

9-19 Paradise Road, Richmond Design & Access Statement for Proposed New Hotel

Document Control

Rev:	Date:	By:	Checked:
A	09/05/2012	ods	pbp
Planning drawings revised			
B	15/06/2012	ods	pbp
Planning drawings revised			
C	18/06/2012	ods	pbp
Planning drawings revised			



9-19 Paradise Road - Existing Office Building

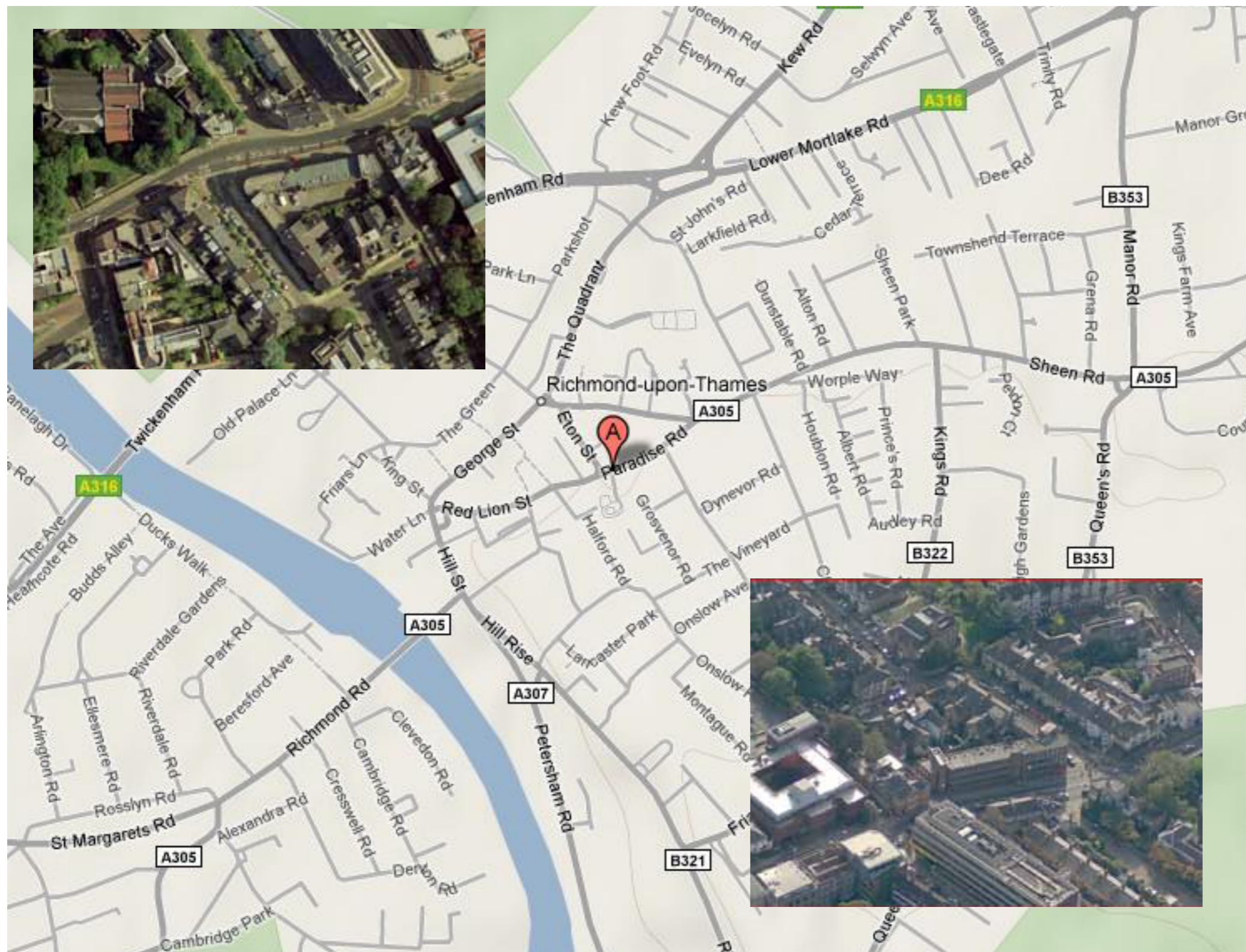
Introduction

This statement has been prepared in support of a Full Planning Application for the demolition of the existing commercial building and the development of a new 78 bed hotel on the site at 9-19 Paradise Road, Richmond.

The existing commercial building, as shown in the photograph to the left, is to be demolished and a new 78 bed Travelodge hotel constructed in its place.

This report provides a description of the site and a summary of the proposals, giving details of the design and access strategy.

This statement should be read in conjunction with the drawings listed in the each section, and supports the submission prepared by Alliance Planning.



Site Location Plan

Existing Context

1.0 Existing Context

1.1 Site Location

Paradise Road is an arterial road leading into Richmond Town Centre from Sheen to the East, and provides a through route to Richmond Bridge and St Margarets and Twickenham Town Centre beyond.

The site sits on the edge of a commercial zone. Both opposite and to the east of the application site area a number of large commercial buildings.

The area to the west of the application site steps down into two and three storey terrace buildings comprising of secondary retail that leads into Richmond Town Centre.

The area to the rear of the site is residential in character and is made up of a series of terraced houses with gardens.

Therefore the site sits within an area characterised by a variety of uses as would be expected of a town centre location.



Site Location Plan

Existing Context

1.2 Site Location Plan
 The site is located in the Central Richmond Conservation Area and has a number of important public buildings adjacent or nearby, two of which are Listed Buildings: St Mary Magdalene's Church and Halford House.

Other buildings of merit include the Old Courthouse and No.1 Halford Road which are designated as townscape merit.



Court House - Adjacent to the East



The Tea Shop - Adjacent to the West



Halford Road - Adjacent to the South



New residential development opposite

Existing Context

1.3 Adjacent Buildings

As can be seen from the photos on the left, the site sits adjacent to a varied collection of architectural styles and building uses.

The historic court house to the east is now used for commercial purposes, with a small element retained for community use.

Small residential buildings lie adjacent and to the rear along Halford Road.

The Tea Shop, which is located on the other side of Halford Road is the first building along this secondary parade of shops.

A new residential development is located on the other side of Paradise Road opposite the site.



Richmond Church



Commercial development to NE of the site



Typical local Commercial Development



View down Halford Road

Existing Context

1.4 Character of local area

The local area includes a mix of commercial, residential and historic building types.

The commercial zone to the east includes a number of large scale modern buildings and the local residential streets provide the town centre with a rich mixture of uses.

Important individual historic buildings, such as the church opposite the site are an integral part of the character of Richmond and further enhances the quality of the urban environment.



View looking East along Paradise Road



View of rear yard and back elevation



View of East entrance



View from Vineyard Passage

Existing Context

1.5 Existing Building

The existing building on site is a 3-storeyed structure built in the 1970s. The main elevation comprises brick walls with fair faced heavily ribbed, precast concrete panels, that form regular bays, broken at intervals by the stair cores.

There are 3 circulation and service towers which rise higher than the 3-storeys. These dominant brick towers with rounded corners are located towards the ends of the main block; 1 of them being located with access from Halford Road.

The windows of the existing building are metal framed and are set in regular bays that protrude from the main elevation.

