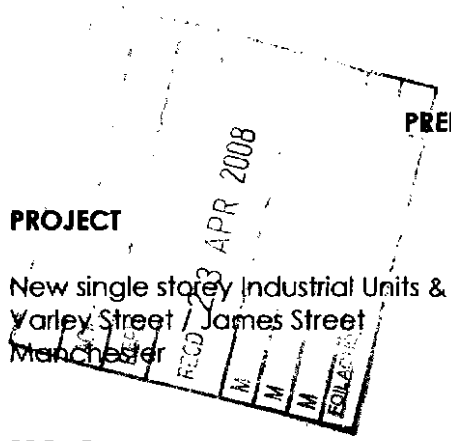


PRELIMINARY ACCESS STATEMENT

PROJECT

New single storey Industrial Units & 2 storey Office Unit
Varley Street / James Street
Manchester

PROPOSAL

Construction of a terrace of 11 new Industrial Units comprising approx. 220m² of ground floor level workshop space each, together with an Office Unit of approx. 246m² at ground floor level and 235m² at first floor level, together with car parking and service access.

This Statement to be read in conjunction with Access Strategy Drawing 1251 / 122.

GUIDANCE FOLLOWED

Approved Document M (2004 edition)

PHILOSOPHY & APPROACH

The project is being developed on a speculative basis, therefore, the nature and requirements of the potential end users are not known at this stage.

Whilst the development has approval for B1, B2 and B8 uses it is envisaged that the majority of the units will be used for storage and possibly small scale manufacturing. A key consideration for such uses is security of the premises.

Given the nature of the proposal, and the fact that these are not public buildings, it is not anticipated that they will generate significant numbers of visits by the general public. Any visitors, therefore, will generally be by prior appointment.

Notwithstanding this, the need to accommodate and include disabled persons within the building is acknowledged and accepted.

KEY ACCESS ISSUES

Approach

Pairs of Industrial Units are accessed by both pedestrians and vehicles through sliding security gates from the existing footpath along James Street. Dropped kerbs will be introduced at each crossover point. Due to the constrained nature of the site and the infrequency of expected visitors it is not feasible to have separate pedestrian and vehicular access to each individual unit.

The Units are stepped in blocks of four to accommodate the existing fall across the site. For health & safety reasons, the level of each block is set to minimise the amount of existing contaminated material which will need to be excavated and removed. The approach to each pair of Units is a constant gradient from back of existing footpath to the building –

which has been kept to as near 1:20 maximum gradient as possible, given the foregoing restrictions.

The end Office Unit is designed to be able to be split and used as two separate occupancies on both Ground and First Floor levels. The approach to the 'front' Ground Floor area is as noted for the Industrial Units previously. A 1.8m wide footpath is provided from the access point at the junction of Varley Street and James Street to the principal entrance for the First Floor Office area and the 'rear' Ground Floor Office area. The gradient of this is at 1:20.

Drop off points are available either along the existing highway at dropped kerb positions noted previously or vehicles can approach the building up to the principal entrance to each unit.

Parking

A designated disabled parking space is provided to each separate Unit - immediately adjacent to each principal entrance door.

As noted previously, due to the site restrictions, car parking is not segregated from the loading / unloading etc. activities in the service areas to the Industrial Units. Ongoing management of traffic movement and on site safety will be required to minimise the potential of accidents.

Entrance

A level threshold, manually operated, glazed principal entrance door is provided to each individual Industrial Unit, and to each potential separate Office unit occupancy, with a glazed canopy over to provide weather protection. Door colour to contrast with surrounding wall area.

Access to Services

Unisex wheelchair accessible, and equipped, wc's are provided to each separate Unit at ground floor level, and at first floor level within the office area.

All doors are designed / sized to allow wheelchair access to all relevant rooms / spaces.

All switches, sockets etc to be located between 450mm and 1200mm above finished floor level.

Section 2

ACCESS INTO BUILDINGS OTHER THAN DWELLINGS

2008

Objectives

2.1 The aim for all new buildings is for the principal entrance or entrances and any main staff entrance, and any lobbies, to be accessible.

