Inclusive Design Information Sheet

Non-residential Developments

The Building Regulations (Part M) require that reasonable provision be made to ensure that buildings are accessible and useable. People (regardless of disability, age or gender) should be able to gain access to and within buildings and use their facilities both as visitors and as people who live or work in them. The requirements apply to all new development (including housing) and now in non-residential developments where there is a change of use, extension and or other material alteration. Design guidance relating to the regulation is provided in an Approved Document; the most recent issued in 2004. Applicants should also be notified that whilst their proposals may conform to planning policies and obtain Building Regulation approval the Disability Discrimination Act 1995/2005 (DDA) introduce new rights and responsibilities in terms of access. Advice on the Building Regulations should be sought from Building Control whilst advice on Inclusive Design and the implication of the DDA can be obtained from the Council's Access Officers.

Advice on aspects of design not covered by the Approved Documents (associated with Building Regulations) may be found in BS8300:2001 and/or guidance relevant to the building type and usage, e.g. buildings for educational purposes are required to follow both Part M and DfES Building Bulletins. Sector specific guidance is also produced by Arts Council England, Sport England, English Heritage etc.

For detailed guidance on the design of the public realm (pedestrian environment and transport infrastructure) see: ww.dft.gov.uk/transportforyou/access/tipws/inclusivemobility

Parking and setting down/drop-off (advice issued in BS8300:2001)

- parking bays designated for disabled people should be provided as close as feasible to the principal entrance of the building;
- the dimensions of the designated parking bays are as shown in Diagram 2;
- a setting down point should be located as close as practicable to the principal or alternative accessible entrance (see diagram below of on street parking bay);

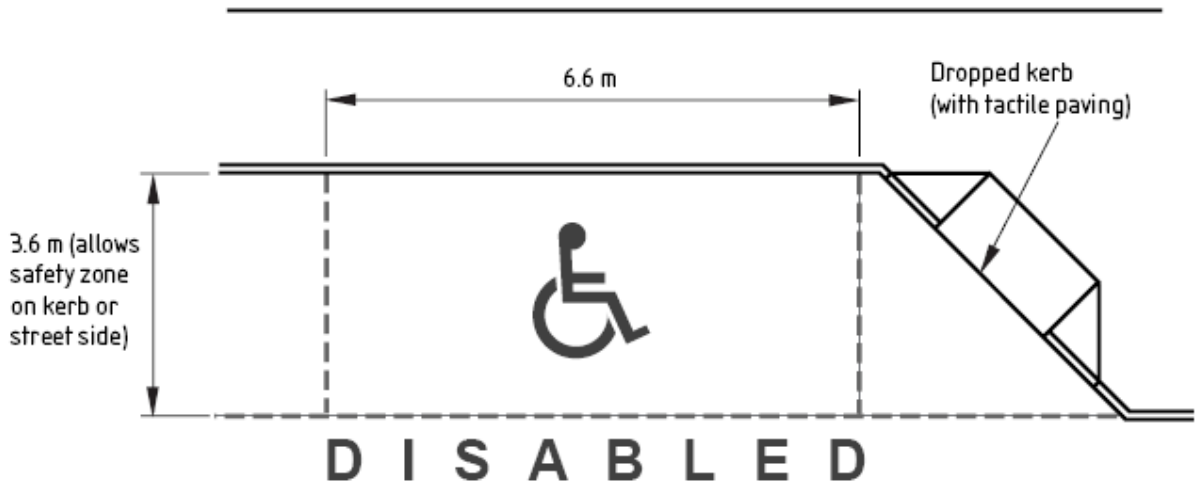
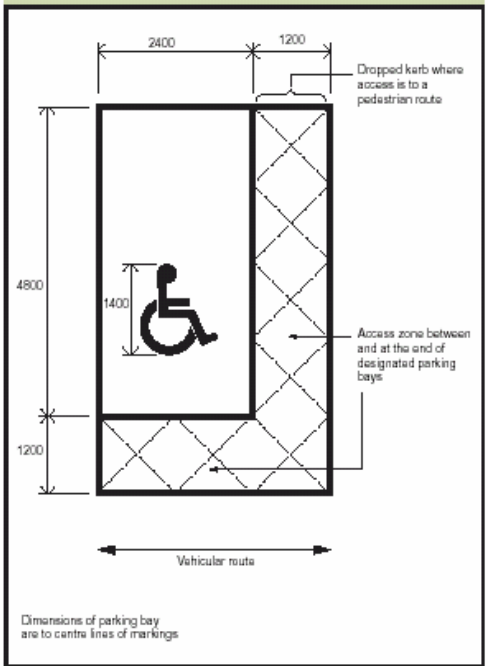


