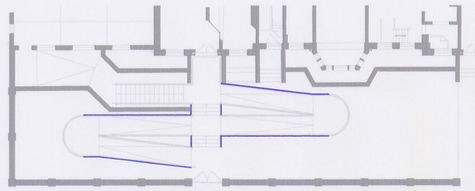


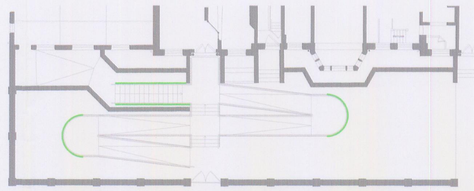
HANDRAIL

AREA WHERE HANDRAIL IS TO BE



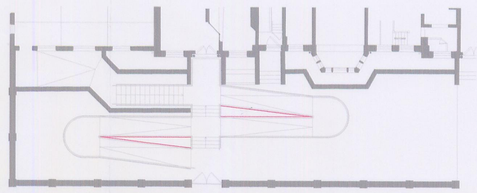
GLASS BALUSTRADE

AREAS WHERE GLASS BALUSTRADE IS TO BE



STEEL MESH BALUSTRADE

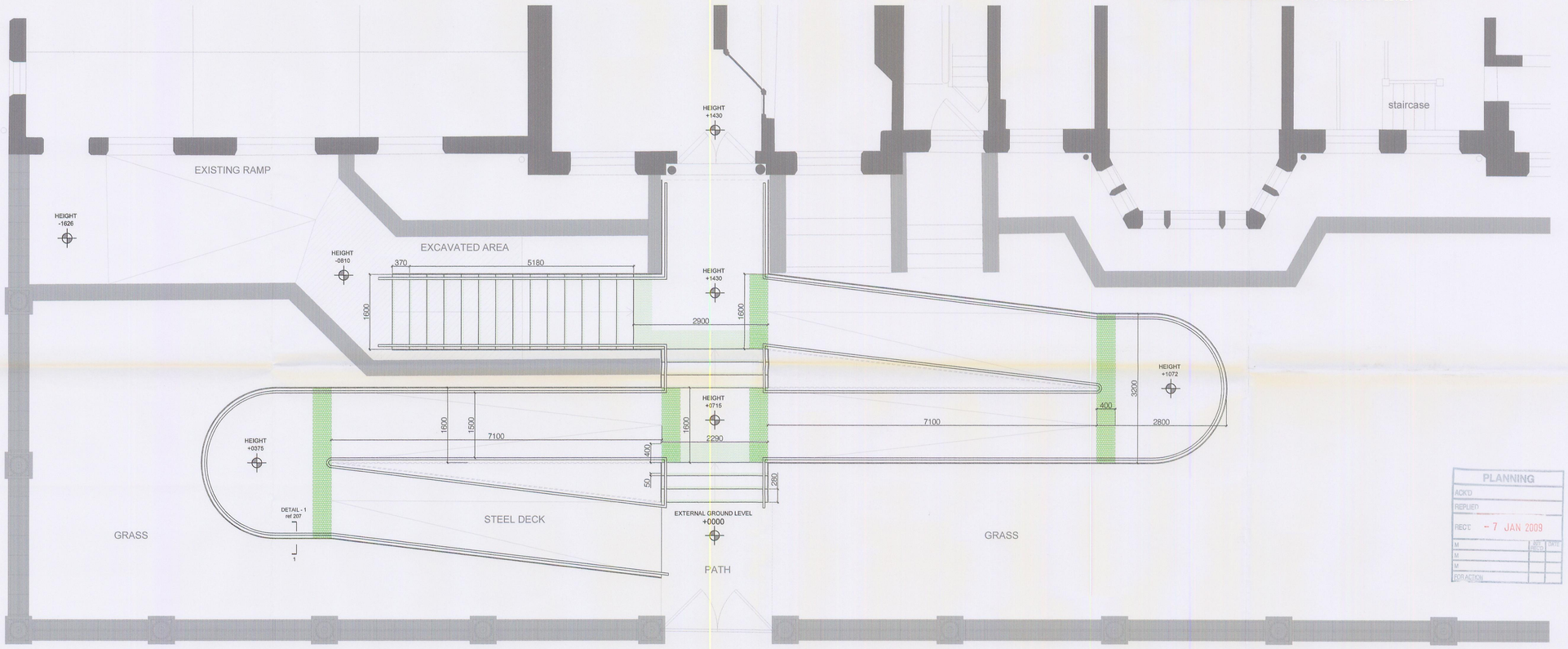
AREAS WHERE STEEL MESH BALUSTRADE IS TO BE



NO GLASS BALUSTRADE

AREAS WHERE THERE ARE TO BE NO GLASS BALUSTRADE ARE TO HAVE A 100mm KICK AND A DECK CONNECTING THE ADJACENT LEVELS

1. DO NOT SCALE FROM THIS DRAWING FIGURED DIMENSIONS ONLY
2. READ IN CONJUNCTION WITH ALL OTH CONSULTANTS/SPECIALISTS DRAWIN REPORT ANY DISCREPANCIES BEFOR AFFECTED WORK COMMENCES
3. ALL SETTING OUT DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR E WORK COMMENCES
4. THIS DRAWING REMAINS COPYRIGHT LLOYD EVANS PRICHARD LTD. **COPY / DISTRIBUTE ONLY WITH CONSENT OF THE AUTHOR.**




PLAN 1:50 @ A1

PLANNING
ACKD
REPLIED
RECD - 7 JAN 2009
M
M
M
FOR ACTION
INIT. DATE

**DESIGN STATEMENT**

LONG TERM, TEMPORARY DISABLED ACCESS RAMP

The ramp is to be formed to minimise impact to the historic fabric of the building.
This is to be achieved by avoiding any change to the existing fabric.

