

An Accessible and Inclusive Environment



Supplementary Planning Document

Eden District Council

An Accessible and Inclusive Environment

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Summary

Eden District Council has demonstrated its commitment to meeting the access needs of the disabled through its 'Access to services' statement in its Corporate Plan and its proposal to make all EDC buildings, that are open to the public, fully accessible to disabled people by April 2005 (BV156).

The Council also manages the wider environment and has a responsibility to control development for the benefit of the public regardless of disability, age or gender.

This document has been produced to clarify the requirements of recent legislation and to up-date local plan policies in response to recent Government guidance.

After this has been through public consultation, and conforms with and supplements existing plan policies and regional and national guidance, it will be treated as a material consideration when assessing a planning application.

1 Introduction

The Government is committed to achieving 'Thriving, inclusive and sustainable communities in all regions' (Mission Statement of the Office of the Deputy Prime Minister, 2003). A fundamental element in achieving this will be the removal of unnecessary physical barriers imposed on people by the poor design or management of buildings and spaces.

Buildings and spaces have a major contribution to make in ensuring socially inclusive and sustainable communities. This is especially so in the way they are designed and managed to take into account all users. It has been estimated that there are about 10 million disabled people in the UK. In addition, over the next 40 years, the number of people over the age of 65 is set to rise at a greater rate than the population as a whole. Older people, families with small children, carers, friends or relatives who accompany disabled people would all benefit from improved accessibility. To do this, it is essential to consider the accessibility of a proposed project as an integral part of all phases including planning and design.

The Town and Country Planning Act 1990 requires Local Planning Authorities to draw developers' attention to National Design standards for disabled access. Circular 11/95 sets out requirements to be met for local authorities to impose conditions to require access for disabled people. There are National, Regional and Local Plan policies requiring access issues to be considered at the planning stage. The Office of the Deputy Prime Minister in 'Planning and Access for Disabled People' (2003) states that 'We want the needs of disabled people properly considered as an integral part of the development process. As our July 2002 document **Sustainable Communities: Delivering through planning** made clear, the land use planning system has a key role to play in creating and sustaining mixed and inclusive communities'.

The Disability Discrimination Act 1995('DDA') contains duties to make reasonable adjustments to physical features of premises. Part 3 of the Act: The duty to make reasonable adjustments set out in sections 21(2)(a), (b) and (c) comes into force on 1 October 2004. It applies to all those who provide services to the public irrespective of their size.

The Revised 'Approved Document' dealing with Part M of Schedule 1 to the Building Regulations 2000 took effect from 1 May 2004 and covers 'Access into and around Buildings'. The guidance in the Approved Document is based on and is complimentary to BS 8300:2001 'Design of Buildings and their approaches to meet the needs of disabled people-Code of Practice'. The ODPM recommends that BS 8300 should be an essential reference document for both designers and developers.

The Disability Rights Commission has produced a Code of Practice on 'Rights of Access to Goods, Facilities, services and Premises' 2002. This Code of Practice deals with the duties placed by Part 3 of the Disability Discrimination Act 1995 on those providing goods, facilities or services to the public.

This is not an exhaustive list of recent legislation and Recommendations relating to Accessible Environments but covers the main areas with relevance to planning policy.

2 National Policies

National planning advice is contained in a series of planning policy guidance notes. PPG1: 'General Policies and Principles' (February 1997) acknowledges the opportunity development proposals present to secure a more accessible environment for all. Paragraphs 33 and 34 state:

'Local planning authorities, both in development plans and in determining applications, should take into account access issues. These will include access to and into buildings and the need for accessible housing. The internal layout of buildings is not normally material to the consideration of planning permission. Part M, of Schedule 1, of the Building Regulations imposes requirements on how non-domestic buildings should be designed and constructed to secure specific objectives for people with disabilities. It would be inappropriate to impose separate requirements in these areas.'

'...the developer and local planning authority should consider the needs of people with disabilities at an early stage in the design process. They should be flexible and imaginative in seeking solutions, taking account of the circumstances of each case. Resolving problems by negotiation will always be preferable but, where appropriate, the planning authority may impose conditions requiring access provision for people with disabilities.'

It is recognised that the scope of building regulations is limited in both its content and the situations in which they apply. The regulations may not apply to some changes of use, some temporary buildings, small extensions, certain small buildings and special purpose buildings. Therefore, the inclusive design strategy should be considered at the earliest possible stage rather than being left to be 'picked up' by the building control process.

Additional guidance is contained in PPG notes on housing, town centres, transport, the Historic Environment, Planning for Open Space, Flooding and Development Plans in PPG3,6,12,13,15,17 and 25.

National planning advice therefore acknowledges the need to consider the impact of planning policies and decisions on people with disabilities without being too prescriptive about how this should be done.

3 Regional Planning Policy

Implementing the Planning and Compulsory Purchase Act 2004 has resulted in changes to the planning system. The principal change will be to replace Regional Planning Guidance, and the current system of Structure Plans, with a Regional Planning Strategy. Local Plans will gradually be replaced by a series of Local Development Documents, collectively known as the Local Development Framework. This Supplementary Planning Document is one of the series of Local Development Documents.

The new system will take time to become established and, to ensure continuity, the old system will continue until the Regional Spatial Strategy and Local Development Framework are further developed. The Structure Plan and Local Plan will, therefore, remain as the relevant basis on which to decide planning application until the new planning system has become established. This document refers to Regional Planning Guidance for the North West, the current Structure Plan and Local Plan. The relevant sections will be amended as, and when, the new Regional Spatial Strategy and Local Development framework are adopted.

Regional Planning Guidance for the North West (RPG13) March 2003 contains Policy UR2: An Inclusive and Social Infrastructure, Policy UR3: Promoting Social Inclusion through Urban Accessibility and Mobility, and Policy RU5: Rural Transport and Accessibility, has been interpreted by 'The Cumbria and Lake District Joint Structure Plan 2001-2016, Adopted Plan April 2006', by the following policies:

Policy ST1 sets out the vision for sustainable communities in Cumbria and states that:

'Urban and Rural communities should be sustained through measures that, in combination, advance the four objectives of sustainable development and achieve:

- A flourishing and diverse local economy
- Access to good quality housing for all
- A full range of appropriate and accessible services
- Good transport services and communications linking people to jobs, schools, health and other services
- Quality built, natural and historic environments
- Places to live in a safe and healthy manner
- Vibrant, harmonious and inclusive communities'

Policy ST3 sets out 'Principles applying to All New Development and states that:

'All proposals for development, including alterations to existing buildings and land use change, will be required to:

2. seek sites that are, or will be made, accessible by public transport, walking or cycling

8. Promote a safe and secure environment that designs out crime and makes proper provision for people with restrained mobility and people with special needs'

Policy L53: Access and Town Centres states that:

'Access to town centres will be encouraged by supporting appropriate levels of public transport, walking, cycling, arrival facilities and appropriate levels and management of car parking. Links to the town centre, from these facilities, will give priority to pedestrians and cyclists, ensuring safety and attractiveness.

Within town centres opportunities to enhance travel by public transport, walking and cycling to meet the needs of disabled people will be secured. All new development and land use change will be required to give the highest priority to the pedestrian, cyclist and disabled persons and high priority to public transport.

Developments that improve traffic management, including delivery facilities adjacent to town centre, will be encouraged.

Development, therefore, should include for the needs of vulnerable users including people with restricted mobility or special needs.

4 EDC Local Plan Policies 2006

Policy PT7. Parking Provision for People with Disabilities

'Proposals for specific parking provision for people with physical disabilities in both on-street and off-street locations will be permitted.'
To support other initiatives intended to ensure a good standard of accessibility for people with physical disabilities the Council will regularly review the need to make available reserved parking space.

Policy PT8. Access to Buildings (As Modified Jan-02)

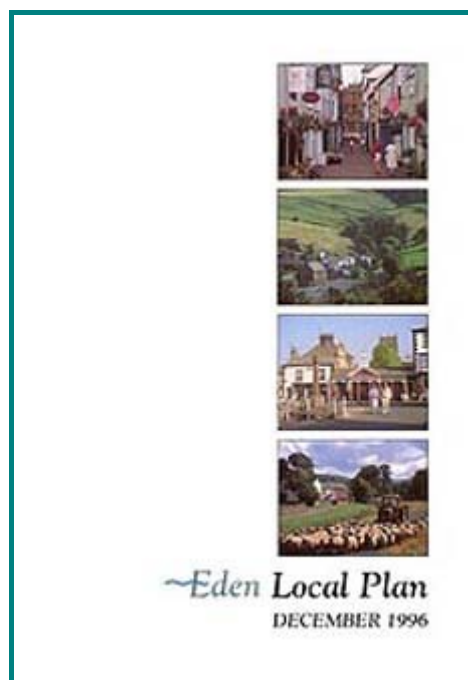
'The Council will fully implement the provisions of Disability Discrimination legislation by negotiation, enforcement and advice to ensure that new development makes provision for access by people with physical disabilities.'

There is a clear need to facilitate access to public buildings, shops and business premises for people with physical disabilities.

Policy BE14. Alteration of Listed Buildings

'Minor alterations which are necessary to facilitate the appropriate change of use of listed buildings or to improve accessibility will be supported provided that they are judged acceptable in relation to Policy BE13.'

This document will clarify the Council's definition of 'disability', to include more than physical disabilities, and comply with the definition contained in the 'Disability Rights Commission's Code of Practice 2002' which states that 'A person has a disability if he has a physical or mental impairment which has a substantial and long-term adverse effect on his ability to carry out normal day-to-day activities.'



5 Disability Discrimination Act Obligations

Part 3, of the DDA, makes it unlawful for service providers to discriminate against disabled people by failing to make reasonable adjustments. This will include considering reasonable adjustments to the physical features of your premises so that goods, services and facilities are accessible for disabled people. Failing to make reasonable adjustments could mean you are acting unlawfully and could result in a court case, a fine and negative publicity for your business.

Physical features are any features arising from the design or construction of a building and any fixtures, fittings and equipment on the premises. Reasonable adjustments can vary from case to case but are intended to ensure that it is not unreasonably difficult for a disabled person to use your service.

When commissioning building or refurbishment work, developers should take an inclusive approach aiming for equal access and best practice from the outset.

