

ACCESS STATEMENT

All of the proposed homes are designed to Building Regulations Approved Document M4 (2015) Category 2 'Accessible and Adaptable Dwellings'. The list below summarizes the way the proposed development will, organized by the section numbers in the regulation.

2.6 – 2.11 The approach to all entrances should be level or gently sloping : all flats have lift access direct from street level / carpark level.

2.12 Car parking & drop-off : Both of these are provided on site.

2.14 Communal entrance : will meet all of the criteria for Section 2.

2.16 Lift & Communal stairs : are designed in accordance with all the criteria for Section 2.

2.20 The principal private entrance doors : will meet all of the criteria for Section 2.

2.22 Circulation : The width of the doorways and hallways conform to the specifications in the table 2.1

2.23 Step-free dwellings : The dwellings are flats with a single floor level, there are no steps or stairs within.

2.24 Living, kitchen, windows : meet all of the criteria for Section 2.

2.25 Bedrooms : have a clear access zone 750mm wide around 3 sides of bed & to access window

2.26 Wall reinforcements : will be located between 300 and 1500mm from the floor

2.27 WC is provided within the main bathroom of each unit, which is fully compliant with Diagram 2.5

2.29 Each master bedroom has a bathroom which is fully compliant with Diagram 2.5 either adjacent or opposite.

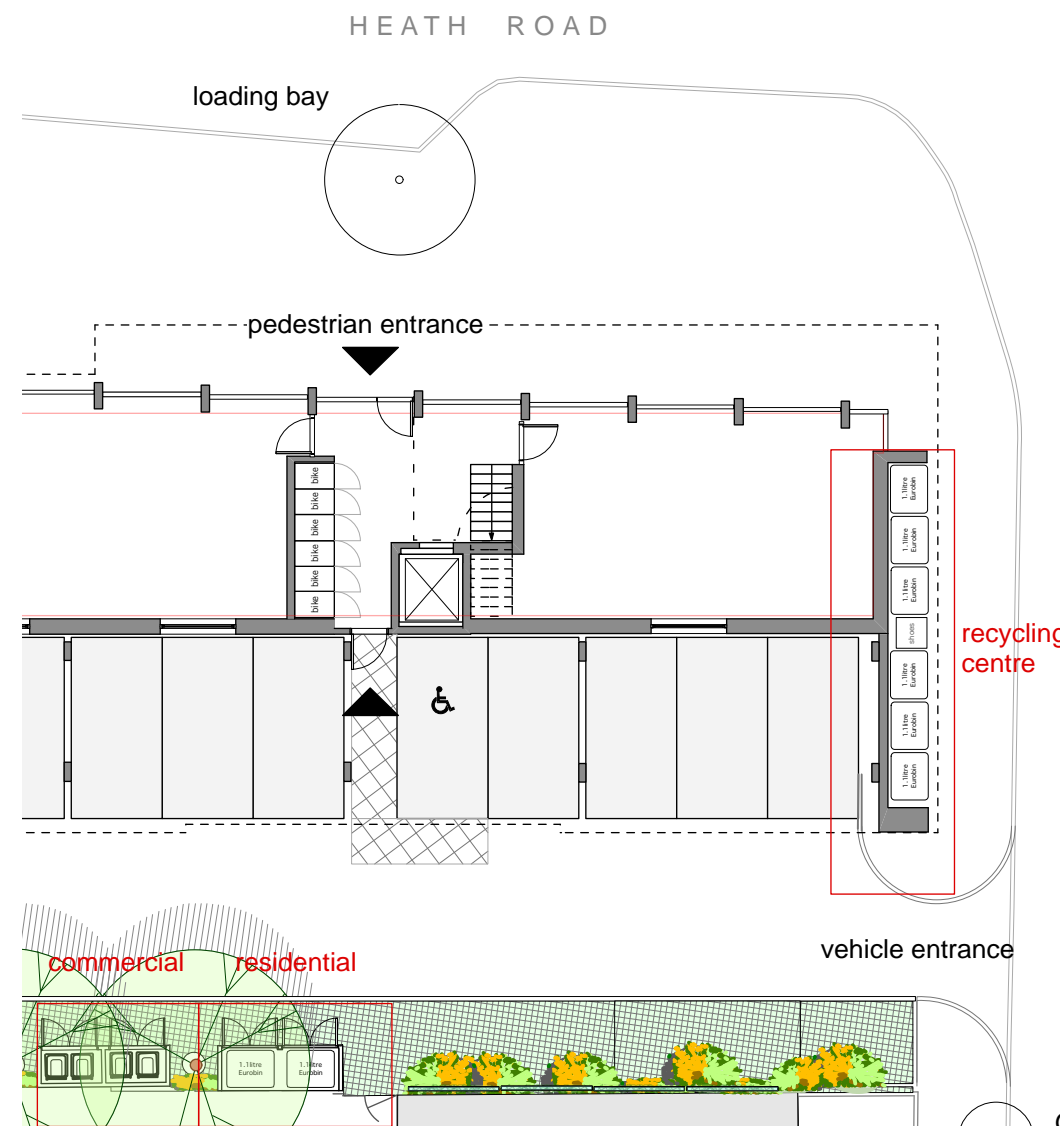
2.30 Switches, sockets, window handles and service controls will be between 450 and 1200mm above the floor.



