Inclusive Design in Islington

Supplementary Planning Document (February 2014)

Design standards including those for accessible housing and inclusive student accommodation

Contents:

1. Introduction

1.1 This Supplementary Planning Document[1] sets out the Council's principled approach to Inclusive Design, which applies to all aspects of design, and sets basic minimum standards for some of the most commonly occurring design elements.

1.2 It replaces Section 5 "Access and Facilities for People with Disabilities" of Islington's Planning Standards Guidelines 2000 (updated 2002) and the "Accessible Housing SPD" 2009; it takes into account the introduction of the Equalities Act 2010 (superseding the DDA) revisions to British Standards, the updated Lifetime Homes Standards (2010) and recent decisions (Planning Inspectorate's examination into Islington Development Management Policies Local Plan December 2012) on the requirement for inclusive student accommodation.

1.3 The standards, which derive from principles established in Islington's Core Strategy (adopted 2011) and determined by Development Management Policies (adopted June 2013) apply to all development, whether new build, refurbishment, extension or conversion; they reflect policy development at a national level, whilst also responding to local conditions.

1.4 The object is to deliver an inclusive and sustainable environment within which all sections of the community enjoy the same benefits and opportunities in terms of housing, education, employment, culture, leisure, family and social life. To that end new development must be sufficiently flexible and versatile to adapt to diverse and changing needs, to reduce the need for costly and unwelcome moves, and improve individual life choices.

1.5 The detailed standards are drawn from relevant British Standards, they reflect and build upon those that define Lifetime Homes and wheelchair accessible housing, established by Habinteg Housing Association. The Lifetime Homes Standards were updated in July 2010 and now offer greater clarification on the 16 criteria with useful diagrams and narrative to help designers achieve better schemes (see www.lifetimehomes.org.uk/pages/revised-design-criteria.html). Housing in Islington is now expected to satisfy both the revised LTH standards and the specification set out for flexible housing in Islington.

1.6 The Islington specific housing guidance (Section 5) was additionally informed and enhanced by a group of local disabled people. Members of the group were recruited and supported by Disability Action in Islington and a programme of consultation facilitated by the Council's Access Officer. The group comprised people

[1] The status of a SPD is set out in PPS 12: Local Spatial Planning see: **www.communities.gov.uk/publications/planningandbuilding/pps12lsp**

living with a wide range of impairments and from different backgrounds. With a clear understanding of what flexible homes should achieve the group visited some typical contemporary developments, to witness the theory realised and hear the experience of residents. As a consequence, and on the basis of personal experience, the group was able to voice specific concerns and suggest viable amendments to the original Lifetime Homes guidance. For the first time, travel distances between the main entrance to a development and the dwellings within are taken into account and the increasing use of mobility scooters is factored into the guidance.

1.7 Policies and guidance relating to the delivery of wheelchair accessible housing were also informed by that group. For instance, where wheelchair accessible units are located above entrance level, they should be served by more than one lift. Wheelchair accessible units should also be single storey. Allowance is however made for the fact that not every unit will immediately or continuously be occupied by a wheelchair user and that in any event individual needs and domestic arrangements vary.

1.8 Student Housing is also defined as 'housing' for the purposes of implementing the Mayor's policy on Housing Choice. So, all student residential units should meet the objective of the Lifetime Homes model and 10% should be wheelchair accessible or easily adaptable (see 5.06 below) for residents who are wheelchair users. The object being that student accommodation should be visitable and inclusive. Section 6 of this SPD interprets the Lifetime Homes principle and the requirement for wheelchair accessible accommodation, as appropriate to the conditions in Islington.

1.9 A Design and Access Statement is a statutory requirement for all major applications and will provide valuable supporting evidence for others too. The statement brings together the design and management of the scheme; it should link to the sustainability and transport assessments as appropriate and respond methodically to the standards set out in this document. It should make clear, for instance, how each dwelling would be adapted e.g. how the bath could be removed and replaced by a level entry shower. A pro forma access statement is available to down load from the LBI website at: www.islington.gov.uk/services/planning/plan_conserve/urban_design/inclusive/Pages/AccessStatements.aspx

1.10 For the purposes of Development Management, the satisfactory implementation of Planning Policy and the peace of mind of end users, it will always be preferable to meet established needs and resolve a design brief in tangible built form. Dependence on mechanical or management solutions has too often proved unreliable and their maintenance and implementation lies beyond the control of the planning authority.

2. Inclusive Design – principles and process

2.1 Inclusive Design is an approach to design that, by placing people at the heart of the design process, enhances the quality of our spaces and places, ensures their continuing relevance and minimises the need for awkward, costly and unsightly alteration in the future.

2.2 The principles of Inclusive Design, as set out in Islington's Development Management Policies are:

- **Ease of use and versatility** are important features of an Inclusive Design. "Ease of use" means that access to, and enjoyment of, an environment should require minimal strength stress and effort and should be achievable in comfort; independently and/or with assistance delivered on the users' terms. "Versatility" suggests a lack of prescription in a design and as a result, flexibility in use. Versatile solutions take into account diverse and evolving needs, whilst minimising the need for structural adaptation - an essential aspect of sustainability.

- **Logic, safety and legibility** are essential aspects of an Inclusive Design because logical layouts and clear sightlines enable spaces and places to be understood without recourse to excessive text based signage. They inspire a sense of security and promote confidence, minimising the need for active surveillance and/or personal support.

- **Places and spaces that are convenient and enjoyable for all to use**, must be designed with diversity in mind; addressing the specific and potentially conflicting physical, sensory, cognitive and social needs of people protected by current equalities legislation. This will ensure that barriers are designed out and flexibility built in. The provision of accessible, essential and appropriate services to support a development will also provide for and will enhance independence and contribute to the cohesion and sustainability of the community.

- **The success of an Inclusive Design will often be affected as much by its management as by its physical form.** Shortcomings in the latter frequently place unreasonable and unsustainable demands on the former, and vice versa. Implications for the management of spaces and places, particularly when considering diverse and changing needs, should be considered and resolved at the earliest design stages.

2.3 Inclusive Design is no less relevant or important in an historic environment; whether new-build, refurbishment, extension or conversion. The principles should be interpreted in light of the need to conserve and enhance the historic environment,

local character and distinctiveness. To do this it is recommended that designers adopt the methodology developed by English Heritage and described in its document 'Easy Access to Historic Buildings 2012' www.english-heritage.org.uk/publications/easy-access-to-historic-buildings/. That methodology describes how to reconcile perceived conflicts between inclusive design and conservation objectives. Beyond that, applicants are advised to seek advice from the Design and Conservation team and Inclusive Design Officers within the Planning Service.

2.4 Inclusive Design goes beyond traditional concepts of accessibility. Inclusive Design takes into account the diversity of complexity of our communities and is informed by the introduction of the Equalities Act 2010 which supersedes the Disability Discrimination Act and refers to nine protected characteristics:

- age;
- disability (including mobility, visual and hearing impaired people and people with
- learning difficulties and or mental health problems);
- gender reassignment;
- marriage and civil partnership;
- pregnancy and maternity;
- race;
- religion or belief;
- sex, and
- sexual orientation.

2.5 Like the DDA, however, the Act requires that employers and service providers do not treat people, with any one or more of these characteristics, any less favourably than they would treat someone else. They are also required to make changes to policies, practices, procedures and premises to ensure that equality of treatment.

2.6 The Equalities Act also introduced a Public Sector Equality Duty. All public authorities now have a responsibility to:

- eliminate relevant discrimination, harassment, victimisation;
- advance equality of opportunity by removing or minimising disadvantage suffered by, and taking steps to reach, engage and meet the needs of, relevant groups, and
- foster good relations between people protected by the current equalities legislation and the wider community by tackling prejudice and promoting understanding

2.7 Planning policies on inclusive design therefore go beyond the requirements of Building Regulations. The application of Inclusive Design principles is an art; the art of the possible and is not bound by the strict limits of prescribed regulation. It is

essential nonetheless to ensure that any interpretation of the Inclusive Design principles at the planning stage does not undermine the ability of Building Control Officers or Approved Inspectors to ensure regulatory compliance at a later and more detailed design stage. Key references are:

- Part M - Access to and use of buildings;
- Part K - Protection from falling, collision and impact; and
- Part B – Fire safety

3. Planning Policy

3.1 The National Planning Policy Framework (NPPF) states:

> *57. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes*
>
> *61. Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations.*
>
> *69. The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities.*

3.2 The Council operates the London Plan policy 7.2:

> *An inclusive environment requires that developments:*
> - *can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances;*
> - *are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment;*
> - *are flexible and responsive taking account of what different people say they need and want, so people can use them in different ways;*
> - *are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all.*

3.3 Islington's Core Strategy echoes the London Plan policy:

> *Policy CS9 - Protecting and enhancing Islington's built and historic environment:*
>
> *High quality architecture and urban design are key to enhancing and protecting Islington's built environment, making it safer and more inclusive.*

3.4 Islington's Development Management Policies DPD states:

> *Policy DM2.2 - Inclusive Design*
> *A. All developments shall demonstrate that they:*
> - *provide for ease of and versatility in use;*
> - *deliver safe, legible and logical environments;*
> - *produce places and spaces that are convenient and enjoyable to use for everyone, and*

- *bring together the design and management of a development from the outset and over its lifetime.*

3.5 Islington also operates London Plan policy 3.8, Housing Choice, which requires that:

- *all new housing is built to 'The Lifetime Homes' standards*
- *ten per cent of new housing is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users (i.e. in developments of 10 units or more)*

3.6 Islington's Core Strategy policy CS12 - Meeting the housing challenge, is as follows:

H. Requiring all new housing to comply with 'flexible homes' standards as set out in the Accessible Housing SPD, with at least 10% wheelchair housing provided as part of all new developments.

3.7 Islington's Development Management Policy, DM 3.4 Housing standards, expands upon that requirement:

A. All new housing developments (including conversions, Changes of Use, Houses in Multiple Occupation, and sheltered housing) are required to provide accommodation that meets the following criteria:

v) 10% of all new housing, calculated against the number of habitable rooms, is required to be wheelchair accessible or easily adaptable for residents who are wheelchair users. The wheelchair accessible units should be provided across all tenures and unit sizes, and integrated within the development. Each wheelchair housing unit is required to be single-storey, preferably on the ground floor. Where provided above ground floors 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

B. Internal floor area
iv) Kitchen/diners should normally be provided as separate from living rooms as set out in the Accessible Housing in Islington SPD.

F. Approach and entrance
i) The overall approach to all entrances should be logical, legible and level or gently sloping.

ii) The overall travel distance between drop-off points (i.e. car parking spaces, car club bays, loading bays), the main entrance of a development, and the entrance of each individual dwelling should be kept to a minimum and demonstrably within the reach of ambulant disabled people. There should be a maximum total distance of 75 metres as required by the Accessible Housing in Islington SPD.

G. Shared circulation
ii) Common/shared entrances should lead to a hall large enough for people to manoeuvre with shopping and/or baby buggies, and in wheelchairs, with ease.
iii) All dwellings should be provided with step-free or lift access.
iii) Communal circulation corridors should be a minimum of 1,200mm wide, the preferred width is 1,500mm. Where they have an unobstructed width of less than 1,500mm, communal corridors should have wheelchair turning spaces at reasonable intervals.
iv) Access cores must provide an access control system, with entry phones in all dwellings linked to a main front door with remote electronic lock release

H. Circulation in new homes
i) The width of front doors to dwellings, internal doors and hallway should conform to the specifications set out in the Accessible Housing in Islington SPD and the London Housing SPG.
ii) The design of dwellings over more than one-storey is required to provide space for (a)provision of a stair lift, and (b) a suitably identified space for a through-the-floor lift from the entrance level.
iii) Space for turning a wheelchair shall be provided in living rooms, dining rooms and in at least one bedroom

3.8 Similarly, Islington's Development Management Policy DM 3.9 sets out the requirement for Houses in Multiple Occupation, hostels and student accommodation

A. All new Houses in Multiple Occupation (HMOs), hostels and student accommodation must be built to Islington's flexible home standards (as defined in the Accessible Housing in Islington SPD) and 10% of bed spaces must be designed to be wheelchair accessible. The 10% wheelchair accessible standard rooms must be fully fitted from completion

3.9 And Policy DM4.11 (B) describes the requirement for accessible and inclusive hotel and visitor accommodation and DM4.12 (C) extends that to the associated infrastructure and cultural facilities.

