

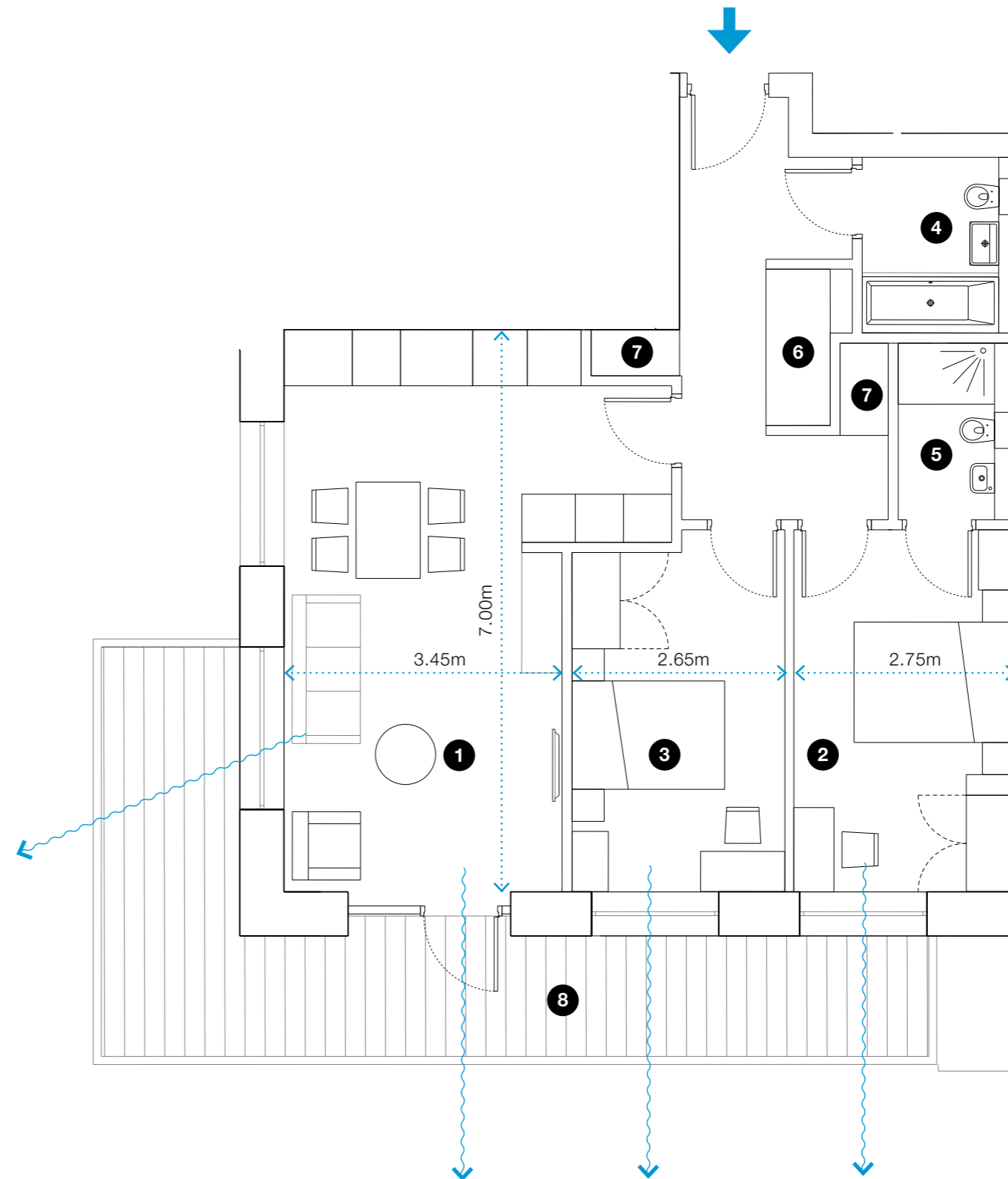
8.0 Plot E

8.6 Typical Flat Layouts

2B4P - Typical Floor M4(2) Unit 74sqm

These corner homes benefit from great views onto the public park. The flat is arranged to ensure the open plan living room and kitchen space is located to gain maximum view and outlook onto the park.

- ① Living / Kitchen / Dining Room
- ② Master Bedroom
- ③ Bedroom
- ④ Bathroom
- ⑤ Ensuite
- ⑥ Utilities Cupboard
- ⑦ Storage Cupboard
- ⑧ Balcony



Location Plan - 2nd Floor

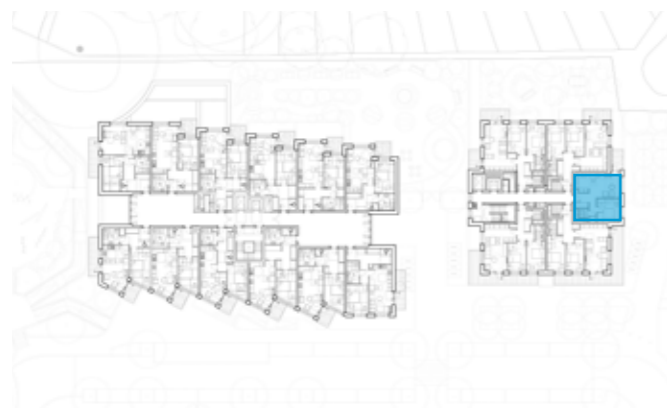
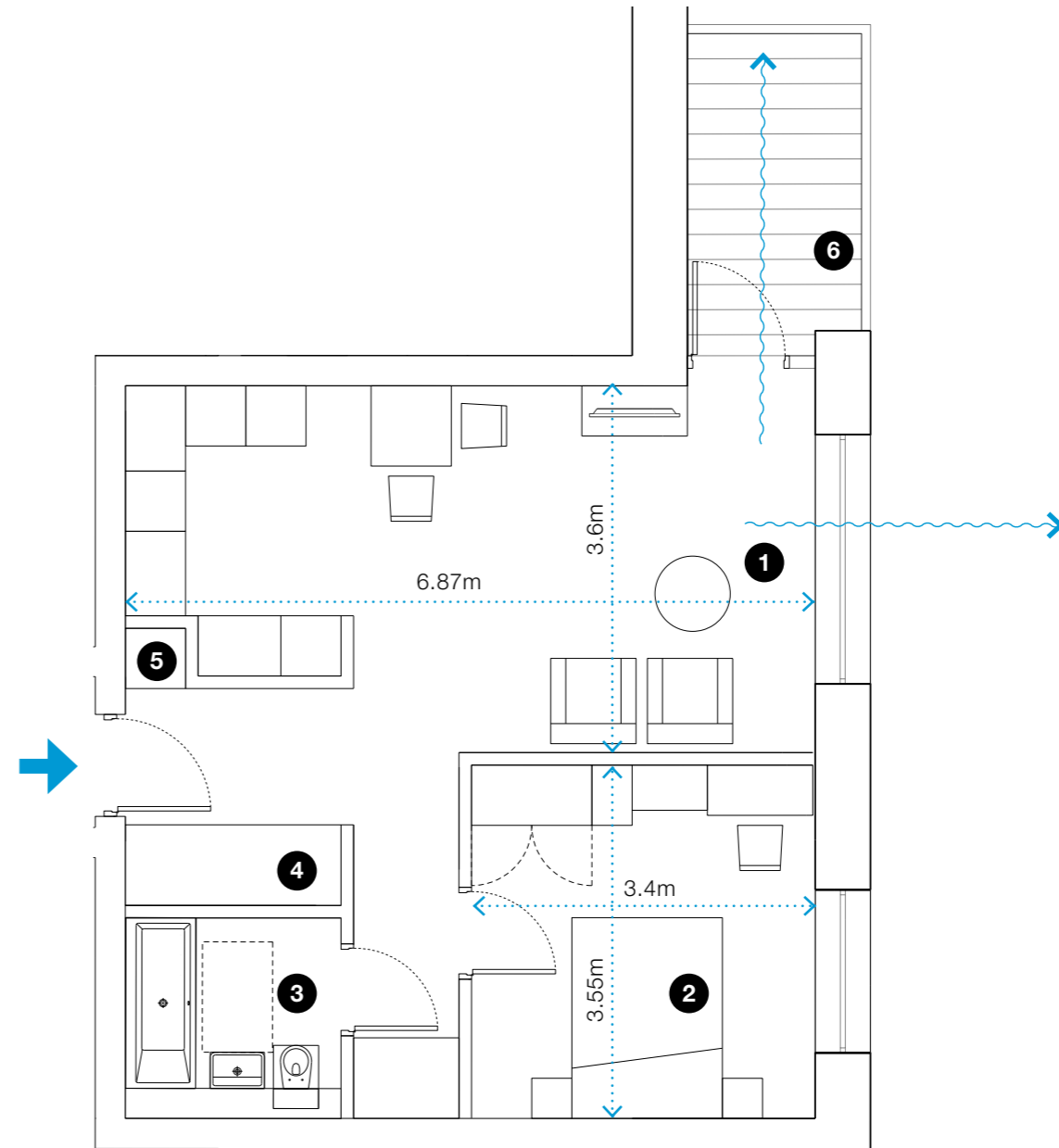
8.0 Plot E

8.6 Typical Flat Layouts

1B2P - Typical Floor M4(2) Unit 50.2sqm

The flat is arranged to ensure the open plan living room and kitchen space is located to gain maximum outlook and dual aspect.

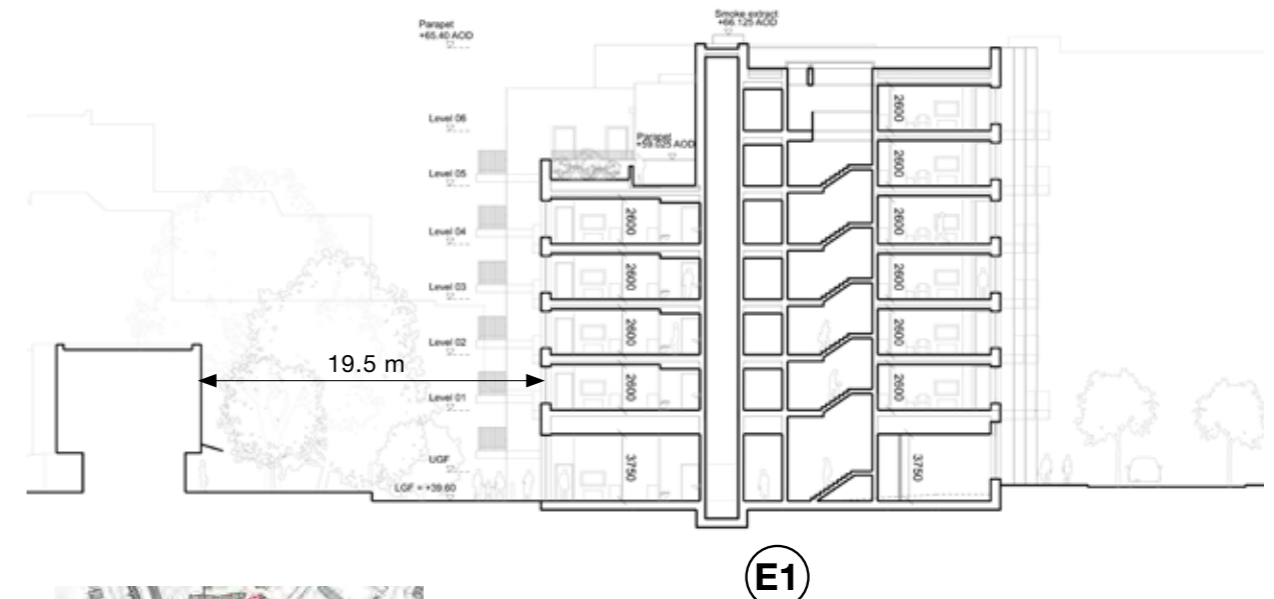
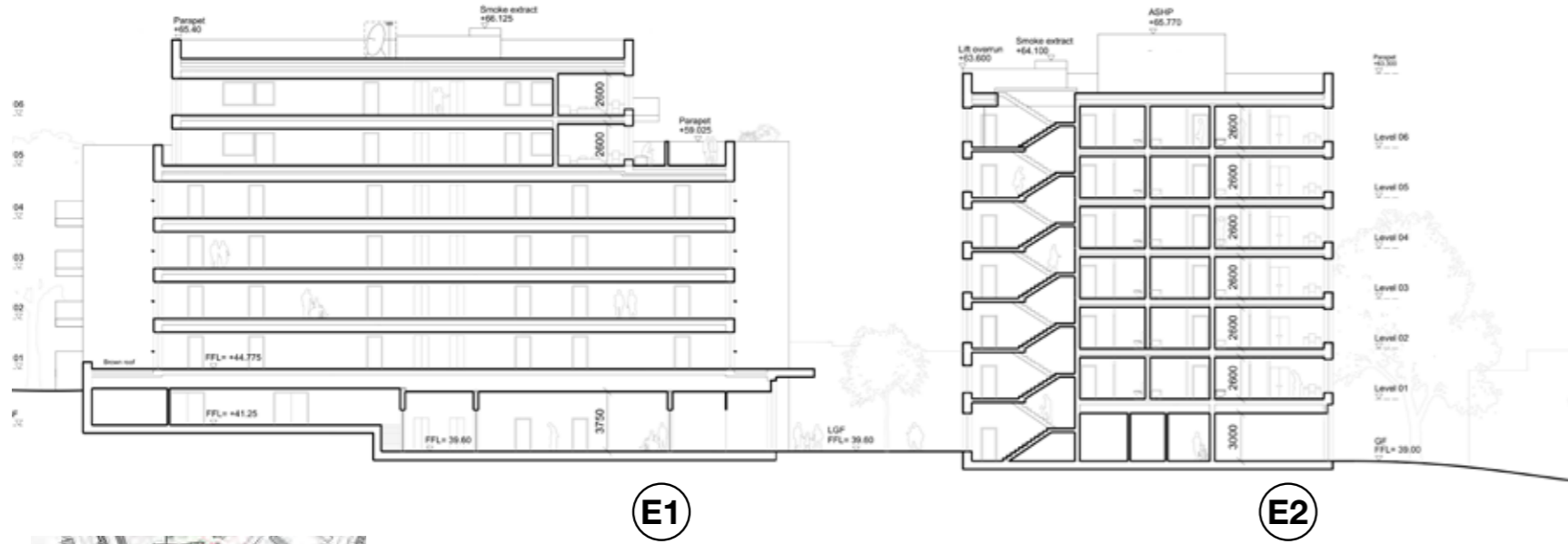
- ① Living / Kitchen / Dining Room
- ② Master Bedroom
- ③ Bathroom
- ④ Utilities Cupboard
- ⑤ Storage Cupboard
- ⑥ Balcony



8.0 Plot E

8.7 Scale and Massing

The Extra care building E1 is 7 storeys tall and steps down at the rear to 5 storeys. Building E2 is 7 storeys tall. The Extra Care ground floor facilities provide 3.70m clear height as a result of the changing landscape level. The floor to ceiling height in all units is 2.6m within habitable rooms.

