

Harringay Warehouse District

Access and Inclusive Design Statement

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1.0 Introduction

Harringay Warehouse District creates a new type of affordable bespoke communal living and working space that supports and encouraging the growth of creative industries and SME businesses.

The client's aspiration is to maximise the potential of the Seven Sisters site as a key gateway site and deliver accessible and inclusive warehouse living as part of a new-build scheme, along with retrofit and improvements to the existing buildings.

The aim of inclusive design is to:

- acknowledge diversity and difference and place people at the heart of the design process;
- offer choice where a single design solution cannot accommodate all users;
- provide for flexibility in use;
- create communities that offer plenty of services, facilities and open space; and
- provide buildings and environments that are convenient and enjoyable for everyone to use.

The Commission for Architecture and the Built Environment (CABE 1999 - 2011) had a useful definition of the principles of inclusive design as it relates to the built environment as follows:

- Inclusive – so everyone can use it safely, easily and with dignity
- Responsive – taking account of what people say they need and want
- Flexible – so different people can use it in different ways
- Convenient – so everyone can use it without too much effort or separation
- Accommodating for all people, regardless of their age, gender, mobility, ethnicity or circumstances
- Welcoming – with no disabling barriers that might exclude some people
- Realistic – offering more than one solution to help balance everyone's needs and recognising that one solution may not work for all

This Access Statement contains an explanation of measures that will be incorporated within the proposals to facilitate access and inclusivity for everyone. The scheme is specifically designed with consideration of the following groups:

1. Residents living and working in the Warehouse Living development;
2. Visitors to the area, including those visiting the residents or the work units provided within the development;

Within this statement, the approach to the development, public realm, roads, parking, cycle routes, pedestrian movement and public amenity space is demonstrated in the specific drawings, as noted in the text.

The Access Statement does not describe or evaluate any part of the development that is used solely to enable the building or any service or fitting in the buildings to be inspected, repaired or maintained, in line with the scope of Part M of the Building Regulations. If a disabled person requires access to these areas as part of their work routine then, in accordance with the Equality Act 2010, their employer is expected to take all reasonable steps to ensure that there are no barriers to them carrying out their work. Any building adjustments that are required for this would be carried out retrospectively as and when the need is identified in accordance with the Equality Act 2010. The meaning of 'disabled' in this Access Statement is the definition stated in the Equality Act 2010.

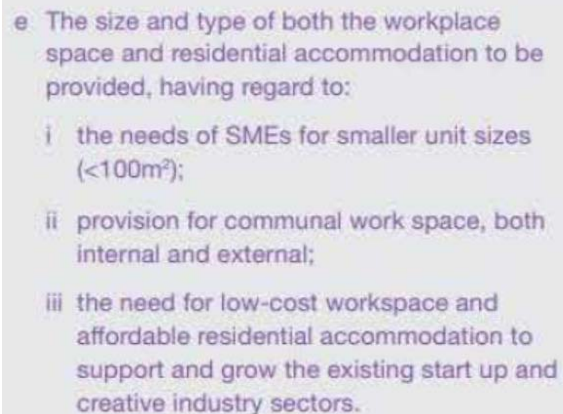
This Access Statement is based on the submission information and drawings provided by the Architects, Landscape Architects, Transport Engineers and other consultants. It is essential to refer to their drawings and design statements while reading this report.

Method of review

The inclusivity of the proposals for Harringay Warehouse District is assessed by means of a hypothetical journey from transport links outside the edge of the site and from parking areas, to the public spaces within the development and then visiting and accessing the public facilities within the scheme and the new homes.

The statement takes into account the needs of people with mobility impairments including wheelchair users and people with sensory and cognitive impairments. However, it also considers the convenience of access for all occupants, including older people, people with disabilities, parents and carers with children, as well as people with specific cultural and religious requirements.

Haringey Local Plan Policy DM39

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- e The size and type of both the workplace space and residential accommodation to be provided, having regard to:
- i the needs of SMEs for smaller unit sizes (<100m²);
 - ii provision for communal work space, both internal and external;
 - iii the need for low-cost workspace and affordable residential accommodation to support and grow the existing start up and creative industry sectors.

2.0 References & standards used to inform the design

Legislation:

- The Equality Act 2010
- Building Regulations Approved Document – M1 Access to and use of buildings – Volume 1 Dwellings
- Building Regulations Approved Document – M2 Access to and use of buildings – Volume 2 Buildings other than Dwellings

National guidance:

- BS 8300 – 1: 2018 - The design of buildings and their approaches to meet the needs of disabled people. Part 1 External environment – Code of Practice
- BS 8300 – 2: 2018 - The design of buildings and their approaches to meet the needs of disabled people. Part 2 Buildings – Code of Practice
- Nationally Described Technical Standards, DCLG – March 2015
- Inclusive Mobility - A guide to Best Practice on Access to Pedestrian and Transport Infrastructure, DfT, 2021
- "Making it clear" by Action for Blind People.
- "Colour, Contrast and Perception" by Keith Bright, Geoff Cook and John Harris
- "Colour and Contrast - A design guide for the use of colour and contrast to improve built environments for visually impaired people"

Haringey Council Guidance

- London Borough of Haringey Local Plan Policy DM39: Warehouse Living. Particularly relevant is item e:
- Standards for Houses in Multiple Occupation (HMOs), Haringey Council

3.0 The proposals

The challenge of the scheme is to capture the essence of warehouse living whilst providing a high quality, accessible and inclusive living and working environment that complies with planning and building regulations, British Standards good practice and relevant requirements and guidelines.