WITH RECYCLING CENTRE



WITHOUT RECYCLING CENTRE



GROUND FLOOR PLAN

The main entrance to the development is from Heath Road. A centrally placed entrance gives access to a double height hall with lift and stairs to the flats above, entrances to the two commercial units, and a rear entrance from the carpark. There is a loading bay on Heath Road directly outside this entrance.

Local residents want to get rid of the recycling station from this location. We have designed the building to work equally well with or without the recycling station.

The carpark is entered from Saville Road using the existing cross-over, which will be re-built to improve visibility splays. The area has very good transport connections and parking is provided on site for 10 cars, see separate transport report. Lockable bicycle storage is provided for each flat and for both commercial units —see drawing 34 for details.

The carpark also contains bin stores. Each commercial unit has a store for two wheelie bins. The flats share a secure store containing two large eurobins (1100 litres) for general waste. These bin stores will be within easy access of Saville Road, the commercial binstore being more distant than the residential; if necessary the commercial bins can be moved near to the entrance on collection day, where there is adequate space for them. The existing recycling centre on Heath Road is relocated to a recess on Saville Road, and will accommodate recycling from this development.

All servicing activity will be accommodated on-street, either using the existing on-street loading bay that abuts the site on Heath Road or from the single yellow line located adjacent to the site on Saville Road, as per the existing situation.

All of the proposed homes are designed to be accessible and adaptable as defined by the Building Regulations Approved Document M4 (2015). They will comply with Category 2 'Accessible and Adaptable Dwellings' which replaces Lifetime Homes standards.

There is a planning policy requirement for 10% Category 3 'wheelchair' homes for schemes of 10 or more flats. However, wheelchair flats should be on ground level so that they are not reliant on lift access which may break down. The ground level is fully occupied by the required commercial and parking spaces. In large developments it is sometimes permitted to locate wheelchair flats on upper floors provided that they are served by two lifts in case of breakdown. It would be disproportionate and unreasonable to install two lifts in such small development in order to serve one wheelchair flat, particularly as the flats are for private sale and very unlikely to be bought by a wheelchair user anyway.

Special measures are taken to ensure that level access is preserved to all external doors without compromising weather resistance —see drawing 27

A full analysis of transport is presented in a separate report by TTP Transport Engineers.



BROWN ROOF WITH PHOTOVOLTAIC SOLAR PANELS

Sustainability is an important issue for Chassay Studio and we design to the highest standards. Separate energy and sustainability statements by Price & Myers accompany this report and shows how the design will minimize energy use and carbon emissions. High levels of insulation are increasingly difficult to incorporate into the building fabric so we have indicated how the proposed level will be achieved in the detailed section — drawing 20

This design also takes exceptional measures to maximise the planting potential of the site, for the amenity of residents and neighbours, as well as the benefits to biodiversity. The roof is fully used, and the south façade continues this into a cascade of climbing plants down to the courtyard where new trees are proposed together with state-of-the-art 'eco-passerelles'

**BROWN ROOF**

Industrial brownfield sites can be valuable ecosystems, supporting rare species of plants, animals and invertebrates. Increasingly in demand for redevelopment, these habitats are under threat. "Brown roofs", also known as "biodiverse roofs", can partly mitigate this loss of habitat by covering the flat roofs of new developments with a layer of locally sourced material.

