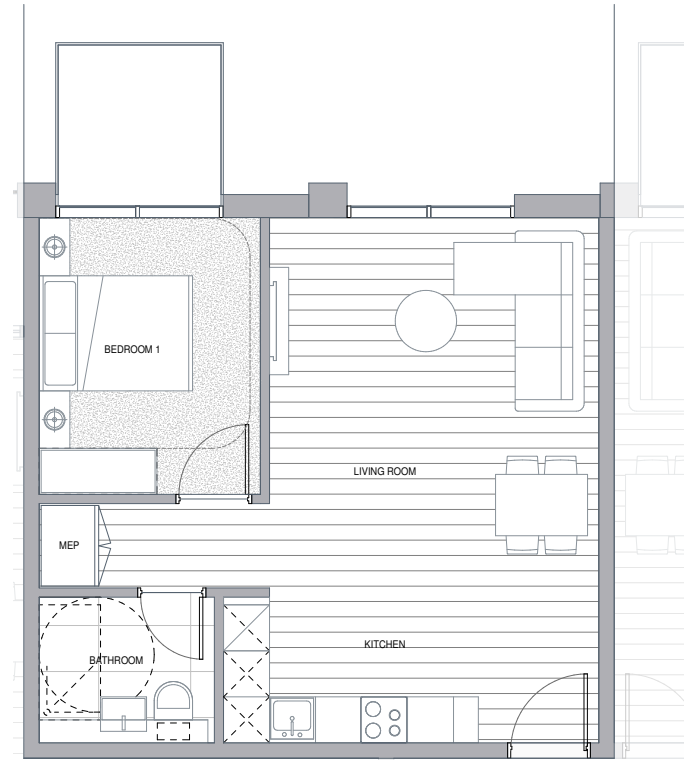
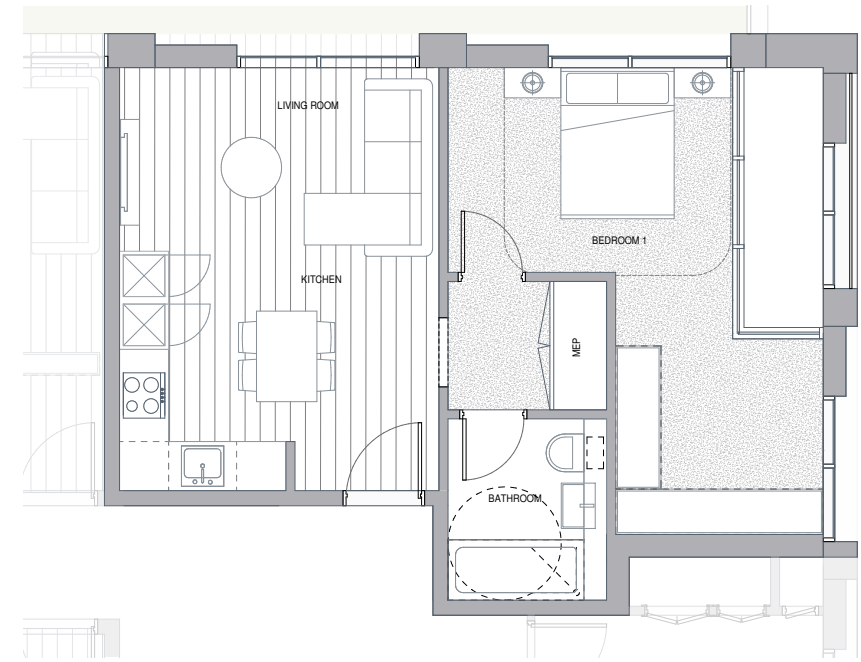