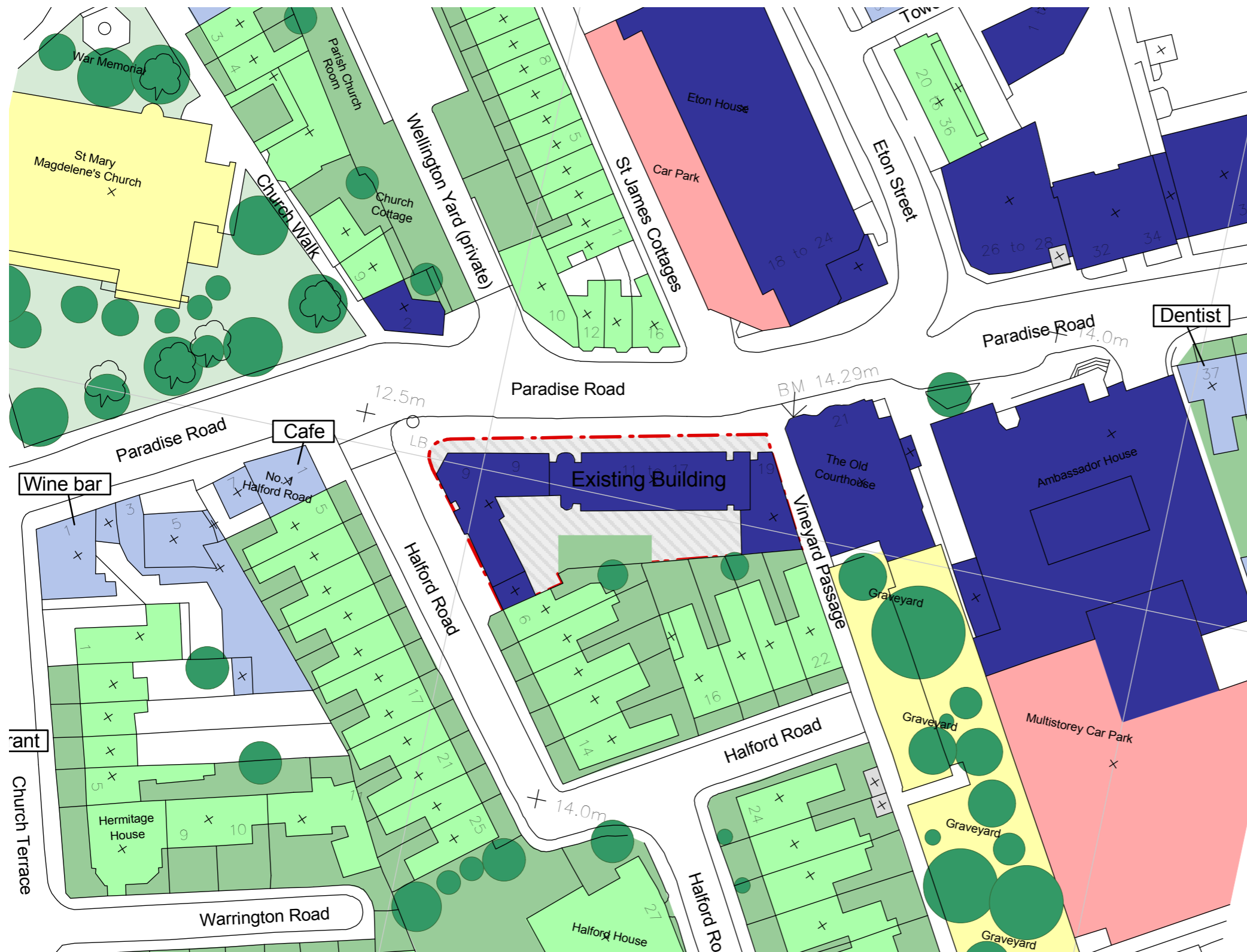
Overall the existing building has an imposing impact on the surrounding neighbourhood and adds little of value to the character of the area. The service towers are particularly prominent.

Existing Context

1.6 Existing uses

The site sits at the point of transition from the commercial zone and the town centre retail area.

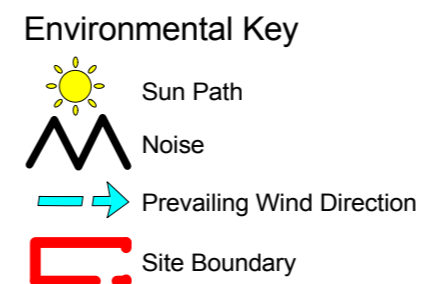
Residential neighbourhoods lie to the south and north and an historic network of road, lanes and passageways provide links through the urban blocks.



Amenity & Services Key

- Religious
- Commercial / Retail
- Office
- Residential
- Transport / Parking
- Green space

Diagram of existing adjacent uses



Existing Context

1.7 Environmental Conditions

The Site is situated such that the rear elevation faces South and has sunlight for most part of the day with minimal shading from neighbouring buildings.

The north side of the site has a significant view of the street and the church yard, however receives only a little direct sunlight in the early morning and evening in summer months.

The site is protected from the prevailing wind by the urban residential context to the south of the site.

Significant noise in and around the site is generated by traffic on Paradise Road. All other sides of the site are quieter relative to the main road, and the building provides a degree of protection from noise, to the residential area to the South.

Site Analyses diagram showing existing environmental conditions



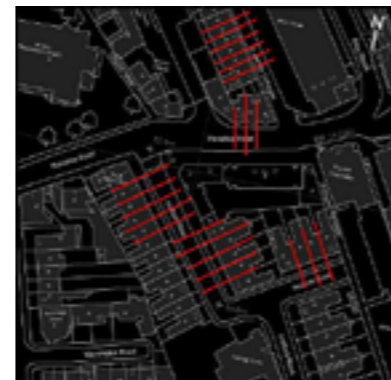
The site boundary



The existing building footprint



The existing building "towers"



The existing contextual grid



Historic buildings to remain prominent



Important vistas to remain unobstructed



No one building dominates



Area Slope and existing basement



Permeability for the pedestrian



Links to the existing transport networks



Singular direction for vehicles



Collect sunlight on the southern facade



Limits noise from Paradise Road road



Potential Overlooking issues

The proposed design for 9-19 Paradise Road incorporates findings from this site analysis to create a design which satisfies environmental and aesthetic requirements of the local Richmond area and Richmond Borough Council. The design strives to minimize the impact on the surrounding historic buildings and yet enhance the site, the quality of building and the overall experience in the local Richmond area.

Existing Context

1.8 Contextual study

An understanding and detailed study of the site and the surrounding social and urban context is illustrated in the diagrams adjacent and reveals how the architecture of the design is influenced by its context.

The conservation area requires that the proposals must respond to certain unique characteristics of the site including:

No one building should dominate and the larger buildings should not spoil the appearance of the centre. (Conservation Area Designation Statement)

Maintain the balance of views, skylines and landmarks, especially the vistas listed in the "Important Buildings and Vistas" section. (Conservation Area Designation Statement)

Sympathy to character of surrounding buildings and architectural integrity of the surrounding context. (Public enquiry 8-9 January 2008)

Contextual analyses

Design Strategy

2.0 Design Strategy

2.1 Layout

Please refer to the following drawings that have been submitted in support of this application when considering the design proposals:

0779-02-101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, & 116

As can be seen from the above drawings, the building adopts a 'U' shaped form, following the perimeter of the site, similar to the existing building and as the previously approved commercial schemes.

The layout of the new building reflects the narrow grid of the traditional urban grain, whilst accommodating standardised room layouts as required for an efficient hotel.

The entrance has been located on the corner of Halford Road with access from Paradise Road. The ground floor corridor rises gently, internally to respond to the topography of the adjacent footpaths.

Access to the rear yard is from the existing access point off Halford Road, and provides accommodation for bike store, waste & recycling storage and water tank room.