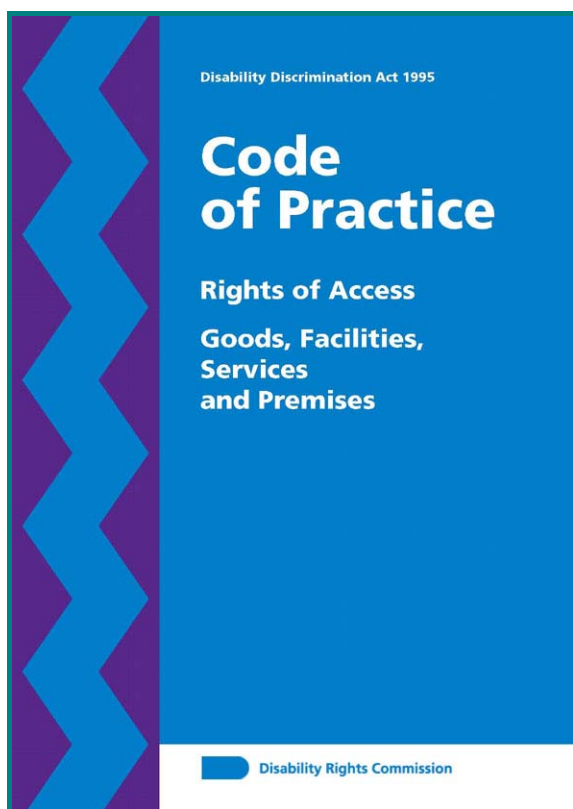
6 Disability Rights Commission 'Code of Practice' on Rights of Access to Goods, Facilities, Services and Premises. May 2002.

This revised Code of Practice deals with the duties placed by Part 3 of the Disability Discrimination Act 1995 on those providing goods, facilities or services to the public and those selling, letting or managing premises.

The Code sets out the DRC's understanding of the law but there is undoubtedly some ambiguity and there are areas that will require testing in the courts.

The Code does not impose legal obligations. Nor is it an authoritative statement of the law-that is a matter for the courts. However, the Code can be used in evidence in legal proceedings under the Act. Courts must take into account any part of the Code that appears to them relevant to any question arising in those proceedings.

Applicants should ensure that they have checked what is considered reasonable, from examples in the Code, before deciding on adaptations to their premises to comply with the Disability Discrimination Act.



7 Planning and Access for Disabled People: A Good Practice Guide by Drivers Jonas for Office of The Deputy Prime Minister. March 2003.

The primary objectives of the guide is to ensure the Town and Country Planning system in England successfully and consistently delivers inclusive environments as an integral part of the development process. An inclusive environment is one that can be used by everyone regardless of age, gender or disability.

The guide describes how local planning authorities can put in place appropriate planning policies and development control processes and suggests ways in which these can be best implemented and enforced. These are contained in 'Good Practice Points' some of which are listed below:

Good Practice Point 1:

All parties involved in the planning and development process should recognise the benefits of, and endeavour to bring about, inclusive design.

Good Practice Point 2:

If a development proposal does not provide for inclusive access, and there are inclusive access policies in the development plan and any supplementary planning guidance, bearing in mind other policy considerations, consider refusing planning permission on the grounds that the scheme does not comply with the development plan.

Good Practice Point 3:

Include appropriate inclusive access plan policies at all levels of the development plan supported by a specific policy.

Good Practice Point 4:

Develop and Implement supplementary planning guidance as:

- (a) the definitive inclusive design guidance of the authority or
- (b) a way of ensuring that inclusive design is a material planning consideration.

Good Practice point 6:

Consider the use of planning conditions or Section 106 agreements in enhancing the provision for inclusive access in the wider urban environment.

Good Practice Point 7:

Encourage pre-application discussions with applicants.

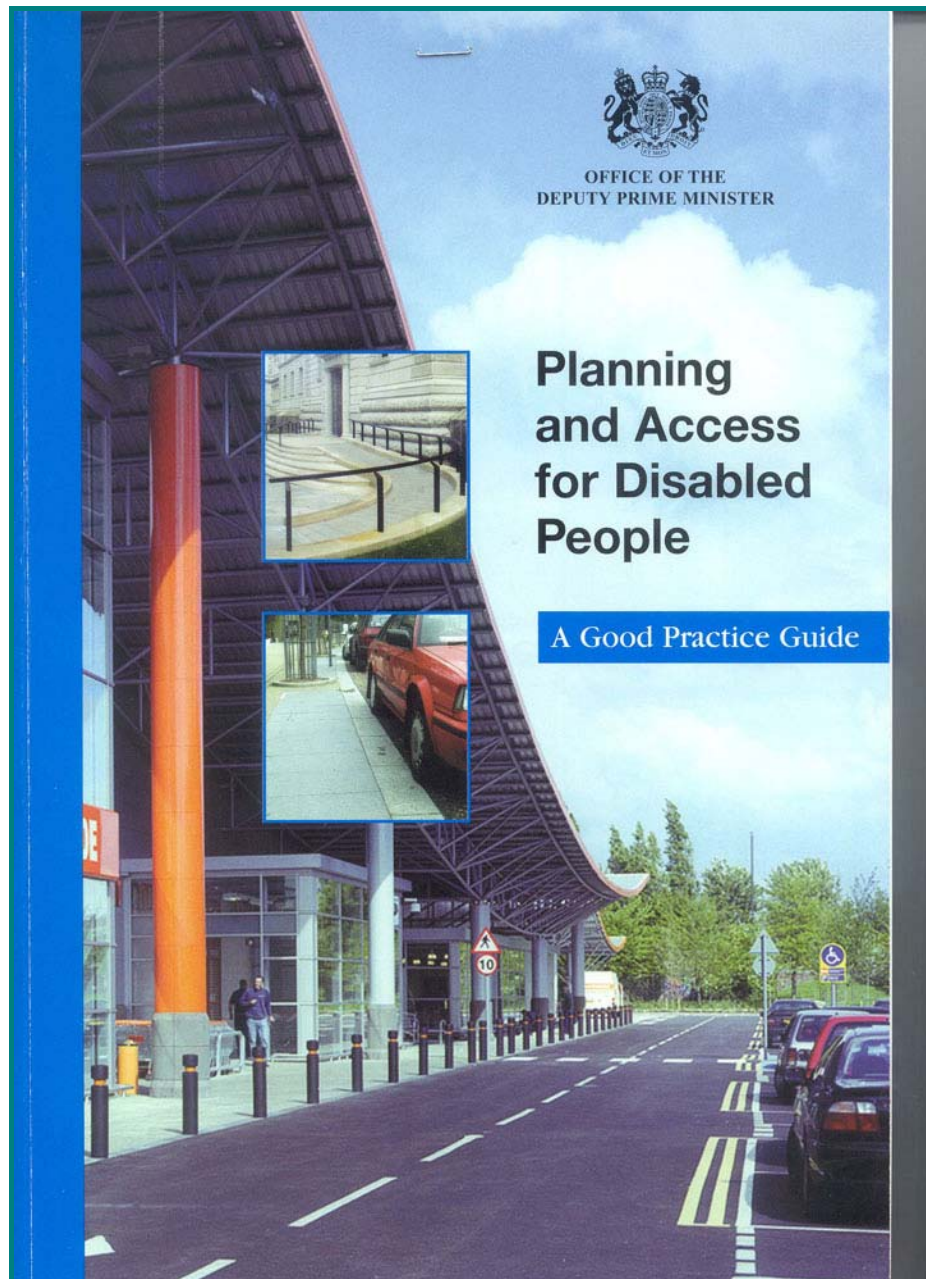
Good Practice Point 8:

Issue applicants with pre-application guidance notes.

Good Practice Point 9:
Amend application forms to make applicants think proactively about inclusive design.

Good Practice Point 10:
Applicants should be encouraged to submit access statements with their applications.

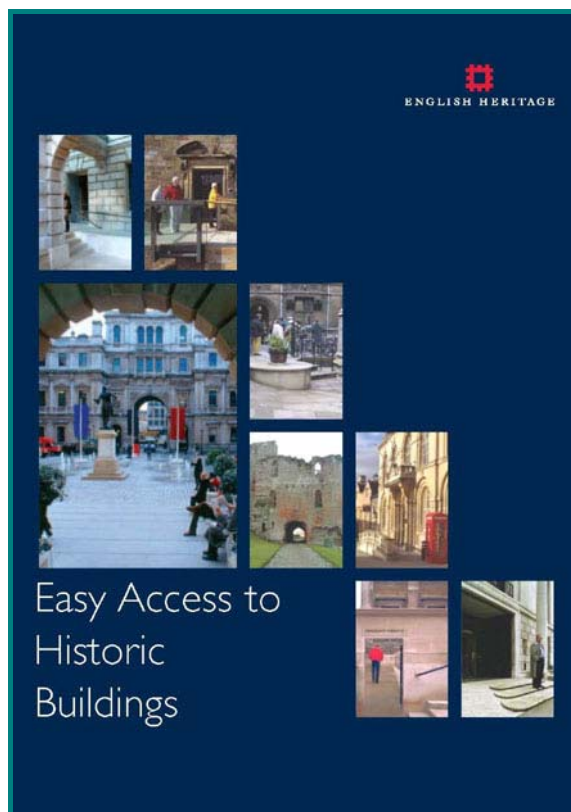
Good Practice Point 11:
Make sure planning officers receive appropriate training on all aspects of an inclusive environment.



Statutory Consultations: English Heritage and Highway Authorities

There has always been conflict with the above when considering them along with access issues. Unfortunately, despite a growing awareness of the way buildings can exclude, access improvements have not always been incorporated into the refurbishment of historic buildings. There are now, however, a growing number of historic buildings that have been made accessible proving that access can be achieved when creative and innovative solutions are implemented. English Heritage, in their guide 'Easy Access to Historic Buildings', recognise that listed buildings can be made more accessible while still preserving and enhancing their character. Their Access Policy states that 'English Heritage is the lead advisory body on providing access to historic buildings in England. We believe access should be celebrated with high quality design that is also sensitive to the special interest of historic buildings.

The Council is also committed to making public transport and the pedestrian environment more accessible to everyone. The Council supports the advice in Planning Policy Guidance Note 13 which states that the needs of disabled people, as pedestrians, public transport users and motorists, must be taken into account in the implementation of planning policies, traffic management schemes, and in the design, construction and management of individual developments.



8 Supplementary Policies

1. Inclusive Access for All

The Council will require that development proposals, where not negatively affecting a listed building, by virtue of their location and physical features meet the highest standards of accessibility and inclusion so that all potential users, regardless of disability, age or gender can use them safely and easily.

2. Inclusive Access to Public buildings

Development proposals (including extensions, alterations and changes of use) for any building that the public may use, will be required to provide safe, easy and inclusive access for all people regardless of disability, age or gender. This should include access to, into and within the building and its facilities, as well as appropriate car parking and access to public transport provision. Such buildings to include, but not be limited to, shops, restaurants, community buildings, health and leisure facilities etc. Design guidance is provided, in the next section, to clarify how to integrate the principles of inclusive design into development proposals. In the case of existing buildings the 'Access Statement' should clarify areas where inclusive access standards can not reasonably be met and propose alternative methods of providing the service. Innovative solutions should be sought to bring appropriate access to listed/historic buildings which do not readily adapt to the general concepts of this policy.

3. Parking for disabled People

In the case of non-residential development the Council will require parking bays, designated for use by Blue Badge holders, located adjacent to or within easy reach of the main entrance and sized in accordance with BS8300:2001. The level of provision will be in accordance with the Council's parking standards, or comply with the recommendations in BS8300:2001 with a minimum of at least one designated space in each development. Where no off-street parking is proposed applicants must demonstrate where disabled drivers can park in order to easily use the development.