The following sections explore inclusive design within distinct categories, as follows:

- General features
- Transport and services
- Moving to and from and around the site
- Orientation and wayfinding
- Public realm and amenity space
- Moving into and around buildings
- Residential accommodation
- Public buildings

An inclusive environment works better for everybody, whether a place is a home, school, office, factory, park, street, hospital, nursing, residential or care home, bus route or train station.

It is not just disabled and older people, or families with small children who benefit from a well-designed and managed built environment – everyone benefits. Good design is inclusive design.

3.1 General features

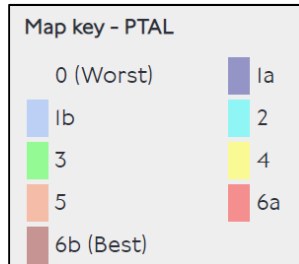
The site has a dramatic topography. The level change across the site is over seven metres and therefore poses an interesting design challenge in terms of connectivity throughout and across the site, and especially for accessibility and inclusive design. The needs of servicing, maintenance and refuse/recycling collection also need to be considered carefully and creatively.



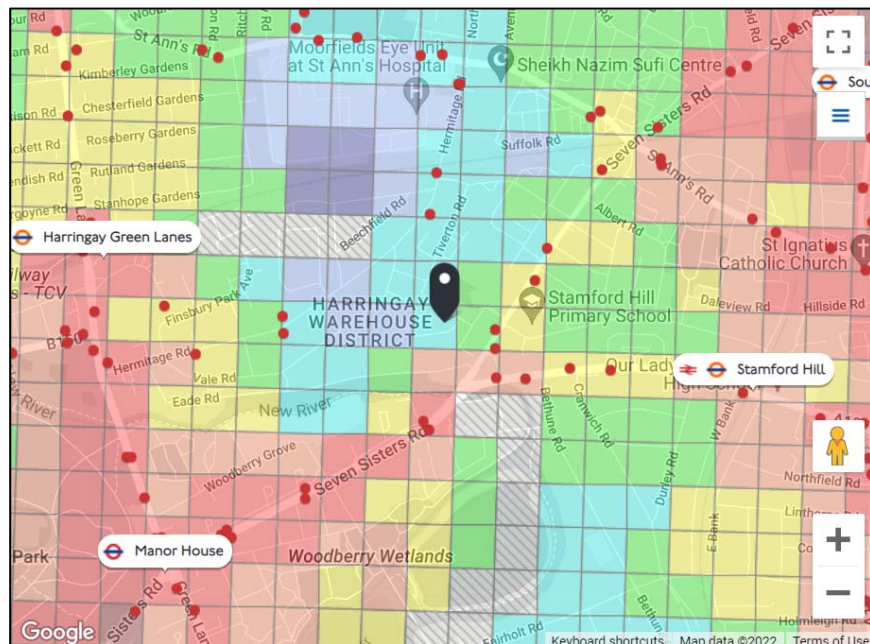
3.2 Transport and parking

The aim of all London developments is to encourage the use of public transport and to reduce the reliance on cars thereby mitigating their effect on the environment.

The Harringay Warehouse District lies very close to an area of medium and high public transport availability level (PTAL 3 and 5), as shown on the diagram below. The District has a TfL time mapping of less than 15 minutes and is within walking distance of a number of rail and tube stations. These include Harringay Green Lanes, Stamford Hill and Seven Sisters railway stations and Seven Sisters and Manor House tube stations. There is the Barking branch of the London Overground to the north. Numerous bus routes also run along Seven Sisters Road.

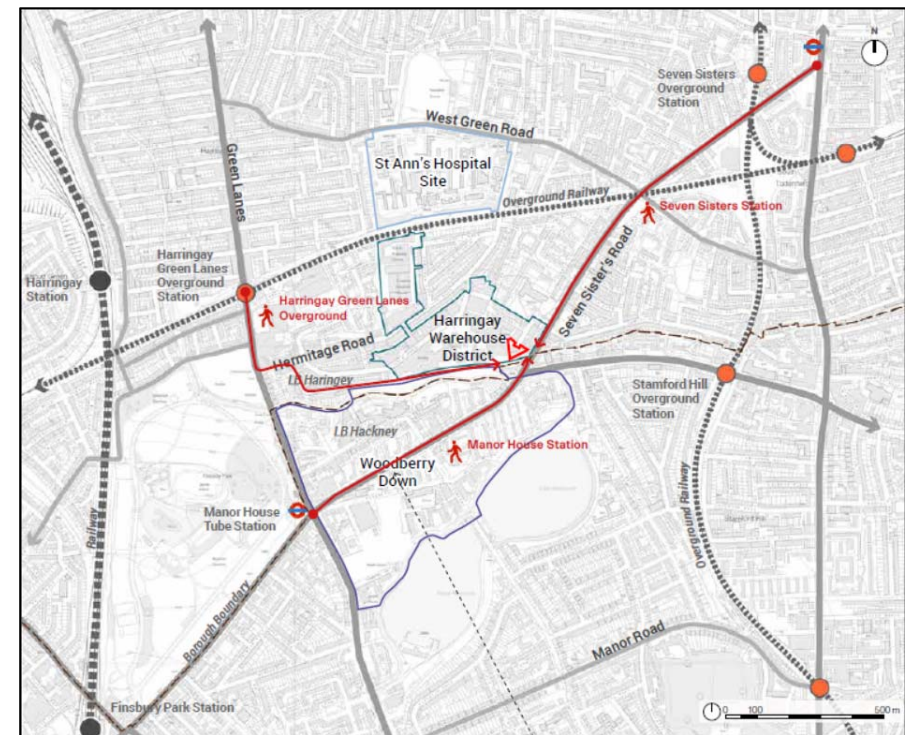


PTAL map and key



This means that people living and working in the development or visitors to it have access to regular and close transport options.

