

## Foreword

The Swindon Borough Community Strategy, *A Shared Vision for Swindon 2008 - 2030* has at its centre the creation of sustainable communities. Sustainable communities are places in which people want and are able to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, offering equality of opportunity and good services for all.

Planning Policy Statement 1: Delivering Sustainable Development (PPS1) promotes sustainable communities as a fundamental principle underlying planning. Planning and development, which encompasses good access is an essential part of creating sustainable communities.

A key priority for Swindon Borough is to achieve high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes to create an environment in Swindon in which all people have equal, easy and dignified access to Swindon's buildings, places and spaces.

This Supplementary Planning Document will eventually form part of a suite of design guidance that together will comprise the Design Toolkit and with the Core Strategy and Development Management Policies form part of the Local Development Framework for Swindon Borough. As an adopted document it is a

material consideration in the determination of planning applications.

Working to achieve inclusive and accessible environments by incorporating the philosophy and principles of inclusive design into robust planning policies and into decision-making is essential.

Within this Inclusive Design Access for All Supplementary Planning Document (SPD), access considerations and design principles are set out to ensure that access for all is a key consideration in development proposals and is considered at the outset of the design process, and remains integral throughout.

This document has considered views of a range of stakeholders in its drafting and has been locally shaped to reflect this consultation.

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## Section 1: Introduction

### What is Inclusive Design?

- 1.1 Inclusive design is about making places everyone can use and aims to remove the barriers that create undue effort and separation to enable everyone to participate equally, confidently and independently in everyday activities.
- 1.2 The Commission for Architecture and the Built Environment (CABE) sets out the principles of inclusive design as follows:
  - *Good design is inclusive design.* Good design should reflect the diversity of people who use it and not impose barriers of any kind. We all benefit from an environment designed in line with inclusive principles.
  - *Inclusive design places people at the heart of the design process.* Design and development should create spaces and buildings that people can use to form strong, vibrant and sustainable communities. To achieve this, as many people as possible should be involved in the design.
  - *Inclusive design acknowledges diversity and difference.* Good design can be achieved only if the environment created meets as many people's needs as possible.
  - *Inclusive design offers choice where a single design solution cannot accommodate all users.* An inclusive environment does not attempt to meet every need. By considering people's diversity, however, it can break down barriers and

exclusion and will often achieve superior solutions that benefit everyone.

- *Inclusive design provides for flexibility in use.* Meeting the principles of inclusive design requires an understanding of how the building or space will be used and who will use it. Places need to be designed so that they can adapt to changing uses and demands.
- *Inclusive design provides buildings and environments that are convenient and enjoyable to use for everyone.*

1.3 These principles relate as much to the design process as to the final product and equally to management, operation and information.

### **What is the purpose of this Inclusive Design Access for All SPD?**

1.4 The Swindon Borough Community Strategy, A Shared Vision for Swindon 2008 - 2030 has at its centre the creation of sustainable communities. Sustainable communities are places in which people want and are able to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, offering equality of opportunity and good services to all.

1.5 A key priority for Swindon Borough is to achieve high quality and inclusive design for all development, including individual

buildings, public and private spaces and wider area development schemes to create an environment in Swindon in which all people have equal, easy and dignified access to buildings, places and spaces.

- 1.6 Working to achieve inclusive and accessible environments by incorporating the philosophy and principles of inclusive design into robust planning policies and into decision-making is essential. Swindon Borough Local Plan Policy ENV8 (*Access for All*) and Policy DS6 (*Design and Amenity*) currently provide the main policy context in respect of access for all. These policies will be taken forward under Policy DMP1: (High Quality Design) of the '*Revised Proposed Submission of the Core Strategy and Development Management Policies*'. This Inclusive Design Access for All Supplementary Planning Document (SPD) provides further detail on access considerations and design principles in support of Policy ENV8 of the Swindon Borough Council Local Plan 2011.
  
- 1.7 Access considerations and design principles aim to provide the basis on which to ensure that access is considered at the outset of the design process, and it is key that access considerations remain integral throughout the development and be taken forward through building control, management and operation. It is further recognised that if accessible design is factored into the development process as early as possible, it can be significantly more cost effective.



1.8 This SPD is aimed at all those involved in the process of designing and managing change in the built environment, from residents, their agents and architects, to the planning professional and elected Members.