Ground Floor Plan

Proposed Ground Floor Plan - Showing proposed building form and grid

Design Strategy

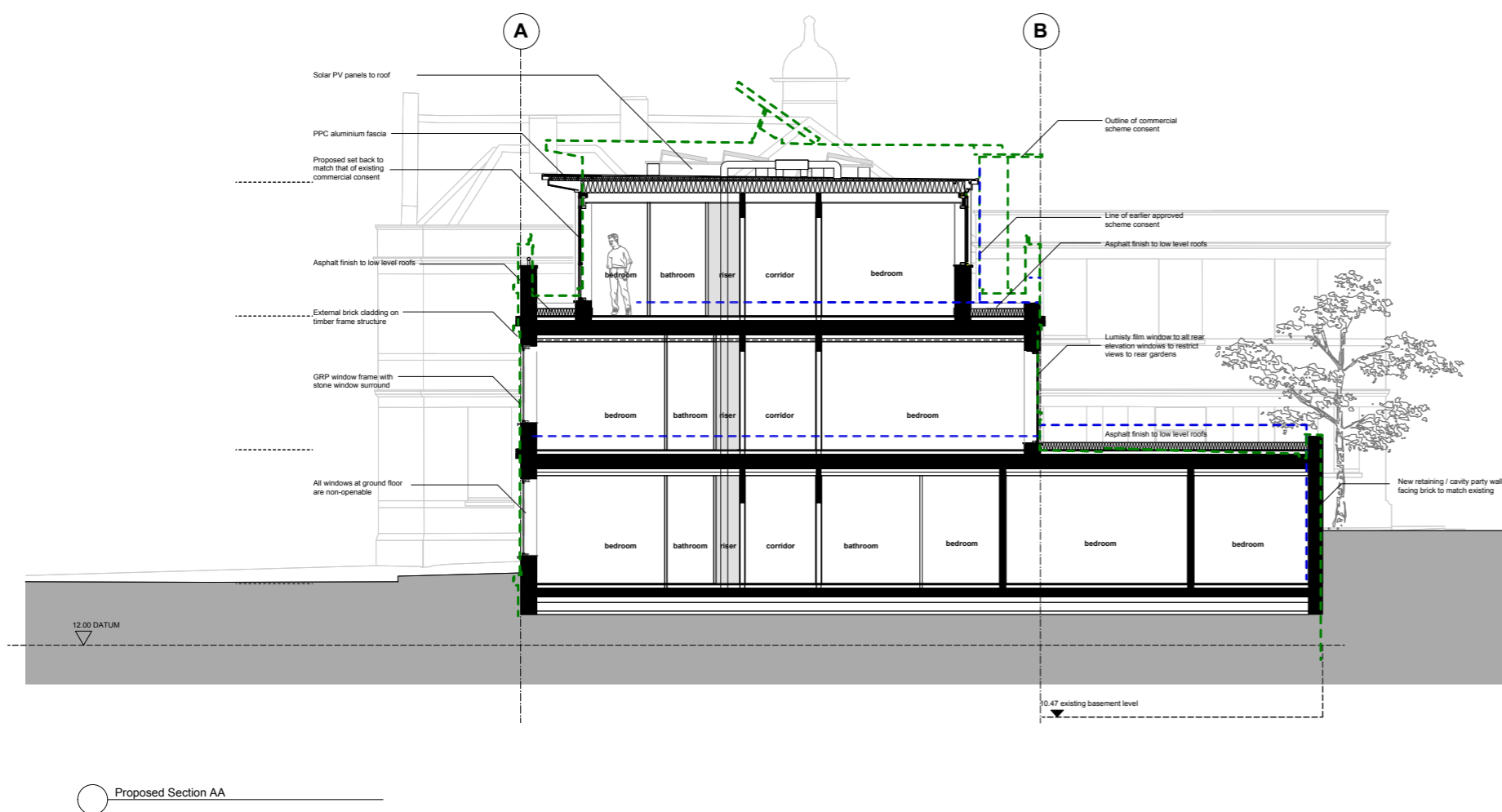
2.2 Scale and massing

The new hotel would rise to 2 storeys along the front elevation, and 3 storeys to the rear. The top floor is set back along the front elevation with a light weight glazed and opaque framed facade, ensuring that the scale of the new building does not dominate the local urban form.

The building then steps back as it turns the corner to Halford Road and lines through with the two storey Victorian terraced houses adjacent.

Vineyard Passage is offered a flank wall elevation for the main body of the building with a single storey extension to the rear - similar in scale to the existing commercial building.

The design of the proposed new hotel, has been carefully considered to ensure that the proposed height and volume of the new building is no greater than the proposed commercial scheme for the same site, which was granted approval on 30th July 2010 (ref01/1400/FUL).



Proposed Section showing existing building - showing outline of previously approved commercial scheme and proposed new hotel scheme

Design Strategy

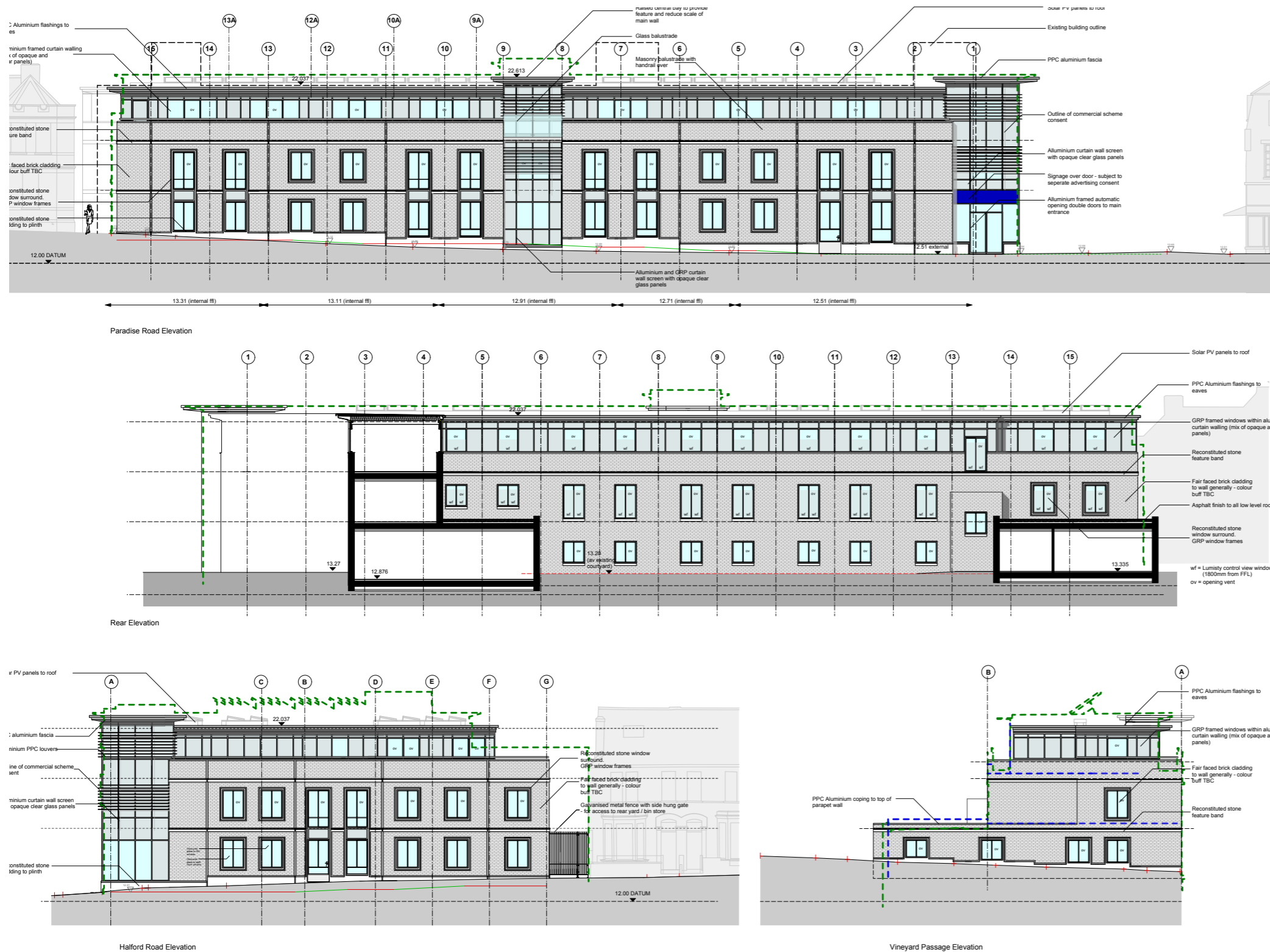
2.3 Appearance

The character of the local neighbourhood and conservation area, comprises a rich mix of styles and materials. We have designed the proposed new hotel to compliment the surrounding streets whilst providing it's own identity.