B. Proposals for new hotel and visitor accommodation (including ancillary hotel and visitor accommodation) will only be supported where they
vii) are inclusive, providing at least 10% of all hotel rooms to wheelchair accessible standards (the 10% wheelchair accessible standard rooms must be fully fitted from occupation)
C. New social infrastructure and cultural facilities, including extensions to existing infrastructure and facilities, must:

ii) provide buildings that are inclusive, accessible, flexible and which provide design and space standards which meet the needs of intended occupants

3.10 Policy DM8.4 'Walking and cycling' also facilitates the delivery of a more sustainable and inclusive environment.

C. Major developments, minor developments creating new residential and/or commercial units, and extensions of 100m2 or greater, are required to provide cycle parking in accordance with the minimum standards set out in ***Appendix 6*** *(of DMP) . Cycle parking is required to be designed to best practice standards and shall be secure, sheltered, integrated; conveniently located, adequately lit, step-free and accessible. Cycle parking shall include an adequate element of parking suitable for accessible bicycles and tricycles. Residential cycle parking is required to include provision for cycle parking for family use.*

3.11 Whilst Policy DM8.5 describes local arrangements for the provision of on street parking and for the storage and charging of mobility scooters.

C. Wheelchair-accessible parking
Wheelchair-accessible car parking is required to be provided in accordance with best practice standards, as set out in the council's Planning Obligations SPD and Accessible Housing SPD, and BS8300:2009. Developments are also required to provide adequate provision for mobility scooter storage and charging. The council will require accessible parking bays to be located on-street where practical; such spaces should be identified and the cost of provision secured by a Section 106 legal agreement to enable the council to install the accessible parking spaces.

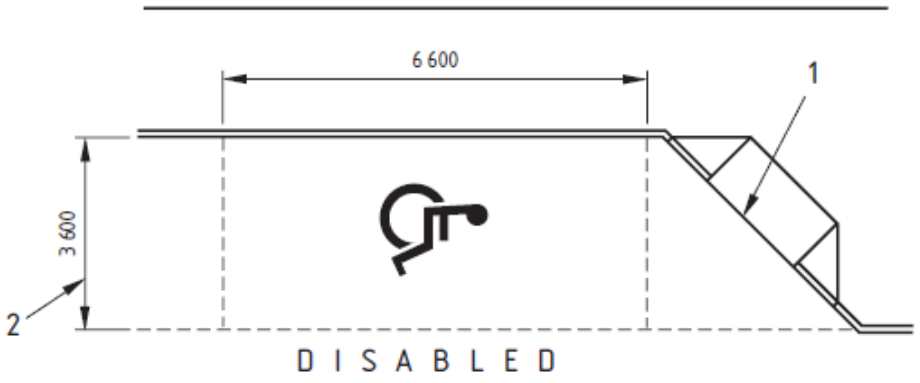
4. Design Solutions (buildings other than dwellings or student housing that are covered in Sections 5 and 6 of this document)

4.1 Parking and setting down.

There is an expectation that development in the borough will minimise dependence on private vehicles. There is however recognition that public transport is not accessible to all and that a flexible approach should be adopted to obtain an inclusive outcome. To meet the needs of mobility impaired individuals a range of alternatives are suggested that will be more or less appropriate according to location and use; and these include:

- safe drop off for taxis and others
- On street parking
- Storage and charging for mobility scooters
- Accessible cycle storage
- Off street parking

Safe drop-off and on-street parking (diagram taken from BS8300:2009)



Key
1 Dropped kerb (with blister tactile paving)
2 Allows safety zone on kerb or street side

NOTE Refer to Inclusive mobility – A guide to best practice on access to pedestrian and transport infrastructure *[10] for further guidance.*

Storage and charging for mobility scooters (figures taken from BS8300:2009)

Table C.5 **Space required for a sample of electric scooters when stationary**

Percentage of scooter users accommodated	Occupied		Unoccupied	
	Length	Width	Length	Width
	mm	mm	mm	mm
Complete range	1 170 to 1 600	630 to 700	1 170 to 1 500	620 to 640

In order to store and charge a scooter, space must be provided for the user to manoeuvre into the bay and to transfer laterally from the scooter. Facilities should be located as close as possible to the lift core of the premises they serve but must be separated from that core by a partition providing at least 30 minutes fire protection.

Accessible cycle storage

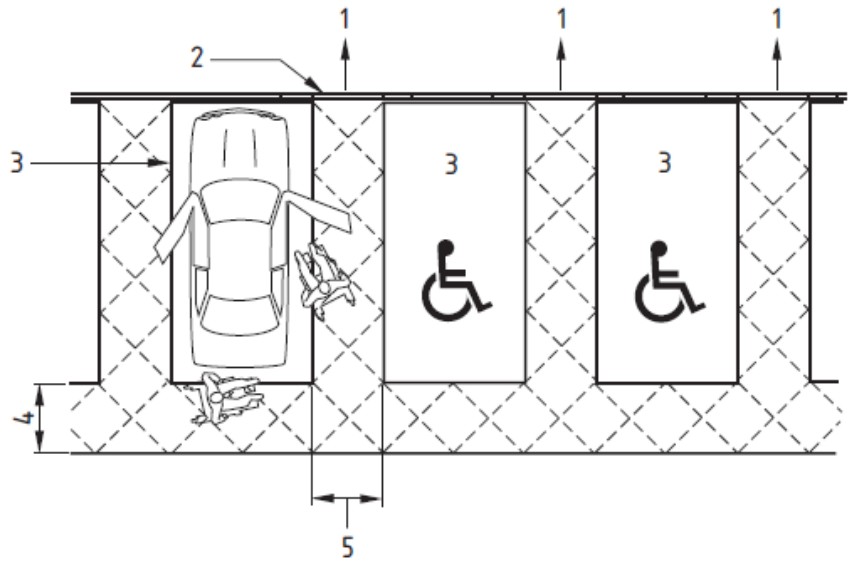
Development Management Policy DM8.4 Walking and cycling requires that mayor developments provide cycle parking that will accommodate accessible cycle parking spaces for mobility bicycles and tricycles, for cyclists with disabilities, as well bicycles for parents with children. And that all cycle parking facilities are step-free.

Major developments, minor developments creating new residential and/or commercial units, and extensions of 100m^2 or greater shall provide at least one accessible cycle parking space designated for an accessible bicycle (such as a tricycle), where the rider has priority use. In major schemes an additional accessible cycle parking space shall be provided for every 25 cycle parking spaces (or part thereof) and at least 1 space shall be provided as a minimum.

Accessible cycle parking spaces shall be served by a route at least 1,500mm in width and the spaces shall be wider than standard cycle parking spaces. Such spaces could be provided at the end of a rack of cycle parking.

Cycle parking suitable for families should also be provided. This may include parking that can accommodate trailers for children, and is required at least in relation to family-sized units i.e. residential units with three or more bedrooms.

Off-street car parking (diagram taken from 8300:2009)



Key

1 Preferred access route avoiding travel behind parked cars
2 Dropped kerb or level access
3 Standard 2 400 mm × 4 800 mm designated parking space
4 1 200 mm wide safety zone for boot access and cars with rear hoists, outside the traffic zone
5 1 200 mm wide marked access zone between designated parking spaces

4.2 Approach

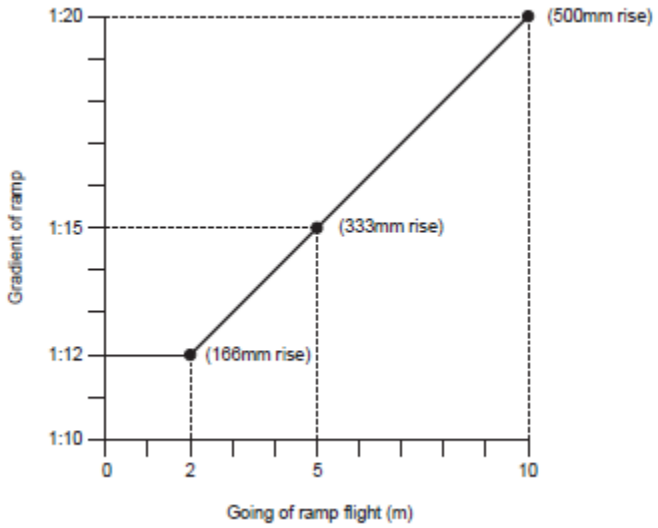
Approach routes should be:

- level or suitably ramped (see 4.4 below)
- clear of obstructions and hazards, such as low level bollards.
- at least 1500mm wide to facilitate a wheelchair turning around (with occasional wheelchair passing places) or preferably 1800mm to enable wheelchair users to pass at any point. The width should be maintained to a height of 2100mm above the ground.
- Where it is necessary to introduce occasional narrowing of the access route, the restricted width should be at least 1200 mm and should extend for not more than 2 m in length
- Firm, slip resistant and smooth
- Tactile paving should be installed in line with nationally approved guidance see: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3622/tactile-pavement.pdf
- Provided with seating/resting points at 50m intervals.

4.3 Ramps and steps

Where an external route inclines at a gradient greater than 1:60 but less than 1:20 it is not defined as a ramp; nonetheless it should be provided with landings (resting points) for every 500mm change in level.

Where the incline exceeds 1:20 the gradient and length should meet and improve where possible upon the minimum safety standards described by this graph (taken from the Approved Document M):



In no circumstances should the gradient exceed 1:12 and, where the overall level change is 2m or more, a lift should be provided instead.

Ramps should also:

- Be at least 1500mm wide
- Have a slip resistant finish
- Have a landing at the head and foot, clear of any door swing 1200mm deep (where mid-flight landings are required - see graph above - those landings should be at least 1500mm deep or 1800x1800mm where it is not possible to see one end of the ramp from the other)
- Have suitably designed handrails on both sides

Steps should be suitable for use by ambulant disabled people and should be provided as an alternative to any ramp where the level change exceeds 300mm. External steps should:

- Always comprise at least 2 steps
- Be at least 1200mm wide

- Have suitably designed handrails on both sides (wider flights should be divided into channels no less than 1m and no more than 1.8m wide)
- Have risers that measure between 150mm and 170mm
- Have treads/goings that measure between 280mm and 425mm.
- Have highlighted nosings
- Have landings (1200mm deep) at least after every 20 steps.
- Have corduroy tactile paving properly installed at the head and foot of the flight

4.4 Common entrances

Whether for public, commercial or residential developments, common entrances should:

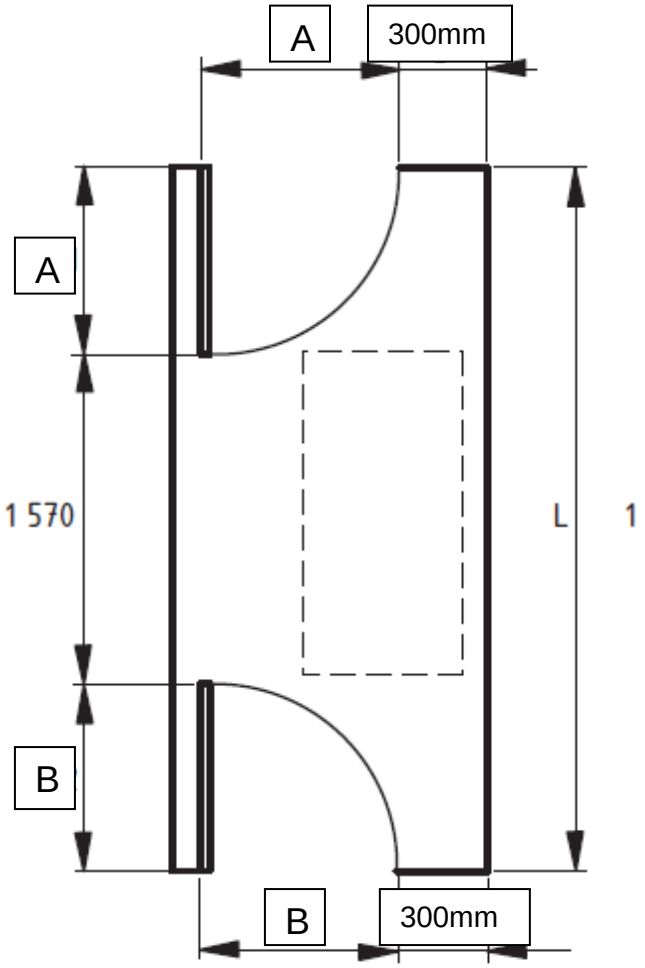
- Have a level or ramped approach (see ramps above)
- Have a landing 1500x1500mm clear of any door swing before them.
- Be clearly identifiable
- Have a level threshold
- Provide a clear opening width of 1000mm
- Have an opening weight of no more than 30N or be power operated.