In residential development the Council will require parking bays designed in accordance with the lifetime homes standards. The level of provision shall be in accordance with the Council's parking standards. Parking bays associated with Wheelchair Housing should be located adjacent to the front entrance, undercover, 3.6metres wide and located beside a 900mm wide path connecting the front door, parking bay and the adjacent road.

4. Public Transport Infrastructure

The Council will require that any development that provides public transport facilities will provide safe, easy and inclusive access for all potential users regardless of disability, age or gender. The opportunity should be taken to bring existing facilities up to the standards of BS8300:2001 and to integrate the various transport modes in a fully inclusive way.

5. Pedestrianisation Schemes

Any proposal to pedestrianise streets must incorporate parking facilities for Blue Badge Holders. The design and layout of street furniture should be in accordance with the Government's guidelines 'Inclusive Mobility' and the Council's Design Guidelines.

6. Access to Workplaces

The Council will require that the highest standards of accessibility and inclusion be met in all developments that would result in the provision of jobs. Particular attention should be paid to public reception areas. Innovative solutions should be sought when considering the impact on the historic environment.

7. Recreational Pathways

Where appropriate, and where related to development, the Council will seek contributions for the establishment of new pathways and will encourage their use by providing information and clear signs at appropriate heights. These will improve safety and to provide better access for all potential users regardless of disability, age or gender.

8. Sports facilities, arts and leisure buildings, hotel and tourist facilities

When considering proposals for sports facilities, arts and leisure buildings, hotel and tourist facilities the Council will require that inclusive access is provided to all sections of the community regardless of disability, age or gender. Further details can be found in Sport England's design guidance, the Arts Council's access standards and in standards produced by the 'Holiday Care Service' and the English Tourism Council. English Heritage, in their guide 'Easy Access to Historic Buildings', shows that access can be achieved when creative and innovative solutions are implemented.

9. Public spaces

The Council will require that proposals to enhance public areas and the pedestrian environment are designed to meet the highest standards of

access and inclusion. Detailed standards on the layout of footways and crossing points including dropped kerbs, tactile paving and facilities at signalled controlled crossings, lighting, signage, public toilets and street furniture are included in the Council's Supplementary Design Guidance on an Accessible and Inclusive Environment and in the Government's 'Inclusive Mobility' guidelines.

10. Open space and the Countryside

The Council will require that proposals to provide or enhance open space and access to the countryside are designed, where considered reasonable, to meet the highest standards of access and inclusion. Detailed standards are included in the Council's Supplementary Design Guidance and in the BT 'Countryside for All' guidelines. These standards should be achieved where possible and the least restrictive access achieved where the standards can not be met.

11. Access Statements

The Council may require applicants to submit an access statement with their application. This should demonstrate the developer's commitment to the issue of inclusive design.

The exact form of the access statement will depend on the size, nature and complexity of the scheme but should identify the philosophy and approach to inclusive design, the key issues of the particular scheme and the sources of advice and guidance used. In the case of existing buildings, particularly historic buildings, the statement will enable the designer/developer to identify the constraints posed by the existing structure, and its immediate environment, and to explain how these have been overcome. The need for an access statement should be clarified at 'pre-application discussion' and, if not submitted with the application, the Council may delay the registration of an application until such time as an adequate statement is submitted. Applicants will be expected to have considered the access issues before the application is made.

9 Supplementary Design Guidance

Detailed and Comprehensive guidance is provided in BS8300:2001, Design of Buildings and their Approaches to meet the needs of Disabled People-Code of Practice and Approved Document M: May 2004 of the Building Regulations. The following guidance is, generally, taken from these documents and applicants will be expected to be aware of the recommendations contained in these as well as the following guidance.

9.1 Access in the External Environment

Car Parking Provision

For people with impaired mobility close access to building entrances and open space is important to ensure maximum accessibility. Car parking and other transport facilities should be designed to allow arrival by car, or by accessible mini bus, or taxi. Design should respect and enhance the local environment including colours and signage.

Public and Visitor Car Parks

Parking spaces reserved for disabled motorists (those holding a personal Blue Badge permit as car drivers or passengers) and others allocated spaces, should be physically or visibly separated from other parking. This has been found to reduce intrusion by other drivers.

Groups of disabled user car bays should be laid out as a separate car park or surfaced in a permanently distinguishable colour.

In public car parks, visitor car parks, and staff car parks used for visitors, there should be:

- At least one space reserved for disabled motorists.
- At least 2 car spaces reserved for disabled motorists in car parks with 20 to 50 spaces, and in smaller car parks for users of religious buildings, cemeteries, crematoria, public halls, clinics, health centres and surgeries.
- In car parks for 50 or more cars for the public, customers or visitors, there should be at least 6% of all spaces reserved for disabled motorists.
- Separate spaces for parent and child parking, for health patients or for other authorized visitors requiring close access. Signs and parking surfaces for other groups, should be visibly different from those used to reserve spaces for blue-badge-holder disabled motorists.

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- Each parking bay for disabled motorists should have a driver-eye-level sign at the head of the bay.
 - Car park bays for disabled motorists should be designed as in diagram 1.

Disabled User Car Bay



Disabled User Car Bay

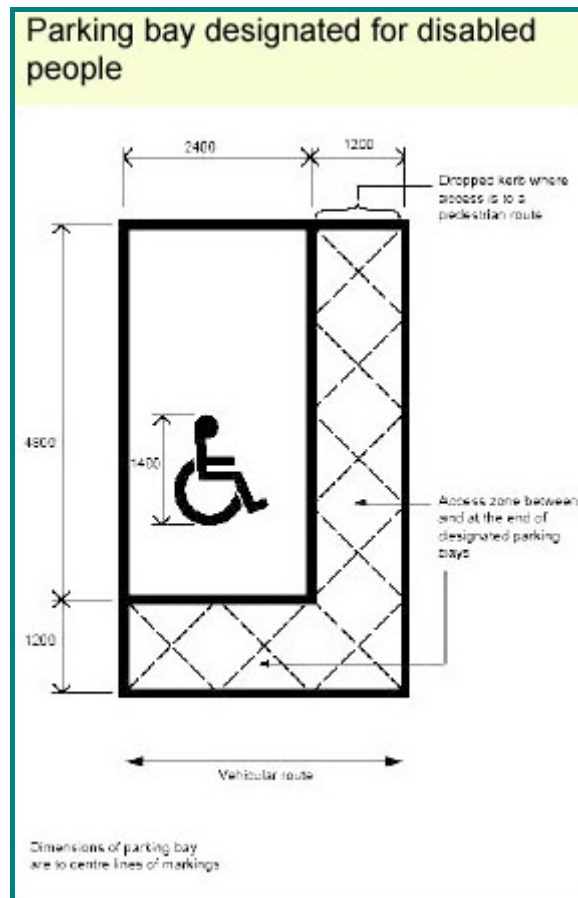


Diagram 1

Disabled people arriving by car may only have a limited ability to walk, or have visual impairment. As many of the bays permanently reserved for their use as possible should be located within 50 metres of all main building entrances.

In town centres, district centres, employment sites, countryside sites, and at leisure and retail parks, some visitors will need to move their cars from car park to car park, to get close enough to the individual facilities on larger sites.

Visitor parking in residential areas

Residential developments should have spaces where disabled people, the parents of small children, and carers and care workers, can park close to the houses or flats they may be visiting.

Where there are fewer than 2 or more private spaces per dwelling averaged throughout a residential development (including any in car parks or parking courts serving groups of dwellings or apartments) there should be some spaces where visitors can park. These should:

- Be either on the public highway, or marked out permanently in resident parking courts, or in communal car parks.
- Be no further than 100m from those houses and flats in the area that are without 2 private spaces (or one private space and one garage space).
- Provide one visitor space for every 5 dwellings or units of accommodation.
- In a communal car park, include at least one visitor bay that has the dimensions given for accessible car park bays in diagram 1.
- Where provided as bays that are head-on to a kerbed footway, be 3.3m wide by 6.0m long, and have dropped kerbs to provide access to the footway, and bollards to prevent any vehicles overhanging pedestrian paths.

Where underground parking, or communal parking that is accessible only by steps or stairs to building entrances is proposed, this should have a resident keyholder or passenger lift to all dwelling levels that is sized and equipped for a disabled person with a wheelchair or scooter to use.

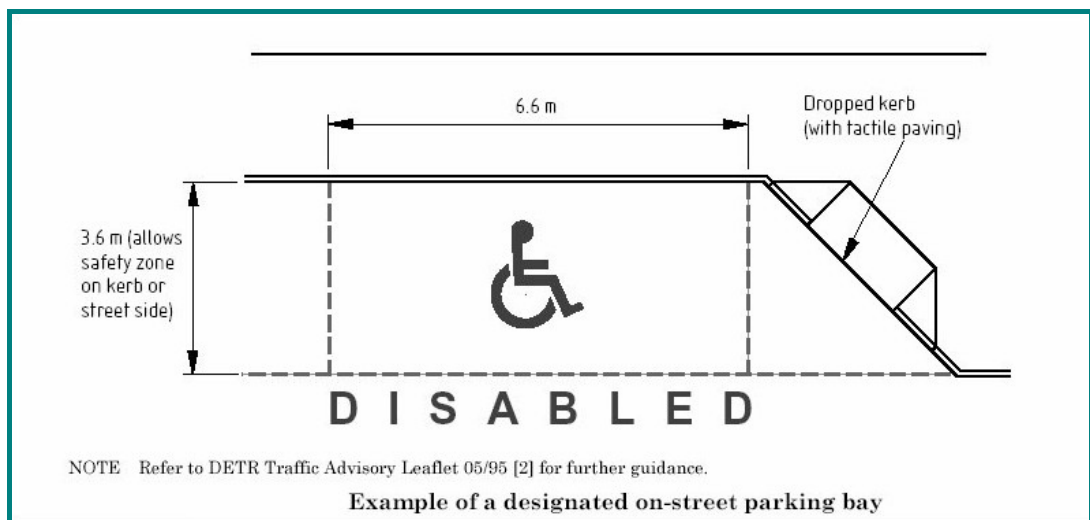


Diagram 2

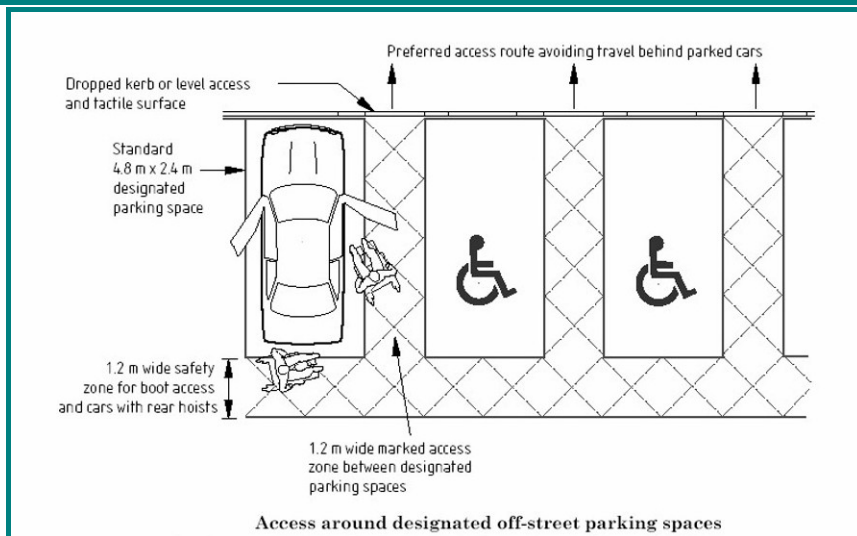


Diagram 3

Staff Car Parks

Staff car parks, and the staff parking parts of customer car parks, should be designed so that at least one space can be marked out close to each main staff entrance, should any disabled employees require them. This will allow employers to implement Part II of the Disability Discrimination Act.