Diagram 2 **Parking bay designated for disabled people**



- For workplaces where the number of employees who are disabled motorists is not known, at least one space or 5 % of the total parking capacity should be designated as parking for disabled motorists (to include both employees and visitors), whichever is the greater.
- For shopping, recreation and leisure facilities, the minimum number of designated spaces should be one space for each employee who is a disabled motorist, plus 6 % of the total capacity for visiting disabled motorists.
- At churches at least two parking spaces designated for use by disabled motorists should be provided

Approach (non-domestic/residential premises)

The approach should be level or ramped and the threshold flush.

A ramp will be accessible to the majority of users if :

- Its gradient conforms to the parameters described below;

Table 1 **Limits for ramp gradients**

Going of a flight	Maximum gradient	Maximum rise
10 m	1:20	500mm
5 m	1:15	333mm
2 m	1:12	166mm

- there is an alternative means of access for wheelchair users, e.g. a lift, when the total rise is greater than 2m;
- it has a surface width between walls, upstands or kerbs of at least 1.5m;

- the ramp surface is slip resistant, especially when wet, and of a colour that contrasts visually with that of the landings;
- the frictional characteristics of the ramp and landing surfaces are similar;
- there is a landing at the foot and head of the ramp at least 1.2m long and clear of any door swings or other obstructions;
- any intermediate landings are at least 1.5m long and clear of any door swings or other obstructions;
- intermediate landings at least 1800mm wide and 1800mm long are provided as passing places when it is not possible for a wheelchair user to see from one end of the ramp to the other or the ramp has three flights or more;
- all landings are level, subject to a maximum gradient of 1:60 along their length and a maximum cross fall gradient of 1:40;
- there is a handrail on both sides;
- there is a kerb on the open side of any ramp or landing at least 100mm high, which contrasts visually with the ramp or landing;
- clearly sign-posted steps are provided, in addition, when the rise of the ramp is greater than 300mm (equivalent to 2 x 150mm steps).

Entrance doors (non-domestic/residential premises)

Entrances will be accessible to the majority of users if:

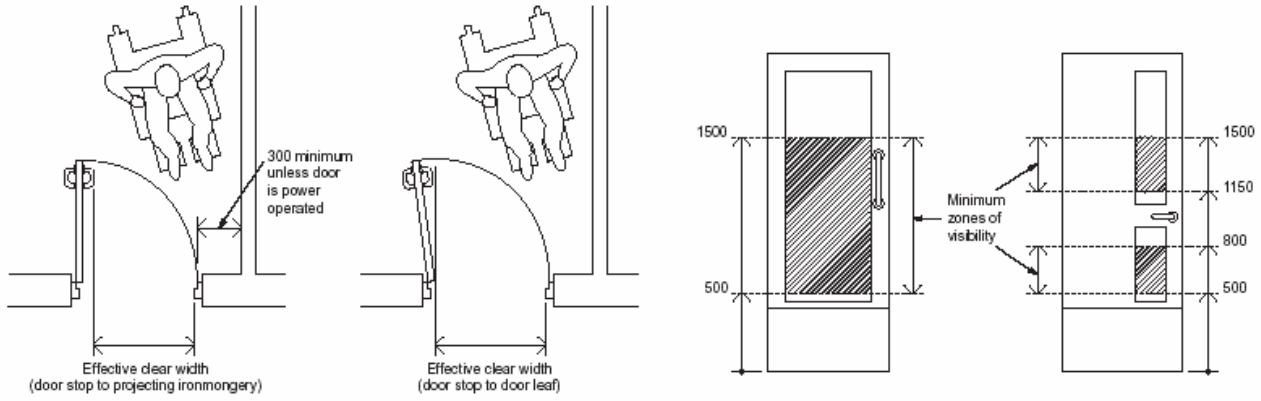
- there is a level landing at least 1500 x 1500mm, clear of any door swings, immediately in front of the entrance and of a material that does not impede the movement of wheelchairs
- the opening weight of the door does not exceed 20N or is power operated
- the effective clear width through a single leaf door, or one leaf of a double leaf door, is in accordance with Table 2, and the rules for measurement are in accordance with Diagram 9;
- there is an unobstructed space of at least 300mm on the pull side of the door between the leading edge of the door and any return wall, unless the door is a powered entrance door (see Diagram 9);
- where fitted with a latch, the door opening furniture can be operated with one hand using a closed fist, e.g. a lever handle
- door leaves, and side panels wider than 450mm, have vision panels towards the leading edge of the door whose vertical dimensions include at least the minimum zone, or zones, of visibility between 500mm and 1500mm from the floor, if necessary interrupted between 800mm and 1150mm above the floor, e.g. to accommodate an intermediate horizontal rail (see Diagram 9).