Whilst revolving doors are accepted by Building Control, if they are accompanied by adjacent pass doors that satisfy the criteria above, that arrangement cannot be considered to be inclusive as it forces disabled people and those with buggies and or luggage to make use of a secondary entrance.

Entry phones should be located within reach of wheelchair users, should be accessible to those with visual impairments, and provided with a visual/camera link that facilitates communication with reception and or individual businesses and or residents. The mechanism should also facilitate the remote release of the door lock/latch.

4.5 Lobbies

The length of the lobby should be at least the projection of the door or doors, where one or both swing into the lobby, plus 1570 mm as illustrated in BS8300:2009



4.6 Lifts and stairs

A passenger lift will always be the most satisfactory means of transport between the storeys of a development, not least because the controls can be accessible and they can complete numerous consecutive journeys. However, in some circumstances (usually in an existing building where the site is constrained) a vertical-rise platform lift can be effective. The minimum size for a lift car is 1100x1400mm. However, if the lift has doors on adjacent sides, it will not be big enough for some wheelchair users to make the requisite 90^0 turn.

At 2000 mm wide × 1400 mm deep a lift car will accommodate one user of any type of wheelchair (including mobility scooters) together with several other passengers. There

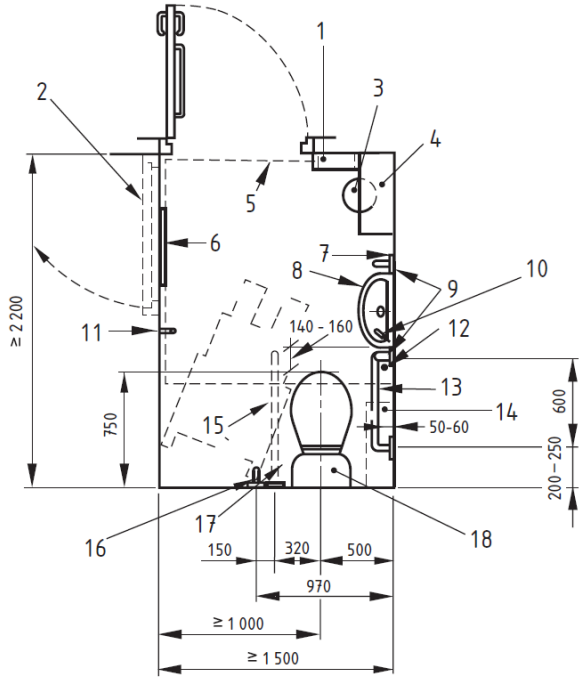
would also be sufficient space for wheelchair users and people with walking aids to turn through 180°.

4.7 Internal doors and corridors

Corridors should be at least 1200mm wide but should also provide regular opportunities for a wheelchair user to turn through 180^0 (wheelchair users should not have to reverse along any stretch of corridor) which requires a turning circle (diameter 1500mm). It should also be possible for two wheelchair users to pass, which requires a bay 1800x1800mm).

Doors accessed from 1200mm wide corridors should provide a clear opening width of 825mm. If the corridor is 1500mm wide, the door width can be reduced to 800mm.

4.8 WCs and showers



a) Unisex WC where other toilet accommodation is available

Key to Figure 51a)

1 Sanitary dispenser
2 Alternative door position
3 Disposal bin
4 Shelf
5 Wheelchair turning space (1 500 x 1 500) mm
6 Long mirror
7 Wall A (see Figure 52)
8 Hand rinse basin
9 Vertical grab rails
10 Tap on side of basin nearest to WC
11 Two clothes hooks, one at 1 050 mm and the other at 1 400 mm above the floor
12 Alarm pull cord
13 Horizontal grab rail
14 Sanitary disposal unit
15 Drop-down support rail
16 Vertical grab rail
17 Flush mechanism on this side of WC pan
18 Flat-topped close-coupled cistern providing a back rest and a colostomy changing surface for standing users (where high or low level cisterns are used, a rail with a padded back rest and a separate colostomy changing shelf 125 mm to 150 mm deep and preferably 400 mm wide, with its surface 950 mm above floor level, should be provided)

As illustrated in BS8300:2009.

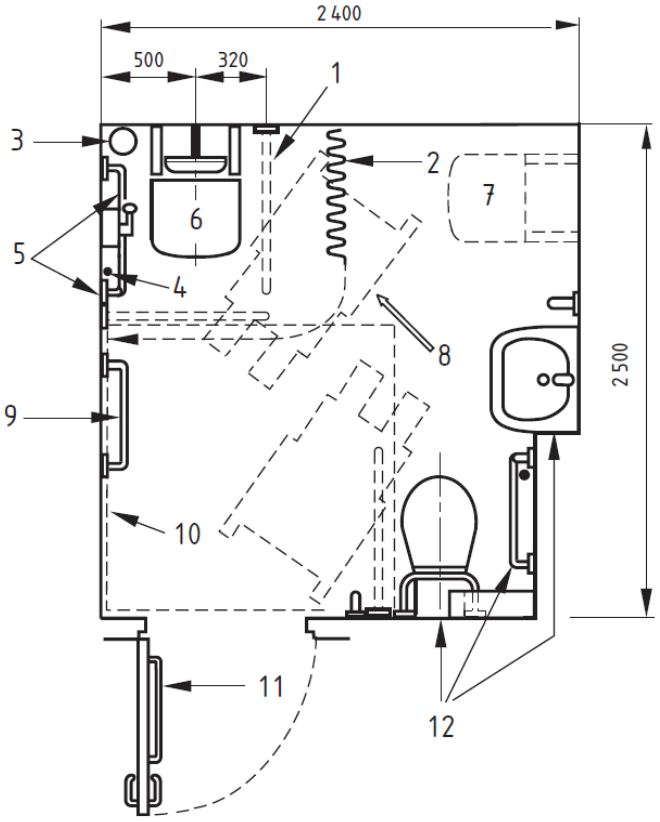
Accessible WCs should be provided in all places where sanitary provision is made and should always be provided within easy reach of reception areas and dining facilities. The cubicle should measure at least 1500x2200mm and should be unisex. The door should also open outwards without causing an obstruction to any fire escape route. This is the standard layout for independent use.

In addition, in facilities such as schools, community centres, cultural venues, sports centres and shopping precincts, 'Changing Places' WCs should be provided for the use of those people who require assistance and or the use of a changing bench and or hoist.

These WCs should be provided in addition to those required for independent use and should are not suitable for general use.

The facility requires a room 3mx4m with a minimum ceiling height of 2.4m. Further information is available at:
www.changing-places.org/install_a_toilet/design/changing_places_standards.aspx

Showers – as illustrated in BS8300:2009



NOTE 1 Example shown is for right-hand transfer to shower seat and WC.

NOTE 2 For details of fittings associated with the shower, see Figure 50.

NOTE 3 The overall dimensions shown exclude such items as heat emitters and boxing in of pipework, and adjustments in room size will be needed to accommodate these items.

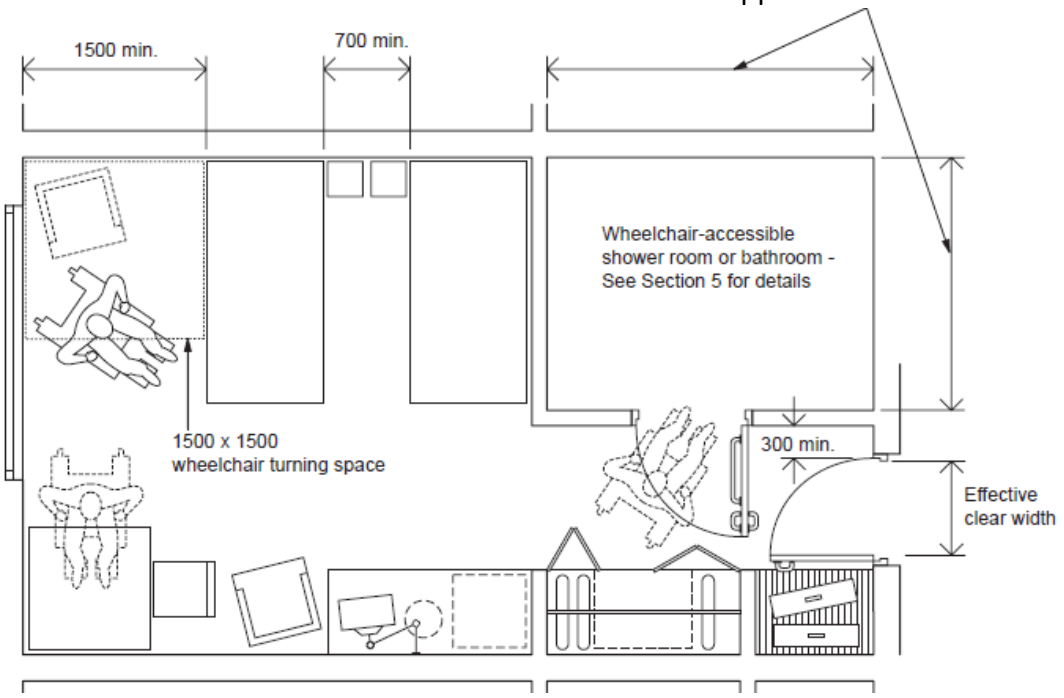
Key

1 Drop-down support rail
2 Shower curtain
3 Floor drain
4 Alarm pull cord
5 Vertical and horizontal grab rails
6 Tip-up shower seat
7 Optional tip-up seat for use when drying
8 Fall to floor drain no steeper than 1:50
9 Towel rail
10 Wheelchair turning space (1 500 x 1 500) mm
11 Horizontal pull rail to help close the door from a wheelchair
12 See Figure 45 for details of WC, basin and associated fittings

4.9 Hotel bedrooms

The London Plan and Islington's Core Strategy require that 10% of hotel bedrooms are suitable for use by wheelchair users. This is in excess of the 5% required by Building Control. That being the case, 5% of the rooms should be designed to meet the standards set out in the Approved Document M, the remainder can be delivered in line with the more flexible criteria, established by Habinteg Housing Association and adopted as a standard for wheelchair accessible housing in Islington. In any event the rooms must be fully fitted (including all spatial provisions, fixtures and fittings) from the outset.

