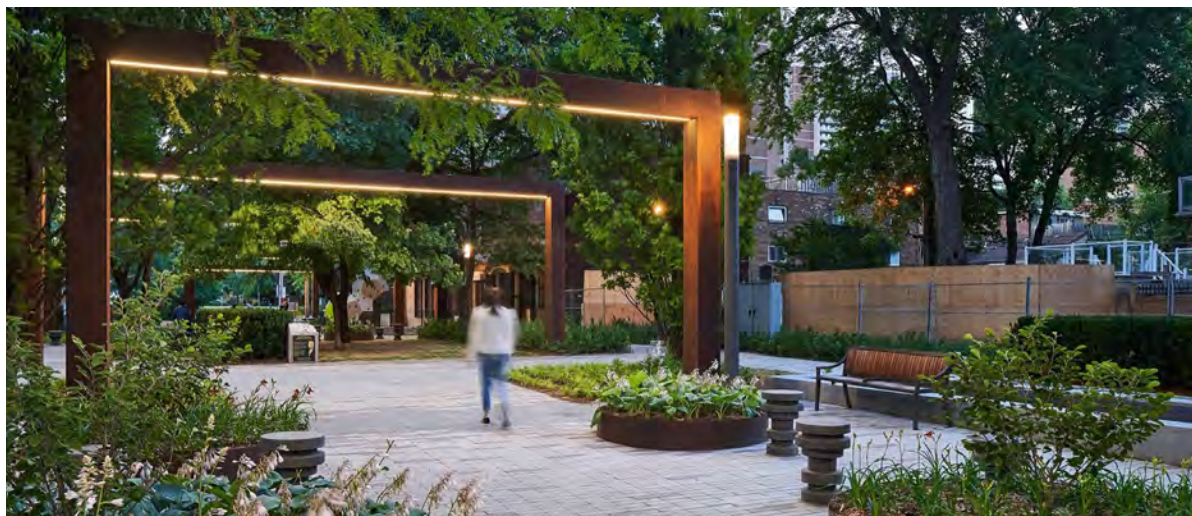


Masterplan character

Mews

- Narrower courtyard between car park and Block C
- Unique and more intimate character
- Climbers growing up building facades
- Textured materials such as cobbles and clay brick paving to reference historical materiality
- Shade tolerant planting
- Catenary lighting



Masterplan character

Stewards yard

- 3m spill out space for commercial units and eateries
- Flexible seating and communal spaces; opportunity for users to take food out and gather
- Bright and bold frontages to draw users in
- Catenary lighting
- Planting buffers with lush planting and semi-mature tree planting
- Varied hard landscape surface finishes for a unique character
- Draw users in to site from wider south street enhanced gateway



Masterplan character

Swan walk

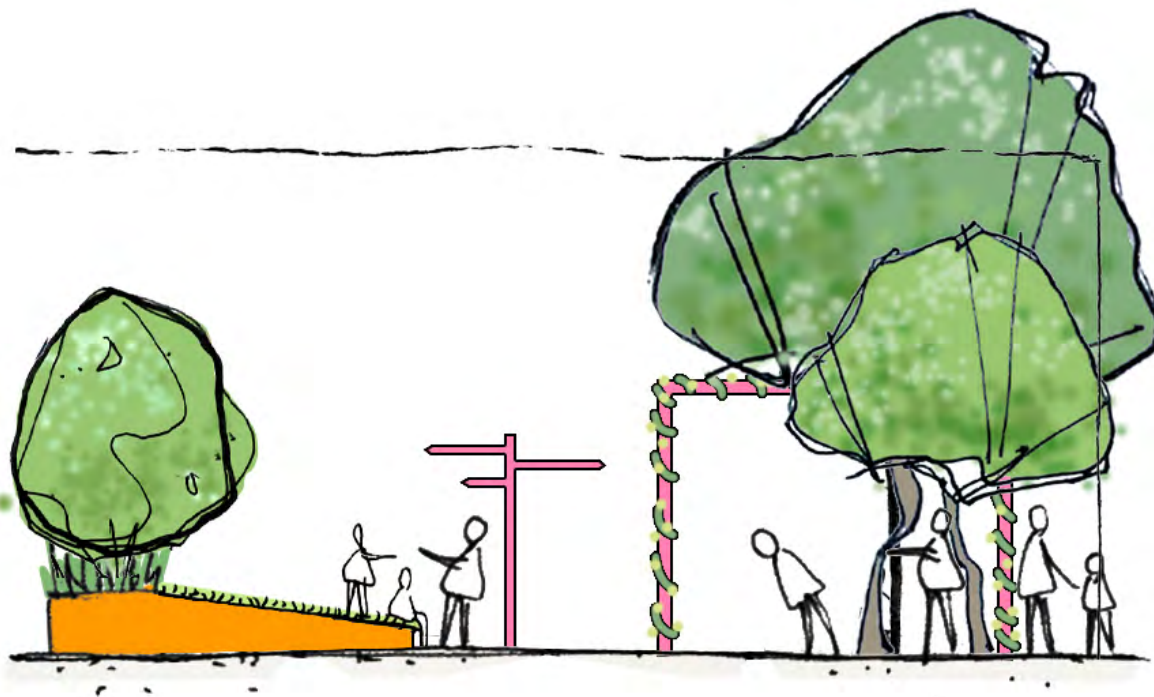
- Linear seating elements and structures to reflect narrower spaces
- Active frontages to commercial provision
- Flexible spill out seating areas
- Bright + bold floor marking and wayfinding elements to draw users in to the Liberty
- Catenary lighting for nighttime interest
- New raised planters and tree planting for biodiversity + shade



Masterplan character

Laurie yard

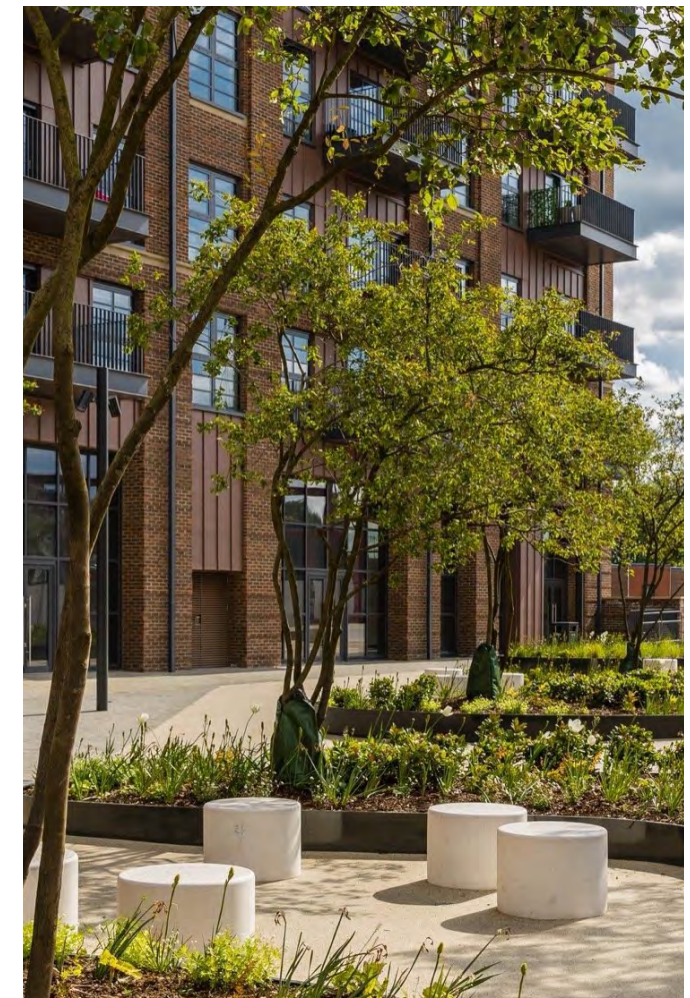
- Generous public realm courtyard between proposed buildings
- New tree planting and lush in ground planting
- Potential for targeted textured materials to reference historical materiality
- A variety of flexible seating areas and benches
- Links to adjacent Debenham's plot buildings
- 'Yard' style character
- New/ enhanced planting buffering adjacent road



Masterplan character

Liberty square

- Open and sociable
- Drawing into the liberty shopping centre with filtered views
- Creating bold and inviting active frontages towards retail
- Spaces defined by planting + using planting as a buffer
- Large tree planting to soften and shelter for cooling canopy cover
- High quality materials