Table 2 **Minimum effective clear widths of doors**

Direction and width of approach	New buildings (mm)	Existing buildings (mm)
Straight-on (without a turn or oblique approach)	800	750
At right angles to an access route at least 1500mm wide	800	750
At right angles to an access route at least 1200mm wide	825	775
External doors to buildings used by the general public	1000	775

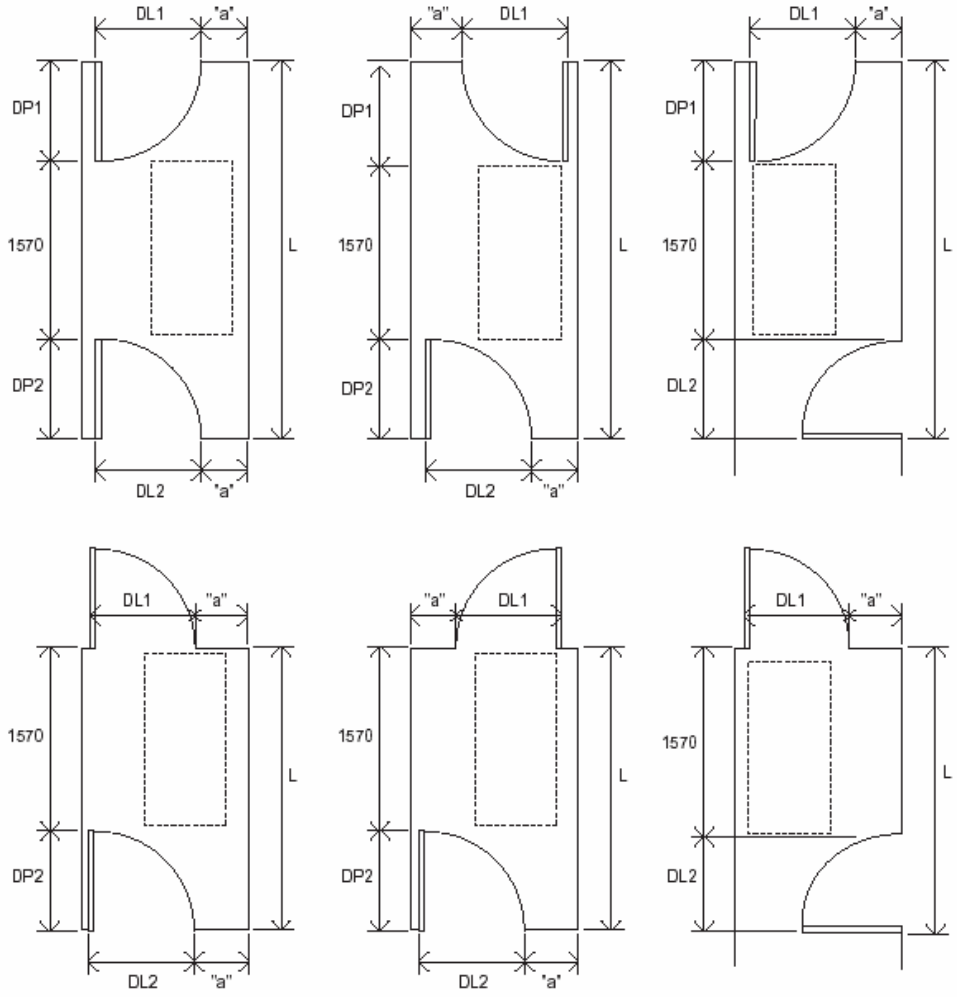
Note:
The effective clear width is the width of the opening measured at right angles to the wall in which the door is situated from the outside of the door stop on the door closing side to any obstruction on the hinge side, whether this be projecting door opening furniture, a weather board, the door, or the door stop (see Diagram 9). For specific guidance on the effective clear widths of doors in sports accommodation, refer to 'Access for Disabled People'.