2.2 Where it is not possible, e.g. in an existing building, for the principal or main staff entrance or entrances to be accessible, an alternative accessible entrance should be provided.

2.3 It is important to reduce the risks to people when entering the building.

Accessible entrances

Design considerations

2.4 Steeply sloping or restricted sites sometimes make it impossible for the principal or main staff entrance to be accessible, in which case an alternative accessible entrance may be necessary.

2.5 Accessible entrances should be clearly sign-posted and easily recognisable. Any structural elements, for example supports for a canopy, are useful in identifying the entrance, but should not present a hazard.

2.6 The route from the exterior across the threshold should provide weather protection, and not present a barrier for wheelchair users or a trip hazard for other people. A level threshold is preferred, especially for doors in frequent use.

Note: Guidance on sign-posting is given in BS 8300, 'Inclusive Mobility' and the 'Sign Design Guide'.

Provisions

2.7 Accessible entrances will satisfy Requirement M1 or M2 if:

a. they are clearly sign-posted, incorporating the International Symbol of Access, from the edge of the site, and from the principal entrance (if this is not accessible);

b. they are easily identified among the other elements of the building and the immediate environment, e.g. by lighting and/or visual contrast;

c. any structural supports at the entrance do not present a hazard for visually impaired people;

d. 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;

e. the threshold is level or, if a raised threshold is unavoidable, it has a total height of not more than 15mm, a minimum number of upstands and slopes, with any upstands higher than 5mm chamfered or rounded;

f. any door entry systems are accessible to deaf and hard of hearing people, and people who cannot speak;

g. weather protection is provided at manual non-powered entrance doors;

h. internal floor surfaces adjacent to the threshold are of materials that do not impede the movement of wheelchairs, e.g. not coir matting, and changes in floor materials do not create a potential trip hazard;

i. where mat wells are provided, the surface of the mat is level with the surface of the adjacent floor finish;

j. where provided as an alternative accessible entrance, an accessible internal route is provided to the spaces served by the principal or main staff entrances.

Doors to accessible entrances

Design considerations

2.8 Doors to the principal, or alternative accessible, entrance should be accessible to all, particularly wheelchair users and people with limited physical dexterity. Entrance doors may be manually operated without powered assistance, or power-operated under manual or automatic

control. Entrance doors should be capable of being held closed when not in use.

2.9 A non-powered manually operated entrance door, fitted with a self-closing device capable of closing the door against wind forces and the resistance of draught seals, is unlikely to be openable by many people, particularly those who are wheelchair users or who have limited strength.

2.10 A powered door opening and closing system, either manually controlled or automatically operated by sensors, is the most satisfactory solution for most people. An automatic sliding door arrangement is particularly beneficial as it avoids the risks associated with automatic swing doors and its use can make it possible to reduce the length of any entrance lobby.

2.11 Once open, all doors to accessible entrances should be wide enough to allow unrestricted passage for a variety of users, including wheelchair users, people carrying luggage, people with assistance dogs, and parents with pushchairs and small children. It should be noted that double buggies are wider than wheelchairs and that, where relevant to the building type, this should be borne in mind when determining an appropriate effective clear width for an entrance door. There may be circumstances in existing buildings where it is not practicable or cost-effective to adopt the preferred effective clear widths for new buildings. In such cases, the argument for adopting the minimum dimensions for existing buildings should be made in the Access Statement.

2.12 People should be able to see other people approaching from the opposite direction, thereby allowing sufficient reaction time for both parties to avoid a collision. Any exceptions for reasons of privacy or security should be argued in the Access Statement.

Provisions

2.13 Doors to accessible entrances will satisfy Requirement M1 or M2 if:

a. where required to be self-closing, a power operated door opening and closing system is used when through calculation and experience it appears that it will not be possible otherwise for a person to open the door using a force no greater than 20N at the leading edge;

b. 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;

c. unless it can be argued otherwise in the Access Statement, e.g. for reasons of security, 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'.