Masterplan character

Western road

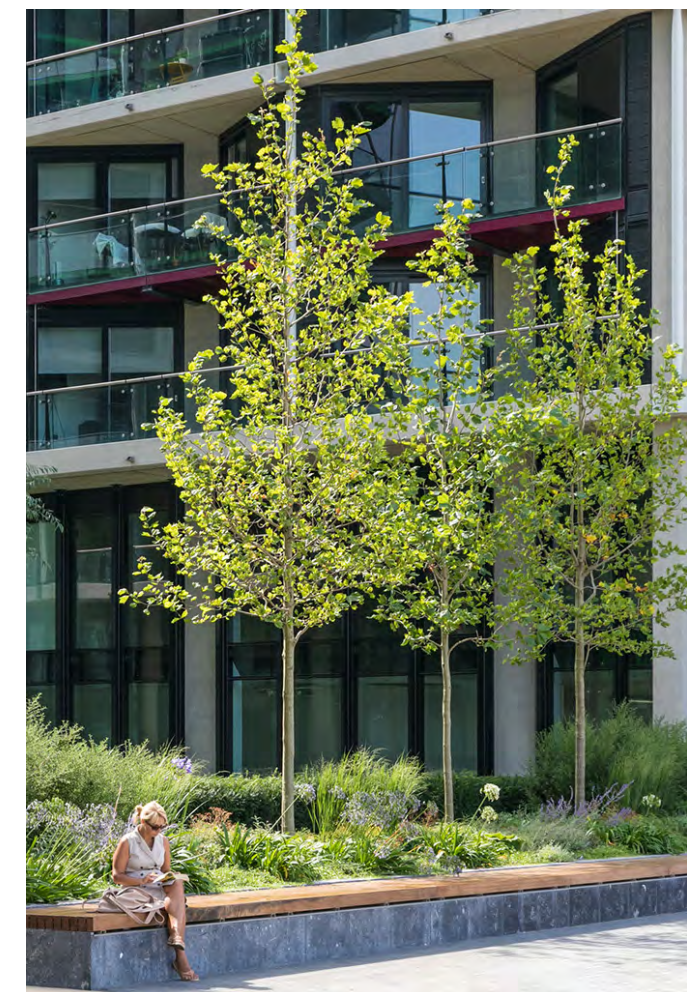
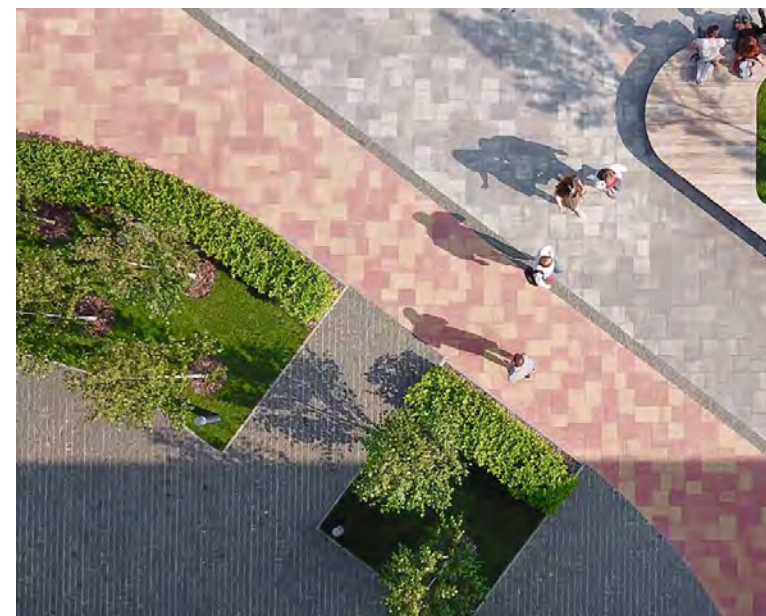
- Clear, generous + safe pedestrian routes
- Linking to main entrances/ frontages
- Bus stops rationalised
- Short stay cycle parking at convenient locations
- Strong avenue tree planting



Masterplan character

Mercury house

- Key gateway into Liberty with bright + bold signage to draw users in
- Planting to buffer adjacent Mercury Gardens road
- Playful planting areas and avenue tree planting
- Clear route for pedestrians to access service road makers' yard
- Clear signage and visual links to other plots



Masterplan character

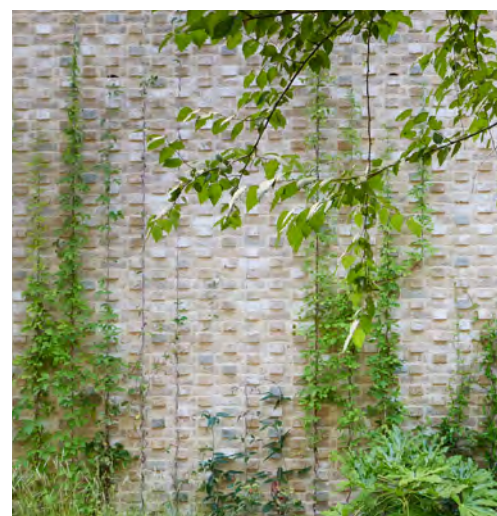
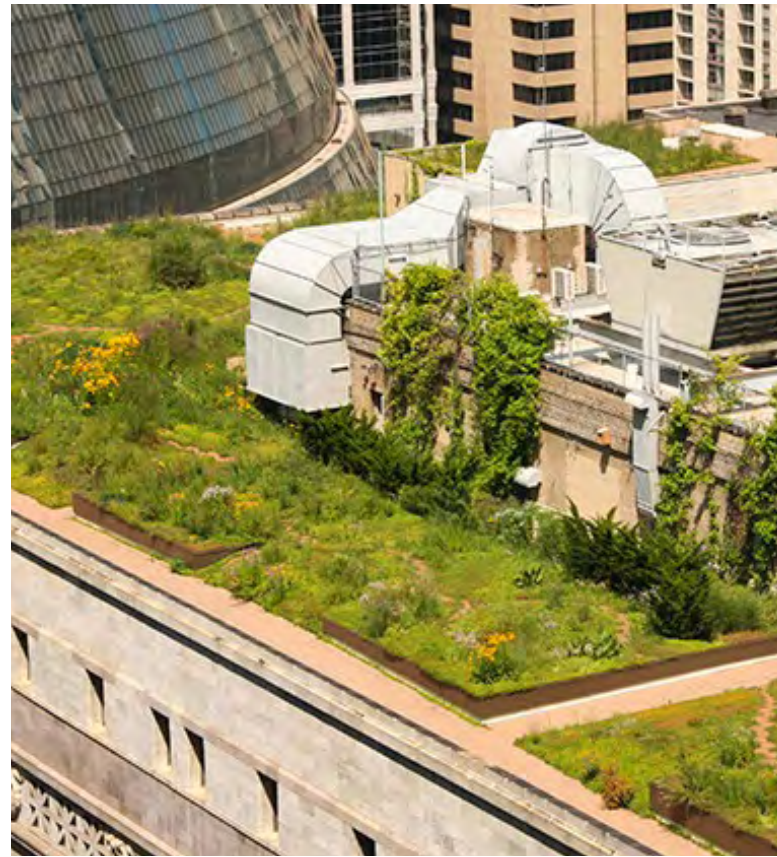
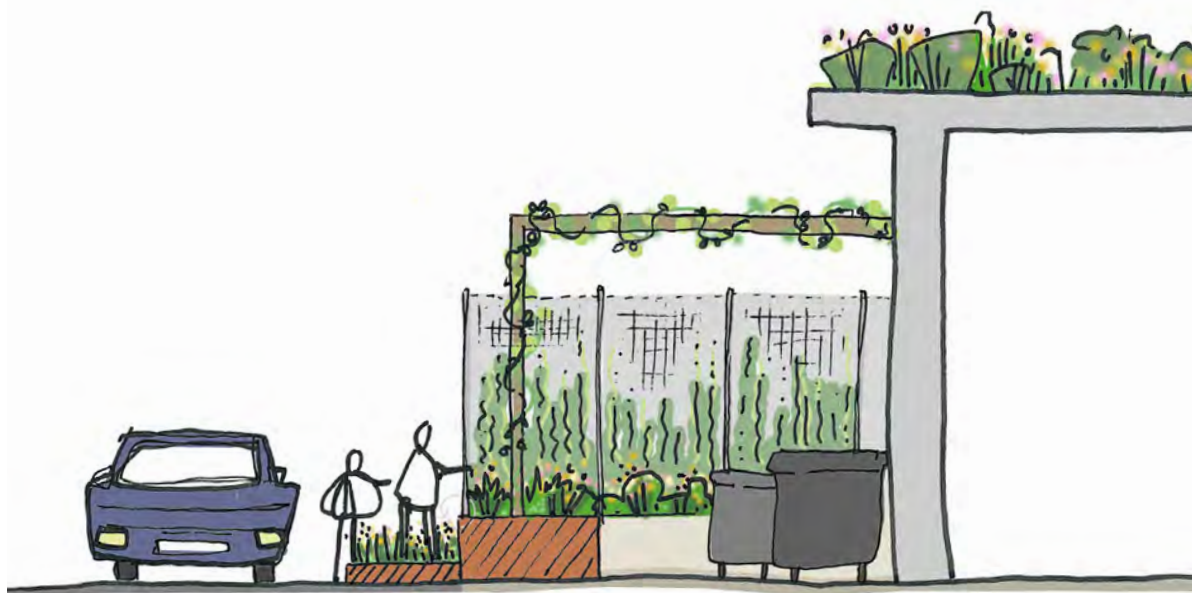
Market place

- Strong links to Swan Walk + Laurie Yard facades
- Connection to neighbouring Debenham's plot
- Creating active frontages for retail + F&B provision
- Opportunity for flexible seating elements
- High quality surface finishes to enhance the streetscape
- Bright + colourful signage and wayfinding features
- New tree planting