Diagram 9 **Effective clear width and visibility requirements of doors**



Lobbies

Diagram 10 Key dimensions for lobbies with single leaf doors



DL1 and DL2 = door leaf dimensions of the doors to the lobby
DP1 and DP2 = door projection into the lobby (normally door leaf size)
L = minimum length of lobby, or length up to door leaf for side entry lobby
"a" = at least 300mm wheelchair access space (can be increased to reduce L)
1570 = length of occupied wheelchair with a companion pushing (or a large scooter)

NB: For every 100mm increase above 300mm in the dimension "a" (which gives a greater overlap of the wheelchair footprint over the door swing), there can be a corresponding reduction of 100mm in the dimension L, up to a maximum of 600mm reduction.

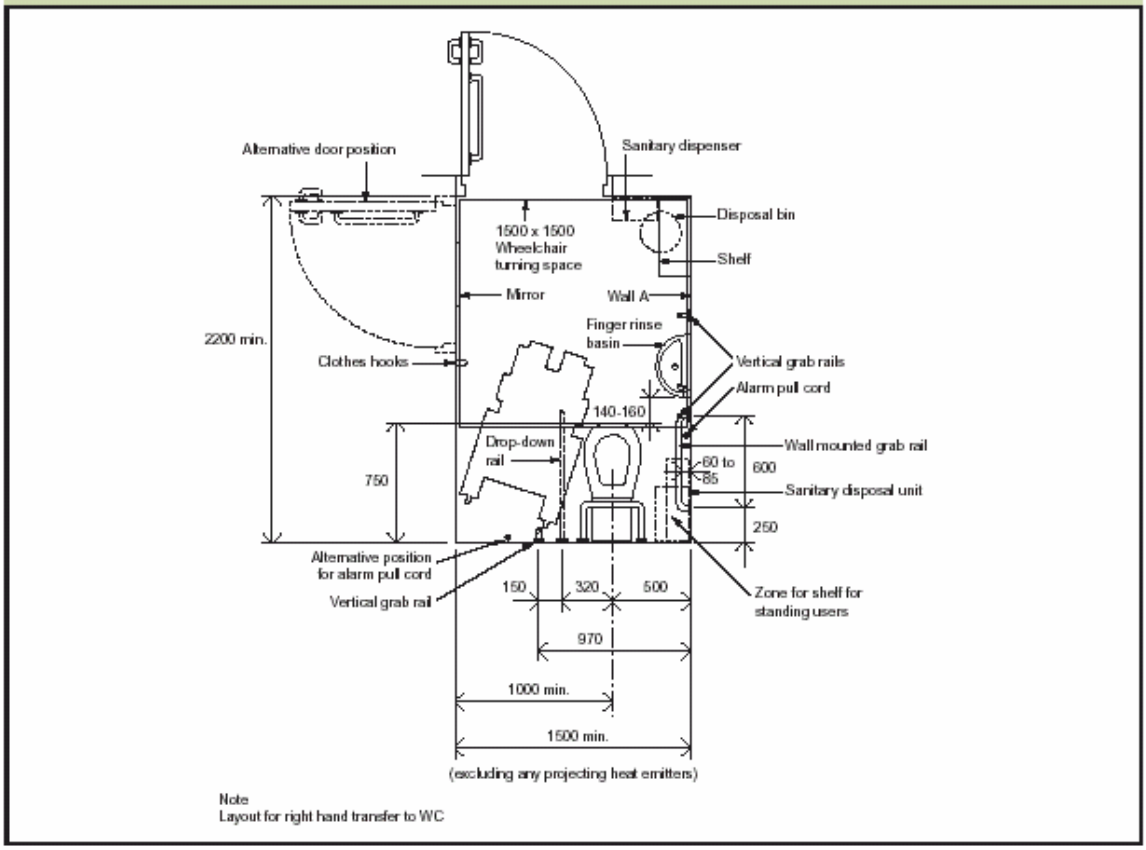
Vertical circulation

- New developments should be provided with a passenger lift (minimum car size 1100x1400mm) serving all storeys;
- In new developments, where due to site constraints a passenger lift cannot be accommodated, a vertical rise lifting platform (platform lift) might provide an acceptable alternative;
- In existing buildings a passenger lift serving all storeys is preferable or, if a passenger lift cannot reasonably be accommodated, they have a lifting platform;
- In existing buildings where neither a passenger or platform lift is viable a stairlift can be considered (in exceptional circumstances) to provide access to an intermediate or single storey.

Sanitary facilities

- A wheelchair-accessible unisex toilet should be located as close as possible to the entrance and/or waiting area of the building;
- Should not be not located in a way that compromises the privacy of users;
- Should be located in a similar position on each floor of a multi-storey building, and allow for right- and left hand transfer;
- At least one wheelchair-accessible unisex toilet should be provided at each location in a building where sanitary facilities are provided for other users;