5% of rooms should meet this standard as illustrated in the Approved Document M.



The remainder can be designed in line with the standards set out in section 5.2 below.

4.10 Shop fronts

New and refurbished shop fronts should have:

- A safe approach. In other words there should be no overhangs or unprotected projections into the walkway.
- A level entrance.
    - The threshold should not exceed 15mm.
    - Where there is a change of level between the pavement and the inside finished floor level, the approach should be ramped, preferably within the

shop or failing that on the pavement outside. Applicants should refer to the Islington Streetbook Section 5 and the Approved Document M for relevant and more detailed design advice.

- Inclusive Signage. This means that information should be communicated in a variety of ways. Overhead signage at 90^0 to the line of travel is useful, as is eye-level information. Information that is embossed so that it can be read through touch is helpful and wherever possible audible clues should be incorporated. Further technical guidance, describing the size, font, colour and lighting of accessible signage is provided in BS8300:2001 and the Sign Design Guide, the latter published by JMU Access Partnership and the Sign Design Society.
- Entry phones that are accessible to people with visual and/or hearing impairments and to those without speech. They should also be located within reach of wheelchair users.
- Doors that conform to the standards set out in 4.4 above. Door opening furniture should be capable of being operated by a closed fist and should contrast in tone with its surroundings.
- Surface manifestation of glass doors (and/or any other full-height glazing) at 2 levels, between 850 and 1000mm affl and between 1400 and 1600mm.

4.11 ATMs

Access to the ATM should be direct and unobstructed.

- The ATM should be located clear of the adjacent circulation route.
- Wherever feasible a privacy area (at least 1500x1500mm) should be provided in front of the ATM. This should be defined possibly by means that incorporate tactile information.
- The area before the ATM should be level and maintained clear of obstruction.
- ATMs situated on the outside of buildings should be protected from the elements wherever possible.
- Display screens should be carefully shielded from ambient lighting, including sunlight, to prevent glare and reflection, ensuring a sharp image to standing and seated users..
- The location should be well lit (200 lux at ground level) and overlooked.
- Wherever possible a knee recess should be provided beneath the ATM; 500mm deep and 700mm high.
- Operating instructions should be bold (employing the principles of inclusive signage) and incorporate universally understood symbols and standard text.
- The machine should be provided with tactile indicators and socket for headphones through which audible instructions can be delivered.
- All controls, insertion and collection points should be located between 750 and 1200mm affl.

4.12 Egress and evacuation

Safe egress and evacuation are integral to the concept and practice of inclusive design. There are different approaches that are described in detail in the British Standard BS 9999:2008.

1. Compartmentalisation – installing fire breaks not only between floors but within floors so that all users can escape horizontally to a place of another part of the building.
2. The provision of evacuation lifts - (in addition to any requirement for fire-fighting lifts) that would provide a safe and secure evacuation route for mobility impaired individuals in an emergency.
3. The provision of safe refuges - within or adjacent to protected escape routes, where mobility-impaired individuals must wait for personal assistance to escape the building.

Compartmentalisation and or the provision of evacuation lifts are almost by definition more inclusive and more effective than the installation of refuges.

Refuges are often proposed that would accommodate just one wheelchair user and so by implication limit the number mobility impaired users that it would be safe to accommodate on any one floor (and it is important to remember that it is not only wheelchair users who will be unable to use the stairs in an emergency). Refuges also require a corresponding management plan that can guarantee the presence of trained 'evac chair' operatives at all times. It is the responsibility of the building's management team to evacuate all users in an emergency; the fire brigade cannot and will not assist.

Evacuation lifts require a separate power supply and must be designed and constructed to provide sufficient fire protection. They can be used as regular passenger lifts on a day to day basis but in an emergency guarantee the safe evacuation of all those with mobility impairments at the same time as all other building users, without jeopardising the health and safety of those who provide personal assistance.

For these reasons, Islington is unlikely to accept the provision of single space refuges and considers the provision of evacuation lifts properly inclusive.

5. Housing (student accommodation is dealt with separately in Section 6)

5.01 What is a Lifetime Home?

A Lifetime Home is one that is visitable and adaptable. It should have the facility to flex to different family structures, lifestyles and needs; the antithesis of niche housing. For further information see: www.lifetimehomes.org.uk/pages/revised-design-criteria.html

5.02 What do we mean by visitability?

A home that is visitable has a step free approach and threshold and there is a living space and WC at entrance level.

5.03 What do we mean by adaptability?

An adaptable property has the capacity for quick and inexpensive alteration to enable a resident to stay-put should they acquire a mobility impairment. Access to a bedroom and bathroom are facilitated perhaps via a through floor lift and grab rails can be installed.

5.04 What is a flexible home?

When originally conceived the Lifetime Homes criteria were usually applied to modest semi-detached or terraced homes with their own front door to street or garden, adjacent parking space, and bedrooms upstairs. Today, particularly in inner-London, the vast majority of planning applications are for multi-storey residential developments, sometimes hundreds of units to a site. The challenge is to ensure that these too can be designed and maintained according to the original principles of Lifetime Homes.

Meeting that challenge has required a reinterpretation of the original guidance, to produce a new generation of visitable and adaptable dwellings in Islington, which are described hereafter as flexible homes.

Particular aspects of the original Lifetime Homes guidance that required refinement in light of contemporary conditions are:

- Parking provision
- Common entrances and circulation areas
- The provision of lifts

In Islington we now expect all new housing to meet the Lifetime Homes Standards 2010 and the standards for Islington's flexible homes as set out in this SPD. Satisfaction of one will not undermine conformity with the other. We expect the best of both – not the lowest common denominator.

We also expect that 10% of new housing is properly wheelchair accessible. To this end we have included key spatial requirements in this SPD, which are drawn from the Habinteg design guide.

5.05 What is a wheelchair accessible unit?
It is one within which a wheelchair user can live permanently, comfortably and conveniently; the wheelchair user could be any member of the family and should be able to access and use all facilities within the home.

5.06 What is an easily adaptable wheelchair accessible unit?
It is one that is not immediately occupied by a wheelchair user. All spatial provisions (which exceed those associated with flexible homes) should nonetheless be in place from day one and are non-negotiable. The easy adaptation simply refers to the installation of grab rails, bespoke bathroom and or kitchen units, hoists etc, not to the relocation of partitions or sanitaryware.

5.07 Justification of 10%
The London Plan requirement that 10% of all new housing units should be fully wheelchair accessible (or easily adaptable for residents who are wheelchair users) was set to address the backlog of existing need and the new need anticipated over the next 10 years. Key findings, emerging from the GLA's 2002 London Household Survey (based on interviews with 8,000 households), support the 10% figure.

In line with the London Plan and in recognition of the fact that disabled people should have, and now expect, the same living options as any other person, Islington Council will require that 10% of all new residential developments units are fully wheelchair accessible or easily adaptable for residents who are wheelchair users.

In Islington the planning authority will accept that 10% of all new habitable rooms be suitable for permanent occupation by wheelchair users (or easily adaptable for residents who are wheelchair users). This reinterpretation of the quota is designed to facilitate the negotiation of more two and three bed accessible dwellings rather than one bed units for which local supply outstrips demand. In any event the accommodation should be provided across all sectors, unit sizes and tenures and be fully integrated within the development.

5.08 Across all tenures
The Mayor's Housing SPG states Choice of tenure - To ensure that disabled people have the same choice and opportunity as non-disabled people, the 10% of wheelchair accessible homes should be distributed across all tenures, evenly distributed throughout the development providing the same choice in aspect and floor level as for any other resident, and cater for a range of household sizes, ages of residents and varying family needs"

Also the Supplementary Planning Guidance (SPG) 'Accessible London: achieving an inclusive environment'3 published in April 2004 provides detail on implementation. SPG Implementation Point 13: Wheelchair Housing, states that: "In all housing developments, including conversions and change of use, the Mayor will, and boroughs

should, seek to ensure that 10 per cent of the units are designed to be wheelchair accessible, or easily adaptable, for residents who are wheelchair users. This percentage should be applied to both market and affordable housing, should be evenly distributed throughout the development, and cater for a varying number of occupants."

5.1 Islington's flexible homes standards.

5.11 Parking

Lifetime Homes 2010:

a) **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

b) **Communal or shared parking** Where parking is provided by communal or shared bays, spaces with a width of 3300mm, in accordance with the specification below, should be provided.

Policy DM8.4

Walking and cycling

C. Major developments, minor developments creating new residential and/or commercial units, and extensions of 100m2 or greater, are required to provide cycle parking in accordance with the minimum standards set out in **Appendix 6** *(of DMP)* . Cycle parking is required to be designed to best practice standards and shall be secure, sheltered, integrated; conveniently located, adequately lit, step-free and accessible. Cycle parking shall include an adequate element of parking suitable for accessible bicycles and tricycles. Residential cycle parking is required to include provision for cycle parking for family use.

Policy DM8.5

Vehicle parking

C. Wheelchair-accessible parking

Wheelchair-accessible car parking is required to be provided in accordance with best practice standards, as set out in the council's *Planning Obligations SPD* and *Accessible Housing SPD,* and *BS8300:2009*. Developments are also required to provide adequate provision for mobility scooter storage and charging. The council will require accessible parking bays to be located on-street where practical; such spaces should be identified and the cost of provision secured by a Section 106 legal agreement to enable the council to install the accessible parking spaces.

There is no presumption that any parking will be provided on site but where parking is provided then a proportion of the spaces should be capable of enlargement to a width of 3600mm (in line with that stipulated by BS8300:2009).

In car-free developments the Access and Transport Assessments should consider the full range of personal and public transport alternatives and their accessibility.

- The policies, procedures and provision of Car Club services are, for example, increasingly accessible.
- Consideration should also be given to the usefulness of mobility scooters in an urban context. Storage and recharge facilities might be provided within the common parts (say beside the lift at ground floor level) but the horizontal travel distance from these facilities to individual dwellings should be no more than 20m. (If stored within the dwelling, there would be implications for the dwelling footprint and the size of lifts)
- Accessible cycle parking that accommodates adapted cycles and provides access for ambulant disabled people to secure regular bikes (see Section 4 above).
- The potential to secure a reasonable number of on street bays, for blue badge holders within 50m of the development, should be established.
- Only if that potential does not exist should some facility be provided on site.
- Consideration should also be given to the needs of some disabled people for Home Care and non-resident carer visits, other essential visitors, deliveries and drop-off (the latter for taxis and dial a ride buses).

See the LBI Sustainable Transport Guidance Note for further advice on the production of inclusive Transport Assessments and Travel Plans.

Note also that the range and detail of transport and travel options agreed will commonly be secured via S106 agreement.

5.12 Travel distances

Lifetime Homes 2010:

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

Policy DM 3.4 Housing standards
F. Approach and entrance
ii) The overall travel distance between drop-off points (i.e. car parking spaces, car club bays, loading bays), the main entrance of a development, and the entrance of each individual dwelling should be kept to a minimum and demonstrably within the reach of ambulant disabled people.

The distance from car parking spaces, bus stop, dropping-off, car club and loading bays to the main entrance to the development should be kept to a minimum (no more than 50m), and the route to the entrance of the residence wheelchair accessible. The total distance between parking bay or drop-off point and an individual dwelling entrance should be no more than 75m.

Site layouts, sight lines and pedestrian routes between the main entrance to the site and individual dwellings should be predictable, legible and clearly signposted. It should be safe and also feel safe.

For further advice see www.islington.gov.uk/streetbook

5.13 Approach

Lifetime Homes 2010:

The approach to all entrances should preferably be level or gently sloping, and in accordance with the specification below.

> **Policy DM 3.4 Housing standards**
> **F. Approach and entrance**
> i) The overall approach to all entrances should be logical, legible and level or gently sloping.