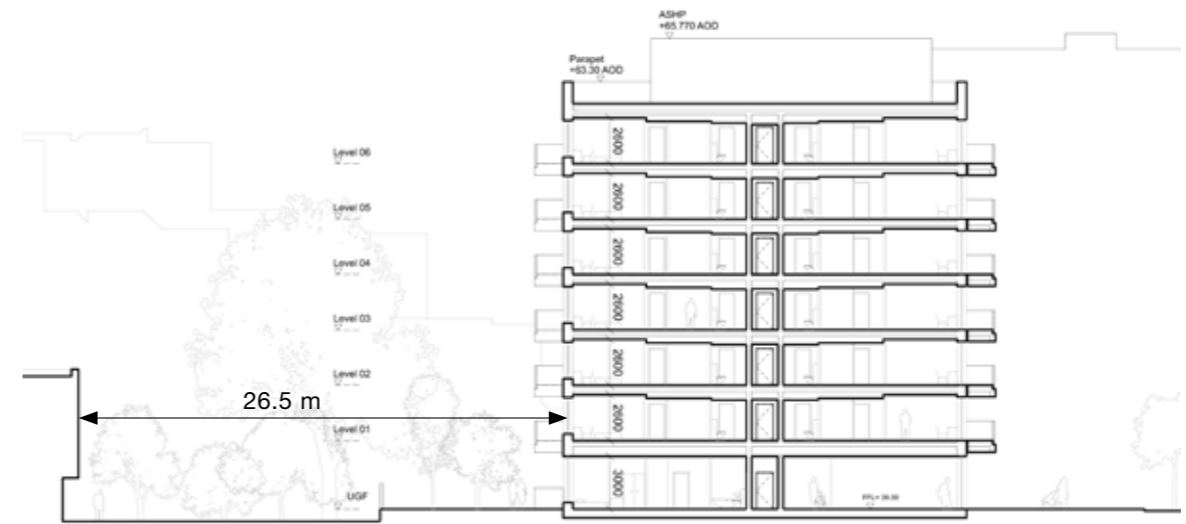


PLOT E

8.7 Scale and Massing



E1



E2

8.0 Plot E

8.8 Appearance

Building E1

A grey brickwork with matching mortar is proposed for building E1. Metal window frames and balcony balustrade is light in colour and matches plot E2. There are 3 balcony types proposed. Metal balconies along the street edge (shown in the image opposite), concrete and metal balconies on the side elevations and brick / metal balconies on the rear elevation. Please refer to the elevations within this chapter that set out the scope of different balcony types across elevations.

- ① Brickwork Type 1: Grey Brick
- ② Painted metal window frame
- ③ Painted metal window cill
- ④ Balcony Type 2 - Painted metal balcony



Note: Images are indicative of the material type, quality and colours proposed

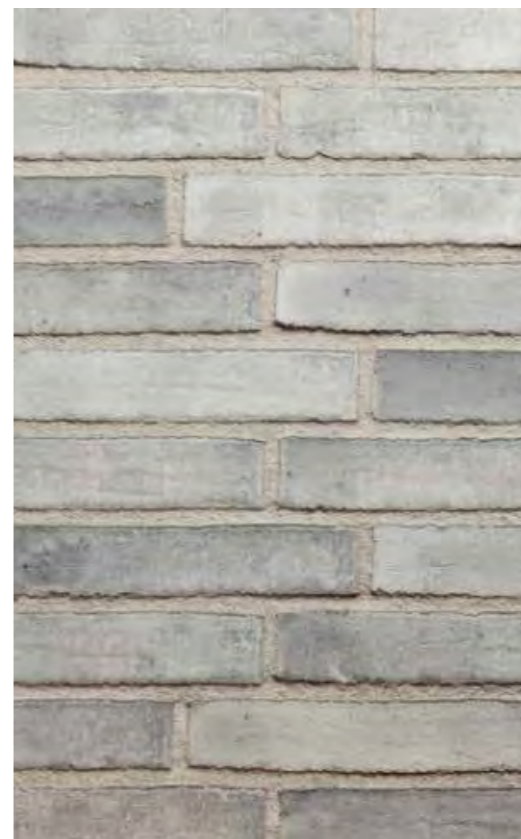
8.0 Plot E

8.8 Appearance

Building E1

The typical material palette for plot E1 is as set out in the list below. This includes the three different balcony types as described on the previous page.

- ① **Brickwork Type 1:** Grey brick tone with light grey mortar to match brick tone
- ② **Painted metal window frame:** PPC metal window frame, yellow grey matt smooth finish
- ③ **Painted metal window cill:** PPC metal window cill, yellow grey matt smooth finish
- ④ **Balcony Type 2:** Painted metal balcony. PPC metal balustrade guarding, handrail and soffits, yellow grey matt smooth finish
- ⑤ **Balcony Type 1:** Pigmented light grey concrete base with PPC metal balustrade, yellow grey matt smooth finish
- ⑥ **Balcony Type 4:** Grey brick balcony with PPC metal balustrade, yellow grey matt smooth finish



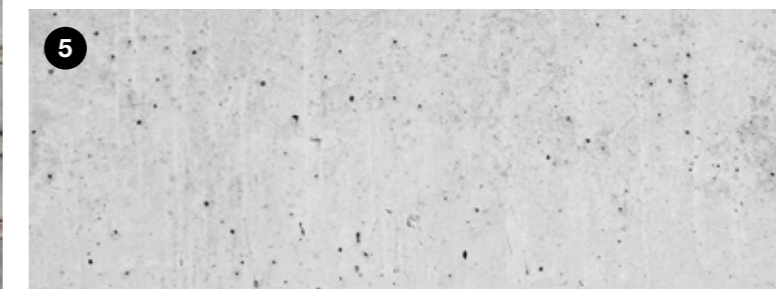
Precedent images of brick colour & mortar colour



Proposed colour of the light grey Mortar



PPC metal window frame, yellow grey matt smooth finish



Proposed colour of the pre cast pigmented light grey concrete

Note: Images are indicative of the material type, quality and colours proposed

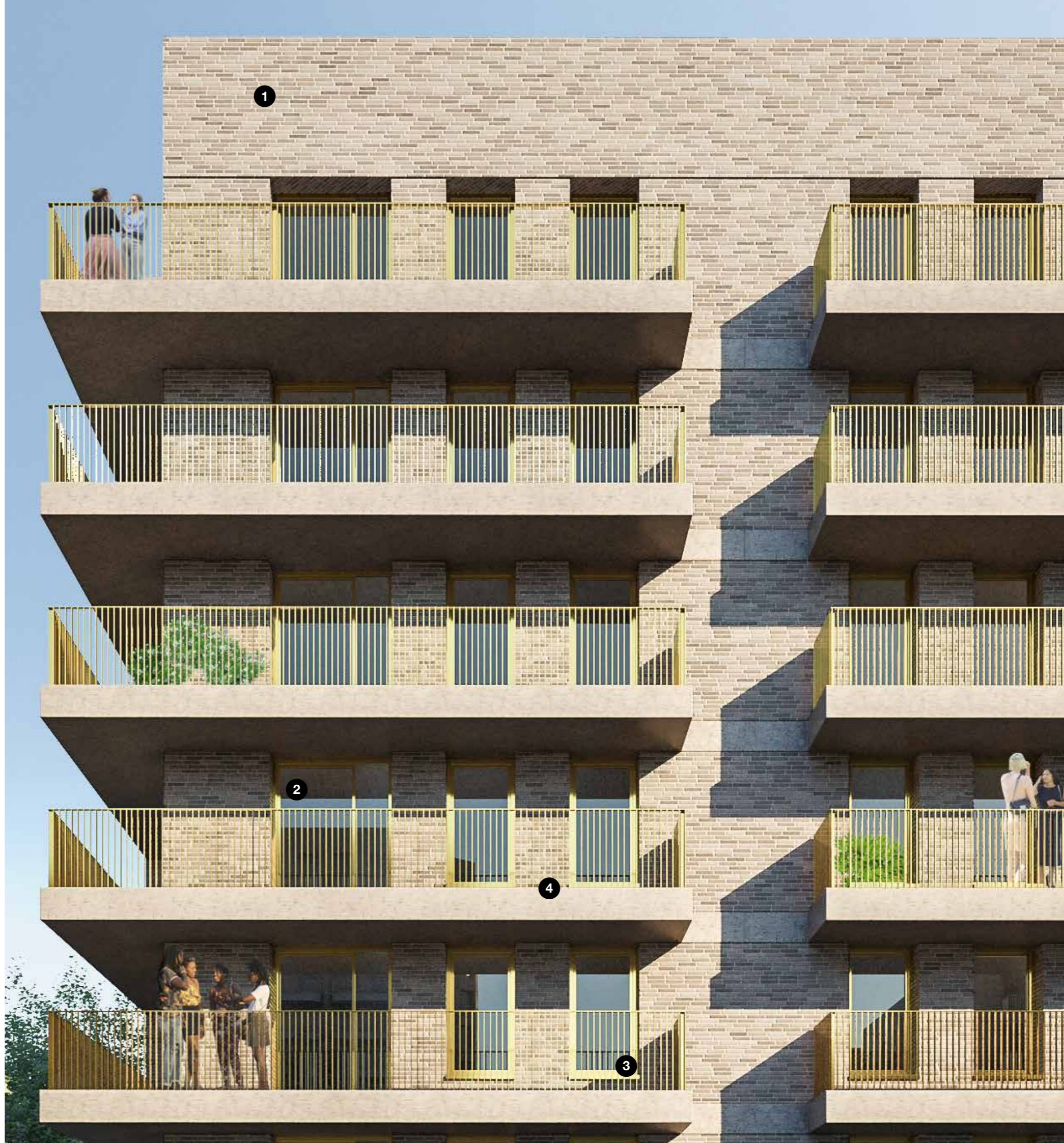
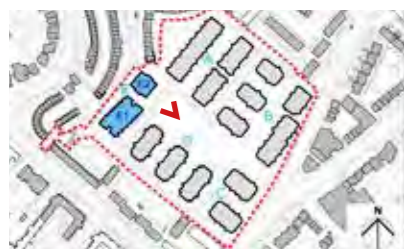
8.0 Plot E

8.8 Appearance

Building E2

Dark grey masonry is proposed for building E2 to contrast and complement the light grey masonry of building E1. High quality finish exposed concrete balconies wrap around the buildings corners. A light coloured matt finish is proposed for metal window frames and balustrades.

- ① Brickwork Type 2: Dark Brick
- ② Painted metal window frame
- ③ Painted metal window cill
- ④ Balcony Type 3 -Dark grey concrete and metal



Note: Images are indicative of the material type, quality and colours proposed

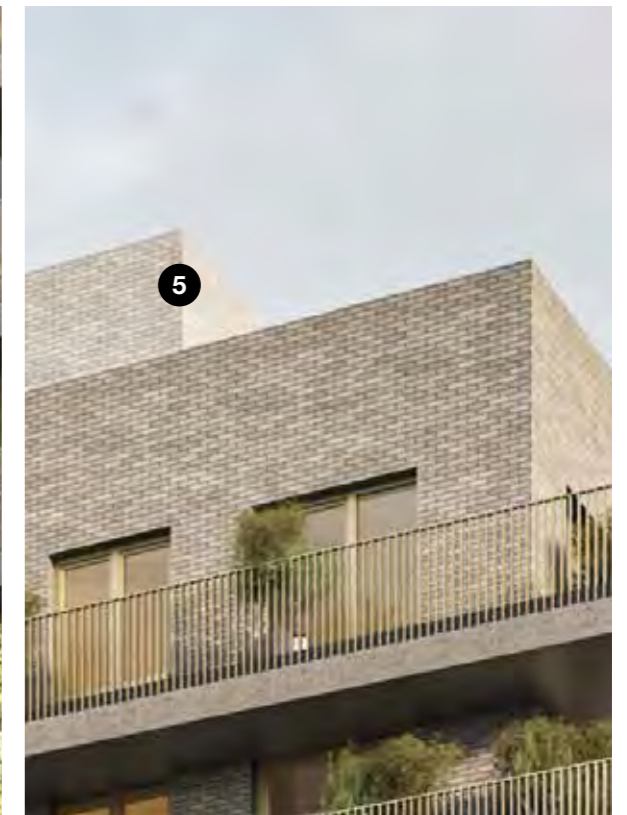
8.0 Plot E

8.8 Appearance

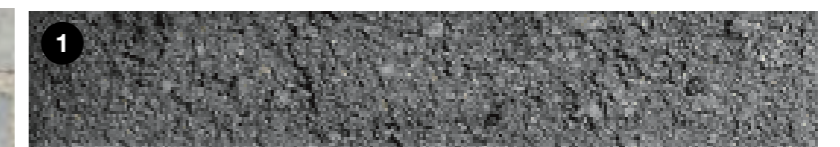
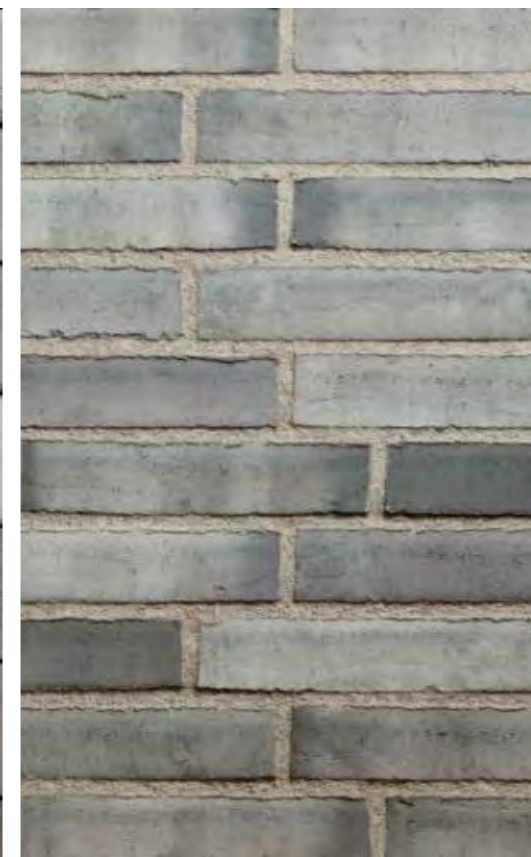
Building E2

The images opposite are indicative of suggested colour tones for each material proposed for building E2. The material palette is listed below.

- ① **Brickwork Type 2:** Dark brick tone with matching mortar
- ② **Painted metal window frame:** PPC metal window frame, yellow grey matt smooth finish
- ③ **Painted metal window cill:** PPC metal window cill, yellow grey matt smooth finish
- ④ **Balcony Type 3:** Dark grey precast concrete finish with PPC metal balustrades, yellow grey matt smooth finish
- ⑤ **Grey brick enclosure:** Brickwork type 2, dark brick tone with matching mortar



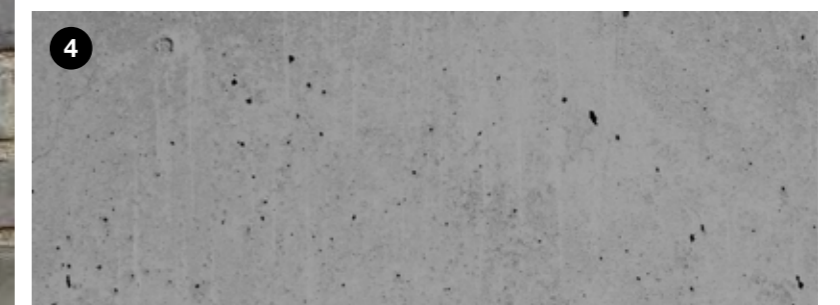
Precedent image of brick colour & mortar colour



Proposed colour of the mortar



PPC metal window frame, yellow grey matt smooth finish



Proposed colour of the pre cast pigmented dark grey concrete

Note: Images are indicative of the material type, quality and colours proposed

8.0 Plot E

8.8 Appearance

Extra care building facade was designed to provide 100% dual aspect units with balconies directed towards the park. Each projecting corner with private amenity spaces indicates living dining kitchen location. The massing is stepped on fifth floor, to both respond to context and allow for communal terrace, private amenity space and bio-diverse roof. The entrance space between E1 and E2 building is marked by different balcony finishes.

The typical material palette will be as set out in the key below and in the following pages:

- ① Brickwork Type 1: Grey Brick
- ② Painted metal window frame
- ③ Painted metal window cill
- ④ Balcony Type 2 - Painted metal balcony
- ⑤ Balcony Type 1 - Light grey concrete and metal



8.0 Plot E

8.8 Appearance

Holding the North west end of the park E2 can be seen from in the long distance views from Hillmarton Road. The architecture is deliberately composed and symmetrical. The volume is clear and simple and the building is positioned centrally in the space.