Construction techniques for brown roofs are typically similar to those used to create flat green roofs, the main difference being the choice of growing medium, usually locally sourced rubble, gravel, spoil etc. They are seeded—and plug planted in patches—to increase their biodiversity potential in the short term. The roofs are colonised by spiders and insects (many of which are becoming extremely rare in the UK as such sites are developed) and provide a feeding site for insectivorous birds.

Solar/Photovoltaic A-Frame panels at roof level are known to work more efficiently when installed on a green roof rather than a on a conventional surface. The green roof can increase the efficiency of PV by maintaining a more efficient microclimate around them. The performance of photovoltaic panels is lowered by 0.5% per°C above or below 25°C.

**SUDS**

Living roofs reduce both the pollution and surface run off entering the drainage system as part of a Sustainable Drainage Systems (SUDS). In the summer a green roof can typically retain between 70% - 80% of the runoff. This is the first part of a site-wide rainwater control & watering system. The roof drainage automatically waters planters at each level of the building on the south façade before exiting into specialist reservoir voids beneath the paving for dispersal into the soil and for watering the ground-level planting. This is explained in drawing 33

**ECO-PASSERELLES**

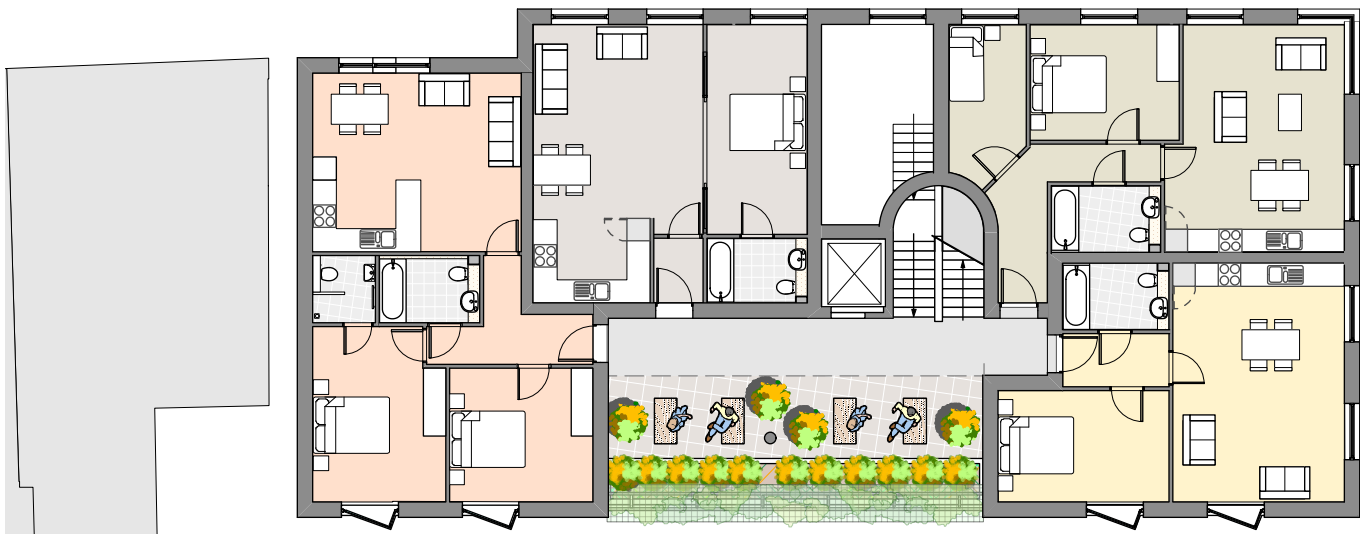
Eco-passerelles are an idea pioneered in Switzerland; in essence they create planting areas below ground level. There are several benefits which we have exploited here. In terms of amenity they provide an extended area of planting in places where occasional vehicle and pedestrian access is required. Driving over them does not compact and kill the plants as happens in other systems. It also allows a large area of natural soil for roots, which is particularly important for trees, but also allows other plants a better chance of survival. The climbing plants proposed are small at ground level but have extensive foliage and require equally extensive root zones. Finally, the fact that there are extensive interlinked stretches of undisturbed planting is a great benefit to the micro-fauna which make for a healthy living world.



