

THE FACTORY PUBLIC REALM

Stage 2 Access Statement

March 2020

DAVID BONNETT ASSOCIATES
access consultancy research and design

Issue date	Draft number	Draft by	Check by	Amended by	Notes	Sent for review to:
03.02.2020	01	HA	SK	-	Draft for comment - supplement to Planit-IE DAS	Anna Marohn, Planit-IE.
28.02.2020	02	MB	HA	-	Amendments made following receipt of comments	Anna Marohn, Planit-IE; Luke Roscoe, Manchester City Council.
06.02.2020	03	MB		-	Replaced drawings on pages 13 and 16.	Anna Marohn, Planit-IE; Luke Roscoe, Manchester City Council.

Contents

1. Introduction	5
2. Overview of proposals	9
3. Arrival	10
Appendix 1 References for inclusive design	18

DAVID BONNETT ASSOCIATES
inclusive design consultancy & research

Studio One
32 Indigo Mews
Carysfort Road
London
N16 9AE

T 020 7275 0065
F 020 7275 9035
E info@davidbonnett.co.uk
W www.davidbonnett.co.uk



1. Introduction

1.1 The scheme

The Factory will be an anchor for the new cultural and creative district, forming part of the St. John's Masterplan area in Manchester City Centre. St John's is currently being developed by Allied London in partnership with Manchester City Council. The building application site includes part of the Grade II listed Colonnaded Railway Viaduct. Reference should be made to the separate Access Statement in relation to the building elements.

In addition to the The Factory, there will be substantial public realm improvements (the focus of this application) comprising the following:

- Two new squares - Factory Square and Festival Square;
- New link to the existing bridge over the River Irwell;
- Pedestrianised piazza with access for cyclists;
- Improved sight lines and access to the waterside;
- Accessible parking and drop-off for the Factory;
- Public art installations.

1.2 Purpose of the report

David Bonnett Associates (DBA) was appointed by Manchester City Council as Access Consultant to the Factory design team in October 2019.

This RIBA Stage 2 Access Statement has been prepared to support the proposed public realm improvements and is based on a review of the proposals by Planit-IE Landscape Architects. The Access Statement should also be read in conjunction with the Planit-IE Design and Access Statement.

1.3 Method of review

The Access Statement describes the access provisions of the public realm and its relationship to the Factory with regards to:

- Approaches to and arrival at the site and the building;
- Approaches to entrances;
- Exterior circulation;
- Wider links to surrounding streetscape and pedestrian links;
- Materials, street furniture and their application;

The statement does not describe or evaluate any part of the project that is used solely for inspection, repair or maintenance of any service or fitting, in accordance with Approved Document M. If a disabled person requires access to these areas as part of their work then their employer is expected to take all reasonable steps to ensure that there are no barriers to them carrying out their work.

The report considers the requirements of all users, residents, visitors, staff and wider community including:

- People with mobility impairments;
- People with visual impairments;
- People with cognitive impairments;
- Deaf people;
- Older people; and
- Small children;

The meaning of 'disabled' in this Access Statement is as defined in the Equality Act. Refer to Appendix 1.

Note:

DBA provides guidance and advice as access consultants. The consultancy does not officially approve designs, nor does it provide confirmation that a design complies with statutory standards. This remains the responsibility of the designers and the approvals authority.

1.4 The standards and policy

The access provisions are reviewed against the access regulations and standards that apply, which are identified below.

National Regulations

The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 2: Building other than dwellings, HM Government, 2015 edition.

The Building Regulations 2010, Approved Document K (Protection from falling, collision and impact), HM Government, 2013 edition.

Approved Document B (Fire safety) Volume 2: Buildings other than dwellinghouses, HM Government, 2006 edition incorporating 2007, 2010 and 2013 amendments.

Good Practice

British Standard 8300:2018 Design of Buildings of an Accessible and Inclusive Built Environment
BS 8300-1 - External Environment - Code of Practice
BS 8300-2 : Buildings - Code of Practice,
British Standards Institution, 2018.

National Planning Policy

National Planning Policy Framework (NPPF), Ministry of Housing, Communities and Local Government, 2019.

Manchester Planning Policy / Design Guidance

Design for Access 2, Manchester City Council, December 2003.

Manchester's Local Development Framework, Core Strategy, Development Plan Document, Manchester City Council, July 2012.

Guide to Development in Manchester (SPD), Manchester City Council, April, 2007.

Greater Manchester Cycling Design Guidance & Standards, Manchester City Council, January 2014.

A full list of references and a description of relevant legislation, regulations, standards and guidance are detailed in Appendix 1.

1.5 Interpretation of the standards

Approved Documents M, K and *BS 8300:2018* provide general access advice, but refer to other standards and regulations about specific aspects of buildings and their immediate surroundings. Therefore, several separately authored documents are referred to, including good practice guidance books written by specialists. Refer to Appendix 1 for more details.

There are no nationally agreed access standards or regulatory controls governing extended external spaces and landscaping. For primary routes and approaches to buildings Approved Documents M are taken as a bench mark for determining accessibility. With regards to streetscape and pavement design, guidance is provided by the Department for Transport's Inclusive Mobility Guide and Transport Notes and BS8300:2018.

Access standards are in a continuing state of development because of changing access requirements, expectations and legislation. The nature of changing access requirements and standards can result in anomalies and contradictions. Therefore it is important that access and inclusivity are considered and refined

throughout the design process. The design of the scheme should seek to interpret these standards to provide the best possible level of inclusive design and this Access Statement describes situations and solutions where interpretation may be necessary.

1.6 Building Regulations and Listed Building Consent

The scope for making alterations to improve access in historic or listed buildings is limited by the need to protect and conserve the architectural features of the existing fabric. A guiding principle for alterations to historic buildings is that the alterations should be reversible wherever possible, enabling the building to be restored to its original condition if required some time in the future.

As a result, it may be possible that Listed Building Consent can override some of the guidance of Approved Document M, Volume 2 and K, particularly for the existing building improvements. The proposed development will comply with building regulations as far as possible.

The Equality Act cannot override any other piece of legislation. Where alteration is not possible, service providers and employers still to meet their duties under the Equality Act. In such cases a managed

approach or alternative provision may be adopted and will be set out in this statement and the building's post-completion Access Management Plan.

1.7 The Equality Act

Statutory consents

When considering a reasonable adjustment to a physical feature, the Equality Act does not override the need to obtain consents such as planning permission, building regulations approval, listed building consent, scheduled monument consent and fire regulations. If the consent is not given, there is still a duty to consider a reasonable means of avoiding the feature.

Refer to Appendix 1 for further information.

Design standards

Service providers and public authorities carrying out their functions do not have to remove or alter a physical feature of a building for a period of 10 years from construction or installation if it accords with the relevant objectives, design considerations and provisions in Approved Document M. They may still need to consider a reasonable means of avoiding the feature.

