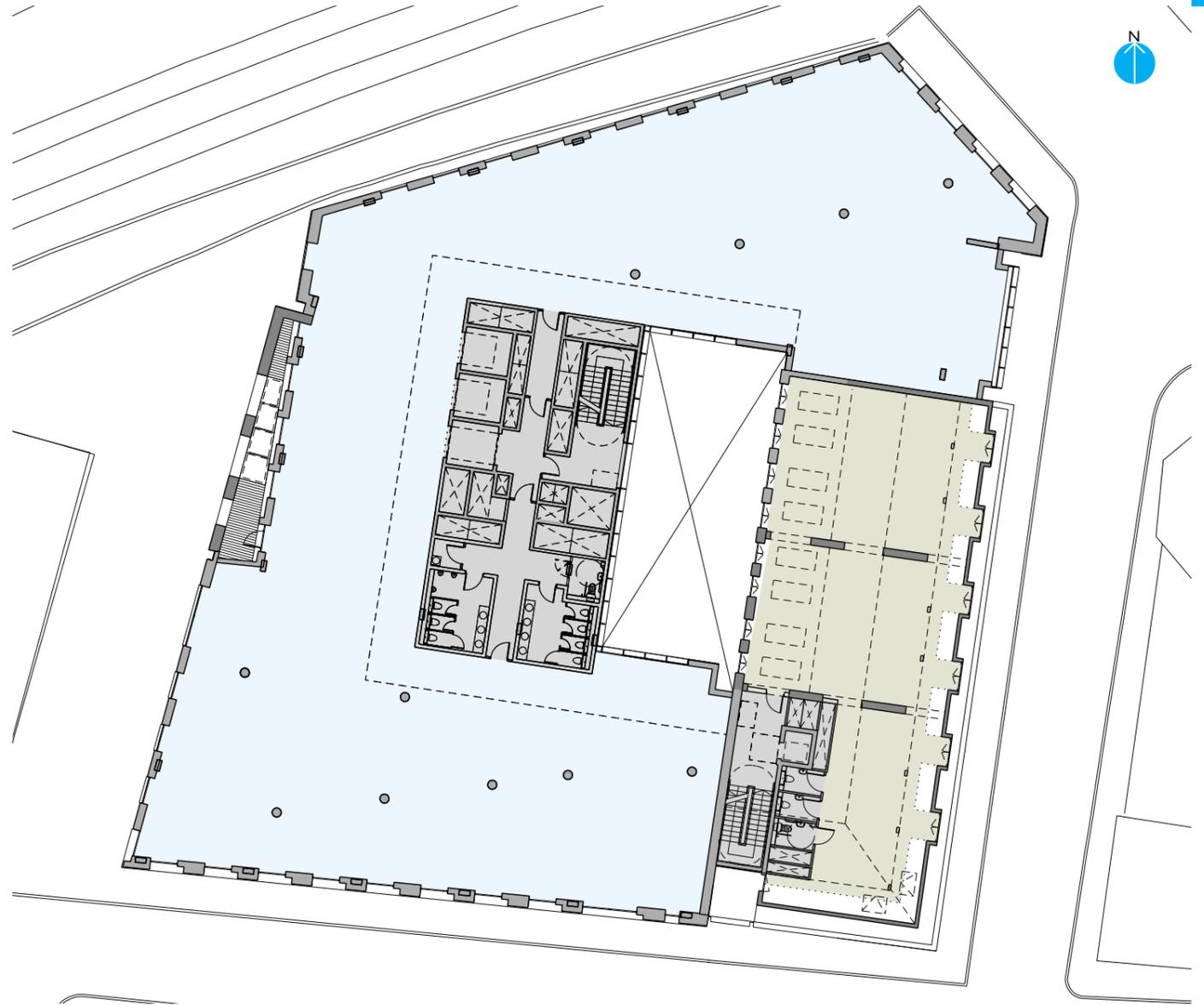
- Ensuring that suitable management and personnel policies in respect of disability, particularly with respect to visitors, customers and individual employees are updated to take account of the work undertaken.
- Communication issues such as information and signage/ way finding, as well as maintenance of hearing enhancement systems are critical.
- Safeguarding the management and maintenance of the premises and facilities, e.g. ensuring disabled toilet facilities are maintained in good order and are not misused; ensuring circulation spaces are suitable to allow a wheelchair space to travel and manoeuvre; updating and improving way finding systems; as appropriate.
- Training of staff on disability awareness.
- Future work – ensuring future work does not compromise existing access arrangements.



S2 Basement plan - Cycle storage with stair and lift access



S2 Ground floor plan - Access points including access to basement cycle storage



S2 Third floor plan - Typical floor showing accessible toilet provision

### 6.4 Individual Plot - Plot S3

#### Description

S3 comprises of new buildings providing residential accommodation and retail. The proposal is to provide car parking, cycle storage, plant room and residential accommodation at basement level, with a small retail unit and residential accommodation on the ground floor. Levels 01 – 05 above will also be residential accommodation. Residential accommodation will be a mixture of private, affordable rented and affordable intermediate provision. The CFSH 2010 residential target is Level 4.

