

Access Statement

Building E1 Incorporating the Southern Stanley Building

King's Cross Central
General Partner Ltd

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King's Cross

1.0 Introduction

This document sets out the process adopted by the developer (King's Cross Central General Partner Limited) to create an accessible and inclusive environment within Building E1 of the King's Cross Central Development, and associated public realm. Building E1 comprises the refurbishment of the existing Grade II listed Southern Stanley Building and the construction of a new building referred to as the 'Stanley Wrap', both for reuse as offices. The Stanley Wrap also incorporates a commercial unit at ground floor.

The submitted details also include minor amendments to the secondary street running between Buildings E1 and B1, which reflect the finished floor levels of the Stanley Wrap and the position of entrances on the north façade, and allow the incorporation of additional visitor cycle parking for E1. This secondary street, referred to as 'Stanley Passage', was previously approved in April 2010 pursuant to an earlier Reserved Matters submission for the Zone B public realm (ref. 2010/0872/P), and subsequent minor amendments approved in January 2012 (ref. 2011/5434/P).

This document has been prepared in response to Condition 19 (Access Statement) of the KXC outline planning permission (ref. 2004/2307/P) granted in December 2006 and Section V of the associated Section 106 Agreement on Access and Inclusivity.

1.1 Context

Documents which relate to access and inclusivity within KXC are developed under a document hierarchy as follows:

1. King's Cross Central Access and Inclusivity Strategy (Sept 2005)	A scene setting document establishing the principles and containing the master plan philosophy and overarching strategies.
2. Access Statement (this document)	A detailed document containing expanded descriptions explaining how the framework has been implemented in the individual schemes.
3. Building Regulations Access Statement	A document accompanying the building regulations application for each of the buildings/areas being applied for individually. This document will contain a further level of detailed description to accompany the increased level of detail of the Building Regulations submission.

1.2 Scope

This Access Statement contains an explanation of measures that will be incorporated within the proposals for Building E1 and Stanley Passage to facilitate access and use by all people including disabled people, and indicates how the design meets the required design standards, good practice guidance and Building Regulations access requirements.

The statement takes into account the needs of people with mobility impairments including wheelchair users and those with sensory and cognitive impairments. However, it is recognised that the issues considered in this report will affect the convenience of access for all occupants, not just disabled people.

This Access Statement is based on the strategies set out in the King's Cross Central Access and Inclusivity Strategy (September 2005) and develops these as set out in Appendix D of that document, including:

- Explanation of policy and approach to access;
- Sources of advice and guidance on accessibility;
- Details of consultations undertaken or planned;
- Details of access consultant involvement;
- Explanation of specific issues affecting accessibility and details of access solutions adopted; and
- Details of potential management policies and procedures to be adopted to enhance and maintain accessibility.

Areas where technical or other constraints (e.g. the listed status of the Southern Stanley Building) have prevented or constrained the application of the principles set out in the above strategy are highlighted as appropriate.

The areas covered in the building include entrances, horizontal and vertical circulation, facilities and sanitary accommodation. At this stage, the statement does not cover operational aspects in detail, but it identifies and comments on areas where management procedures are likely to be required to ensure good accessibility.

Landscape considerations are discussed where relevant, including materials, routes, lighting, parking and street furniture.

This Access Statement is based on, and should be read in conjunction with, the submitted information and drawings provided by Studio Downie Architects and Townshend Landscape Architects.

1.3 Role of Access Consultant

The access consultant has been actively involved in the preparation of the submitted proposals. Their role is to advise the design team and appraise elements of the design at the relevant stages of the design process to ensure that the best possible level of access is achieved and that the proposals meet relevant legislation and recognised good practice guidance. The consultant also provides recommendations of measures that can be incorporated within the scheme to facilitate access and use by disabled people.

The access consultancy services have ensured the integration of accessibility measures into the building whilst also maintaining the overall concept of the design.