Disabled visitor requirements in staff car parks are specified above.

All covered car parks, including those constructed for staff, should have accessible entrances for pedestrians. All open car parks adjoining buildings should have accessible paths and accessible kerb ramps.

Accessible Car Park Bays

Disabled people may arrive driving themselves, or as passengers in private cars or in taxis. In either case they may need the space to fully open a car door, so as to transfer into a wheelchair, or to stand up with the help of sticks, crutches or walking frames, on the road surface beside the car.

- For those spaces provided in pairs, they should be on level or gently sloping ground, with a 1200mm wide central transfer gangway between each pair of bays.
- Parking bays in the open should be on firm, level ground, and where possible no further than 50m from the entrances to a building or open use.
- In a car park, there should be a 1200mm transfer zone on a level surface next to each bay and a 1200mm safety zone for unloading at the rear of the bays.

- Where the transfer gangway doubles as a pathway from the car park, any slope, kerb ramp or bollards to guard the pathway that are within the transfer gangway, should be positioned less than 1000mm from the head end of the bay.
- Each bay should have a permanent driver-eye-level sign stating that the bay is reserved for blue-badge holder disabled motorists.

Design of an Accessible Car Parking Bay

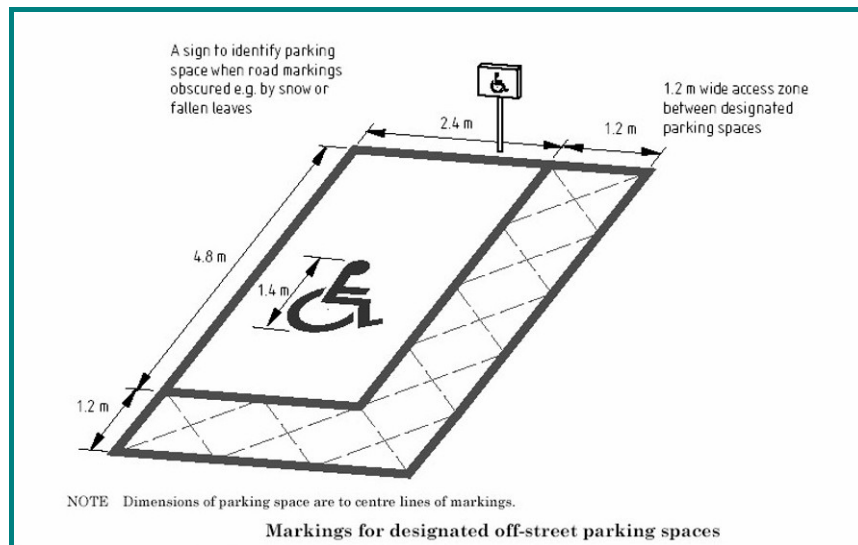


Diagram 4

Car park barriers

Car parks with pay-on-exit barriers that offer free car parking to disabled motorists, should display signs to indicate where disabled motorists can obtain exit tickets and have a staff help service lay-by at the barrier exit.

Car park sign

Arrival by Bus or Taxi

Regulations made under the Disability Discrimination Act require new buses, coaches and taxis to offer access for disabled people, so bus stops and taxi ranks should be accessible, and be located as close to main building entrances as possible.

Currently around 14% of adults have a physical disability or longstanding health problem that makes it difficult to go out on foot, or use public transport. Disability Rights Commission has said that transport journeys “rely as much on the accessibility of the street and bus stop infrastructure as on the accessibility of the bus” and that “In

many cases the absence of safe road crossing to allow people to access the bus stops will provide a sufficient deterrent”.

Accessible Bus and Taxi Stop

The Government Social Exclusion Unit (Final Report on Transport and Social Exclusion, February 2003) indicate that Local Planning Authorities should be actively involved in seeking to encourage developers’ proposals to fill gaps in transport provision. The Department for Transport (in “Inclusive Mobility- a guide to best practice on access to pedestrian and transport infrastructure” - 2002) recommend:

The surface of a bus passenger waiting area should be 160mm - or at least a standard vehicle kerb height (130mm) - above the vehicle surface.

- In residential development, bus stops should be positioned no more than 400m and - where possible 200m - apart.
- There should be clearance of 2m (minimum 1m) behind or in front of bus shelters for passing pedestrians, and an open boarding area at least 2m by 2m onto which an on-board bus ramp can be lowered.
- Bus shelters should have accessible 470- 480mm height seating, and a 1.2m by 1.2m clear space inside for a wheelchair or buggy user to turn into, past seated passengers.
- Open-fronted bus shelters should be placed on pathways that are 3.7m-4.7m or 3.0m-4.0m wide, depending on whether the closed side is at the back of the footway, or is closest to the carriageway, and with any closed end wall at the downstream end of the shelter.
- Bus stops on opposite sides of a road should be positioned so that buses stop tail to tail, preferably 40m apart, and should have a kerb dropped crossing between them.
- Bus shelters should be designed to respect and enhance the local environment and provide a safe environment for users.

Accessible bus shelter

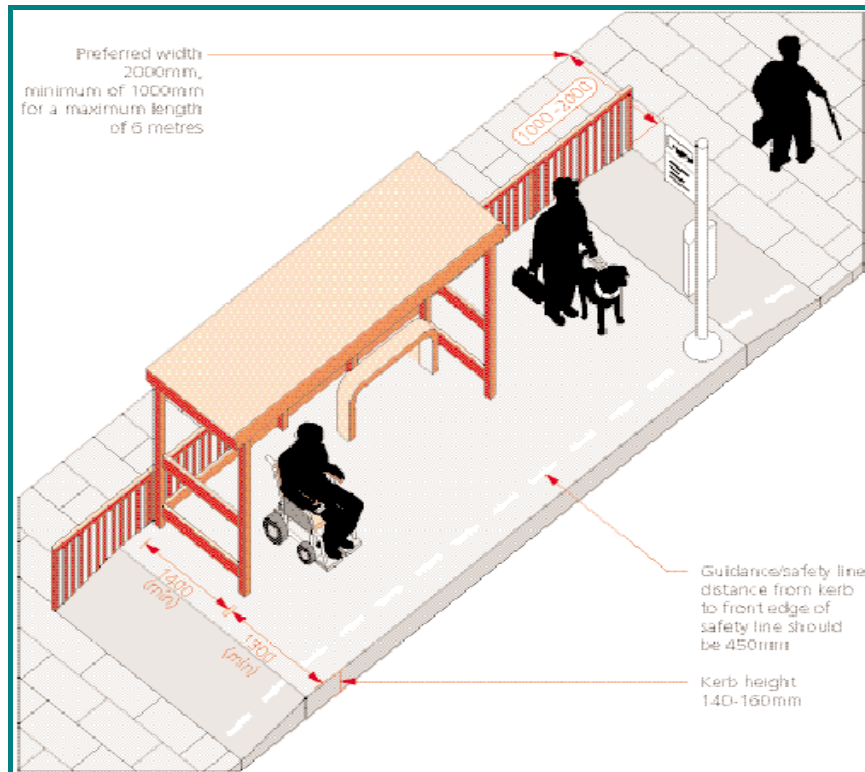


Diagram 5

Accessible Setting-Down Point

A setting-down lay-by will permit disabled people to transfer from private cars, saloon-type taxis or taxis with a rear access ramp or lift, onto the road surface, and from there onto the pavement. Where practicable, the setting-down point should be covered.

- An accessible setting-down point for disabled people should be close to the entrance to a building or use.
- A setting-down lay-by should be wide enough for safe transfer out of the vehicle, and if kerbed along its edge, have a flushed dropped kerb with tactile paving behind the stopped vehicle. The dimensions for cars are shown in diagram 2. The dimensions for minibuses should be greater.

Accessible Paths and Pathways

Disabled people require surfaced pathways to be designed to allow for their practical use and for other pedestrians to pass. This should include all paths not adopted as public highways that people will use to access buildings or places whether as visitors, customers, or staff.

-
- The design of landscaping should not impair the personal safety of disabled people, and should be planned to be below 600mm or above 2000mm in height where children and people using wheelchairs need to see, or be seen, e.g. at access ways, entrances and road junctions.
 - Accessible paths should be hard surfaced or compacted so as to be firm without trips or gaps in paving.
 - Cross fall gradients should be less than 1 in 40.

Where pedestrian paths such as footways are kerbed at the sides e.g. along roads and cycle ways, there should be an accessible kerb ramp with flush-dropped kerbs, every 100 metres.

Where cyclists and pedestrians are to share a path creating a route through new development, or to a school or shopping centre, there should be separation between the cycle side and the pedestrian side of the path. If at the same level, there should be paving and a tactile white dividing line, which visually impaired people can detect with their feet. On the pedestrian side, the path should be at least 1.5 metres wide (or 1.75 metres wide where there is a wall or fence at the side).

Path width

Pedestrian paths which are not to be adopted as a public highway should be at least 1.8m wide. They should be 2.0m wide where they are to be adopted as a public highway. Pedestrian paths can only be narrower than 1.8m wide in the following situations:

- Paths may be 1.5m wide;
- where a path leads from a staff car park to the entrance of a building, or from a residents car park to the residential development it serves;
- where an access path in a residential development serves more than one dwelling or provides the accessible route to a new house whose unstepped entrance is at the rear;
- and between a row of ram raider bollards and a shop frontage.
- 1.2m wide where a path is ramped and is by-passed by a flight of steps for walking people.
- 1.0m wide where a path passes through an opening or gateway, or between pairs of bollards.

Accessible Gates

In open spaces, outdoor learning and recreation areas on school sites, and along routes in the open country side, paths laid for access should have a firm or compacted self-binding surface, and be reinforced around gates where stock may gather.

- There should be hard slopes up to boardwalks and areas of decking and there should be gaps of less than 5mm between boards.
- An accessible gate should have a clear opening width of at least 1.0m when stood open, self-closing hinges, and a light action latch easily reached from both sides.

Stiles, wheelchair kissing gates and gates fitted with heavy springs do not provide access for all users. BS5709:2001 gives further information.

