



**Tetron Point, Tetron Park, William Nadin
Way, Swadlincote, DE11 0BB**

Warehouse Development

Design and Access Statement

November 2021

Revision - P06



pHp architects

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- Planning policy
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 - Architectural Identity

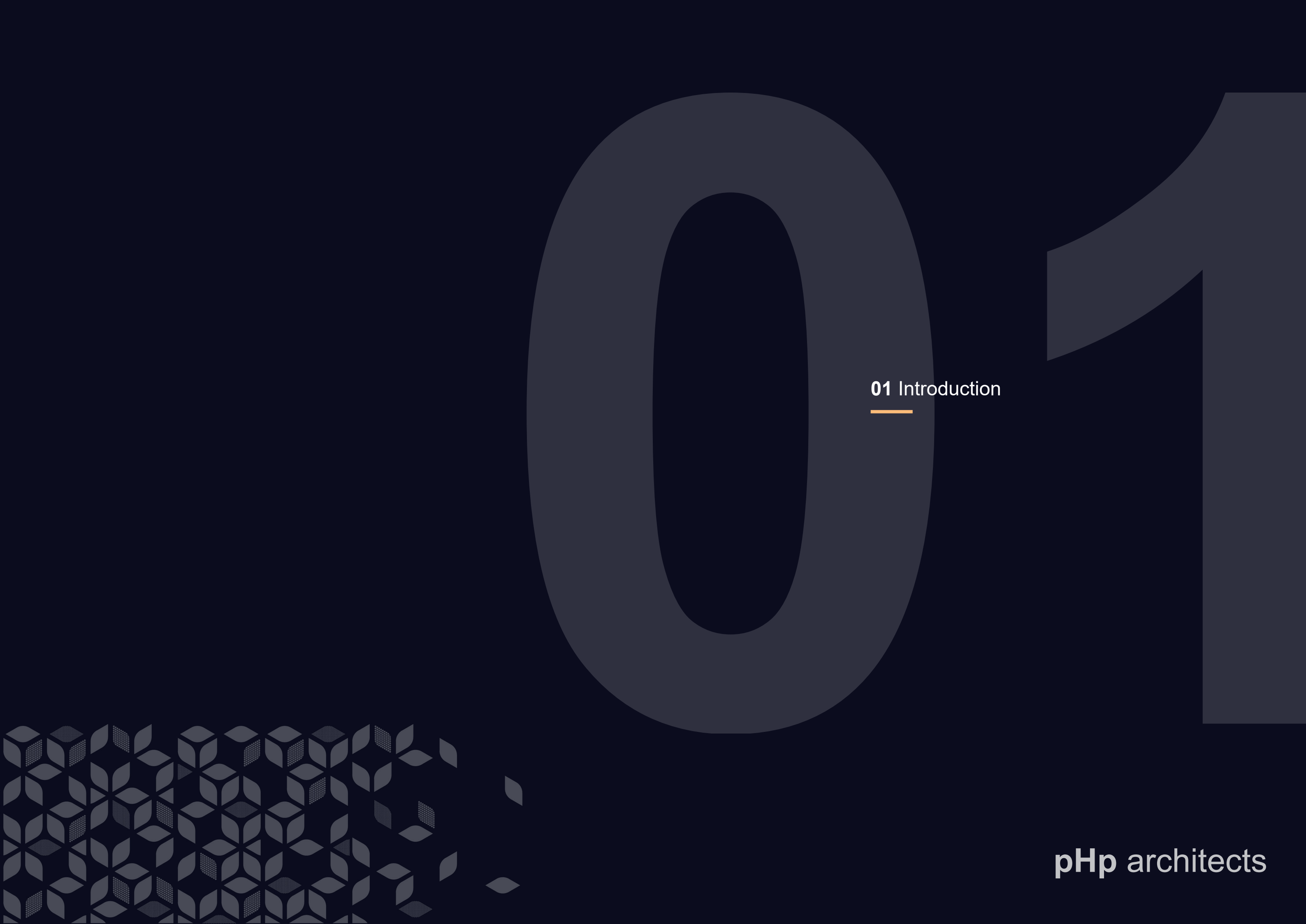
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01 Introduction

01 Introduction

This Design and Access Statement is submitted on behalf of Mulberry and in support of a Planning Application for a new logistics facility with contemporary office and refurbishment of existing office facilities.

The Design and Access Statement has been prepared by pHp Architects. It explains how the proposals for the logistics and office facility located have been formulated. The statement describes the site characteristics and surrounding context and explains the design approach that underpins the proposals.

pHp Architects is a modern Architectural Practice with a broad range of expertise developed over four decades. pHp are experienced in the delivery of Logistics and master planning projects.

pHp Architects are lead consultants in delivering the Swadlincote tetron point site.

The primary brief and driver for the proposed scheme is to provide a flexible Use Class B8 logistics area to serve as a pallet distribution centre whilst including storage for the intended occupant. The project replaces the bison concrete factory, which has now come to the end of its functional life.

The photomontage adjacent describes the proposed development in its context with two distinct buildings, the main building located in the centre of the site acting as the distribution centre and the refurbishment of the existing offices.



Above: Aerial photo towards the application site



02 Assessment



02 Assessment

Physical context - Wider Context

The site, highlighted in yellow on the adjacent aerial photograph, is known as swadlincote tetron point situated in a prominent location next to the Optimum business park and surrounding logistic centres.

The existing office block is located adjacent to the access route from the A514 (willian Nadin Way) .The premises is well served with by main 'A' road connections via the A444 and A514, which in turn provide access to the M1 and M42 motorway networks. (refer to next page for road names)

Further afield, the application site is located in the centre of two major cities, with Derby, Leicester all within 20 miles of the estate.



Above: Aerial photo showing the wider site context

02 Assessment

Physical Context - Local Context

The site, highlighted in Red, is located in an existing industrial area and looks to replace the current Bison Precast buildings. The primary vehicle and pedestrian route being along A514 and adjacent to the Optimum Business Park.

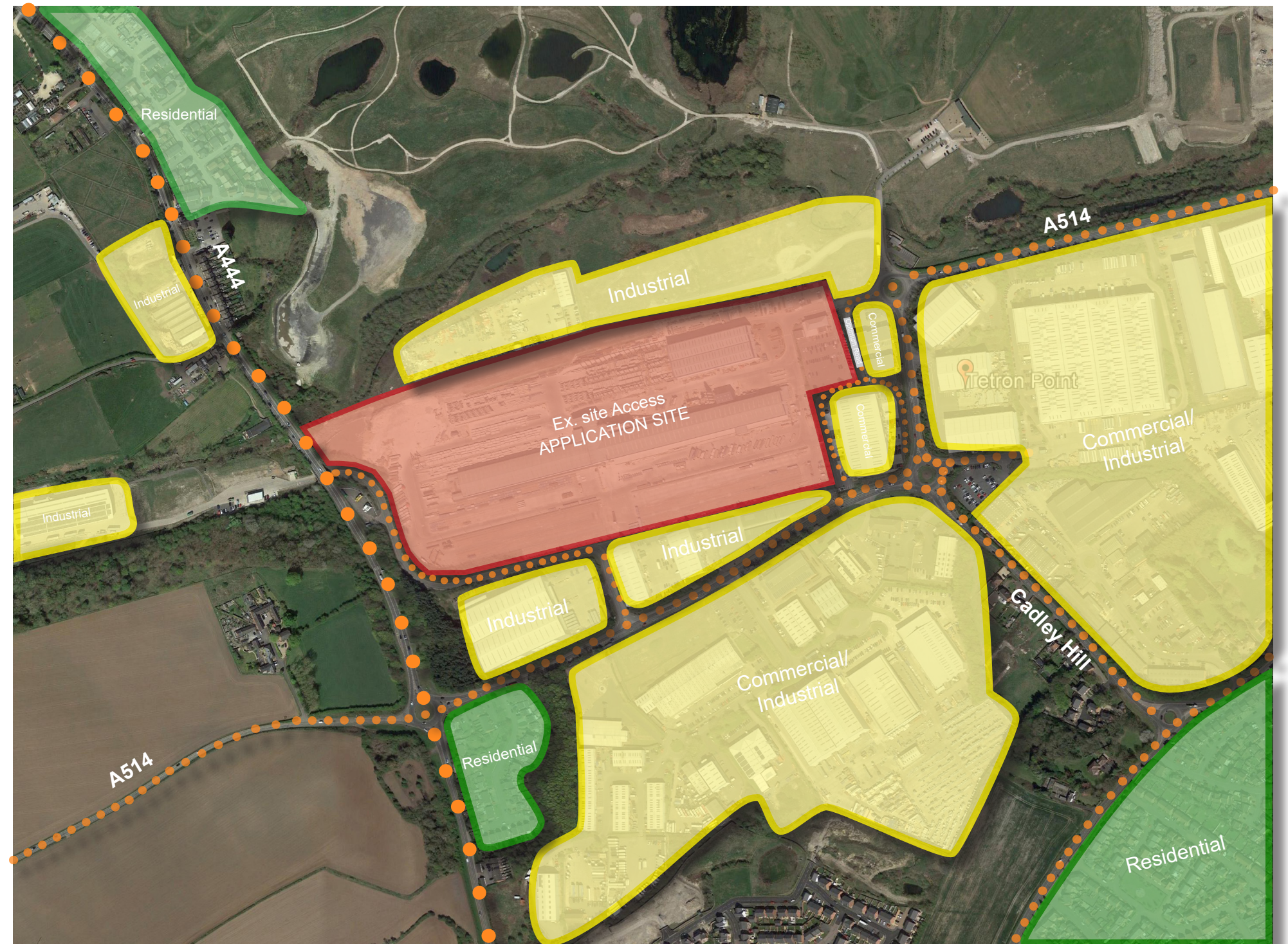
To the East, Commercial units such as the Ground solutions UK and Toolstation are positioned in the business park. Further East, the local context is predominantly a mixture of Industrial and Commercial units, some similar in scale and appearance to the proposed development on the application site.