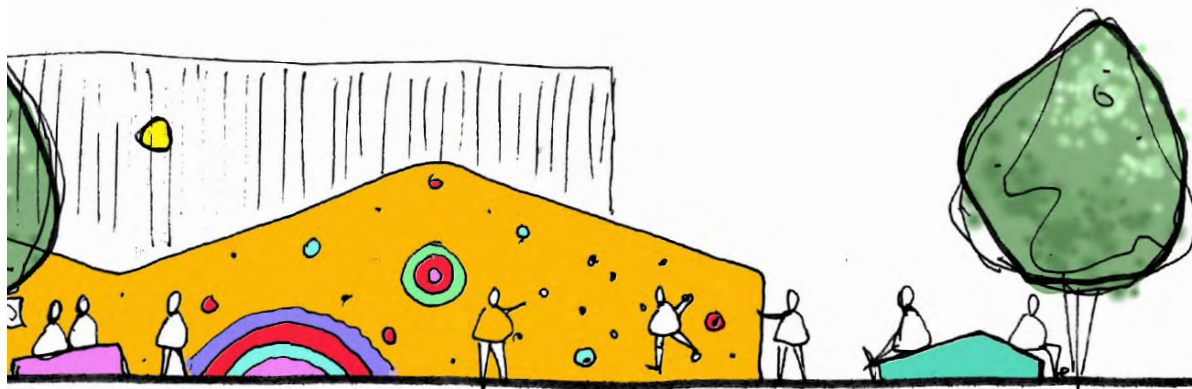
14.06 Service road

- Prioritise biodiversity and habitat creation
- Improve visual aspect of residents
- Use vertical structures to maximise greening
- Create a makers' yard to disused car park
- Rationalise refuse strategy, bins screening with planting
- Localised narrowing of the service road in favour of green interventions



14.07 Makers' yard

- Makers' space on top of disused Boots carpark to activate the space
- Improved pedestrian accessibility onto roofspace via improved crossings, shared surface and new lift
- Species rich grassland and tree planting as an ecological buffer
- Temporary bold and bright structures for makers, and a central yard for socialising and working together



Makers' yard

The Makers' yard is a temporary landscape to the disused Boots carpark which will accommodate the needs of small business and craftspeople, simultaneously activating the roofscape of the Liberty. The yard will be closed to the wider public on most days, but is envisaged to open for events.

It will be bordered by an ecologically rich greenspace, comprising of a species-rich grassland and native trees.

The new Makers' yard will be accessed via a new lift from the service road, which users will reach via a lift from the proposed padel court in the current multi storey car park. The crossing between the two will be improved and designed to prioritise pedestrians, ensuring the users' safety.

key:

- 01 Flexible makers' yard with hard surfacing and space for creating and socialising
- 02 Flexible furniture: plant pots, movable tables and chairs
- 03 Individual makers' units
- 04 Seating nooks for outdoor meetings or relaxation; with planters and benches; boundary planting behind fenced off
- 05 Species-rich grassland for ecological value with habitat features scattered throughout; fenced off from yard
- 06 Native fruiting and nut trees for habitat enhancement
- 07 Proposed lift core to Makers' yard
- 08 Proposed lift core to Padel court
- 09 Proposed Padel Court outside of site boundary
- 10 Improved pedestrian crossing through shared surface, wayfinding and signage



14.08 Masterplan strategies

Urban greening factor • Initial calculation

In accordance with Policy G5 Urban Greening in the London Plan March 2021 the Urban Greening Factor (UGF) for the scheme has been calculated at **0.256**. **Biodiversity Net Gain** achieved across the site has been measured at **880%**.

The proposals will be a significant increase on this constrained site, which currently has none to minimal greening. We have sought to maximise planting and biodiversity through both horizontal and vertical planting. To available roof spaces there are green and brown roofs proposed. The functioning service road through the site, as well as the Liberty shopping centre included in the red line boundary require the appropriate hard treatment which does not allow for large areas to be softened and greened.

Surface cover type	Area (m²)		
	Factor	Proposed	Score
Semi-natural vegetation (e.g. trees, woodland, flower-rich grassland) maintained or established on site.	1		0
Wetland or open water (semi-natural; not chlorinated) maintained or established on site.	1	0	0
Intensive green roof or vegetation over structure. Substrate minimum settled depth of 150mm – see livingroofs.org for descriptions ^A	0.8	9,978	7982.4
Standard trees planted in connected tree pits with a minimum soil volume equivalent to at least two thirds of the projected canopy area of the mature tree – see Trees in Hard Landscapes for overview ^B	0.8	1499	1199.2
Extensive green roof with substrate of minimum settled depth of 80mm (or 60mm beneath vegetation blanket) – meets the requirements of GRO Code 2014 ^C	0.7	76.7	53.69
Flower-rich perennial planting – see RHS perennial plants for guidance ^D	0.7	1,734	1213.8
Rain gardens and other vegetated sustainable drainage elements – See CIRIA for case-studies ^E	0.7	0	0
Hedges (line of mature shrubs one or two shrubs wide) – see RHS for guidance ^F	0.6	0	0
Standard trees planted in pits with soil volumes less than two thirds of the projected canopy area of the mature tree.	0.6	893	535.8
Green wall –modular system or climbers rooted in soil – see NBS Guide to Façade Greening for overview ^G	0.6	207	124.2
Groundcover planting – see RHS Groundcover Plants for overview ^H	0.5	0	0
Amenity grassland (species-poor, regularly mown lawn).	0.4	214	85.6
Extensive green roof of sedum mat or other lightweight systems that do not meet GRO Code 2014 ^I	0.3	0	0
Water features (chlorinated) or unplanted detention basins.	0.2	0	0
Permeable paving - see CIRIA for overview ^J	0.1	0	0
Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone).	0	0	0

Total Site Area (m²) 42984
Overall Score 0.2604

EXTENSIVE GREEN ROOF
Substrate of minimum settled depth of 80mm
[green roofs]

INTENSIVE GREEN ROOF OR VEGETATION OVER STRUCTURE
Substrate minimum settled depth of 150mm
[in raised planters]

STANDARD TREES PLANTED IN CONNECTED TREE PITS
With a minimum soil volume equivalent to at least two thirds of the projected canopy area of the mature tree

STANDARD TREES PLANTED IN PITS
With soil volumes less than two thirds of the projected canopy area of the mature tree

FLOWER RICH PERENNIAL PLANTING
[ground level planting]

FLOWER RICH PERENNIAL PLANTING
[in large pots]

LAWN
To roof play areas

GREEN WALL
Climbers rooted in soil

shedkm

romford liberty

205



Access

15.01 Overview

Existing context

The existing condition is heavily reliant on the first floor service road for operation of the shopping centre. The proposal seeks to use the service road to its advantage, consolidating the majority of back of house and servicing access to be from the service road. As a result the ground floor is freed up for undisturbed public realm and pocket yards.

The illustrative scheme has also proposed improvements to the pedestrian experience by eliminating the need to use a currently problematic subway beneath Mercury Gardens. This is currently dark underpass that feels unsafe and is a hotspot for crime.



key

Site

shedkm

Figure 171 Aerial of existing condition with red line boundary

15.02 Public strategies

Ground floor

Extended opening hours are proposed to the key North-South connection between our Southern Gateway and Swan Walk to the Market Place. This increases public safety.

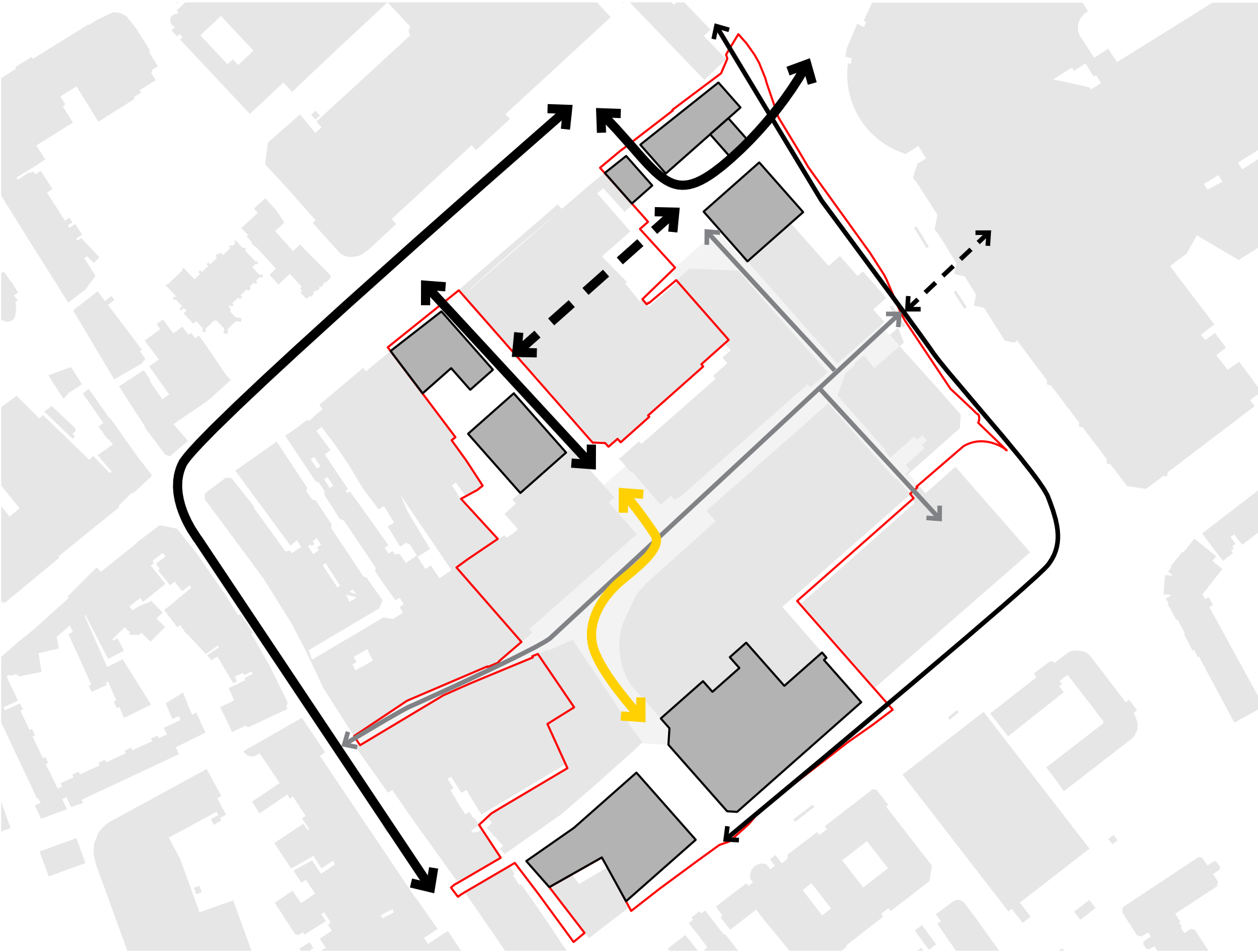
New external connection include a connection from Market Place up to Mercury Gardens via Zone 02s Laurie Yard. A new, pedestrian friendly pavement at grade is proposed to Mercury Gardens, encouraging active travel and contributing to the transition of the ring road to an urban street, as set out in the Romford Masterplan SPD. In this vein potential future connections across Mercury gardens at grade have been indicated.