Accessible Gate (Centrewire)



Accessible Gate (Centrewire)

Warning Surfaces on Paths

Tactile warning surfaces should be laid to warn people with a visual impairment of hazards ahead. The standard surfaces listed below are specified in the advisory document “Guidance on the Use of Tactile Paving Surfaces” (DETR 1998), and in Part M of the Building Regulations, (2004 edition).

- Road edges which are not kerbed, or which have up-stands less than 25mm high;
- The position of a pedestrian button controlled road crossing;

- The edges of vehicle crossings which are heavily used by traffic, e.g. crossings into shopper car parks, petrol filling stations;
- Descending flights of steps;
- At the beginning and end of the pedestrian and cycle sides of a cycle path that pedestrians and cyclists share;
- The tactile white line used to separate the cycle and pedestrian side of a shared cycle path (12-20mm high as specified in Traffic Sign Diagram 1049.1);
- At the end of a footpath which leads directly onto the cycle side of a shared cycle path;

The length of tactile warning paving must be enough to be detectable in time by a walking person, and continuous when dividing a shared cycle track (except where there are breaks for drainage, and where paths join the cycle side of the track). Tactile paving should be 1.2m long where it marks a road edge directly across the line of travel, and otherwise should be 0.8m long.

Tactile Warning Surface

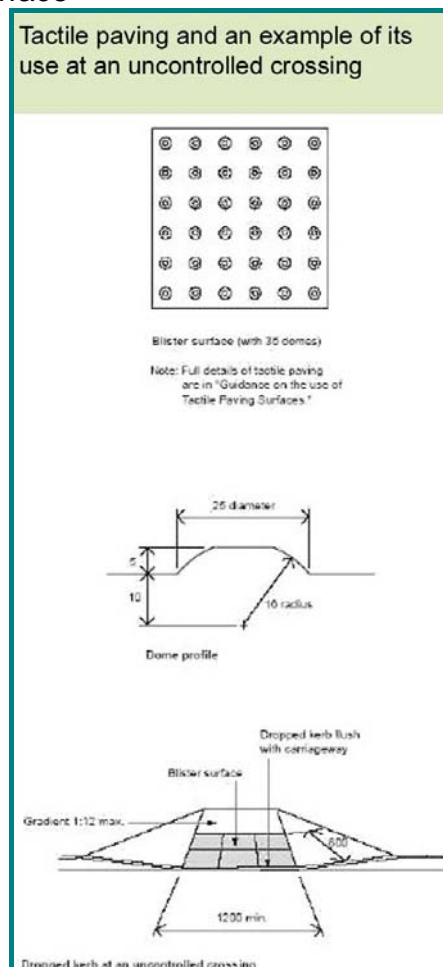


Diagram 6

Tactile Warning Surface at Pedestrian Crossing

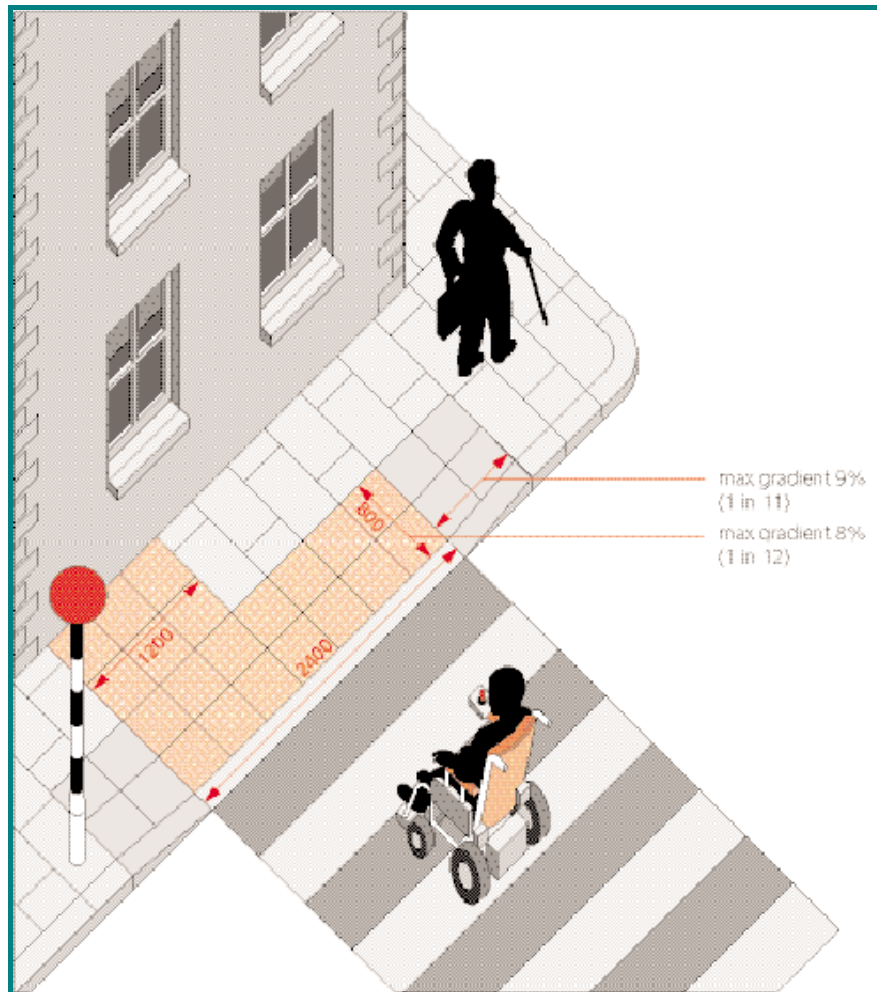


Diagram 7

Road edges and crossings

An accessible kerb crossing is one that is safe for pedestrians who use wheelchairs.

- The top face of any lowered kerb should be fully flush (within +/- 6mm) with the road, or car park surface to be crossed.
- Half battered kerbing, granite setts, low-rise vehicle cross-over blocks, and bull-nose kerbing with more than 6mm of the bull-nose exposed, should not be used where pedestrians need to cross.
- Where kerbs are lowered, there should be a level surface 0.8m wide behind kerb ramps cut into the pavement, that is clear of any road edge tactile paving.

A road junctions, pedestrian kerb crossings should be positioned just clear of the radius kerbing at junctions, so that people using wheelchairs may cross without turning into the path of passing traffic.

Tactile warning Surface at road edge



Accessible seating

Paths sloped less steeply than 1 in 20 do not require rest landings, but should provide accessible seats at intervals for people walking who are disabled, or frail, to use.

-
- An accessible seat should have a seat surface 470mm high, with side arms at each end projecting forward of the front edge, and heel space below to help people get up.
 - There should be contrast markings on the seat to distinguish it for people approaching it along a path.
 - If set back from a pathway the seat should have a flat space 1.0 m wide at one end that extends 1.2m back from the front of the seat, where a wheelchair user can sit.

Accessible cycle barriers

Barriers used to slow or dismount cyclists at the ends of paths will require the path to be widened to 3m, to allow barriers to be staggered 1.5m apart. The barriers used should have tapping rails so people using long canes or guide dogs can detect them and have sufficient space for pavement scooters, manual and powered wheelchairs to pass. The design should be appropriate for the local environment.

Accessible Cycle Barrier

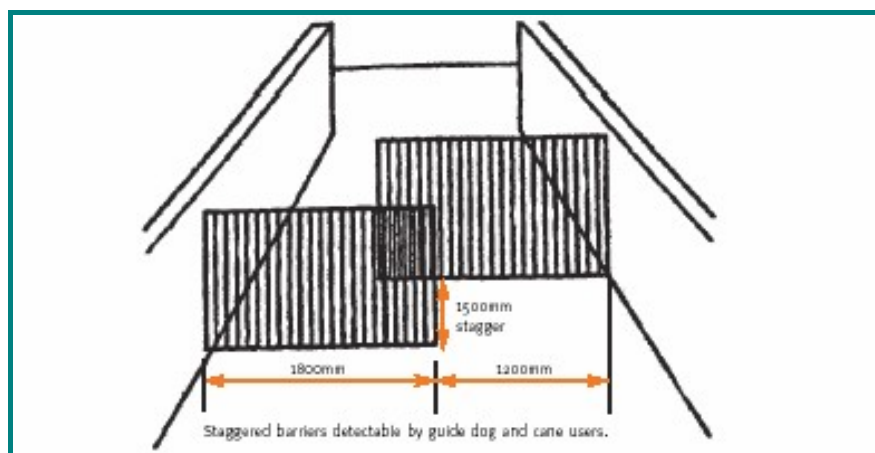


Diagram 8

Accessible Cash Dispensers

The style and design of cash dispensers can vary considerably, but a hole-in-the-wall cash dispenser is accessible to everybody if it is sited and leveled for operation by seated and standing users. The ATM should be canopied or out of direct sunshine where practicable, and if it is not possible to access an ATM inside.

- Keypads, screens, controls and slots should normally be less than 1200mm above ground

- To be visible, screens and keypads should be no higher than 900mm if angled at or near the horizontal. Further guidance on reaching heights is given in BS 8300: 2001.

Accessible ATM Machine

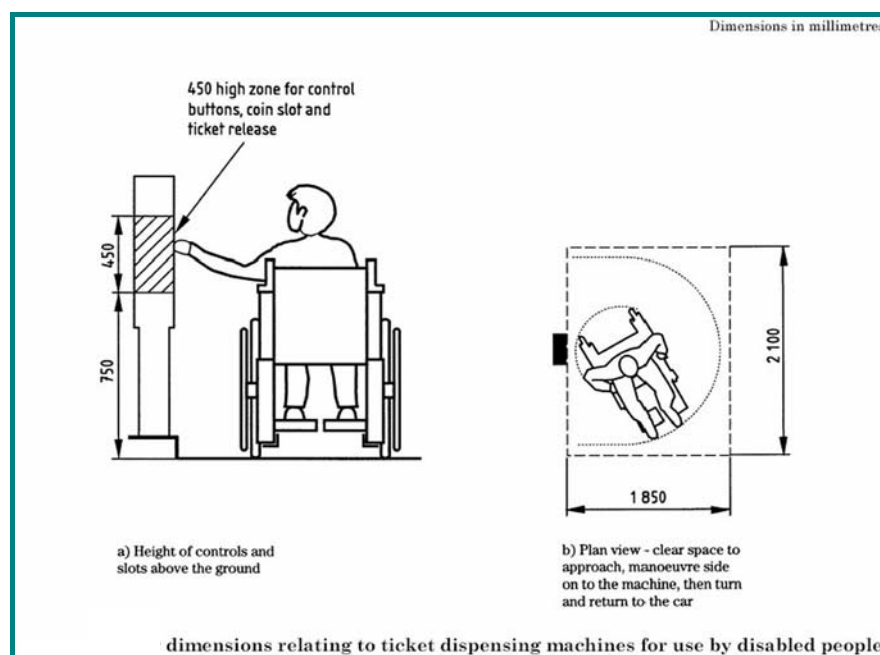


Diagram 9

Street Furniture

Street furniture should be positioned taking into account the needs of disabled people. The Council's standards for accessible path and path way widths, accessible seating, the detailing of ramps, steps, stairs and their associated hand-railing should be followed.