- When the accessible toilet is the only facility in the building, the width should be increased from 1.5m to 2m and include a standing height wash basin, in addition to the finger rinse basin associated with the WC;
- Should be located on accessible routes that are direct and obstruction free;
- Should be located to ensure that no wheelchair user has to travel more than 40m on the same floor or more than a 40m combined horizontal distance where the unisex toilet accommodation is on another floor of the building, but is accessible by passenger lift.

Diagram 18 **Unisex wheelchair-accessible toilet with corner WC**



Housing
In line with the London Plan, the Council now requires that all new housing developments are built to Lifetime Homes Standards (LTHS) and 10% be fully wheelchair accessible.

Habinteg Housing Association supports the Lifetime Homes website, which details the 16 base line design criteria. See: www.lifetimehomes.org.uk/pages/16_lth_standards.html

Habinteg also produces the Wheelchair Housing Design Guide that LBI and the GLA use as a reference.

An Interim Planning Guidance note (pending the issue of a new SPD) has been produced, which provides more detailed borough specific advice. It is available to down load at: www.islington.gov.uk/Environment/Planning/PlanningPolicy/AccessibleDesign.

Where a development is 'car-free' and includes a number of wheelchair accessible dwellings, concessions and a specific negotiation tool are available. A checklist for negotiation is available on the 'Planning' 'Shared drive in the 'Access Advice' folder.

Hotels and hostels

- at least one wheelchair-accessible bedroom should be provided for every 20 bedrooms or part thereof;
- wheelchair-accessible bedrooms should be located on accessible routes that lead to all other available facilities within the building;
- wheelchair-accessible bedrooms should be designed to provide a choice of location and have a standard of amenity equivalent to that of other bedrooms.

Diagram 17 **One example of a wheelchair-accessible hotel bedroom with en-suite sanitary facilities**