1.8 Management and maintenance

Once building works are complete, full accessibility will rely on effective facilities management.

Management items will range from provision of a good quality website in a public building to the effective maintenance of lifts in all. Inspection of specialist devices and training of staff should become a regular element of management processes. Access Management Plans can form part of a building operator's on-going duties.

1.9 Project constraints

The public realm around the Factory has several constraints that have dictated some design elements namely:

- Existing local road network and pavement heights;
- Existing bridge link and heights over the River Irwell;
- Neighbouring developments and their structures, e.g. Grade II Listed Bonded Warehouse and the Science and Industry Museum;

Interpretation of the standards will be required to address these constraints and will be further explained in this Access Statement.

1.10 Consultation

Consultation was undertaken with Breakthrough UK on 7th November 2019. Key issues raised by the organisation include:

- Speed of cyclists associated with designated cycle routes and the risk of collision with pedestrians;
- Use of green gap paving and the potential for wheelchair users to encounter barriers when navigating across the terrain;
- Pulsating lighting feature and the potential to trigger sensory issues for some users;
- Preference for the river edge structure to be made of Perspex material to assist users to navigate the waterfront;

Following consultation, the cycling strategy was revised to include a proposed speed limit across the site.

Designated accessible cycle parking spaces were added to be situated in close proximity to the entrances.

A sample of green gap paving has arrived to site for review and there is a proposed site visit prior to the next consultation to Circle Square on Oxford Road to review the material further.

A steel balustrade in place of a Perspex structure, due to maintenance reasons, is proposed for the river edge as a permeable design solution.

2. Overview of proposals

2.1 Access aims

The proposed design is designed to be as inclusive as possible so that it can be comfortably and independently used by people working in and visiting the development and the wider community.

The proposed development therefore has the potential to meet the guidance of Approved Document M Volume 2 and the access and inclusive design policies of Manchester City Council as a minimum.

The Commission for Architecture and the Built Environment published a guide called The Principles of Inclusive Design in 2006, which states that inclusive design:

- Places people at the heart of the design process;
- Acknowledges diversity and difference;
- Offers choice where a single design solution cannot accommodate all users;
- Provides for flexibility in use; and
- Provides buildings and environments that are convenient and enjoyable to use for everyone;

The design of the proposed scheme also considered and incorporated the following aims where possible:

- Design guidance stated in relevant British Standards and other current good practice guidance about meeting the needs of disabled people; and
- Meeting contemporary requirements and expectations;

2.2 Summary of access provisions

The proposals for the project at this stage demonstrate that a good level of inclusive design will be achieved by the finished scheme. The key access provisions include:

- Accessible routes to all connections with local pedestrian routes and public transport;
- A pedestrian priority area with no vehicle access other than emergency and (limited) service vehicles;
- Level surfaces for comfortable use by development users and local people;
- Ten designated accessible car parking bays;
- Passenger drop-off area located outside of site boundary, to be implemented by adjoining developer;

- Provision of two accessible cycle parking spaces;
- Clear visual links between the entry points into the squares and entrances to the building;
- Planting and landscape features including seats and resting places every 50m. Any street furniture, paving and landscape features such as the proposed trees and public seating placed alongside circulation routes will not create barriers or hazards for people with impaired vision;
- Predictable spaces, facilitating wayfinding for people who are blind or partially sighted;
- Suitable non-slip, even, level walking surfaces. Cobbled surfaces are generally too uneven to provide good access;
- Suitable tonal contrast between any structure that might protrude into the public area (such as columns and seating) and the background against which it is seen; and
- Tactile wayfinding for blind and partially sighted people;

3. Arrival

3.1 Transport Connections

Public transport

Accessible transport facilities are key elements of urban developments.

The Factory site—and the St John’s site as a whole—is served by roads, drop off for cars and coaches, rail links and NCP public car parks, some on-street parking and MCC’s free metroshuttle bus service (3 routes).

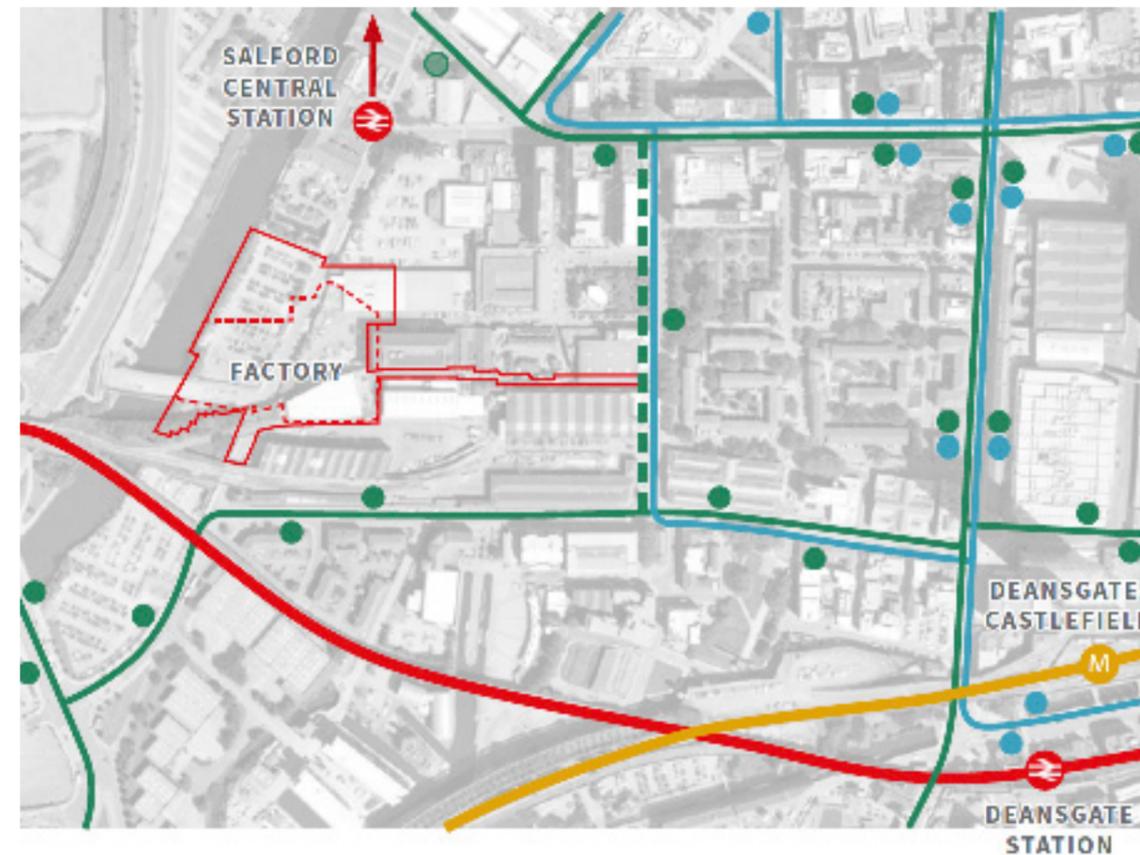
Vectos, the Transport Consultants, have reviewed the options for the above; some transport provisions are summarised below.