To the south are more industrial and office buildings with a transition to residential areas.

The general appearance of the surrounding industrial units comprises mainly grey profile cladding or brickwork facades to the office areas, and a low quality profiled cladding to the warehouse areas behind. Existing buildings are generally established properties but well occupied throughout the estate.

The scale and height of the proposed building will be within keeping of the local vernacular, with the eaves heights at approximately 11m and the ridge levels at 13m. It should be noted that this is comparable to the existing warehouse's height as well as the industrial units surrounding the site.

The proposal is conscious of the nearby residential areas further north and south of the site. In the noise assessment carried out by Sharps Redmore, sections 4.6-4.7 highlight that Predicted noise levels based on peak activity would be below the existing background noise levels. Therefore, the impact from operational activity can be considered in support of this application.



02 Assessment

Physical Context - Architectural Identity

Swadlincote tetron point area is occupied by a mix of tenants and building owners with varying aspirations and corporate identities. The photographs below provide an overview of the architectural identity of each of the completed buildings on the estate.

The architectural language used for each building is seen throughout the development, maintaining a similar identity throughout the estate. The typical design language positions the office's cores to face the estate roads with the warehouses located to the side or behind.

Warehouse areas of each building are treated with a profiled horizontal cladding panel graded with two colours with a dark colour at the base and a lighter colour positioned further up the building. This principle was adopted to help the building merge into the skyline whilst being in keeping with the surrounding buildings and breaking up the height of the structure.

The existing office cores comprise of a traditional brick facade even if the building is a stand-alone building or integrated into a warehouse, as shown in images 3,5 and 6

Car parking areas and amenity landscaped areas are generally located at the front of each site fronting the estate road. Architecturally this helps to soften the view towards each building, providing a foreground to the building. The landscaping and coloured hard surface finishes leading to the building further soften the approach to the buildings and provide some visual protection as one looks into the site from the estate road.

Form and Scale

Each building across the estate are at different sizes and scale, which that have been developed with many different occupiers committed to their individual project. The bespoke requirements have sculpted the form and scale of each building, and their logistical operations have further enhanced the ability to develop each scheme that is tailored to their specific requirements.



1-2 Bison Precast



3 Optimum Business Park - Offices

02 Assessment



4 Optimum Business Park - Warehouses



6 Burton & South Derbyshire College Stephen Burke Construction Academy



5 PH Flexible Packaging Ltd



7 Clipper Logistics



03 Involvement



03 Involvement

Consultation with proposed occupiers

During the early stages of design, the proposed occupier and design team worked together to create a scheme that satisfied the essential requirements and designed the layout and appearance of the building to complement and enhance the surrounding area. The design and access statement helps to describe how these consultations, such as the ward member consultation (see image 2.0), developed the scheme that is submitted for approval.

The occupier's aspirations for the project were determined very early in the concept design stages. The project brief was to provide a large logistics warehouse providing sufficient space and access to an arterial road network to operate as a national hub for the biggest pallet distributor in the UK.

An early artist impression (see adjacent 1.0 image) to showcase how the HGV access operations will work.

A number of points have been incorporated in support of the submitted application.

- provide landscaping to the north side
- Soft landscaping within the site improving the existing ecology
- Efficient use of the site that takes into respect vehicle movements on site parking and maximising building footprint.
- A sustainability statement is being provided to support the application.

Final CGI's have been produced (Can be found in 06 Impressions) They demonstrate the changes to the building's appearance following the initial concept drawings.



Above: Early artist impression (Image 1.0)



Above: Ward member consultation (Image 2.0)



Above: Ward member consultation Document (Image 3.0)

04

04 Design Evaluation



04 Design Evaluation & Evolution

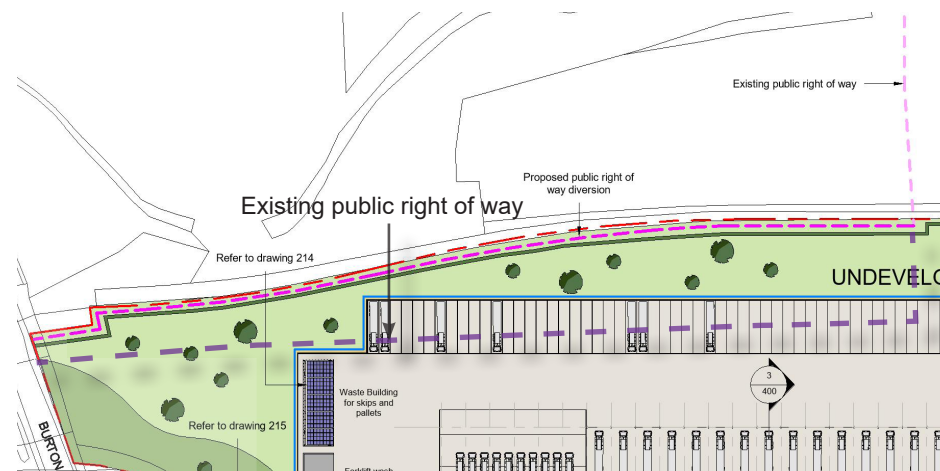
Constraints

Key project-specific constraints to the proposed New Building have been identified to shape the development include the following:

Public right of way:

Images 1 and 2 below demonstrate that Swadlincote Footpath 44 passes through the northern part of the site.

As part of the proposed development, it is proposed to divert this Public Right of Way along the first part of the site's northern boundary. This diversion is demonstrated on the Proposed Site Plan.



Above: Image 1 - Site proposal



Above: Image 2 - Existing Site aerial

Mature trees:

There are mature trees located along the south and western boundaries. The existing trees will be retained and added to as shown in BCA drawings. Existing trees will be protected during the construction phase.

Ecology:

There are currently few ecological features on-site building with hard standing being the predominant feature. The ecology report being submitted by Harrislamb property consultancy section 6.1.1 states that Any development scheme proposed in the future is not anticipated to impact any site designated for its nature conservation interest, either at an international or national level.

In line with the report, the proposed scheme is designed to enhance the existing ecology with additional soft landscaping areas that will envelop the site boundary. These features will help emphasise and soften boundaries while also aligning pedestrian routes to the building entrance to give some protection and interest along the route.

Nearby Residents:

There are residential homes further north and south of the site. The proposed site will not be visible from both residential areas due to the landscaping buffer to the north and south of the site, with an existing warehouse situated just above the landscaping zone to the south.

As previously mentioned, the noise assessment shows the predicted noise levels of the proposal will be below the existing background noise levels. Therefore, this information should be used to support this application.

Access points:

There is one main vehicular access point along the eastern boundary. The existing operation will not change with it currently severing access to HGV vehicles and cars. These access points will be maintained but adjusted to suit the new proposed layout.

HGV's will gain access via the South Eastern corner of the site passing a security gatehouse on arrival. Cars will be able to turn into the parking area after passing a security turnstile with a total of 287no parking bays. In addition, there are 247 HGV parking bays.