The route from back of pavement to all ground floor entrances should be level or gently sloping and slip resistant. A slope of 1:60 to 1:20 is not defined as a ramp but should nonetheless be provided with landings for every 500mm change in level. Slopes exceeding a gradient of 1:20 are ramps and at 1:15 it should be no longer than 5m and at 1:20 no longer than 10m. It should also be at least 1500mm wide and provided with handrails on both sides and landings at the head, foot and any intermediate resting point.

Where an alternative accessible entrance is unavoidable the design quality (status) of the route to, and treatment of, that entrance should be at least equivalent to that of the non-accessible entrance.

5.14 Entrances

Lifetime Homes 2010:

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.*

> **Policy DM 3.4 Housing standards**
> **F. Approach and entrance**
> iii) Common entrances should:
> - be visible from the public realm, clearly identified, illuminated and have weather protection;
> - have a door with 300mm of clear space to the pull side and a clear minimum opening width of 1,000mm.
> - have level access over the threshold and a level external landing in front with space to turn a wheelchair clear of any door swing.

The common entrances to any multi-unit residential development should be treated in the same way as the entrance to a public building, in so far as they should:

- Should be illuminated (activated by a movement sensor, vandal resistant and preferably contained within the entrance canopy)
- Have level access across the threshold.
- Be clearly identified
- Have at least one door that provides a clear opening width of at least 1000mm (unless powered in which case the combined opening width should be at least 1000mm);
- Have a clear space of 300mm beyond the leading edge of the door – on the pull side.
- Have an opening weight no greater than 30N (where this cannot be achieved the door should be automated); and
- Be provided with accessible security and entry phone systems.

Accessible entry phones should provide a visual link between each dwelling and the each point of entry to the development. This could be a camera connection – some schemes already provide a CCTV connection between the entrance and the residents' TV; any keypad should be accessible to visually impaired people and people with limited manual dexterity and should be reachable from a wheelchair; instructions for use should be simple and clear and speech panels accessible to all. They should also be vandal resistant, well lit and weather protected.

Wherever possible a concierge station should be provided at the common entrance to a block.

The main entrances and route between them and each dwelling should be weather protected. The number of doors along this route should be kept to a minimum; where

unavoidable they should preferably be held open or automated. Any manually operated door should provide a minimum effective width of 800mm and have an opening weight no greater than 30N.

The entrance to an individual dwelling, to gardens, balconies and terraces should also have level thresholds and provide a clear effective width of at least 800mm. Again their opening weight should not exceed 30N and they should be provided with a clear space of 300mm beyond their leading edge, on the pull side..

5.15 Common parts

Lifetime Homes 2010:

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

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

> **Policy DM 3.4 Housing standards**
> G. Shared circulation
> ii) Common/shared entrances should lead to a hall large enough for people to manoeuvre with shopping and/or baby buggies, and in wheelchairs, with ease.
> iii) All dwellings should be provided with step-free or lift access.
> iii) Communal circulation corridors should be a minimum of 1,200mm wide, the preferred width is 1,500mm. Where they have an unobstructed width of less than 1,500mm, communal corridors should have wheelchair turning spaces at reasonable intervals.
> iv) Access cores must provide an access control system, with entry phones in all dwellings linked to a main front door with remote electronic lock release

Corridors in common parts should have a clear width of at least 1200mm but preferably 1500mm that will accommodate a wheelchair turning circle or, better still 1800mm that will enable two wheelchair users to pass. The number of doors along their length should be kept to a minimum and, where doors are unavoidable, they should preferably be held open. Those doors should provide a clear effective width of at least 800mm and where manually operated should have an opening weight not exceeding 30N.

Communal stairs should be designed as for a public building in so far as they should:

- have a clear width of at least 1200mm
- have risers not exceeding 170mm,
- have treads no less than 250mm deep and
- have handrails on both sides.

Where an entrance core serves 10 or more units a passenger lift with internal dimensions of at least 1100x1400mm will be required.

For Minor applications (less than 10 units) a vertical rise platform lift might be acceptable or, at the very least, the space to fit one at some future date.

Where a development comprises 20 units or more but is served by a number of entrance cores (each serving less than 10 units) a lift will be required in at least 50% of those cores (internal dimensions at least 1100x1400). In the remaining cores the space to retrofit a similar vertical rise lift will be required.

Lifts controls and facilities should be designed as though for public buildings and provided with a folding perch seat where this does not encroach upon the car size when folded.

Care should be taken with the specification and installation of any lift that energy use is minimised and function optimised.

5.16 Circulation within the home

Lifetime Homes 2010:

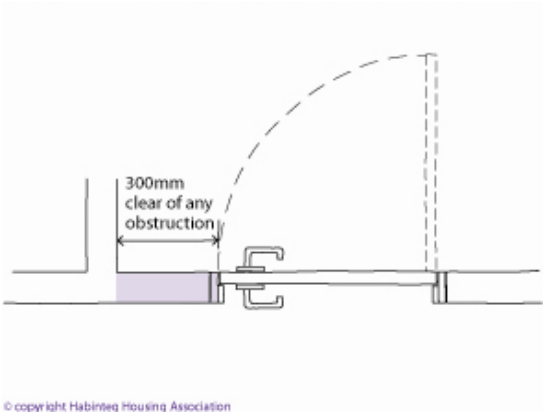
Movement in hallways and through doorways should be as convenient to the widest range of people, including those using mobility aids or wheelchairs, and those moving furniture or other objects. As a general principle, narrower hallways and landings will need wider doorways in their side walls. The width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

Internal dwelling doors	
Direction and width of approach	Minimum clear opening width (mm)
Straight-on (without a turn or oblique approach)	750
At right angles to a hallway / landing at least 1200mm wide	750
At right angles to a corridor / landing at least 1050mm wide	775
At right angles to a corridor / landing less than 1050mm wide (min. width 900mm)	900

Policy DM3.4 Housing standards
H. Circulation in new homes
i) The width of front doors to dwellings, internal doors and hallways should conform to the specifications set out in the *Accessible Housing in Islington SPD* and the *London Housing SPG*.

Doors, halls and corridors (within dwellings) should be wide enough and positioned to allow wheelchair users to gain access to all rooms.

There should be 300mm manoeuvring space beyond the leading edge on the 'pull' side of the door (200mm on the 'push' side) of doors to living and dining rooms, kitchen, WC, bathroom and master bedroom. Diagram taken from Lifetime Homes website.



5.17 Room sizes

Lifetime Homes 2010:

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

The main bedroom in a dwelling should be capable of having a clear space, 750mm wide to both sides and the foot of a standard sized double bed. Other bedrooms should be capable of having a clear space, 750mm wide, to one side of the bed. In addition, in these bedrooms, where it is necessary to pass the foot of the bed (e.g. to approach the window), a clear width of 750mm should also be provided at the foot of the bed

> **Policy DM3.4 Housing standards**
> **H. Circulation in new homes**
> iii) Space for turning a wheelchair shall be provided in living rooms, dining rooms and in at least one bedroom.

Notional furniture layouts should be shown in all rooms, demonstrating essential wheelchair manoeuvres, including a 1500mm turning circle in living and dining spaces and the main double bedroom (the hoist route should be provided between this bedroom and the LTH complaint bathroom). In kitchens a minimum 1200mm space between units and the opposite wall will suffice.

5.18 Accommodation at entrance level

Lifetime Homes 2010:

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

> **Policy DM 3.4 Housing standards**
> **B. Internal floor area**
> iv) Kitchens/diners should normally be provided as separate from living rooms as set out in the *Accessible Housing in Islington SPD.*

The living space at entrance level might be a living room or kitchen/diner; a bedroom at entrance level will not suffice.

The overwhelming majority of residential schemes propose an integrated living, dining and kitchen area. The advantage is that difficulties with the provision of adequate circulation areas are overcome or avoided but overall the space dedicated to each activity area is reduced. Feedback from residents, including those with disabilities and those from diverse cultural and religious traditions, is that a direct relationship between kitchen and dining areas is positively desirable whereas the combination of kitchen and sitting room is unpleasant.

Therefore, the incorporation of kitchen/diner with living room will not normally be permitted.

5.19 Temporary bed space

Lifetime Homes 2010:

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.

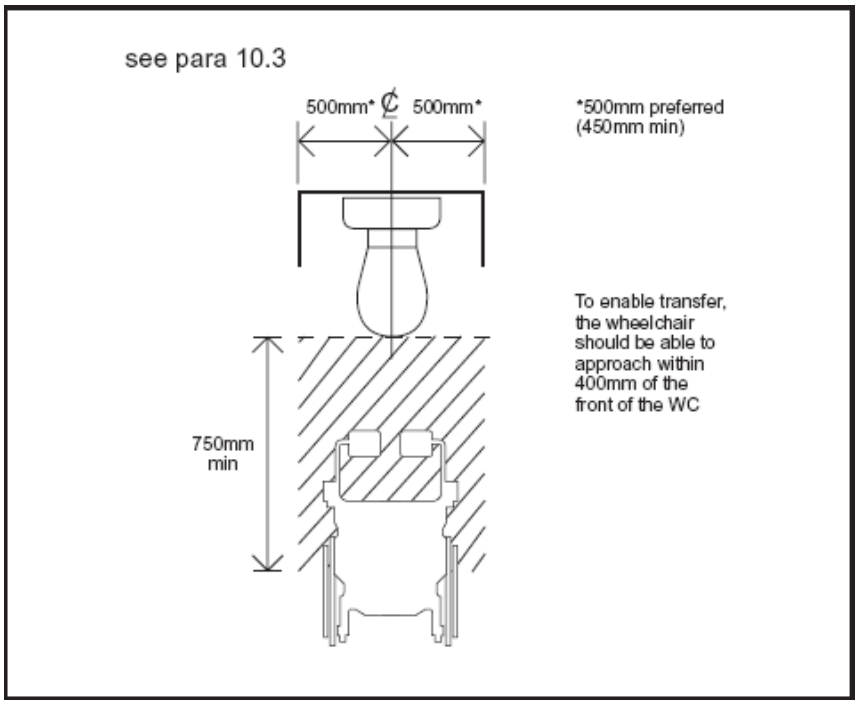
.

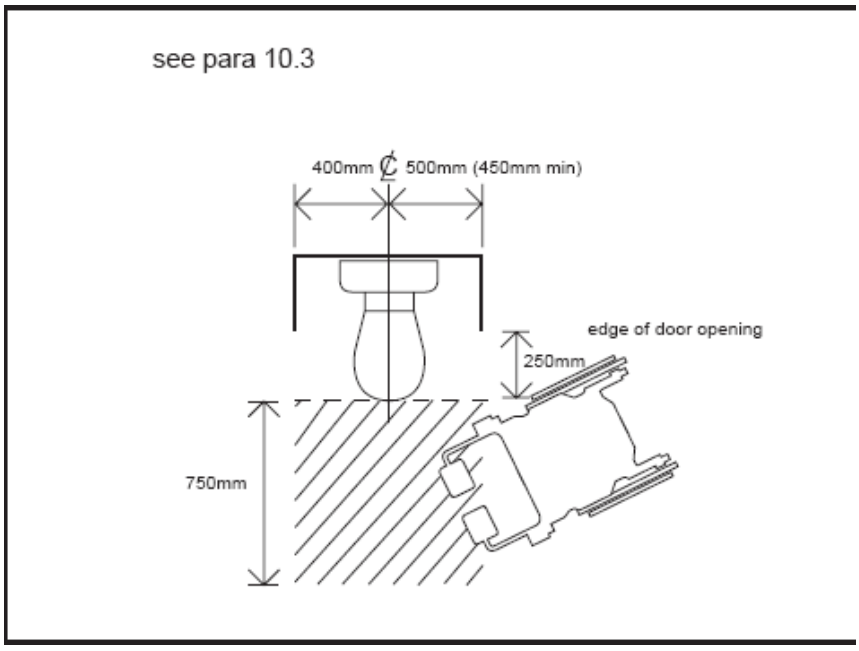
5.110 Toilets

Lifetime Homes 2010:

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

In one or two bed units, on more than one storey, this should reflect the model illustrated in the Approved Document M for dwellings.





