
4.0 Access statement

4.1 Introduction

This section outlines how the principles of inclusive design are incorporated to ensure all facilities are accessible to all users. It is also set out how these principles will be managed and sustained.

These principles will continue to be maintained and developed at all design and construction stages and further on will be adopted into the facilities management strategy.

The standards which are being used for statutory requirements and best practice guidance area:

- Equality Act 2010
- Approved Document Part M of the Building Regulations
- BS8300:2009 Design of building and their approaches to meet the needs of disabled people.

4.2 Summary

The location of the site is very well served by the public transport. The nearest underground station is Camden town, which is step-free. The nearest overground station is Camden Road, which is step-free as well. There are 11 bus routes serving the area within five minute walk, The site has a PTAL rating of 6a.

The immediate surrounding of the arches is paved with York Stone along the South face of the viaduct and with cobbles along the North face. Many of the retailers have installed additional decking on top of the stone paving in front of their units, which often limits accessibility and prevents step-free access.

It is proposed as part of the scheme to remove all obstructions in front of the arches and repave the surface where necessary, in order to improve safety and accessibility to the stalls.

The design of the shop fronts affords step-free access to each arch, however since the scope of this application encompasses only the shop front design, it will be in tenant's remit to provide step-free access inside of each arch.

5.0 Technical summary

5.1 Summary

This application seeks approval only for the Railway Viaduct shop fronts replacement, hence the technical specification has been omitted in this document. It will be tenants' responsibility to seek a separate approval for installation of any services. However, the design of the shop fronts affords a dedicated zone at the high level of each frontage, where air intake/exhaust to the mechanical ventilation can be routed.

AP 1 Appendix