Ongoing collaboration with the design team to the former Debenhams' site indicates the Zones 02 and 03 could be joined by a potential new connection parallel to Market Place, further fragmenting the grain of this urban block.

Please refer to the Zone 1 Design and Access Statement submitted as part of this application for information on the public strategies for the detailed application.

key

-  External public route
-  Internal public route with extended opening hours
-  Possible future connection
-  Internal public route during base opening hours



15.03 Managed public strategies

First floor & central roof

The new Makers Roof will be accessed via a managed strategy, and only to those who have permitted access such as creatives renting a workspace there.

Access is to be via a new, managed lift from the service road, which users will reach via an enhanced lift from the Liberty Mall up to the proposed padel court in the current multi-storey car park. The crossing between the two will be improved and designed to prioritise pedestrians, ensuring the users' safety.

The yard will be closed to the wider public on most days, but is envisaged to open for events such as exhibitions..

A new pedestrian friendly route up the service road is proposed from Mercury Gardens, this will lead to another managed lift which will allow for access to the Makers' roof.

Please refer to the Zone 1 Design and Access Statement submitted as part of this application for information on the public strategies for the detailed application.

key

 Managed public access

shedkm

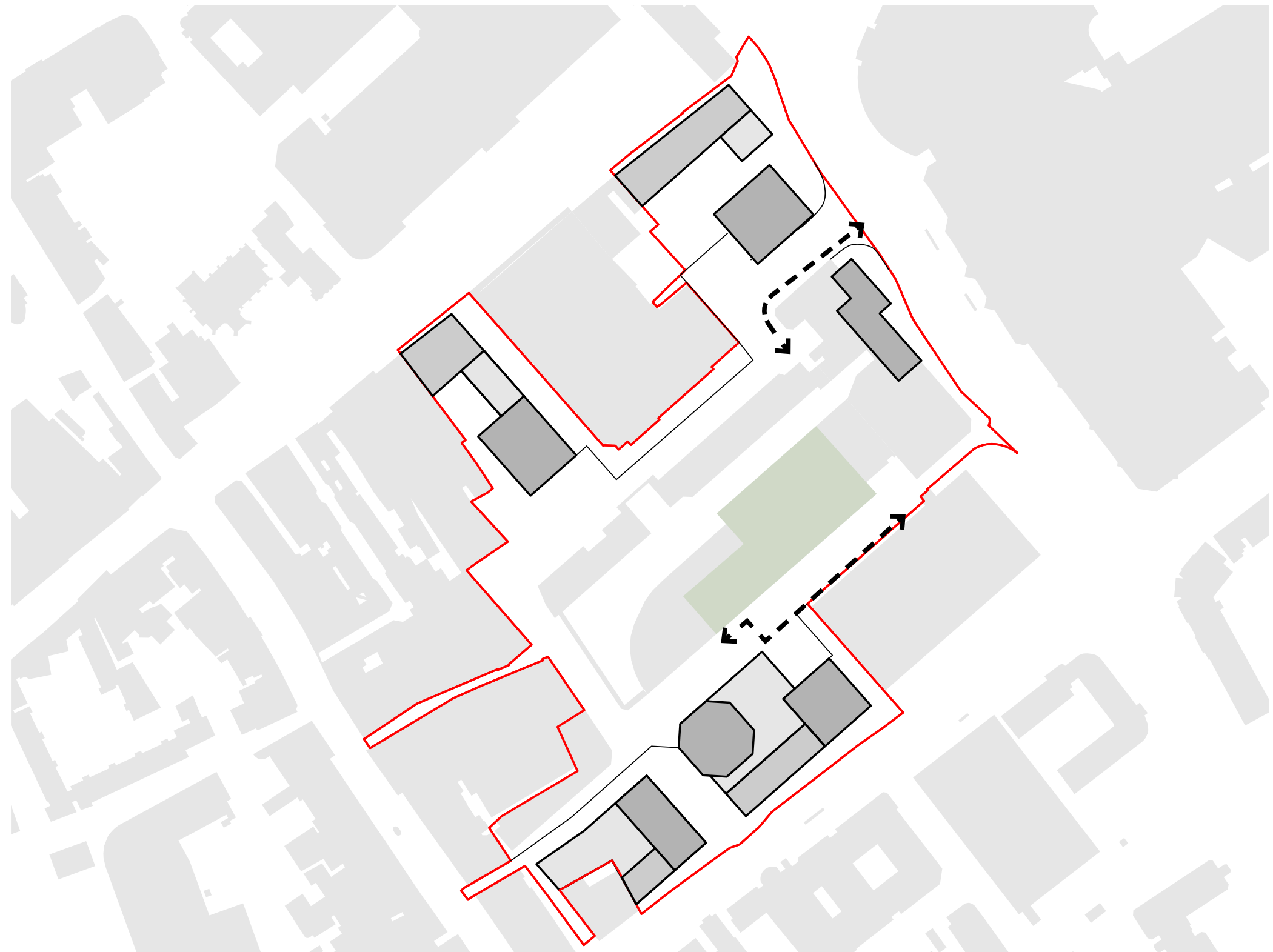


Figure 175 First floor public access managed strategy plan

15.04 Retail strategies

Ground floor

Extended opening hours are proposed to the principal North-South connection through the Liberty Atrium. This works in tandem with a curated retail offering of leaseholders suitable to the new condition. This will be a managed solution with secondary routes proposed to remain at their current opening hours. The applicant team propose security and gates to reinforce this proposal.

Other points of note at ground floor is that market fronting retail units are to be serviced from the market frontage. This allows character areas Laurie's Yard and Swan Walk to be pedestrianised, strengthening the scope of landscape proposals.

Please refer to the Zone 1 Design and Access Statement submitted as part of this application for information on the retail strategies for the detailed application.

key

-  Proposed public access extended opening (9pm or 10pm)
-  Public access base opening hours (9am to 7pm)
-  Servicing route
-  Servicing access to building



Figure 176 Ground floor retail access strategy plan

Retail strategies

First floor

The service road is to be utilised for retail servicing at first floor level. External loading bays to Zones 2 and 3 allow for deliveries with retail access to ground floor indicatively proposed to be via lifts to the rear of plots E and G2.

The proposal accounts for current retail strategies to be maintained to operational units. This allows for rights of way from units outside of Redical's ownership to be maintained, including that of the former Debenhams site as well as currently operational M&S, etc.