It is also important for poles, standards, bollards and litter bins to be detailed so as to be detectable by blind people using dogs or long canes, and by those people who have impaired sight. The general principles are:

- Overhanging furniture fixed onto the ground should have skirting, or be designed to present a detectable surface to long canes. Bins should not be mounted on a single, central leg.
- Furniture should be grouped away from main paths of movement. It should be sited close to buildings used as shore-lines by blind people, but well clear of shop fronts (see diagram 5).
- Loose, or moving furniture such as street cafe tables, should be confined into areas around which there is a detectable rail, or fence. To be detectable a kicker or kerb should be at least 100mm high and the lower edge of a tapping rail should be 150mm - 300mm high.
- Poles, columns, or street furniture that is not itself very brightly coloured, should be striped, or banded in a contrasting hue around its edge, or have a collar or band 150mm wide at a height of 1500mm from the ground in the case of tall objects.
- Street information point screens should be positioned to be out of direct sunshine.
- All bollards should be a minimum of 1000mm high.

Accessible Counters

Where appropriate to planning, e.g. where there is a snack bar development providing an external counter, the counter should be 1000mm along its length. Alternatively there should be a section of the counter provided at 800mm with a 700mm high, 500mm deep, knee-hole underneath for wheelchair users.

BS 8300: 2001 advises that at reception desks and counters, there should be writing surfaces at two heights (760mm and between 950mm and 1100mm), and that knee-holes should be staggered so that wheelchair users can serve behind counters, as well as be served from the front.

Accessible Counter



The reception desk is designed for use from both sides by people using wheelchairs

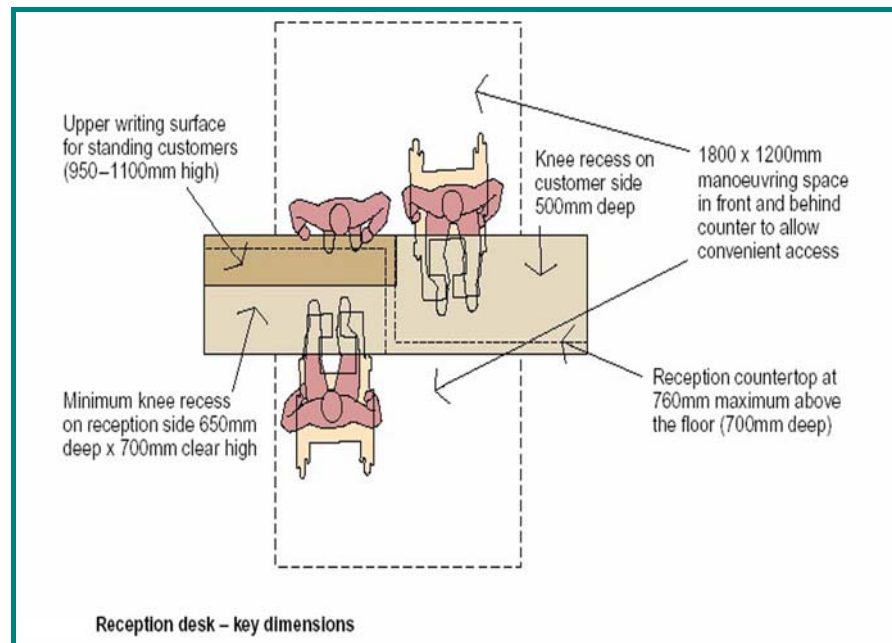


Diagram 10

9.2 Access into Buildings

Accessible Ramps

Some disabled people need to use ramps to overcome changes in level, but many who walk and find longer ramps or slopes too difficult will require steps.

It is essential for pupils in mainstream schools who are training to use new mobility aids to have safe and independent mobility around the school environment, and into all school building entrances.

The maximum gradient accepted by the Council for a ramp is 1 in 10, e.g. a kerb ramp, providing the ramp is no longer than 1.2 metres. A ramp is not required where the gradient is less than 1 in 20. The surface of an accessible ramp should be at least 1.2m wide (1.0m between handrails) and should have:

- Half landings which maintain the width where the ramp turns;
- Landings at each end of the ramped approach, which are 1.2m long, clear of any outward door swings and of any tactile surfacing used to highlight roadway edges and descending steps;
- Ground banked up to the ramp edge, or have a solid balustrade or handrail with a kicker or kerb at least 100mm high where full-height guarding is required, or a 550mm high wall or decorative guarding panel as a detectable barrier, on any raised edge;
- Accessible steps with handrails as an alternative for walking disabled people if the overall rise of the ramped approach is more than 250mm and an accessible passenger lift if the overall rise of a series of ramps is more than 2.0m.
- External ramps will only be considered where the access requirements can not reasonably be met internally. The design of all ramps will be required to respect and enhance the local environment and not create obstructions or difficult spaces.

Accessible ramp



- Handrails 900-1000mm high on each side of the ramp where there is no stepped access, and on each side of a school site ramp;
- At least one handrail to a ramp that may be slippery when wet;
- Rest landings 1.5m long where possible, to meet BS8300:2001 guidelines, at the intervals given below (see diagram 6). The maximum intervals for Disability Discrimination Act compliance as at May 2002 are given in brackets:
 - 1 in 12 ramp. Landing every 2m (maximum 5m), or 170mm rise
 - 1 in 15 ramp. Landing every 5m (maximum 10m), or 300mm rise
 - 1 in 20 ramp. Landing every 10m, or 500mm rise.

Ramp Gradients

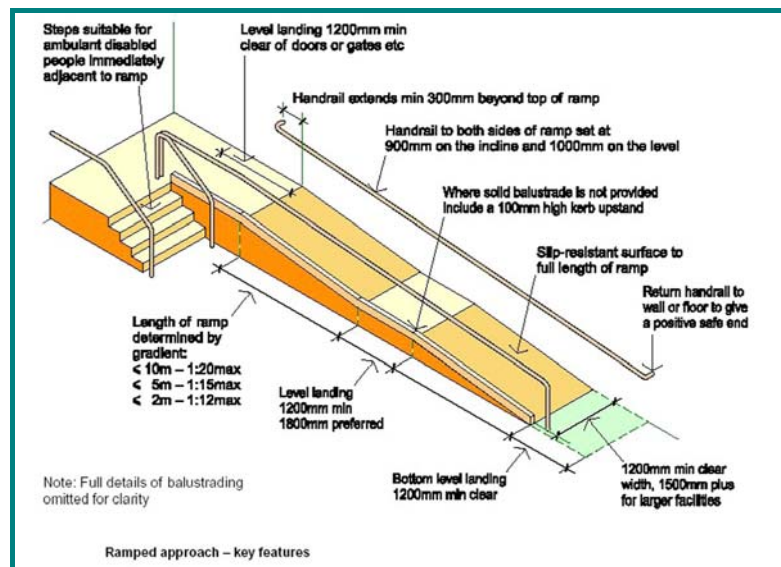


Diagram 11

Handrails to ramps and steps

Accessible handrails should give a continuous grip on either side of a ramp or flight of steps, (see diagram 7). They should extend 300mm running forward beyond the top and bottom of every ramp leg (or flight of steps) in the direction of travel, and be fixed 900mm above the ramp (or step nosing line), rising to 1000mm above (and continuing around) a raised landing.

- Handrails are easier to grasp if made of, or coated with, a material that is not cold to the touch.
- Galvanised handrails with gaps in the handrail, or with raised joints that project above the handrail surface, should not be used.
- On a primary school ramp or flight of steps, there should be a second handrail each side 600mm high, with panel guarding or a wall just behind to prevent it being climbed on.

Handrail dimension

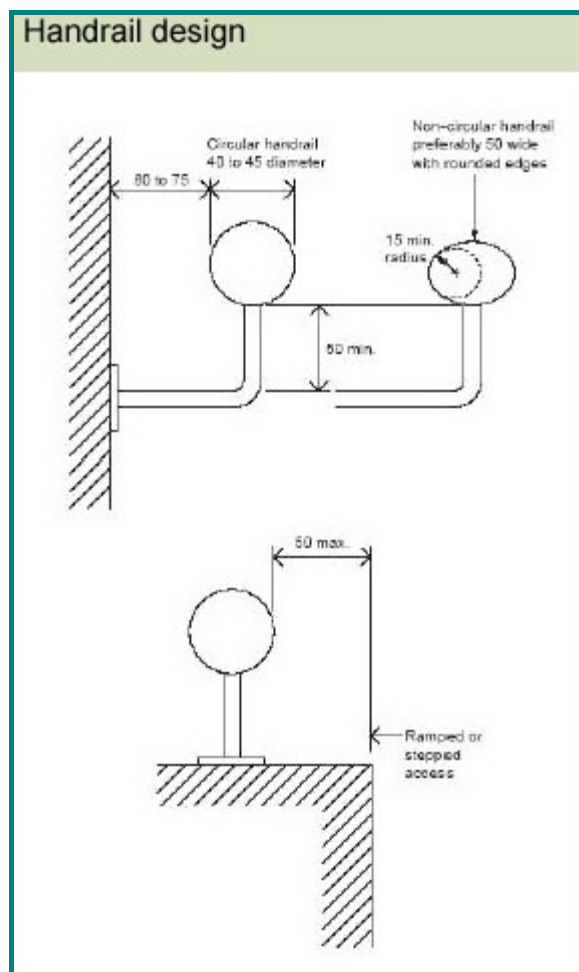


Diagram 12

Accessible Steps

Accessible steps should have a 1.2m long top landing above the highest riser which incorporates a standard 800mm length of “corduroy” paving set 400mm back from the top step, to warn blind users of the hazard ahead.

- Accessible steps should have a half landing every 12 steps, risers of 150mm to 170mm, and treads which are no shorter than 250mm or longer than 400mm.
- Step nosings should be well lit, with handrails, nosings and risers visibly contrasting for the safety of people with visual impairment; the step nosing should not overlap the step below, or if it does, by no more than 25mm.
- Risers should be closed.
- There should be handrails each side of steps (or a central handrail).

Accessible doorways

Disabled people need building entrances and exits that are level, and that have doors and lobbies sized for their use and for people with small children. Whenever a main or secondary entrance is altered, this is an opportunity to make it possible for disabled people to begin to enjoy the same access as other users. Accessible entrances should have:

- Level thresholds, level approach landings which extend 1.2m clear of doorswings, and lobbies which are large enough to allow clear space of 1570mm by 750mm so that a wheelchair user, or wheelchair user with an assistant, will not be trapped between the swings.
- Entrance doors, whether the door is side-hung or pivoted, that give a clear opening width of 800mm measured from the face of the door when stood open.
- Double doors that have a combined clear opening width of at least 1000mm, whilst maintaining a clear opening width of at least 800mm through just one door when used on its own by a disabled or frail person.

Doors in accessible entrances should have vision panels extending at least from 800mm down to a point 500mm above the floor, and from 1150mm up to a point 1500mm above the floor.

