PLANNING
ACK'D

VICTORIA BATHS RESTORATION PHASE ONE PLUS

Temporary Disabled Access Ramp – Design & Access Statement

Victoria Baths is currently in a phase of restoration. Much work has been carried out to repair and restore the external envelope of the building. The future of the building is dependant on it remaining a building of historic interest to the general public.

Disabled access is key to the success of the building. Due to the raised ground floor level a ramp must be formed to enable wheelchair and ambulant disabled visitors access to the building.

PROPOSAL
It is proposed that a temporary ramp is formed in accordance with 'Design for Access 2' guidance & the approved document Part M & K.

The ramp has to work within the limited depth of space available to the front of the building.

The ramp is to be built of a frame structure to allow removal without permanent impact to the listed fabric of Victoria Baths. This is to ensure that future development of the baths is not limited or dictated by the presence of the *'temporary'* access ramp. This is critical to the success of future development that must respond to the historically important fabric of the building and not temporary interventions such as the ramp.

METHOD
The works will include the following:

1. Break out a small area of the steep concrete ramp running to the basement. This will allow the basement access to be maintained via a flight of steps from the upper landing to the basement.

2. Form the demountable pole / scaffold frame of the ramp over concrete paving slabs.

3. Construct the ramp deck and steps over the frame. The ramp deck is to be formed of 8mm steel plate with a textured surface to provide grip.

4. Form the glass and stainless steel mesh guarding.

5. Fix the steel frame balustrade and hardwood handrails.

5. Clad the frame in WBP to disguise the scaffold structure. The cladding is to be painted.

SPECIFICATION

Part K of the approved documents defines a 'ramp' as a slope steeper than 1:20. As such the access formed is not technically a ramp within the guidance of the building regs. Design for Access 2 provides guidance for sloped access into buildings for use by wheelchairs.
The design of the ramp has been resolved to ensure the most amenable and accessible solution available has been provided and responds to the guidance for the formation of a ramp set out in the documents listed above.

Deck – The surface of the ramp, landings and steps is 8mm steel with a slip resistant textured surface.

Steps – The steps have a Going of 280mm and a Rise of 180mm. The nosings are to be highlighted with colour strips to contrast with the steel step.

The steps are 2200mm wide to run in with the width of the main entrance to the building. No central handrail has been included as the width is fractionally wider than 1800mm. This is done to maintain a clear and simple appearance to the ramp. The stairs have handrails to both sides.

Guarding – The guarding is to be formed of 15mm toughened glass to the straight runs of the ramp. This is to be designed by a specialist fabricator. Guidance details have been prepared to help establish how this will work.
The glass guarding will help to reduce the mass of the ramp, minimising the visual impact on the building. The use of glass will also aid people using the ramp, as it will allow the path ahead to be clearly visible.

Balustrade – The balustrades are to be made from steel and have a hardwood handrail. The handrail is to run 900mm over the pitched sections and 1000mm over the stair and landings.

Ramp –

Length - The Length of the ramp is 28.4m divided into four flights of 7100mm rising 1430mm. The ramp is pitched at 1:20. The rise & going of the ramp between landings is better than the guidance of G-10m and R-500mm set out in DFA2.

Width - The ramp width is 1500mm as advised in 1.26-e of part 'M'. This is the widest possible dimension given the limited width available at the front of the building. This is less than the 1800mm set out in DFA2 however the limited depth of the site precludes the formation of a wider ramp. In mitigation the landings have been made deep to allow ample resting space.

Landings – The landings are also formed of 8mm steel with a slip resistant finish. The guarding that wraps around the landing distinguishes them from the ramp. The use of threshold colour strips demarcates the transition from landing to ramp.

Finishes – The steel carriage and balustrade is to be painted black with a corrosion inhibiting paint. The cladding is to be painted green to help disguise the base of the ramp. The deck is to be left unpainted but will be given a textured surface to provide grip. The handrail is to be painted with a clear finish to preserve the timber. The thresholds of the ramp and nosing of the steps are all to be highlighted with

Principle
The ramp is intended to allow access for all visitors and staff to the building in order that its ongoing success as a tourist and heritage attraction can be sustained.