The typical material palette will be as set out in the key below and in the following pages:

- ① Brickwork Type 2: Dark Brick
- ② Painted metal window frame
- ③ Painted metal window cill
- ④ Balcony Type 3 - Dark grey concrete with metal
- ⑤ Plant Enclosure - Brickwork Type 2



Note: Images are indicative of the material type, quality and colours proposed



8.0 Plot E

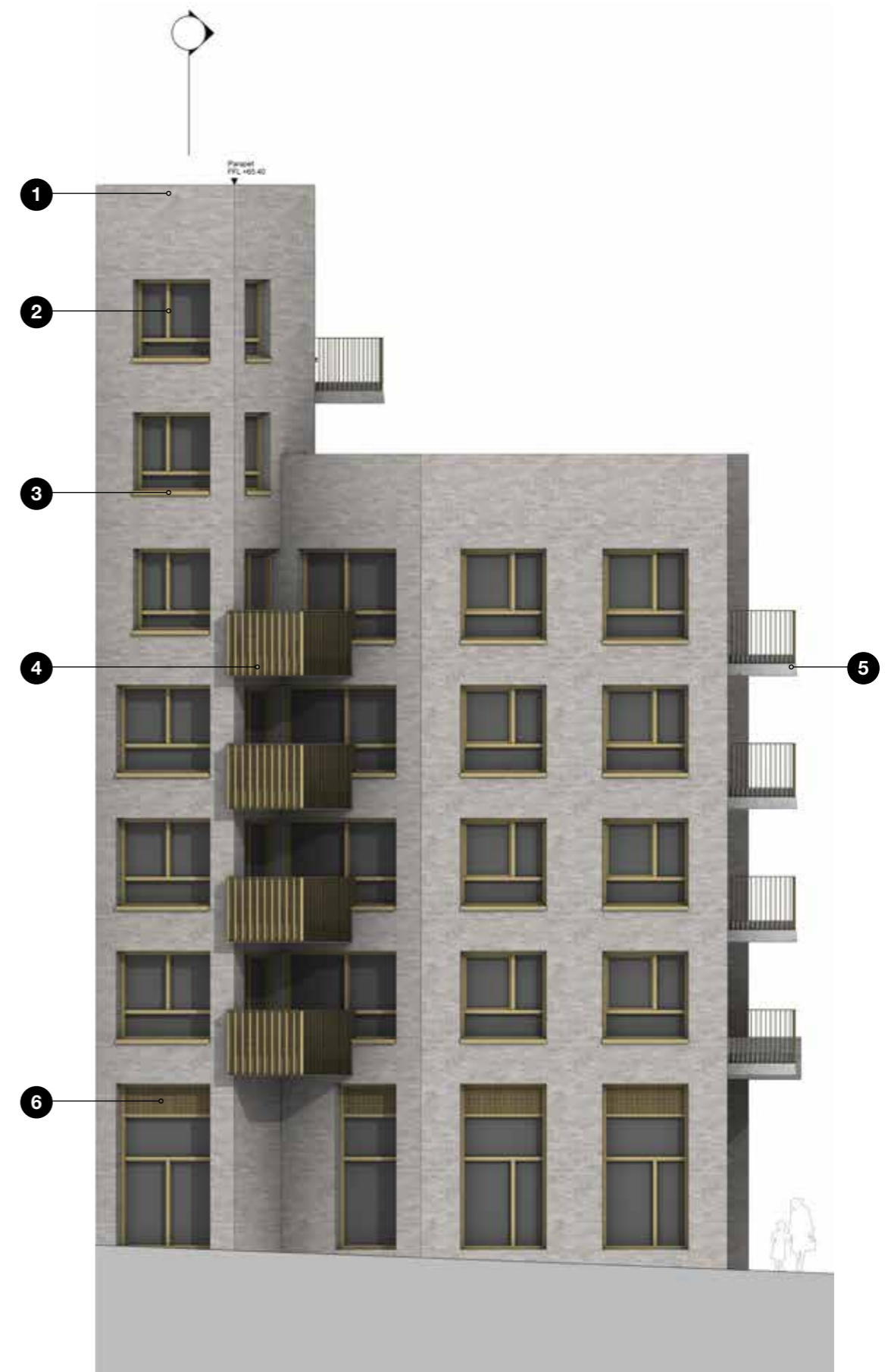
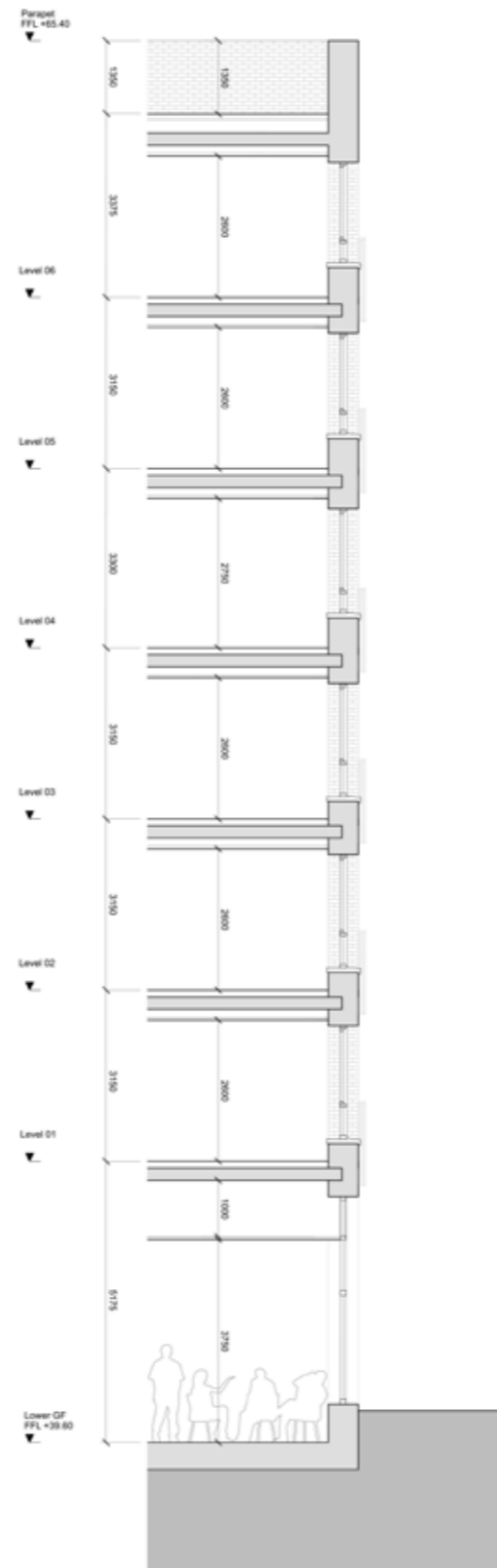
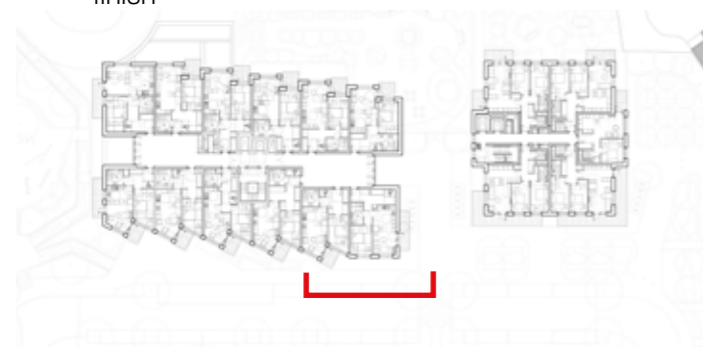
8.8 Appearance

Building E1

The bay study shown opposite is a part of the E1 facade facing the park. The massing in this location is stepped on the fifth floor, to both respond to context and to allow for a communal terrace, private amenity space and bio-diverse roof. The windows get smaller towards the top to reduce overheating. Private amenity was provided as bolt-on projecting balconies with concrete base and light colour metal balustrade. Balustrades are angled and shaped for privacy.

The typical material palette will be as set out in the key below and in the following pages:

- ① **Brickwork Type 1:** Grey brick tone with light grey mortar to match brick tone
- ② **Painted metal window frame:** PPC metal window frame, yellow grey matt smooth finish
- ③ **Painted metal window cill:** PPC metal window cill, yellow grey matt smooth finish
- ④ **Balcony Type 2:** Painted metal balcony. PPC metal balustrade guarding and handrail, yellow grey matt smooth finish
- ⑤ **Balcony Type 1:** Pigmented light grey concrete base with PPC metal balustrade, yellow grey matt smooth finish
- ⑥ **Metal louvres:** PPC metal balustrade guarding, handrail and soffits, yellow grey matt smooth finish



Note: Images are indicative of the material type, quality and colours proposed

8.0 Plot E

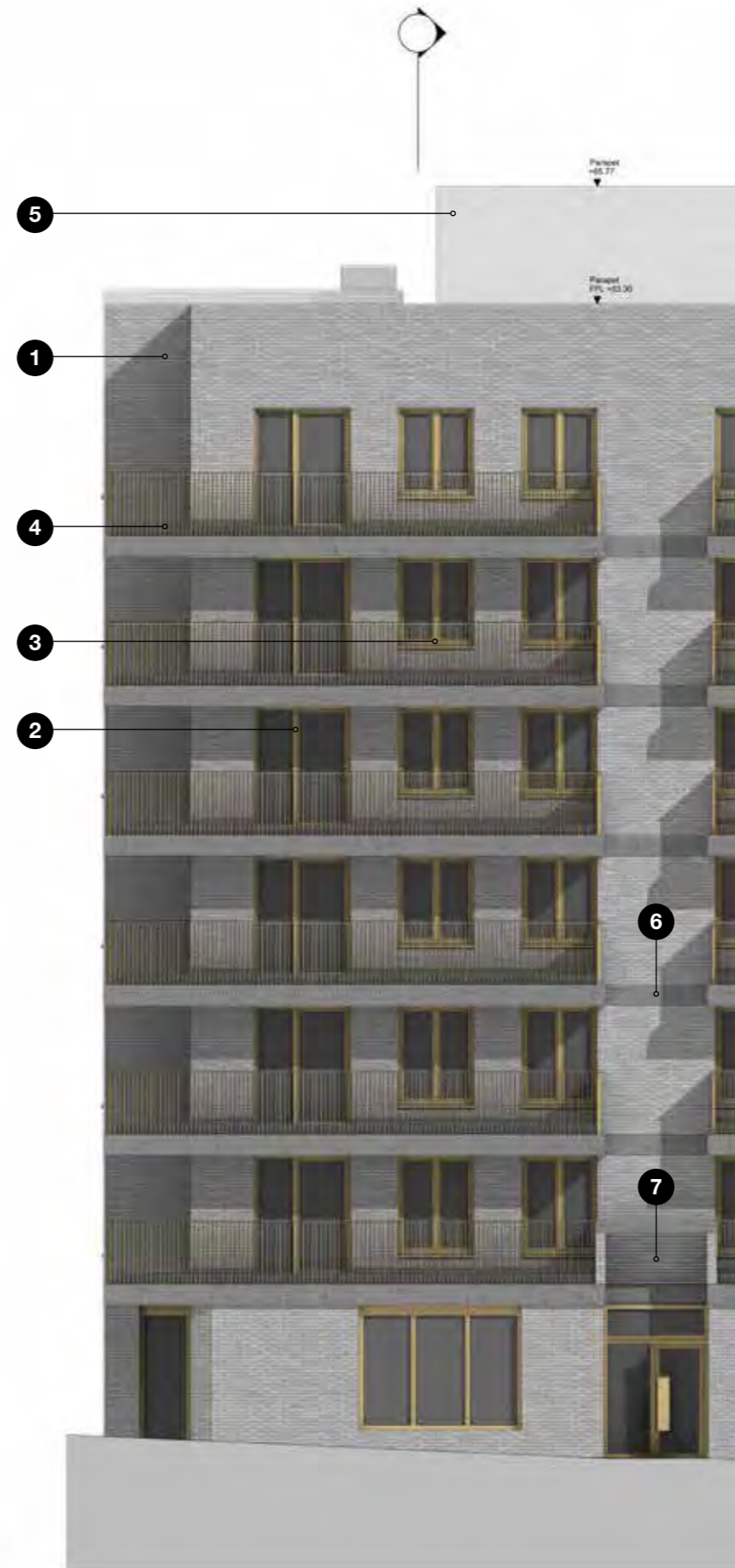
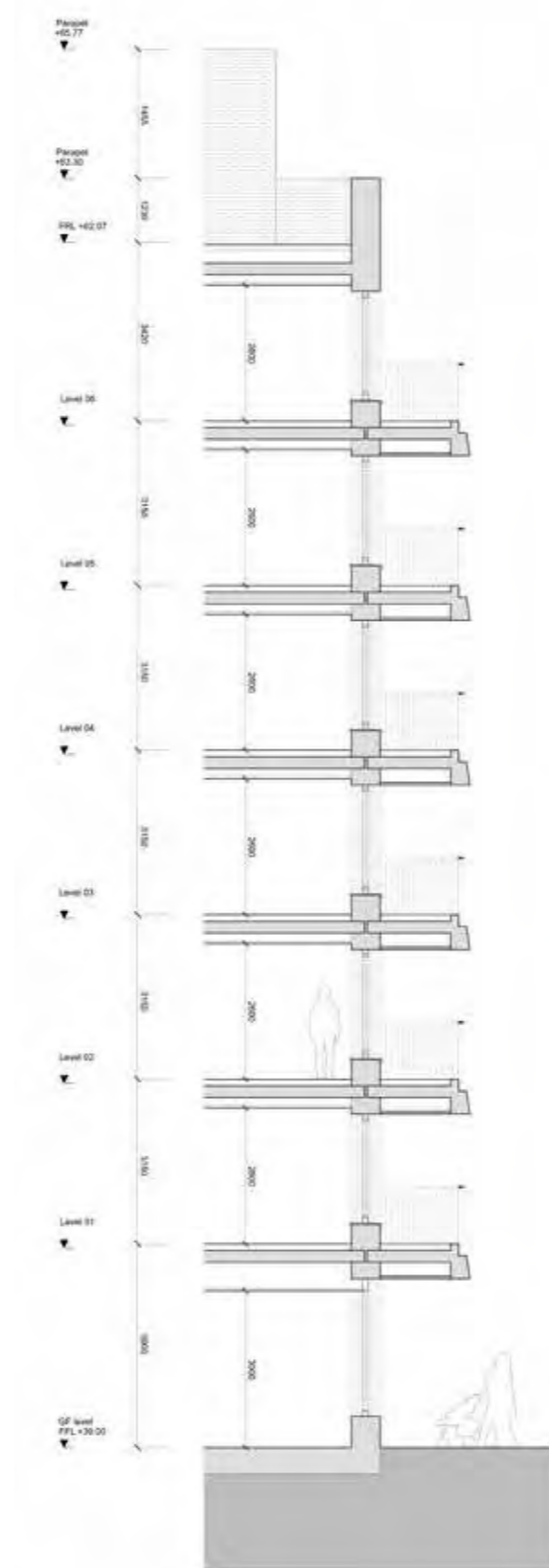
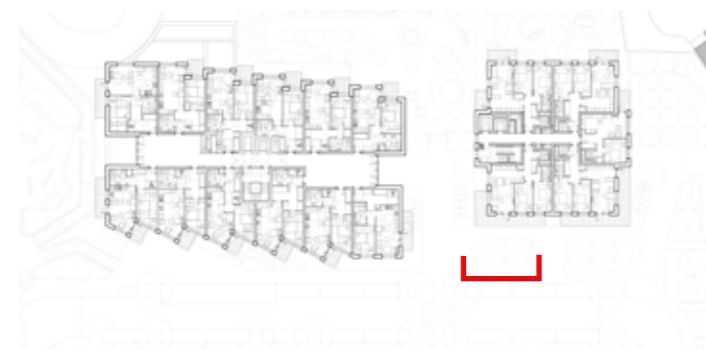
8.8 Appearance

Building E2

The bay study shown opposite is E2 front facade facing the park. The concrete balconies with metal balustrade wrap around the corners. The concrete balcony detail is designed to appear slim and elegant. Together with the concrete band it creates horizontal expression. The E2 main entrance is set back below corbelled canopy detail with a concrete coping.