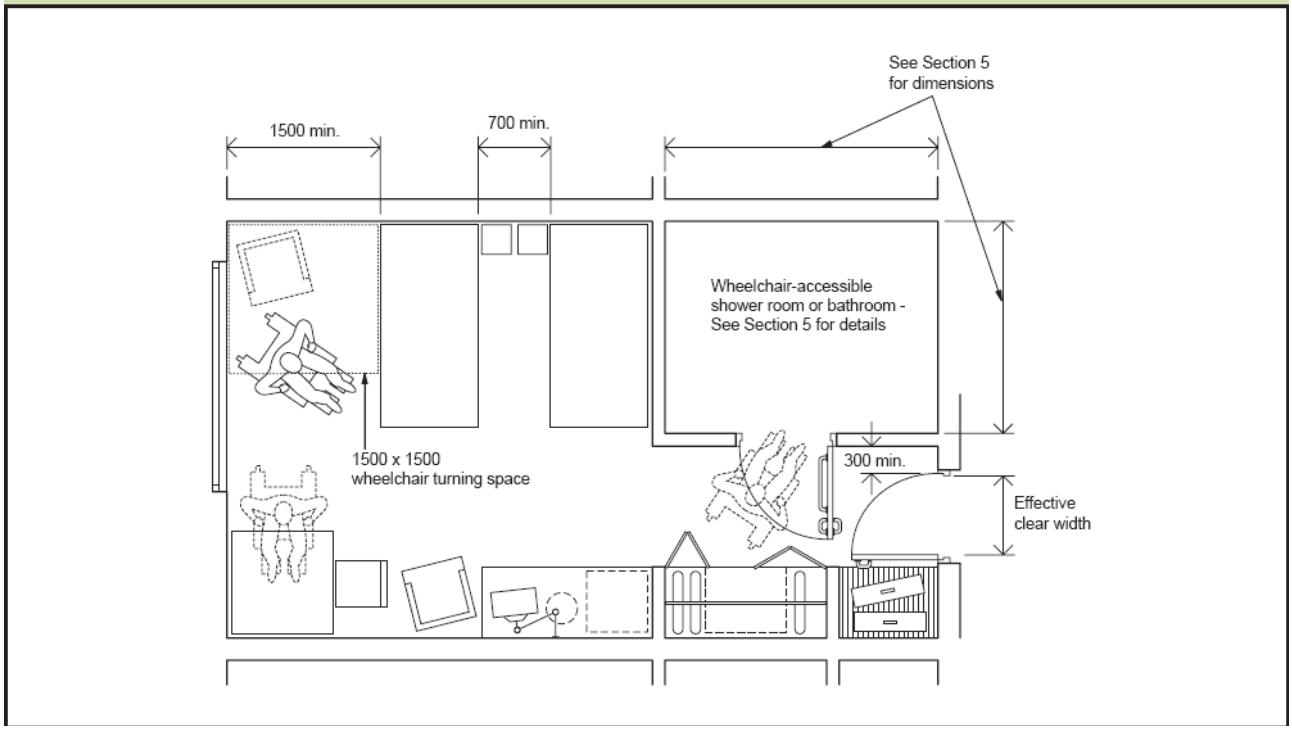
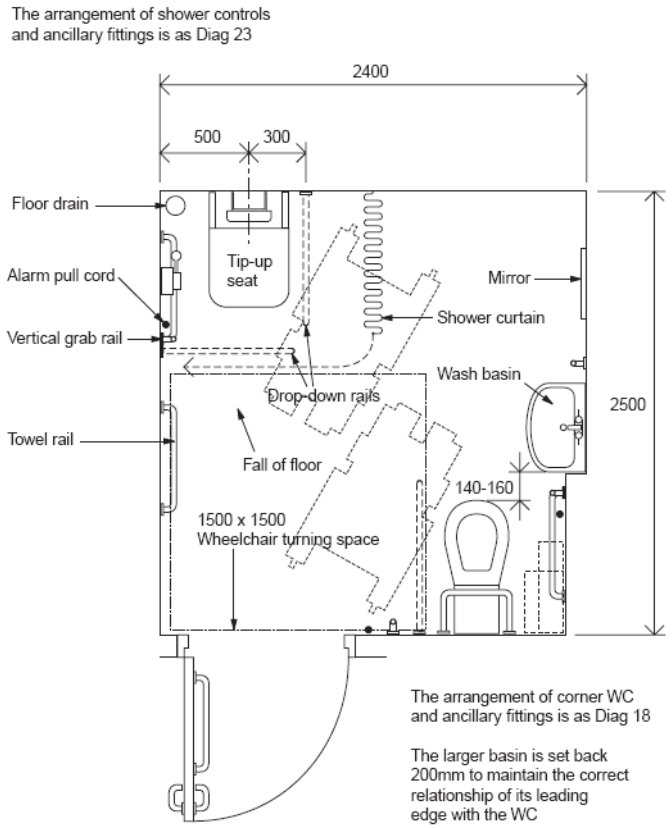


Diagram 24 **An example of a shower room incorporating a corner WC for individual use**



Fire escape

Wherever access is provided to floors above and below ground floor level, provision for the safe evacuation of all people including those with disabilities from those levels must be provided.

Essentially the developer has 3 options:

- To provide evacuation lifts at each point where an escape stair is required (ie that have their own alternative power supply and are fire protected).
- To provide safe refuges within or adjacent to protected stairwells.
- To divide each floor into protected compartments that will facilitate horizontal escape.