Separation of Pedestrians:

A footpath is located outside the office warehouse, which is severed by a pelican crossing a footpath leading to the parking area and central office. Upon entry to the site, there is another pelican crossing which provides a safe crossing pass the car park entrance.

Site Shape:

The site is long and narrow relative to its size. This fixes the depth of the build and identifies building boundaries.

Building Orientation:

The proposed building is orientated to maximise loading facilities and yard space while maximising the building footprint. The structure is located in the centre of the site.

Articulation:

The building's scale, massing and relationship with the immediate context is appropriate to its function and buildings of this nature. The design of the building has tried to articulate the building façade both horizontally and vertically to reduce the overall mass of single materials. Colour helps to create desire lines and interest along the main elevations visible from outside of the site. This was an essential

Site Layout:

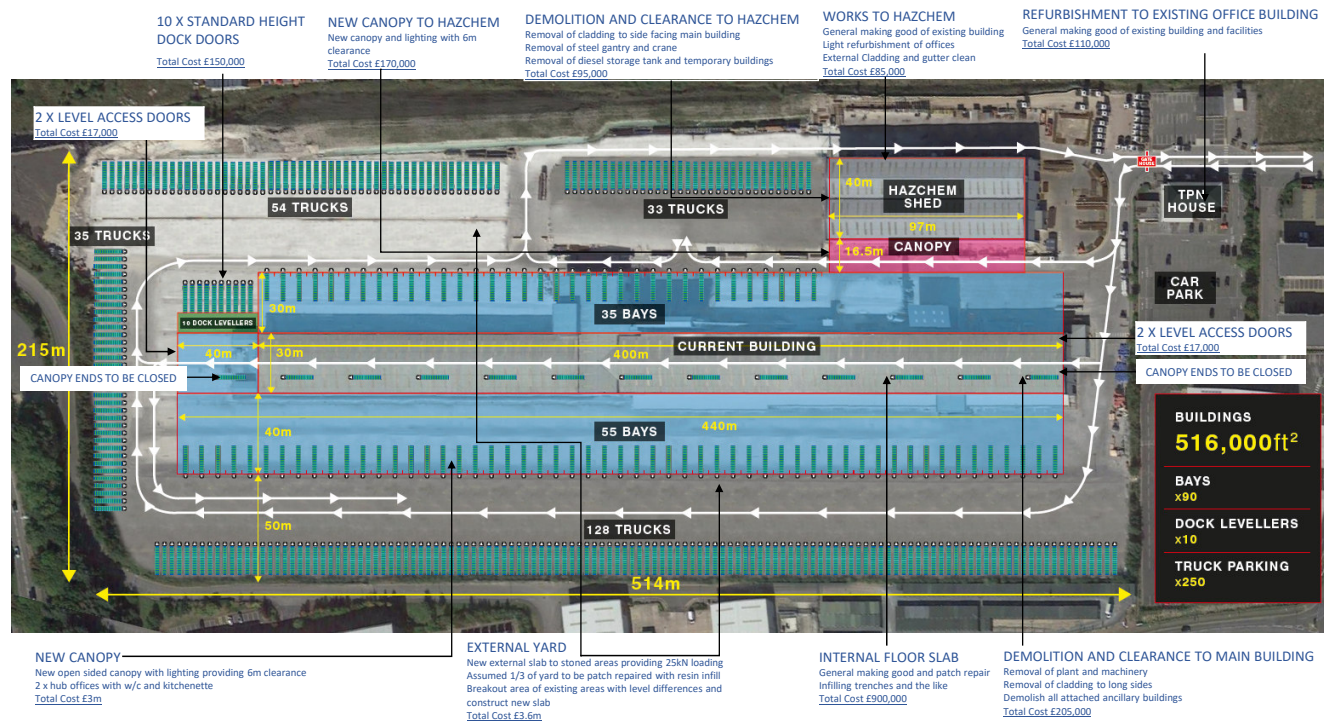
The evolution of the design was focussed primarily on the optimum layout and orientation of the building on the site providing an optimum footprint and associated yard area for circulation around and into the warehouse. These were key factors in driving this design analysis.

Optimum operational needs of the occupier:

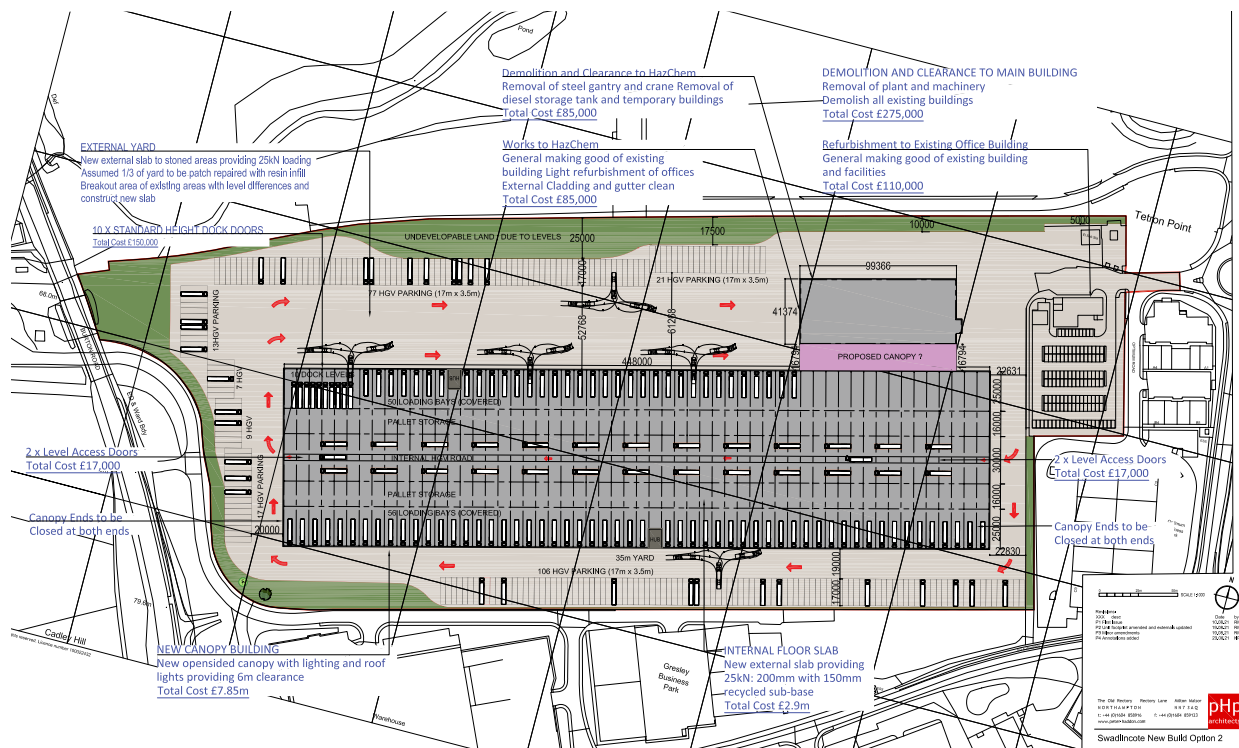
The layout of the site is key to the operational needs of the occupier as this has a direct link with efficiencies in their operation and connectivity throughout the building. The occupier has worked closely with the design team to understand the constraints of the site in addressing visual impact and accessibility.

04 Design Evaluation & Evolution

Opportunities and Constraints



Above: Early concept sketch looking at local site constraints and opportunities



Above: Early concept sketch looking at local site constraints and opportunities

Preliminary Scheme Designs

To assess the full potential of the site and respond to economic and physical constraints a number of layouts were produced and reviewed by the design team. The finalised layout that supports this planning application is the culmination of these evolving designs.

