

White Moss Road – Unit 1 Rear Level Access Options Appraisal

Date 23.04.26

JOHN McCALL ARCHITECTS

- ☐ ARCHITECTURE
- ☐ REGENERATION
- ☐ INTERIOR DESIGN
- ☐ CONSTRUCTION DESIGN
& MANAGEMENT

Reference 1785 White Moss Road

Unit Location

For Plot 1, finished floor level (FFL) height is driven by the Flood Risk Assessment. Due to the nature of the drainage design the minimum allowable Finished Floor Level on the scheme is 94.50m AOD, to ensure that the surrounding cover levels of the drainage serving the plots is above the top water level. To set the FFL for any plot below this level, would leave to the plot in question be at risk of flooding for extreme storm events. Due to the nature of the steep fall on Dam Head Drive, this means that level access to plot one is not possible, and a Stepped approach is required. I can also confirm that the severe slope to the rear of plot 1 is such that we would not be able to safely establish a level working platform for the installation of the foundations; if we were to push it further from the highway.

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Meeting Building Regulations Requirements

All units are designed to meet the requirements of Approved document M (AD M). This includes the external works for unit 1. As seen in the below extract from AD M, where you have a steeply sloping plot it acceptable to provide steps to entrances. It also mentions that if it is not possible to apply the provisions to a principal entrance an alternative entrance can be used, which we have done for unit 1 as we offer the rear entrance for level access.

- 1.4 The approach route should be level, gently sloping, or, where necessary, ramped. On steeply sloping plots, a stepped approach can be used.
- 1.5 Normally these provisions will apply to the principal private entrance but where this is not possible, access to a suitable alternative entrance would be reasonable.
- 1.6 To enable most people to approach the dwelling, approach routes should comply with all of the following.
 - a. The approach route is level, gently sloping, ramped or, where unavoidable, stepped.
 - b. All external parts of the approach route have a suitable ground surface.
 - c. The approach route is a minimum of 900mm wide with a maximum cross fall of 1 in 40.
 - d. Where a driveway forms all, or part of, the approach route, an additional allowance of at least 900mm wide should be provided so that a wheelchair user can pass a parked car.



INVESTOR IN PEOPLE

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Alternative Entrance Provision

During our recent meeting on 23.04.26, the idea of an alternative entrance was discussed to the side of the unit. We have looked into this idea and unfortunately, for multiple reasons, this would not be possible. First of all, as mentioned previously the FFL height is set due to flood levels at 94.50 and the edge of pavement level is around 93.19, which means we have a height difference of 1.31m. The distance from the pavement edge to the rear corner of unit 1 is just over 11 metres, meaning it would be impossible to meet the maximum gradient allowed of 1:12 to provide a suitable location for a side entrance with level access. Further to this the construction stage is also at a point where all foundations complete and the timber frame design is in construction so we are at a point where it would be impossible from a viability standpoint to alter the current design to allow for such a solution.

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