



Fig. 8.4 View from corner of Edgware Road looking west to gateway tower (Block K)





Fig. 8.5 View from corner of Edgware and Harrow Road looking west

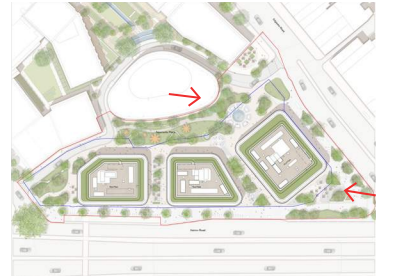


Fig. 8.6 Aerial view of Block K crown looking east





Fig. 8.7 Aerial view from Harrow Road looking north



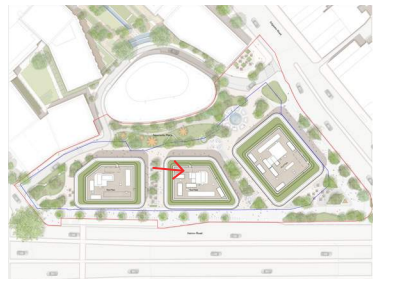


Fig. 8.8 Aerial view of Block K looking east





# Access Statement

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## **9.0 Access Statement**

### **9.1 Summary**

Berkeley Homes and Squire and Partners set excellent standards of accessibility through consideration of inclusive design from the conception of the project and the consideration of the needs of all users. All aspects of the building are designed to ensure an inclusive and enjoyable environment for everybody.

The purpose of this statement is to outline Berkeley Homes and Squire and Partners overall holistic approach to inclusive design within the scheme in accordance with the relevant local and national planning guidance, along with how the different access principles will be implemented into the scheme and managed.

### **9.2 Pedestrian Access**

The scheme will provide a safe, legible, high quality inclusive environment that will be easy to use for as wide a range of people as possible without undue effort, special treatment or separation. The site's highly sustainable location in transportation and accessibility terms includes proximity to underground stations, rail stations, buses and roads for taxis and cars. In addition, level pedestrian access is provided on the site and around the site. Collectively, these transport modes provide the site with a large public transport catchment area which benefits from excellent accessibility.

The development proposals will continue this existing good level of accessibility to the mobility impaired, in line with requirements set out in National Guidance and Westminster's UDP. The pavement around the site is relatively flat and all main entrances to the retail units, residential and office will have step free access from the adjacent pavements through doors designed to suit wheelchair and impaired access requirements.

All main cores to the different residential building blocks are fitted with wheelchair accessible lifts that provide level access to all floors and all escape stairs will have allocated space for disabled refuge as outlined in the Building Regulations.

The following documents have been referred to in the development of the scheme:

- Westminster SPG Inclusive Design and Access
- The London Plan
- Relevant British Standards
- Part M and K of the Building Regulations
- Part B of the Building Regulations
- London Housing Design Guide
- Wheelchair Housing Design Guide

The Westminster UDP has been reviewed carefully with regards to mobility impaired access and policies have been accounted for in the design.

### **9.3 Trains, Buses, and Cycle Services**

The local underground station at Edgware Road, has good mobility impaired access as it is a step-free station. Street level to platform can be achieved by lift and ramp. Level access to the trains is also provided.

All buses operating around the site have wheelchair access, designated priority seating and wheelchair spaces. The 23 and 205 bus lines connect the site east west across London and into the immediate vicinity.

Cycling is popular in the area and the nearest Cycle hire station is just opposite the Site at the junction of the Westway and Edgware Road and at Paddington Green.

9.4 Vehicle Access and Servicing

The overall strategy for vehicle access and servicing remains unchanged following the detail development of the scheme with the GLA. A more detailed report has been prepared by the Transport consultant that aligns the proposals with Westminster Highways requirements and is submitted under separate cover as part of this revised application.

Vehicle access to the development is via the Church Street access ramp that forms part of the WEG existing basement infrastructure. This provides access to the PGPS basement areas and acts as the primary route for waste collection and deliveries to the development. This access will be managed by the onsite management team to control access to these basement areas.