Scheme design 1

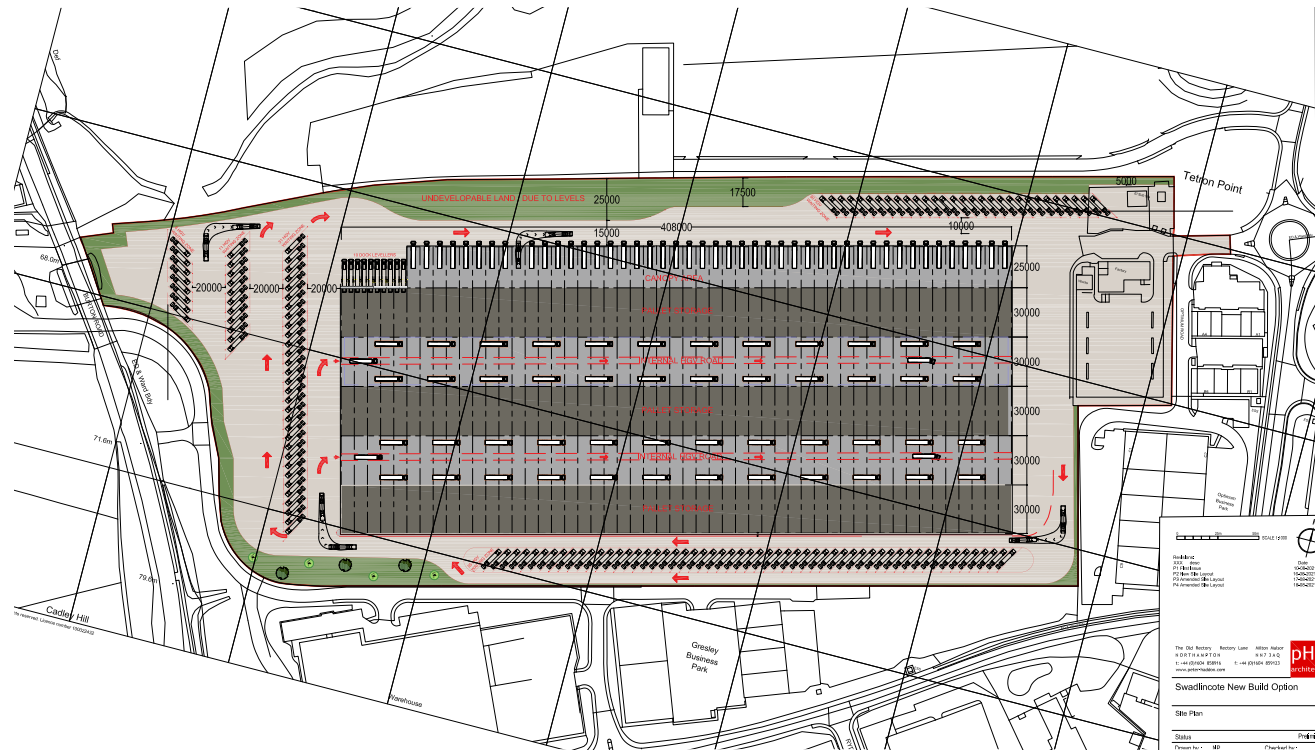
- Retain both existing buildings provide a canopy to both sides of the main building and a canopy connecting the Hazchem shed to the main building.
- HGV parking/service yards to the North, south and west sides of the site.
- 10 Dock levellers to the north, west of the build
- HGV access through the existing building
- Refurbishment to the existing office building

Scheme design 2

- Demolish the existing main building
- Provide a new canopy building to accommodate loading bays, pallet storage and internal HGV access.
- Retain existing Hazchem shed and provide a canopy to the new main building.
- HGV parking/service yards to the North, south and west sides of the site.
- 10 Dock levellers to the north, west of the build
- Refurbishment to the existing office building

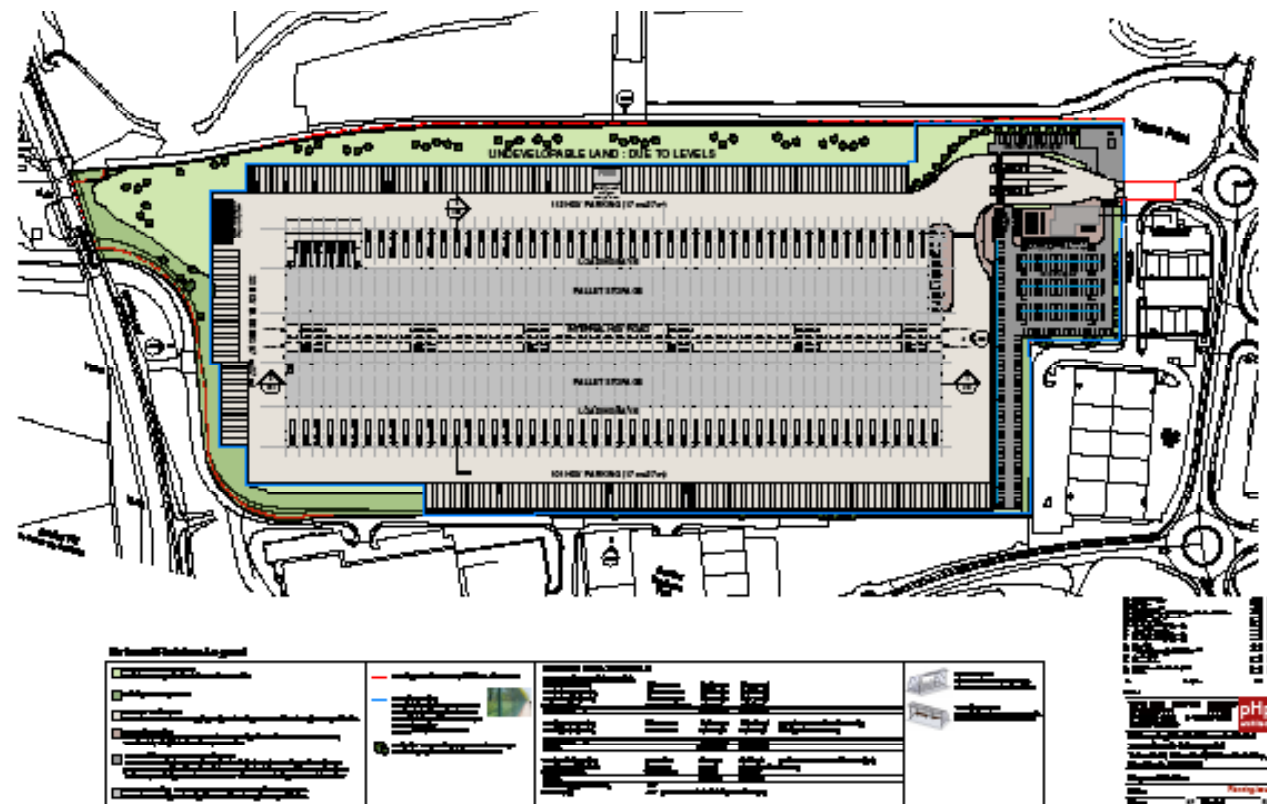
04 Design Evaluation & Evolution

Site Optimisation



Option 3

- Demolish both existing buildings
- Provide a new canopy building to accommodate loading bays, 3x pallet storage and 2x internal HGV access.
- Retain existing Hazchem shed and provide a canopy to the new main building.
- HGV parking/service yards to the North, south and west sides of the site.
- 10 Dock levellers to the north, west of the build
- Refurbishment to the existing office building



Option 4

- Demolish both existing buildings
- Provide a new canopy building to accommodate 2x loading bays, 2x pallet storage and internal HGV access.
- Retain existing Hazchem shed and provide a canopy to the new main building.
- HGV parking/service yards to the North, south and west sides of the site.
- 10 Dock levellers to the north, west of the build
- Refurbishment to the existing office building