In all single storey dwellings and any dwelling with 3 bedrooms or more the entrance level WC should be wheelchair accessible. The wheelchair user must be able to close the door from within the closet. An outward opening door will normally be required. There should be a minimum of 700mm between the WC pan side rim and one sidewall, and 1100mm between the WC pan front rim and the opposite wall or door as illustrated on the Lifetime Homes website.

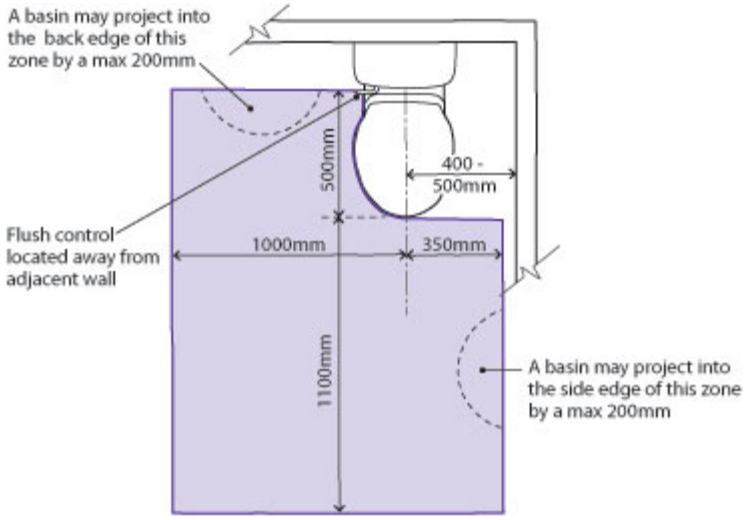


Figure 10a - Approach zone to WC

5.111 Grabrails

Lifetime Homes 2010:

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

Reinforcements should be located between 300 and 1500mm from the floor. (Plywood reinforcement on 25x50mm noggins on 100x50mm studs is one recommended solution)

5.112 Home lifts

Lifetime Homes 2010:

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 the nominally accessible bathroom

> **Policy DM3.4 Housing standards**
> **H. Circulation in new homes**
> ii) The design of dwellings over more than one-storey is required to provide space for (a) provision of a stair lift, and (b) a suitably identified space for a through-the-floor lift from the entrance level.

Where the dwelling is designed on more than one storey, the design should incorporate:

a) provision for a future stair-lift. There should be a minimum of 900mm clear distance between the stair wall and the edge of the opposite stair rail or balustrade. Unobstructed landing space is needed at the top and bottom of the stairs. The landing should be as deep as the stairs are wide.

b) suitably identified space for a potential through-floor lift between the entrance level living space and a sleeping and bathroom facility. The opening in the floor should measure at least 1000x1500mm. The location of this home-lift should preferably be within the home's circulation space. If it has to be located within a bedroom it should preferably be within the nominally accessible bedroom. Where there is no alternative it is permissible that the lift be installed in a single or twin room, as long as the room can continue to function as a single bedroom. It should be noted that home-lifts have outward opening doors and they must be installed with sufficient space around them to enable a wheelchair user to approach, open the door and enter the lift car independently. NB. Homelifts climb a vertical track, located on the short side of the car and this, whist self-supporting, should be located against a partition to avoid compromising habitable spaces.

Provision of these facilities will clearly impact upon the scheme's energy use. Single storey living eliminates that potential for extra consumption.

5.113 Hoists and showers

Lifetime Homes 2010:

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.

The design should provide for a discreet ceiling mounted hoist route between the main double bedroom and the LTH compliant bathroom; one that maintains the dignity of the user. Adjacent bed and bathrooms, which make possible a direct connection via a knock out panel, are preferred. In any event the hoist should not pass before the dwelling entrance or within view of the living room. These are useful and are regularly recommended by Occupational Therapists because they can facilitate a unique level of independence, do not require extra storage space and reduce risk to carers.

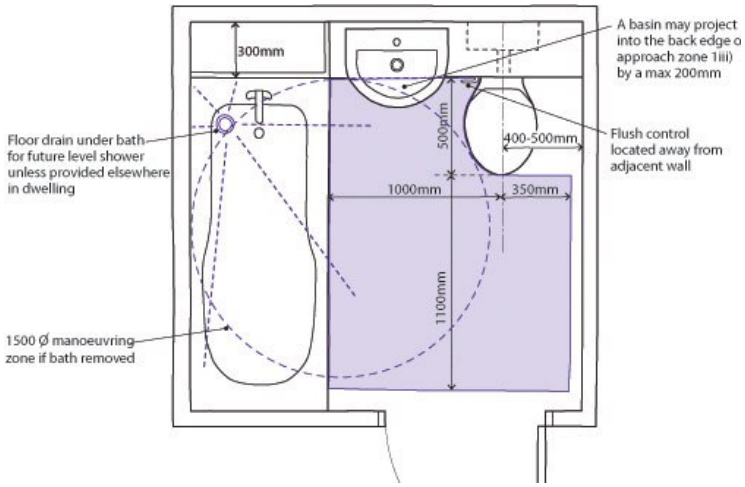
In all dwellings the bathroom and/or fully accessible toilet should be provided with floor drainage, suitable to allow for future level-access shower installation. Simple gravity drainage is preferable but above ground floor a pumped solution may be acceptable, in

which case relevant services should be provided and adaptation details and directions described in the Access Statement.

5.114 Bathrooms

Lifetime Homes 2010:

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



The bathroom should be designed for ease of access to the bath (or shower) WC and washbasin. This will normally require an outward opening door, and 1100mm between the front rim of the WC pan and the opposite wall.

5.115 Windows

Lifetime Homes 2010:

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

Living room window glazing should begin at 800mm or lower and windows should be easy to open/operate. The same principle, in terms of the sightlines obtained, applies similarly to balcony balustrades or parapet walls. The visibility provided is important not only for wheelchair users but also for hearing impaired people for whom strategic sightlines are particularly important. Balustrades must of course be at least 1100mm high, to satisfy H&S requirements, but the location of solid elements, should take into

account the sight lines facilitated from a seated position. The top rail might, for instance, be higher than the minimum 1100mm and the panel beneath transparent.

5.116 Utilities

Lifetime Homes 2010:

Location of service controls Service controls should be within a height band of 450mm to1200mm from the floor and at least 300mm away from any internal room corner

Utilities, including switches, sockets, ventilation and service controls, should be at a height useable by all (i.e. between 450mm and 1200mm from the floor).

Post boxes, recycling and general bin stores serving a group of apartments should also be wheelchair accessible and located no more than 50m (measured horizontally) from any dwelling.

Consideration should also be given to the accessibility of the bins and boxes themselves.

5.2 Wheelchair accessible housing criteria

5.21 The standards described below refer only to the layout of individual dwellings. The main entrances and common parts of any apartment block should be designed in accordance with points 5.11, 512, 5.13, 5.14 and 5.116 above.

5.22 An accessible designated parking bay should be provided on street (preferably) or on site, as close as possible to the dwelling or common entrance. The route between the bay and the dwelling entrance should be no greater than 75m and designed and maintained to be fully accessible at all times. (Habinteg Guide pp28/29) See 5.1 above for possible alternatives.

5.23 Wheelchair accessible units will satisfy all the Lifetime Homes' and flexible homes' criteria but they will also provide the additional space required to facilitate permanent occupation by a wheelchair user, enabling that user to access and make use of every part and facility of the dwelling. They are essentially spatial, in recognition of the fact that in some cases it may not be possible, immediately, to allocate or sell the premises to a wheelchair user. Where immediate occupation by a wheelchair user is possible the detailed design of the bathroom and kitchen will be subject to the needs and preferences of the individual and professional advice provided by an Occupational Therapist or similar.

> **Policy DM 3.4 Housing standards**
> **A.** All new housing developments (including conversions, Changes of Use, Houses in Multiple Occupation, and sheltered housing) are required to provide accommodation that meets the following criteria:
>
> v) 10% of all new housing, calculated against the number of habitable rooms, is required to be wheelchair accessible or easily adaptable for residents who are wheelchair users. The wheelchair accessible units should be provided across all tenures and unit sizes, and integrated within the development. Each wheelchair housing unit is required to be single-storey, preferably on the ground floor. Where provided above ground floors 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.

5.24 Where wheelchair accessible dwellings are located above or below ground level they should be served by more than one lift. Where a high-spec maintenance and or repair contract is offered as an alternative it will be considered but there will be a general presumption against any dependence upon management commitments. Residents consulted have experienced the consequences of such contracts, where the engineer has honoured the call-out commitment but is

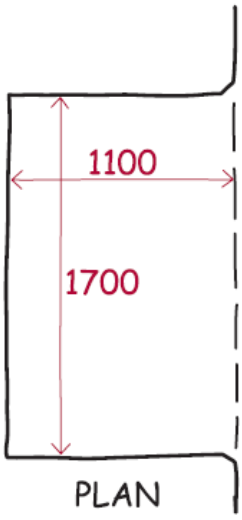
unable to fix the fault for want of a spare part that will take days to obtain. (Habinteg Guide pp7 &62)

5.25 Dwellings are required to be single storey, with no internal changes of level.

5.26 The entrance door into the dwelling should provide a clear opening width of 800mm (when accessed head on) or 825mm (when the approach is not head on). It should be weather protected, lit and provided with a manoeuvring space of 300mm beyond the leading edge (pull side) of the door (200mm on the push side). (Habinteg Guide pp36)

5.27 A manoeuvring space 1500x1800mm (that will enable the occupier to open and close the door and turn to return to the living space) should be provided adjacent to the dwelling entrance. (Habinteg Guide pp44)

5.28 A space to store and charge an electric wheelchair (at least 800x1200mm) should be provided as an extension to the circulation space of the dwelling. Care should be taken to ensure that storage of the chair does not restrict the minimum clear effective width of any corridor (see 6.9 below). The charging facility should not be provided within the living, dining or bedrooms. Consideration should be given to how the facility is accessed and used. To guarantee sufficient manoeuvring space the Habinteg Guide recommends an overall space of 1100x1700mm. (pp 45) – diagram taken from GLA's Best Practice Guidance: Wheelchair accessible housing.



5.29 All halls and corridors (facilitating 90^0 turns) should have a clear unobstructed width of at least 1200mm and internal doors clear opening widths of at least 800mm. To facilitate a 180^0 turn a corridor width of 1500mm is required. The minimum pinch point admissible is 900mm. (Habinteg Guide pp57)

5.210 A 1500mm turning circle should be provided in all rooms, including the kitchen, bathroom and each bedroom. This facility should be demonstrated on plans that indicate anticipated furniture layouts. (Habinteg Guide pp7).