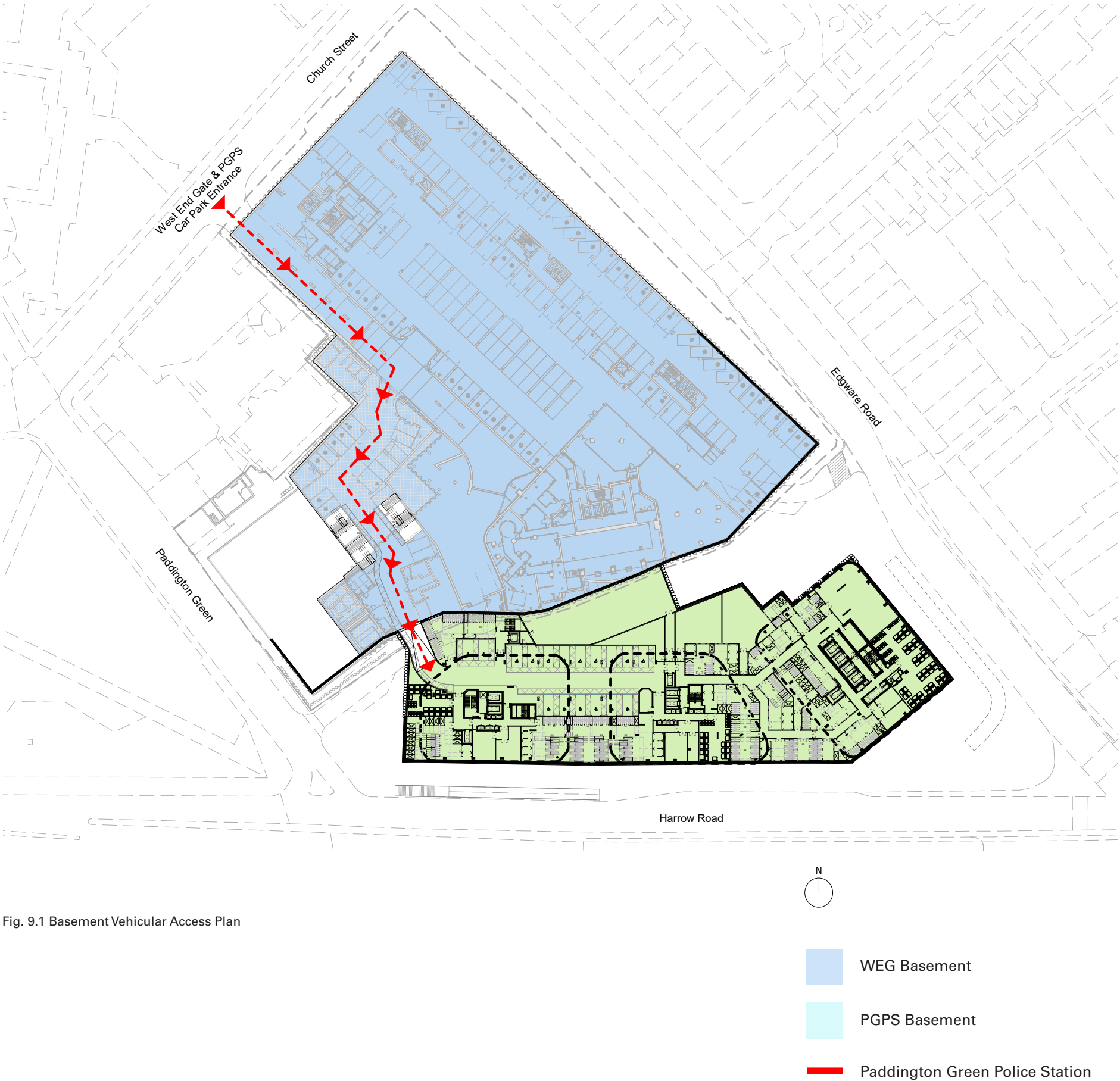


Fig. 9.1 Basement Vehicular Access Plan

9.4.1 Parking

The private residential blocks provide 17 no. compliant disabled parking spaces. These are located at Basement Level 01.

9.5 Cycle Storage

Cycle parking for each block is provided in excess of Westminster cycle parking requirements. The allocated numbers are in line with GLA/TfL requirements. They are located within secure storage facilities and all are served by a suitable lift. Short stay spaces are located in the landscaping at ground floor level.

Parking for cars and bicycles is provided in line with the standards of the London Plan, Westminster City Plan and UDPs. The parking provisions are set out in Section 6.0 of this report. Parking for the residential blocks is provided at basement level B1 and serviced by the ramp from Church Street. Residential cycle storage is provided at basement level B1 which is accessed by dedicated cycle entrances at ground floor.