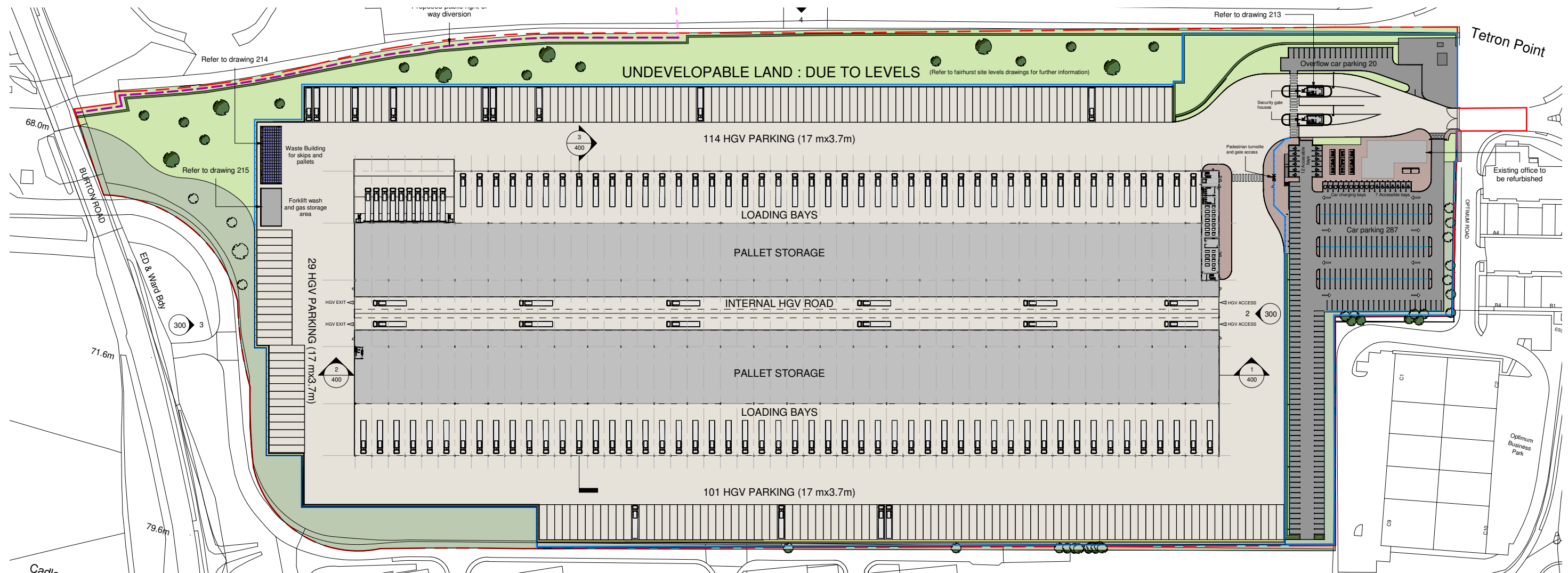
05

05 Design Proposals



05 Design Proposals

Use, Amount & Layout



Above: Final Site layout

The agreed layout was chosen following the assessment carried out during the design evaluation stage.

The scheme would involve the demolition of the existing industrial buildings and the erection of a new, purpose built distribution building orientated along the central axis of the site, so as to permit HGV access via a main internal roadway with internal unloading and loading facilities. New office accommodation for the administration and management of the logistics operations would be provided within a two-storey element to the northern end of the building, with associated HGV parking and circulation routes created around the perimeter of the site. The building would be approximately 13m in height and be of a predominantly open canopy design to facilitate vehicle loading/unloading under covers.

Operationally, heavy goods vehicle movements will occur around the whole site, with most of the operations taking place at the gatehouses, internal HGV road and loading docks. The site is designed to allow one direction of travel around the building.

Car parking is situated at the very front of the site with an entrance/exit from the main access point. Pedestrian access will also be gained via the footpath that runs alongside the car park entrance.

Total site area - 34.95ac / 14.14ha

Distribution Warehouse - 56,224sqm / 605,190sqft GIA
Office (2 Floors) - 852sqm / 9,171sqft GIA

Total GIA - 56,224sqm / 605,190sqft

In addition to the main building there are the following ancillary structures and enclosures.

- Forklift wash and gas storage area - 185sqm / 1991sqft
- Security Gatehouse - 2 x 24sqm / 517sqft
- Waste Building for skips and pallets 280sqm / 3014sqft

05 Design Proposals

Scale

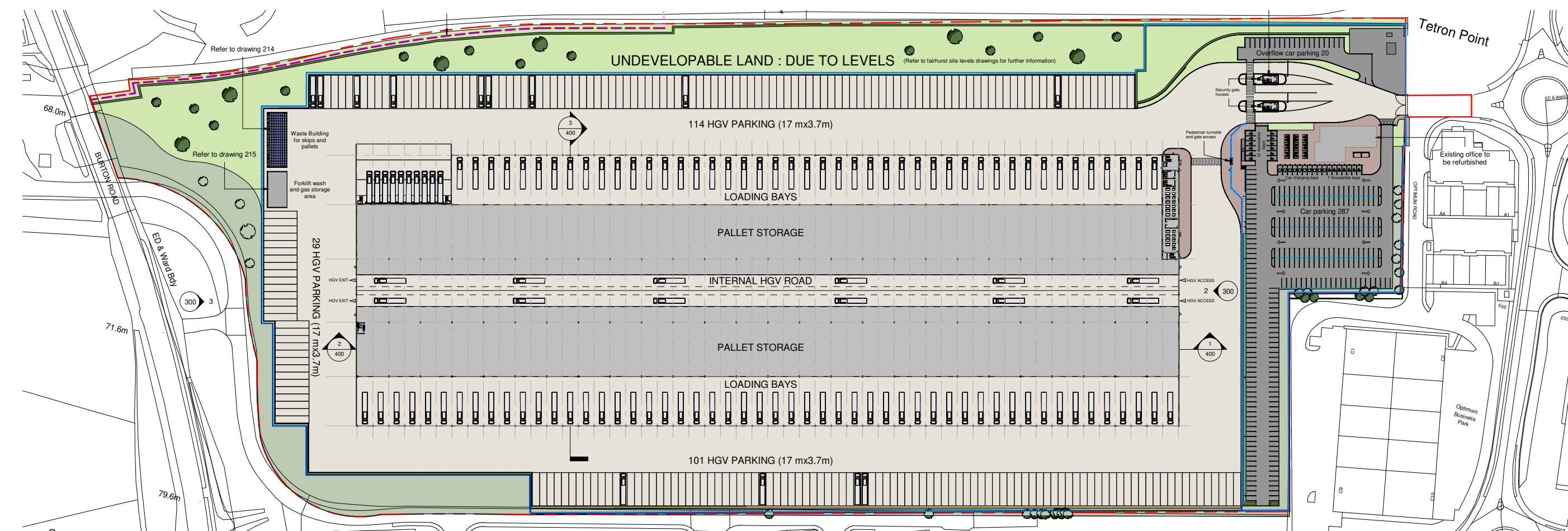
Scale

The site proposal is a new logistics building for use by a leading national pallet distributor. The scheme would involve the demolition of the existing industrial buildings, and the erection of a new, purpose built distribution building orientated along the central axis of the site, so as to permit HGV access via a main internal roadway with internal unloading and loading facilities.

New office accommodation for the administration and management of the logistics operations would be provided within a two-storey element to the northern end of the building, with associated HGV parking and circulation routes created around the perimeter of the site. The building would be approximately 13m in height and be of a predominantly open canopy design to facilitate vehicle loading/unloading under covers.

Sustainable Design

The applicant is committed to achieving a BREEAM certification for the shell and core of the development. In addition to this, a commitment to reducing CO² levels on Part L requirements will be delivered, including photovoltaic panels mounted on the roof of the building. For a detailed description of the sustainable design, please refer to the Sustainability Statement and BREEAM pre-assessment produced by LCD C.