Most buses are now accessible for people who are ambulant but disabled (using a walking frame, crutches or wheeled walker, for instance) or wheelchair-users. Many are “kneeling” buses are able to lower the body or entrance door to facilitate boarding by the elderly, people pushing child buggies, or people with disabilities. They have a dedicated wheelchair space and an access ramp.



Map of local stations and train lines

Private transport

Cars

Given the excellent public transport links, the desire is that new residents will be discouraged from having cars. Immediately around the Harringay Warehouse District there are many on-street car parking spaces. However, appropriate parking is therefore an important aspect of the success of this development. The following principles have been integrated within design:

- The scheme is a car-free development, apart from provision of two parking spaces for delivery and service vehicles on site.
- Residents in wheelchair-accessible accommodation are able to use accessible parking spaces, blue badge controlled, on street.
- Provision for visitors lies outside the project boundary

Cycling

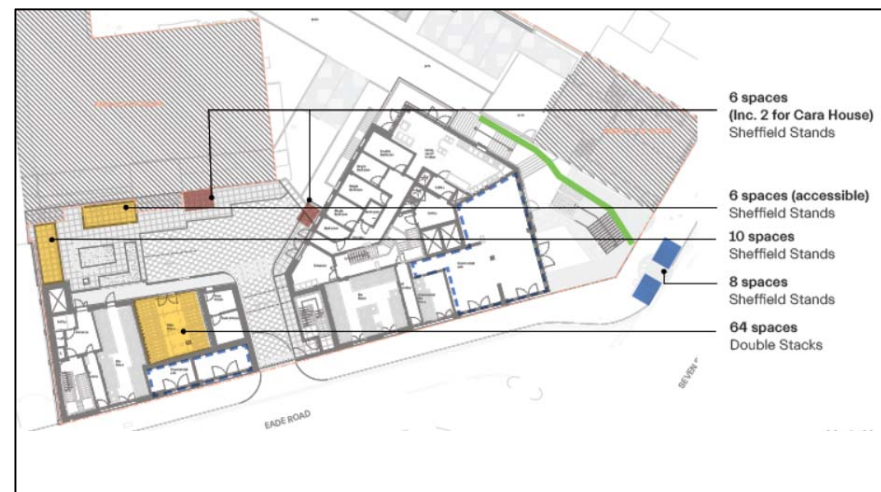
The scheme aims to encourage healthy and more sustainable modes of transport. In order to ensure an appropriate uptake the scheme provides a variety of parking types to cater to individuals of varying abilities or lifestyles. The team recognises that there is not one single solution suitable for everyone.

Cara House Cycle Parking

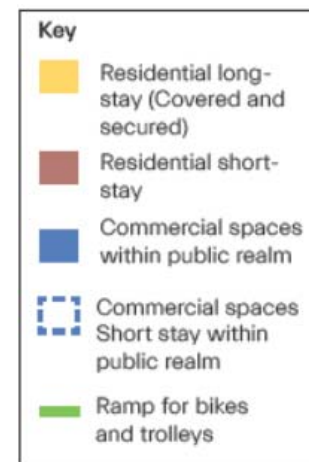
There are currently a handful of cycle racks on the site serving Cara House, but these are unsheltered and in a general state of disrepair. As part of the proposal, new cycle stands will be provided to replace the existing stands in the gated garden area to the rear of Cara House. These will be integrated as part of the landscape strategy which will be developed in further detail with the residents.

The proposal provides a 1:1 ratio of long-stay cycle parking spaces for every new-build bedroom. These are provided with 80 spaces accommodated in the dedicated cycle storage enclosures/rooms at ground floor. Capacity in excess of the 21 spaces can be accommodated within the Warehouse Living units themselves.

There is storage for three-wheeled cycles and cargo bikes too, as required. This variety of provision ensures the needs of a diverse community are accommodated.



Site plan showing the location of different types of cycle parking on site





A range of non-standard cycles which might be used by residents and visitors



Residential Cycle Parking

The strong message from the community consultation process was the preference of many Warehouse residents to keep their bikes inside their unit. This preference can be flexibly accommodated within the proposal. Bikes can be transported in the lifts and stored either within bedrooms or within duplex communal spaces. Over 21 cycles can be stored within the units to provide the 1:1 ratio of parking spaces.

Storage space is available under the private stair in each duplex unit. Additionally, the increased floor to ceiling height allows bikes to be stored either under bed decks, against the wall, or raised on an off-shelf hanger system within the bedrooms. Ultimately the design aims to offer residents flexibility and choice on how they wish to store their bikes.

Service vehicles and drop-off

A drop-off location is provided in the hard landscaped area within the site (as indicated above) for both people and personal deliveries with an appropriate turning head, which will be clearly signposted as a drop-off point. Bin pick-up is located on street, also as indicated above.

3.3 Moving around the site

Vehicle circulation

Generally, the landscape design across the site utilises a shared space approach to ensure that the spaces remain adaptable, accessible and retain the potential for the restoration of warehouse buildings if required in the future.