Please note, text used from Vectos is noted in *italics*.

3.1.1 Coaches and Community Transport

There are existing coach drop-off areas in the vicinity. These are as follows:

- X4 coach parking spaces on New Elm Road (250m walk to The Factory). Passengers will cross Liverpool Road with the assistance of Traffic Marshalls during peak times;
- X2 coach parking bays on Water Street (southbound) between Liverpool Road and New Elm Road (150m walk to The Factory);
- X2 coach parking bays on Deansgate between Camp Street and St Johns Street (750m walk to The Factory);



KEY

- | | |
|---------------------------|-------------------------|
| --- Public Realm Boundary | — Metroshuttle Route |
| — Planning Boundary | --- Bus Route Extension |
| 🚆 National Railway Line | ● Bus Stop |
| 🚇 Metrolink | ● Metroshuttle Stop |
| — Bus Route | ● New Bus Stop |

- Quay Street: 4 bays outside of peak traffic periods (peaks: 8am-10am, 4pm-6pm) (20 minute parking only);

Seven additional coach parking bays are proposed in the vicinity of the St. John's site. Please refer to the Transport Assessment and the Travel Plan produced by Vectos for further details.

Factory's guidance for coach drivers will follow MCC's guidance which will allow coaches to drop-off and pick-up in designated locations, but to then require them to move on to a long stay parking area.

3.1.2 Metrolink Services

Deansgate Castlefield Metrolink stop is approximately 800m from The Factory with the last service running at 00:40am during weekends.

St Peter's Square Metrolink stop is 1100m from The Factory.

Metrolink has lift access from Whitworth Street and is available from 6:20am - 23:40pm Monday to Saturday and between 8:10am - 23:30pm on Sundays.

The above stations have links to the Manchester Piccadilly and Manchester Victoria National Rail stations. Both stations have step free access, accessible WCs and staff available to assist passengers.

Mobility Scooter users can access the Metrolink with relevant identification or a Metrolink Mobility Scooter Permit.

3.1.3 Buses

The free bus service offers a 10 minute service connecting the area to the main train stations and other areas within Manchester.

The free bus service has ramped access, priority seating and low floor and kneeling suspension.

The No.1 free bus service route serves Spinningfields, stopping on Gartside Street and extending to Salford Central station, stopping on Irwell Street during weekday peak hours. On Saturdays, the route also extends to Liverpool Road.

The 33/63 bus service on Liverpool Road is 150m walk to The Factory and runs between Manchester and Worsley. This service uses low floor buses with ramped access and wheelchair spaces with the last service running at 23:08pm.

Bus services operate from Bridge Street which is 150m walk to The Factory. These routes serve the West of Greater Manchester including the Leigh Guided Bus way service serving the Oxford Road Corridor.

The St John's site will become one of the main destinations for visitors to Manchester offering many cultural events as well as being a destination for residents and employees. The scale of development at St John's and in the vicinity means that bus operators may want to divert or provide new services and they may operate on a commercial basis.

The future bus service provision may be influenced by the Bus Franchising proposal that has recently been consulted on.

3.1.4 Rail Services

Salford Central station is less than 800m walk from The Factory with the last service to Liverpool Lime Street running at 23:30pm. Salford Central has a lift, accessible WC and ramped access to the ticket office and platforms as well as availability of suitcase ramps providing ramped access to the trains.

Deansgate Station is approximately 800m from The Factory with the last service running at 23:40pm. Deansgate Station can be accessed from Whitworth Street via a ramp and has level access through the entrance into the foyer with either lift or ramped access to the platform level. Other entrances have stepped access and the station has an accessible WC.

The above stations have links to Manchester Piccadilly and Manchester Victoria National Rail stations. Both stations have step free access, accessible WCs and staff available to assist passengers.

3.1.5 Taxis

There are four existing taxis ranks in the area:

- Deansgate: Opposite St John Street
- Hardman Street
- Byrom Street: Adjacent to the Opera House
- Liverpool Road: Adjacent to MSI

There are no formal taxi ranks on Water Street, however there is scope for taxis to drop off and pick up on Water Street, north of The Factory. There will be a no-waiting/stopping traffic order to prevent vehicles waiting.

Taxis will have raised kerb access for wheelchair users in kerb-free areas to accommodate the black cab retractable ramp.

3.2 Vehicle Access

Water Street, running in front of The Factory centre, will be closed to traffic and will operate predominantly Out of Hours, with the exception of emergency and service vehicles.

Vehicle entry to Water Street will be managed by the 24/7 MQL site management team using automatic bollards, CCTV, ANPR and an intercom. These vehicles would be timed to avoid periods of high pedestrian activity and any reversing manoeuvres would be overseen by a banksman to ensure the area is clear of pedestrians.

The proposed accessible parking and drop-off will be located either side of the pedestrian zone. The pedestrian zone will be protected by bollards.

3.2.1 Car parking

There will be no on-site parking provision for Factory visitors or staff however there will be 10 accessible parking bays on Water Street between 50m - 70m walk to the entrance foyer.

There is also significant public car parking available with more than 3,300 parking spaces within a 10 minute walk and over 5,500 spaces within a 15 minute walk and other parking provision is likely to come forward in the vicinity of the site in the future.

