



The installation of mobility pedestrian lifts

The guidance contained in this document is designed to give generic consistent advice as to how we determine that the requirements of the Building Regulations can be satisfied. Several differing generic situations are outlined and if the guidance is followed we believe offers a reasonable level of client/homeowner protection.

Level of submission information required

- Completion of a general purpose application form,
- Commercial use must be declared otherwise assumed to be private residential,
- Number of storeys above and / or below ground level,
- Details of the rooms between which the lift is operating,
- The overall layout of the building,
- Door positions, swings and whether they are known to be fire doors or not,
- Final exits,
- Which windows are suitable for means of escape*,
- Trimmer positions and general floor joist direction. Position of each actual joist is not required for BRegs purposes.

*Suitable window means an opening which provides a clear opening area of at least 0.33m^2 with no dimension less than 450mm either vertically or horizontally, with the opening height of max 1100mm above floor level. Openings can be landscape or portrait.

General Notes

Escape over a ground floor flat roof is permissible provided the roof is within the same ownership.

Escape from first floor windows relies on self-escape and not rescue by others.

The provision for linked smoke detection in certain areas is considered essential as the early warning they provide can be critical particularly when persons are less mobile. Linked detectors should be mains operated with battery backup (spurred off the lighting circuit is acceptable) and linkage by Bluetooth or other wireless method is also acceptable.

The provision of a phone line local to the master bed or at least a mobile phone charging point is also advised.

The overall aim of a Building Regulations assessment is to ensure that the lift car position does not materially affect the existing means of escape from **any** of the habitable rooms on **any** floor level. Habitable rooms do not include kitchen, utility or wet areas but does include bedrooms, studies, lounges, dining etc.

Do rear exits actually lead to places of safety or just enclosed gardens?

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The following text sets out typical layout scenarios and what would normally be expected

Two storey dwelling—lift travelling from room to room

Linked detection in the affected ground floor and first floor rooms.

Means of escape window to the first floor room.

If the ground floor room is a kitchen – provide an FD20 fire door to the first floor room

Two storey dwelling—lift travelling from ground floor room to landing

Linked detection in the ground floor room and landing area.

Means of escape windows to **all** existing habitable rooms.

Site specific consideration will be needed if the ground floor room is a kitchen.

Two storey dwelling—lift travelling from ground floor hallway to landing

No specific measures required however the opportunity should be taken to advise the client on the benefit and relative cheap cost of installing linked detection to the hall and landing if not already fitted.

Two storey dwelling—lift travelling from ground floor hallway to room

Linked detection in the hall, landing and affected first floor room.

Basement to ground floor— 1, 2 or 3 storey dwellings

Unless the basement is already open to the ground floor ie no door separation either:

Provide a shaft within the basement or provide a shaft within the upper room.

Plus provide linked detection to the basement and affected room at ground floor.

There may be circumstances where the room at ground floor is sufficiently small as to become unusable as a room after the install. In this case an FD30 fire door to that room would suffice in place of a shaft.

Shaft omitted if a 'fire safe' lift is used.

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Any dwelling—Lift travelling from an attached garage to anywhere in the dwelling

A shaft is required in the garage or room above.

There may be circumstances where the room at ground floor is sufficiently small as to become unusable as a room after the install. In this case an FD30 fire door to that room would suffice in place of a shaft.

A shaft in the garage will need to be fire stopped to the underside of the floor decking above.

Shaft omitted if a 'fire safety' lift is used.

Three storey dwelling—lift travelling from ground floor room to first floor room (no basement)

Linked detection to the affected rooms at each level plus to the hall landing and second floor landing.

FD20 fire door between the ground floor room and the stairwell.

FD20 fire door between the first floor room and the stairwell

Three storey dwelling—lift travelling from ground floor room to first floor landing (no basement)

To be avoided if at all possible

If absolutely required by the client a shaft enclosure will be required around the car at either ground floor or first floor level as a means of protecting the escape route (staircase) for those people sleeping on the second floor.

If the first floor room is very small an FD20 fire door to that room may negate the need for a shaft.

Linked detection to the ground floor room and the hall, landing and second floor landing.

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Three storey dwelling—lift travelling from a basement to anywhere in a dwelling (rare but possible)

As above—to be avoided—however if the lift rises from the basement full shaft separation may be required. Please consult.

The use of a 'fire safety' lift would be preferable.

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Additional installation considerations

Installations local to staircases

Under the Guernsey Technical Standards issued by the Authority a landing is a square space at the top and bottom of the staircase with dimensions equal to the width of the staircase.

Nothing can impact on this area except a door swing at the bottom which must leave 400mm clearance.

If the install does impact this area either at the top or the bottom then:

It should not prejudice the means of escape from above. There is no hard and fast rule however 700mm clearance between the template layout and the bottom riser at any point would seem acceptable. This is based on the fact that there is no legal minimum width for a domestic staircase and the lift enclosure is fixed i.e does not create an impact hazard such as an opening door.

Installations local to front doors

As above, the install should not affect the primary means of escape route. There is no minimum width of door opening except for brand new dwellings. It would seem acceptable to allow the front door to swing open providing a 700mm clear opening exit width is created.

Route blockages

Where a car has the potential to block a circulation route or room door swing and no alternative location is possible consideration will be required to providing an independent power supply to the car.

This information sheet has been produced using information and guidance obtained from a UK lift manufacturer and developed in association with a Local Authority Building Control body. It is considered by the Development and Planning Authority to be consistent and appropriate for the local legislation.

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