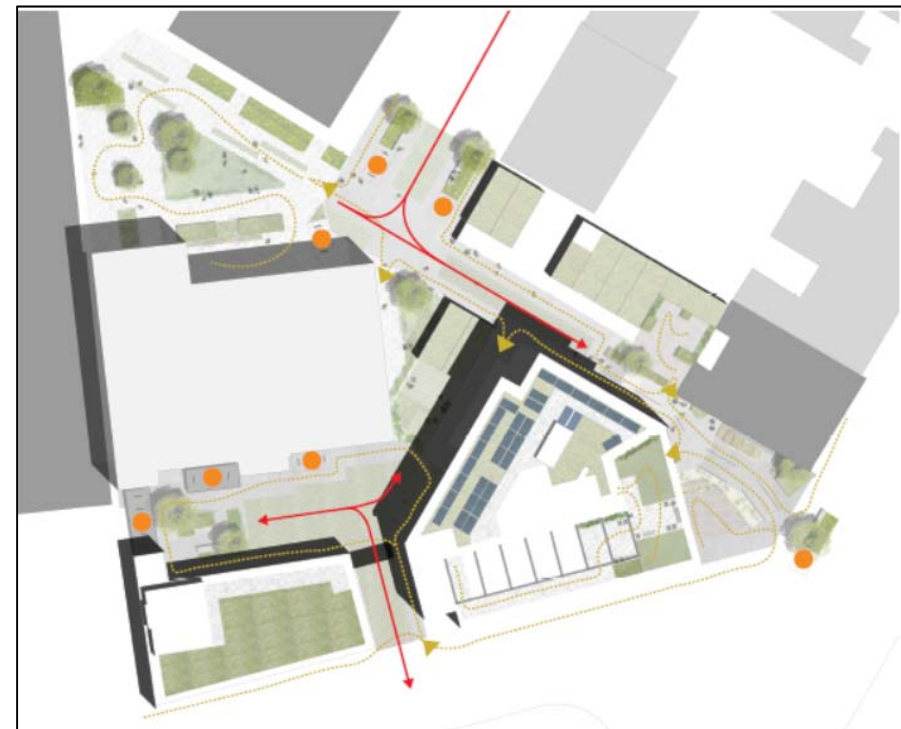
However, this approach is not generally liked by disabled people, particularly anyone with a visual impairment. The mix of different functions is confusing and potentially dangerous. For instance, a working dog uses clues such as kerbs and changes of level to indicate a boundary between changes of function, such as from footpath to roadway.

However, in this project, vehicular access is intended to be kept to a minimum and designated by change in surface. Traffic calming for vehicles will also be provided by the introduction of a rumble strip at the entrance to the shared surface, and insertion of signage which reinforces the principle of pedestrian priority and low speed, and the need for drivers to adjust their driving behaviour accordingly.

The change of surface proposed is from tarmac/asphalt to grasscrete. While suitable for vehicles, the change from tarmac/asphalt to a non-typical road surface encourages drivers to recognise they are not on a normal public road and adjust their speed and driving behaviours accordingly.

Further material changes from grasscrete to block paving delineate the areas in which vehicles are not welcome, without the need to create any physical barriers for pedestrians etc. The block paving is set out in traditional footpath location in relation to vehicular areas, along each side. The difference in surface feel will indicate to anyone with a visual impairment the position of the road in comparison with the footpaths.

Vehicle tracking provided by specialist consultants highlights that two areas of the site are realistically accessible to motor vehicles, which limits the interaction between pedestrians, cyclists and vehicles. As such, the principles outlined above only carry through the site as far as a vehicle is reasonably expected to go.



- Cycle parking ●
- Pedestrian routes —
- Vehicular access —

Pedestrian circulation

There is a 7.25m level drop between Seven Sisters Road and the centre of the site. There is a steep, stepped access between Seven Sisters Road and Tewksbury Road. Used as a short-cut, it is currently in council ownership, with conversation ongoing about the client potentially taking over ownership.

Due to the very large level change a compliant wheelchair ramp would have to be about 160m long, which is not feasible on the site. In addition, Approved Document AD M2 1.26d requires an alternative means of access when the total rise is greater than 2m.

A lift in addition to improved steps is not considered viable due to a number of factors:

- Potential for vandalism and other antisocial behaviour
- Cost of maintenance
- Installation costs
- The existing route has been in place for many years without problems, except for anti-social activities.

However, the design proposals look to improve access by a number of means:

- Introduction of a new stepped route suitable for ambulant disabled people with locations for seating/resting at numerous locations along the route ;
- Designing the steps to be considerably wider, permitting vision along the whole route, thereby making it safer;
- Including a narrow ramp to run alongside the stair, for wheeling cycles (but not suitable for wheelchairs or baby carriers);
- Improving passive surveillance through the introduction of active uses either side of the route.

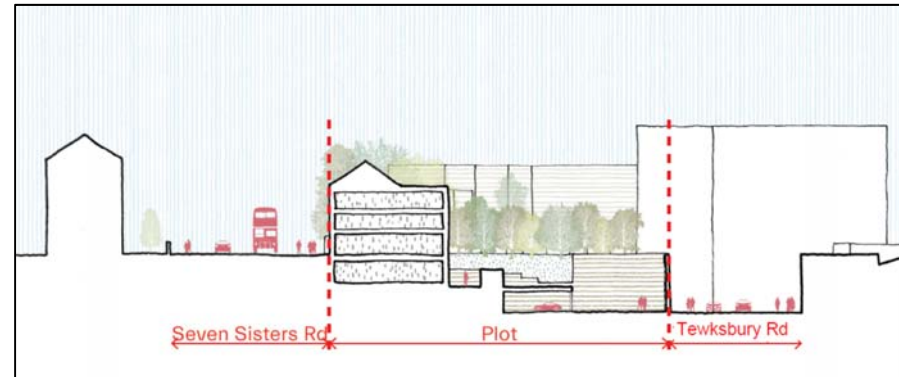
A sloping route already exists on the pavement along Seven Sisters and Tewksbury Roads to the East. It is approximately 225m long. A rise of 7.25m over this length produces a gradient of about 1 in 35, which can safely be regarded as a slope, rather than a ramp. It is assumed that the gradient of this slope is consistent, or that any localised steeper gradient is short and negotiable by a wheelchair-user.