1.9 The document is set out into five sections, as follows:

- Section 1 - introduces the document
- Section 2 - sets out a policy overview
- Section 3 - outlines some access considerations
- Section 4 - provides design principles in respect of inclusive design access for all
- Section 5 - considers delivery of the Inclusive Design Access for All SPD
- Section 6 - provides a brief overview of some further key legislation, regulations and guidance in respect of access for all

## **Section 2: Policy Context**

### **National Policy**

- 2.1 Planning Policy Statement 1 ‘Delivering Sustainable Development (PPS1) emphasises that ‘Planning Authorities should plan positively for the achievement of high quality and inclusive design for all development including buildings, public and private spaces and wider development schemes’.
- 2.2 PPS1 promotes sustainable communities as a fundamental principle underlying planning. Planning and development, which encompasses good access is an essential part of creating sustainable communities. PPS1 states that plans should contain inclusive access policies that promote high quality inclusive design. Such policies should consider people’s diverse needs and aim to break down unnecessary barriers and exclusions in a manner that benefits the entire community.
- 2.3 Planning Policy Statement 3 ‘Housing’ (PPS3): emphasises that good design should contribute positively to making places better for people. It is advised that design policies should be aimed at creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character.

- 2.4 Planning Policy Statement 6 ‘Planning for Town Centres’ (PPS6): states the Government’s objectives to promote high quality and inclusive design, improve the quality of the public realm and open spaces, protect and enhance the architectural and historic heritage of centres, provide a sense of place and a focus for the community and for civic activity and ensure that town centres provide an attractive, accessible and safe environment for businesses, shoppers and residents.
- 2.5 Planning Policy Statement 12 ‘Local Development Frameworks’ (PPS12) states that in preparing local development documents local planning authorities must include policies on design and access in accordance with the Town and Country Planning (Local Development) (England) Regulations 2004.
- 2.6 Planning Policy Guidance 17 ‘Planning for Open Space, Sport and Recreation’ (PPG17) advises that in looking to improve existing open space and facilities local authorities should encourage better accessibility of existing open spaces and sports and recreational facilities, taking account of the mobility needs in the local population.
- 2.7 The Equality Act 2010, which replaces the Disability Discrimination Acts (DDA) 1995 and 2005, is a material consideration for planning and similarly places a duty on service providers to ensure equality of opportunity in employment, education and in the provision of goods,

facilities and services for disabled people. If there are physical barriers preventing disabled people from accessing a facility and service, these may have to be modified to enable people to access the service without experiencing detriment. This needs to be taken into account in the design of new buildings and spaces and the alteration or refurbishment of existing ones.

## **Local Policy**

- 2.8 Policy ENV8 (Access for All) and Policy DS6 (Design and Amenity) within the adopted Swindon Borough Local Plan 2011 currently provide the main policy context in respect of access for all. Policy ENV8: 'Access For All' states *'development proposals should include appropriate provision to allow ease of access for everybody including provision of facilities for disabled people'*.
- 2.9 This 'Access for All' policy is proposed to be taken forward under Policy DMP1 (High Quality Design) of the Revised Proposed Submission Development Management Policies DPD which states *'development must make provision for all potential users to buildings, spaces and the public transport network to ensure the highest standards of inclusive design. It will support choice, diversity, equality of opportunity and prevent the creation of economic, social and physical barriers. This will be assessed in terms of position and orientation of buildings, levels movement networks, street spaces, parking, drop off and collection points, entrances and access, flexibility of design and mix of uses'*.

2.10 The Core Strategy is underpinned by the supporting text of Core Theme Policy 2 (CT 2): *Benefitting from Our Growing Economy* of the 'Revised Proposed Submission of the Swindon Borough Core Strategy Document'. In addition Core Theme Policy 4 (CT4): *Healthy, Caring and Supportive Communities* and supporting text highlights that the needs of the Borough's ageing population and vulnerable members of the community will be addressed through Lifetime Homes and Lifetime Neighbourhoods. Core Theme Policy 7 (CT7): *Keeping Swindon Moving* highlights equality of opportunity and access to services and facilities for all through a range of initiatives including inclusive design.

2.11 This Inclusive Design Access for All SPD provides further detail on access considerations and design principles in support of proposed Policy DMP1, CT2, CT4 and CT7 within the 'Revised Proposed Submission of the Swindon Borough Core Strategy and Development Management Policies'. The SPD on adoption will replace Swindon Borough's Revised Draft Supplementary Planning Guidance: Access for All (October 2003).