Please refer to the Zone 1 Design and Access Statement submitted as part of this application for information on the retail strategies for the detailed application.

key

- Indicative location of potential retail access to ground floor
- Servicing route
- - - Servicing access to building

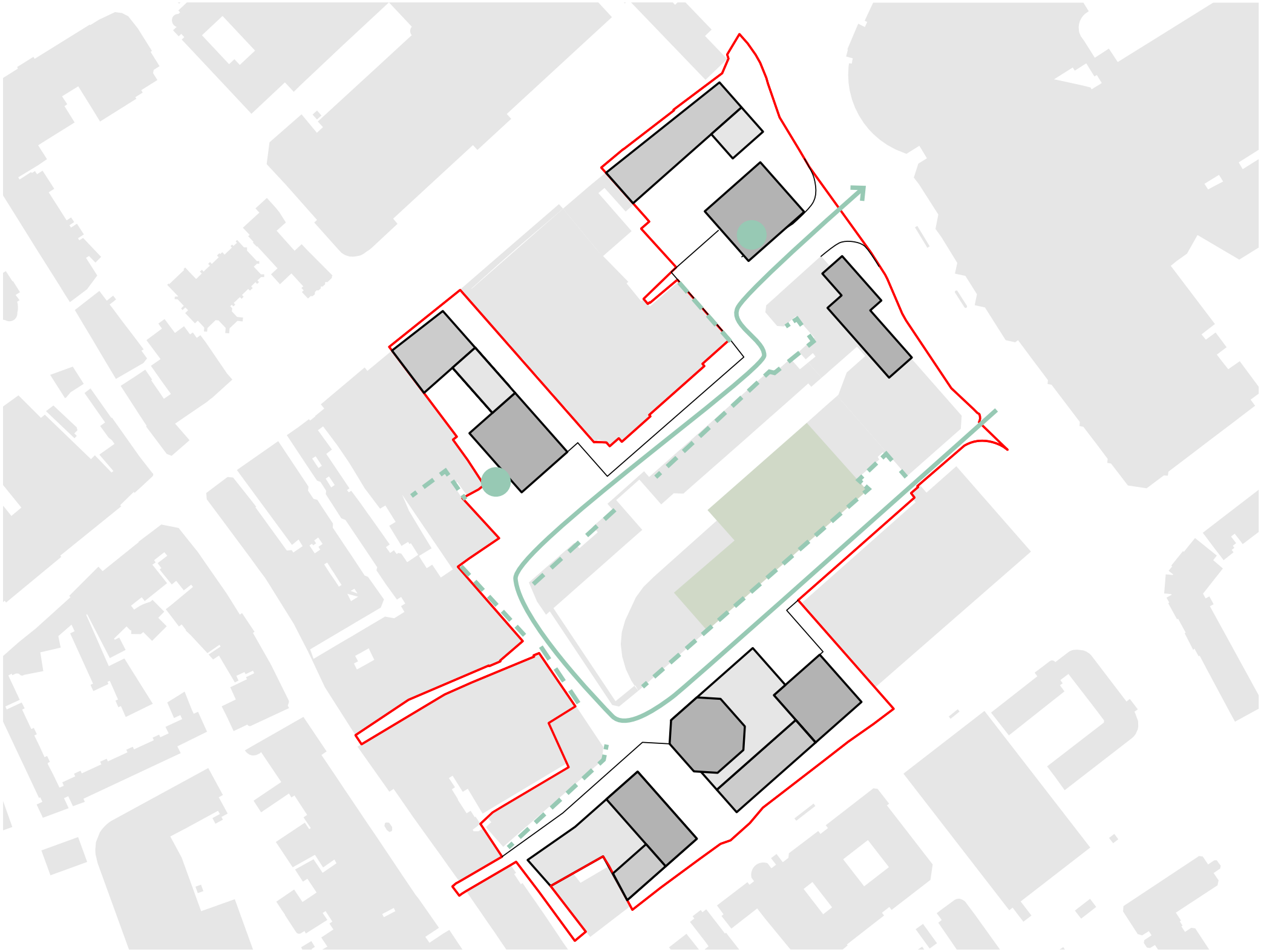


Figure 177 First floor retail access strategy plan

15.05 Residential strategies

Ground floor

Fire tender access at ground floor is proposed to be from Market Link and the front of Zones 2 and 3. Allowances in the illustrative scheme have been taken to provide for fire tender to be able to pull into Laurie Yard and the Zone 3 courtyard, before reversing out.

Zones 2 and 3 do not plan for residential servicing to be at ground floor level to promote the most amount of public realm etc as possible.

Please refer to the fire tender report for further information.

Please refer to the Zone 1 Design and Access Statement submitted as part of this application for information on the residential strategies for the detailed application.

key

- Servicing route
- - - Servicing access to building
- Fire tender access
- - - Potential extended route for fire tender access



Figure 178 Ground floor residential access strategy plan

Residential strategies

First floor

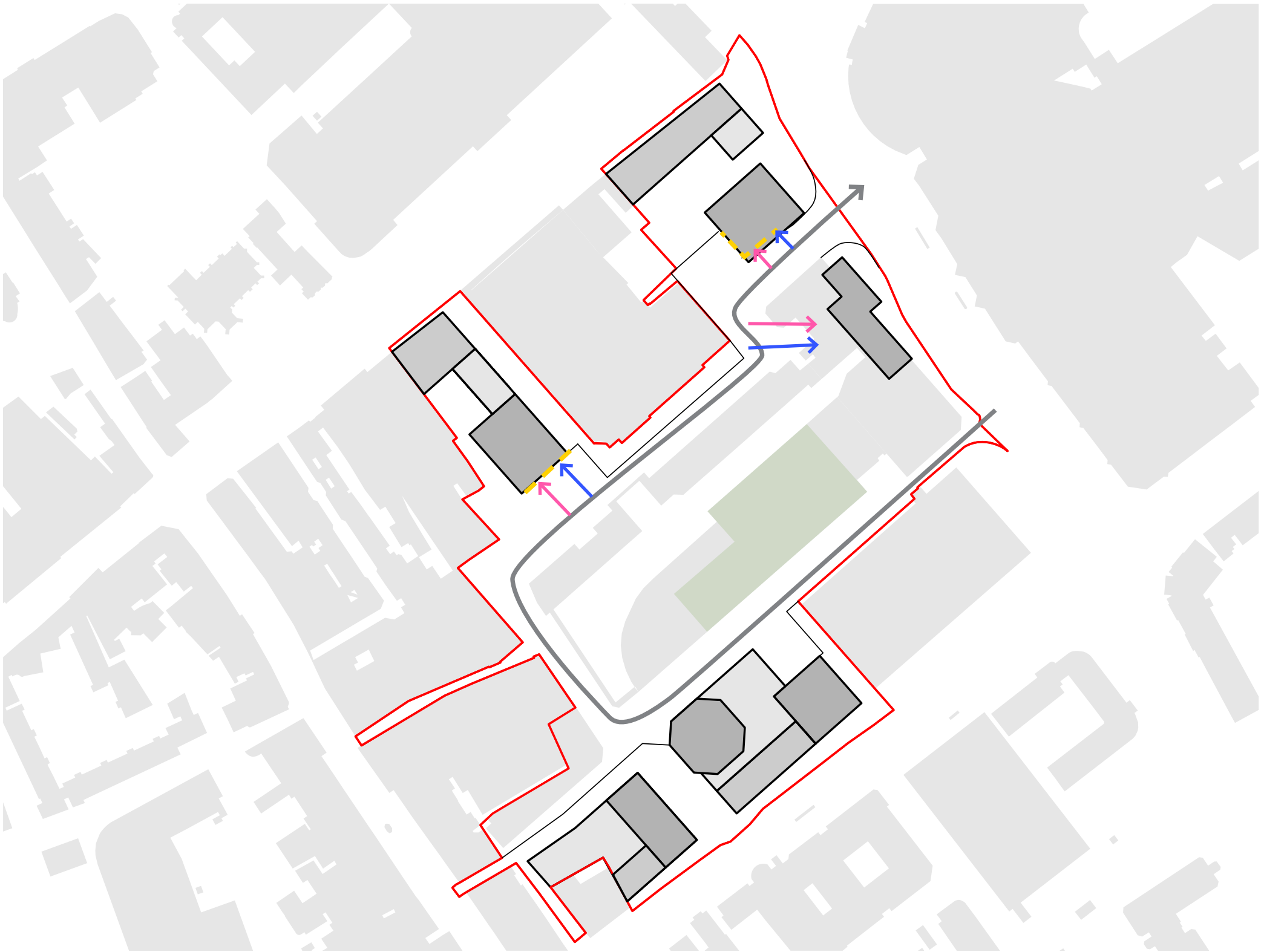
Fire tender access and residential servicing is proposed to be from the first floor service road to all zones.

Please refer to the fire tender report for further information.

Please refer to the Zone 1 Design and Access Statement submitted as part of this application for information on the residential strategies for the detailed application.

key

- Servicing route
- Servicing access to building
- Fire tender
- Fire access to building



15.06 Accessibility principles

Accessibility statement - masterplan design

The following is statement extracted from the Accessibility Report submitted as part of this planning application. Please refer to this document for the full details on this matter for the Masterplan and Zone 01 application.

Inclusive design strategy

The design of the Proposed Development will be progressed with consideration of how to be as inclusive as possible for: Visitors; Residents; People working in and visiting the non-residential / commercial spaces; and The wider community beyond the site boundary.

The Proposed Development will be subject to and required to comply with the applicable regulations and standards covering accessibility, movement and navigation throughout the site and associated public realm.

Standards and compliance

Building Regulations Part M as described in Approved Document M Volumes 1 and 2 represents the minimum standard of accessibility that the Development should meet."

"The design team have developed their proposals for the scheme with specific regard to disabled people as resident and their visitors, as well as people working in and visiting the non-residential uses of the development.

Lifetime neighbourhoods approach

The aspiration for the development Masterplan is to incorporate the highest standards of accessible and inclusive design across the development, with no disabling barriers. This includes avoiding the creating of segregated access for disabled people.

This is in line with Lifetime Neighbourhood principles as well as in London Plan policy D5 (Inclusive Design), which aims to create sustainable communities by designing places that are accessible, inclusive and safe thereby responding to current and future demographic changes.

Access objectives

Accessible car-parking spaces (Blue Badge) will be provided in accordance with London Plan Policy requirements.

Safe pedestrian zones, without traffic and with step-free, level or gently-sloping circulation routes. Accessible routes (ARs) will be step-free with gradients gentler than 1:20.