Entrance to passageway from Seven Sisters Rd



Exit from passageway on Tewksbury Rd



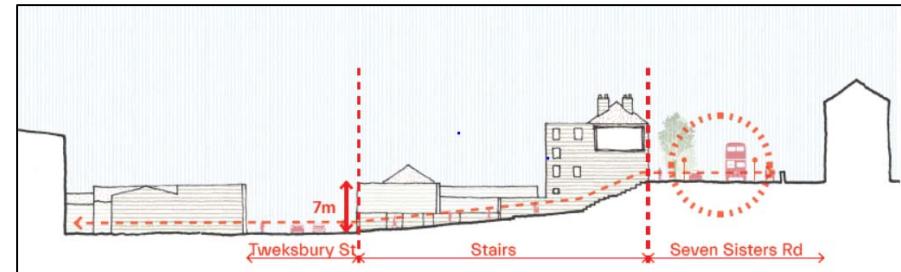
Site cross-section from Seven Sisters Rd to Tewksbury Road showing the large level change



Alternative sloping route from Seven Sisters Rd to Tewksbury Road

The parameters of the design of the stair are:

- As a long, wide stair is proposed, some weather protection will be provided from precipitation, sun or wind (BS 8300-1: 2018 9.1.1);
- The effects of the urban environment will be taken into account, such as wind around corners or between large buildings, particularly the cumulative effect of surrounding buildings or trees on the microclimate of the external environment on a stepped route;
- A level landing is provided at top and bottom of the stair, not less than 1200mm in length;
- A corduroy hazard warning surface is provided 800mm in length and 400mm away from the top and bottom risers to give notice to people with a visual impairment of a change in level;
- The projection of nosings will meet the requirements of AD M2 1.33j, a maximum of 25mm. This is because people who wear callipers or who have stiffness in hip or knee joints are particularly at risk of trapping the toes of their shoes beneath projecting nosings when ascending, and of tripping as a result;
- Tapered risers will not be used, as people with a visual impairment require an even height of riser when ascending or descending;
- Flights on an external stepped access route will not contain more than 20 risers and, the numbers of risers in successive flights will be uniform;
- There will be a minimum 30° change in the direction between flights of stairs if there are more than 36 risers in consecutive flights;
- The width between handrails will be not less than 1m or not more than 2m on particularly wide steps;
- There is a change in angle of the steps of each flight, and people with mobility and visual impairments will be protected from stumbling by locating a handrail directly on the change of angle;
- The rise of each step will be between 150 and 170mm.
- The going of each step will be between 280 and 425mm.
- All requirements of AD M2 Section 1.33 for external steps will be applied to the stair design.
- All the requirements and 1.37 for handrails will be applied to the stair design.



A cross-section through the new stair



Materials

Surfaces for pedestrian use in all routes within the development will be suitable for wheelchair users. Paving surfaces will all:

- Use visual contrast to indicate level differences; though it should not be used when it may confuse people with a visual impairment.
- Will have consistent use of colour and surface material when paths are used as a wayfinding tool.
- Be even, firm, well drained surface that is non-slip in both wet and dry weather conditions.
- Be hard-wearing, durable and easily maintained.
- Have a minimum pendulum test value (PTV) of 40.
- Be installed with any necessary joints closed and flush to prevent small wheels, walking sticks and canes becoming trapped.
- Have a surface that is even and stable, with any variation of surface profile not exceeding $\pm 5\text{mm}$ (e.g. between paving, surface features or different surfaces).
- Have well defined edge treatments such as planting, a change of textures or by the use of kerbs (minimum 60mm) to help indicate to visually impaired people the extent of the path.
- Have a visually contrasting surface to their surroundings.
- Have a cross fall no greater than 1:50.
- Be well lit.

Footways and footpaths will not use:

- Busy patterned surfaces including stripes that cause confusion or are disorientating in particular for people with a visual impairment or people with a learning disability



3.4 Orientation and wayfinding

The legibility of an urban environment is the extent to which it is shaped to ensure ease of navigating around it.

Wayfinding through the site is straightforward because of the simple layout of three large blocks separated by hard and soft landscape. The use of different textures and boundary treatments can delineate the private and public areas and separate the pedestrian and vehicular areas.

Signage and information systems will be developed in accordance with the following criteria:

- making good use of accessible directional signage;
- avoiding wayfinding signage gaps;
- having uncluttered streetscape with building names and numbers clearly visible and accessible;
- using existing, or create new landmarks, to help people with orientation i.e. trees, building façades;
- making good use of tactile paving as and where required including the use of guidance paving.

3.5 Public realm and amenity

“All open space in a development should be observably useful and visually pleasant. The provision of shade, shelter, resting points and seating, a refuse receptacles as well as natural surveillance, make such places more attractive to use, particularly for the ageing population. In addition, they are equally accessible to people with a wide range of physical and mental abilities.” (Essex Design Guide)

The proposals are designed to ensure the Seven Sisters site sits well within the wider strategy and provides a mix of high quality amenity spaces that provide good and clear transition between public, semi-public, communal, and private zones, as well as a safe, navigable, accessible and inclusive environment.

The separate amenity spaces within the site include the following:

- Cara yard
- Communal terrace at roof level above Block
- Non-accessible visual amenity area (bio-solar roofs)

Amenity space in Cara yard includes integrated concrete benches, while the proposed rain-gardens bring interest and screening, providing residents with valuable outdoor space while also meeting the amenity and SuDS requirements of the area's development framework.

It is important that the design of benches is inclusive. Seating areas need to provide a choice of different seat designs; for example single seats and benches. Some seats will have both back and arm rests as these are important features for many people. Having arm rests on both sides will assist people who require additional support when getting in and out of a seat. When considering the design of seating, designers will note materials that are cold to the touch are best avoided.