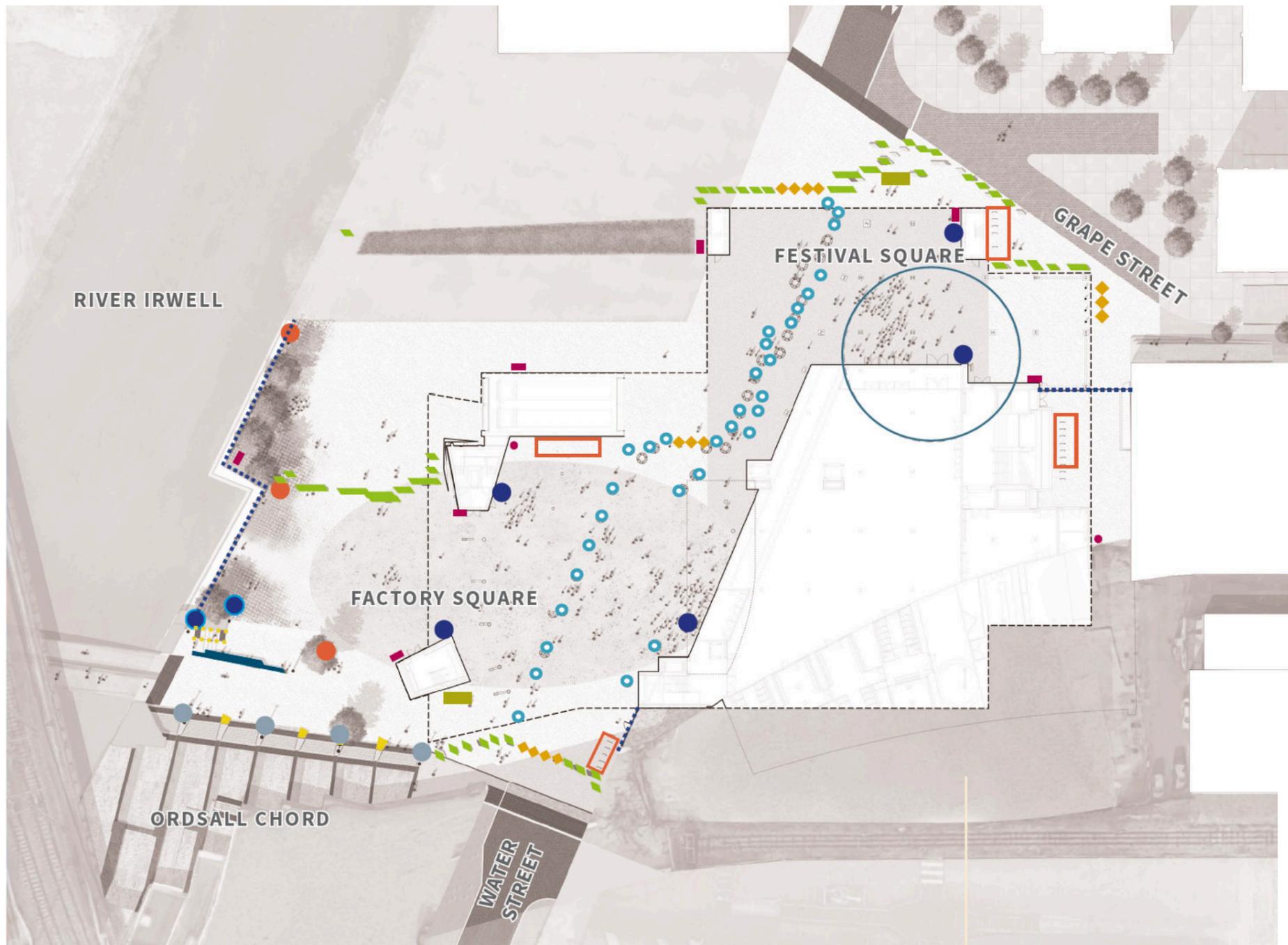
The nearest car park is NCP Spinningfields which is 250m to the north of The Factory with 680 spaces, 35 of which are accessible. Other NCP car parks in the city have accessible car parking provision.

There are on street parking bays on Water Street, Liverpool Road, Atherton Street, Great John Street and Lower Byrom Street and Blue Badge holders can use the Pay & Display Bays without charge.

There is on-street parking available near to Factory, within a short walk (located at Liverpool Road, Lower Byrom Street, Atherton Street, Water Street and Great John Street).

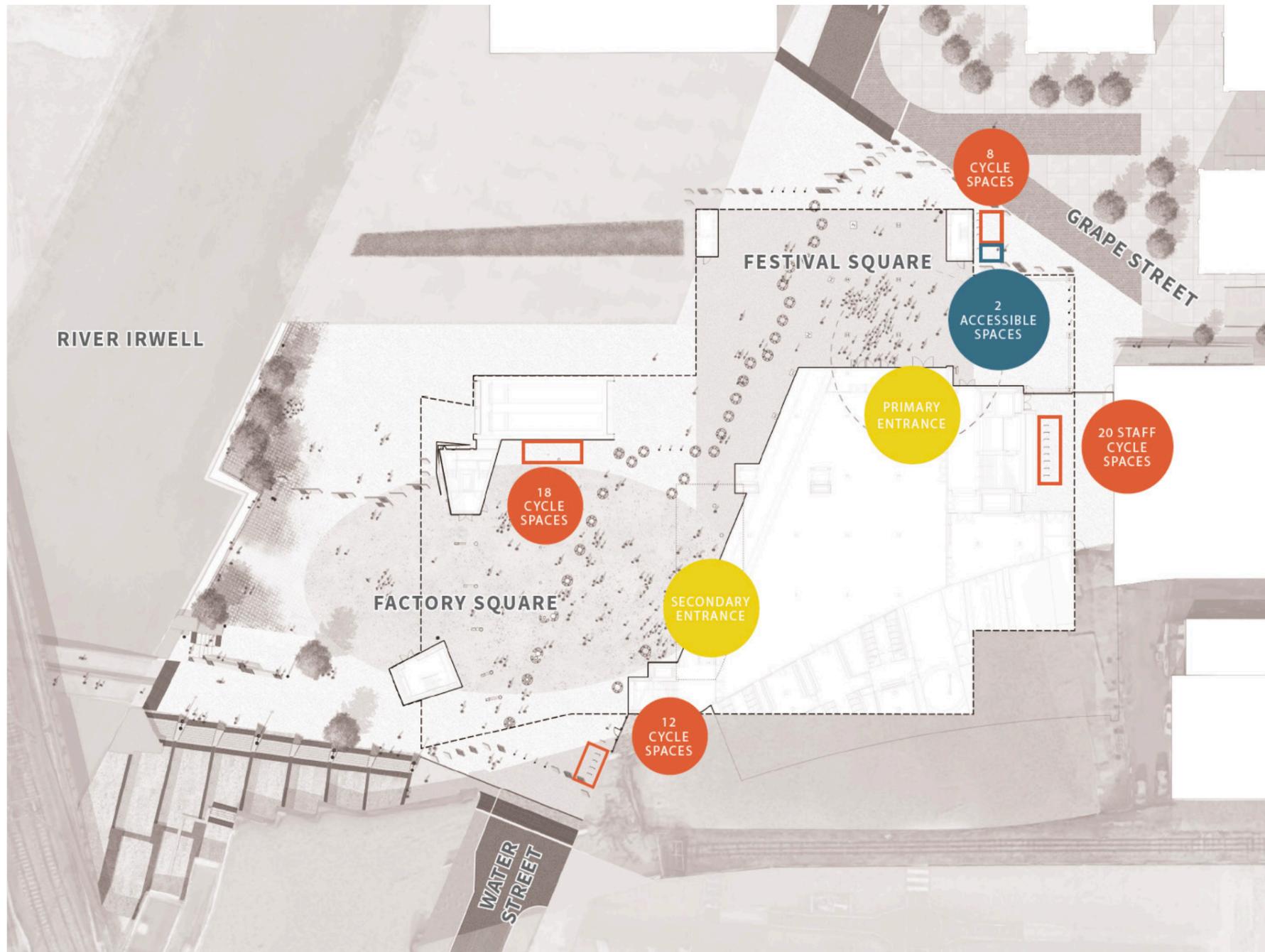
3.2.2 Parking bay geometry

Accessible car parking spaces will meet dimensional and other specifications as set out in Approved Document Part M and Manchester City Council's design requirements.