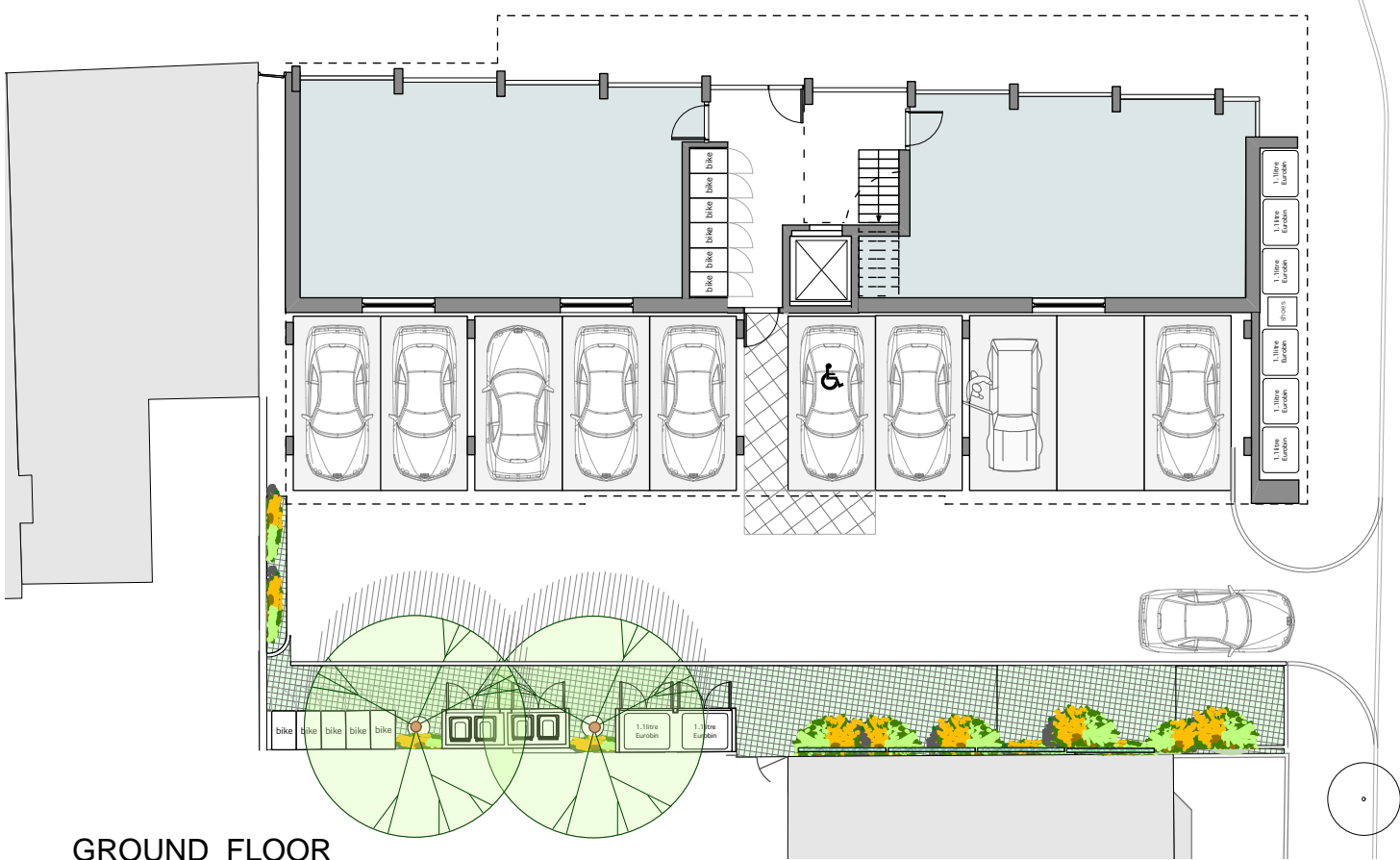
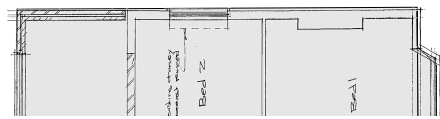
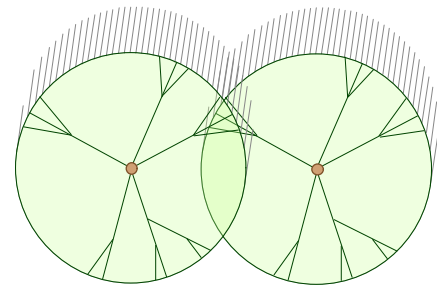
CLIMBING PLANT SCREENS & TRELLISES