GA Plan - Level 00

05 Design Proposals

Appearance

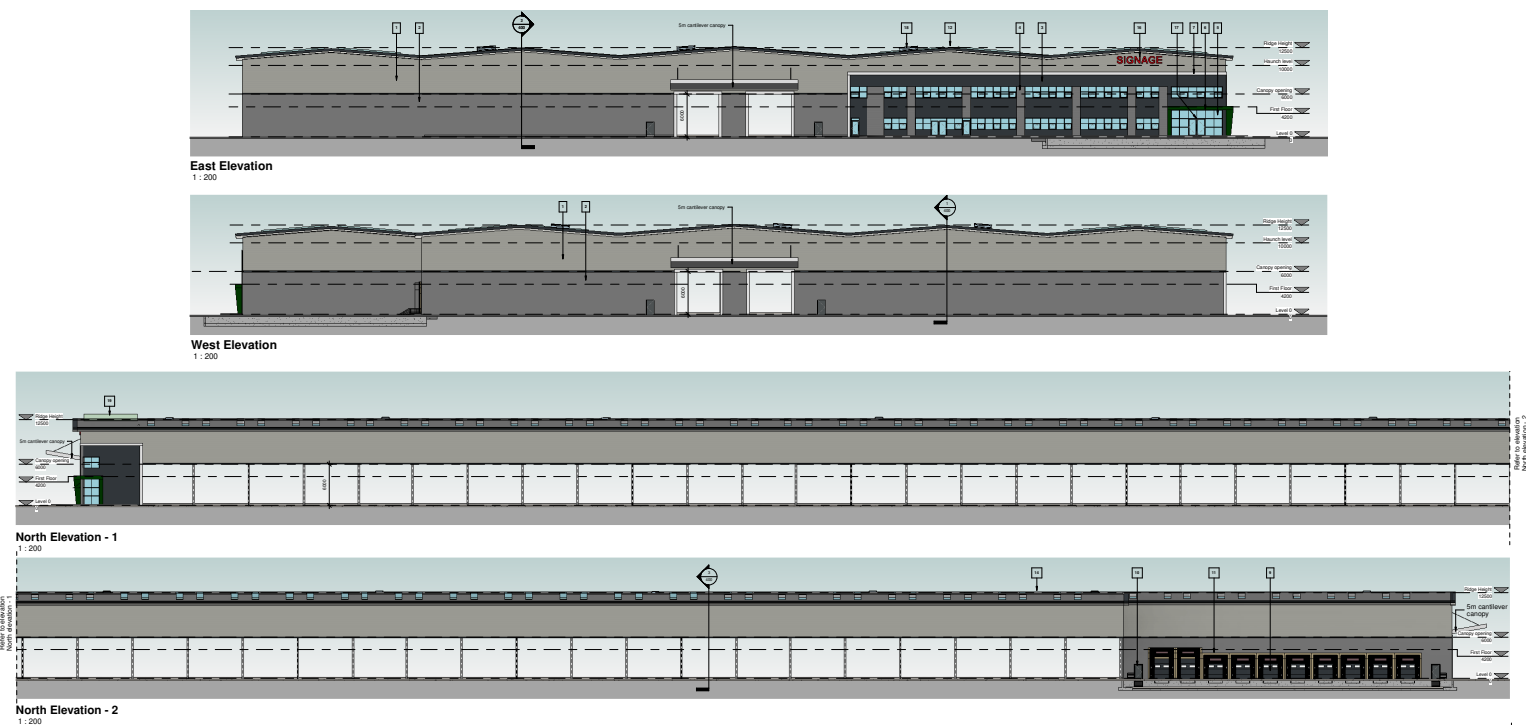
Appearance

The elevations have been developed to provide a high-quality finish and adding an enhanced appearance to the street scene. The darker cladding located at the base of the buildings and the lighter material above the door line creates a profile that helps to reduce the apparent height and mass of the buildings from the surrounding roads. The use of muted greys also reduces the visual impact of the buildings.

In addition to the warehouse facilities, an office (first floor) will be provided for the warehouse. The offices will have ground floor curtain walling at the entrance with a window at first floor. This helps to divide the elevation up visually and separate the units.

A bold corporate colour is used on the entrance canopy around the glazed elements to emphasise the entrance into the office entrance. The accent coloured band helps to differentiate parts of the facade that are used for operational needs and as a natural way to find the entrance.

The external areas have been designed in concrete finish to provide a durable surface. Pedestrian routes will be block paved with landscape buffers in-between the parking with trees that help to soften the site and give a pedestrian route an element of protection from vehicles.



Above: Proposed elevations



Above: Artist impression of office elevation

05 Design Proposals

Landscaping

Landscaping

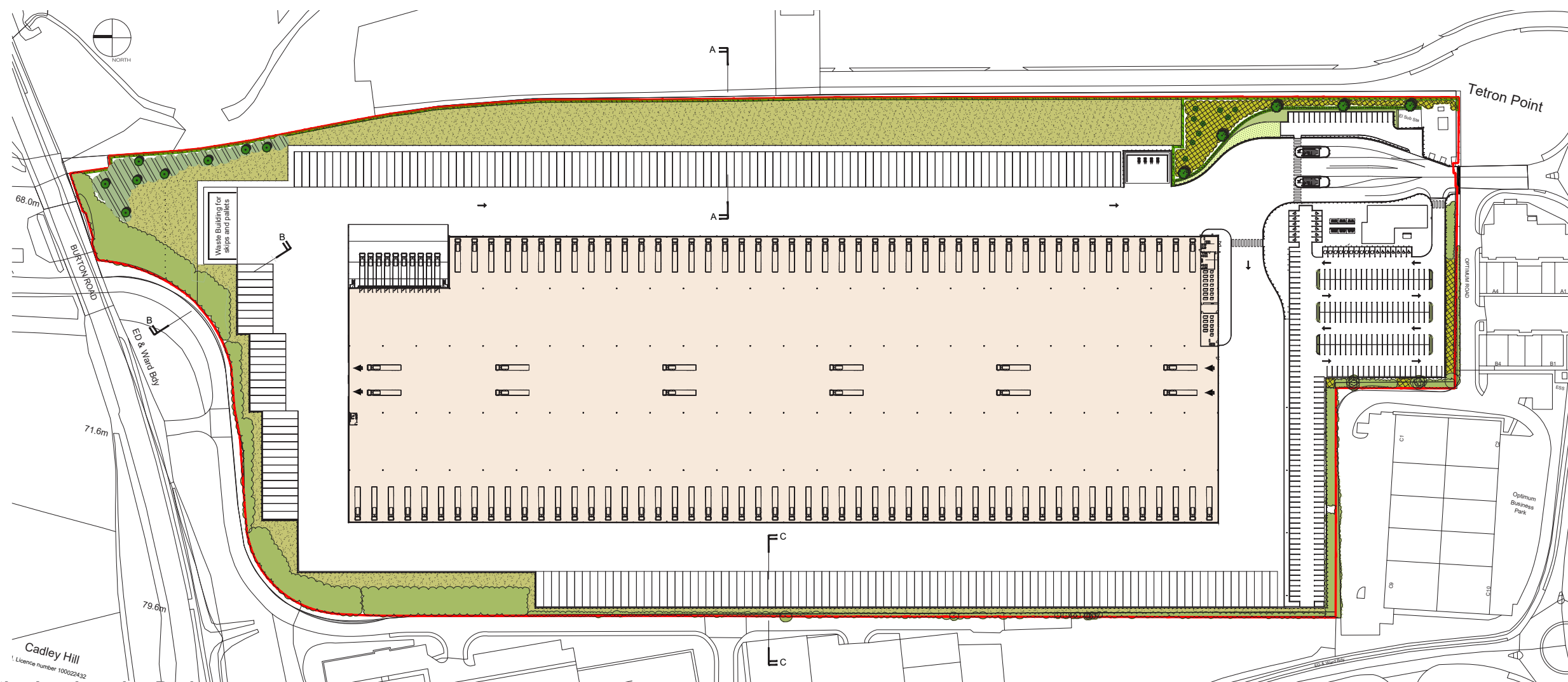
Due to the intended use for the site, the operational elements of the building and external areas are maximised where possible. The site is predominantly made up of a concrete yard with tarmacadam roads lined with trees within the carpark.

Soft landscaping is therefore minimal, although, at the front of the site overlooking the highway, soft landscaping is proposed to bring interest around the arrival areas and car parking bays.

Surrounding the parking areas, a good mix of planting will be selected to help soften hard paved areas while helping to lead people towards the main entrance.

A strip of soft landscaping will also be proposed to the north and eastern boundary, separating the adjoining land. It is proposed for there to be a mix of wildflowers to enhance plant species on the site and attract non bird wildlife.

Landscape desgin submitted by Barry Chinn Associates.



Above: Indicative Landscaping Design

05 Design Proposals

Materials & Texture

Profiled cladding is proposed to be widely used across all elevations. A two-tone colour scheme, starting darker at the base to a light colour at the top of the cladding, will help to seat the building to the ground while merging at high level with the skyline.

The office and showcase portion of the building that stands out from the main building is enhanced with a flat panel cladding in a colour that is complimentary to the proposed building owner and occupier.

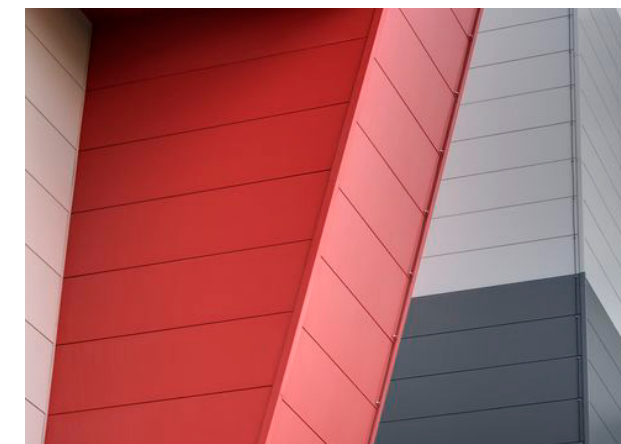
The office portion of the building will see large a glazed curtain walling allowing natural light to penetrate deep into the office and shared facilities. The glazed elements help to further articulate the elevations creating interest and an enhancement to the main arrival point into the building.