2.12 This Supplementary Planning Document will eventually form part of a suite of design guidance that together will comprise the Design Toolkit and with the Core Strategy and Development Management Policies form part of the Local Development Framework for Swindon Borough. As an adopted document it is a material consideration in the determination of planning applications.

2.13 Inclusive Design Access for All should be considered as an integral part of the overall design of proposed development. The emerging 'Design Toolkit' SPD and 'Sustainable Design and Construction' SPD provide further requirements in respect of design, and together with the Inclusive Design Access for All SPD provide guidance to ensure that we achieve high quality, sustainable and inclusive design for all development in Swindon.

## **Section 3: Access Considerations**

### **Design and Access Statements**

3.1 PPS1 places inclusive design as a key element in policies for achieving sustainable development. Section 42 of the Planning and Compulsory Purchase Act 2004 provides the means to ensure that design and access are considered at the earliest stage of development, by means of the Design and Access Statement.

3.2 Regulations as applies to Section 42(1) of the Planning and Compulsory Planning Act 2004 set out requirements for Design and Access Statements (DAS) to be submitted with all planning and Listed Building consent applications with some exceptions including:

- Householder applications, except when they are within a designated area (including a national park, site of special scientific interest, conservation area, area of outstanding natural beauty, world heritage site and the Broads).
- A material change of use of land or building (unless it involves operational development).
- Extensions to the time limits for implementing existing planning permissions.

- 3.3 The access component of the statement must include:
- How access arrangements will ensure that all users will have equal and convenient access to buildings and spaces and the public transport network.
  - Explain the policy adopted in relation to access and how relevant policies in local development documents have been taken into account.
  - Provide information on any consultation undertaken in relation to issues of access and how the outcome of this consultation has informed the development proposals.
  - Explain access for the emergency services and where relevant include circulation routes round the site and egress from buildings in the event of emergency evacuation.
- 3.4 This access component does not extend to internal aspects of individual buildings. Building design and construction is governed by the Building Regulations 2000. Part M Access To And Use Of Buildings of the regulations sets minimum legal standards for access and use of buildings by all building users together with British Standard BS 8300:2009 which explains how the built environment can be designed to anticipate, and overcome restrictions that prevent disabled people making full use of premises and their surroundings.
- 3.5 As part of Building Regulations Submission, an Access Statement relating to Building Regulation requirements should be provided at the time plans are deposited. The Design and Access Statement where required for planning



applications can provide the philosophy and approach to inclusive design adopted within the development and inform the basis for the recommended Access Statement relating to Building Regulation requirements.

3.6 Thus, the Design and Access Statement should be viewed as a document which ‘develops’ with the project over time. Starting at the strategic level, the statement will set out and explain decisions on accessibility associated with the planning and design in addition to the design aspect of the project. By developing a document which is taken forward by those who will undertake the project forward and ultimately the long-term management of the development, the Design and Access Statement process will assist in ensuring that the ‘evolving duty’ placed on service providers, employers and educators under the Equality Act can be better addressed.

3.7 Consultation by the applicant with key stakeholders and users on access issues is essential at the pre-application stage of development proposals to inform the design. Involvement and consultation with key stakeholders is particularly relevant to the major development schemes. Should design and access requirements not be fully considered, this may delay the determination of a planning application.

## **Lifetime Neighbourhoods**

3.8 Lifetime neighbourhoods are at the centre of sustainable communities. Sustainable development also encompasses that our future homes and neighbourhoods work better for everyone, underpinned by the principles of inclusive design, sustainability and participation and that we build neighbourhoods that last a lifetime. This is particularly important if we are to meet the challenges of development and relieve the forecasted unsustainable pressures on homes, social care and health services.

3.9 Lifetime neighbourhoods are welcoming, accessible, and inviting for everyone, regardless of age, or health, or disability. They are sustainable in terms of changing climatic conditions, and provide housing, transport services, public services, civic space and amenities which make it possible for everyone to take part in the life of the community around them.

## **Lifetime Homes**

3.10 Lifetime Homes aim to ensure a home is flexible enough to meet the existing and changing needs of most households, from young families to older people and those with temporary or permanent physical impairments. The Lifetime Homes Standards are a series of sixteen design features/criteria intended to make homes more easily adaptable for lifetime use. Each design criteria adds to the comfort and

convenience of the home and supports the changing needs of individuals and families throughout the different stages of life. The sixteen Lifetime Homes standards are detailed in Appendix 1. The Lifetime Homes Standards have been put forward as best practice to enhance choice, independent living and help create more inclusive and sustainable communities. The standards are included as an element within the Code for Sustainable Homes (CSH), which aims to achieve a step change in delivering truly sustainable homes and includes environmental and access considerations.