The form of the building takes it references from the adjoining properties. The two storey character set on a narrow grid defines it's scale in keeping with the traditional urban grid. Horizontal references are picked out using decorative stone detailing and balustrade.

The facade is divided into distinct elements with an additional glazed corner feature at the main entrance. The classical symmetry established either side of a central glazed bay and raised roof top feature, gives the elevation dignity without being a slave to classical references.

'Hole in wall' windows with stone surrounds, respond to the local window pattern, and have been enhanced with the use of larger areas of glazing to emphasise important features such as the central bay, set back roof and corner entrance.



Proposed elevation

Design Strategy

2.4 Materials & Colour

The body of the main elevation is to be constructed from fair faced brick, with features such as windows, cornice lines and parapets trimmed with precast stone details.

A stone plinth will provide a base to connect to the street, which will be stepped to reflect the internal changes in level.

Openings will be formed from aluminium framed double glazed screens and GRP framed windows. Opaque panels have been included in the glazed screen where necessary due to internal features.

The balustrade to the roof top set back, will be part brick and part glazed with metal handrail over.

The roof will be single skin high performance felt with coloured aluminium trims and flashings. Safe walking routes and fall arrest cable system will also be provided where necessary to enable maintenance of the roof top plant.

Details of specific materials and colours will be provided in due course.



Detail of main elevation

Design Strategy

2.5 Landscaping

There is a limited opportunity to introduce new landscaping on this site. We have provided a small area of planting in the yard, which serves to increase biodiversity.

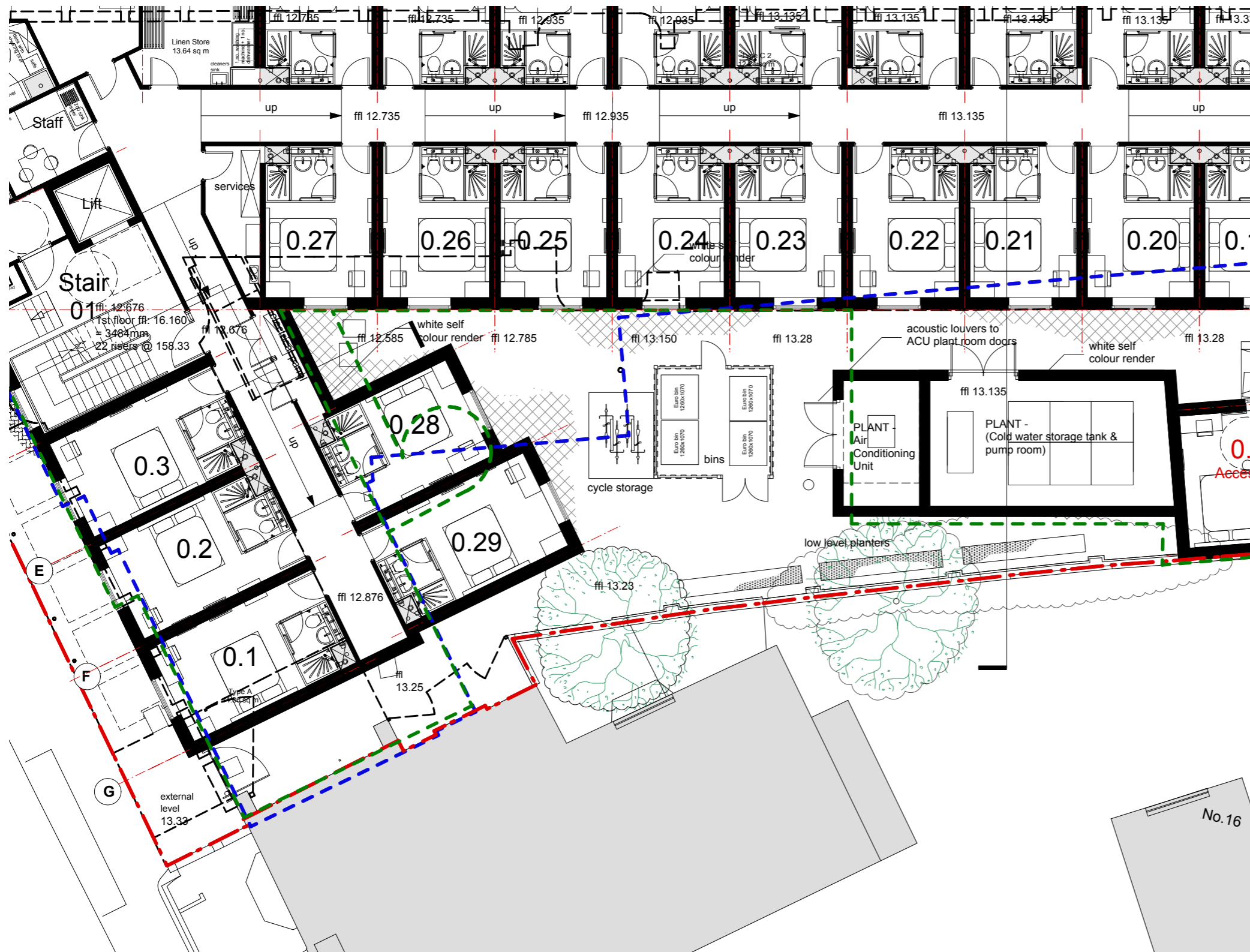
The rear yard will be used to service the building and will include storage for water, bikes and bins.

Access to the rear yard will be via a secure gate from Halford Road. The yard levels will be retained as existing where possible and ramps introduced to provide a level escape route.

The water tank room will be located in the middle of the yard to avoid excavations close to the existing garden wall and adjacent trees.

A fire escape route will also need to be maintained across the yard and through the secure gate.

The perimeter of the new building facing the street, abuts the back edge of the footpath. The footpath will be made good to match the existing finishes accordingly.



