

5.0 Accessibility

The proposal is designed to be inclusive in terms of accessibility. There is a slight change in level across the site that has led to the proposal incorporating 2 shallow ramps near the main and secondary residential entrance.

Commercial area access

The access to the commercial unit is level with the external footpath, therefore there are no ramps or lifts required. Several entrances into the unit are proposed in order to give flexibility of use and serviceability. Main loading and unloading would take place adjacent to the north elevation where the street is less busy in terms of pedestrian and vehicular traffic.

Residential area access

Main entrance

The pedestrian entrance into the building has level threshold access followed by a shallow ramp up to the central stair and lift lobby. The ramp is 1:15 over a total of 3 m and is needed to cope with the change in level across the site. Each floor is served by a dedicated Part M compliant lift.

Secondary entrance on north elevation

The secondary entrance has a 1:15 ramp and is to be used mainly by people bringing their bicycles into the store.

Entrance and stair which separately serves 3 flats

This stair accessed via a door in the north façade leads to a part M compliant staircase that serves the 3 flats.

Refuse

The refuse has level external access located in close proximity to the main road

Corridors

All communal internal corridors have a minimum clear width dimension of 1.2 m.

Residential units

In addition to this private hallways/ corridors within flats have a minimum clear width of 1.2m and all internal rooms meet Acton Housing Association's Scheme Development Standards which includes provision for turning circles etc.

Parking

The proposal is in an area well served by public transport, and therefore is proposed to be a zero-parking development and will be managed as such by the RSL. This would be maintained during the life of the building through appropriate occupancy agreements and RSL management strategies. This will prevent parking on the street by the residents. While it is acknowledged that the development could generate modest visitor vehicle traffic, this will be discouraged due to the entire street being a Controlled Parking Zone.