

LEVEL 1 – DESIGN CONCEPT

At this stage the auditor should be looking to see that the design team has considered the following issues:

- 1. Location and orientation with respect to minimising travel distances.
- 2. Potential conflicts between pedestrians, cars, cyclists and other modes of transport.
- 3. Transport interchange locations and their accessibility.
- 4. The level of accessible parking provision.
- 5. The technical guidance to be used to develop the detailed design.
- 6. An initial assessment of how means of escape will be addressed.
- 7. Consultation with user / potential user groups that may be required.
- 8. Communication methodologies with respect to dissemination of information about the site, its facilities and management practices.

LEVEL 2 – DETAILED DESIGN

At the detailed design stage the designers should have established how the Project will meet the Performance Objectives of the Code – through ‘deemed to satisfy solutions’ or by Alternative Solutions. If they are using the deemed to satisfy solutions then the auditor can follow the standard checking process. If Alternative Solutions are proposed they must be evaluated against the Performance Objectives and more detailed discussions and investigation may be required prior to giving approval.

LEVEL 3 – CONSTRUCTION

In the event that the detailed design information forms the basis of the Employer’s Requirements for issue to a Design and Build Contractor it will be necessary for the Contractor to

submit their construction drawings for approval. With this procurement route it is unlikely that the detailed design drawings are in fact sufficiently detailed to enable a complete review.

LEVEL 4 - OCCUPATION

At the occupancy stage the actual Access Audit is carried out. The Auditor should be in possession of the updated Access Strategy Statement and the approved documents. updated document shall detail the approvals obtained and the policies in place to ensure the appropriate maintenance of the internal and external environments and facilities. The maintenance schedules should prioritise essential facilities such as lifts, induction loops, lighting levels, etc

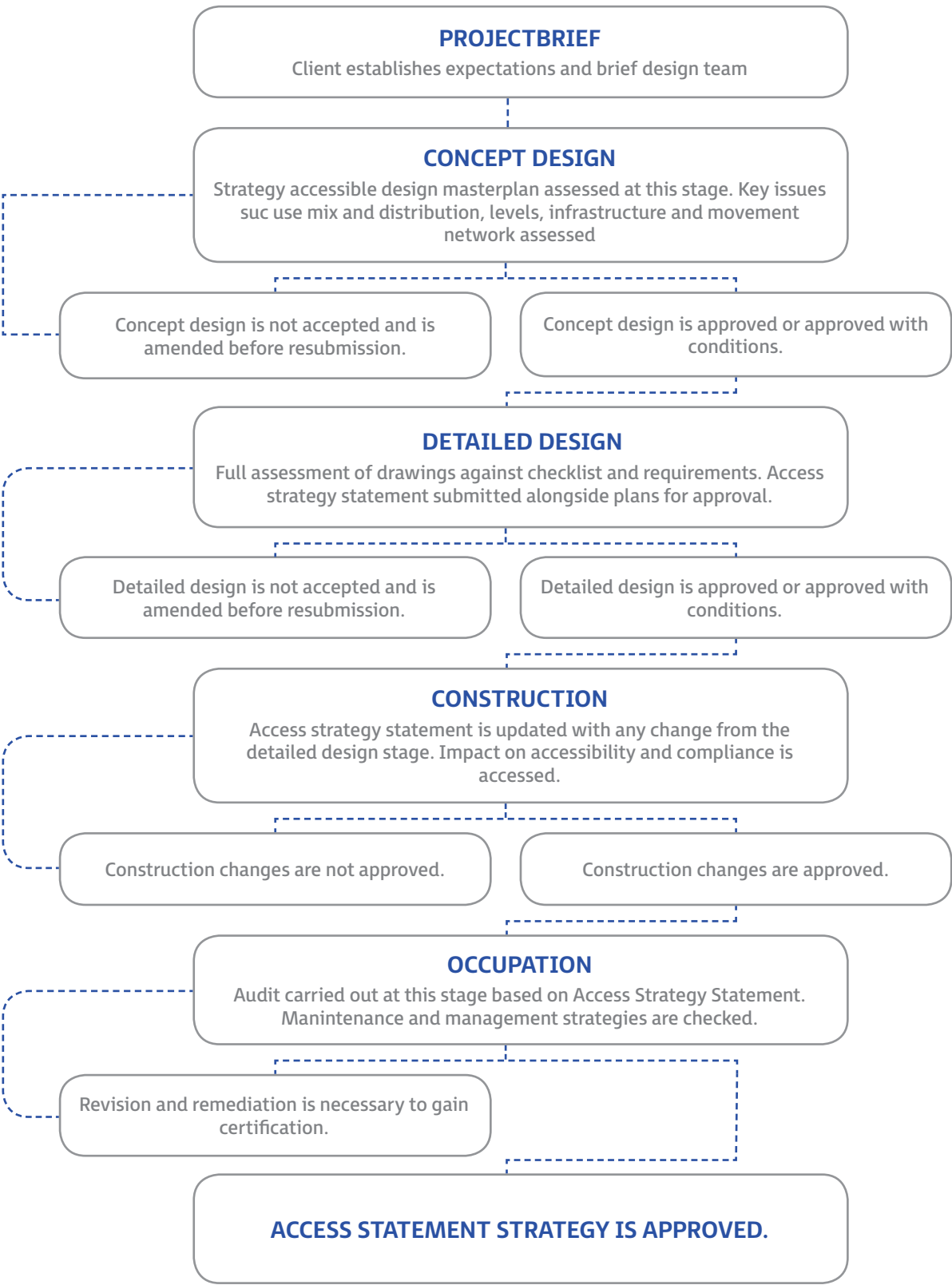


Figure 54 / Access Strategy Statement Process