The typical material palette will be as set out in the key below and in the following pages:

- ① **Brickwork Type 2:** Dark brick tone with matching mortar
- ② **Painted metal window frame:** PPC metal window frame, yellow grey matt smooth finish
- ③ **Painted metal window cill:** PPC metal window cill, yellow grey matt smooth finish
- ④ **Balcony Type 3:** Dark grey precast concrete finish with PPC metal balustrades, yellow grey matt smooth finish
- ⑤ **Grey brick enclosure:** Brickwork type 2, dark brick tone with matching mortar
- ⑥ Pigmented dark grey concrete band
- ⑦ Corbelled brick canopy with a concrete coping



Note: Images are indicative of the material type, quality and colours proposed

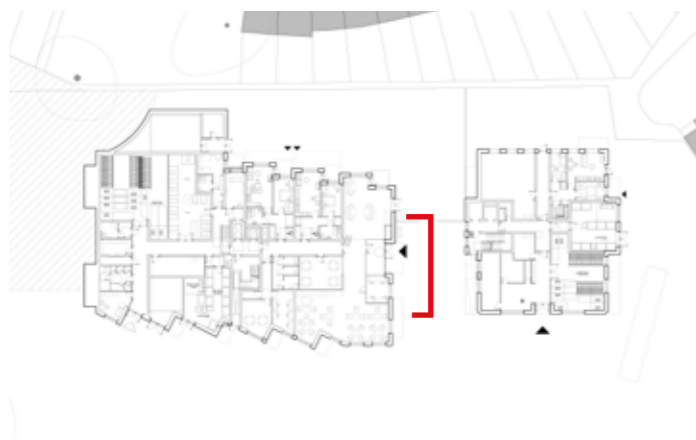
8.0 Plot E

8.9 Entrances

Entrance to Building E1

The entrance to the Extra Care building opens into a landscaped entrance space which can be read as an extension of the park. Building E1 entrance is clearly marked by an indentation in building massing and a concrete canopy. The generous double door entrance leads residents and visitors to the lobby space.

- ① Brickwork Type 1: Grey Brick
- ② Painted metal window frame
- ③ Balcony Type 1 - Light grey concrete and metal
- ④ Canopy - Light grey precast concrete
- ⑤ Double painted metal entrance door
- ⑥ Painted metal louvres



Note: Images are indicative of the material type, quality and colours proposed

8.0 Plot E

8.9 Entrances

Entrance to Building E2

The entrance to the E2 is a full height painted metal double door with a generous lobby with additional glazing for light. The external brickwork folds into the entrance and lines the primary entrance space. The entrance is set back below corbelled canopy detail with a concrete coping.

- ① Brickwork Type 2: Dark Brick
- ② Painted metal window frame
- ③ Balcony Type 3 - Dark grey concrete and metal
- ④ Louvres - painted metal
- ⑤ Double painted metal entrance door
- ⑥ Painted metal window frame
- ⑦ Concrete band
- ⑧ Corbelled brick canopy with a concrete coping



Note: Images are indicative of the material type, quality and colours proposed

8.0 Plot E

8.10 Elevations

South East Elevation

The following drawings illustrates the proposed elevations and materials for the Plot E buildings.

E1 has a strong vertical emphasis created by projecting corners holding semi-recessed balconies. E2 is characterised by its long wide horizontal balconies providing generous amenity overlooking the park. Despite these differences in character these two buildings form a partnership, with complementary details and materials, to hold the North west boundary of the site, terminate the vista and orientate the desire line between the park and trescastle way.

The extra care windows are reduced between fourth and fifth floor to avoid overheating. The E2 windows are reduced between third and sixth floor.

- ① Brickwork Type 1: Grey Brick
- ② Brickwork Type 2: Dark Brick
- ③ Window - Painted metal
- ④ Balcony Type 1 - Light grey concrete and metal
- ⑤ Balcony Type 2 - Painted metal balcony
- ⑥ Balcony Type 3 - Dark grey concrete and metal
- ⑦ Balcony Type 4 - Brick and metal
- ⑧ Grey brick plant enclosure
- ⑨ Painted Metal Louvres
- ⑩ Corbelled brick canopy with a concrete coping



8.0 Plot E

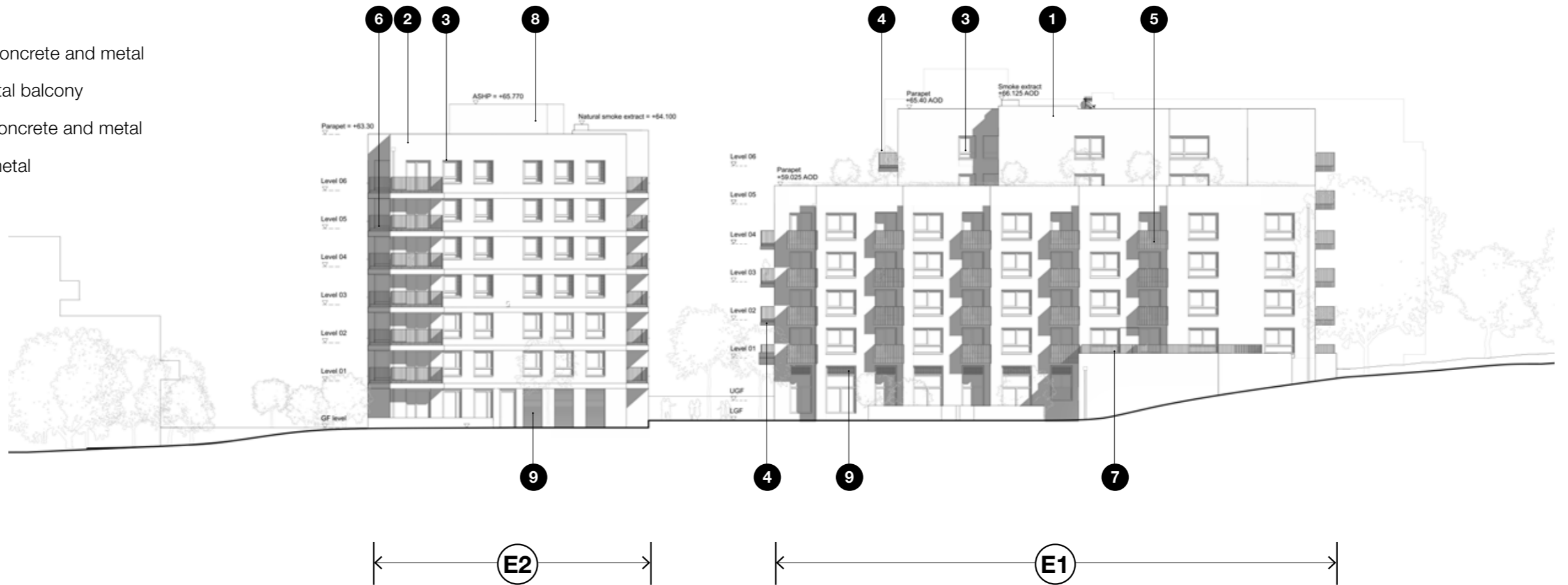
8.10 Elevations

North West Elevation

The following drawings illustrates the proposed elevations and materials for the Plot E buildings as seen from the North West boundary.

On the right of the elevation the landscape changes level as part of the new connection up to Trescastle Way.

- ① Brickwork Type 1: Grey Brick
- ② Brickwork Type 2: Dark Brick
- ③ Window - Painted metal
- ④ Balcony Type 1 - Light grey concrete and metal
- ⑤ Balcony Type 2 - Painted metal balcony
- ⑥ Balcony Type 3 - Dark grey concrete and metal
- ⑦ Balcony Type 4 - Brick and metal
- ⑧ Grey brick plant enclosure
- ⑨ Painted Metal Louvres



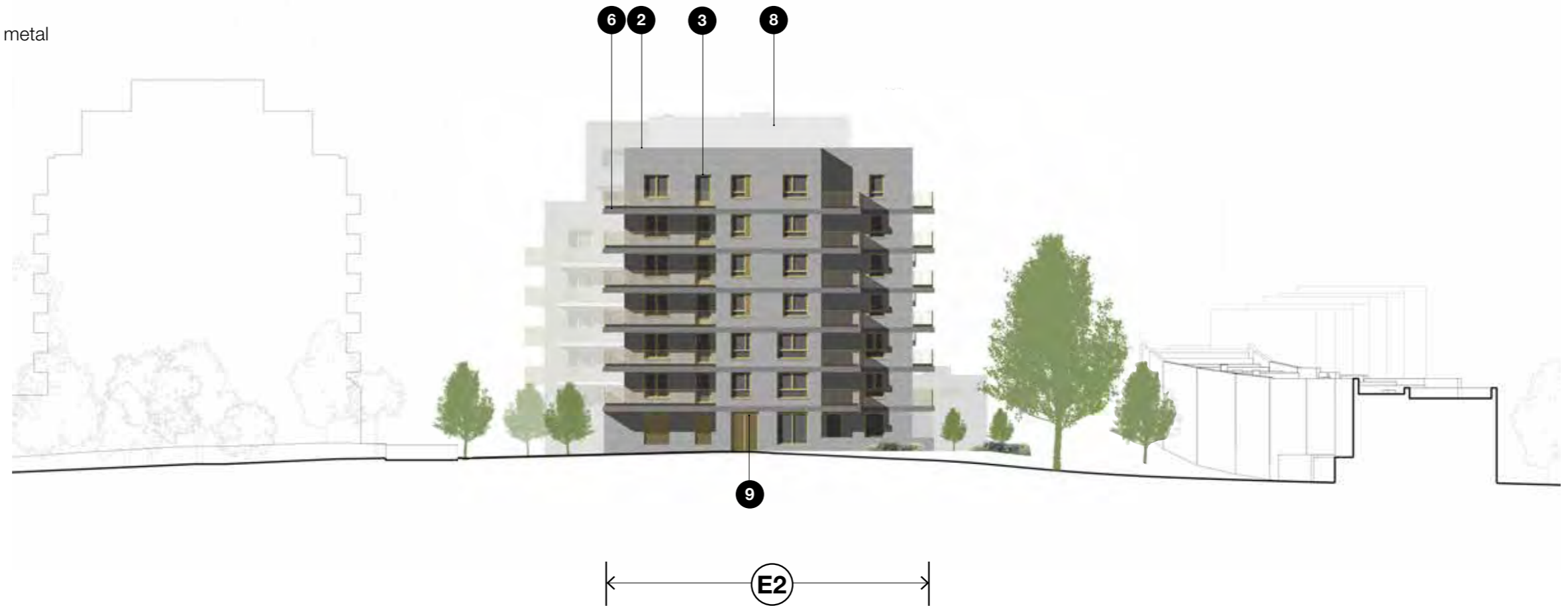
8.0 Plot E

8.10 Elevations

North East Elevation - Building E2

Elegant and simple composition of horizontal concrete bands.

- ① Brickwork Type 1: Grey Brick
- ② Brickwork Type 2: Dark Brick
- ③ Window - Painted metal
- ④ Balcony Type 1 - Light grey concrete and metal
- ⑤ Balcony Type 2 - Painted metal balcony
- ⑥ Balcony Type 3 - Dark grey concrete and metal
- ⑦ Balcony Type 4 - Brick and metal
- ⑧ Grey brick plant enclosure
- ⑨ Painted Metal Louvres



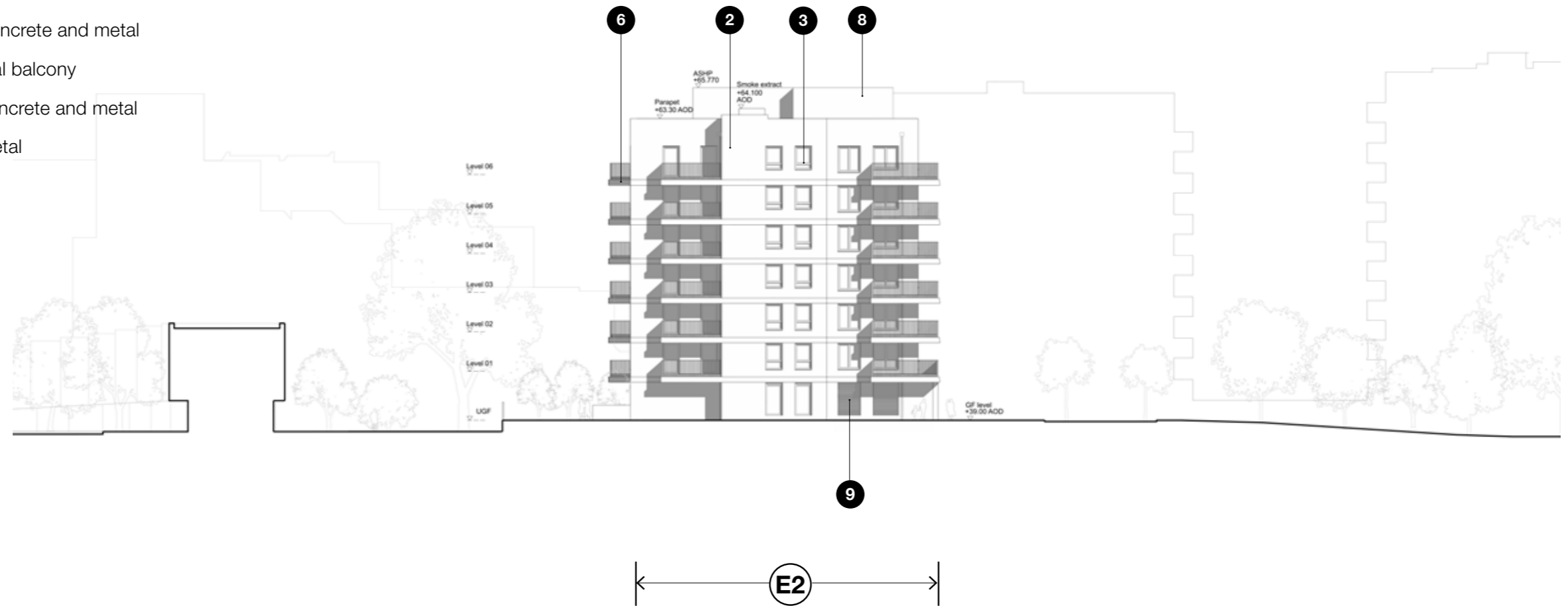
PLOT E

8.10 Elevations

South West Elevation - Building E2

The extent of the side elevation balconies was carefully considered to maximize internal daylighting results. Balconies on the left hand side were moved from the north west elevation to the south west elevation to reduce overlooking onto Penderyn Way.

- ① Brickwork Type 1: Grey Brick
- ② Brickwork Type 2: Dark Brick
- ③ Window - Painted metal
- ④ Balcony Type 1 - Light grey concrete and metal
- ⑤ Balcony Type 2 - Painted metal balcony
- ⑥ Balcony Type 3 - Dark grey concrete and metal
- ⑦ Balcony Type 4 - Brick and metal
- ⑧ Grey brick plant enclosure
- ⑨ Painted Metal Louvres



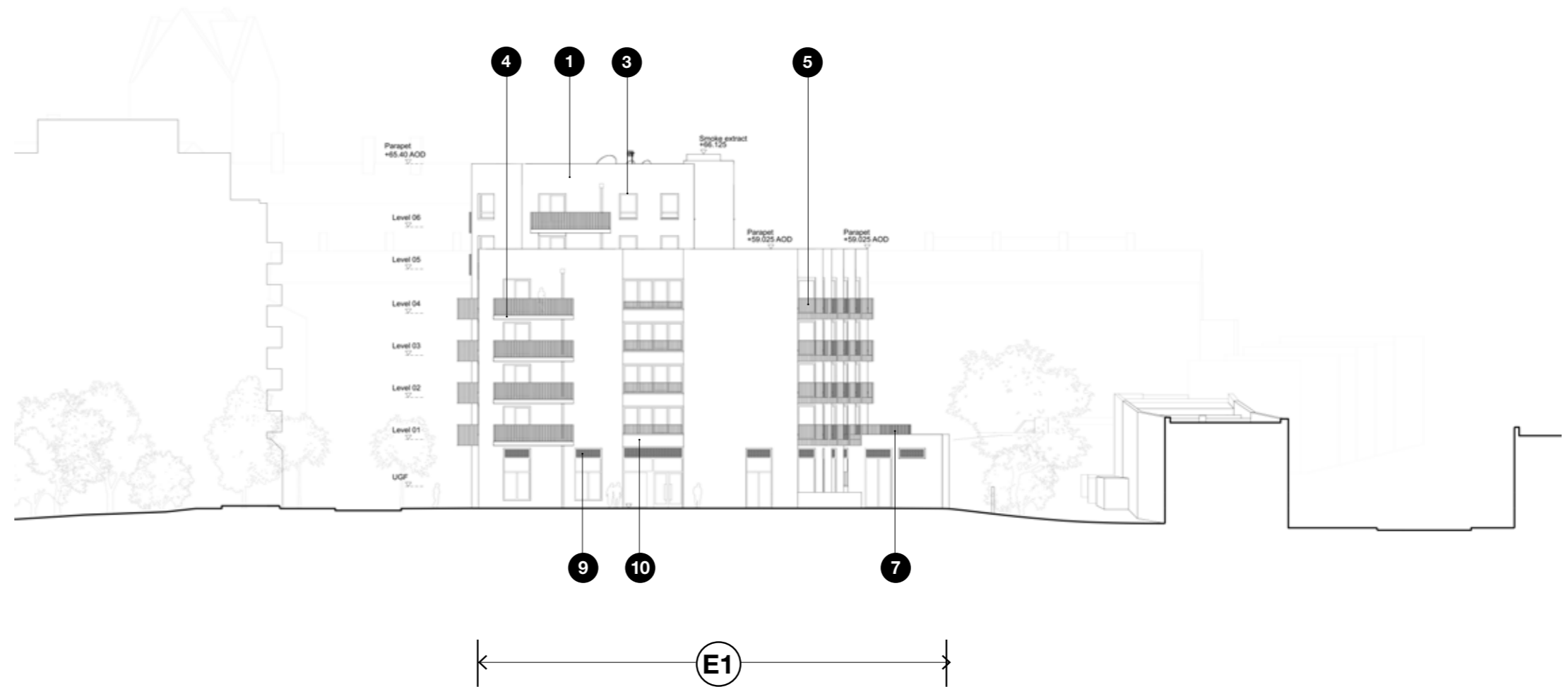
8.0 Plot E

8.10 Elevations

North East Elevation - Building E1

The Extra Care's main entrance is clearly marked by a recess in the building's massing. Double painted metal doors are set below the concrete canopy. The Piazza in front of the entrance is activated by light grey concrete and metal balconies. xtra Care main entrance is clearly marked by recess in the building's massing. Double painted metal door are set below concrete canopy. Piazza in front of the entrance is activated by light grey concrete and metal balconies.