KEY

- Lighting column 18m high with multiple luminaires and mounted litter bin
- Free standing bins
- Wall mounted litter bins
- Cycle parking
- Seating plinth with timber tops
- ▬ Moveable seating cubes - concrete / timber
- Concrete seating rings
- ▬ Timber tops to retaining walls
- ⋯ Handrail with integrated lighting
- ⋯ Fencing and balustrade
- Feeder pillars and bib taps
- Existing lighting column to Ordsall Chord interface
- In ground pulsating, circular lighting feature, subject to Peter Saville design
- Digital signboards, final location and design tbc



3.3 Cycles and mobility scooters

Parking for 40 cycles is provided in the public realm - 18 against the south side of the truck lift and 12 along Water Street under the viaduct which are approximately 25m from the secondary entrance, and 10 located in Festival Square adjacent to Grape Street, 25m from the main entrance.

Additionally 20 spaces for staff cycle parking are located in the building service yard. The wider St John's Masterplan will also provide additional cycle parking which will increase the cycle parking capacity site wide.

In light of the fact there is limited local accessible cycling guidance, the London Cycling Design Standards is referred to with 5% - 2 spaces - being capable of accommodating larger or adapted cycles. These are located in Festival Square 20 metres from the main entrance.

The spaces for larger stands have 1500mm spacing compared to standard 500mm spacing to allow easy access.

The specification for the regular stands are stainless steel Sheffield stands - in line with Manchester City Council's standards - whilst the larger Broxap Camden stand is specified for the accessible bikes to allow multiple locations to attach to. These are located 20 metres from the The Factory main entrance.

The accessible cycle stands will be surrounded with a tactile change of surface, e.g. riven setts, as a warn-off surface for blind and partially sighted people to avoid collision.

The National Cycle Route 6 crosses the River Irwell on the new Ordsall Chord then heads along Liverpool Road.

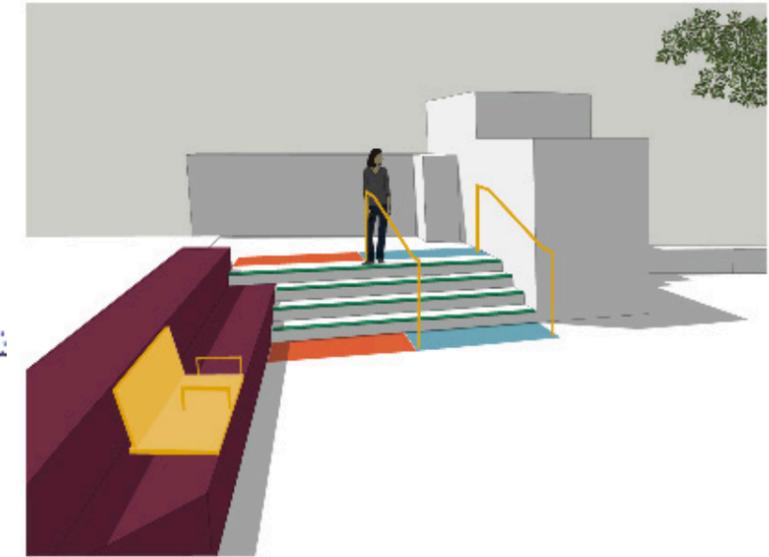
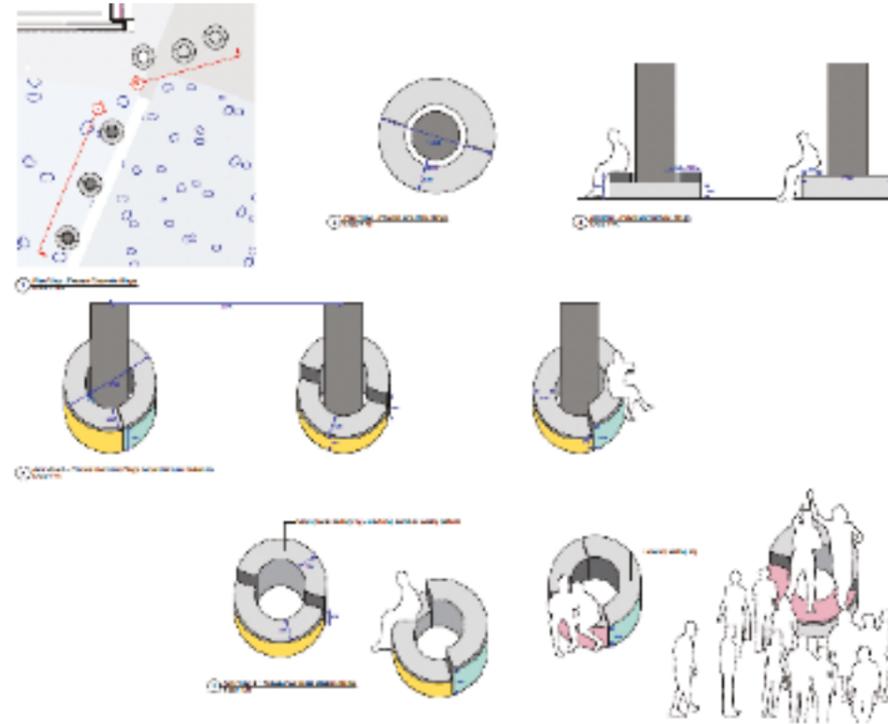
As cyclists enter Factory Square or Festival Square they will be directed to 'Share with Care' so that cyclists give way to pedestrians.

3.4 Pedestrian Access

3.4.1 Description of site - Terrain

The public realm has been designed as one unified plane avoiding the use of kerbs steps and edges where possible creating a fully inclusive safe pedestrian zone. Entrances to buildings do not exceed 1:30 and entrance are clearly legible.

Users travelling from the city centre will arrive from the north along Water Street through the St John's masterplan site and from the East via Grape Street, Users arriving from Salford to the west are served by the new Ordsall pedestrian bridge and those arriving at Deansgate Station to the South via Water Street.