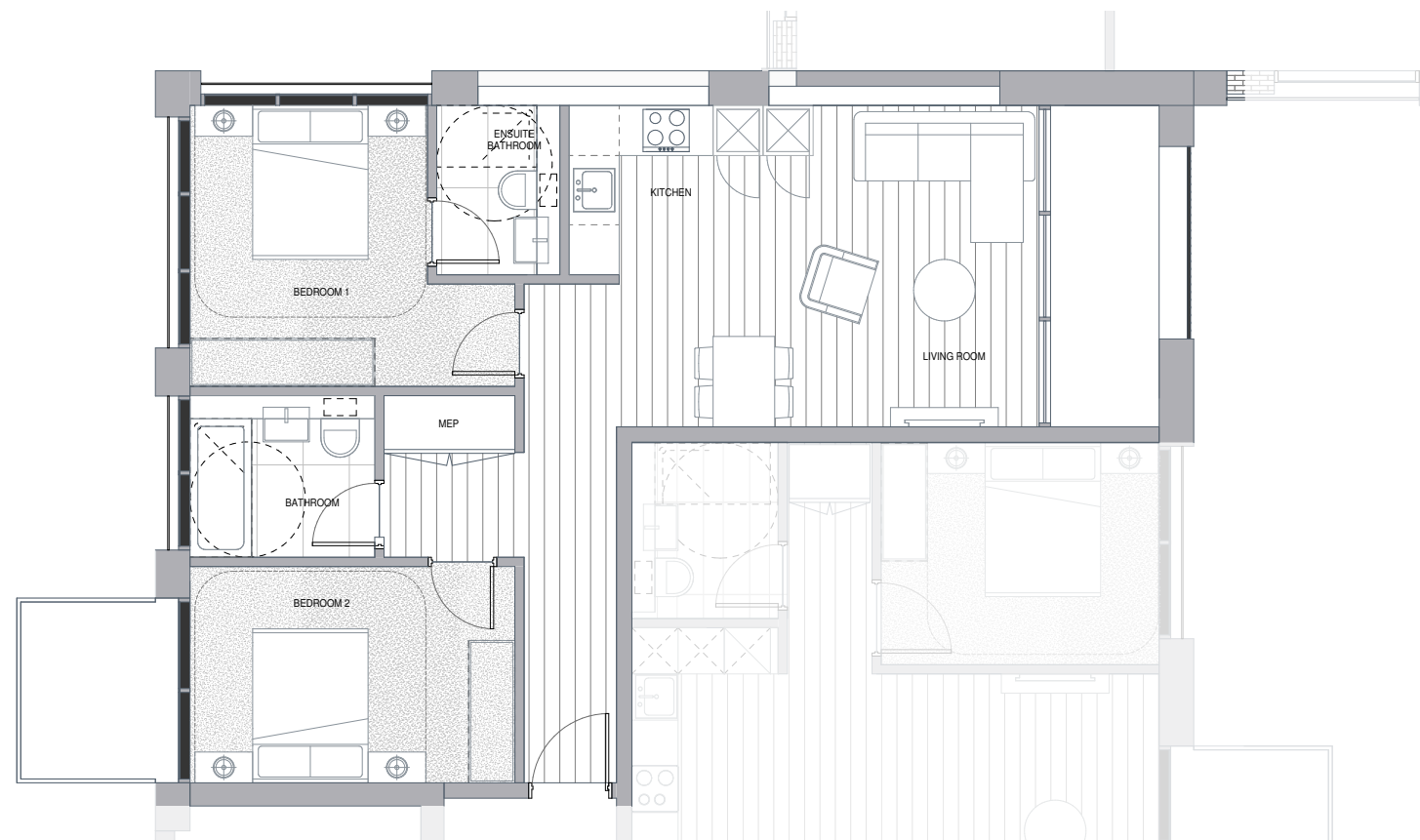
Typical M4(2) Unit Layouts (88.8% of all apartments)



1 BED TYPICAL M4(2) UNIT



2 BED TYPICAL M4(2) UNIT



3 BED TYPICAL M4(2) UNIT

## 17.0 ACCESS

### 17.7 General Provisions

#### Internal Doors

All internal doors have been designed in accordance with Approved Document Part M Volume 1. Doors will have a clear opening width of 850mm or wider, dependant on approach.

All M4(3) category 3 apartments have an unobstructed 300mm on the pull side of the door and 200mm on the push side of the door, adjacent to the leading edge.

All M4(2) category 2 apartment doors have an unobstructed 300mm to the side of the door adjacent to the leading edge on the pull side only. The pushing force required for opening doors will not exceed 30N from 0° (the door in the closed position) to 30° open, and not more than 22.5N from 30° to 60° of the opening cycle, as recommended in Approved Document M and BS 8300.