Above: Flat panel cladding to office areas with deep reveals provide a contrast to the adjacent horizontal profiled cladding



Above: Horizontal profiled cladding to be used around the warehouse



Above: Corporate coloured cladding will be used to highlight architectural features along the elevations



Above: Warehouse Elevational treatment



06

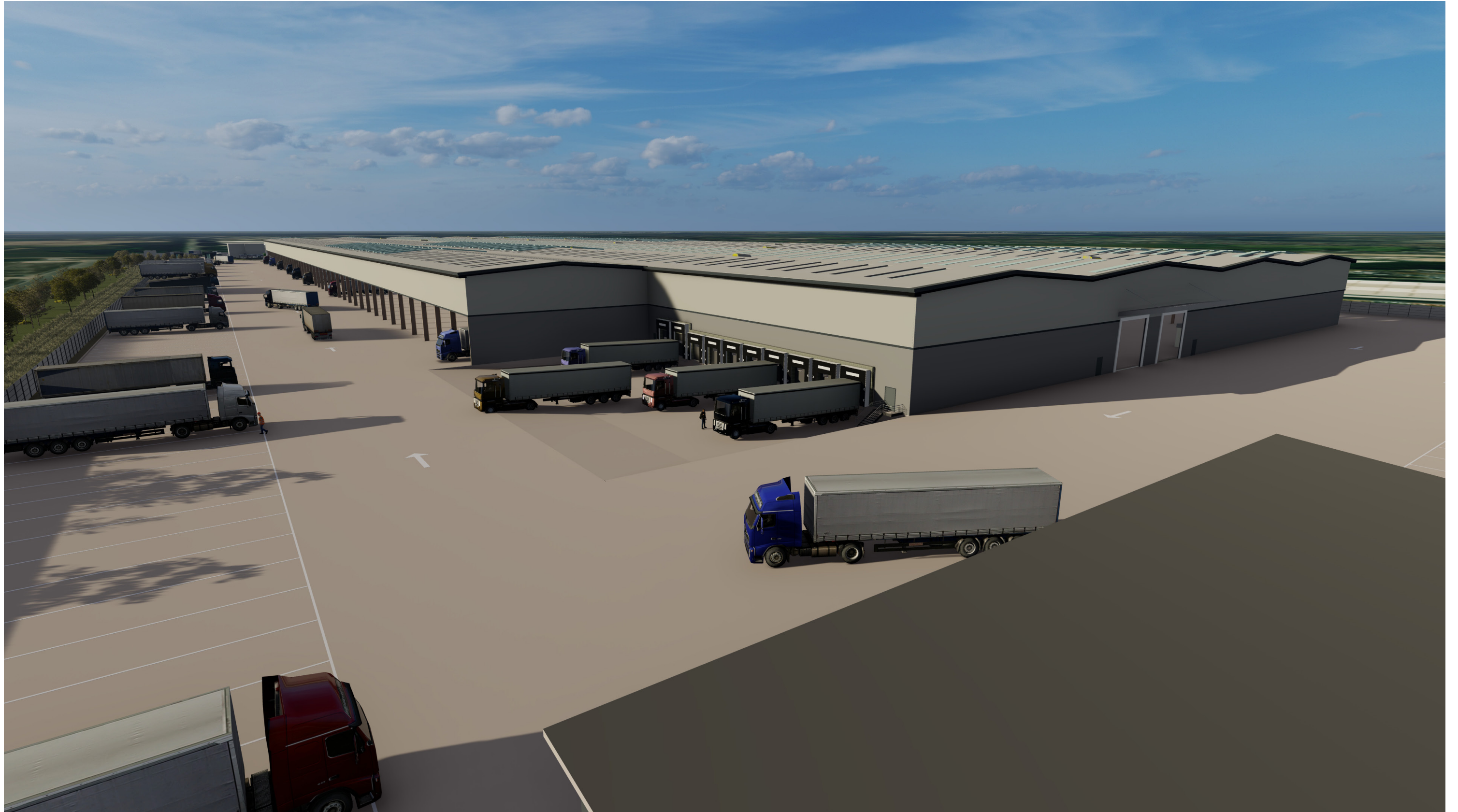
06 Artists Impressions

06 Artists Impressions



Above: View from the HGV access road

06 Artists Impressions



Above: Elevated view of dock levelers

06 Artists Impressions



Above: Elevated view from car park

06 Artists Impressions



Above: Elevated view from pedestrian crossing

06 Artists Impressions



Above: Site plan aerial view



07 Crime Prevention

07 Crime Prevention

Crime Prevention

Boundary Treatment:

The boundary to the service yard will be surrounded with a 2.4m high paladin mesh fence to enable the occupier to fully secure the site when they are not in operation. The car park will remain open to the estate road since the estate is monitored by an estate security team.

Cycle security:

Covered cycle shelters and cycle hoops will be provided adjacent to the main entrance into the building and on the route of cyclists entering the site.

Lighting:

A lighting design strategy is provided in a separate document submitted by MBA.

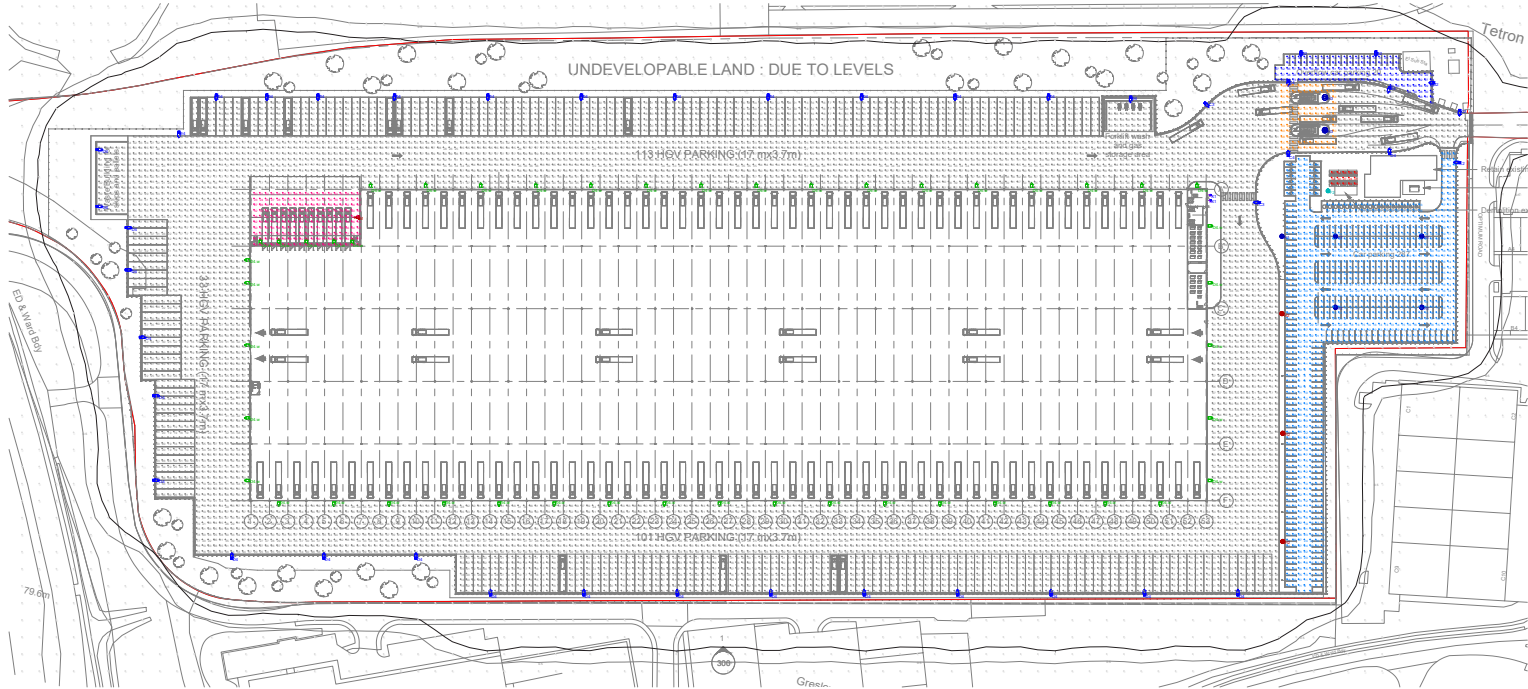
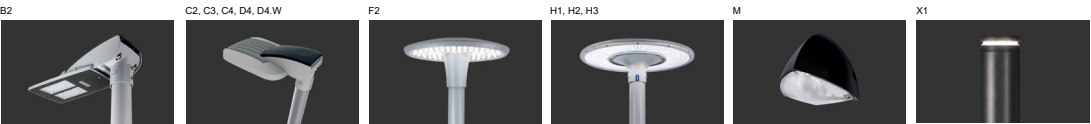
External doors and windows:

The warehouse office is designed to provide as much glazing as possible to office work areas and +breakout spaces, providing high levels of natural light and views out of the building. The South elevation of the main office is predominantly glazed from floor to ceiling at level 01 with a rhythm of full height glazing and cladding used at ground level where welfare facilities and more functional rooms are anticipated.