It is proposed that the retail is served from the basement loading bay accessed from Church Street. UKPN substations and plant is located at ground floor adjacent to the service ramp. The retail and residential blocks are served directly from the service area and the management company will organise the facilities operationally

9.6 Refuse

Stores are all located at basement level and provided with flush thresholds from the building and to the outside.

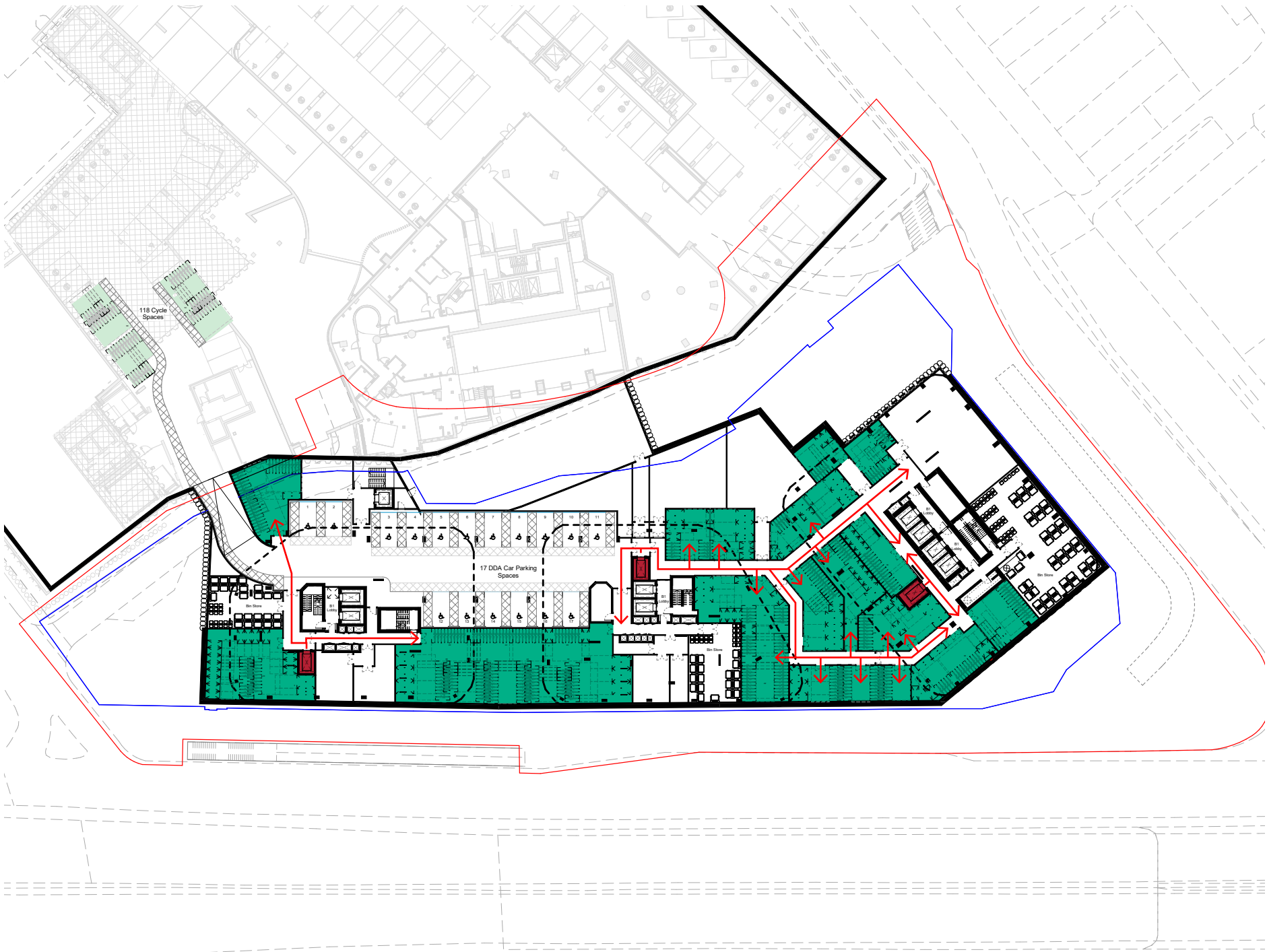





Fig. 9.3 Proposed Basement Cycle Storage Plan



-  Bicycle Stores
-  Residential Cycle Lift Core
-  Basement circulation route