Adequate clear space will be provided alongside seating to allow wheelchair users to sit directly beside non-disabled companions.

3.6 Moving into and around buildings

Entrances

Entrances are clearly articulated within the building elevations by various means: change of material, colour, lighting, or installation of a weather-protecting canopy, for ease of recognition and understanding by those who are partially sighted, or have cognitive disabilities.

Level access

All buildings will have step-free, level access with flush thresholds designed in accordance with BS 8300-2: 2018, section 8.1 and BR AD M4(1).

Security

All buildings will be supported by a comprehensive video entryphone system. This will benefit security throughout the building for all residents and their visitors.

Lighting:

Natural daylight is provided wherever possible in public indoor areas.

Artificial lighting systems will be designed to maintain a level of lighting suitable for blind and partially sighted people and compatible with electronic and radio frequency installations.

Lighting schemes will deliver lighting levels which support the safety within the buildings, and navigation by people with a visual impairment, avoiding glare and shadows, giving good colour rendering, and providing sufficient light for people who are lip-reading.

Moving around the buildings

Stairs

Stairs will fully meet all aspects of Part M of the Building Regulations, and Section 8 of BS 8300-2:2018 guidelines for use by people with ambulant and visual impairments

Lifts

Each residential block will be served by two lifts, with at least one car in each core being of sufficient size (1400 x 1100mm internally) to be accessible by a wheelchair user and one other person. This means that people with limited mobility will be able to access all parts.

As block A is a smaller block, only one lift is provided, but a walkway is provided which connects the communal area of Block A to the stair lobby in Block B, and thence to the internal lobby with two lifts. By this means, if one lift is out of action for repair or maintenance, there is always another available for people with mobility impairments to reach ground level. The locations of the lifts are shown (in red) in the plan below. The paired lifts travel from the ground level entry to the rooftop amenity space.



Corridors

The circulation cores have been designed and located in each block to minimise corridors and lobbies, to give easy access to all parts of each floor, and to ensure that every live-work room enjoys the benefit of large windows. Corridors meet the requirements for wheelchair-accessibility in accordance with BR AD M4(3) regardless of whether there are wheelchair-accessible homes on that level, and BS 8300: 2-2018, including width of corridors, design of doors, lobbies, flooring and signage, etc.

This means that corridors leading to wheelchair-accessible flats will be 1400mm wide minimum, thereby providing space for a 1400mm x 1700mm turning ellipse outside of the residents' door. Though there is not an area widened to 1800mm to allow two wheelchairs to pass in opposite directions, the corridor is short and an ample passing space is provided at the junction with the WCs and shower rooms.



+ Voluminous spaces



+ Flexible spaces



+ Adaptable spaces



+ Living areas vs Working areas relationship



+ Sense of community vs sense of ownership



+ Variety of outdoor amenity space

3.7 Residential accommodation Accessible warehouse living

The project team is conversant with the relevant design standards, legislation and guidance to ensure that all homes are designed to comply fully with the current standards. The need is for the individual rooms and the accompanying living, cooking, dining and sanitary provision need to meet the requirements of Building Regulations AD M4(2) and (3).

The London Plan requires that 10% of all new residential accommodation be provided as accessible homes (AD M4 (3)), suitable for people with disabilities.

The Building Regulations AD M4 (3) distinguishes between accessible and adaptable homes, both being capable of accommodating a wheelchair user, but the former being equipped appropriately from the outset, while the latter is capable of being adapted as and when required – either by a change in tenancy or because of the resident's physical condition deteriorating. Space requirements in both are similar.

The general perception of a disabled person is someone who uses a wheelchair. However, the statistics show that wheelchair-users make up only 8% of people who would define themselves as having a disability. The implication is that less than 1 person in 10 with a disability requires a wheelchair. This is because the definition of disability includes cognitive and sensory impairments, as well as upper limb and other impairments which do not affect walking.

In the latest proposals, there are 101 bedrooms, and the number of accessible rooms is 10-11. Of these, going by the information above, there could be only two requiring full accessibility from the outset, but all should be designed to be adaptable as a minimum, with larger space standards.

It is important to provide the same amount of space (floor area) in accessible units, regardless of the disability. For instance, someone visually impaired who uses an assistance dog will need additional space for the dog. They may also need more space to store their belongings in order to be very organised and tidy, always putting utensils and equipment in the same place in order to be able to retrieve it with confidence later.

3.8 Location of accessible units

The proposals for this site must consider the best location for accessible or adaptable units. The ground floor is the obvious suggestion, not requiring the use of stairs or a lift. However, while some people with disabilities like to be on the ground floor, others feel more vulnerable there, and prefer upper floors. Additionally, it is important that all disabled residents are able to access all areas of the live/work accommodation.

It is also not desirable to have any grouping of accessible units all together, as this ghettoises people with impairments, and prevents inclusion. It also means that kitchens will need to be supersized and more and larger bathrooms provided. The layout provides a maximum of two fully accessible rooms in any group, as shown in purple on the typical floor plan below.