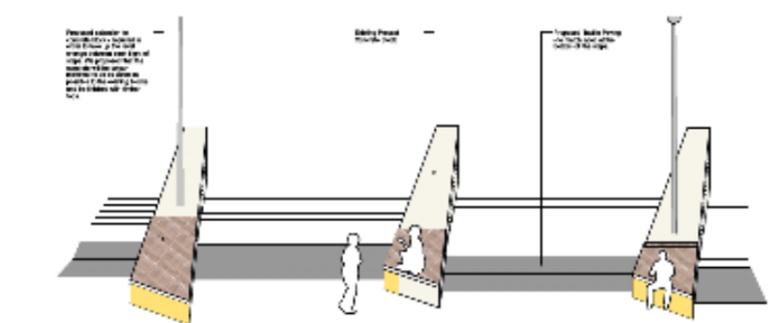
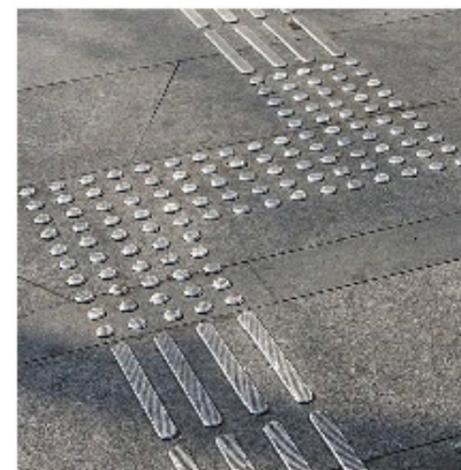


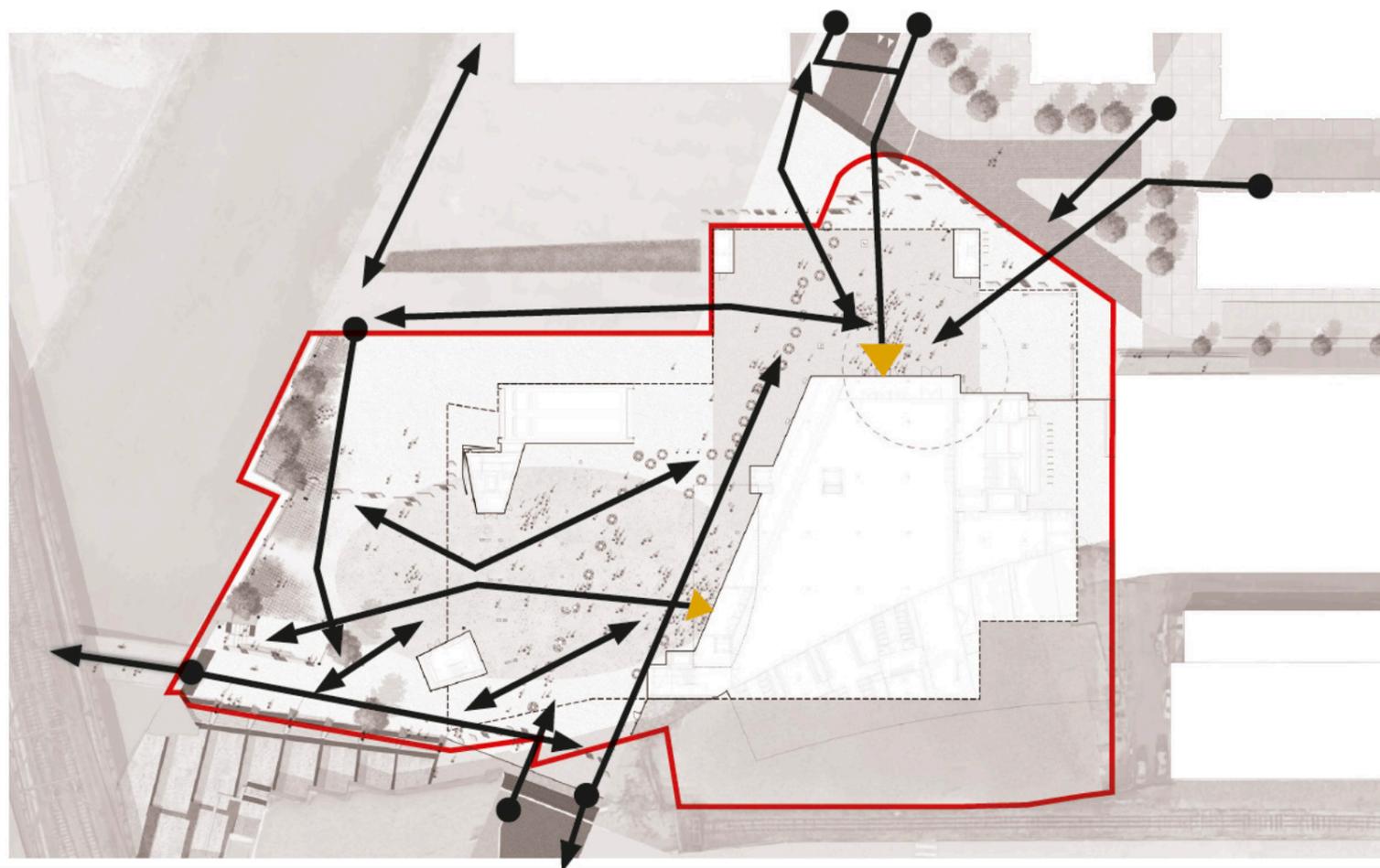
Contrast Step Nosing



Edge Protection

450mm high seating steps which take up the level change between the cycle path and Factory Square.





- KEY**
- Arrival Points to the Factory
 - ➔ Key Pedestrian Route
 - ▼ Main Building Entrance
 - ▼ Secondary Building Entrance

The main entrance is located on the north side of the building facing onto Festival Square, serving users arriving from the north and east, while a secondary entrance on the west of the building, facing into Factory Square, will accommodate users arriving from the south and west.

Pedestrian flow in the public realm is intended to be as fluid and unrestricted as possible. Both Factory Square and Festival Square are open and lie on a single continuous plane - even across vehicle-accessed areas - to give pedestrians a feeling of priority over vehicles and to enable free movement through the site.

The squares are proposed as 'Share with Care' zones, where pedestrian priority is emphasized. The public realm is designed in consideration and anticipation of the future development to the north of the site; a potential long distance informal riverside footpath is accommodated, as well as a clear axis from Grape Street to the River Irwell.

Circulation

The largely open plan area will be a 'space' between pedestrians and cyclists. There are proposals to insert tactile wayfinding guides in the ground to assist blind and partially sighted people with identification of entrance locations from the primary routes, i.e. the bridge link and what would be the continuation of the pavement edge along Water Street.

The public realm has been designed as one unified plane. Key features include:

- Avoiding the use of kerbs, steps, and edges where possible;
- Creating an inclusive safe pedestrian zone;
- Legible landscape and wayfinding devices.

Marshalls will be employed to direct pedestrians away from Grape Street before or after an event.

There will be a step free space across Water Street connecting Festival Square and Factory Square.

Steps and slopes

The existing steps, which connect the site to the south have changes in levels between each flight of gradients which are steeper than 1:21. As a result, extensions to the concrete blocks are proposed to take up the level change to avoid sloped landings.

Tactile paving at the top of the steps will be specified to match that which has been installed at the bottom of the steps.

A 2000mm band of tactile hazard paving will be provided to the start and end of the cycle way to raise users' awareness and to slow down cyclists. The principle of *share with care* will be applied across The Factory site.

There will be no tactile flooring across the pedestrian bridge route to minimise trip hazards for others and assist users with visual impairment to navigate the correct side of the bridge.