All residential developments will be designed to 90% Approved Document M (ADM) Vol 1 M4(2) standards with 10% being wheelchair dwellings to ADM 4(3) standards.

Commercial and public building design: These will be designed to the appropriate Building Regulation Standards including Approved Documents Part M and K and T.

Design provisions

Clear visual links will be provided between the entrances to the site and key buildings. Predictable spaces, facilitating wayfinding for people who are blind or partially sighted.

The accessibility requirements of partially sighted and disabled people will be a major factor in the determination of surface and edge types, so as to provide a legible and safe environment in conjunction with current accessibility requirements.

Accessibility principles

Accessibility statement - masterplan design

The following is statement extracted from the Accessibility Report submitted as part of this planning application. Please refer to this document for the full details on this matter for the Masterplan and Zone 01 application.

Inclusive design strategy

The inclusive design strategy describes and appraises the inclusive design provisions within the Proposed Development, including its external approaches.

This section should be read in conjunction with the set of application plans, the other sections within this DAS volume and all other documents that support this Hybrid Application.

The strategy embodies the accessibility and inclusive design standards that apply to all new build developments and public realm.

The design of the Proposed Development will be progressed with consideration of how to be as inclusive as possible for:

- Visitors;
- Residents;
- People working in and visiting the non-residential / commercial spaces; and
- The wider community beyond the site boundary.

Overview

The Proposed Development will be subject to and required to comply with the applicable regulations and standards covering accessibility, movement and navigation throughout the site and associated public realm.

This section demonstrates strategies adopted from mandatory and 'good practice' guidance documents throughout the design process.

At this stage, the development proposals across the site demonstrate that a high level of inclusive design can be achieved by the completed scheme, subject to ongoing detailed design of the buildings and public realm.

Scope

The design team have developed their proposals for the scheme with specific regard to disabled people as resident and their visitors, as well as people working in and visiting the non-residential uses of the development. As the design develops, the applicant will continue to work with the design team to evaluate and inform the design and account for ongoing feedback from consultation and local engagement.

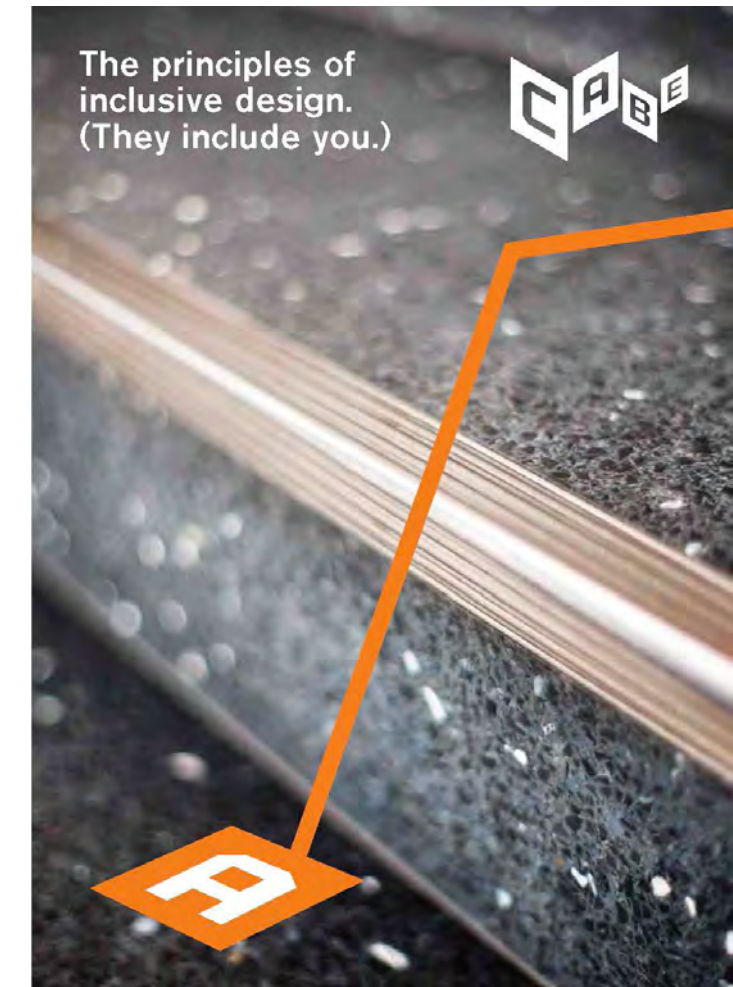
Please note that the meaning of 'disabled' in this Inclusive Design Statement is the definition stated in the Equality Act 2010.

The general strategy for approaches to the development within the public realm, parking provision, entrances and common external circulation areas are described, along with other considerations where relevant. In addition, commentary is made on operational and management considerations as necessary.

A more detailed summary of the inclusive design provisions for the individual detailed Plots within this Hybrid Application can be found in Zone 01 DAS.

This section does not describe or review any part of the development used solely to allow the buildings or any service or fitting within the buildings to be inspected, repaired or maintained, in line with the scope detailed in Part M of the Building Regulations.

If a disabled person requires access to these areas as part of their work, then their employer is expected to take all reasonable steps to ensure that there are no barriers to them carrying out their work. Any building adjustments that are required would be carried out retrospectively as and when the need is identified.



15.07 Accessibility Statement

Method of review

The strategic review process for the masterplan proposals uses a journey sequence throughout the scheme as follows:

- Arrival at the site;
- Connectivity to the surrounding environment;
- Circulation around the site;
- Access to external facilities on site;
- Approaches to all buildings;
- Building design; and
- Emergency evacuation strategy.

The access provisions are reviewed against the access regulations and standards that apply. This section considers the requirements of all users, including:

- People with mobility impairments;
- People with visual impairments;
- Deaf and people with hearing loss;
- Older people; and
- Children.



Accessibility Statement

Legislation, regulations, policy, standards and guidance

Policy

There has been a commitment by all stakeholders from the outset to ensure that the philosophy of inclusive design and consideration of all user needs now and in the future will be included within the development of the Masterplan.

The project review process has incorporated a suitable approach for meeting the relevant duties under the Equality Act 2010 (which incorporates the repealed Disability Discrimination Act 1995) where relevant to the scheme and its occupation.

The Applicant is committed to policies that promote inclusive management of the public realm and commercial and residential provisions at post occupancy stages as well as consultation and collaboration to meet the needs of staff and residents where applicable.

The Proposed Development will comply with the policy and guidance relevant at the time of the approval of the Hybrid Application, including requirements set out in the relevant Conditions and Design Code.

This section provides a summary of legislation, regulations, policy, design standards and guidance that are being applied to both the Outline and Detailed Components of the Hybrid Application. For the Outline Component, the detail will come forward as part of a future Reserved Matters application ('RMA').

Equality Act 2010

The Equality Act does not set out criteria that buildings need to comply with; it exists to protect people's right not to be discriminated against. Compliance with Part M of the Building Regulations is subject to approval by Building Control or an Approved Inspector. The project Access Consultant provides advice on access and inclusion but cannot approve or 'sign-off' proposals under the Equality Act.

Some of the information within this inclusive design statement (and the subsequent building regulations application access statements)

will inform an access management plan, which is recommended to assist its future operation in relation to the operator's obligations under the Equality Act.

Building Regulations

Building Regulations Part M as described in Approved Document M Volumes 1 and 2 represents the minimum standard of accessibility that the Development should meet:

- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 1: Dwellings, HM Government, 2015 edition with 2016 amendments;
- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 2: Buildings Other than Dwellings, HM Government, 2015 edition incorporating 2020 and 2024 amendments.

Any solutions proposed that are different to those described in Approved Document M must provide an equal or greater level of accessibility, and be justified where necessary within the Building Control Access Statement.

Other Building Regulations that affect access provision decisions are Parts B, K and T, as described in these documents:

- The building Regulations 2010, Approved Document B (Fire safety) – Volume 2 – Buildings other than dwellings, 2019 edition incorporating 2020 amendments.
- The Building Regulations 2010, Approved Document K (Protection from falling, collision and impact), HM Government, 2013 edition; and
- The Building Regulations 2010, Approved Document T –(Toilet Accommodation), 2024 edition.

British Standards

- BS 8300:2018: Design of an accessible and inclusive built environment, Parts 1 and 2 – Code of Practice, British Standards Institute, 2018
- British Standard 9999:2017 Code of Practice for Fire Safety in

the Design, Management and use of Buildings, British Standards Institution, 2008; and

- BS 9991:2024: Fire safety in the design, management and use of residential buildings. Code of practice, 2024.

Planning Policy

- National Planning Policy Framework (NPPF), December 2024
- The London Plan, March 2021;
- London Borough of Havering Local Plan (2021)
- Check planning crib sheet when available.

Planning Guidance

- Housing supplementary planning guidance, Greater London Authority, March 2016, updated August 2017;
- Shaping Neighbourhoods: Play and Informal Recreation supplementary planning guidance, Mayor of London September 2012;
- Shaping Neighbourhoods: Accessible London: Achieving an Inclusive Environment, supplementary planning guidance, Greater London Authority, October 2014;
- Technical Housing Standards - Nationally Described Space Standard, 2015
- The GLA: Housing Design Standards LPG, Greater London Authority, 2023; and
- Good Growth by Design, Mayor of London – suite of guidance documents including Safety in Public Space, 2024 – Women, Girls and Gender Diverse People.