There is private access for residents through into a central shared amenity space. The residents' entrance lobbies on the ground floor open onto the pavements of Blossom Street, Fleur De Lis Street, Elder Street and into the central shared courtyard. The retail unit has doors onto Blossom Street.

#### Parking

Car parking is limited, with 7 spaces provided in the basement, including two for disabled people. A car lift has been provided, accessed from Fleur De Lis Street into the basement car parking. The site has good transport links via the surrounding roads and public transport via bus routes. It lies in close proximity to both the Overground, Underground and mainline stations. Two retail parking spaces suitable for disabled people have been provided on Shoreditch High Street.

Cycle parking is also provided in the basement. Lift access is provided to all levels.

#### Approach and entrances to the buildings

The principle entrances for residents are from Blossom Street, Fleur De Lis Street and Elder Street. Access to the retail area is directly from the pavement of Blossom Street. The entrance lobby from Blossom Street will include access to the concierge. All shared entrances have access into the central courtyard.

All approaches and entrances will comply with AD M, including all paving types having a slip resistant finish. There are no steps proposed to entrances or their approaches.

Manifestation to glazed doors and windows will be provided, dependent on design. Double doors or a door and a half are provided to all residents' entrance lobbies. The retail unit will have compliant doors that are either automatic or power assisted, to aid all users.

Apartments 001, 101 – 105, 201 – 205, 301 – 305 and 401 – 405 have an entrance lobby from Blossom Street. Apartments 002 and 003 open directly onto Fleur De Lis Street.

Apartment 004 and 007 have direct access onto Elder Street. Apartments 005, 006, 107, 108, 208 - 210, 308 – 310 have an entrance lobby accessed from Elder Street or the inner courtyard. Apartments 106, 206, 207, 306, 307 have access from the entrance lobby on Fleur De Lis Street.

#### Horizontal circulation

All areas are fully accessible with good access in and around the proposed floor plates. Structural columns will be designed to contrast visually with the surroundings. Corridors to public areas are suitably sized and any lobbies formed comply with AD M, where appropriate. Floor and wall finishes in the corridors will visually contrast, as will door frames with the surrounding wall.

New doors to meet the guidance in AD M will be provided to include a 300mm space adjacent to the leading edge. Where required, doors will be provided with appropriate vision panels. Ironmongery will be suitable for use with a closed fist and will contrast visually to the door. Any push pad type controls will follow the guidance in AD M.

#### Vertical circulation – Lifts and Stairs

Lift and stair cores are provided to all blocks. A separate additional staircase is provided to link the basement car park with the ground floor. All levels can be reached via the lifts. They are designed to fully comply with AD M guidance on lift design. This includes controls, visual contrast, tactile information and audible announcements. The lifts have 1500mm by 1500mm landing space in front of their doors on all levels.

All new shared access stairs (where not provided for escape purposes only) will follow the guidance in AD K for general access stairs, including:

- Minimum treads of 250mm and risers between 150mm - 170mm.
- No more than 12 risers between landings in any flight.
- Step nosings made apparent with highlighting.
- Stair widths of at least 1200mm (commercial buildings).
- No open risers.
- Continuous handrails on both sides at a height of between 900mm and 1000mm above pitch line.
- Handrail finish, profile and fixing to allow easy grip and use.

Stairs within dwellings will follow the guidance in ADK for private stairs, including:

- Minimum treads of 220mm and risers between 150mm – 220mm.
- Level treads with a consistent rise throughout.
- A single handrail on one side at a height of between 900mm and 1000mm above pitch line.

#### Shared Amenity Space

A shared amenity space for residents only will be provided as part of a central courtyard area. All entrance lobbies lead through to the central courtyard.

Refuse storage is provided in two locations on the ground floor, accessed off the communal central courtyard. The refuse policy and detailed design is to be further developed to ensure that there will either be access for wheelchair users to the facility or assisted concierge assistance.

#### Means of escape in case of fire

Normal design for residential accommodation will apply, with only affected residents having to evacuate in the event of a fire. Others will remain protected in their accommodation unless asked to evacuate by the Fire Service.

Early warning and designated refuge areas will be provided to the car parking and cycle storage in the basement. These will be provided with appropriate signage and a communication system.

A fire alarm and detection system will include visual beacons to all locations where disabled people may be in an isolated space.

#### Wheelchair accessible housing

The Lower Borough of Tower Hamlets policy requires a minimum of 10% of the total of residential units to be designed so as to be capable of easy adaptation to meet the needs of a wheelchair user. The proposal is to provide this percentage of housing, with layouts that meet the criteria and provision split across the blocks.

The concept of adaptability does not relate to structural elements such as walls, doors, services and provision of space. It does, however, cover removal of sanitary fittings, kitchen cupboards, fixtures and fittings.

#### Lifetime Homes Standards

The majority of units are designed to meet the Lifetime Homes Standards, with the exception of a small number of duplex units on the ground and 4th floors, where it has not been possible to provide an entrance level living space. In these units, there is an oversized bedroom which can be used as a living space.



S2 Basement plan - Car parking and cycle storage



S2 Ground floor plan - Car lift access from Fleur De Lis Street and main entrances to residential and retail