Typical floor plan

3.9 Kitchen arrangements

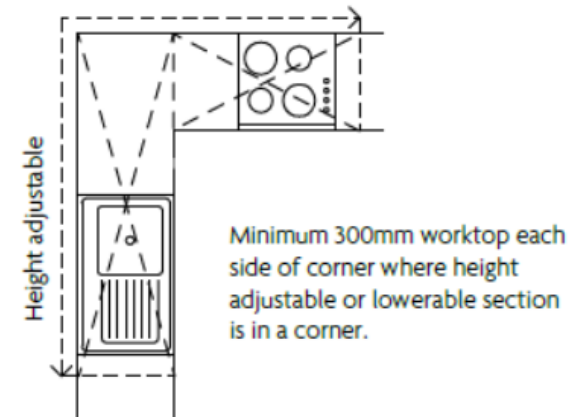
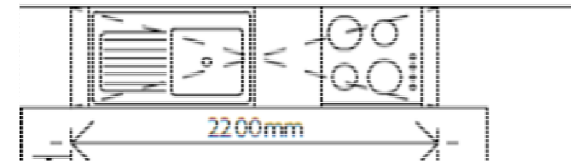
Kitchens in the proposed scheme are large in order to cater for a grouping of between 6 and 14 bedrooms, to permit them to cook and eat together occasionally and separately.

Units with an accessible bedroom or two may need a section of the worktop to be permanently lower or movable to accommodate the needs of someone seated in a wheelchair or of short stature.

AD M4(3) recommends that a section of worktop 2.2m long can accommodate a lower sink hob and worktop area adjacent. (Refer to diagrams below)

The basic parameters of an accessible kitchen include the following:

- The lower section of lower or adjustable worktop should achieve a minimum of 700mm clearance above floor level;
- A clear 1500mm in front of all kitchen units and work surfaces for wheelchair turning;
- The sink is no more than 150mm deep with insulation to the underside to prevent scalding of a wheelchair user's legs;
- Taps will be lever-operated and capable of easy operation. They need to be placed within reach of a wheelchair user; that is, at the side of the sink and not at the back;
- A built-in oven should be located with its centre line between 800 and 900mm above floor level;
- A pull-out shelf should be provided beneath the over enclosure for placing hot items after removal from the oven;
- There is a minimum of 400mm of worktop to at least one side of the oven and fridge or fridge-freezer;
- No white goods should be located beneath a lower section of worktop.



3.10 Bedrooms

An accessible bedroom requires:

- plenty of space to turn round in a wheelchair, and to access wardrobe, drawers, desk, storage, bed and windows.
- A clear space of 1200mm square is needed at both sides and the foot of the bed, and at the entrance to the room.
- A hoist may be needed to assist someone getting in and out of bed or into and out of a bath, so the ceiling should be reinforced appropriately.

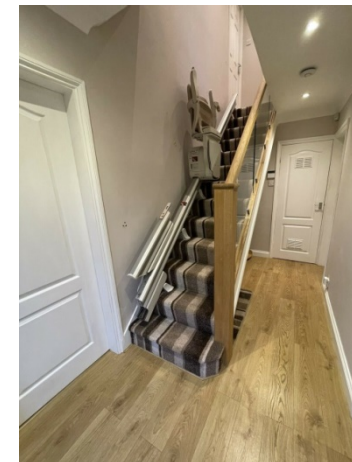
If most bedrooms have a high ceiling with a mezzanine level on which the bed is located, it would be discriminatory not to provide similar for people with disabilities.

A stair-lift can be provided for people who are ambulant or have the capability of transferring onto a wheelchair at top and bottom of the stair, or a simple through-floor lift which can take a wheelchair (see images below). Both of these can be fitted retrospectively, if there is space provision built-in from the start.

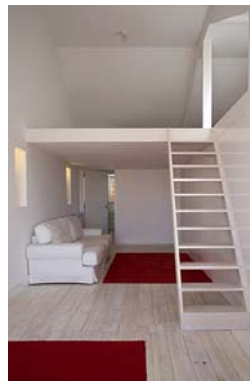
Unfortunately, ceiling heights are not sufficient for someone who has a double-height bedroom with mezzanine to stand upright at both levels. To accommodate this would require major costs and loss of accommodation.