Detail of rear yard

Transport & Amenity

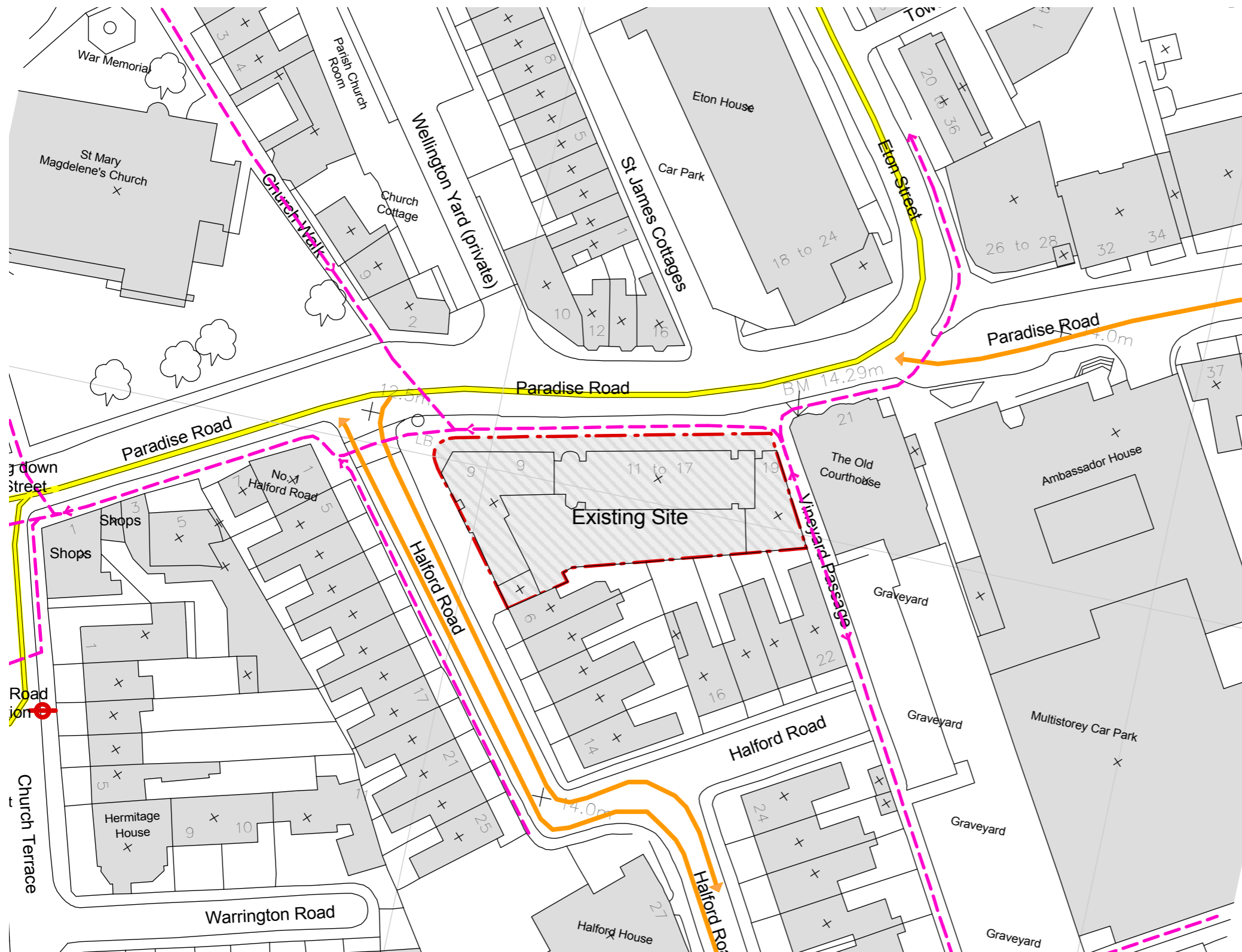
3.0 Transport

Please refer to separately provided travel plan, Alliance Planning letter and Travelodge letter which provide details of proposed transport arrangements for this hotel.

Paradise Road and the general area of Richmond Town Centre has a P-TAL (Public Transport Accessibility Level) of 6a. Access to transport services are good with bus services and Richmond rail station and Underground within 500m of the site.




The traffic on the section of Paradise Road in front of the site is 'one way' - Travelling west and includes main bus routes. The side streets adjacent serve the local residential neighbourhood with two way traffic and general public access.

Pedestrian access in and around the site plays a major role in the permeability of the area. We are proposing a parking free development and have provided secure covered bike storage for hotel staff only.



Site Analyses diagram showing main routes around the site

Transport and Amenity Key

-  Bus Stop
-  Rail
-  Main Traffic route
-  Lesser Traffic
-  Main Pedestrian routes
-  Site Boundary

Site Management

4.0 Cycle Parking

The proposals include a sheltered bicycle parking area, located within the rear yard, for the use of Travelodge Staff.

5.0 Servicing and Waste Management

Servicing requirements of the hotel will be minimal, due to the fact that there are no leisure or catering facilities proposed.

Facilities for the storage of general and recyclable waste will be provided adjacent to the entrance to the rear yard from Halford Road.

Please refer to separate statement on management of waste and deliveries.



View from Halford Road

Travelodge Detailed Design Stage Access Statement

The following provides details of Travelodge’s detailed Design Stage Access Statement, adjusted to suite the conditions on this site, which illustrates the efforts Travelodge go to, to make their buildings accessible to all.

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1	Introduction
1.1	The following Statement is based on the Travelodge Construction Guidelines February 2007 Issue Revision 3.
1.2	The Construction Guidelines offer detailed design guidance to Developers and Architects designing new Travelodges and form the basis of Travelodge’s requirements for a new Hotel in terms of layout, specification and finish.
1.3	Whilst site specific issues will always apply and be relevant to any design, these guidelines form the basis of the design of any new Travelodge Hotel
1.4	The Construction Guidelines have been devised over many years based on a combination of the operational requirements of the business, statutory and best practice requirements and customer feedback and consultation.
1.5	This Statement is intended to provide a commentary to the Construction Guidelines to explain how disabled access and inclusive design have been considered in the formulation of this design guidance.
1.6	Given the level of detail included within the Con-

struction Guidelines this document should be considered a “Detailed Design Stage Access Statement” as defined by the Disability Rights Commission guidance.

1.7 Developers and Architects using the Construction Guidelines to inform their design are encouraged to use this Statement as the basis for their own Design and Access Statements at either the planning or detailed design stage in support of either a Planning or Building Regulation Application.

1.8 However, Architects and Designers should be aware that this Statement is based purely on the standard layouts, details and designs incorporated in the Construction Guidelines and thus takes no account of site specific issues which will need to be addressed on an individual basis.

1.9 Equally this Statement is not designed to support the design of the refurbishment of an existing Hotel or the acquisition of a going concern which should be the subject of a separate Access Audit.

2 Guidance Documentation

2.1 This statement has been prepared in accordance with the guidance on the preparation of Access Statements as follows:-

- “Access Statements” Achieving an Inclusive Environment by Ensuring Continuity Throughout the Planning, Design and Management of Building Spaces” published by the Disability Rights Commission.
- “Design and Access Statements – How to Write, Read and Use Them” published by the Commission for Architecture in the Built Environment.

2.2 We would point out that further supplementary local guidance may apply and further augment the above documents. Developers and Architects should establish all relevant local guidance prior to drafting their own site specific statement.

3 Access Statement

3.1 This Access Statement is intended to advise

those parties involved in the design process (Designers, Engineers, Local Authority Officers etc.) as to the philosophy and approach to the design as well as the practical implications for disabled people of the design proposal.

3.2 This Statement is based on the Travelodge Construction Guidelines which form the basis for the design of any new Travelodge Hotel. However, this Statement does not address site specific issues which will need to be dealt with on an individual basis.

4 Travelodge Access Policy and Design Philosophy

4.1 Disability Policy

4.1.1 Travelodge is a budget hotel chain which aims to deliver basic but high quality accommodation to all it’s customers at the lowest possible price.

4.1.2 One of the main attractions to Travelodge customers are the very competitive rates allied to a consistency of quality and service wherever the hotel is located.

4.1.3 Consequently delivering new hotels for the lowest possible cost, is essential to Travelodge in order that it can offer all customers the lowest possible rates both now and in the future, whether they be disabled or not.

4.1.4 It should be appreciated that this is essential to the success of the Travelodge model and this is reflected in the application of all Travelodge policies, including its Disability Discrimination Policy.