1.4 Criteria for assessment and design guidance references

The following documents and guidance are used for assessment:

- Argent (King's Cross) Limited, King's Cross Central Access and Inclusivity Strategy, September 2005
- GLA, Accessible London: Achieving an Inclusive Environment, April 2004;
- Building Regulations Part M, *Approved Document M*, 2004 edition;
- British Standard BS8300:2010A Design of buildings and their approaches to meet the needs of disabled people – Code of Practice;
- British Standard BS9999:2008 Code of practice for fire safety in the design, management and use of buildings
- DETR, Parking for Disabled People, Traffic Advisory Leaflet 5/95, 1995
- Other currently recognised good practice design guidance including *Sign Design Guide*, (SDS, 2000); *Guidance on the use of Tactile Paving* (UK, DETR), *Inclusive Mobility* (DoT); *Designing for Accessibility* (CAE, 2004), *The Access Manual*, (Blackwell, 2006) and *Manual for Streets* (DfT and DCLG 2007).

It is also necessary to observe reasonable functional and financial practicalities and to take into account the historic nature of the Southern Stanley Building. Wherever possible, the design team have gone beyond the minimum requirements of Part M (Building Regulations) and the guidance provided in the Approved Document M. This will assist the occupier(s) in meeting its/their duties under the Equality Act 2010.

1.5 Factors contributing to accessibility

This Access Statement considers accessibility at an early stage in the design. Detailed design issues such as fixtures, fittings, street furniture, play equipment, lighting, communication systems, management and other issues which contribute to the accessibility of the services and facilities provided will need to be considered in the future.

The individual needs of visitors cannot always be known in advance, thus it is acknowledged that further adjustments to estate management policy or procedure or to the physical features of the landscaping may become necessary. However, it is the intention of the design team to ensure that the need for further physical alterations and the inevitable cost implication of this is reduced to a minimum.

1.6 Consultation

The proposals were presented to and discussed with the King's Cross Design and Access Forum at a meeting held in March 2012. These meetings have been developed as a method of ensuring that there is adequate user input into the design development process.

Issues raised at this meeting have been noted and where possible, incorporated into the scheme, for example:

- The entrance doors to the light well and reception area have been changed to automatic sliding doors. The ramp within the entrance draft lobby achieves a gradient of better than 1:22.5 and should represent no impediment to disabled users.

- There is now a level threshold from the public realm to the entrance of the commercial unit, with automated sliding doors.
- Outward opening doors are now provided in the reception area and commercial unit accessible WCs.

Further details are provided in the full assessment of the proposals set out in Section 2.0.

2.0 Building E1

Building E1 lies in the southern part of the KXC development site, to the south-west of Pancras Square. The building is bound by the realigned Pancras Road to the west and the Zone B public realm to the north, south and east, comprising Stanley Passage, Clarence Passage and Turnhalle Square¹ respectively. These areas were approved in April 2010 (ref. 2010/0872/P) and the former was subsequently amended in January 2012 (ref. 2011/5434/P). It should be noted that this submission brings forward revised details for Stanley Passage which take account of the finished floor levels within Building E1, the positioning of entrances/exits on the north façade and the addition of 3 cycle stands for visitors to E1. Further details on the public realm proposals are provided in Section 3.0 of this statement.

The proposed Building E1 scheme comprises the refurbishment of the Grade II listed Southern Stanley Building and the construction of a new building which wraps around the north and east façades of the Stanley Building (referred to as the 'Stanley Wrap'). Both buildings will be put to office use (on a serviced basis), with a ground floor commercial unit in the Stanley Wrap. The two elements are separated by a glazed lightwell, which terminates at its western end with a shared lift/stair core. This lightwell forms the entrance to Building E1, with access from Clarence Passage. The arrangement of the building at ground floor level is shown in Figure 1 below.