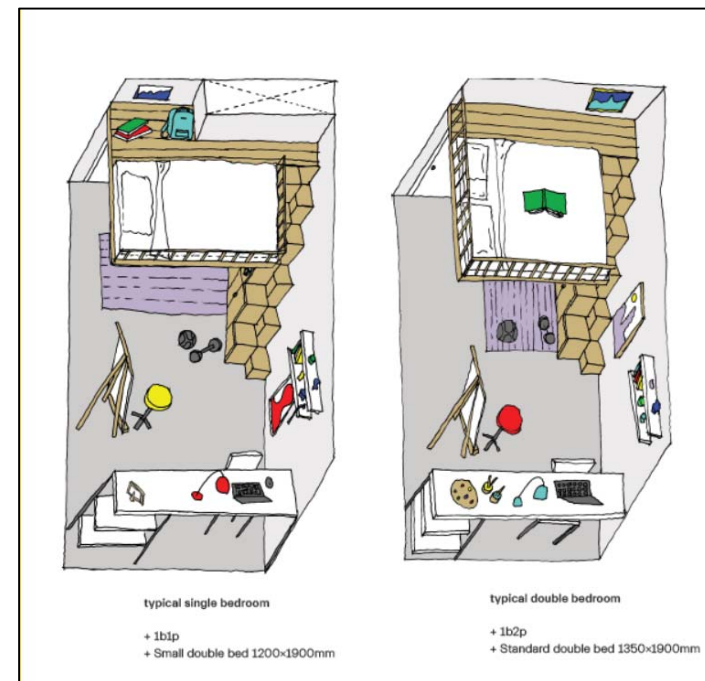
Through-floor lift



Stair-lift



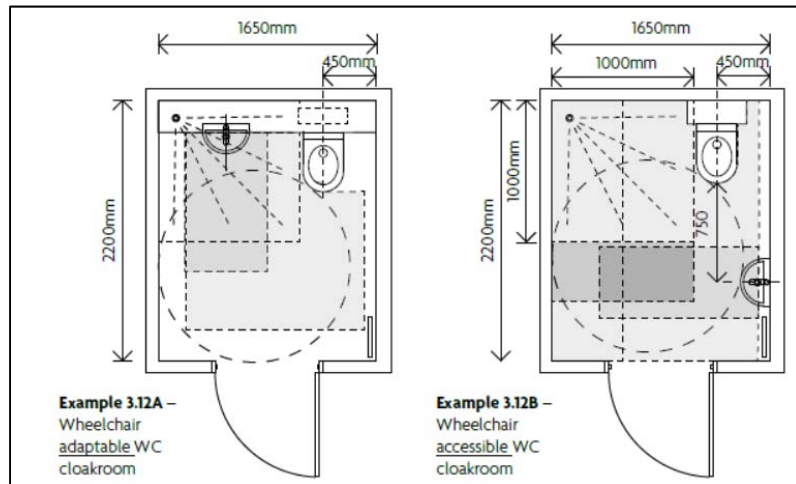
Examples of mezzanine bed platforms



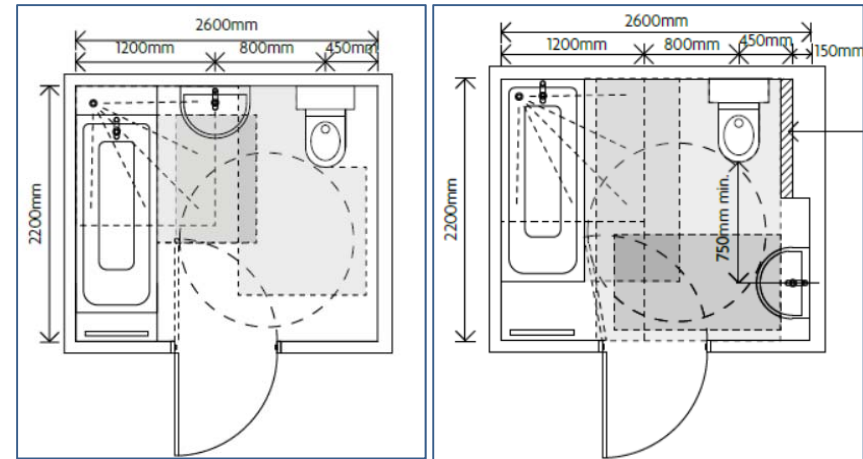
3.11 Accessible bathrooms

Within any group of live/work rooms, the number of sanitary facilities provided will depend on the number of bedrooms and particularly the number of accessible facilities. This is important as people with disabilities may take longer to use the sanitary facilities than most other people, so the number of facilities may need to be in excess of the HMO minimum standard.

A bath is often important for anyone looking to soothe aching limbs, though often difficult to get in and out, while showers are easier to manage by almost everyone and useful for maintaining independence and conserving water.



Examples of adaptable and accessible WCs



Adaptable bathroom

Accessible bathroom

It should be added that all doors and corridors should sufficiently wide for someone using a wheelchair or crutches can pass through easily, including a 300mm nib on the pull side of the door and 200mm clear on the push side.

3.12 Visiting other units

A key aspect of living and working in the Harringay Workshop District is the interchange of ideas and inspiration through discussions and shared activities with people throughout the development. This is the principle of inclusion. It is therefore essential that all parts of the development are accessible to all at all times. This means that there should be accessible lifts to all parts of the buildings and, ideally, two lifts in case of repair or maintenance of one, to ensure that there is always one functioning lift. This means sharing cores between buildings and creating more opportunities for residents to meet and mingle incidentally.



3.13 Other considerations

While the design of the layout of the physical environment is the basic requirement of a successful scheme, the interior design is similarly a crucial consideration. For instance, clarity of layout is essential to people with cognitive impairments to help orientate themselves around the buildings. Routes should therefore be intuitive, simple and well-signposted.

Issues for people with visual and cognitive impairments need to be considered, such as:

- Avoidance of shiny, reflective surfaces which can confuse;
- Avoidance of heavily patterned floor surfaces, which can give the impression of changes in level or gaps;
- Use of colour or tonal contrast to distinguish between walls, floors and doors;
- Design of even lighting, with no glare, dark areas or pooling of light;
- Signage is very important. It should be located where it can be seen easily, using an accessible font, of a reasonable size in relation to the context and with good contrast between background and text;
- The use of colour coding is useful between buildings and floors;
- Spaces will be kept clear of possible trip hazards, and to allow ease of movement;
- Tactile paving is used externally to indicate hazards such as changes in level.

Planted areas consider the needs of people with visual and other cognitive impairments, and include plants which appeal to the senses, such as taste, touch, sight, hearing and smell.

Each unit has a private communal space to be used by the residents of that unit. The outdoor amenity spaces of the balconies form an extension of the internal communal spaces, and make life within a readable aspect of the building facade.

4.0 Conclusion

Providing opportunities for disabled people to live and work within a community of like-minded people is an important factor of this development.

This document identifies some major issues for the development in achieving an accessible and inclusive environment, and the regulations and guidance which is available to inform design decisions.

The guiding principles of inclusive design can be summarised as follows:

- Inclusive – so everyone can use it safely, easily and with dignity
- Responsive – taking account of what people say they need and want
- Flexible – so different people can use it in different ways
- Convenient – so everyone can use it without too much effort or separation
- Accommodating for all people, regardless of their age, gender, mobility, ethnicity or circumstances
- Welcoming – with no disabling barriers that might exclude some people
- Realistic – offering more than one solution to help balance everyone's needs and recognising that one solution may not work for all

These have been the guide for the design proposals shown here.

In conclusion, this Inclusive Design and Access Statement demonstrates how the requirements of the brief and compliance with the regulations and national guidance are met in the proposals.

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