- ① Brickwork Type 1: Grey Brick
- ② Brickwork Type 2: Dark Brick
- ③ Window - Painted metal
- ④ Balcony Type 1 - Light grey concrete and metal
- ⑤ Balcony Type 2 - Painted metal balcony
- ⑥ Balcony Type 3 - Dark grey concrete and metal
- ⑦ Balcony Type 4 - Brick and metal
- ⑧ Grey brick plant enclosure
- ⑨ Painted Metal Louvres
- ⑩ Concrete Canopy



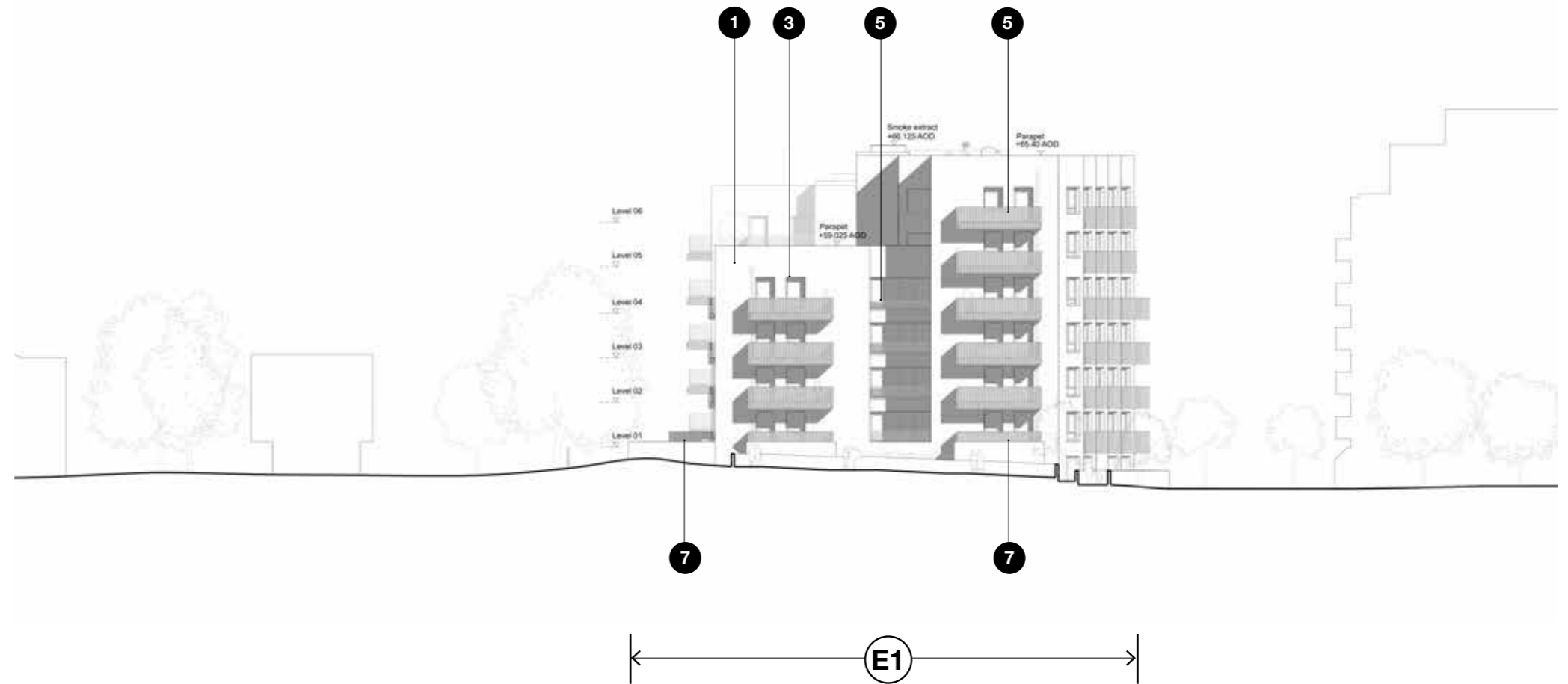
8.0 Plot E

8.10 Elevations

South West Elevation - Building E1

Trecastle Connection's natural surveillance is provided by south west Extra care building elevation. The pathway is overlooked by private balconies and juliet communal corridor. Ground-level balconies are designed with brick upstands and metal balustrades to increase residents' privacy. Concrete and metal balconies are proposed on the upper floors.

- ① Brickwork Type 1: Grey Brick
- ② Brickwork Type 2: Dark Brick
- ③ Window - Painted metal
- ④ Balcony Type 1 - Light grey concrete and metal
- ⑤ Balcony Type 2 - Painted metal balcony
- ⑥ Balcony Type 3 - Dark grey concrete and metal
- ⑦ Balcony Type 4 - Brick and metal
- ⑧ Grey brick plant enclosure
- ⑨ Painted Metal Louvres
- ⑩ Concrete Canopy





8.0 Plot E


8.11 Servicing & Refuse

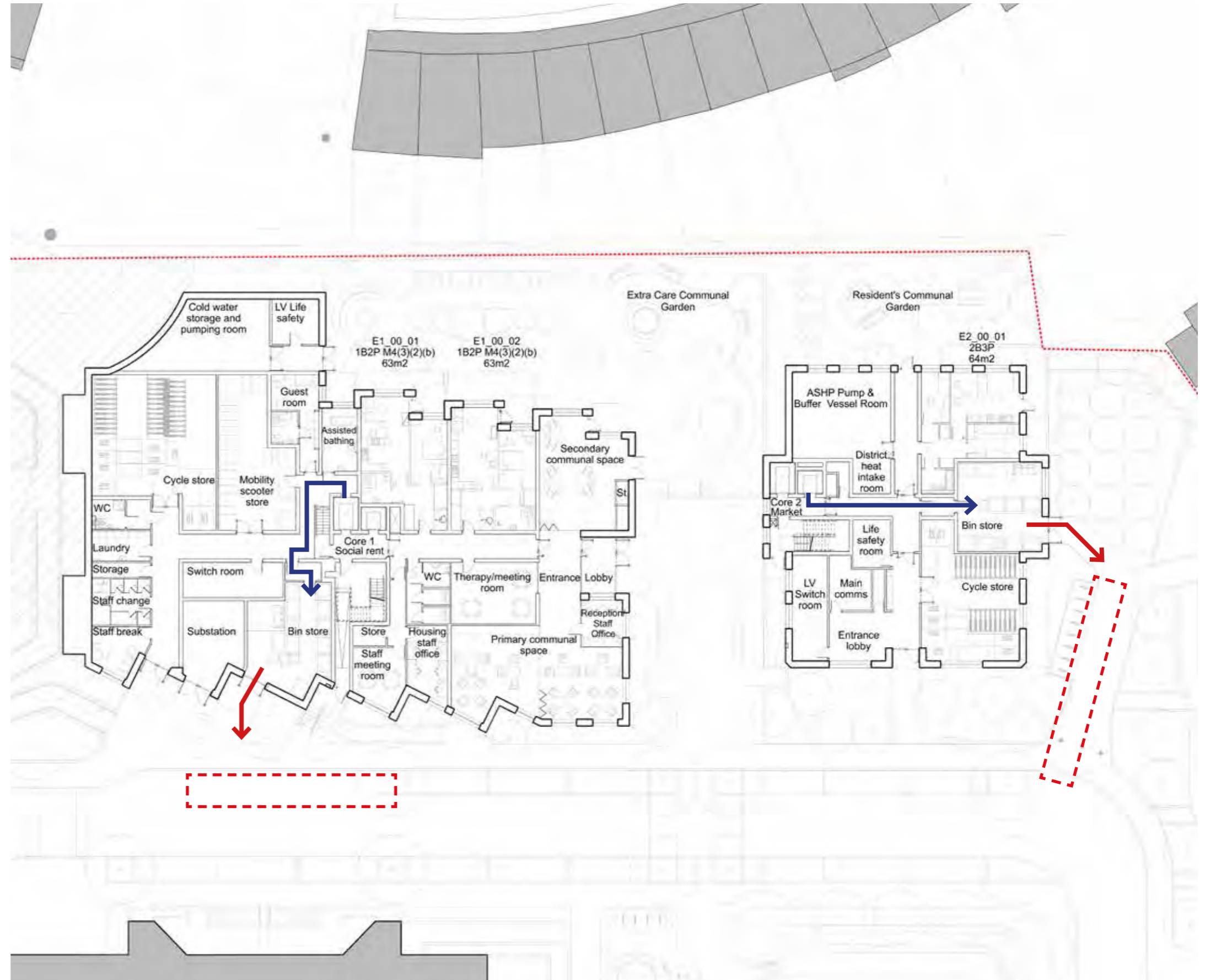
The following diagram explains the refuse strategy.

KEY

 Residents route from core to refuse store (less than 30m from unit entrance to refuse store entrance)

 Refuse collection by LBI - weekly collection

 Loading Bay



Ground Floor Plan





8.0 Plot E

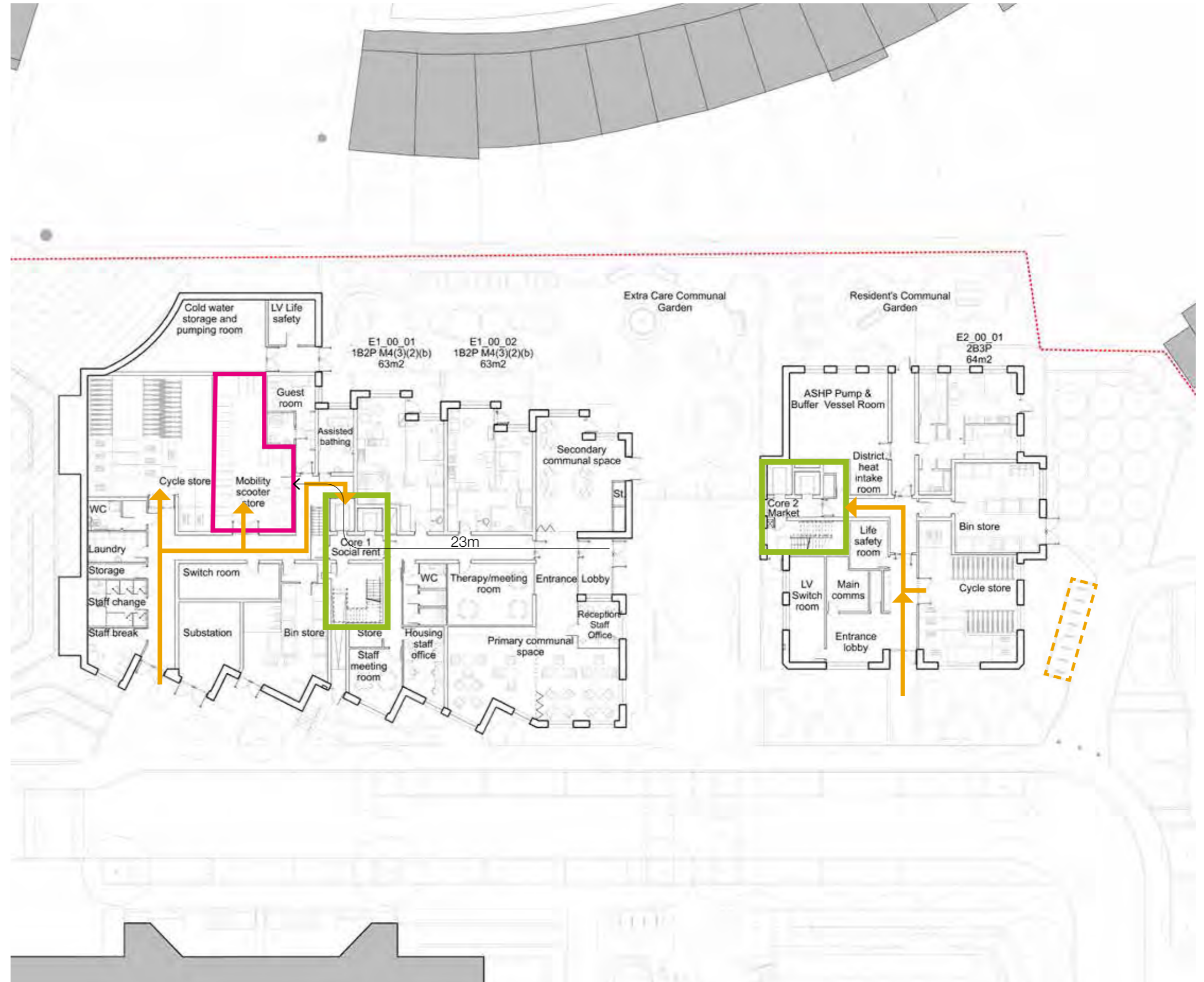
8.12 Bicycle Strategy

Access to the cycle store in Extra Care and mobility scooter store is via secondary entrance on the upper ground floor level. Access is possible from the main entrance too. Mobility scooters store was designed within 23m distance from the main entrance and within max 20m distance from any flat in the Extra care building.

The E2 access to the cycle store is via the main entrance. Bicycles are picked up from inside of the building due to the security measures.

KEY

-  Residents route from external to bike and scooter stores
-  Mobility scooter store
-  Short stay visitor bike spaces
-  Stair / Lift Cores



Ground Floor Plan

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■ 9.0 Inclusive design statement

9.0 Inclusive design statement

9.1 Introduction

Purpose of statement

Lord Consultants Limited (LCL) is the appointed access and inclusive design consultancy for the Holloway Project for Peabody Construction Limited ('the Applicant') at Former Holloway Prison, Parkhurst Road, London, N7 0NU ('the site') in the London Borough of Islington.

The consultancy has worked with the architect AHMM, landscape architect Exterior Architecture, and the design team to ensure that the development will be as accessible and inclusive as possible within the constraints particular to the site.

This Inclusive Design Statement records the decisions affecting access and inclusion that influenced the design of the proposal and describes the inclusive design strategy.

Scope

The scope of the statement is equivalent to that of Building Regulations Approved Document M, Volumes 1 and 2, in that LCL does not describe or evaluate any part of the proposals that will be used solely for inspection, repair or maintenance of any service or fitting. The scope also includes commentary about the means of escape for disabled people.

LCL's reporting necessarily reflects the level of detail / accessibility achieved by the drawings and information received and reviewed to date.

The meaning of 'disabled' in this access statement is the definition stated in the Equality Act 2010.