Accessibility Statement

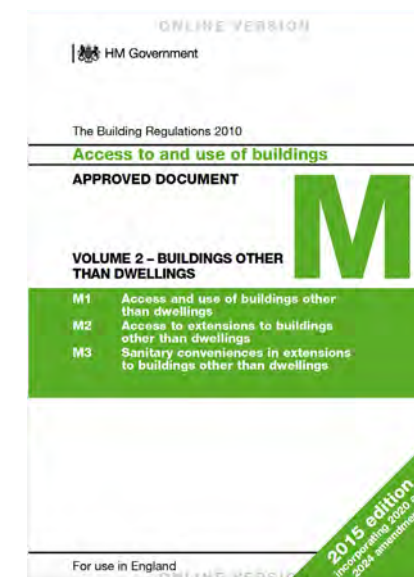
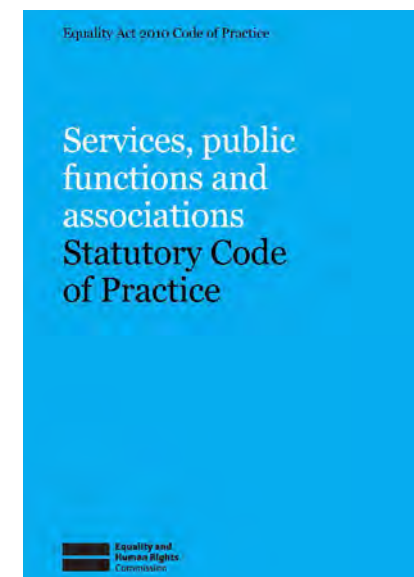
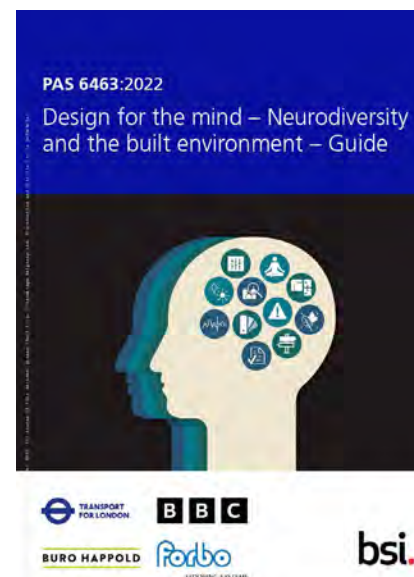
Interpretation of the standards

Approved Document M and BS 8300:2018 provide general access advice, but they both refer to other standards and regulations about specific aspects of buildings and their surroundings. Access standards are in a continuing state of development because of changing needs, expectations and legislation. Therefore, several separately authored documents are referred to, including good practice guidance books written by specialists, such as:

- Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, Oxley P, Department for Transport, 2022;
- Shared Space: Local Transport Note 1/11, Department for Transport, 2011 (retracted 2018) noting subsequent DfT Inclusive Transport Strategy 2018 and associated shared space clarification letter (Sept 2018);
- Creating Better Streets: Inclusive and Accessible Places (Review of Shared Spaces), CIHT 2018;
- Better Streets delivered, learning from completed schemes - TfL / Mayor of London, 2018;
- Manual for Streets - 1, and 2 DfT and CLG, 2008;
- The Colour, Light and Contrast Manual: Designing and Managing Inclusive Built Environments, Bright K., Cook G., Wiley- Blackwell, 2010;
- Sign Design Guide+: a guide to inclusive signage, JMU and the Sign Design Guide, 2023;
- Inclusive urban design: Streets for life, Architectural Press, 2006;
- Cycle Infrastructure Design, Local Transport Note 1/20 Dept for Transport, July 2020
- Streetscape guidance, TfL, Mayor of London 2019, 4th Edition, Rev 1
- London Cycling Design Standards, Version 2, Sept 2016, Transport for London
- Cycling for everyone, A guide for inclusive cycling in towns and cities, Sustrans, Arup, July 2020;
- Handbook for cycle-friendly design, Sustrans Design Manual, April 2014;

- Wheelchair Housing Design Guide, Habinteg (2018);
- RIBA Inclusive Design Overlay, 2023;
- Seeing Streets Differently, RNIB, 2021;
- Healthy Streets for London, TfL;
- Designing Mind Friendly Environments, - Steve Maslin, 2022; and
- PAS 6463 Design for the mind - Neurodiversity and the built environment, 2021.

The nature of changing needs and standards can result in anomalies and contradictions. Therefore, access and inclusivity will be considered and refined throughout the design process so that the development is as accessible as possible.



Accessibility Statement

Masterplan proposals and inclusive design strategy

Lifetime neighbourhoods

The aspiration for the development Masterplan is to incorporate the highest standards of accessible and inclusive design across the development, with no disabling barriers. This includes avoiding the creating of segregated access for disabled people.

This is in line with Lifetime Neighbourhood principles as well as in London Plan policy D5 (Inclusive Design), which aims to create sustainable communities by designing places that are accessible, inclusive and safe thereby responding to current and future demographic changes, including the anticipated increase of older people of working-age population.

The Masterplan considers inclusive design by reference to the following provisions that will serve all users including disabled and older people.

- Integrated amenities;
- A permeable street network;
- Transport strategy and services;
- A network of public spaces;
- Clearly defined public, communal and private spaces;
- Commercial buildings;
- A broad mix of dwelling types and sizes;
- Accessible housing and parking;
- An integrated built form;
- A mixed tenure;
- Accessible refuse strategy; and a flexible framework for future phases.

The Masterplan also follows the principles of Lifetime Neighbourhoods published by the Department for Communities and Local Government in December 2011. These are as follows:

- Walkable neighbourhood: All outdoor spaces, services and facilities, including car parking spaces, are at walkable distances from all homes;
- Transport: There is good provision of public transport nearby;
- Housing: Homes will be designed to adapt to the needs of the residents, when becoming older and/ or potentially disabled.

London Plan Policy D5 Inclusive Design states the need to deliver inclusive, not just accessible environments. Inclusive design is central to the policies of the London Plan, with mention of it throughout the text of the plan. Policy D5 states:

Development proposals should achieve the highest standards of accessible and inclusive design. They should:

- Be designed taking into account London's diverse population;

- Provide high quality people focused spaces that are designed to facilitate social interaction and inclusion;
- Be convenient and welcoming with no disabling barriers;
- Providing independent access without additional undue effort, separation or special treatment; and
- Be able to be entered, used and exited safely, easily and with dignity for all.

The Commission for Architecture and the Built Environment published a guide called The Principles of Inclusive Design in 2006, which states that inclusive design:

- Places people at the heart of the design process;
- Acknowledges diversity and difference;
- Offers choice where a single design solution cannot accommodate all users;
- Provides for flexibility in use; and
- Provides buildings and environments that are convenient and enjoyable to use for everyone.

These criteria are important factors in recommending the most inclusive (not just accessible) solutions for a development within the client's resources. Inclusive environments seek to remove obstacles for all potential users, especially people who have one or more of the protected characteristics listed in the Equality Act 2010.

Access Aims

The 980 Great Western Road Masterplan will incorporate the following access principles:

- To maximise access to all parts of the development, its facilities and services for all future residents, visitors and members of staff in the Development;
- To meet local, regional and national access and inclusive design policies;
- To ensure that appropriate access standards are met at the outset and as part of mainstream, inclusive design wherever possible;
- To design inclusively, which means designing beyond the minimum requirements of the Building Regulations Part M to ensure that all people, regardless of age, sex or ability can use and enjoy the built environment;
- To address the anticipated, substantial increase of older people in proportion to the working-age population in the near future and their needs;
- To meet the aims of the Equality Act, where applicable; and
- To follow design guidance given in relevant British Standards and other currently published good practice guidance about meeting the needs of disabled people.

Guidance for Lifetime Neighbourhoods and current accessible and inclusive housing standards is a key reference for the project, ensuring that physical barriers to access for all people, including

older and disabled people and children are avoided, providing a welcoming and comfortable environment.

Access Objectives

Summary of objectives being adopted:

- Parking: Accessible car-parking spaces (Blue Badge) will be provided in accordance with London Plan Policy requirements.
- Public spaces: The proposals will provide new accessible and inclusive public spaces as gathering points for recreation, resting and wayfinding.
- Pedestrian routes: Safe pedestrian zones, without traffic and with step-free, level or gently-sloping circulation routes available. Accessible routes (ARs) will be step-free with gradients gentler than 1:20;
- Landscaping: The landscaping will provide step-free routes throughout the site, with spaces for leisure and recreation, and with street furniture designed and located to minimise clutter and obstructions.
- Seating and resting places: Planting and landscape features will include seats and resting places at regular intervals;
- Residential standards: All residential developments will be designed to 90% Approved Document M (ADM) Vol 1 M4(2) standards with 10% being wheelchair dwellings to ADM 4(3) standards;
- Commercial and public building design: These will be designed to the appropriate Building Regulation Standards including Approved Documents Part M and K and T; and
- Legibility and wayfinding: Clear visual links will be provided between the entrances to the site and key buildings. Predictable spaces, facilitating wayfinding for people who are blind or partially sighted.

Consultation and Engagement strategy

Consultation has been central to the development of the scheme. Throughout the design process, the design team has engaged with the public and a wider group of stakeholders. This has allowed the design team to gain invaluable feedback from various points of view that have developed and improved the proposals as a whole, including all relevant accessibility and inclusive design requirements and considerations through specific co-design workshops.

