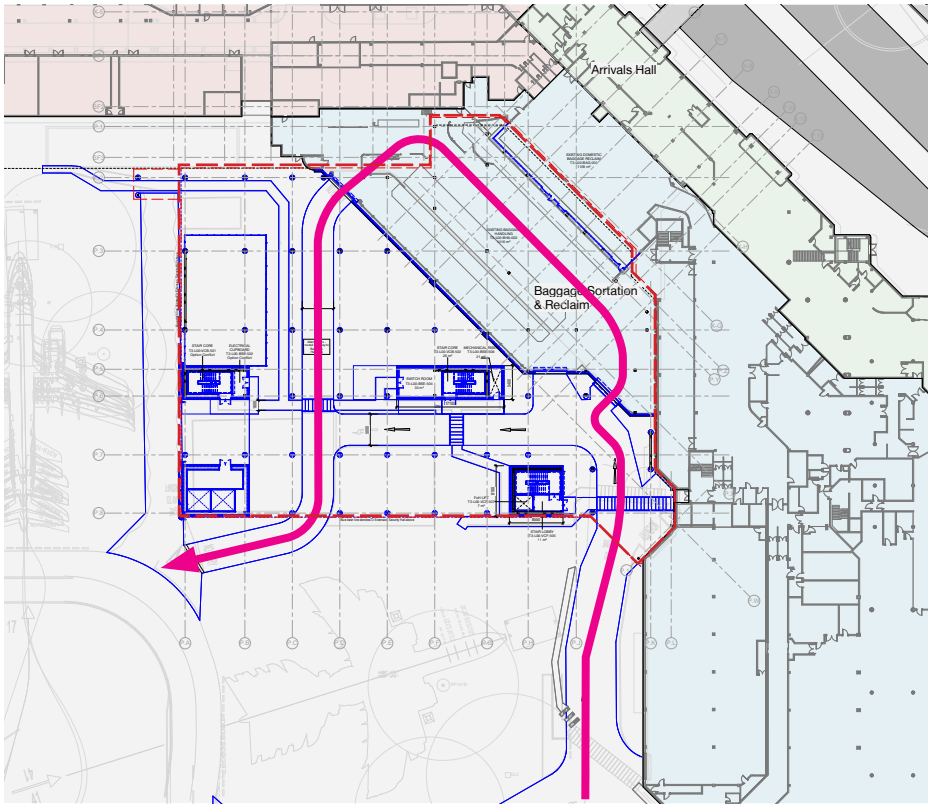
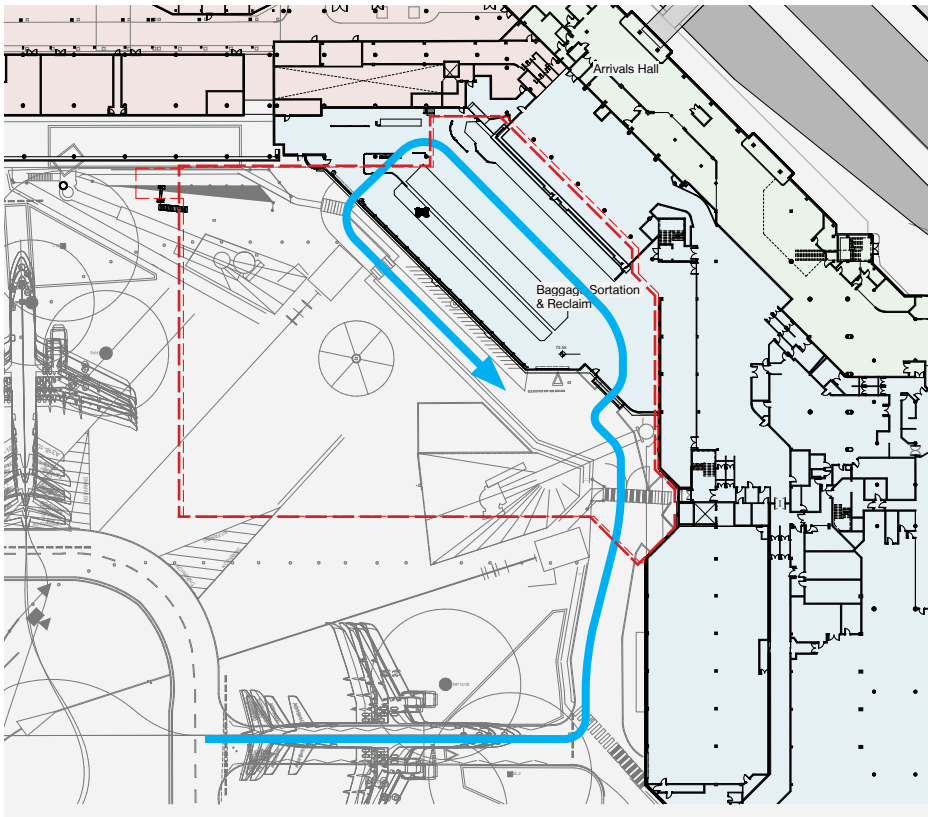