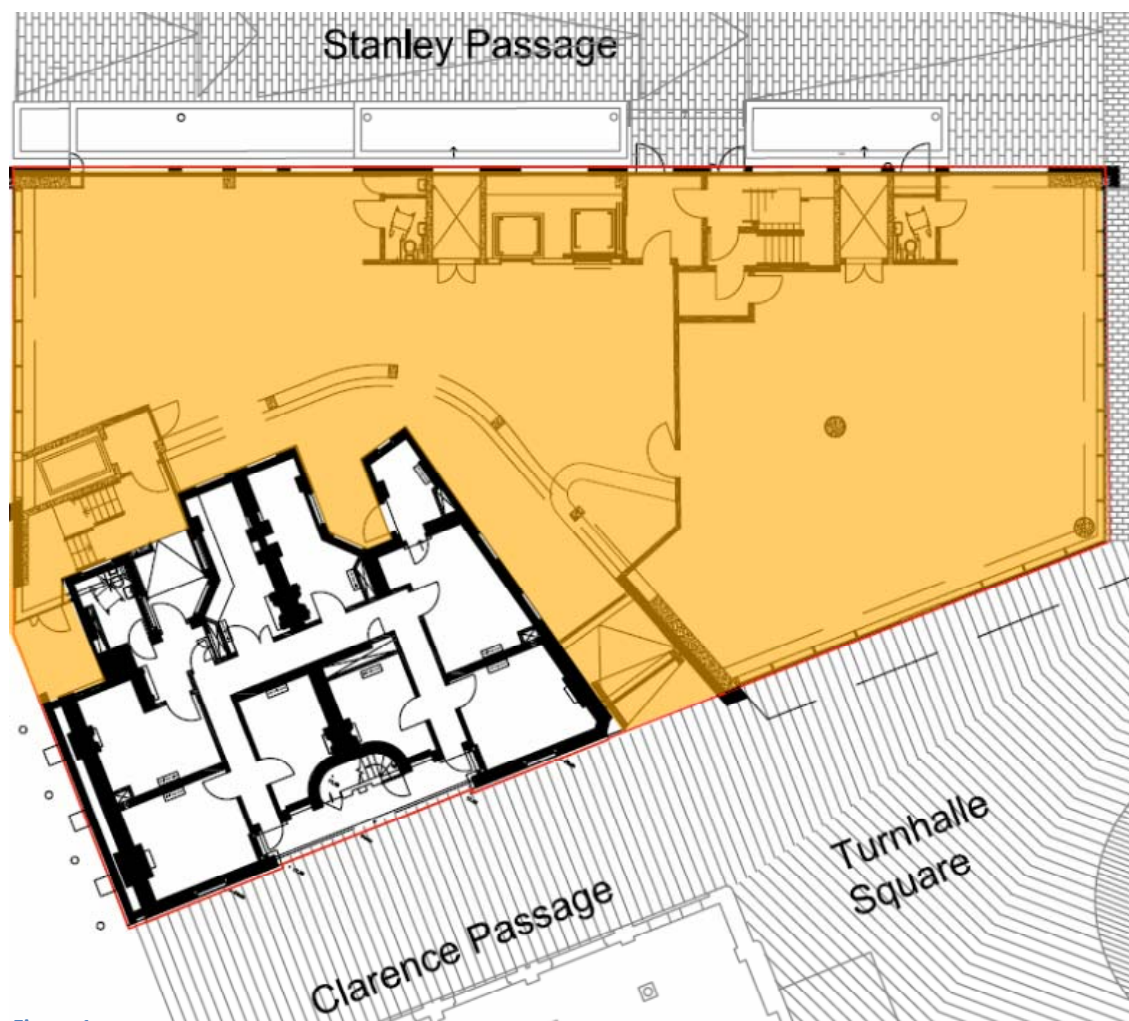


Figure 1

Southern Stanley Building (white) and the new Stanley Wrap (orange)

¹ These are working names for identification purposes only.

The Stanley Wrap will also incorporate a basement area for plant, storage and refuse. This will connect (via a second lift/stair core on the northern side of the building) to the lower basement level of the shared Zone B basement (approved in November 2011 with ref. 2011/4743/P), which will provide car/cycle parking and vehicular servicing facilities.

Both the Southern Stanley Building and the Stanley Wrap have been designed to respond to the demands of single or multiple office tenants. The smaller, more intimate spaces of the existing Southern Stanley Building are being retained and adapted where possible to maintain the character of the listed building and provide a flexible and varied offer to prospective occupiers.

Each level has been provided with independent facilities, such as kitchenettes and WCs. There is also an accessible communal terrace on the roof of the Southern Stanley Building.

2.1 Entrances and exits

Building E1 has been designed to respond to the level changes within the surrounding public realm, in particular, the gradual rise along Clarence Passage of approximately 800mm and along Stanley Passage of around 1500mm.

In order to accommodate the landscape levels around the site, the main entrance within the lightwell is approximately 100mm higher than Clarence Passage, which sits at around +17.55m AOD at its mid point. This change in level will be addressed by a short slope of 1:22.5, set within the draft lobby. The entrance will feature automatic sliding doors on either side of the draft lobby, and thus will be fully accessible and inclusive.