Doors or side panels that are fully glazed should have coloured or contrasted warning stripes on the glass at a height of 1050mm and 1500mm above ground.

Where there is a change in levels at an entrance, a short ramp (or ramp with steps, or short rise lift), can be provided inside or outside the entrance, in each case with a landing for turning clear of door swings.

Automatic Door

The main public or visitor entrances to a building should have automatic or power assisted doors if wind or other considerations require a door closer operating with a force greater than 20 Newtons (30N if the door can be swung open in either direction), or if the entrance is used by large numbers of people.

- Revolving doors are not accessible to all disabled people, so there should be an adjoining door fulfilling the access criteria above.

Automatic doors



Secondary Entrances

In public and multi-use buildings it is important that all secondary entrances and exits are accessible, with refuge terraces at exits served by steps wherever ramps would not be feasible. This allows for flexibility in the future use and subdivision of uses in the building, without disabled people being restricted in their access to the building.

Floor levels

Where buildings are extended, floor levels should be maintained between the original and extended parts, or short rise vertical lifts (see below) with a platform size of at least 1050mm by 1250mm should be installed (1050mm by 1500mm where people are to bring pavement scooters into the building). This avoids disabled people having to leave the building and re-enter it through another entrance.

Platform lift at Co-op, Lazonby



Accessible lifts

All enclosed public user lifts, lifts for access to and from car parks, and lifts that people may use for access and mobility outdoors should provide the facilities for disabled people, and for any carers and personal assistants who travel with them, that are specified in BS 8300:2001 and BS EN 81-70:2003. Lifts converted to serve uses for which planning permission is required should also be updated to these standards. All lifts, and their enclosures, should be designed to respect and enhance the local environment and be to relevant safety standards.

- Where a lift is unenclosed, there should be space on the lift platform, or on steps immediately alongside, that a carer or personal assistant can use. Open lifts should be no smaller than 1050mm wide by 1250mm long internally (or 1050mm wide by 1500mm long where people are to use pavement scooters inside a building).
- Open lifts should have turning space on the landings, and gates no narrower than 800mm. 3.14 More spacious lifts should be offered than lifts to the minimum size in Approved Document M (1100mm wide by 1400mm car size) where lifts this small are inadequate to provide inclusive service. Examples would be lifts attracting heavy use, lifts in multi-level shopping centres, and lifts serving outdoor uses where people may rely on pavement scooters for mobility.

Lifts larger than this minimum should normally:

- Be no smaller than 2000mm wide by 1400mm long and
- Have entrances that are 1100 mm wide, or at least 900mm wide (recommended in the ISO 4190-1:1999 international standard).

Large Lift

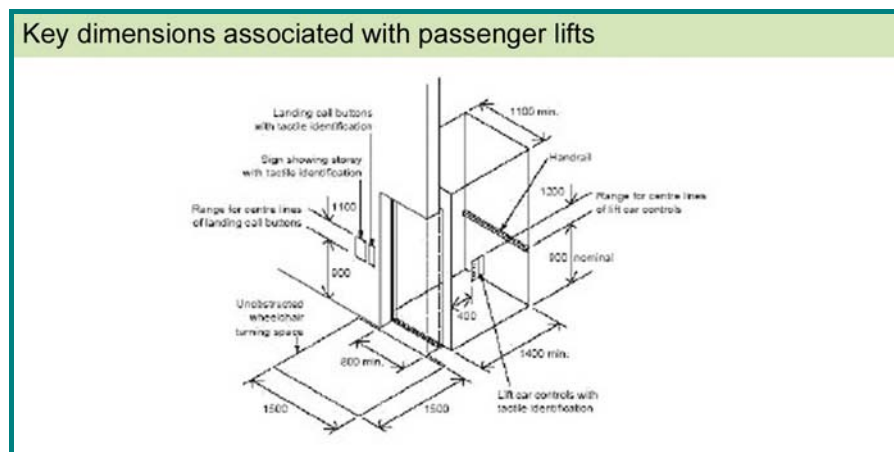


Diagram 13

Accessible Call Bells and Entryphones

BS 8300:2001 gives guidance on the design of controls and security devices at entrances.

- Call bells and entryphone call buttons should be fitted no higher than 1200mm, and card swipes between 950mm and 1000mm.

- Door entry keypads, and other controls that require precise hand movement, should be between 750mm and 1000mm above ground level.
- Call bells should have a light to indicate that the bell is working, and entryphones an LED display at 1200mm above ground to indicate to people with a hearing impairment when the door lock has been released.
- Panels and fascias carrying Braille information should have a notch cut into the left hand edge level with the text so that the text can be located with the hand.

Internal facilities

The internal design or redesign of a building may in turn affect a matter that is material to planning. Examples are the size of an extension, alteration of a façade, or the feasibility of new planning use for an existing building.

Where this is so, it will be the provisions of BS 8300: 2001 that will provide the benchmark for accessibility, in the absence of other information provided by the applicant.

Building Act Controls will determine how alterations are designed in some cases. The standard Building Act size of a unisex accessible toilet (one that has an out ward opening door) is 1.5m by 2.2m being the same as recommended in BS 8300:2001.

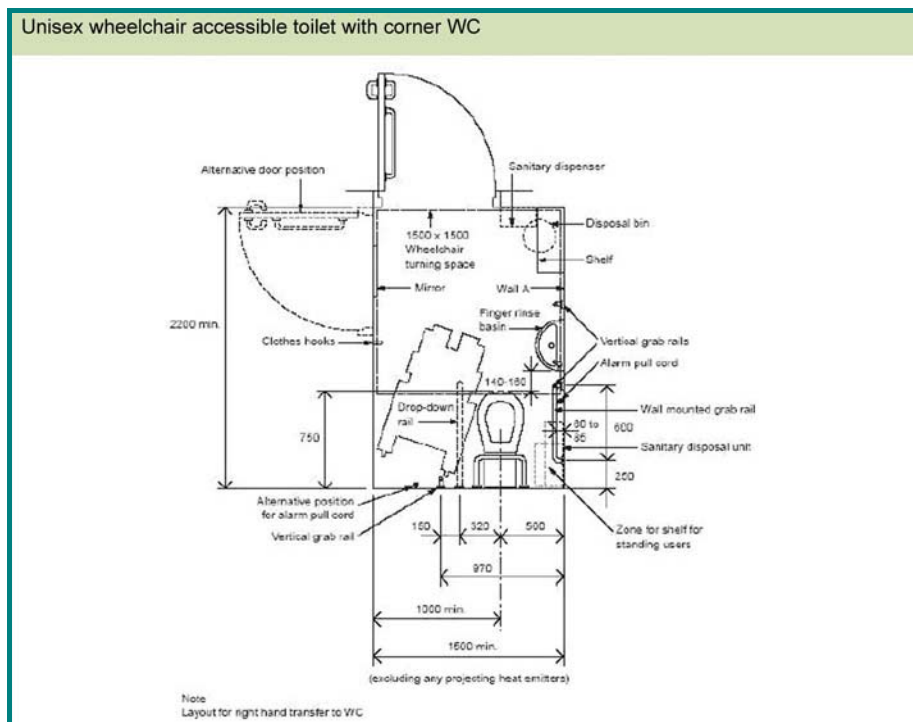


Diagram 14

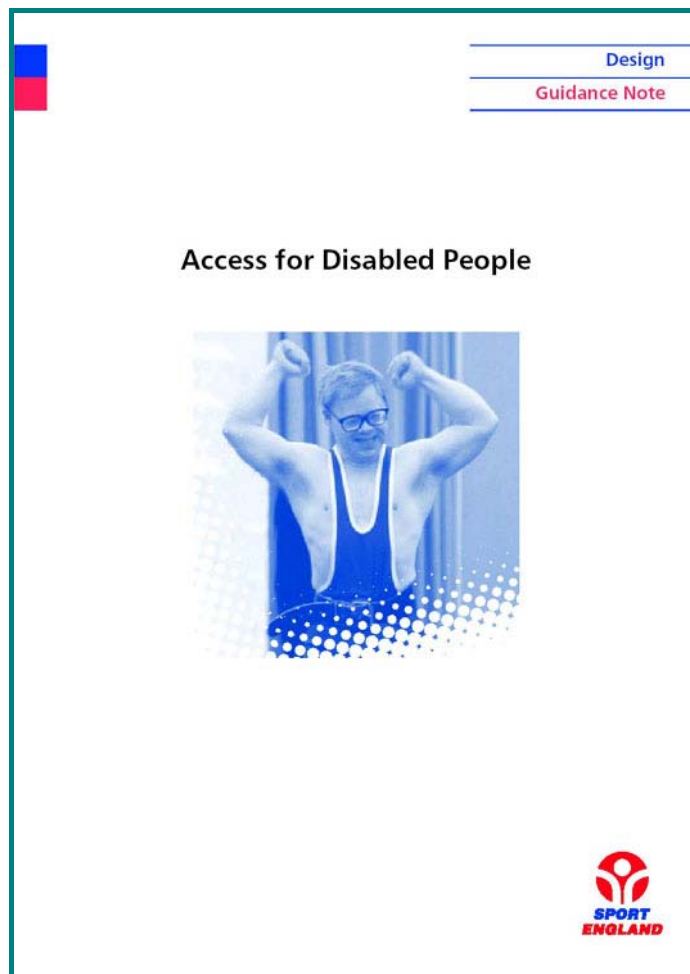
The Disability Discrimination Act will require some buildings to be altered internally after October 2004, and many workplaces will need to be modified at some time to meet the needs of an individual employee.

These obligations to alter buildings and the environment apply to a wide range of planning use and outdoor land uses. These include hotels, shops, offices, advice centres, schools and conference centres, uses such as country parks and play areas, and facilities such as bus stops and taxi ranks.

9.2.1 Sports developments

Some sports activity requires special building design standards to include for participants using sports chairs - larger doors, playing courts, gates, and changing areas for example.

Developments that propose sports uses should indicate the particular sports uses that are intended, and which criteria are to be followed in the separate national guidance issued by Sport England for different sports in its "Guidance Note: Access for Disabled People" (December 2002).



9.2.2 School developments

The Disability Discrimination Act was amended in 2001 to extend rights for disabled people and the parents of disabled children to access mainstream education.

All new school buildings have to comply with the Building Regulations 2000 and the Education (School Premises) Regulations 1999. Applicants should, however, endeavour to exceed these minimum standards and aim to achieve the highest standards of safe, easy and inclusive access.

9.3 Residential

Part M of the Building Regulations applies requirements to the construction and internal layout of all new dwellings and flats, including, where feasible, one level access entrance to the dwelling from the edge of the site or a private driveway.

This includes a level or sloped pathway from a point of entry (the edge of plot, or a private driveway) to an accessible entrance into the dwelling.

The Part M Approved Document states that the internal layout and construction of new dwellings is a matter for Building Control, and the location and arrangement of dwellings on the site is a matter for Planning.