8.1 Policies adopted for access



Vehicular transport links

The context of the development and siting of key vehicular and pedestrian links are unchanged by the scope of this proposal. The proposed new security search area is utilised post check-in and the access arrangements to Terminal 3 check-in will remain unchanged.

However, the access and egress to the baggage sortation hall at apron level is affected. The current access to the baggage hall runs on the head of stand road in front of Stand 41 and it is proposed that this remains unchanged.

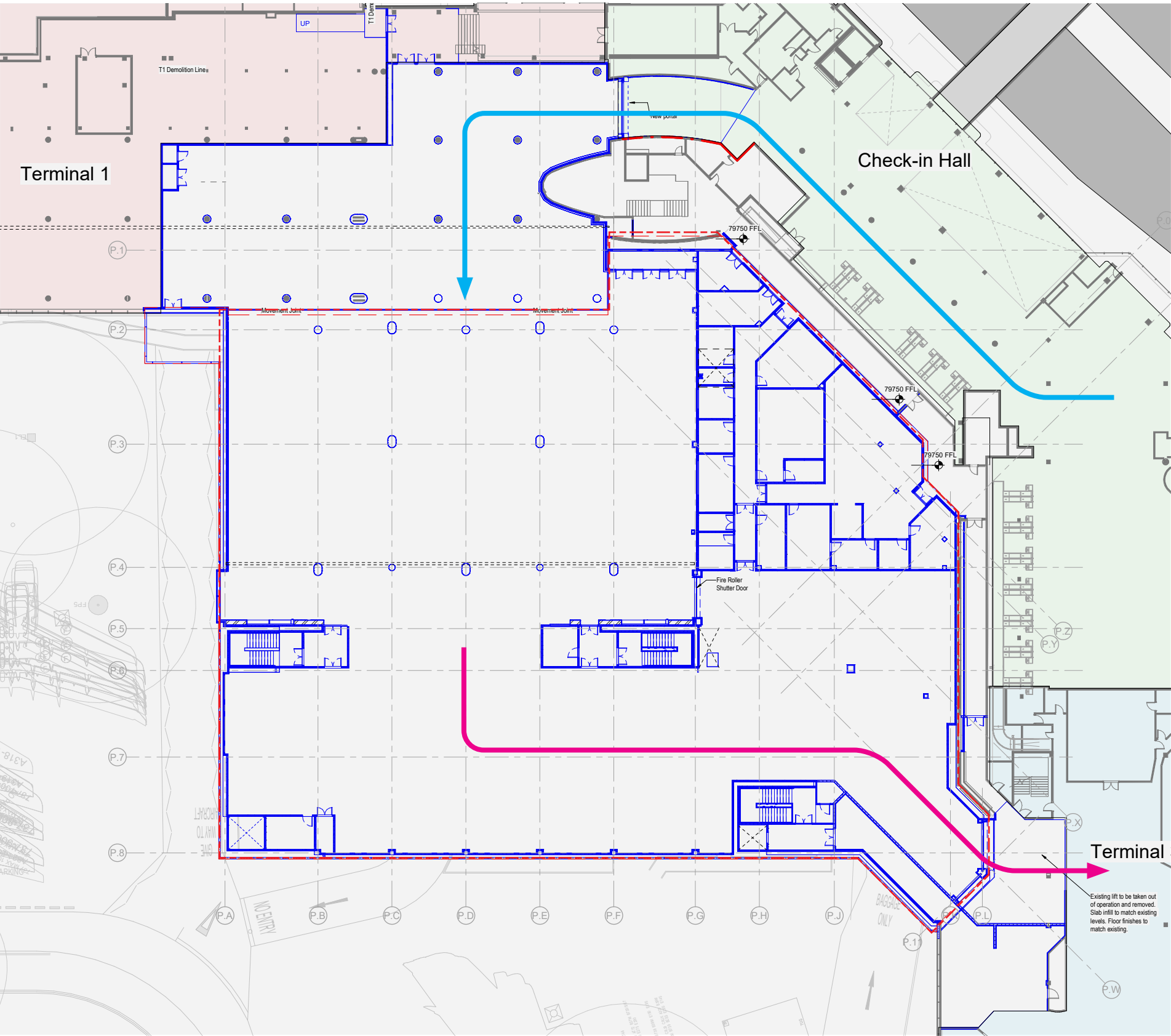
However, the current egress route runs along a head of stand road in front of stand 18, but this stand is removed as part of this development.