3.11 The '*Revised Proposed Submission Document of the Core Strategy and Development Management Policies*' will implement the Lifetime Homes standard through the introduction of the Code for Sustainable Homes into planning policy. Work is underway on an updated Sustainable Design and Construction SPD in line with current research and legislation which will set out the method and timescale for implementation of the Lifetime Homes standard.

### **Wheelchair Accessible Housing**

3.12 Policy H11 of the adopted Local Plan 2011 requires 'Proposals for 50 or more dwellings shall only be permitted where at least 2% of the dwellings are suitable for occupation by wheelchair users.' This policy is taken forward as set out above within the '*Revised Proposed Submission Development Management Policies DPD*' as Policy DMP7: Affordable Homes and Wheelchair Accessible Housing.

- 3.13 Dwellings built to wheelchair housing standards should be designed specifically to meet the diverse and changing needs of wheelchair users and the multiplicity of impairments that some wheelchair users experience. Lifetime Homes, while suitable and offering choice for some people with impairments, will not have the additional spatial requirements all wheelchair users need to access every room and facility of the dwelling.
- 3.14 Lifetime Homes and wheelchair housing do have features in common, but there are important differences and more detailed requirements for wheelchair housing that will usually make the footprint of a dwelling to wheelchair housing standards different to that of other dwellings.
- 3.15 Guidance as relates to wheelchair accessible housing is attached as Appendix 2 and is based on the Wheelchair Housing Design Guide as detailed within Section 6, Further Legislation, Regulations and Guidance of this SPD.

## **Street Design**

- 3.16 Manual for Streets (2007) provides the most recent technical guidance as relates to transforming the quality of our streets to create high quality places. It provides that streets should not be designed just to accommodate the movement of motor vehicles but also be designed with a high priority on meeting the needs of all pedestrians, cyclists and public transport users, so that growth in these modes of travel is

encouraged. It provides that street design should be inclusive, thus providing for all people regardless of age or ability.

3.17 Policy T1 of the adopted Swindon Borough Council Local Plan 2011 provides policy guidance on the provision of access to and within a site, to public transport and the pedestrian and cycling network. This policy is taken forward within the '*Revised Proposed Submission Development Management Policies DPD*'. The 'Movement' principle of Policy DMP1: states '*development must be well connected with the surrounding network, permeable and enable ease of movement within the site. It will provide a mix of uses and allow a range of travel options to enable choice and support active lifestyles. Development must balance vehicular movement with other transport uses without compromising the quality of the local environment*'.

3.18 An important consideration is how proposed development connects and provides access for all not only to local transport, but also other community facilities including open space, leisure facilities, education and community buildings, libraries and shopping centres to provide Lifetime Neighbourhoods.

3.19 Wherever possible, when a development is in the construction phase or prior to adoption of streets and public realm, every effort should be made to ensure access for all.

## Shared Surfaces

3.20 Shared space provides different street users with equal entitlement and priority to space. It serves to combine rather than separate the functions of the street. Shared surfaces are a design feature, which can be used in shared spaces. A shared surface features no demarcation of users by level. It may be uniform or differentiated by texture, colour or the placement of street furniture.

3.21 It should be highlighted that shared surfaces can present a major barrier to access for a range of users, including those with visual and hearing impairment, learning disabilities and children. This is further highlighted in the Manual for Streets (2007). In design terms, shared surfaces should only be considered where the approach can be justified and through the necessary consideration of potential barriers to access. The use of shared surfaces in key areas needs to be considered in-depth, as in these instances, shared surfaces can be major barriers to access and safety.

3.22 Good design is therefore very important and an approach that embraces the vision and purpose of each particular shared surface will form an essential 'design' framework within which to work. The detailed design of particular schemes must consider the needs of all including the provision of sufficient (navigational) cues to ensure all users can access the space safely and comfortably.

3.23 Consultation with key stakeholders and users is essential when any shared surface scheme is considered in key areas, such that the design of the development ensures access for all users.