The Local Planning Authority advises on the external layout, and the slab levels for new residential development. This is so that the maximum number of houses and flats in larger blocks on any site can offer access for disabled residents and their visitors, and so that all paths, footways, shared driveways, open space, play areas, public car parks, school sites and local amenities are accessible in accordance with the guidance set out above.

Where houses front directly onto residential streets, the edges of ramps or steps to front doors should be railed for safety or contained within gated front garden areas.

- Where it is not feasible for level access to be provided at front doors, accessible paths and gates should be provided to an alternative level-access entrance (see Para 2.22).
- Where 4 or more upper floor flats are served by a common stairway it is recommended that a key-holder or passenger lift access should be provided, not only for the occupants but also, for visitors or guests with mobility problems.

Level Access to Front Door



Specialised Housing For Disabled People

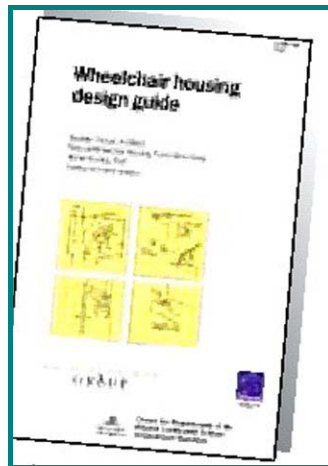
Policy HS6 of the Local Plan states that 'The Council will seek to facilitate, through negotiation, the provision of new housing which is more convenient for disabled people to live in and to visit.' The Council will encourage developers to increase the number of residential units to meet the needs of disabled people who use wheelchairs to move around their homes as well as meeting the needs of other disabled people.

The following criteria will apply to the design of a house, bungalow or flat designed for wheelchair users provided as part of the local housing stock in accordance with this policy:

- 3.6 metre wide parking bay beside front door;
- Accessible paths, and level landings and thresholds to all external doors;
- A 4.2 metres x 5.7 metres internal size garage (where a private garage forms part of the development);
- A hallway 1.5 metres wide, and internal corridors 1.2 metres wide;
- A bathroom, kitchen and bedroom, each with 1.5 metres wheelchair turning circle clear of basic fittings and furniture;
- A bathroom layout that offers standard wheelchair turning and transfer space;

-
- has space for a 400mm long platform beyond the head-end of a standard length bath; and
 - has a built in floor drain facility (possibly below a bath fitting) for a level entry shower if required.
 - A kitchen layout that allows for deep knee holes adjacent to sinks, hob and floor units;
 - In a dwelling on more than one floor, internal walls and walk-in cupboards are arranged so there is a location where a thru-the-floor house lift requiring a structural opening of 1.5 metres x 1.0 metres (or a lined opening of 1.35m by 0.8m) can be fitted between all floors if ever required by a future occupier.

Wheelchair housing design guide



9.4 Historic Buildings and Historic Areas

Eden has many buildings and areas of historic and architectural interest whose character and features it is considered desirable to preserve.

It is also desirable that all people should have safe and uncomplicated access to, and within, buildings. The Disability Discrimination Act brings a legal requirement to take all reasonable measures to make it easy for disabled people to make use of facilities.

Buildings which are officially listed for their special interest must not be altered without Listed Building Consent and Planning Permission having been granted, and there is a presumption against granting consent for alterations which would damage features of interest, or which would reduce the building's architectural or historical value. In seeking listed building consent it is important to provide information about the architectural and historic significance, of the building, and to assess the likely impact of the access proposals in relation to this.

To improve accessibility to, and within historic buildings (without harming character or features), may in some cases require considerable ingenuity and the reorganization of routes, or flexible use of spaces. The best solutions are often simple and understated, or examples of creative flair and good design.

- English Heritage have published "Easy Access to Historic Properties", offering guidance on the issue. The Council's Conservation and Access Officers can also provide advice.

10 Pre-application Discussions

The Council will encourage pre-application discussions with applicants and the planning application forms will be amended to make applicants think proactively about inclusive design early in the design process.

It is a priority that all new developments in Eden integrate the needs of disabled people from the outset of the planning process. Experience has shown that if needs are not fully incorporated at the outset disabled people may not be able to gain access in an inclusive way.

Access issues should be discussed with the planning authority in advance of the application being submitted to ensure that the principles of inclusive design are understood and properly incorporated into the original design concept.

A question will be added to the planning application form to ascertain whether the applicant has properly provided for inclusive access and has provided an Access Statement. The need for, and scope of, an Access Statement' will be discussed and determined at the pre-application discussion.

11 Access Statements

Access Statements submitted with a planning application should identify the applicant's approach to inclusive design, the key issues of the scheme and the sources of advice and guidance used.

Draft PPS 1 states, in Annex C, that local planning authorities should ensure that they have sufficient information on which to make an informed decision on the design, timing and accessibility of each scheme. The Office of the Deputy Prime Minister's 'Good Practice Guide' recommends that planning authorities should reject the registration of an application until a satisfactory Access Statement has been received. This will ensure that access is considered at the earliest possible stage in the development process and that the facilities are designed to meet the highest standards of accessibility and inclusion.

Preparing an Access Statement is not an onerous task as the issues should have been considered throughout the development process. The Access Statement should be seen as a process which evolves with the scheme, taking on board any changes as the scheme progresses and finally added to the building's log book for use by facilities management once the building is in use. As this information may eventually help in Disability Discrimination Act (1995) cases the Disability Rights Commission has produced a detailed note, about Access Statements, which will be available on their website.

The Access Statement should clearly demonstrate the applicant's approach to inclusion and show how all potential users, regardless of disability, age or gender can enter the site, move around the site, enter the buildings and use the facilities. It is recommended that a plan, at an appropriate scale, showing relevant gradients and changes of level is submitted with the written Access statement. This plan should illustrate:

- The main step-free pedestrian routes internally and externally showing how people move up and down as well as around the buildings.
- Access to car parking and public transport facilities
- Staff and visitor entrances
- Other facilities and features including toilets.

The Access Statement should give details of any consultation process conducted with local groups including the local Access Group and the Council's Access Officer. Solutions to providing inclusive access may vary depending on the size, scale, nature and intended use of the building. Where the principles of inclusive design and best practice standards cannot be adhered to, the Access Statement enables the developer to explain the constraints of the scheme and the solutions introduced to overcome the issue and provide a satisfactory outcome.

12 Glossary

Access groups

Informal independent consumer groups, usually of disabled people, who work with local authorities on a range of matters, including planning proposals, relating to inclusive access.

Access statement

A statement prepared by an applicant indicating their approach to inclusive design.

Approved Documents

A series of documents suggesting one possible way in which the requirements of the building regulations might be met.

Approved Inspector

Private sector companies or individuals authorised under the Building Act 1984 to provide a building control service for all categories of work and for any building.

Building Regulations 2002

Regulations arising out of the Building Act 1984 applying to construction work in England and Wales. They are designed to ensure the health and safety of people in and around buildings, to provide for energy conservation and to provide appropriate Access and Facilities for Disabled People.

Building Regulation Consent

A consent formally indicating that a design proposal meets the minimum standards of the relevant sections of the Building Regulations 2002.

Determining Authority

Usually the local planning authority who determine an application for planning permission, listed building consent or conservation area consent. In some cases proposals may be determined by an Inspector following a public inquiry and sometimes by the Secretary of State.

Development

For the purpose of this guide 'development' means the carrying out of any building, alterations or operations that require planning permission (Section 55 of the Town and Country Planning Act 1990). This also includes change of use.

Development Plan

The Eden Local Plan 2006 together with the Cumbria and Lake District Joint Structure Plan 1991-2006 comprises the statutory development plan for the area and details the planning strategy for the district.

Disabled persons

The basic definition of disability in the DDA is 'a physical or mental impairment that has a substantial or long term adverse effect on an individual's ability to carry normal day to day activities'.

Highway Authority

The County Council authority responsible for the maintenance, cleansing, drainage and lighting of particular public highways.

Inclusive Design

Aims to remove barriers which create undue effort, separation or special treatment and enables everyone to participate equally in mainstream activities independently with choice and dignity.

Local transport plan

Local transport plans are five year integrated transport strategies that cover all modes of transport and link them together.

Listed building

English Heritage has the task of identifying and protecting historic buildings in England. The main means of doing this is by listing-recommending buildings for inclusion on statutory lists of buildings of 'special architectural or historic interest' compiled by the Secretary of State for Culture, Media and Sport.

Part M of the Building Regulations 2002

One of the 13 Parts of the Building Regulations that relates to Access and Facilities for Disabled People.

Planning Policy Guidance Notes (PPGs)

These were introduced in January 1988 and encapsulate concise and practical guidance in a clearer and more accessible form than Circulars.

Section 35 (of the Highways Act 1980) Agreement

An agreement whereby a Statutory Highway Authority legally adopts a section of either newly constructed or privately owned highway, obligating that authority to maintain, cleanse, drain and light that highway, usually in perpetuity.

Section 106 Agreement

An agreement under Section 106 of the Town and Country Planning Act 1990 that restricts the development or use of land in a specified way; requires operations or activities to be carried out in, on, under or over land; requires the land to be used in a specified way; and, requires a sum of money to be paid to the authority on a specified date or dates periodically.

Supplementary planning guidance

Policy and/or design guides that supplement other specific policies in a development plan.

13 References

- 1 Planning and Access for Disabled People: 'A Good Practice Guide', ODPM, March 2003
- 2 Building Regulations 2000 – Part M: 'Access to and Use of Buildings', ODPM, 2004 Edition
- 3 British Standard BS 8300: 'Design of Buildings and their Approaches to Meet the needs of disabled people', BSI, 2001
- 4 'Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure', ODPM, 2002
- 5 'Meeting Part M and Designing Lifetime homes', Joseph Rowntree Foundation 1999
- 6 'Wheelchair Housing Design Guide', Stephen Thorpe, National Wheelchair Housing Association Group, Home Housing Trust, BRE 1997
- 7 'Building Sight: A Handbook of Building and Interior Design Solutions', RNIB, 1995
- 8 'Sign Design Guide', JMU Access Partnership and Sign Design Society, 2001
- 9 'Good Practice Guide: Providing Access to public services for deaf people', Council on Deafness, 2001
- 10 'Designing for Accessibility', Centre for Accessible Environments. 2004
- 11 'Pathways to Accessible Housing – a model for local authorities to assess the housing and support needs of wheelchair users', Habinteg Housing Association Ltd and The Papworth Trust, 2001
- 12 Draft PPS6 'Planning for Town Centres', ODPM, 2003
- 13 'Going to Town – Improving Town centres', Department of Transport, Local Government and the Regions, 2002
- 14 Disability Discrimination Act 1995. Code of Practice on 'Rights of Access to Goods, Facilities, services and Premises', Disability Rights Commission 2002
- 15 Planning Policy Guidance Note 17: 'Planning for Open Space, Sport and Recreation', Department of the Environment, Transport and the Regions, 2002

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- 16 'Access for Disabled People', Sport England, 2002
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ODPM – Office of the Deputy Prime Minister

BSI – British Standards Institute

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