

**ACCESS STATEMENT**



Job Number 23.1165

WHSmith – Kings Cross Station

Revision 00 – 06<sup>th</sup> March 2024 – [First Issue]

The particular purpose of this document is to demonstrate that the proposal complies with the Department for Transport's Code of Practice: "Design Standards for Accessible Railway Stations"

See below where the particular elements of the Code of Practice relate to the statement.

Ref	Description	Comments
B1	Substitute transport – pre-planned and emergency	Not directly applicable to the Retail unit itself the main substitute transport arrangements are covered by Kings Cross Station
C1-C4	Car parking	Not directly applicable to the Retail unit itself the main parking arrangements and accessibility arrangements are covered by Kings Cross station, we have covered this in section 1.
D1	Set-down and pick-up points	Not directly applicable to the Retail unit itself the main parking arrangements and accessibility arrangements are covered by Kings Cross station.
E1	Locating and approaching the station	Locating and approaching the station is covered by Kings Cross station. Point 2.iii.a) below outlines our visibility and approach particularly to the retail unit.
F1-F2	Unobstructed progress	Main points are covered Kings Cross Station, hoarding and barrier items to retail fit out in line with point 2.ii
G1	Doors	In line with point 2.iii.c)
H1	Lighting	In line with point 2.iii.k)
I1	Flooring	In line with point 2.iii.l)
J1-J2	Furniture, walls and transparent obstacles	In line with point 2.iii.h)
K1-K8	Signs	In line with point 2.iii.g)
L1-L3	Announcements	In line with point 2.iii.m)
M1	Help Points	Not directly a requirement for the retail store, all though staff will be trained locally to direct customers to the local Network Rail help / information points.
N1-N3	Ticketing Sales Points	Not directly applicable for ticketing. See point 2.iii.j) relating to our compliant tilling and services areas.
O1-O3	Lifts	Not directly applicable to the Retail unit itself arrangements are covered by Kings Cross station.
P1	Ramps	
Q1-Q4	Stairs	
R1	Escalators and moving walkways	
S1	Platforms – platform design	
T1	Seating, waiting rooms and shelters	
U1-U12	Toilets	
V1	Platform lifts for boarding trains	
W1-W2	Crossing the track	
X1	Connecting transport	
Y1	Staff Training	

## **1 | WSmith – Kings Cross Rail:**

The unit is an existing WHS unit built in partnership by Network Rail. The existing unit will be increased in size by extending to a neighbouring unit as per documents submitted to NWR Railways and entered onto the Network Rail Landlord Consent web site. The existing unit comprises of one trading level with back of house area.

## **2 | The WSmith Store:**

### **ii. The works**

Existing shop being extended into the neighbouring unit next door, together with new entrance & signage, fitting out new shop fit out / new equipment, consisting of new branding elements and header finishes, no intrusive works are to be undertaken to any of the internal building elements, new decoration, and maintenance. All external or station concourse facing elements are to be maintained as existing. Signs to be refreshed with new branding to match NRW latest design guild.

### **iii. Access:**

#### **a) Approach**

The main sales floor is accessed by customers from the main railway station concourse. The concourse is level with the entrances. The store entrance is clearly identified by the WHS signage over the entrance door. Entry to the store is via open shop front. There are no obstructions between the concourse and unit.

#### **b) Entrances**

The main store entrance as above is via open shopfront. These openings form a fire escape as part of the wider terminal fire strategy. The staff will enter through the main entrance.

#### **c) Horizontal circulation**

The width of the principal circulation routes around the store ranges between 1200mm - 1700mm. Customer service areas including tiling are sited off the principal routes. The perimeter lighting will define the limit of the store with lighting over the merchandise shelving. Wall mounted large format graphic imagery and clear hanging signage will ensure that the store is easy to navigate.

All doors within the development are to have min visibility zone from 500mm to 1500mm meaning that vision panels are sited in this zone as a minimum, doors are level threshold and automatic doors are to open no faster that 3 seconds and 6-9 seconds on close.

#### **d) Staff Toilets**

The facilities are located at multiple positions throughout the railway station concourse.

Accessible toilets fitted with an emergency alarm pull cord. A paper towel dispenser and the reset button for the emergency alarm which are located within reach of someone sat on the toilet in line with Part M. Spatula type flush levers are fitted on the transfer side of the cistern.

#### **e) Means of escape**

This section is to be read in conjunction with the stores Fire Strategy and the overall station Fire strategy.

WHS shall ensure adequately trained staff are in the store during trading hours to assist with implementation of the stores fire strategy in the event of emergency.

#### **f) Access and facilities for staff**

There is level access for staff from the main store entrance to all areas of the store and staff amenities.

#### **g) Signage**

All sales floor signage will be correctly formed as per the WHS Guidance, covering position size and distance of reader, to positively affirm the navigation of the store. All signs will be located to not be affected by glare caused by the positioning of lighting. All emergency signage will be in line with the relevant British standards.

#### **h) Colour Contrast**

Visual contrast will be accommodated in key areas throughout the Store between walls, floors, fittings, entrances, backgrounds, and customer facilities to achieve a difference of at least 30 points between adjacent objects on the Light Reflectance Value (LRV) scale, and in compliance with Approved Document M2.

#### **j) Tiling and Services**

The new counter setup contains a section of reduced height counter to allow for the service of wheelchair bound customers. The pin entry device (PED) attached to the tills has an extended length cable and is removable from its mount. This provides the store staff with the option to remove the PED and come 'shop side' of the counter to assist with payment of goods if required by wheelchair bound customers.

Professional training of staff performing the retail assistance tasks, delivering service and help for customers at a store shall include the subject of disability awareness and equality, including the specific needs of each category of persons of reduced mobility.

#### **k) Lighting**

Where applicable the store will take advantage of the natural light in the directly adjacent concourses, generally a lux level of 1000 at 1m level will be provided throughout the store via artificial led lighting to a kelvin level of 4000. Lighting levels are consistent throughout the store with no sudden differences.

#### **l) Flooring**

All front of house flooring will be vinyl flooring suitable to high traffic, even, easily cleaned and slip resistant when wet or dry. Ensuring the flooring is in accordance with BS7976:parts 1-3 2002 or greater. To provide a PTV of 36+ (in both dry and wet conditions) which is used as the HSE benchmark.

#### **m) Audio**

A interfaced PAVA system will be installed into the store to directly interface with relevant information controlled and broadcast by the wider station management including emergency announcements. Induction loop systems will be in place at tilling points inside the store to allow hearing impaired to be serviced.

### **iii. Heritage Statement**

#### **a. Significance of Heritage Asset**

The unit itself is within a conservation area. The main building is a grade 1 listed, our store sits within Kings Cross Station. The building has a number of architectural features which this application does not affect.

#### **b. Contribution of its setting to that significance**

This proposal has been designed with this mind and as such, the proposed new shop fitout has been consistent with the design rationale and the proportions to be as a close match to an existing unit next to it.

#### **c. Impact of the proposal on the Significance:**

We believe that the works will not affect the significance of the adjacent heritage assets or conservation area.