5.211 Dining facilities should be provided within easy reach of the kitchen (Habinteg Guide pp7).

5.212 In double and twin bedrooms 1200mm should be provided on one side of each bed, 1000mm on the other side and at the foot of each bed. (Habinteg Guide pp88)

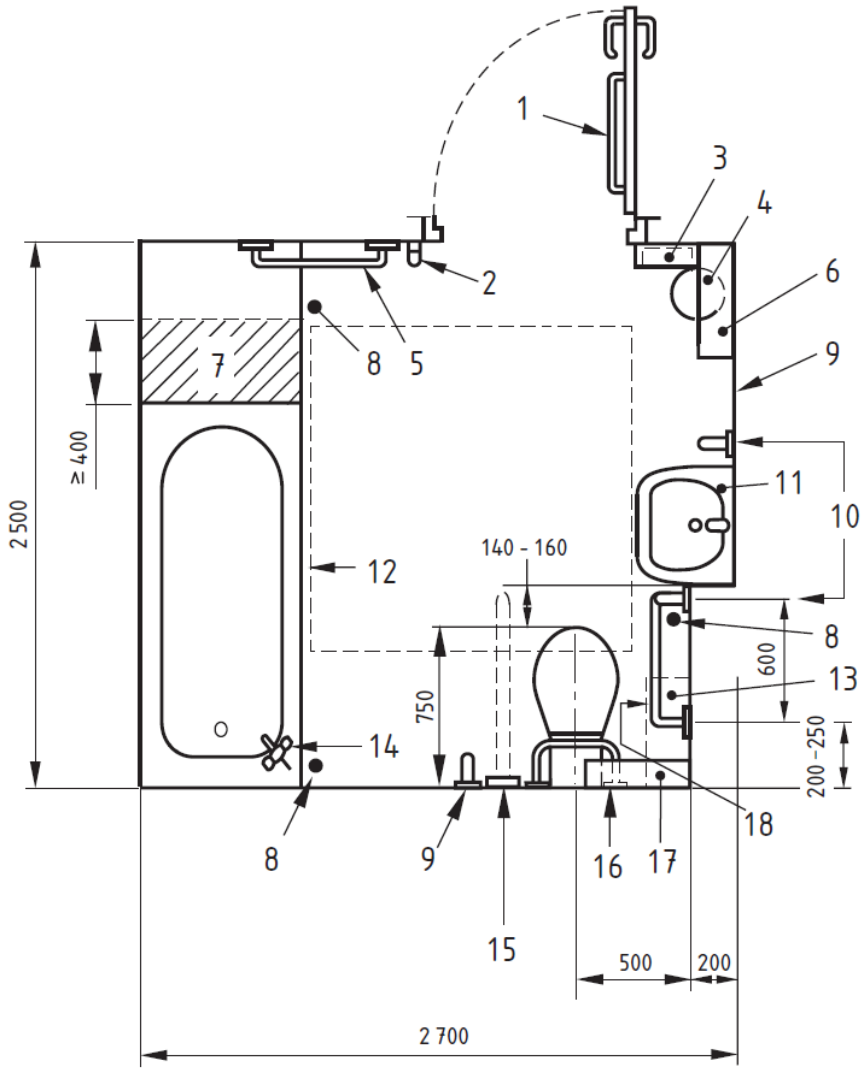
5.213 In all bathrooms, space should be provided to facilitate frontal, side and oblique transfer to the WC. The bathrooms and WCs should normally have outward opening doors or provide a clear space of 1100mm between the door swing and any fixture or fitting (Habinteg Guide pp 78)

5.214 All bathrooms should provide a 1500x1500mm square manoeuvring space, clear of all fittings. (Habinteg guide pp78).. See also diagram below, taken from BS8300:2009.

5.215 In all bathrooms a drainage-gulley (or possible pumped alternative if above ground level) and capped electrical supply to facilitate the installation of a level entry shower (floor area 1000x1000mm) should be provided (Habinteg Guide pp 85).

5.216 A clear ceiling-track hoist route (suitably constructed and with a ready power supply) should be provided between the bathroom and an adjacent bedroom. (Habinteg Guide pp15)

5.217 Windows should be openable from a seated position. Controls should be located no higher than 1000mm above finished floor level and suitable for use by people with limited manual dexterity (Habinteg Guide pp99).



NOTE 1 Example shown is for right-hand transfer to bath and WC.

NOTE 2 The overall dimensions shown exclude such items as heat emitters and boxing in of pipework, and adjustments in room size will be needed to accommodate these items.

Key

1 Horizontal pull rail to help close the door from a wheelchair
2 Two clothes hooks, one at 1 050 mm and the other at 1 400 mm above the floor
3 Sanitary dispenser
4 Disposal bin
5 Towel rail
6 Shelf
7 Bath transfer seat
8 Alarm pull cord
9 See Figure 52 for details of fittings on this wall
10 Vertical grab rails
11 Large washbasin with depth (front to back) no greater than 450 mm
12 Wheelchair turning space (1 500 × 1 500) mm
13 Sanitary disposal unit
14 Bath mixer tap
15 Drop-down support rail
16 Rail with padded back rest, where cistern is not close-coupled
17 Colostomy changing shelf for standing users, 125 mm to 150 mm deep – width up to 400 mm, depending on location of cistern
18 Horizontal grab rail mounted on cranked wall

6. Student Accommodation – an approach.

6.01 Islington's Development Management Policy DM 3.9 sets out the requirement for Houses in Multiple Occupation, hostels and student accommodation

> *A. All new Houses in Multiple Occupation (HMOs), hostels and student accommodation must be built to Islington's flexible home standards and 10% of bed spaces must be designed to be wheelchair accessible. The 10% wheelchair accessible standard rooms must be fully fitted from completion*.

6.02 Aspects of the original flexible homes standards that require interpretation for the student accommodation context include the:

- Accessibility of shared kitchen, living and dining facilities within cluster units and in the common parts of the development;
- Accessibility of circulation within cluster units;
- Visitability and adaptability of general needs rooms;
- Accessibility of en-suite facilities in general needs bedrooms; and
- Capacity of wheelchair accessible rooms and studios.

Paragraphs 6.03 – 6.06 below summarise that interpretation. Detailed requirements for the delivery of flexible accommodation follow in section 6.1 and for wheelchair accessible rooms in section 6.2.

6.03 Islington's interpretation of the flexible homes criteria is that some design specifications are altered and in some cases are significantly relaxed. It will not, for instance, be required that general needs rooms are adaptable; as a reflection of the very specific and relatively short term tenure of this type of accommodation.

6.04 For instance, in terms of the visitability of the general needs accommodation, it will be required that:

- all bed spaces (studios, individual en suite rooms and general needs bedrooms in clusters) incorporate a wheelchair turning circle;
- living and dining facilities (whether shared by cluster units or by floor) should be fully wheelchair-accessible; and
- where there are wheelchair accessible bedrooms (on the floor or within the cluster) the shared kitchens should also be wheelchair accessible.

6.05 It will not be expected that ensuite facilities in general needs bedrooms are usable or adaptable for use by a wheelchair user. Instead, at least one properly wheelchair accessible WC should be provided within the common parts of each floor of the development and 50% of those WCs should incorporate an accessible shower.

6.07 For the purposes of this document, the following definitions apply:

- Ensuite room - a student study/bedroom with its own private WC and shower.
- Cluster unit – A group of ensuite rooms forming a self-contained unit complete with kitchen, living, WC and dining spaces.
- Studio – a self-contained unit for one individual or couple comprising sleeping, cooking, studying, social and sanitary facilities.
- Individual (discrete) ensuite bedrooms – a student study/bedroom with its own private WC/shower and social space; kitchens and living rooms are within the common parts of the development.

6.1 Flexible accommodation

6.11 Parking

There is no presumption that any parking will be provided on site.
In car-free developments the Access and Transport Assessments should consider the full range of personal and public transport alternatives and their accessibility[2]. Most of these are set out in the main body of the SPD (see Section 4.1 above) but should include:

- Safe drop off bays
- Accessible cycle storage
- Storage and recharge facilities for mobility scooters
- On street parking bays
- Car clubs
- Proximity to hail-and-ride buses

Travel plans should then include an appropriate quantity and range to meet the needs of mobility impaired students, for whom the underground and mainline services are largely inaccessible.

[2] Please note that the PTAL rating of accessibility of public transport relates to proximity and level of provision of public transport services, it does not relate to the physical or sensory accessibility of the physical environment (or rolling stock) for disabled people. The PTAL rating is not an effective indicator of how inclusive the public transport provision is.

6.12 Travel distances

The total distance between parking bay or drop-off point and an individual flat or studio entrance should be no more than 75m. Where the distance necessarily exceeds 75m, seating should be provided at 50m intervals along the route.

6.13 Approach

Standards and guidance for the design and management of the public realm are provided in Islington's Streetbook SPD see: www.islington.gov.uk/streetbook

6.14 Entrances

Entrances to any multi-unit residential development should be treated in the same way as the entrance to a public building. See 5.14 above. The entrance(s) should be properly inclusive and shared by all residents.

6.15 Common parts

Corridors and steps in common parts should be treated as though they are in a public building – see Section 4 of this document. Layouts should be logical to minimise the need for text based signage and doors across corridors should be kept to a minimum, preferably held open on electromagnetic clips or otherwise automated.

Step free access should be provided to all units. Where designated wheelchair accessible rooms and or studios are located above or below entrance level, they should each be served by at least two lifts, in case of mechanical breakdown. Lifts should also be provided with a text phone facility (and where possible vision panels within the lift doors) to assist deaf users in the case of mechanical breakdown.

Where common rooms, bars and or gym facilities are provided these should of course be properly inclusive.

An evacuation lift should be provided wherever wheelchair accessible rooms are located above the entrance/exit level. Safe refuge facilities (in case of emergency) should also be provided for, at least, the number of wheelchair accessible bed spaces on each floor See 4.12 above.

6.16 Circulation within cluster units

Student accommodation be visitable ie a wheelchair user should be able to visit a resident, spend time in a habitable room and use a toilet in comfort.

The door to any studio or cluster unit should provide a clear opening width of at least 800mm.

Inside, corridors and door widths should conform to the following:

Doors to living room, kitchen, WC, wheelchair accessible and adaptable rooms - clear opening width (mm)	Corridor width (mm)
750	900 (approach is head on)
750	1200 (approach is not head on)
775	1050 (approach is not head on)
900	900 (approach is not head on)

There should be 300mm manoeuvring space beyond the leading edge on the 'pull' side (200mm on the 'push' side) of doors to the unit, the living room, kitchen, WC, and adaptable bedroom

Where there is a wheelchair accessible bedroom in a cluster unit it is important to ensure that a wheelchair user can enter the unit, close the entrance door behind them. In any event, to accommodate visitors, a wheelchair user should be able to make their way along the internal corridor and turn around at its end. Unlike a traditional family home, individual rooms are likely to be locked and so cannot be opened to provide an ad hoc manoeuvring space. In some circumstances, if the common/living room is at the end of the corridor, and is of a sufficient size to provide a ready manoeuvring space, it could be co-opted to provide the requisite turning facility.

6.17 Room sizes

All student housing should be visitable:

- All studios and ensuite bedrooms should incorporate a 1500mm diameter turning circle, clear of any fixtures or fittings and there should be a wheelchair accessible WC on each floor, available to all residents and visitors.

- Shared facilities such as kitchens and living rooms located on each floor should also incorporate a wheelchair turning circle (clear of all fixtures and fittings) and provide options for the integration of wheelchair users in the seating arrangement.

- On floors and in clusters where there are wheelchair accessible bedrooms, the kitchens should also be wheelchair accessible (incorporating low level facilities and accessible worksurfaces)

- Bedrooms and living/dining spaces within cluster units should also incorporate a wheelchair turning circle (clear of all fixtures and fittings) and provide options for the integration of wheelchair users in the seating arrangement.

- There is no requirement for ensuite bathrooms to be accessible, so long as there is a wheelchair accessible WC available within the common parts on each floor.