Location and context

The site for development is the former Holloway Prison on the northern side of Camden Road (A503) at the junction with Hilmarton Road.

The site is in a dense, mostly residential area of Islington, but was necessarily physically separate from the surrounding neighbourhood during its time as a prison.

The proposal

A phased comprehensive redevelopment including:

- Demolition of existing structures;
- Site preparation and enabling works;
- The construction of 985 residential homes including 60 extra care homes (Use Class C3), a Women's Building (Use Class F.2) and flexible commercial floorspace (Use Class E) in buildings of up to 14 storeys in height;
- Highways/access works;
- Landscaping;
- Pedestrian and cycle connections;
- Publicly accessible park;
- Car (blue badge) and cycle parking; and
- Other associated works.

The prison buildings will be demolished to make way for the proposed development of predominantly residential buildings set within landscaped gardens. The new streets and footpaths of the site will connect with the surrounding long-established community to encourage social integration.

A total of 985 residential homes including 60 extra care homes (Use Class C3), a Women's Building (Use Class F.2) and flexible commercial floorspace (Use Class E) in buildings of up to 14 storeys in height are proposed, with highways/access works, landscaping, pedestrian and cycle connections, a publicly accessible park, accessible car, cycle and mobility scooter parking spaces and other associated works.

In summary, the Holloway proposal comprises:

- Five new plots, each formed of a number of buildings, named Plots A-E;
- A Women's Building with associated garden (Plot C);
- Extra-care housing for qualifying residents (Plot E);
- Commercial space (plots B and C); and
- Various landscaped gardens and play spaces.

9.0 Inclusive design statement

9.2 Legislation, regulations, policies, standards and guidance

Introduction

Key documents that guide the design team's decisions about access and inclusion provisions for the proposed development are listed below. Local policy and guidance about specific aspects of buildings that are referred to by Approved Document M Volume 2 and BS 8300 will also be useful during the technical design stage of the project.

Equality Act

The Equality Act does not set out criteria that buildings need to comply with; it exists to protect people's right not to be discriminated against. Compliance with Part M of the Building Regulations is subject to approval by Building Control or an Approved Inspector.

Some of the information within this inclusive design statement (and the subsequent building regulations application access statement produced during RIBA Stage 4) will inform an access management plan, which is recommended to assist its future operation in relation to the operator's obligations under the Equality Act.

Building Regulations

Building Regulations Part M as described in Approved Document M Volumes 1 and 2 represents the minimum standard of accessibility that the Development should meet:

- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 1: Dwellings, HM Government, 2015 edition with 2016 amendments;
- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 2: Buildings Other than Dwellings, HM Government, 2015 edition; and
- The Building Regulations 2010, Amendments to the Approved Documents, July 2020.

Any solutions proposed that are different to those described in Approved Document M must provide an equal or greater level of accessibility, and be justified where necessary within the Building Control Access Statement.

Other Building Regulations that affect access provision decisions are Parts K and B, as described in these documents:

- The Building Regulations 2010, Approved Document K (Protection from falling, collision and impact), HM Government, 2013 edition;
- The Building Regulations 2010, Approved Document B (Fire safety) – Volume 1 - Dwellings, 2019 edition.
- The Building Regulations 2010, Approved Document B (Fire safety) – Volume 2 - Buildings other than dwellings, 2019 edition.

British Standards

This is not an exhaustive list of all relevant British Standards, but the most frequently referred to for good practice about access and inclusion:

- BS 8300-1:2018 Design of an accessible and inclusive built environment Part 1: External environment — Code of practice;
- BS 8300-2:2018 Design of an accessible and inclusive built environment Part 2: Buildings — Code of practice; and
- BS 9999:2008 Code of Practice for Fire Safety in the Design, Management and use of Buildings, British Standards Institution, 2008.

LCL's advice to the design team for the Development includes following the guidance of BS 8300 wherever possible because it is more recent and results in an arguably more inclusive environment than designing according to the solutions in Approved Document M.

National planning policy

- National Planning Policy Framework ('NPPF') (July 2021) Ministry of Housing, Communities and Local Government.

London-wide planning policy and supplementary documents

- The London Plan, The Spatial Development Strategy for Greater London, March 2021;

- Housing supplementary planning guidance, Greater London Authority, March 2016, updated August 2017;
- Shaping Neighbourhoods: Play and Informal Recreation supplementary planning guidance, Mayor of London September 2012;
- Shaping Neighbourhoods: Accessible London: Achieving an Inclusive Environment, supplementary planning guidance, Greater London Authority, October 2014;

Local policy and guidance

The main London Borough of Islington policy and guidance documents referred to are:

- London Borough of Islington Core Strategy, February 2011;
- LBI Development Management Policies Development Planning Document ('DPD') (June 2013);
- LBI Local Plan Policies Map (June 2013);
- Draft Islington Local Plan Strategic and Development Management Policies (September 2019) with Modifications for Consultation (March 2021) ('Draft Local Plan 2019, as modified 2021')
- Draft Islington Local Plan Site Allocations (September 2019) with Modifications for Consultation (March 2021) ('Draft Site Allocations 2019, as modified 2021')
- Draft Islington Local Plan Policies Map (September 2019) with Post Submission Policies Map Changes (January 2021) ('Draft Policies Map 2019, as modified 2021')

Please note that several parts of London Borough of Islington's inclusive housing design policies, standards and guidance were superseded by more recent London planning policies and the National Housing Standards in October 2015. LCL has discussed these instances with the design team and commentaries about them are included in this Inclusive Design Statement.

9.0 Inclusive design statement

9.3 Inclusive design strategy

Aim of the strategy

An access strategy for a building or other development in the built environment describes the approach adopted to making suitable provision for disabled people with reference to the appropriate regulations, standards and good practice guidance.

The most basic access strategy would be to design using the approved solutions described in the Building Regulations Approved Documents that make specific mention of access for disabled people, and the other guidance that they reference. This approach makes a place accessible, but it is only inclusive if it enables independent access for all people using the same means of access as far as possible and offering choice where necessary. Interpretation and alternative solutions are often needed to achieve this for sites with constraints such as level changes, and where no statutory guidance exists.

Consultation with local disabled people is an important part of an inclusive design strategy and is an ongoing process for the Holloway site, notably with members of Disability Action in Islington.

The development is therefore being designed to meet the guidance of Approved Document M, Volumes 1 and 2, BS 8300 volumes 1 and 2, and the inclusive design policies of the London Plan and London Borough of Islington wherever possible. Success on completion depends on the principles set out by the inclusive design strategy being designed into the proposals and being carried through to detailed design and construction stages.

The inclusive design strategy also identifies opportunities to provide a more inclusive environment through holistic consideration of the interaction of the development's management, users, information technology and communication rather than a simple application of the Building Regulations, access standards and policies that affect the built environment only.

Inclusive design summary

Inclusive design is central to the policies of the London Plan 2021, with mention of it throughout the text of the plan and Policy D5 describing the GLA's expectations regarding new developments:

"The Mayor will require all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design" (extract).

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

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

These criteria are important factors in recommending the most inclusive (not just accessible) solutions for a development within the client's resources. Inclusive environments remove obstacles for all potential users, especially people who have one or more of the protected characteristics listed in the Equality Act 2010.

The remainder of Section 4.3 summarises the key points of the inclusive design strategy for the site, with a more detailed commentary and justifications for any alternative solutions in the following sections.

Arrival

- A vehicular route with footways either side separated from the carriageway by kerbs follows the site boundary at the south western side from the A503, feeding into minor access roads to accessible cycle, mobility scooter and cycle parking, and setting-down bays, and then rejoins the A503 further north.
- The development will provide 30 accessible parking spaces for blue-badge holders on the proposed new road. No other parking is proposed.
- Pedestrian access is designed to be as accessible as possible, particularly when connecting with the streets and paths of the surrounding neighbourhood.
- Gently sloping gradients (less steep than 1:20) are proposed wherever possible within the constraints of boundary conditions and existing trees, minimising the installation of steps and ramps.
- Where the existing level differences between the site and surrounding pedestrian routes could not be addressed with a gentle slope, ramps no steeper than 1:15 are proposed. All ramped routes will have adjacent stepped routes and level landings.
- All aspects of the pedestrian routes through the site, including ramps, stairs and slopes are designed with dimensions and gradients that meet the criteria of Approved Document M, Volume 1, Category 3A, and the relevant parts of BS 8300-1:2018 relating to features in external areas.
- Provisions for disabled cyclists have been designed with reference to the London Cycling Design Guide and the Department for Transport publication Cycle Infrastructure Design.
- A minimum of 5% of all cycle storage spaces in each plot and externally suit the needs of disabled cyclists, being ground-fixed stands, not two-tier racks, spaced accordingly and with sufficient circulation space externally and internally to accommodate larger cycles comfortably.
- Mobility scooter parking is provided in Plots A, B, C and E with suitable access to them.

External areas

- Inclusive play areas are proposed throughout the Development, designed to engage children of all ages and abilities, including sensory activities for children with impairments affecting mobility.
- Accessible seating designed to meet the guidance of BS 8300-1:2018 10.7 will be provided adjacent to all play areas and throughout the landscape, with no more than 40 m in between rest opportunities.
- The site levels are rationalised as far as possible to create accessible entrances to all buildings.

The buildings generally

- The residential approaches and entrances to all five plots (A-E) are designed to meet Approved Document M, Volume 1, Category 3 criteria in all respects, including no ramps steeper than 1:15.
- The Women's Building (part of Plot C), commercial spaces in Plots B and C, and residents' facilities in Plot D have approaches and entrances to meet the criteria of Approved Document M, Volume 2 as a minimum, and BS 8300:2018 (both volumes) where appropriate.
- All communal areas of residential buildings will have finishes that assist people with visual impairments by providing sufficient visual contrast between key surfaces (floors, walls, ceilings and doors) and accessories (door handles, postboxes, dwelling identification, etc).
- The external parts to the Women's Building and commercial units such as doors will also have finishes that assist people with visual impairments.
- Visual contrast will be minimised where necessary to avoid the risk of confusion / discomfort.

9.0 Inclusive design statement

9.3 Inclusive design strategy

Residential provision

- 60% affordable housing, divided between tenures as follows:
 - 70% 'social rent'. This comprises 415 units, including the 60 extra care units;
 - 30% 'London Shared Ownership'. This comprises 178 units; and
 - 40% market housing. This comprises 392 units.
- 120 homes for wheelchair users across the Development as follows:
 - 89 are social rent and will be delivered as M4(3)(2)(b) 'wheelchair accessible units'.
 - 11 are London Shared Ownership and will be delivered as M4(3)(2)(a) 'wheelchair adaptable units'.
 - 20 are market and will be delivered as M4(3)(2)(a) 'wheelchair adaptable units'.
- The duplex units in plot A have combined kitchen and dining areas or living rooms at their entrance levels as required by Building Regulations M4(2).
- Core D1 has a short-rise vertical platform lift within its entrance foyer as a result of its surrounding levels. Two alternative step-free but longer routes are available for when the lift is out of service for maintenance or repair.
- The access management plan should include informing residents of planned maintenance timings and of the alternative routes by email or the residents' preferred communication method and on core landings and adjacent to the D1 entrance.
- Residents' facilities are proposed as part of Plot D, including concierge services and associated staff accommodation. These facilities are designed to meet the criteria of BS 8300-2:2018.
- Plot E1 is extra care housing and associated facilities including a bathroom in the common parts designed for assisted use with a ceiling-tracked hoist.

Women's Building

- The Women's Building is part of Plot C and has its own gardens and entrances.
- This part of Plot C will be built as shell and core only.

Commercial Parts

- The commercial parts of the development are of various sizes and will be in Plots B and C, that will be built as shell and core only.
- Operators of the commercial areas should be encouraged to provide sanitary facilities to meet BS 8300-2:2018 Section 18.

9.0 Inclusive design statement

9.4 Consultation

Local disabled people

Community consultation specialist Kanda Consulting has carried out consultation events and produced materials based on the design team's information during the development of the proposal. Consultation has happened remotely throughout the Covid-19 restrictions.

The most recent consultation with Disability Action in Islington during September 2021 focused on the external environment. Consultees made the following comments:

[Would the residents of the social rent homes have separate gardens and play areas to those in the other tenures?](#)

Response: The majority of the play areas are in the central public garden (public park), which is open to everyone within the Development as well as the wider community. In addition, each plot is provided within communal open space, either at ground, podium or upper levels which will be accessible to all residents within that plot only, in accordance with relevant security needs and requirements. There is no restriction by tenure. Please refer to 9.6 for further details.

[What measures would be in place to deter drivers from parking on pavements on the new road, causing obstruction and damage to surfaces?](#)

Response: The proposed road is designed with delivery areas that are convenient for drivers to set down passengers or unload goods for delivery without inconveniencing pedestrians. The road has kerbs to distinguish the footways from the carriageway. The high standard of materials and installation will resist accidental damage and wear and tear than lower quality materials. Also, Peabody assured those present that as the maintenance and servicing of the Development will remain their responsibility moving forward, they could have greater ability to repair any damage promptly.

[Would roof spaces be accessible to residents only or to anyone? \(Concern for anti-social behaviour\).](#)

Response: Roof gardens will be accessible to residents who reside within the building/core that serves the garden. There will not be any general public access to roof gardens. Please refer to roof plan on page 111.

[Will the landscape be designed to have features such as scented planting for the enjoyment of people with visual impairments?](#)

Response: Yes, Exterior Architecture is detailing the landscape with these features and play spaces to engage children of all ages and abilities, using guidance about inclusive play. Refer to 9.6 for further information.

[Will the dwellings be designed to be adaptable to meet the needs of people who, for example, become disabled following an illness or injury?](#)

Response: LCL explained that yes, 12% will be a combination of M4(3)(2)(a) (adaptable to meet the needs of wheelchair users) and M4(3)(2)(b), which are homes designed to meet the needs of wheelchair users from completion. The remaining 88% of residential units are designed to meet the criteria for 'accessible and adaptable' dwellings, (M4(2) of the Building Regulations. Refer to Section 9.9 for further information.

London Borough of Islington

The Applicant, architect, landscape architect and LCL met with Islington's Inclusive Design and Planning Officers during August 2021 specifically to discuss access and inclusive design provisions and the inclusive design strategy.

The following points were raised during the discussions:

- Plot D – request to ensure that detailed design of ground floor cinema area and other similar residents amenities are designed in line with inclusive design requirements. (Refer to Section 9.9 for further details).
- Plot C – request for ensuring level access routes are indicated very clearly in the DAS information. Noted.
- Accessible parking bays – request for ensuring clear information on drawings indicating the provisions in the DAS information. Noted.
- Accessible cycle storage – request for ensuring that accessible Sheffield stands are located where step free access is available. Noted.
- Trecastle route – request for wider landing which leads into the central play/activated space. Noted.
- Plot A duplex units split across lower ground and ground – confirmation required that living space will be available at entrance level. Refer to Section 9.9 for confirmation.
- Preference for combined living/kitchen/diners in the three bedroom wheelchair homes. Noted that the Peabody Design Guide requires that three bedroom social rent units are to have the kitchen separate from the living room. However, combined living, kitchen and dining rooms are generally more convenient for wheelchair users and these are proposed for M4(3) units with Peabody's agreement. Refer to Section 9.9.

9.0 Inclusive design statement

9.5 Arrival

Location in the context of existing buildings and surroundings

The Site of the former Holloway Prison faces south east onto Parkhurst Road, (A503) opposite the junction with Hilmarton Road in the London Borough of Islington.

The existing streets surrounding the site are Dalmeny Avenue, Trecastle Way, Penderyn Way, Bakersfield and Parkhurst Road (an access road leading into the prison site from the A503).

With the exception of the A503 the streets described above are some distance from the distinctive crinkle crankle wall that wraps around two sides of the prison grounds and buildings, with the gardens of residential blocks, terraced housing, and on the southern corner of the site, the Cat and Mouse Library.

Pedestrian access

Exterior Architects designed the external areas to provide convenient, traffic-free routes for people living in the surrounding streets as well as the future residents of the Site.

The existing site has a level difference from east to west of approximately ten metres. However, the designers have achieved a proposal that will provide pedestrian routes that are almost entirely less steep than 1:20, which are described by accessibility guidance as 'gentle slopes'.