4.1.5 Travelodge is committed to making its services as accessible as reasonably possible to all customers regardless of their abilities or disabilities.

4.1.6 It fully recognises its duties under the Disability Discrimination Act 1995 and 2005 as well as the requirements of Part M of the Building Regulations and aims to achieve equality of access and opportunity for disabled customers and staff wherever possible.

4.1.7 In summary Travelodge aims to provide a reasonably accessible service to all of it’s disabled customers at the lowest possible price.

Access for All Strategy

6.0 Design Stage Access Statement

6.1 The text adjacent provides details of Travelodge’s Detailed Design Stage Access Statement, which illustrates the effort Travelodge go to, to make their buildings accessible to all.

These guidelines are provided to the developer to ensure that the contractor complies with Travelodges requirements for accessible buildings.

Access for All Strategy

Design Stage Access Statement cont'd

4.2 Design Philosophy

4.2.1 Travelodge aims to ensure that all new hotels are designed to provide equality of access wherever reasonably possible.

4.2.2 As many new lodges are delivered by partners who are responsible for the construction of the building before handing this over to Travelodge upon completion the control of the design generally takes careful management and accessibility is no exception.

4.2.3 To ensure consistency of design Travelodge have produced the Travelodge Construction Guidelines which set out in detail the design of each constituent part of a new Travelodge to ensure that the completed design meets Travelodge's standards.

4.2.4 This document has been reviewed by Travelodge's retained Access Consultants, Evans Jones LLP, to ensure that the designs achieve a reasonable standard of accessibility throughout commensurate with Travelodge's access policy and it's obligations under the DDA 1995.

4.2.5 Due to the ongoing development of the Travelodge brand and design standards the Construction Guidelines are updated regularly. Each update is checked by Evans Jones LLP to ensure that any proposed changes do not prejudice the accessibility of the current design.

4.2.6 Evans Jones compare the design changes against best practice standards and, wherever reasonably possible Travelodge will aim to achieve these.

4.2.7 Where it is proposed to depart from best practice standards Travelodge will commission consultation with a user group to gain further feedback and advice before implementing a design change.

4.2.8 Travelodge also retain the services of Evans Jones LLP to provide 'ad hoc' advice to development teams where a specific access issue arises on a new build site. Travelodge Project Managers are instructed to seek advice where such an issue arises.

4.2.9 A copy of the full Travelodge Access Policy is available upon request.

1 Consultation

5.1 In the formulation of the Construction Guidelines Travelodge have consulted with Evans Jones Access in respect of inclusive design principles and the overall accessibility of the standard design details incorporated within.

5.2 In addition to this Travelodge have consulted with an Access Group in respect of the design of the accessible bedroom units and, in particular, the accessible bathroom pods.

5.3 In addition Travelodge encourages feedback from all its customers including disabled people. This feedback is then used to inform the ongoing improvement of the Travelodge experience for all customers including those with disabilities.

5.4 As part of the design change process Evans Jones LLP are consulted as to the access implications of any design change.

5.5 In addition, where necessary, Travelodge have formed their own Access Group whom they consult on more complex access issues not easily dealt with by reference to best practice design standards.

5.6 Developers and Architects are encouraged to consult with local Access Groups and Local Authority Access Officers, particularly in respect of site specific access issues.

6 Design Strategy and Criteria

6.1 As set out in Travelodge's Access Policy, Travelodge is committed to making its services as accessible as reasonably possible to disabled customers. Based on this policy the following design criteria has been adopted to both inform the Construction Guidelines and to appraise the Guidelines as part of the design change process:-

- The Disability Discrimination Acts 1995 and 2005.
- Disability Discrimination Act 1995 Code of Practice – Rights of Access: Services to the Public, Public Authority Functions, Private Clubs and Premises (2006

Edition)

- BS8300:2009 Design of buildings and their approaches to meet the needs of disabled people – Code of Practice.

- Approved Document M 2004 – Access to and use of buildings.

- BS9999:2008 – Code of Practice for fire safety in the design, management and use of buildings.

6.2 These documents form the foundation of adopted design guidance but the following other documents have also been used to inform the design:-

- The Sign Design Guide – A guide to inclusive signage.

- Colour, Contrast and Perception – Design guidance for internal built environments.

- Building Sight

- The Code for Interior Lighting published by CIBSE 2001

- Inclusive Mobility – A guide to best practice on access to pedestrian and transport infrastructure.

6.3 The Developer/Architect is directed to this design guidance in addressing any site specific issues but it is confirmed that the Construction Guidelines have been formulated based on this guidance and any changes to the Construction Guidelines since their formulation have been appraised against said guidance.

7 The Site

7.1 The site at Paradise Road, has been designed to achieve the standards set out in the above Design Stage Access Statement.

In addition to the detailed design features listed below, The main features that relate specifically to this site include:

8 Specific Design Features

8.1 Car Parking

8.1.1 There will be no parking available on the site.

Access for All Strategy

Design Stage Access Statement cont'd

8.2 Approach

8.2.1 The Construction Guidelines include standard designs for both a ramped and stepped approach to the Hotel entrance as well as detailing dropped kerb points and thresholds. It is confirmed that these details are prepared in full compliance with BS8300:2009 and Approved Document Part M of the Building Regulations – 2004 Edition.

8.3 Entrances

8.3.1 Automatic bi-parting entrance doors have been designed to achieve a clear width of at least 1200mm in full accordance with best practice.

8.3.2 These doors will be manifested with Travelodge standard decals and manifestation as part of the Travelodge direct order signage package.

8.3.3 Access controls are designed to be at a height suitable for all.

8.3.4 Secondary entrances are not specifically detailed as part of the Construction Guidelines but it is confirmed that Travelodge require all entrances to comply with the requirements of the Approved Document to Part M of the Building Regulations (ADM) and BS8300:2009.

8.3.5 At the secondary egress points a means of "level" or ramped egress has been provided to each and every final exit to afford unassisted egress by a disabled person who is unable to manage steps to a place of safety.

8.4 Reception

8.4.1 The reception desk has been set within clear site of the entrance doors on the natural "line of travel" and Designers should ensure that this criteria is met wherever practically possible.

8.4.2 Clear signage will be provided to indicate the position of reception in close proximity of the entrance doors as part of the Travelodge direct signage package.

8.4.3 The height of the reception desk has been given significant consideration as there is a need to balance the

health and safety needs of employees against those of a disabled guest.

8.4.4 The majority of reception employees are female and in many instances will be working alone (Lone workers). Travelodge has a duty of care to lone workers under the Health and Safety at Work Etc Act 1974 and Management of Health and Safety Regulations 1999.

8.4.5 A number of measures have been put in place to maintain the safety of these workers but one of the most important is the maintenance of a physical barrier between a lone worker and persons entering the Hotel. As a result the decision has been made to maintain all reception desks at a height of 1125mm above floor level.

8.4.6 As a result Travelodge do not feel able to provide a low level position to their reception desk whilst still maintaining the health and safety of their staff.

8.4.7 It is recognised that this may pose a barrier to a wheelchair user in particular and to mitigate any discrimination Travelodge staff are trained to leave the reception position and serve a wheelchair user within the reception lobby where the security conditions of the site allow. To facilitate this all new Travelodges will incorporate a door giving direct access from the reception position to the reception lobby and this feature has been incorporated into the Construction Guidelines.

8.4.8 In further support of this approach Travelodge now require all guests to pay in advance either via their website or by telephone and thus the use of the desk for the signing of sales vouchers or even the use of a pin keypad is now minimised.

8.4.9 Where payment is taken at the desk this is generally via chip and pin and thus the mobile chip and pin unit can be passed to a wheelchair user without leaving the reception position.