#### Communal Corridors

Communal corridors have a minimum clear width of 1200mm as recommended in Approved Document M and BS 8300.

The corridor width is increased to 1500mm where M4(3) category 3 apartments are located.

#### Vertical Circulation

##### Staircases

Access stairs will have a minimum width of 1200mm and will be designed to the recommendations set out in Approved Document M and BS 8300.

Risers will be set uniformly throughout. All treads will be 250 mm or greater and will have a rise of between 150 mm and 170 mm. Each stair will have no more than 12 risers in each flight.

Handrails will be placed along both sides of all stairs and have a 300 mm overhang at landings. Handrails will be continuous around the half landings.

A slip resistant, tactile nosing is proposed to the nose of each tread, which will also provide colour contrast. The landings will have a similar slip resistant, tactile finish to denote the bottom of flights.

It is proposed that wall mounted visual and tactile level indicators and circulation route signage will be provided on stair landings, in accordance with the recommendations set out in section 9.2 of BS 8300.

Escape stairs / Fire-fighting stairs will have a minimum width of 1100mm, and will be designed to the parameters set out in Approved Documents B and K and the width will be dependent on the expected occupancy of the building and flow rate of escape. Escape stairs / Fire-fighting stairs will, however, include Document M features where possible, to assist ambulant disabled people - i.e.:

- Handrails will be placed along both sides of all stairs and will have a 300 mm overhang at landings. Where a stair has two or more flights the handrail will be continuous around the half landings.
- A slip resistant, tactile nosing is proposed to the nose of each stair to the recommendations set out in Approved Document M, which will also provide colour contrast. The landings will have a similar slip resistant, tactile finish to denote the bottom of flights.
- Stair landings will have visual and tactile level indicators (in the form of an embossed or sunken sign on the wall adjacent to the stair) and circulation route signage in accordance with the recommendations set out in Approved Document M and BS 8300.

#### Passenger Lifts

The passenger lifts will have an internal dimension of 1100mm by 2100mm which is greater than the recommended minimum. An 1100mm wide lift requires a wheelchair user to reverse out, therefore consideration will be given to the installation of a mirror to the rear wall of the lift car to assist egress.

Internally the lift cars will be designed to the recommendations set out in Approved Document M, BS8300 and to BS EN 81-70 and BS EN 81-1.

All lift call buttons will be made distinct by illumination, surrounding each button. The call buttons will have tactile relief selectors. It is proposed the lifts will have audible announcements at each floor, and lift lobbies will have visual and tactile level indicators and circulation route signage at each floor.

#### Finishes

##### Visual Contrast

Visual contrast has been considered throughout each building. Visual contrast has been considered within confined areas such as small lobby areas, where a person with a visual impairment may be too close to the surrounding walls to differentiate between different surfaces and finishes. Visual contrast has been achieved between the junction of the wall and floor, and wall and ceiling, by means of contrasting finishes and colour.

##### Flooring

Internal entrance lobbies and lifts have a shell limestone floor finish. Internal stairs have a vinyl floor finish at low level and carpet on the upper levels.

All finishes will be slip resistant (requires test upon installation), hard wearing, firm, level and easily maintained. Upper floor lobbies have a carpeted floor finish. Entrances have also been provided with heavy duty door mats to aid the removal of moisture and soil upon entry. The surface of the mat will be level with the surface of the adjacent floor finish.

All Internal floor surfaces are flush and will not impede the movement of wheelchairs.

#### Signage

There are 1.5 million people with a learning disability in the UK, of which approximately 30% have a sight impairment, and 40% have a significant degree of hearing loss (Section 1.2.3, "Good Signs", Disability Rights Commission).

Signage will be developed to be clear, concise and consistent, and suitable for people with visual impairments and learning disabilities, such as dyslexia, as described below:

- CLEAR - Easy to see and understand, with large print in a clear typeface, with good contrast and low glare. People with learning disabilities would benefit from an increased use of pictures on signs, in addition to, or independent from text..
- CONCISE - Simple, short and to the point
- CONSISTENT - Signs meaning the same thing should always appear the same.

### 16.8 Residential Means of Escape

It is proposed that in the event of a fire, disabled people, in the apartment of fire origin, will make their way to the protected lobby on their respective floor to await the arrival of the emergency services. It may be possible to use the lift at this point if it has not grounded, however the lift is not designed to facilitate evacuation, and any evacuation philosophy for occupants should not rely upon the lift.