The proposed egress route is therefore proposed to run on a new route under the T3 security re-provision building. The undercroft space will allow for additional vehicle staging and improve the efficiency of the baggage hall operation.

LEGEND:

-  Planning Application Boundary
-  Existing baggage vehicle route
-  Proposed baggage vehicle route

8.2 Policies adopted for access



Visibility of entrances & entering the building

Entrance to the Security Search Area remains unchanged from the existing entrance from the check-in hall. There are no modifications proposed to the access to the check-in hall from the terminal forecourt.

General circulation and layout

Passenger routes through the check-in hall and security search area to the departure lounge have been designed for all users. Passengers with reduced mobility can follow the same routes as able bodied passengers. Part M compliant ramps are provided on all passenger routes as an alternative to steps accommodating a level change.

Appropriate use of surfacing materials

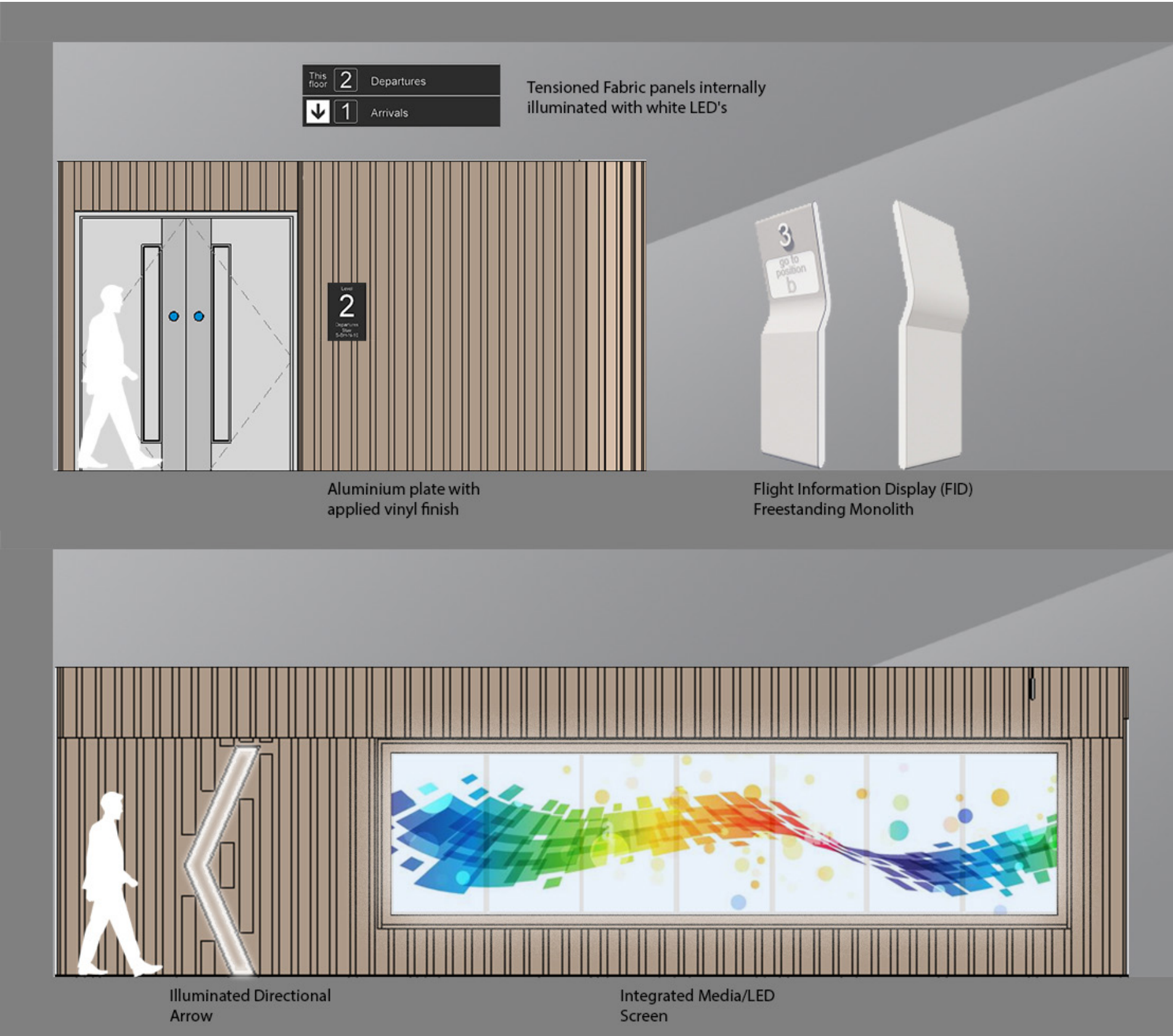
The selection of materials and finishes in public front of house areas will be based on the guidance of BS 8300-1:2018 and BS 8300-2:2018 unless stated otherwise. Floor finishes will be:

- Slip resistant suitable for disabled and wheelchair users
- Change of finish (visual contract) at head and foot of steps
- Change of finish to be formed with flush threshold
- Flush internal door thresholds

LEGEND:

- Planning Application Boundary
- Passengers from Check-In Hall
- Passenger access to departure lounge

8.3 Policies adopted for access



Wayfinding and Signage

Integrated passenger information, wayfinding and emergency signage will be provided in the passenger and staff facility areas, at key decision making points to provide information in assisting route finding and to help locate facilities. The wayfinding strategy high level approach has taken into consideration the use of:

- Natural cues
- Self-illuminated signage
- Digital information screens
- Location, accessibility, layout and height of signs
- Visual contrast and lighting
- The finished surfaces of materials used for signs and symbols
- The simultaneous use of audible cues

Lighting levels, colour and tonal contrast

Particular attention will be paid to achieving good lighting between staff working zones and passenger journey, particularly at transition points. Lighting will be designed to BS 8300-1:2018 and BS 8300-2:2018 criteria.

Surface finishes such as the floor, will be selected to ensure that they are not highly reflective thereby avoiding disturbance of glare.

Visual contrast and threshold details to be as BS 8300-1:2018 and BS 8300-2:2018 criteria, the intention is to achieve a minimum 20 point LRV difference between key elements.

Evacuation arrangements

The basis of design for the development of the detailed evacuation and fire strategy for persons with reduced mobility will be BS 9999:2008. Other best practice guidance will be considered where relevant to ensure safe egress and evacuation.