The scheme has also been subject to detailed pre-application consultation with the GLA, the London Borough of Havering and the DRP. Please refer to section X of the DAS Volume 2 for further information.

Accessibility Statement

Masterplan levels and constraints

The site's level strategy has been developed to create an accessible, inclusive environment .

Pedestrian routes will be designed in line with BS 8300:2018: Design of an accessible and inclusive built environment, Parts 1 – Code of Practice. The approach to levels for the Outline Component will follow a similar approach to the Detailed Component proposals.

Transport connections

Public Transport

Train and bus provisions are covered in detail in the separate Transport Assessment that forms part of this Hybrid Application. Please confirm PTAL rating for site.

Access strategy

There is a strong network of spaces between the buildings within the development that can be freely accessed by the public, including parks, squares, roads, pedestrian areas, cycle routes and open space.

Provisions to ensure clarity and safety for all users include:

- Design distinguishing clearly between the needs of pedestrians, vehicles and cycles. Appropriate signage and material changes will be implemented to ensure safe movement of pedestrians and cyclists at all times.
- Ensuring a simple and unobstructed footway network is promoted and any unavoidable overlap between pedestrians and vehicles will be minimised and closely managed.
- The accessibility requirements of partially sighted and disabled people will be a major factor in the determination of surface
- And edge types, so as to provide a legible and safe environment in conjunction with current accessibility requirements.
- The lighting of the public realm has been developed in line with the principles summarised in section 14.
- Pedestrian footways take into account roughness and slip resistance to

ensure a comfortable and safe walking experience

- The use of tactile and hazard warning paving will be provided in compliance with British Standards, Building Regulations and Department for Transport (DfT) guidance.

All such instances will be developed with consideration of the Design Code and all associated design guidance.

Pedestrian priority strategy

The use of kerbs and materiality will be reviewed in detail through future conditions to ensure that specific areas of pedestrian priority / shared space are provided effectively and safe pedestrian routes are delivered. As current Department for Transport (DfT) guidance is under review since the issue of the DfT Inclusive Transport Strategy 2018 and associated shared space clarification letter

(Sept 2018). This will allow the proposals to be assessed against future guidance / policy updates in particular from the DfT.

Sitewide play strategy

The play strategy will be provided on-site in accordance with LB Havering planning policy and reference noted with regards to the GLA 2012 Supplementary Planning Guidance 'Shaping Neighbourhoods: Play and Informal Recreation'.

Accessibility and Inclusive Design will be included within sitewide design proposals for play with reference made to BS 8300 Part 1 and accessible play guidance such as Developing Accessible Play Space: A Good Practice Guide, published by the Department for Communities and Local Government.





sustainability

16.01 sustainability & wellbeing

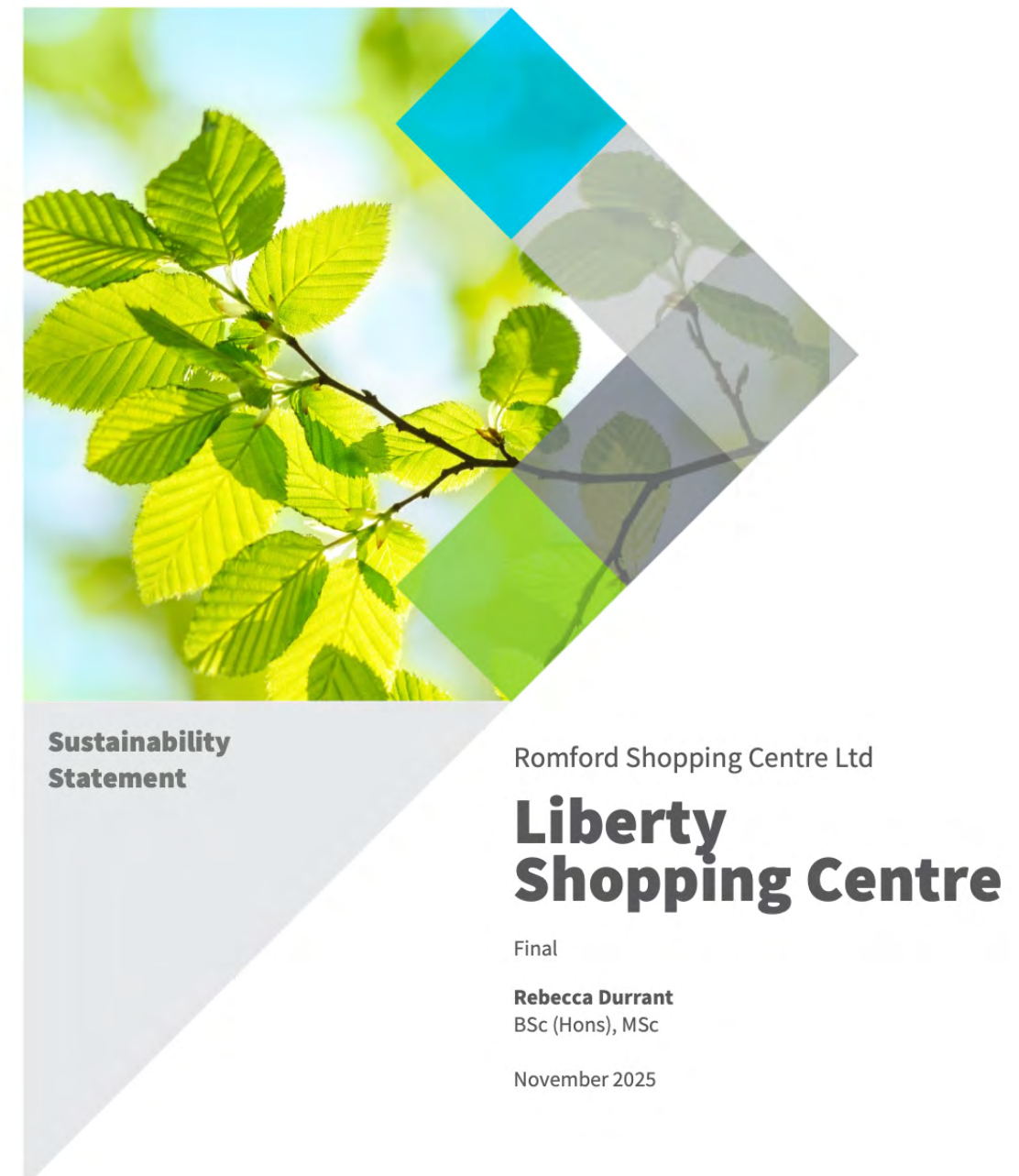
shedkm are a highly innovative practice, exploring new technologies and rethinking architecture and product from basic principles to detailed design. We strive to collaborate with our clients and fellow consultants to create unique and forward-thinking solutions to briefs and challenges.

Research and development is a key area of shedkm's business growth. Material advancement and evolving regulations impact our approach to design, ensuring that we contribute positively to the longevity of the built environment and the well-being of the user.

This approach to efficient and adaptable buildings is no different in Romford. Throughout the design process we have enjoyed being challenged by the project team to consider ways of ensuring that each building phase can, in the future, be considered on its own merit and have, therefore, provided in-built parameter flexibility to allow for a number of adaptable methods of procurement.

For further information please refer to supporting documents including, but not limited to:

- Sustainability Assessment
- Circular Economy Statement
- Whole Life Carbon Assessment
- Energy Statement
- Ecological Impact Assessment



11

Conclusion

The Liberty tomorrow



shedkm

The Liberty tomorrow

The Liberty Masterplan responds to the character and context of its surrounding whilst having an identity of a holistic masterplan in the centre of Romford - hopefully acting as a catalyst for positive regeneration for the area.

Retaining The Liberty 'heart' and pushing back the building fabric, reducing the urban grain and improving permeability the masterplan reconnects the site with Romford.

Carefully curated retail will enhance Romford's position as a shopping destination complimented by day and evening F+B to diversify Romford's evening economy.

New distinctive neighbourhoods with vibrant public spaces interstitch Romford & The Liberty, drawing people from the station to the historic Market Place and beyond.

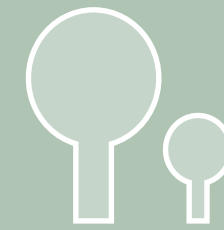
Much needed new homes will be created and will be of high-quality and attractive due to good transport connections to central London and wider Havering.

The Liberty masterplan will be a place for residents and the public to enjoy alike, with new exciting public spaces and retail to strengthen Romford town centre.

The Liberty tomorrow



Retention of
the core
shopping centre



New
public
realm



Continued large
scale investment
from Redical



Night-time
economy +
increased safety



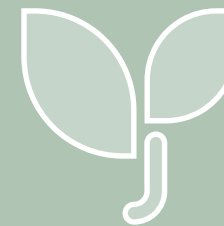
Enhanced pedestrian
experience



New
flagship
store



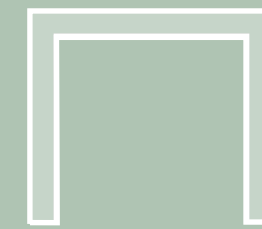
High
quality
homes



Green space
within
ring road



Increased footfall for
existing retailers



New markers
to shopping centre



Enhanced rooftop
and creative space
opportunity



affordable housing