8.4.10 Equally in respect of registration information, which the Hotel is required to record by the Immigration (Hotel Records) Order 1972 this will have been provided by the customer when making their booking and can simply be verbally confirmed on their arrival. Thus there is no need for a writing surface when completing the registra-

tion process.

8.4.11 Not used

8.4.12 For hearing aid users a hearing loop is provided at each reception desk to aid communication between reception staff and a hearing aid user. This loop is portable so that it can be used at any one of the reception positions and also within the Bar Café, to suit the needs of a user.

8.4.13 Staff are instructed as to the use and maintenance of this hearing loop system.

8.5 Corridors and Horizontal Circulation

8.5.1 All internal doors giving access to corridors and stairwells have been designed to achieve a clear width of at least 800mm in full accordance with BS8300 and ADM.

8.5.2 Careful consideration has been given to the corridor width and the Construction Guidelines require a minimum corridor width of 1500mm.

8.5.3 A width of 1500mm was chosen on the basis that this is sufficient width to allow a wheelchair user to pass an ambulant person and will also allow the majority of wheelchair users to turn through 180o.

8.5.4 It is the intention that accessible bedrooms will be cited as close as possible to the main lift and stair cores and thus the likely incidence of two wheelchair users meeting each other on a corridor space is felt to be highly unlikely.

8.5.5 Equally as all bedrooms are fitted with doors which achieve a minimum clear width of 800mm additional space for turning is not required as set out under Table 2 of BS8300:2009.

8.5.6 Not used

8.5.7 Designers and Contractors attention is drawn to the operation of doors. Contractors should adjust self closing devices to fire doors to ensure that they achieve an opening force in full accordance with BS8300:2009, i.e. 30 Newtons for the first 30o of the door swing and 22.5 Newtons thereafter.

8.5.8 The Travelodge standard colour palette incorporates a dark blue carpet against apricot white walls, thus

Access for All Strategy

Design Stage Access Statement cont'd

achieving more than adequate contrast between wall and floor surfaces in accordance with best practice.

8.5.9 In turn the oak architraves and door finish achieves good contrast against the wall surfaces, thus making corridor spaces well defined for a visually impaired person.

8.5.10 Corridors should be designed to avoid the installation of glazed openings to the end of the corridors and where these are necessary these should be fitted with suitably opaque glazing or manifestation to prevent the risk of glare to a visually impaired user.

8.6 Bar Cafe

8.6.1 There will be no Bar or Cafe at this Travelodge site

8.7 Public Toilets

8.7.1 One unisex accessible toilet will be provided close to the main entrance.

8.7.2 Whilst the number of cubicles provided is dictated by environmental health requirements the Construction Guidelines require all new accessible toilets to be laid out in full accordance with ADM and BS8300:2009 in all respects.

8.7.3 All new accessible toilets will be fitted with a pull cord alarm which is linked to an addressable panel in reception, thus ensuring that staff are notified as soon as possible should a disabled person require assistance.

8.8 Stairs

8.8.1 The Construction Guidelines incorporate a design laid out in full accordance with the ADM.

8.9 Lifts

8.9.1 Travelodge sells its rooms on the basis of a generic service regardless of the location of the Lodge.

8.9.2 The Travelodge service does not allow any guest, regardless of ability, to book a room on an upper floor no matter whether that floor incorporates any perceived additional amenities, such as a view.

8.9.3 On this basis it is considered that to offer disabled customers bedrooms on upper floors would offer no greater amenity than a room on the ground floor.

8.9.4 Not used

8.9.5 Not used

8.9.6 Not used

8.9.7 One lift will be provided to enable access to all floor for all people.

8.9.8 The lift provided will achieve the minimum spatial requirements and features as required by the ADM.

8.9.9 Travelodge has a supply agreement with an international lift manufacturer and it is confirmed that these lifts meet these requirements.

8.9.10 Not used

8.10 Staff Areas

8.10.1 Staff areas are generally simple spaces used for the storage or distribution of linen or other goods.

8.10.2 Travelodge is committed to offering equality of opportunity for disabled staff but due to the nature of the activities that staff have to perform within a Travelodge opportunities for the employment of wheelchair users and severely mobility impaired staff is limited.

8.10.3 Thus facilities are not generally designed to accommodate such users, although all areas, as designed in the Construction Guidelines, do offer sufficient space for wheelchair users to manoeuvre into and out of staff areas without barrier.

8.10.4 As part of their obligations under Section II of the Disability Discrimination Act 1995 Travelodge will make reasonable adjustments to a hotel where the needs of a disabled member of staff dictate.

8.10.5 Given the individual needs of a particular member of staff it is argued that this is a practical way to proceed as generic solutions will rarely meet the day to day requirements of a disabled person.

8.11 Bedrooms

8.11.1 Location

8.11.1.1 In order to minimise travel distance and mitigate

the need for wider corridors, we have endeavoured to locate accessible bedrooms as close as possible to the main stair/lift core of the new Hotel.

8.11.1.2 Equally, in order to minimise travel distance to key facilities such as reception we have located the accessible bedrooms at ground or entry floor level wherever possible.

8.11.1.3 This will have the added benefit of facilitating independent egress for those disabled guests who are unable to use stairs in the event of fire.

8.11.2 Number of Accessible Bedrooms

8.11.2.1 In accordance with ADM and BS8300:2009 Travelodge require 5% of all new bedrooms to be of the Travelodge accessible standard. However, in order to endeavour to meet the expectations of the local authority, whilst paying respect to Travelodges experience in terms of demand for such rooms, we have provided 7 no. accessible bedrooms.

8.11.3 Bedroom Size and Layout.

8.11.3.1 It is confirmed that the Construction Guidelines incorporate bedroom doors of a minimum 862mm in width, thus ensuring that all bedrooms achieve a clear opening width of at least 800mm in full accordance with BS8300 and ADM.

8.11.3.2 Due to the width of the standard shower, family and squeeze room variants a clear space of 300mm is not achievable to the opening door edge within all bedroom types.

8.11.3.3 Whilst it is conceded that this may pose a barrier to a wheelchair user when leaving the bedroom, as these room types would not be suitable for the majority of wheelchair users to stay in it is argued that this requirement should not apply to these bedroom types, especially as a wheelchair user is likely to be visiting a non-disabled guest in these bedrooms who will be available to provide assistance, if necessary.

8.11.3.4 In contrast it is confirmed that the door opening to the accessible bedroom area achieves a clear width well in excess of 800mm and incorporates a clear space

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of 300mm in width at the opening door edge.

8.11.3.5 Once within standard bedroom types the layout is by its very nature compact and this design allows Travelodge to sell rooms at the lowest possible price to its customers which is, quite reasonably, part of its business plan.

8.11.3.6 This does mean that circulation space within the standard bedroom types is limited but is considered more than adequate for any ambulant user.

8.11.3.7 The accessible bedroom type is slightly larger to allow additional circulation space and incorporates an amended furniture layout which again maximises manoeuvring space within the bedroom.

8.11.3.8 This bedroom type incorporates a clear turning space of 1500mm in diameter to one side of the bed to allow a wheelchair user to turn through 180o and manoeuvre into a position to transfer onto and off of the bed. Equally there is space to the other side of the bed to allow access by a carer assisting a user transferring onto the bed.

8.11.3.9 In addition beds can be moved to suit an individual's requirements, as necessary.

8.11.4 Furniture

8.11.4.1 All bedrooms incorporate a simple furniture offer of desk, hanging unit, a full height mirror and television unit.

8.11.4.2 This is replicated to all bedrooms but it is confirmed that the desk is suitable for use by a wheelchair user, having good clear space between and being set at a suitable height.