## **Section 4: Access for All Design Principles**

- 4.1 A further access consideration is design for access for all. The following design principles aim to ensure that we achieve high quality and inclusive design for all development. These principles will be used to assess development proposals to ensure access for all, and as required by Design and Access Statement requirements as set out under paragraph 6.5.

### **Design Principle 1 • Position and Orientation of Buildings**

**New buildings, where possible, shall be required to be designed, positioned and orientated within a site to achieve an accessible approach to the entrance.**

- 4.2 To create an inclusive and accessible environment, the composition of the development must be considered from the outset of the design process. Consideration must be given to the integral relationships between the position and orientation of buildings in conjunction with the topography, pedestrian routes, access roads and parking areas whilst also addressing other design, safety and sustainability requirements.



### **Design Principle 2 • Movement Networks**

**The design of all developments must consider existing movement networks and seek to provide safe and suitable routes to all buildings and spaces within the site. This must include routes from the site boundary and facilities throughout the development, such as car parking and drop-off points, to ensure an inclusive environment.**

4.3 The layout and design of movement networks throughout the site must be considered as an integral part of the design process and not just incorporated as an afterthought at the development proposal stage. The development must be served by an arrangement of safe, clearly delineated and segregated pedestrian routes. As far as possible, access should be level or near level on all principal routes within the development. This should include routes from all entrance points of the site, the approach to buildings and spaces and the routes between all key features. The design of routes should take into account the needs of all users, especially pedestrians (with a range of abilities) and cyclists. Developments must also connect satisfactorily with surrounding developments and the public transport infrastructure.

### **Design Principle 3 • Inclusive Spaces**

**Spaces within the public realm must be inclusive and ensure the highest quality design to provide functional, safe and attractive spaces for all.**

4.4 Inclusive design does not just relate to buildings and their approach. It also applies to spaces within the external environment and specifically to the public realm. The public realm incorporates all spaces to which the public has open access. The design of the external environment is a fundamental part of every development and must be considered from the outset. Inclusive spaces have an important role in linking all parts of the built environment together. Therefore the overall composite design of buildings and spaces are key to enabling access for all.

**Design Principle 4 • Parking**

***Design Principle 4a • Parking at New Developments***

**The minimum number of disabled parking spaces and other parking facilities as set out in the SBC Technical Guidance on Parking Standards: Development Control Guidance Note (DCGN) will be required in all new developments.**

***Design Principle 4b • Parking at Existing Developments***

**Applications to alter or extend a property will be required to retain any existing disabled car parking provision and should, wherever possible, bring the provision of disabled car parking and other parking facilities to the standard set out in the SBC Technical Guidance on Parking Standards DCGN.**

4.5 To ensure that an inclusive environment is achieved, parking spaces suitable for users with special parking requirements, such as those with disabilities or parents with young children, should be suitably designed and conveniently located to

serve the main entrances. The building or facility served by the car park should be linked via a route that is free of obstruction and can be easily negotiated. For larger developments, where there is more than one building on site, disabled parking and other car parking facilities should be appropriately distributed across the development.

- 4.6 The design of new developments must also accommodate the parking requirements of motorcyclists and cyclists. In particular, the siting of cycle parking areas must be carefully considered to provide safe and convenient routes from the surrounding cycle network to the pedestrian routes that connect with key buildings and spaces throughout the site.

**Design Principle 5 • Drop off and Collection Points**

**In new non-residential developments drop off and collection points will be required immediately adjacent to safe pedestrian routes and as close as possible to the main entrance of buildings and amenities.**

- 4.7 A designated drop-off point suitable for disabled users should be provided as close as practicable to the main entrance of the (non-residential) buildings or spaces to provide easy access. A safe and accessible pedestrian route segregated from vehicles must link the designated drop-off with the main entrance of the building or space. The drop-off point must be provided in addition to designated disabled parking spaces. Consideration must also be given

to the location of the drop off points so as not to cause an obstruction to other road users.

**Design Principle 6 • Entrances and Access**

**In all developments, including all residential proposals and public buildings, level entrances and thresholds will be required.**

4.8 When designing the layout of the development it is important to consider the location and orientation of any buildings in relation to the site entrance, car parking on site, and the surrounding level of land. These considerations can determine whether a level entrance can be achieved without the need for a ramp. In most circumstances it should be possible to provide a level or suitably ramped approach to the principal elevation of the building. However, due to site constraints, such as topography, it may not be possible to provide an accessible approach to the principal entrance, and in some cases it may be acceptable to provide an alternative level access at the side or back entrance.