The ramp is to have as minimal a presence as possible to limit disruption to the appearance of the front of the building.
This is to be achieved by forming the ramp with a sub frame and a glass balustrade and separate handrail over.

The ramp snakes up to the First Class Males Entrance with the stair cutting directly up the middle.

Dividing the ramp into two halves, the lower to the left of the stair and the upper to the right, reduces the impact of the different landing levels. The side of the ramp can be banked with earth and covered in turf to soften its appearance further. However the exact design is yet to be resolved.

The landings are to be rounded. The balustrade is to be formed of stainless steel mesh. While glass is preferable the need to maintain a temporary appearance balanced with a low impact suggests that some compromises must be made to the ramp aesthetic to ensure it is not assumed to be a permanent feature.

The ramp is set out to Part K & M standards. Local Authority building control are yet to be approached to discuss the revised design however it has remained principally the same as previous ramp design.

EXCAVETED AREA:

It has been necessary to excavate a portion of the existing ramp which leads down into the office space below ground level. This area of land must be excavated both to allow space for structure of the stair and to provide a flat landing between the stair and the remaining portion of ramp to comply with building regulations.

**BUILDING REGULATIONS PART K**

**K1 - PART 1: STAIRS AND LADDERS**

STEEPNESS OF STAIR
1.2 By the guidelines set out in part K, the stair is classified as 'Institutional and Assembly'
1.3 Both flights of the main stair are to have rises of 180mm and goings of 280mm
1.8 The treads will be level and nosings will overlap by 16mm
1.9 Any gap in the riser will be less than 100mm

WIDTH OF FLIGHTS
1.11 Width of flights is 2290mm and in accordance with Approved Document M

LENGTH OF FLIGHTS
1.13 The main stair consists of two flights of four steps in accordance with this regulation

LANDINGS
1.15 The main stair has landing areas at the top and bottom of each flight.

HANDRAILS FOR STAIRS
1.27 As stairs are wider than 1m, handrails have been included on both sides.
Handrails are at a height of 950mm from the top of handrail to pitch of the floor

GUARDING
1.28 Glass balustrade is present along the length of all stairs to a height of 1100mm from the top of the balustrade to the pitch of the floor.
1.29 There will be no gaps in the balustrade greater than 100mm
Children will not readily be able to climb the guarding.

**K1 - PART 2: RAMPS**

2.1 Steepness of ramp 1:20
2.3 Ramps will have a width of 1600mm in accordance with Approved Document M
2.4 Ramps will be clear of permanent obstacles
2.5 As width of ramp is greater than 1m, handrails will be present on both sides
Handrails are at a height of 950mm from the top of handrail to pitch of the ramp
Handrail will give firm support and allow firm grip
2.7 Ramps landings will also be guarded by fine steel mesh to a height of 1100mm from the top of the balustrade to the pitch of the floor.

K2
3.3 Steel mesh balustrade will not allow children to climb readily.

**BUILDING REGULATIONS PART M**

**M1 - ACCESS TO BUILDINGS OTHER THAN DWELLINGS**

RAMPED ACCESS
1.11 The ramp has a surface width of 1500mm, which is necessary in order fit the length of ramp requires onto the existing restricted site, whilst reducing the impact on the existing building.
1.13 A - The ramp surface has a width of 1500mm with passing places at each landing.
B - Passing places at landing are curved between 2600mm and 1600mm wide, providing ample space for two wheel chairs.
C - The gradient of the ramp will be 1:20, over each rise of 357.5mm
D - Surface to be firm durable and slip resistant
F - Distance between joints of paving unit will be no more than 5mm
G - Route to principal entrance will be clearly identified
1.26 C - Ramp flights are 7150mm in accordance with regulation
F - The ramp will be slip resistant and of a colour that contrasts visually with that of the landings
G - The frictional characteristics of the ramp and the landings are similar
J - Intermediate landings are at between 2600mm and 1600mm wide to providing ample space for passing.
L - All landings are level with hand rails on both sides
M - The landing areas are completely enclosed by a fine steel mesh balustrade, as such the mesh will be visually contrasting to the ground surface of the landing.

STAIR ACCESS
1.33 A - A level landing is provided at the top and bottom of each flight with a width fo 2290mm and width 1600mm
C - A hazard warning surface will be applied at each landing level to the area 400mm back from the top
D - Its is thought that the 400mm extension of the handrails shown is not necessary as access will either be by ramp or stair exclusively so there is no requirement to turn from ramp to stair or vice versa.
G - There are no single steps
I - All nosing's are made apparent by a permanently contrasting material at a width of 55mm on both tread and riser
K - The rise and going of each step is consistent through the flight

HANDRAILS AND EXTERNAL STEPPED AND RAMPED ACCESS
1.37 D - Where possible the handrail extends 300mm horizontally beyond the top and bottom of the ramp and the same distance beyond the top and bottom nosing of the stairs.
E - The handrail will me made from timber, so will contrast with the glass balustrade and will not be overly reflective.
F - The timber handrail will be slip resistant and not cold to the touch.
G - The termination of the handrail will taper towards to balustrade in order to reduce the risk of clothes being caught.
H - The profile of the handrail will be circular and 50mm in diameter
J - There will be a clearance of 50 - 60mm between the handrail and balustrade.

CONTRACT
Victoria Baths
Access Ramp

CLIENT
Manchester City Council.

PLAN OF ACCESS RAMP

CONTRACT No. 3695B SCALE 1:50@A1

DRAWING No. 206 DATE 11 . 2008

REVISION A

LLOYD EVANS PRICHA
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