8.11.4.3 The clothes hanging units are simple wall hung units, thus allowing wheelchair users to gain clear access beneath without obstruction. Hanging units to accessible rooms are set at a lower level to ensure that the clothes rail is set within the reach range of the average wheelchair user, as defined by BS8300.

8.11.4.4 The provision of full height mirrors to all bedroom types allows all users, regardless of their height, to gain access to a mirror.

8.11.4.5 Windows are generally required to be of the top hung type unless site restraints require otherwise and thus window controls are generally set at the base of the window within reach of a wheelchair user.

8.11.4.6 Where site specific constraints prevent this Designers are required to incorporate a mechanical opening mechanism which maintains controls at a lower level to Accessible Bedrooms.

8.11.5 Alarms

8.11.5.1 Both the bedroom and en-suite to the accessible unit are fitted with alarm devices allowing disabled users to call for distress. These alarm units are linked to an addressable panel at reception level thus ensuring that staff are always alerted to these alarms as soon as possible.

8.11.6 Accessible Ensuite Facilities

8.11.6.1 All new accessible bedrooms within Travelodges are fitted with "roll in" shower units rather than accessible bathrooms. This decision has been made based on consultation with an Access Group and Evans Jones LLP.

8.11.6.2 This is on the basis that the majority of wheelchair users and mobility impaired people will be able to use a level access shower room provided suitable equipment is provided such as a shower seat and grab rails.

8.11.6.3 This is not the case where an accessible bathroom unit is provided as many users will be unable to transfer to and from a bath safely unless a user specific grab rail arrangement is incorporated or other specific equipment provided, which is obviously not possible within a Hotel environment.

8.11.6.4 Equally it is considered that the risk of accident when transferring to and from a bath is greatly increased in comparison to a level access shower room.

8.11.6.5 On the basis of these factors Travelodge accessible bedrooms will incorporate level access en-suite shower rooms to all new Hotels.

8.11.6.6 Whilst some users may prefer a bath to a shower it is argued that, for the reasons set out above, it is not unreasonable to expect a user to wash using a shower for the limited period they are likely to be staying within the

Hotel.

8.11.6.7 A fact that should also be noted is that to provide en-suite bathroom facilities of a suitable size would necessitate a significant enlargement of the accessible bedroom type which is contrary to Travelodges aim of providing good quality accommodation at the lowest possible price.

8.11.6.8 The Travelodge standard accessible bedroom incorporates an en-suite shower room with a flush gully allowing level access to the shower area without incorporating any form of shower tray thus maximising manoeuvring space within.

8.11.6.9 This en-suite bathroom is slightly smaller than recommended by ADM or BS8300, however, it still achieves a clear turning space of 1500mm in diameter as required by both of these standards, thus allowing a wheelchair user to turn through 180o and manoeuvre into position to transfer either onto the WC or shower seat. 8.11.6.10 This layout, when it was first conceived, was tested by an Access Group who considered the manoeuvring space to be satisfactory.

8.11.6.11 Equally, Travelodge have not received any negative feedback from disabled guests as to the size of this room and thus it is considered adequate for purpose.

8.11.6.12 The shower area is fitted with a drop down shower seat and grab rails in full accordance with the requirements of BS8300 and ADM.

8.11.6.13 The cubicle is fitted with a "corner" layout WC pan and basin which is again fitted with grab rails in full accordance with BS8300 and ADM.

8.11.6.14 Due to the pod construction and size constraints the basin is not recessed and thus does partly obstruct frontal transfer onto the WC pan. However, as the majority of wheelchair users will adopt either a lateral or 45o lateral transfer method onto the WC pan this should not pose obstruction to the majority of wheelchair users.

8.11.6.15 Equally, in order to provide a basin of reasonable size to allow for hand washing and shaving etc. it is considered desirable to provide a slightly oversized basin.

8.11.6.16 This has been tested by an Access Group who considered this arrangement to be satisfactory for any-

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thing other than frontal transfer.

8.11.6.17 All controls within the accessible en-suite bathroom are of a lever type allowing ease of use by someone with impaired dexterity to the hands.

8.11.6.18 Whilst white wall tiling is incorporated, coloured grab rails and contrasted coloured tiled backgrounds are used to ensure key features are well contrasted throughout.

8.12 Means of Escape

8.12.1 Travelodges are designed to require only minimal staffing levels in accordance with the Travelodge "low cost" model.

8.12.2 As a result it is considered essential that wherever possible staff intervention in the assistance of guests in the event of a fire, regardless of whether they are disabled or not, should be minimised to ensure the safety of guests and staff alike.

8.12.3 As a result Travelodge policy is to site accessible bedrooms on the ground floor, or other such floor with level egress, wherever possible.

8.12.4 As set out previously it is considered that no additional amenity is gained from staying in a bedroom above ground floor level in the majority of Travelodge Hotels.

8.12.5 As a result Designers should aim to site the majority of accessible bedrooms at ground floor level.

8.12.6 All accessible bedrooms should be sited as close as possible to lift and stair cores, in particular where they are sited to upper floor levels.

8.12.7 As this site incorporates a lift access disabled refuge points have been provided in accordance with BS9999:2008. These refuges will incorporate intercom systems linked to the reception in accordance with the standard Travelodge Mechanical and Electrical Specification.

8.12.8 Refuges should be of the size dictated by BS9999:2008. These refuges shall be located in accordance with BS9999 but shall, wherever possible, be incorporated on stair landings to fire protected stair enclosures.

8.12.9 On "high rise" buildings Designers shall consider the installation of a fire evacuation lift for the ease of evacuation of disabled guests.

8.12.10 Where fire regulations require the installation of a fire fighting lift Designers shall enter into early discussions with the Fire Service to establish whether such a lift can be used for the evacuation of disabled people in the event of fire.

8.12.11 Where this is feasible this shall be highlighted to the Travelodge Safety team as early as possible so that a procedure for use of the lift by Travelodge Staff can be devised and tested in advance of opening.

8.12.12 Where refuges are provided Travelodge will provide evacuation chairs in close proximity to these refuges for use by disabled guests.

8.12.13 Where disabled guests are unable or unwilling to use these evacuation chairs Travelodge staff shall remain responsible for co-ordinating the safe evacuation of these guests via the Fire Service.

8.12.14 Travelodge staff will discuss and agree escape arrangements with every disabled guest at the point of booking in and, in conjunction with the guest, a Travelodge staff member will devise and agree a Personal Emergency Egress Plan which will be held at reception for the reference of all Hotel staff in the event of a fire.

8.12.15 In order to ensure that deaf or hearing impaired guests are warned in the event of fire all accessible bedrooms and disabled toilets are fitted with flashing beacons to supplement the audible sirens as part of the Travelodge standard M & E Specification. To offer further flexibility Travelodge will also supply "vibrating pillow" alarms for use by guests in standard bedroom types.

8.12.16 The Designer shall take account of site specific issues and shall ensure that means of egress from final exit points achieve a level or ramped approach to a point of safety wherever practically possible.

8.12.17 Where site constraints mean this is not achievable the Designer shall devise a refuge space to overcome any stepped means of escape even if this is outside of the building.

Conclusions

7.0 Conclusions

The proposed new hotel for the site at 9-19 Paradise Road will provide a high quality new building that will inject new life into this redundant commercial location.

The existing building has sat empty for many years and does not contribute to the urban character of the area.

The proposed new hotel will enhance the historic character of central Richmond with a sensitively designed building that takes its references from the local area.

With its modern interpretation of traditional details and respect for traditional urban scale, it will provide Richmond with a sensitive landmark at this gateway location.

We would therefore recommend that you support this proposal.