4.9 It is important that the entrance to a building is not only physically accessible but is also seen to be accessible. Therefore entrances should be placed in a logical relationship with the routes that serve them and also easily identifiable from the building's façade.

### **Design Principle 7 • Historic Environments**

**Alterations and extensions to historic buildings and their settings should take every possible opportunity to improve access for all into and around the premises whilst having regard to what makes the building and surrounding area special.**

4.10 Buildings of historic and architectural importance, and their settings, all make an important contribution to the cultural heritage and identity of an area. Historic buildings and their grounds should be made accessible to all, wherever possible, without affecting the architectural or historic interest of the area. In most cases, with an imaginative design combined with a flexible and pragmatic approach, access may be improved without compromising the special interest of historic buildings and their surroundings.

### **Design Principle 8 • Emergency Vehicle Access**

**Where required, developments should provide access for emergency services.**

4.11 The requirements for emergency vehicles are generally dictated by the fire service requirements. Providing access for large fire appliances (including the need to be able to work around them where appropriate) will cater for police vehicles and ambulances.

## **Section 5: Delivery**

### **Planning Conditions and Obligations**

- 5.1 Access for all as relates to a development proposal should be addressed through development management policy in respect of design, layout and other access related issues. However, a Local Authority may impose conditions as relates to access where these meet tests as set out in Circular 11/95 - The Use of Conditions in Planning Permissions.
- 5.2 There is a need to ensure new development applies the principles of inclusive design and access for all consideration. This can generate a need for infrastructure e.g. the installation of new pedestrian crossings with tactile paving off-site so that links to the existing footpath networks can be achieved. Such works can often be delivered by a condition. In other circumstances it may be necessary for such works to be secured by planning obligations, where appropriate, providing a financial contribution.
- 5.3 In addition new development can be required to support the delivery of a wide range of infrastructure e.g. public realm, transportation and green infrastructure. Inclusive design principles will need to be incorporated by designers from the outset to ensure that such infrastructure is fully accessible.

## Monitoring

5.4 The Inclusive Design Access For All Supplementary Planning Document will be monitored through the Annual Monitoring Report using key indicators to consider the effectiveness of policy. The Annual Monitoring Report (AMR) contains information on the extent to which the policies contained within the plans and documents in the Local Development Framework are being achieved. It is published in December each year and contains information relating to the year previous to April just past. There are currently two indicators in the AMR that relate to the Inclusive Design Access for All SPD.

- The provision of wheelchair accessible housing provided on sites of 50 or more dwellings. The target is for sites of this size to meet the 2% dwelling requirement. This was a locally defined indicator based on the policy in the Swindon Borough Local Plan 2011, which has been taken forward within the Revised Proposed Submission Document of the Core Strategy.
- Number and proportion of new build completions reaching 'very good', 'good', 'average' and 'poor' ratings against the building for life criteria. This is a nationally defined indicator that all local authorities are required to report on.

## Section 6: Further Legislation, Regulations and Guidance

6.1 In addition to planning policy, access considerations and design principles, various legislation, regulations and guidance as relates to access must also be considered dependent on the development proposal. The following provides an overview of some of the documents to be considered.

- *Equality Act, 2010*

The Equality Act 2010, which replaces the Disability Discrimination Acts (DDA) 1995 and 2005, is a material consideration for planning and similarly places a duty on service providers to ensure equality of opportunity in employment, education and in the provision of goods, facilities and services for disabled people. If there are physical barriers preventing disabled people from accessing a facility and service, these may have to be modified to enable people to access the service without experiencing detriment. This needs to be taken into account in the design of new buildings and spaces and the alteration or refurbishment of existing ones.

- *Planning and Compulsory Purchase Act, 2004*

Provides the means to ensure that design and access are considered at the earliest stage of development, by means of the Design and Access Statement.



- *The Building Regulations 2000. Part M. Access To and Use of Buildings and Approved Document 2004.*  
Provide the requirements and guidance for access and use of buildings and should be taken into account at the early design stage.
- *The Building Regulations 2000. Part B. Fire Safety, Part B5. Access and Facilities for the Fire Service and Approved Documents B.*  
*Volume 1 Dwelling Houses B5 Section 11 and Volume 2 Buildings Other than Dwellings Sections B5 Sections 15-18.*  
Provides the requirements and guidance for the design and construction of buildings to provide reasonable facilities to assist fire-fighters in the protection of life and reasonable access for fire appliances to gain access to the building.
- *BSI British Standards. Design of buildings and their approaches to meet the needs of disabled people - Code of practice. BS8300: 2009.*  
The British Standard explains how the built environment can be designed to anticipate, and overcome restrictions that prevent disabled people making full use of premises and their surroundings. It is advisable for the recommendations given in this standard to be applied at the earliest possible stage in the design process.