The existing level difference at the junction with Trecastle Way (northeast corner of the Site) was too steep for this treatment. Instead, ramps no steeper than 1:15 are proposed, with adjacent stepped routes and shared level landings. This route leads from Trecastle Way down into the park at the heart of Development.

All aspects of the pedestrian routes through the site, including ramps, stairs and slopes are designed with dimensions and gradients that meet the criteria of Approved Document M, Volume 2, Category 3A, and the relevant parts of BS 8300-1:2018 relating to features in external areas.

Pedestrian routes are a minimum of two metres wide, so that two mobility scooter / wheelchair users can pass each other comfortably.

Specification and detailed design of the pedestrian routes should satisfy the criteria of Approved Document M, Volume 2, Category 3A, and the relevant parts of BS 8300-1:2018 in all respects, including:

- Suitable visual contrast to assist people with visual / cognitive impairments;
- Access routes clear of obstacles, including drains and 'street' furniture;
- Good lighting; and
- Tactile surfaces and handrails where required; and
- Surfaces that do not impede the use of wheelchairs, push chairs and other mobility aids.

Public transport connections

The accessibility of the various forms of public transport that people are expected to use on their journey to the proposed development is an important aspect of the inclusive design strategy, and so commentary about each transport mode is included below.

TfL's online WebCAT tool shows the site PTAL ranges between 4 and 6a (good to excellent) and the northern part of the site has PTAL 1a. The PTAL is an indication of the frequency, reliability and distance of public transport services close to a site; it does not take the accessibility of transport services into account.

However, the PTAL is important because it is used to evaluate the reliance on cars that future users of the Development are likely to have, with the implication that less reliance on cars corresponds to a greater reliance on public transport.

Six bus routes serve bus stops two minutes' walk from the site on Camden Road. Although all London buses are 'accessible' having a space for wheelchair users (shared with buggy users, with wheelchair users taking priority), the ability to 'kneel' (one side of the bus lowers towards the bus stop so that the

level difference between pavement and bus floor is minimised) and a ramp that can be automatically deployed from the central (exit) doors they are not accessible for all disabled people.

Some disabled people rely on having their own vehicle or on being driven by others, eg, private hire cars, taxis and community transport. Refer to the section below for details about proposed provisions for disabled drivers and users of motor vehicles.

The nearest London Underground station to the site is Caledonian Road on the Piccadilly Line, which has step-free access between the street and platforms using a pair of passenger lifts, and between trains and platforms, graded 'A' on the Step-free Tube Guide (TfL) September 2021.

Motor vehicle access

A vehicular route with footways either side separated from the carriageway by kerbs follows the site boundary at the south western side from Camden Road (A503), feeding into minor access roads to accessible cycle, mobility scooter and car parking, and setting-down bays, and then rejoins the A503 (now Parkhurst Road) further north.

In line with local and London-wide policy the scheme is designed to encourage walking and cycling over motor vehicles, with the only car parking available being for blue-badge holders. Anticipated motor vehicle traffic therefore includes:

- Blue-badge holders using the on-street accessible bays;
- Emergency vehicles;
- Delivery and removal vehicles for residential and commercial areas; and
- Refuse vehicles.

A total of 30 accessible car parking bays are proposed. The on-street bays will be designed to meet the guidance of BS 8300-1:2018 figure 1 and associated clauses.

Cycles

The Development will provide a total of 2009 cycle spaces.

Cycle spaces for residential units:

- 1855 long stay (80% two-tier stands, 15% standard Sheffield stands, 5% oversized Sheffield stands); and
- 62 short stay.

Cycle spaces for Plot B commercial:

- 16 long stay; and
- 20 short stay.

Cycle spaces for Plot C commercial:

- 4 long stay; and
- 6 short stay.

Cycle spaces for Women's Building:

- 18 long stay; and
- 18 short stay.

Cycle spaces for the residents' facilities including concierge which is located to Plot D:

- 4 long stay; and
- 6 short stay

All cycle storage will be clearly identified, secure and adequately lit and, in the case of the internal spaces, fully sheltered.

Internal cycle parking spaces will be a mix of two-tier cycle racks and Sheffield stands.

Five per cent of the total number of cycle storage spaces for both residents and visitors will be suitable for adapted cycles, cargo cycles and family trailers (which often have three wheels), as described in the London Cycling Design Standards Chapter 8 and the Cycle Infrastructure Design guidance. This provision includes the external and internal approaches, and door clear opening widths, to cycle stores being of appropriate design.

9.0 Inclusive design statement

9.5 Arrival

Mobility scooters

The use of mobility scooters by people who are unable to walk far is increasing in England. Mobility scooters are not usually used by wheelchair users and therefore storage facilities are proposed throughout the site, not just in plots with wheelchair accessible / adaptable dwellings.

Unlike manual and electric wheelchairs mobility scooters should not be charged or used in homes because of the types of batteries they use. Storage and charging facilities for mobility scooters are provided in the common parts of plots A, B, C and E. The proposal includes mobility scooter parking spaces as follows:

- Plot A (Podium) - 3;
- Plot B (Podium) - 7;
- Plot C (Lower and upper ground) - 7;
- Plot D (Lower ground) - 1; and
- Plot E (Ground floor) - 15.

Access diagram of mobility scooter and cycle parking for residents

Please refer to the following sections and pages of the Design and Access Statement for diagrams showing the locations of mobility scooter and cycle storage in each plot listed above:

Plot A - 4.13, p.193;

Plot B - 5.12, p.264;

Plot C - 6.13, p. 319;

Plot D - 7.12, p.371; and

Plot E - 8.12, p.425.

9.0 Inclusive design statement

9.6 External environment

Landscape general arrangement

Accessible links with the surrounding streets for pedestrians, wheelchair users and cyclists are proposed, overcoming the significant obstacles of steep level changes throughout the site and with neighbouring existing streets, and conserving existing trees on the site.

The proposed new buildings are arranged to provide sight lines from the entrances to the site to key features and entrances as well as to provide passive surveillance over the play areas and external routes.

The proposed park in the centre of the site will create a pleasant amenity space, including play equipment for residents of the development and people who live in the surrounding streets.

Inclusive play equipment and features will be placed alongside pedestrian routes throughout the site.

An area for residents to grow vegetables and flowers is being considered. These would be designed and located to suit the needs of disabled people, including wheelchair users, people of shorter stature, and people with sensory / cognitive impairments. Guidance by the Sensory Trust and Thrive are useful references for the technical design of this space. (Refer to References in Section 9.11).

The proposed open spaces are:

- The Public Garden – the central space within the Development that is publicly accessible;
- Nature Garden – public open space north-west of Plot A (triangular areas that lies between Plot A and Bakersfield Estate);
- Trecastle Connection – the public pedestrian and cycle connection that lies adjacent to Plot E and leads onto Trecastle Way;
- Women's Garden – serves the Women's Building of Plot C. It is not publicly accessible;
- Communal Resident Gardens are communal gardens which serve the residents of Plot A, Plot B, Plot D and Plot E respectively;

- Extra Care Garden – for the use of residents of the 60 extra care homes of Plot E.
- Rooftop Gardens – communal gardens at roof level which serve the residents of Plot B, Plot D and Plot E (extra care only) respectively; and
- Residential Street' – the proposed internal two-way street within the Development.

Play

Formal and informal play areas are designated throughout the landscape, at a variety of scales. Play equipment and landscape features will be designed to appeal to children of all ages and abilities, challenging them to take risks and explore or providing a stimulating but less active sensory environment.

Guidance such as the Mayor of London's Shaping Neighbourhoods: Play and Informal Recreation and BS 8300-1:2018 12.6 will be referred to during the technical design stage when specification and design of these areas will be finalised.

Accessible seating designed to meet the guidance of BS 8300-1:2018 10.7 will be provided adjacent to all play areas and throughout the landscape, with no more than 40 m in between rest opportunities.

9.0 Inclusive design statement

9.6 External environment



Plot A Lower ground floor showing interaction of landscape with communal and private entrances with landscape in north-eastern corner.

Building approaches and entrances

The levels of the existing site and their manipulation by the landscape architects to create an accessible environment have led to all of the plots except Plot E having a 'lower' and 'upper' ground floor, with entrances into each.

As an example, Plot A, in the north-eastern corner of the site consists of three parallel buildings, of which the most north-eastern part has its ground floor at a lower level than the rest. Several residential units have a direct entrance from the street at this level, while others are reached from the cores at upper ground level.

The plots are arranged around communal open spaces that will provide play areas, seating and planting for the enjoyment of residents. Again, due to the buildings extending across significant level changes some podium courtyard spaces have level access onto them from at least one side and then stepped access from other sides. All residents will have step-free access to and from the communal gardens using their respective lift cores, and in some cases directly from their homes.

- ① Private garden space
- ② Defensible planted edge
- ③ Access to refuse loading bay
- ④ Stepped access to landscaped podium
- ⑤ Ramp to bike store
- ⑥ Sub-station

9.0 Inclusive design statement

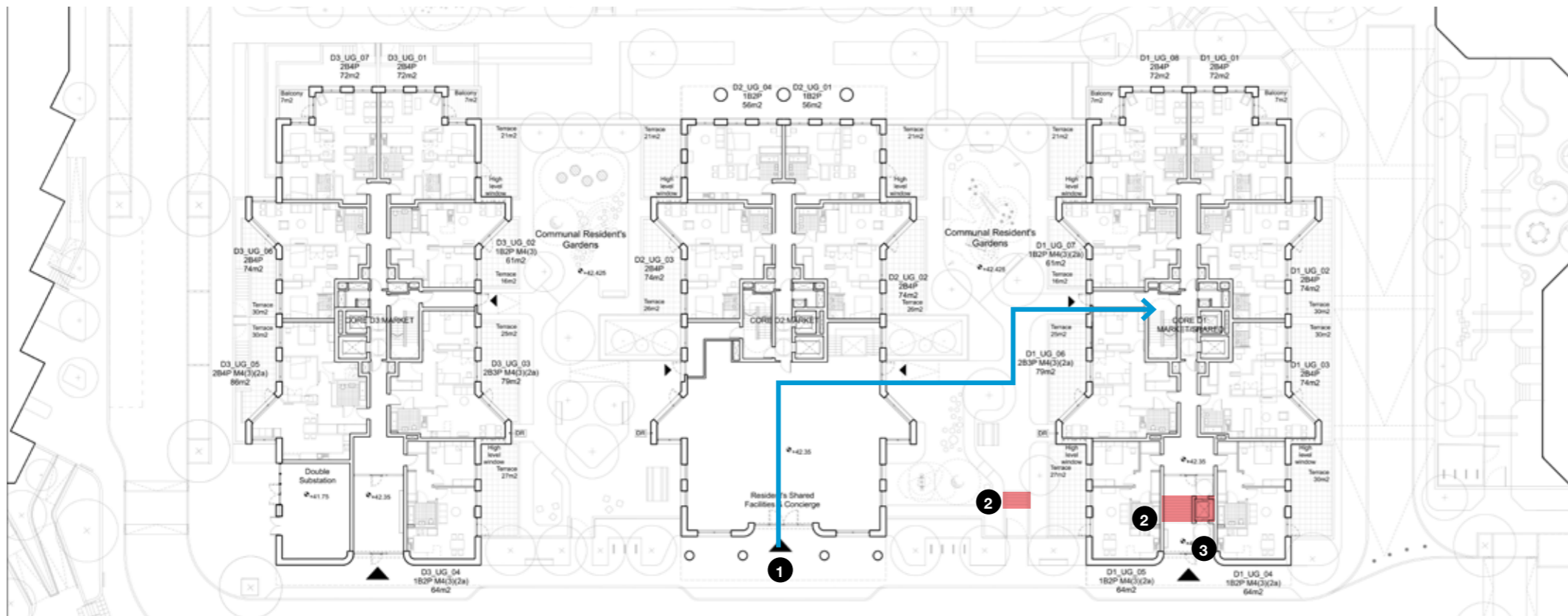
9.6 External environment

- ① Private garden space
- ② Defensible planted edge
- ③ Landscaped podium with play-space
- ④ Stepped access to landscaped podium
- ⑤ Main level access to landscape podium
- ⑥ External bike store (long stay)
- ⑦ Nature Garden
- ⑧ Entrances with through lifts servicing both levels to create accessible routes for all residents

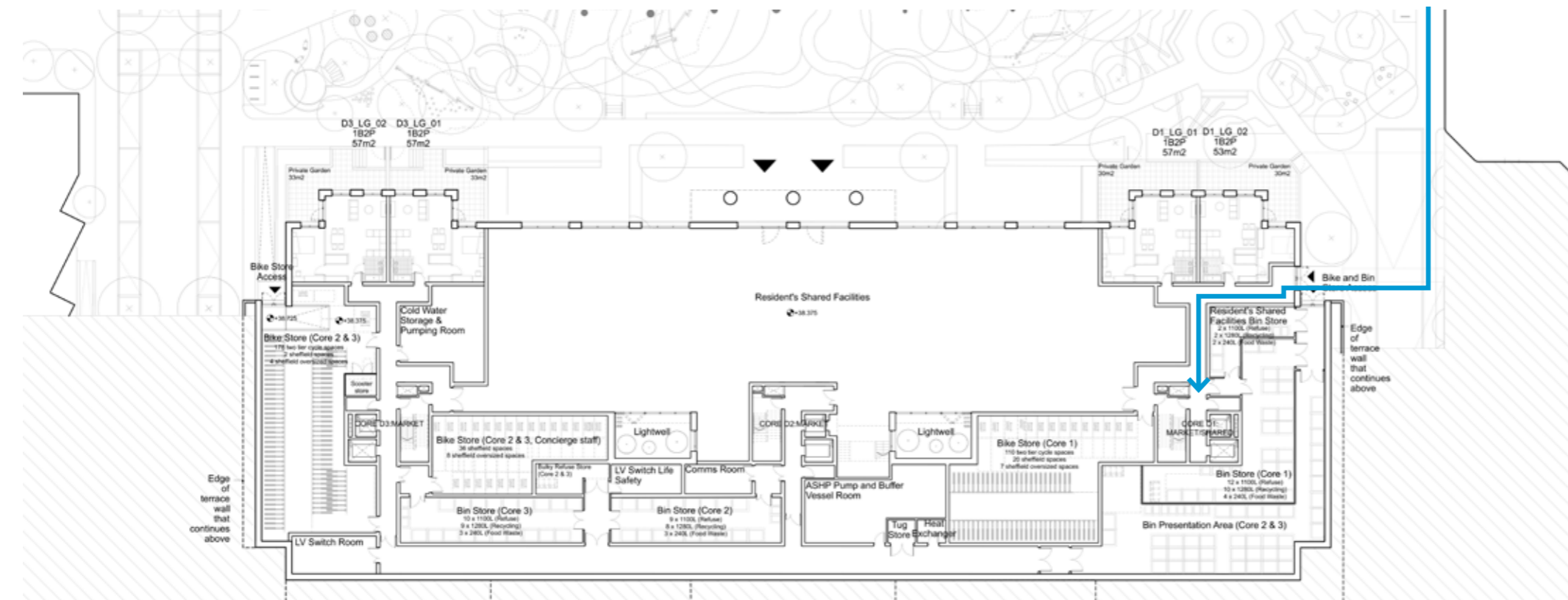


9.0 Inclusive design statement

9.6 External environment



Upper Ground Floor : Buildings D2 (Middle) and D1 (right) at upper ground level showing one of the two alternative step-free routes (Blue) through D2 for D1 residents when lift (3) is out of service. Steps in external space and entrance to D1 are in red.



Lower Ground Floor: the second alternative step free route through bike store entrance.

Approaches to residential entrances

All approaches to the residential entrances are hard-landscaped and at least 1.5 m wide, which is wider than the minimum required by M4(2) and M4(3).

The routes around and to the entrances of Plot D were dictated by the existing levels along Parkhurst Road, the connection with Trecastle Way and the existing park trees, whose roots needed to be protected.

Plot D comprises three buildings: D1, D2 and D3. The constraints described above resulted in one of the two entrances into building D1 (furthest south on the plan) being lower than the main part of the entrance level and being connected to the passenger lift level by a short-rise enclosed platform lift and a flight of ten steps.