Floor materials

Floor finishes will be smooth constructed mostly of cast in-situ concrete and Yorkstone flag paving as well as texture change to be used as a warn off surface for columns and door openings. Permeable 'Green Gap' paving will be used away from path routes around trees for drainage and plant survival near the waterfront.

These details will be developed further at the next design stage.

3.4.2 Tactile paving

In addition to the statutory requirements for steps, there are elements that require an alternative 'warn-off' floor surface such as the stepped seating elements near the bridge, several building columns located within the public realm and the cycle stands.

It is proposed that a variation in texture or finish will be applied around columns and stands to provide warning to visually impaired users. Columns that fall within the in-situ concrete surface will be surrounded with a brushed finish to contrast with the general finish applied to the rest of the surface.

3.5 Street furniture

3.5.1 Seating

There will be a variety of seating in the Squares, including some offering back and arm rests for leverage:

- Precast concrete blocks are intended as seating platforms and some are timber topped to give a tactile and more comfortable feel which is consistent with the other seating provided. Some will have back support and are designed to be moved for events. They also act primarily as secure barriers to control vehicular movement. The cubes will not exceed a spacing of 1.2m between each other or the building line/river wall. Secondly, the cubes provide a seating opportunity for visitors during events where they can be arranged to form a stage environment and for staff and the public outside event mode;
- Column rings will have benches at different heights and some back support from the column;
- The feathered steps leading to the bridge will have protective flooring and raised benches - at lower level some will have in-built armrests.

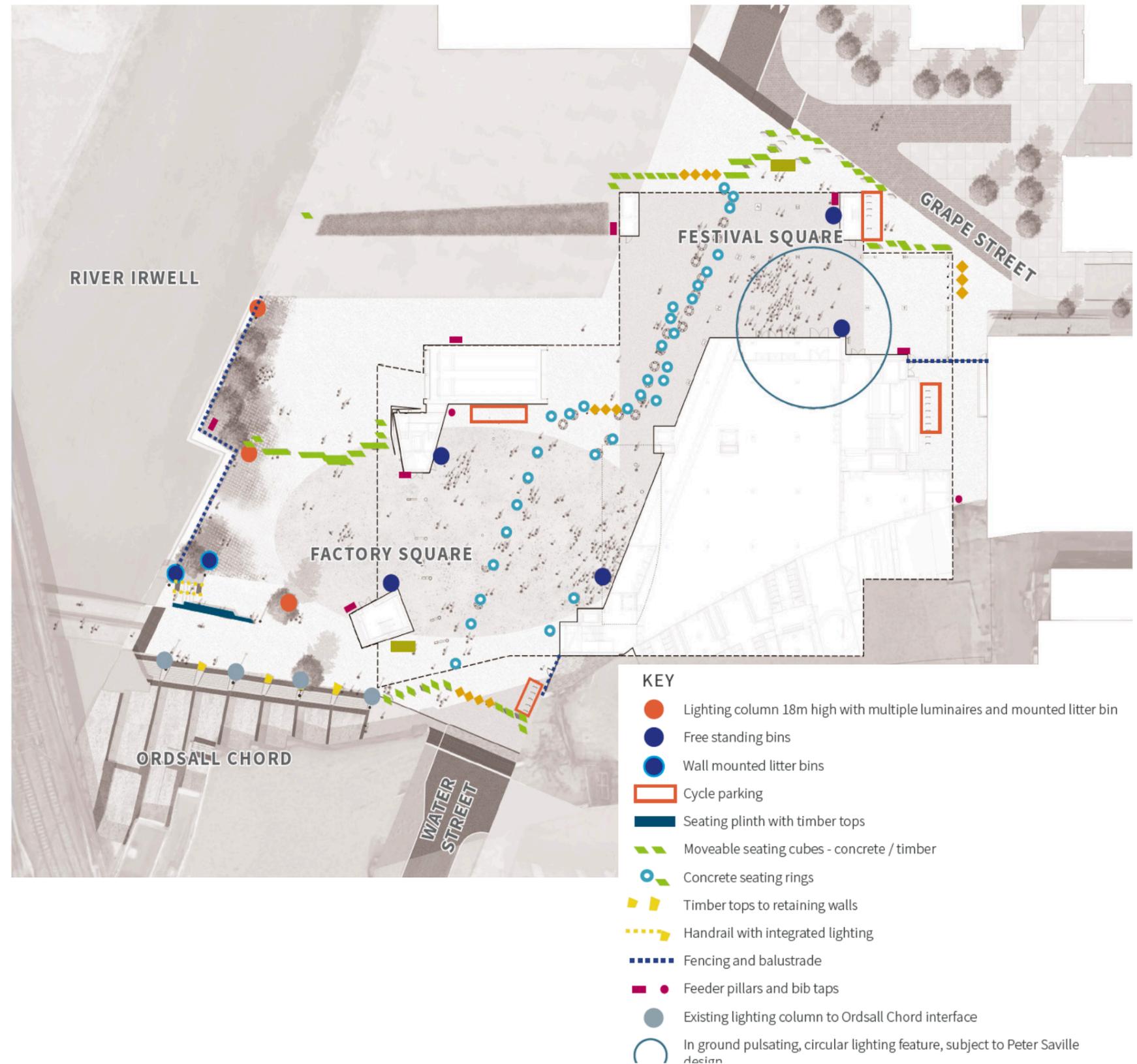
3.5.2 Lighting and Public Art

The public realm will be sufficiently lit to enable all users to navigate the space.

There may be performances and non-regular lighting installations by artists, but the programme will be developed with consideration to users with access requirements.

There is a potential proposal for an art light installation set into the floor, but this will be of sufficient subtlety that it will not be misconstrued as a step nosing for partially sighted people or cause disturbance for users with epilepsy, neurological conditions or learning disabilities.

Although this is out of the remit of the public realm, it is key to note that provisions to light the public realm will not strobe or flash.



Appendix 1 | References for inclusive design

Legislation

Equality Act 2010

The Equality Act 2010 ('the Act') combines and supersedes previous separate discrimination legislation (including the Disability Discrimination Act 1995 as amended ('the DDA') and the disability discrimination provisions of SENDA 2001 for England, Wales and Scotland. People are protected from discrimination and harassment based on 'protected characteristics'; victimising anyone as a result of action taken in connection with the Act is also unlawful. There are nine different protected characteristics under the Act which have different levels of protection depending on the context (such as employment, provision of goods and services or the provision of education). This Access Statement focuses on the protected characteristic of disability; the definition of disability is essentially the same as under the DDA.

The types of discrimination that can arise in relation to disability are:

- Direct disability discrimination;
- Indirect disability discrimination;
- Treating disabled people unfavourably because of something arising in consequence of their disability without justification; and
- A failure to make reasonable adjustments for disabled people ('the RA duty'). The RA duty works in different ways depending on who requests the reasonable adjustments to be made, for example an employee or a member of the public.