- *Easy Access to Historic Buildings, English Heritage*  
Provides guidance on access to and within historic buildings.
- *Lifetime Homes, Lifetime Neighbourhoods. A National Strategy for Housing in an Ageing Society. DCLG. February 2008.*  
Sets out a strategy for housing in an ageing society, and the principles which inform the strategy, including Lifetime Homes and Lifetime Neighbourhoods.
- *Lifetime Homes Standard. [www.lifetimehomes.org.uk](http://www.lifetimehomes.org.uk).*  
Lifetime Homes Standards are a set of home features that make housing more functional for everyone including families, people with disabilities and older people. They also include future-proofing features that enable cheaper, simpler adaptations to be made when needed. (See Appendix 1 for further details).
- *Wheelchair Housing Design Guide. 2<sup>nd</sup> Edition, 2006. Stephen Thorpe and Habinteg Housing Association.*  
Guide on wheelchair standard design in the built environment. (See Appendix 2 for further details).
- *Testing proposed delineators to demarcate pedestrian paths in a shared space environment. University College London.*

Report of design trials conducted at University College  
London Pedestrian Accessibility and Movement  
Environment Laboratory (PAMELA). UCL for Guide Dogs.

- *Guidance on the use of tactile paving surfaces, 1998*  
*Department of Transport*  
Detailed guidance and advice on the use of tactile paving to  
give warning of potential hazards.
- *Manual for Streets, 2007. Department for Transport*  
The Manual for Streets provides guidance for the planning,  
design, provision and approval of new residential streets,  
and modifications to existing ones. It aims to increase the  
quality of life through good design which leads to more  
people oriented streets. It stresses the importance of  
inclusive design in which the requirements of people of all  
ages and abilities are addressed.
- *Transport Requirements for Development, Local Guidance  
and Standards for Swindon. Swindon Borough Council,  
October 2001.*  
Provides guidance and standards on transport  
requirements for development within Swindon.
- *Inclusive Mobility. A Guide to Best Practice on Access to  
Pedestrian and Transport Infrastructure. Department for  
Transport, 2002.*  
Guidelines on good access design for disabled people and  
incorporating the needs of many other people.

- *Technical Guidance on Parking Standards. Development Control Guidance Note. Swindon Borough Council, December 2007*

Development control guidance note provides more detail on the requirements for car parking, cycle facilities and other modes of transport associated with new developments within Swindon Borough Council.

- *By all reasonable means: Inclusive access to the outdoors for disabled people, October 2005. The Countryside Agency.*

Provides good practice on how to improve and increase access to the outdoors.

- *Good Practice Guide: Developing Accessible Play Space, 2003, Office of the Deputy Prime Minister.*

This document provide provides good practice guidance which can be tailored to individual settings on developing accessible play space disabled children can use.

- *Public Realm Strategy (Swindon's central area). Urban Initiatives for Swindon Borough Council, June 2006.*

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- *Design Guidance Note. Access for Disabled People. December 2002. Sport England.*

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- *Planning and Design for Outdoor Sport and Play* (Published by the Fields in Trust, formerly the National Playing Fields Association. It supersedes all previous editions of 'The Six Acre Standard', the last of which was published in 2001.)

Guidance on providing facilities for outdoor sport and play. The document is multidisciplinary, focusing on the provision, improvement and protection of these facilities. It is concerned with local facilities in existing and new settlements, whether in urban or rural areas.

- *Circular 11/95 - The Use of Conditions in Planning Permissions*

Local authorities may impose conditions as relates to access where these meet tests as set out in the circular.

- *Sight Line: Designing Better Streets for People with Low Vision, October 2010, CABE.*

A pioneering study shows how better street design can transform life for people with low vision, helping them to become more confident and more mobile.