The fire alarm provided within the building instigates evacuation of the fire affected apartment only. No fire alarm, at any level, will be sounded in unaffected apartments. All occupants on upper levels will stay in their apartments unless advised by the emergency services to evacuate.

### 16.9 Conclusion

Design development will aim to maintain and improve accessibility throughout each building. The Mill Hill development has been designed with inclusive access in mind, and has taken into account relevant policy, regulations and good practice. This will be maintained and developed further at detail design stage.

This access statement has explored both access and egress issues, to and around the site as well as within the buildings themselves. Consultation on accessibility throughout the design process has resulted in the inclusion of use by disabled people.

Options will continue to be considered to ensure the buildings are accessible. Further access assessment and consultation will be required throughout any future design progression.



## 18.0 PUBLIC CONSULTATION

### 18.1 Public Consultation

Extensive public engagement has been carried out in an effort to engage with the local community and key stakeholders. This includes local resident groups, political stakeholders and local amenity groups.

The objectives of the exhibition were to involve local people and groups in developing revised proposals for the site, to ensure that the consultation was accessible to all, and to help to create a development that meets the needs and aspirations of the local area. The consultation and engagement programme has included:

Approximately 4,003 flyers were distributed ahead of the exhibition. These invited local residents to the event, provided some information about the proposals, and included contact details for the project team.

Pre-exhibition pop up events were deployed to initiate first contact with local stakeholders and the general public. The Public Exhibitions were organised to continue engagement with stakeholders, display the proposals and garner feedback.

Two public exhibitions were held. The first on Saturday 9th March 2019 between 10 am – 2:30 pm at the RAF Museum, NW9 5LL. The second Tuesday 12 March 2019 at Hartley Hall, 1 Flower Lane, NW7 2JA. The venues were fully accessible and well known to local residents. 119 people attended. Project website. A project website [www.pentavianewhomes.co.uk](http://www.pentavianewhomes.co.uk) was created so that local people could view details of the proposals online. This was updated throughout the project.

Briefings with local groups and politicians. The Applicant was keen to engage community groups with an interest in the scheme.

The following political stakeholders were invited to the exhibition as well as one-to-one meetings to discuss the proposals:

- Mill Hill Ward Councillors
- Neighbouring Ward Councillors from Hale and Colindale
- MP for Hendon – Matthew Offord MP
- GLA representative for Camden and Barnet – Andrew Dismore

The following groups were invited to receive a briefing on the proposals prior to the public exhibition:

- Mill Hill Residents Association
- The Mill Hill Preservation Society
- Mill Hill Neighbourhood Forum

Residents 'enquiries. Throughout the consultation process, a dedicated telephone number, e-mail and Freepost address were supplied and managed by BECG; providing further information to residents, businesses and stakeholders on request.

Overall, 119 people attended the exhibitions providing a range of views. Positive comments included:

- Affordable housing – support the idea of redeveloping the site to provide 41% affordable housing
- Affordable housing mix – support the range of affordable housing options on offer which would benefit the wider range of people
- Housing for key workers – support the idea that key workers in the borough, such as doctors and teachers, could benefit from housing on the site
- Site regeneration – supported the regeneration of the currently underutilised retail park site

There were also questions raised by attendees and consultees regarding the following concerns:

- Height- comments were made regarding concern for the height of the development. Many residents questioned the height of the scheme and whether it would be visible from their communities and homes. Local residents also queried whether the view of the scheme would impact on housing values in the area.
- Strain on local services- comments were made by attendees who were concerned about the possibility of strain on public services, specifically local transport. Many people, questioned whether local transport services would be impacted by the development. Others were concerned about waiting times at GP surgeries.
- Parking- some residents were concerned about the level of parking compared to the density of homes. Residents referred to current concerns about car parking and whether this would affect current parking levels going forward.
- Traffic- some attendees were concerned about the effect that the new residents of the proposals will have on traffic in the surrounding roads.
- Density- comments were made regarding the proposed density of homes. Some felt the site constituted over-development. The Applicant proposed this density due to the requirement of providing affordable housing on the site.
- Pollution- people were concerned about air pollution around the scheme.













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