The Act also provides protection for people who are treated less favourably because of their relationship with a disabled person (such as a carer) or for people treated less favourably because they are mistakenly believed to be disabled. A disabled person can always be treated more favourably than a non-disabled person.

If an employer is a listed public authority (such as a local authority) they will be subject to the public sector equality duty. If the employer is not a public authority but carries out a public function as part of its work, it will be covered by the general part of the equality duty in relation to the exercise of that function.

The public sector equality duty seeks to promote equality from within an organisation and the general duty requires the organisation to have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not; and
- Foster good relations between persons who share a protected characteristic and those who do not.

Due regard must be given to these three aims when undertaking procurement and to comply with procurement law, consideration must be given to the extent to which equality considerations are relevant and proportionate to the subject matter of the contract.

Most of the listed public authorities are also subject to the specific duty (which operates slightly differently in England and Wales). This involves reporting requirements to demonstrate compliance with the three aims of the general duty. The public sector equality duties are relevant both to the design and the management of the built environment.

The Reasonable Adjustment Duty and specific building provisions

The Equality Act does not contain any specific requirements for the built environment and therefore has no relevance to 'compliance' in respect of physical building standards.

Statutory Consents

When considering a reasonable adjustment to a physical feature, the Act does not override the need to obtain consents such as planning permission, building regulations approval, listed building consent, scheduled monument consent and fire regulations. If the consent is not given, there is still a duty to consider a reasonable means of avoiding the feature.

Regulations and Standards

Building Regulations 2010

- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 1: Dwellings. Volume 2: Building other than dwellings, HM Government, 2015 edition.
- The Building Regulations 2010, Approved Document K: Protection from falling, collision and impact, HM Government, 2013 edition.
- The Building Regulations 2010, Approved Document B (Fire safety) Volume 1: Dwellings, HM Government, 2006 edition incorporating 2010 and 2013 amendments.
- The Building Regulations 2010, Approved Document B (Fire safety) Volume 2: Buildings other than dwellinghouses, HM Government, 2006 edition incorporating 2007, 2010 and 2013 amendments.

The Regulations make clear that designs other than those shown in the document can be approved if they are justified as being equally or more effective. Approval confers acceptance that the building meets the regulations in respect of physical access for disabled people.

National Planning Policy

- National Planning Policy Framework (NPPF), Ministry of Housing, Communities and Local Government, 2019.

The NPPF states that all developments should be designed to be inclusive and that this should be addressed by local policies.

- Town and Country Planning (Development Management Procedure) (England) Order 2015, Article 9.

Local Planning Policy

Manchester Planning Policy

- Manchester's Local Development Framework, Core Strategy, Development Plan Document, Manchester City Council, July 2012.
- Guide to Development in Manchester (SPD), Manchester City Council, April, 2007.

Local guidance

- *Design for Access 2*, Manchester City Council, December 2003.

References

British Standards

- British Standard 8300:2018 Design of an accessible and inclusive built environment
Part 1: External Environment - Code of Practice
Part 2: Buildings - Code of Practice, British Standards Institution, 2018.
- BS 9999:2017 Code of practice for fire safety in the design, management and use of buildings, British Standards Institution, 2017.
- BS EN 81-28:2018, Safety rules for the construction and installation of lifts. Remote alarm on passenger and goods passenger lifts, British Standards Institution, 2018.
- BS EN 81-41:2010, Safety rules for the construction and installation of lifts. Special lifts for the transport of persons and goods. Vertical lifting platforms intended for use by persons with impaired mobility, British Standards Institution, 2010.
- BS EN 81-70:2018, Safety rules for the construction and installation of lifts. Particular applications for passenger and goods passenger lifts. Accessibility to lifts for persons including persons with disability, British Standards Institution, 2018.

- BS 5656-2:2004 Safety rules for the construction and installation of escalators and moving walks - covering disabled access, British Standards Institution, 2004.
- DD CEN/TS 15209:2008 Tactile paving surface indicators produced from concrete, clay and stone, British Standards Institution, 2008.
- BS 5395-1:2010 Stairs. Code of practice for the design of stairs with straight flights and winders, British Standards Institution, 2010.
- BS 7000-6:2005 Design Management Systems. Managing inclusive design. Guide, British Standards Institution, 2005.
- BS 5499-4:2013 Safety signs. Code of practice for escape route signing, British Standards Institution, 2013.
- BS 8501:2002 Graphical symbols and signs. Public information symbols, British Standards Institute, 2002.

International Standards

- ISO 7176-28:2012, Wheelchairs - Part 28: Requirements and test methods for stairclimbing devices, British Standards Institution, 2012.
- ISO 9386-1:2000, Power-operated lifting platforms for persons with impaired mobility, British Standards Institution, 2000.

Access Statements

- Guidance on Information Requirements and Validation, Department for Communities and Local Government, 2010.
- Design and Access Statements: How to Write, Read and Use Them, Design Council (CABE), 2006.

Urban Design / External Environment / Landscape / Transport

- Inclusive Urban Design: A guide to creating accessible public spaces, David Bonnett Associates, BSI, 2013.
- Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, Department for Transport, 2005.
- Improving Walkability: Good Practice Guidance on Improving Pedestrian Conditions as Part of Development Opportunities, Transport for London, 2005.
- Guidance on the Use of Tactile Paving Surfaces, Department for Transport 2007.
- Traffic Advisory Leaflet 5/95 Parking for Disabled People, Department for Transport, 1995.
- Inclusive Design for Getting Outdoors I'DGO, Legacy website <http://www.idgo.ac.uk/>, 2011.
- London Cycling Design Standards, TfL, 2016.
- A Guide to Inclusive Cycling (second edition), Wheels for Wellbeing, 2019.

Signage, Lighting And Wayfinding

- The Colour, Light and Contrast Manual: Designing and Managing Inclusive Built Environments, Bright, K., Cook, G., Wiley-Blackwell, 2010.
- Sign Design Guide: a guide to inclusive signage, JMU and the Sign Design Guide, 2000.

Buildings

- Designing for Accessibility, CAE/RIBA Publishing, 2012.
- Inclusive Design Toolkit, Design Council, 2014.
- Building Sight: a Handbook of Building and Interior Design Solutions to Include the Needs of Visually Impaired People, Barker, Barrick and Wilson, RNIB/HMSO, 1995.

Arts, Culture And Sport

- Accessible Sports Facilities | Design Guidance Note Creating sporting opportunities in every community, Sport England, 2010.
- Museums and Art Galleries, Adrian Cave, RIBA Publishing, 2007.
- Technical Standards for Places of Entertainment, Entertainment Technology Press, 2015. (Revised 2018).
- Building Access: A good practice guide for arts and culture organisations, Earncliffe, Jayne in collaboration with the Arts Council Capital Team, Arts Council England, n.d.

Heritage

- Streets for all: Advice for Highway and Public Realm Works in Historic Places, Historic England, 2018.
- Inclusion guidance, National Lottery Heritage Fund, n.d.