- *Easy Access to Historic Landscapes, 2005, English Heritage.*

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## **APPENDIX 1**

### **The Lifetime Homes Standards**

Detailed information and specification regarding Lifetime Homes and standards can be found at: [www.lifetimehomes.org.uk](http://www.lifetimehomes.org.uk). These standards set out are as follows:

#### **Car Parking**

##### **1a. 'On plot' (non-communal) parking**

Where a dwelling has car parking within its individual plot (or title) boundary, at least one parking space length should be capable of enlargement to achieve a minimum width of 3300mm. (*Note: Swindon Borough Council requires a width of 3.6m as set out in SBC Technical Guidance on Parking Standards: Development Control Guidance Note (DCGN).*)

##### **1b. Communal or shared parking**

Where parking is provided by communal or shared bays, spaces with a width of 3300mm should be provided.

#### **2. Approach to dwelling from parking (distance, gradients and widths)**

The distance from the car parking space of Criterion 1 to the dwelling entrance (or relevant block entrance or lift core), should be kept to a minimum and be level or gently sloping. The distance from visitors parking to relevant entrances should be as short as practicable and be level or gently sloping.

### **3. Approach to all entrances**

The approach to all entrances should be level or gently sloping.

### **4. External Entrances**

All entrances should be illuminated, have level access over the threshold and have a covered main entrance.

Entrances

All entrances should:

- a) Be illuminated
- b) Have level access over the threshold; and
- c) Have effective clear opening widths and nibs as specified below.

In addition, main entrances should also:

- d) Have adequate weather protection
- e) Have a level external landing.

### **5a. Communal Stairs**

Principal access stairs should provide easy access regardless of whether or not a lift is provided.

### **5b. Communal Lifts**

Where a dwelling is reached by a lift, it should be fully accessible.

### **6. Internal Doorways & Hallways**

Movement in hallways and through doorways should be as convenient to the widest range of people, including those using mobility aids or wheelchairs, and those moving furniture or other objects. As a general principle, narrower hallways and landings will need wider doorways in their side walls.

## **7. Wheelchair Accessibility**

There should be space for turning a wheelchair in dining areas and living rooms and basic circulation space for wheelchairs elsewhere.

## **8. Entrance Level Living Room**

A living room / living space should be provided on the entrance level of every dwelling.

## **9. Potential for entrance level bed-space**

In dwellings with two or more storeys, with no permanent bedroom on the entrance level, there should be space on the entrance level that could be used as a convenient temporary bed-space.

## **10. Entrance level WC and shower drainage**

Where an accessible bathroom, in accordance with Criterion 14, is not provided on the entrance level of a dwelling, the entrance level should have an accessible WC compartment, with potential for a shower to be installed.

## **11. WC and Bathroom Walls.**

Walls in all bathrooms and WC compartments should be capable of firm fixing and support for adaptations such as grab rails.

## **12. Stairs and potential through-floor lift in dwellings**

The design within a dwelling of two or more storeys should incorporate both:

- a) Potential for stair lift installation; and,
- b) A suitable identified space for a through-the-floor lift from the entrance level to a storey containing a main bedroom and a bathroom satisfying Criterion 14.

## **13. Potential for future fitting of hoists and bedroom / bathroom relationship**

Structure above a main bedroom and bathroom ceilings should be capable of supporting ceiling hoists and the design should provide a reasonable route between this bedroom and the bathroom.

## **14. Bathrooms**

An accessible bathroom, providing ease of access should be provided in every dwelling on the same storey as a main bedroom.

**15. Glazing and window handle heights** Windows in the principal living space (typically the living room), should allow people to see out when seated. In addition, at least one opening light in each habitable room should be approachable and usable by a wide range of people – including those with restricted movement and reach.

## **16. Location of service controls**

Location of service controls Service controls should be within a height band of 450mm to 1200mm from the floor and at least 300mm away from any internal room corner.

## APPENDIX 2

### Wheelchair Accessible Housing Standards

The following criteria will apply to the design of a house, bungalow or flat designed for wheelchair users.

- 3.6 metre wide parking 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); (Note: Swindon Borough Council requires a 4.2 metres x 6.0 metres internal size garage as set out in SBC Technical Guidance on Parking Standards: Development Control Guidance Note (DCGN))
- A hallway 1.5 metres wide, and internal corridors 1.2 metres wide;
- A bathroom layout that
  - Offers standard wheelchair turning and transfer space,
  - Has space for a 400 mm long platform beyond the head-end of a standard length bath, and
  - Has a built in floor drain facility (possible 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.