The main entrance external doors will be located underneath the over-sailing roof to the office accommodation, surrounded by curtain wall glazing, which will help to emphasise the main entrance into the building for staff and visitors while also providing natural surveillance of the arrival area.

Further personnel doors, level access and dock loading bay doors will be situated around the perimeter of the building sufficing the operational needs of the building occupier. These will all be located within the secure zone of the site.

LUMINAIRE DATA INFORMATION	
AS APPLIED TO THE INDICATIVE EXTERNAL LIGHTING LAYOUT, THIS DRAWING IS FOR INFORMATION ONLY. IT IS NOT A CONTRACT DOCUMENT. THE CLIENT SHALL BE RESPONSIBLE FOR THE LIGHTING DESIGN AND THE LIGHTING LAYOUT SHALL BE A CONTRACT DOCUMENT UNDER THE CONTRACT. THE CLIENT SHALL BE RESPONSIBLE FOR THE LIGHTING DESIGN AND THE LIGHTING LAYOUT SHALL BE A CONTRACT DOCUMENT UNDER THE CONTRACT.	
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STATISTICS				
Description	Symbol	Avg	Min	Max/Avg
Building Entrance (100.40)	+	80 lux	79 lux	0.98
Car Park (100.33)	+	16 lux	6 lux	0.38
Cycle Store (100.33)	+	27 lux	20 lux	0.74
Garagehouse (100.40)	+	57 lux	24 lux	0.42
Loading Bay (100.40)	+	50 lux	20 lux	0.40
Overflow Car Park (100.33)	+	34 lux	17 lux	0.50
Service Yard/Circulation (100.40)	+	30 lux	12 lux	0.40

POWER DENSITY STATISTICS		
Name	# Luminaires	Total Watts
External Electrical Loading	100	20010.0 W

- Notes
- DO NOT SCALE THIS DRAWING.
 - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.

LUMINAIRE SCHEDULE					
Symbol	Label	Qty	Catalog Number	Description	Watts
B2	3	THORLUX Starbeam Eco GAZ Area Optic SB16678	Column Mounted @ 6m 0° TB	1 x 1,743 Lumens 4,000K Colour Temp CR70+	51
C2	2	THORLUX Starbeam GRS Road Optic SB16785	Column Mounted @ 10m 0° TB	1 x 18,038 Lumens 4,000K Colour Temp CR70+	132
C3	2	THORLUX Starbeam GRS Road Optic SB16785	Column Mounted @ 8m 0° TB	1 x 23,880 Lumens 4,000K Colour Temp CR70+	171
C4	2	THORLUX Starbeam GRS Road Optic SB16785	Column Mounted @ 10m 0° TB	1 x 29,995 Lumens 4,000K Colour Temp CR70+	209
D4	34	THORLUX Starbeam GAZ Area Optic SB16782	Column Mounted @ 10m 0° TB	1 x 27,470 Lumens 4,000K Colour Temp CR70+	209
F2	1	THORLUX Juno D, Sp - PLY (AUN18031)	Column Mounted @ 6m 0° TB	1 x 9,830 Lumens 4,000K Colour Temp CR80 115 Lm/W	83
H1	6	THORLUX Juno D, Sp - PLY (AUN18031)	Column Mounted @ 10m 0° TB	1 x 24,020 Lumens 4,000K Colour Temp CR80 121 Lm/W	187
H2	3	THORLUX Juno D, Sp - PLY (AUN18032)	Column Mounted @ 10m 0° TB	1 x 26,920 Lumens 4,000K Colour Temp CR80 120 Lm/W	265
H3	2	THORLUX Juno D, Sp - PLY (AUN18033)	Column Mounted @ 10m 0° TB	1 x 28,940 Lumens 4,000K Colour Temp CR80 114 Lm/W	380
D4 w	48	THORLUX Starbeam GAZ Area Optic SB16782	Wall Mounted @ 10m 0° TB	1 x 27,470 Lumens 4,000K Colour Temp CR70+	209
M	1	THORLUX Roadside Bollard Area Optic PLY180111PFW199	Wall Mounted @ 6m 0° Bollard TB	1 x 2,700 Lumens 4,000K Colour Temp CR80	32
X1	2	THORLUX Roadside Bollard Area Optic PLY180111PFW199	1m Bollard	1 x 1,450 Lumens 4,000K Colour Temp CR80	21

P1	08.10.21	PRELIMINARY ISSUE	MW
REV	DATE	REVISION/DATE	APPROVED
			

CLIENT: MULBERRY

PROJECT: SWALINCOTE TETRON PARK

TITLE: INDICATIVE EXTERNAL LIGHTING LAYOUT

DRAWING NUMBER: 21-199-EX-001

REV	P1	STATUS	PRELIMINARY	DESIGNED BY	MW
SCALE	1:1000@A1	DATE	OCT 2021	DRAWN BY	JEG

Above: Detailed lighting scheme produced by MBA and submitted in support of the planning application



08 Access



08 Access

Access

Vehicular and Transport provision:

The existing site is currently occupied by buildings used in a similar nature, and therefore, it is expected that traffic to and from the site will be maintained at a similar level.

The travel plan has been submitted by Jackson Perdue Lever.

The proposed occupier encourages all staff to use public transport, car-sharing and cycling to work. Facilities including car share parking, electric vehicle charge points, cycle shelters and shower/changing facilities will all be made available to staff and visitors to encourage people to use these means of transport.

Access within the site:

Cars for employees and visitors will enter the site via the main entrance then be guided left towards the vehicles to parking facilities.

HGV's will be brought in and out of the main entrance suitably separated from each other. Inbound HGV's will be provided with fast track lanes for known vehicles and gatehouse for security checks for other vehicles.

HGV's will circulate the site in a clockwise route to aid vehicle manoeuvres into parking bays. Loading bays are located on the North & South elevation of the building. The predominant vehicle movements will take place in the internal HGV access road and around the dock levellers north/west of the site.

All vehicles entering or exiting the site will pass the security gatehouse via access-controlled barriers.

The only pedestrian and cycle entrance is located at the east of the site adjacent to the car park. The shared footpath and cycleway will lead staff and visitors to the parking facilities and building entrance via security turnstiles.

Access to emergency services is provided around the building via the HGV access roads. Access to the office core and main entrance is provided by the same main entrance.

Emergency exit doors are located around the buildings as required to meet maximum travel distances. The exits will discharge onto level paved areas.

Wheelchair refuge points are to be provided within fire-protected zones

for evacuation as set out in the occupier's management documents for the building.

Wheelchair sized disabled parking spaces will be located closest to the main building entrance.

The topography of the site will be modelled in detail to form footpaths set at minimal gradients designed not to exceed 1:20, having cross-falls not exceeding 1:40. Level rest places will be incorporated at any ramped incline and drop kerbs at disabled parking bays and road crossing points, all in accordance with Part M of the Building Regulations and BS8300.

Colour contrasting paving materials are to be incorporated to highlight pedestrian routes with 'blister' type tactile paving at road crossing points for the visually impaired and people with learning difficulties. External lighting is to be provided to all footpaths and approaches.

The main entrances will be clearly identifiable. Signage will also be used to highlight entrance doors and provide access information for visitors.

A canopy is to be provided by the over-sailing office roof to help shelter the main entrance, which will have a level approach to the entrance doors.

The internal building accommodation will include disabled passenger lifts, ambulant disabled geometry stairs, wheelchair and ambulant disabled geometry toilet facilities, doors and corridors designed to accommodate wheelchair access, door closers and ironmongery appropriate for disabled use, all in accordance with the Building Regulations and BS8300.

Detailed Statement :

A Detailed Access Statement will be required, at the appropriate development stage, to satisfy Approved Document M of the Building Regulations, to include details of provisions for the access to and for the internal layout and facilities of the site and building.

An Access Statement from the occupier will form part of a continuous process of self-evaluation, which they will need to carry out under their obligations within the Disabled Discrimination Act. As part of this evaluation process, the future requirements for inclusive access will need to be continually addressed and future changing needs incorporated.

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