6.18 Accommodation at entrance level

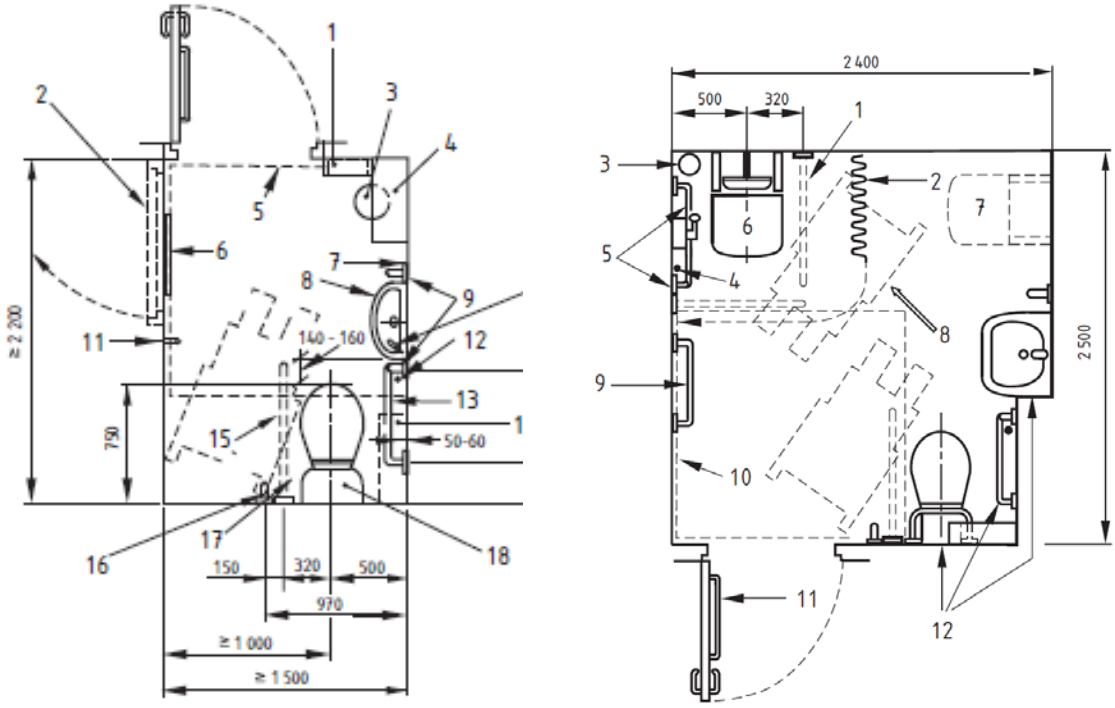
It is unlikely and certainly not recommended that cluster units be provided over more than one floor. If there is no alternative then all shared facilities should be provided at entrance level.

6.19 Temporary bed space

It is unlikely and certainly not recommended that cluster units be provided over more than one floor. If there is no alternative then a discreet temporary bed-space should be provided at entrance level.

6.110 Toilets

Within the common parts, there should also be at least one properly accessible unisex WC on each floor. 50% of these WCs should be fitted with an accessible shower. These diagrams are taken from BS8300:2009. The travel distance to an accessible WC from any bed space should not exceed 50m.



6.111 Grabrails

This is not necessary in general needs ensuite bathrooms.

6.112 Home lifts

It is unlikely and certainly not recommended that cluster units be provided over more than one floor. If there is no alternative then the living room, kitchen, accessible WC/shower and a discreet temporary bed-space should be provided at entrance level.

6.113 Hoists and showers

This is not necessary in general needs cluster units but should be facilitated within wheelchair accessible bedrooms and studios. Should another resident require hoist access, they would be relocated to a wheelchair accessible room. This is a more viable proposition in student housing than in regular housing because tenancies are necessarily short.

6.114 Bathrooms

Within the common parts, there should also be at least one properly accessible unisex WC on each floor. 50% of these WCs should be fitted with an accessible shower. These diagrams are taken from BS8300:2009. The travel distance to an accessible WC from any bed space should not exceed 50m. See: 6.110 above.

6.115 Windows

There is no essential requirement in terms of visitability.

6.116 Utilities

Laundries, post boxes, recycling and general bin stores serving a development group of apartments should also be wheelchair accessible and located no more than 50m (measured horizontally) from any unit. Where it proves impossible to deliver that proximity, it could be acceptable to provide those units that include wheelchair accessible units with their own washing machine and drying facilities and also with an 'assisted refuse collection' service.

Consideration should also be given to the accessibility of the bins and boxes themselves.

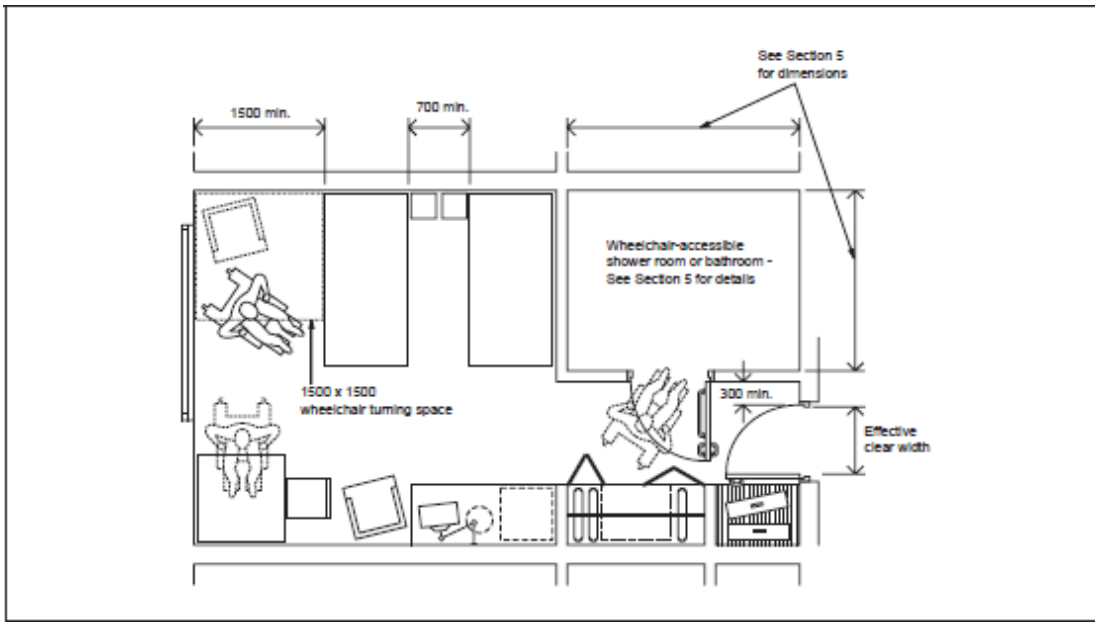
Flashing alarm beacons should be provided in all cluster units, wheelchair accessible WCs, bedrooms and communal facilities.

6.2 Wheelchair accessible student rooms

6.21 Until 2009, it was assumed that student housing should be classed as 'hotel/hostel' accommodation. It still is (in terms of Building Regulations) and the Approved Document M stipulates a 5% quota and an associated space standard. The difference now is that (in terms of planning policy) student housing is 'housing' (at least in terms of its accessibility) and so 10% of rooms are required to be wheelchair accessible and to accord with the standards set out in Habinteg's Wheelchair Housing Design Guide.

6.22 What that means is that 5% of bed spaces should be designed to meet the standard expected by Building Control and the remaining 5% to meet Habinteg's standards (see 5.2 above). It should however be stressed that both are absolute minimums and noted that the British Standard suggests a much more generous space standard.

Diagram taken from the Approved Document to Part M of the Building Regulations



6.23 Where a wheelchair accessible bedspace is located above or below ground level they should be served by more than one lift. The wheelchair accessible bed spaces should in any event be fully integrated within the development, offering a choice of location and setting.

6.24 In cluster units (that include a wheelchair accessible bedspace) and in accessible studios, a manoeuvring space 1500x1800mm should be provided adjacent to the entrance.

6.25 A space to store and charge an electric wheelchair (per wheelchair accessible bedspace) 1100x1700mm should be provided:

- Within the wheelchair accessible bedroom or as an extension to the common circulation space in a cluster unit (in any event the storage space should be clear of all other circulation and or functional spaces).
- As an integral, but additional, part of wheelchair accessible studios and discrete wheelchair accessible ensuite rooms.

Care should be taken to ensure that storage of the chair does not restrict the minimum clear effective width of any corridor or circulation route. To guarantee sufficient manoeuvring space the Habinteg Guide recommends an overall space of 1100x1700mm. This should be open on at least one of the long sides of the space. See 5.28 above.

6.26 In cluster units that include wheelchair accessible rooms, all halls and corridors should have a clear unobstructed width of at least 1200mm and internal doors clear opening widths of at least 800mm. To facilitate a 180^0 turn a corridor width of 1500mm minimum is required. The minimum pinch point admissible is 900mm. (Habinteg Guide pp57). On constrained sites, it is acceptable to deliver the secondary turning point within a living room, if that room is located at the far end of the corridor, furthest away from the unit entrance.

6.27 All wheelchair accessible bedrooms should incorporate a clear wheelchair turning circle of 1500mm diameter. The 5% designed to satisfy Building Regulations should be provided with a 1500mm manoeuvring square on one side of the bed and 700mm clear space on the other side of the bed, from where assistance can be provided. The remaining 5%, designed in accordance with Habinteg's guidance require 1200mm on one side, 1000mm on the other side and at the foot of each bed, clear of any furniture.

6.28 Wheelchair accessible rooms should be provided with a communication door to an adjoining (assistant's) room to facilitate the delivery of discreet and convenient help if required. They should also be provided with an emergency alarm to summon assistance in an emergency.

6.29 In bathrooms serving wheelchair accessible bedspaces, space should be provided to facilitate frontal, side and oblique transfer to the WC. The bathrooms and WCs should normally have outward opening doors or provide a clear space of 1100mm between the door swing and any fixture or fitting (Habinteg Guide pp 78)

6.210 All bathrooms should provide a 1500x1500mm square manoeuvring space, clear of all fittings. (Habinteg guide pp78). Care should be taken to ensure the floor is slip resistant when wet.

6.211 In all bathrooms a drainage-gulley (or possible pumped alternative if above ground level) and capped electrical supply to facilitate the installation of a level entry shower (floor area 1000x1000mm) should be provided (Habinteg Guide pp 85).

6.212 The track(s) and power supply for a ceiling or wall-mounted hoist (that will facilitate quick and easy installation at a later date) should be provided between each accessible bed space and its adjacent bathroom.

6.213 Windows should be openable from a seated position. Controls should be located no higher than 1000mm above finished floor level and suitable for use by people with limited manual dexterity (Habinteg Guide pp99).

7. References

For further information and advice on the interpretation of the 16 Lifetime Homes Standards, see: www.lifetimehomes.org.uk/pages/revised-design-criteria.html

The (Greater London Authority) GLA has produced its own SPG 'Accessible London – Achieving an Inclusive Environment' and has published an on line illustrative good practice guide to high-density LTH development and a Best Practice Guide on Wheelchair Accessible Housing. See:

http://static.london.gov.uk/mayor/strategies/sds/docs/bpg-wheelchair-acc-housing.pdf

'Wheelchair Housing Design Guide' (Second Edition) Stephen Thorpe and Habinteg Housing Association (available from BREbookshop.com ISBN 1860818978)

For advice on how to balance inclusion and conservation priorities, English Heritage has produced 'Easy Access to Historic Buildings 2012'. See: www.english-heritage.org.uk/publications/easy-access-to-historic-buildings/

London Borough of Islington publications:

Urban Design Guide – December 2006 - https://www.islington.gov.uk/Environment/Planning/urbandesignguide/

Streetbook SPD - www.islington.gov.uk/streetbook

Environmental Design SPD - http://www.islington.gov.uk/publicrecords/library/Planning-and-building-control/Publicity/Public-consultation/2012-2013/(2012-10-22)-Environmental-Design-SPD-FINAL.pdf

Inclusive Landscape Design SPD - http://www.islington.gov.uk/publicrecords/library/Environmental-protection/Quality-and-performance/Reporting/2011-2012/(2012-03-03)-Inclusive-Landscape-Design-SPD-January-2010.pdf

Further advice on how to satisfy the criteria is available from the Council's Access Officer on - 020 7527 2394.