During times that this lift is out of service for repair or maintenance the management strategy will include:

- Temporary, accessibly designed and located signs to re-direct people to use either the second entrance of D1 via the western entrance to D2 or the lower ground floor cyclists' entrance to D1; and
- Advising residents of planned maintenance and its duration with sufficient notice.

Use of the platform lift in case of an emergency is unlikely to be possible and therefore a refuge, two-way communication and evacuation chair should be located here as part of the fire strategy, in case of the other D3 entrance being obstructed by fire.

- ① Step-free alternative route
- ② Steps
- ③ Lift

9.0 Inclusive design statement

9.6 External environment

Approaches to non-residential parts

The majority of the upper ground level of Plot C will be occupied by the Women's Building.

A stepped and gently sloped approach lead to the main entrance. The sloped approach will be indicated at the foot and head of the steps with signs featuring the International Symbol for Accessibility (the blue and white stick figure using a wheelchair).

A gentle slope (less steep than 1:20) leads across and up through the Women's Garden to step-free entrances into various parts of the building from the road into the site.

Commercial spaces are proposed in the lower ground level of Plot C and both upper and lower ground levels of Plot B in several locations. All approaches and entrances to the commercial spaces are step-free and level (less steep than 1:60).

Ramped and stepped external routes

The steeply sloping existing site necessitated the use of ramped routes in parts of the landscape. In all cases the ramps meet Part M of the Building Regulations and in instances where the level change is greater than 300 mm an alternative accessible stepped route is also provided as close as possible.

All pedestrian ramps on access routes are less steep than 1:15, which is the maximum gradient permitted by M4(3) of the building regulations where a ramp is part of the approach to a wheelchair accessible dwelling, and represents good practice for non-residential environments.

The only exceptions to this are the secondary, stepped approaches to the courtyard gardens of the plots, where step-free access for residents is provided within the residential cores.

Gentle slopes with gradients less steep than 1:20 are proposed wherever there is space to do so without creating an excessively long route that would be more tiring than a ramp or series of ramps for many disabled people. All gentle slopes are designed with level landings (1:60 or less) for each level difference of 500 mm.

Ramps have gradients of 1:20 up to 1:15 and will be detailed to meet all the criteria of Approved Document M, 1.26, including:

- Handrails on both sides that extend for 300 mm beyond the head and foot;
- Surface materials that provide +/- 30 LRV visual contrast with level parts;
- Widths of at least 1500 mm; and
- Level landings.

All flights of steps will be detailed to meet all the criteria of Approved Document M, 1.26, including:

- Handrails on both sides that extend for 300 mm beyond the top and bottom risers and divide wide flights into channels of no less than 1000 mm wide and no more than 1800 mm wide;
- Corduroy tactile surfaces at the head and foot;
- Handrails that continue along landings except where landings are 'shared' by a series of ramps and stairs (on the Trecastle Way connection, for example); and
- Visually contrasting nosings.

4.0 Inclusive design statement

9.7 Women's Building

General Arrangement

The proposed Women's Building links the two residential buildings of Plot C (C1 and C2) at ground and lower ground levels. The main entrance is in the south-western corner of the Holloway site, adjacent to the Cat & Mouse Library on Camden Road. The gently sloped approach leads up to the forecourt in between the two buildings and the entrance is in the centre of these. An adjacent stepped approach is also proposed.

The Women's Building has been designed flexibly to enable the space to meet the needs of future operators. The Building will be delivered to shell and core. Indicative internal layouts are shown within this Design and Access Statement. This demonstrates that the space could be fitted out to provide the following:

Potential elements at upper ground level:

- Multi-purpose rooms of various capacities;
- Cafe, kitchen and servery;
- Crèche;
- Quiet / prayer room;
- Staff facilities;
- Tea points; and
- Sanitary accommodation.

Potential elements at lower ground level:

- A large multi-purpose room, part of which is double height;
- Refreshment facilities; and
- Sanitary facilities.

The commentary below is based on the above indicative elements, which could potentially come forward:

- A pair of side-hung doors could open into a large reception and cafe area at upper ground level. A lift and stair to the lower ground level is to the right of the reception area.

- Opposite the main entrance another pair of doors leads to a wide corridor that connects the two 'wings' of the Women's Buildings, and a further set of double doors into the Women's Garden to the north.
- To the right of the garden doors is a slope with a gradient of 1:21 leading up to the higher part of the upper ground floor.

The remainder of this level of Plot C is associated with the residential accommodation above.

Indicative Sanitary facilities

Three arrays of sanitary facilities are indicatively shown on the upper ground level, with a wheelchair-accessible unisex toilet as part of each.

The lower ground level plan indicatively show four toilet cubicles and two shower cubicles for visitors, plus one wheelchair accessible unisex toilet for visitors and staff.

The arrangement and layout of sanitary facilities in the Women's Building will be developed during detailed design development in line with Building Regulations Approved Document M Volume 2 and British Standard BS 8300.

Vertical circulation

A single passenger lift is proposed alongside the stair that links the two levels of the Women's Building. The detailed design will be developed in line with Building Regulations Approved Document M Volume 2 and British Standard BS 8300.

9.0 Inclusive design statement

9.8 Residential proposal

Overview

120 (12%) of the proposed dwellings will be homes for wheelchair users designed in accordance with Building Regulations Part M4(3). This provision exceeds the minimum 10% M4(3) requirement. The units are located within each plot.

The social rent wheelchair units will be delivered as M4(3)(2)(b) 'wheelchair accessible units'. The London Shared Ownership and market wheelchair units will be delivered as M4(3)(2)(a) 'wheelchair adaptable units'. The remaining residential units are designed to meet Building Regulations Part M4(2).

The design team will continue to review the provisions during detailed design to make sure that all units meet the minimum criteria of Approved Document M, Volume 1, especially with regard to the criteria that are not included on 1:50 plans such as:

- Switches, sockets and controls, including those in utility cupboards;
- Glazing heights;
- Interior design;
- External door specification;
- M4(3) kitchen layouts;
- Sanitary facilities, including provision for / of level access shower;
- Balcony door specification and threshold details; and
- Window operation.

Peabody's Design Guide states a preference for a number of features that are additional to, or different to those of M4(2) and M4(3), including:

- A preference for kitchens to be separate to living and dining rooms in dwellings with three bedrooms or more (this is often provided in larger homes to meet the requirements of people of certain faiths; and
- A second toilet in dwellings for four people or more.

These provisions are included in the proposed units.

Wheelchair accessible housing

London Borough of Islington's Draft Local Plan Policy H4 B (iii) states that M4(3) dwellings:

"Must... be single-storey, preferably on the ground floor. Where provided above or below entrance level there must be at least two suitable lifts available for use by each unit within a convenient distance from the front door of the units."

The preference in this emerging policy for wheelchair-accessible dwellings to be at ground floor is a variation to the London Plan 2021 Policy D7 and paragraph 3.7.3 or the Principles of Inclusive Design in LCL's view:

"To ensure that all potential residents have choice within a development, the requirement for M4(3) wheelchair user dwellings applies to all tenures. Wheelchair user dwellings should be distributed throughout a development to provide a range of aspects, floor level locations, views and unit sizes."

In accordance with LBI adopted and emerging policy and the London Plan we have sought to provide a range of floor level locations for these units, with as many at ground and lower floor levels as possible in acknowledgment of LBI's preference.

LCL understands that LBI's Policy about a preference for M4(3) homes on the ground floor stems from potential residents being wary of living on upper storeys in case of a lift being out of service, and in case of an emergency evacuation where until recently lifts were not used for evacuation.

Potential residents should be assured that:

- All proposed M4(3) will be served by two passenger lifts so that step-free access to their homes is constant and reliable; and
- Each core has one lift that is designed to be used during an evacuation in line with London Plan Policies D5 and D12.

M4(2) housing

Plot A has five four-bedroom duplex units that are designed to meet M4(2) in all respects with:

- Living areas or combined kitchen and dining areas at entrance level (Approved Document M, Volume 1, 2.24a);
- An entrance level WC with provision for a future level-access shower that meets Approved Document M, Volume 1, 2.27;
- Stairs that meet the criteria of Approved Document M, Volume 1, 2.23; and
- The bathroom / shower room being on the same level as the principal bedroom.

London Borough of Islington policy requests provision for a future through-floor lift in all two-or-more storey residential units. Lifts are not required to be installed but a suitable power supply and the space for such a lift should be made. This is an additional requirement to the Building Regulations M4(2) as referenced by the London Plan. This provision is made in the duplex units.

Extra care homes

Plot E1 will contain 60 social rented extra care homes for older people, with shared facilities including a roof terrace and garden for the exclusive use of residents. All 60 of the E1 units are one bedroom, two person and are designed to meet M4(3) criteria.

Circulation spaces of the upper levels of E1 are generously wide, anticipating a higher proportion of residents using mobility aids, including wheelchairs, and needing assistance from staff or companions.

Entrance foyers, refuse and storage

Each of the five plots has dedicated cycle and refuse storage. All plots except Plot D have mobility scooter storage in their common parts.

Shared facilities

Residents facilities including concierge are sited to Plot D. These spaces have been designed flexibly to ensure the spaces can adapt as needed in future to meet changing resident needs and market demands. This Design and Access Statement identifies indicative uses for the space such as gym, lounge, work space, screening room and communal dining space. All of these provisions will be detailed to meet the relevant guidance of Approved Document M, Volume 2 as a minimum and BS 8300-2:2018.

Vertical circulation

Communal stairs will meet requirements for Part K 'general access' stairs with a minimum width of 1200mm, risers and treads meeting required dimensions and grippable, handrails continuous around landings and extending 300mm beyond top and bottom steps without impeding circulation spaces.

All homes above ground floor level will be accessed using a communal lift and stair core. All homes at the seventh floor and above will be served by at least two lifts.

Residential cores A3, A4 and D1 have a flight of stairs adjacent to a passenger lift with opposite doors so that the podium and entrance levels are connected accessibly. D2 also features a lift for step-free access between the lower and upper ground floor levels, where the residents' facilities and concierge are located.

Each dwelling in the extra care building (E1) will be accessed using a pair of lifts, one a 13-person lift that can accommodate stretchers and all types of wheelchair user, and the other with internal car dimensions of 1100 mm x 1400 mm.

A management strategy will need to be in place for times when single lifts are out of service for management or repair so that residents or visitors who cannot use steps are not inconvenienced.

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Accessible car parking bays

An accessible car parking bay has a width, length and transfer zones as defined in Approved Document M. Refer to BS 8300-1:2018, clause 4.1 for design guidance about accessible on-street parallel parking bays.

Accessible routes

Accessible routes are pedestrian routes that are inclusive and designed to be accessible by everyone.

Accessible signage

The size, profile, lighting, typeface and location of signs in and around a building all have impact on their accessibility. Approved Document M Volume 2 and BS 8300 volumes 1 and 2 refer designers to the Sign Design Guide (see Appendix B) for detailed guidance.

Ambulant disabled people

This term is used by Approved Document M and other documents to refer to people who do not use a wheelchair but may use other equipment to assist their movement, such as walking sticks, a frame or a mobility scooter.

Blue badge parking bays

An accessible parking bay designated for use by Blue Badge holders only. Bays are typically located as close to the main entrance as possible. Blue Badges are issued by the local authority and are subject to varying regulations.

Changing Places

Changing Places are combined toilet, shower and changing facilities for use by people with complex and multiple disabilities who require the help of up to two assistants. They should be provided in places where visitors are expected to spend longer periods of time or in buildings where public services are provided, for instance in community buildings.

Clear opening width

The clear opening width (or 'effective clear width') is the width of a door opening measured at right angles to the wall in which the door is situated from the outside of the door stop on the closing side to any obstruction on the hinge side.

Comfort space

An area of the street predominantly for pedestrian use where vehicles, including bicycles, are unlikely to be present.

Family parking bays

Located close to building entrances and designated for use by children and their parents /guardians.

Hearing loss

The term "hearing loss" is used here to cover the full spectrum of deafness. This is not strictly accurate, because many people are deaf from birth and have never "lost" their hearing. At the other end of the spectrum there are people who are losing their hearing but do not yet recognise it.

Left /right - hand transfer (unisex accessible WCs)

Where more than one unisex accessible WC facility is provided in a building they should provide a choice of transfer options. A right-transfer WC is preferred, and has the WC on the left-hand side of the clear transfer zone when seen from its approach.

Level surface

A street surface with no level difference to segregate pedestrians from vehicular traffic (as defined in LTN 1/11 DFT 2011).

Mobility scooter

Mobility scooters are not electric-powered wheelchairs but are small vehicles that are generally used outside by people who cannot walk further than a short distance.

Next Generation Text Relay Service

Enables a person with hearing loss to make or receive a phone call via an operator who types back the response from the other party.

The BT NGT relay service eliminates the need for a special textphone. Text calls can be accessed via PC, laptop, tablet and smart-phone.

People of shorter stature

People with restricted growth due to conditions such as dwarfism.

Personal Emergency Evacuation Plan (PEEP)

The fire safety procedures should include a PEEP for any disabled user of the building. The plan must be tailored to their individual needs and is likely to give detailed information on their movements during an escape. People who may need a PEEP could include people with sight or hearing loss, cognitive disabilities, breathing difficulties and people who have difficulty walking. Refer to Fire Safety Risk Assessment: Means of Escape for Disabled People for more information.

Pitch-line

A notional line that connects the nosings of the treads of a stair.

Principles of inclusive design

The following key points about inclusive design are from Cabe's 2006 publication *The Principles of Inclusive Design - They Include You*, which also gives more detailed explanations of each point:

- Inclusive design places people at the heart of the design process.
- Inclusive design acknowledges diversity and difference.
- Inclusive design offers choice where a single design solution cannot accommodate all users.
- Inclusive design provides for flexibility in use.
- Inclusive design provides buildings and environments that are convenient and enjoyable to use for everyone.

Ramp

The distinction between a slope and ramp is important because a ramp should have handrails on both sides and a stepped alternative route if the level difference overcome is greater than 300 mm. A ramp is an inclined route with a gradient of 1:20 or steeper.

Sanitary facilities

Sanitary facilities for public or staff use include unisex accessible WCs, cubicles for ambulant disabled people, enlarged WC cubicles, accessible baby changing and Changing Places.

Setting-down points

Setting-down points are designated places, off the main carriageway, where taxis and other vehicles can stop for a short time to allow their passengers to get into or out of the vehicle.

Shared streets and spaces

Note that as of July 2018 councils have put all proposed 'shared space' schemes on hold, as instructed by the Transport Minister, because of the uncertainty about their safety for some people. LTN 1/11 DFT 2011 is withdrawn.

Sight loss

Also known as visual impairment or vision loss, sight loss is a decreased ability to see to a degree that causes problems not fixable by usual means, such as glasses. In the UK, there are almost 2 million people living with sight loss. Of these, around 360,000 are registered as blind or partially sighted.

Slope

A slope is an inclined route with a gradient less steep than 1:21. Handrails and stepped alternative routes are not usually required for a slope to be accessible.

Video Relay Service

Enables a person with hearing loss to make or receive a video phone call via an interpreter who speaks to the other party and signs or lipspeaks back the response.

VRS for sign language users can be similarly accessed using webcam on these portable devices.

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Video Relay Interpreting

Enables a person with hearing loss to access an interpreter in real time via smart-phone, tablet or laptop when conversing or when in meetings with another party in the same room.

Visual contrast

The tonal distinction, or visual contrast, between key surfaces and features helps people with visual impairments to understand the environment. The perception of a visual difference between one surface or element of a building and another can be measured by comparison of their light reflectance values (LRV).

Wheelchair

Wheelchairs can be powered (usually by a rechargeable battery) or manual. A manual wheelchair user may self-propel or rely on an assistant to push them. Many people use a different wheelchair in the home to outside it, use a wheelchair periodically or temporarily. Although 'standard' dimensions for wheelchairs are in circulation, it should be noted that the sizes of wheelchairs vary a great deal, according to the needs and resources of their users.

Wheelchair-accessible unisex toilet

The minimum internal dimensions for these as described by Approved Document M, Volume 2, are 1500 mm x 2200 mm (sometimes enlarged to accommodate a standing-height basin). BS 8300-2:2018 Diagram 40 recommends a width of 1700 mm. This facility is not to be confused with a Changing Places room, cubicle for ambulant disabled people or enlarged cubicle.

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9.10 References

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