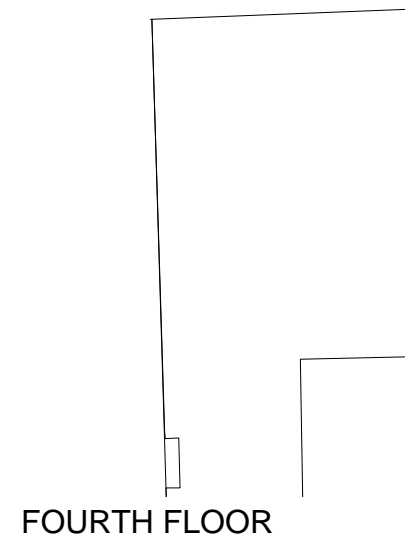
ECO-PASSERELLES



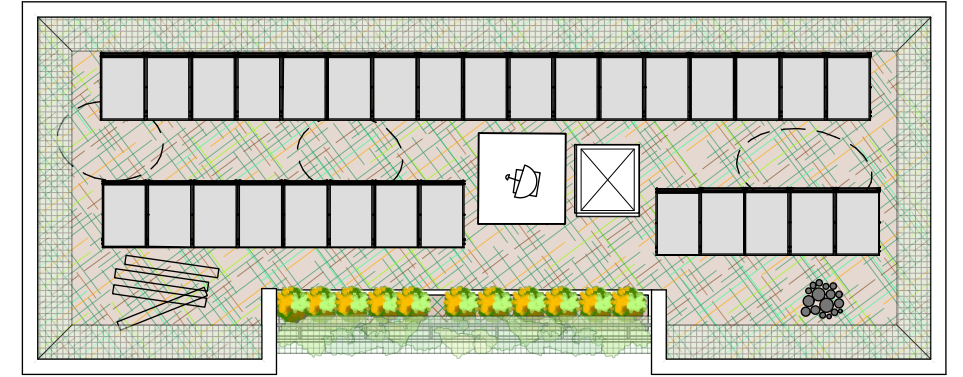
FIRST FLOOR



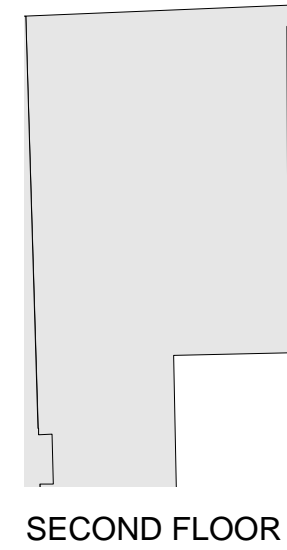
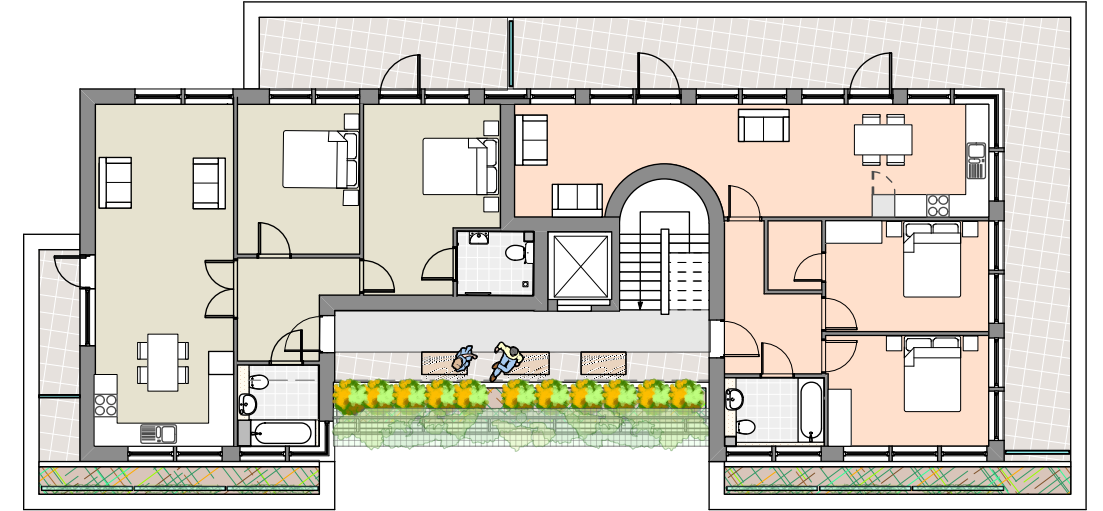
GROUND FLOOR



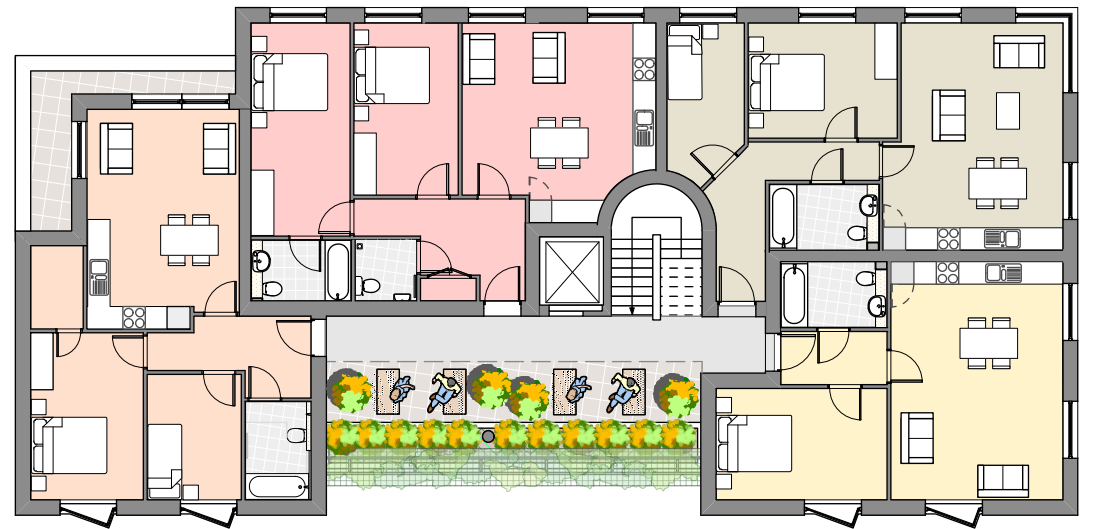
FOURTH FLOOR



THIRD FLOOR



SECOND FLOOR



The proposal in this application will replace unsightly hoardings and redundant offices with a high quality new building which provides modern commercial space and ten fine new homes in this town-centre location.

The design has been developed through extensive consultation with the planning authority, local residents and their ward councillor. This process has generated a fine looking building which will take its place in improving the high street.



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