The entrance will lead into the lightwell and a large open reception area, providing level access into both the Stanley Wrap and the Southern Stanley Building.

At the commercial unit on the eastern side of the Stanley Wrap, the entrance level will meet the public realm, thereby allowing a level threshold between the two.

The existing ground floor level of the Southern Stanley Building sits approximately 150mm lower than the lightwell and Stanley Wrap, the levels of the new building being driven by the depth of the approved Zone B basement and the adjacent landscape levels. As a result, an 1800mm long ramp with a gradient of 1:12 will connect the western circulation core and reception area to the ground floor office spaces within the Southern Stanley Building. This is considered the best approach having regard to the constraints imposed by the listed building structure, in particular, the lack of space for a longer ramp and thus a shallower gradient, and the desire to minimise interventions to the fabric of the building (e.g. by installing a platform lift).

All thresholds onto the public realm from buildings will be flush, with no more than a 5mm level change, and joints of no more than 10mm wide. Where possible, thresholds between materials will also have a visual contrast to assist people with visual disabilities.

2.2 Vertical Circulation

As a Victorian building built for residential use, the Southern Stanley Building has a floor to ceiling height of approximately 2800mm on each of its 4 storeys. In line with modern day standards and the service requirements associated with office use, the 5 upper levels of the Stanley Wrap will be built with a storey height of around 3500mm and the ground floor at 4950mm. As a result, the floor plates of the Stanley Wrap and the Southern Stanley building only align at ground and third floor level of the Southern Stanley Building (equating to the second floor of the Stanley Wrap). Careful consideration has therefore been given to the arrangement of the cores and lift access to maximise opportunities for transfer between the two buildings whilst respecting the existing floor levels of the listed Southern Stanley Building. For ease, the equivalent floor levels for each building are listed below.

Southern Stanley Building FFL (metres)	Stanley Wrap FFL (metres)
Ground 17.50	Ground 17.55
1 20.34	-
2 23.15	1 22.60
3 25.98	2 26.10
4 28.81	3 29.60
Roof 31.99	4 33.10
-	5 36.60

In each of the three circulation cores, the stairs and lifts are positioned adjacent to each other to ensure routes for lift and stair users are not separated.

2.2.1 Lifts

There are three sets of lift(s) in the building serving the basement and office areas:

- A **platform lift** from the lower basement level of the shared Zone B Basement to the E1 Basement level. This lift will measure 2300mm by 3300mm and will provide access to/from the allocated accessible car parking bay and allow the transfer of goods from the service area to the rest of the building;
- **Two lifts** in the '**Northern Core**', located on the north façade of the Stanley Wrap; a passenger lift measuring 1400mm by 1600mm and a fire fighting lift of 1500mm square. The fire fighting lift extends from the 5th floor of the Stanley Wrap down to the basement level, while the passenger lift services ground to 5th floor. Both lifts therefore provide full access to all levels of the Stanley Wrap.
- **One lift** within the '**Western Core**' adjacent to the Southern Stanley Building. The lift is housed at the end of the new glazed lightwell to minimise its impact on the listed Stanley Building structure and measures 1100mm by 2100mm. New openings in the north façade of the Stanley Building adjacent to the Western Core, will provide level/ramped access to all floors of the Stanley Building and for the reasons outlined in paragraph 2.2 above, the ground floor and 2nd floor level of the Stanley Wrap. The lift will also connect to the Stanley Wrap at all other floor levels via a short flight of steps.

All lifts will meet or exceed the requirements of Part M of the Building regulations and BS/EN 81-70 2003.

2.3 Stairs

The building includes stairs within each of the three cores. These are clearly articulated through consistent placement in the building and the fact that users crossing from the Stanley Wrap to the Stanley building will pass across the staircase.

Due to the differences in the finished floor levels between the new and retained buildings, levels 1, 3 and 4 of the Stanley Wrap are connected to the equivalent levels of the Southern Stanley Building (i.e. 2nd, 4th and roof levels respectively), by a short flight of steps. Alternative accessible routes to each floor level are provided via the lifts in the Western and Northern Cores, as set out in section 2.2 above.

New stairs will fully meet all aspects of Part M of the Building Regulations and BS8300:2010 guidelines for use by people with ambulant and visual disabilities. The existing Southern Stanley Building staircase on the south facade is no longer required for circulation.

2.4 Doors

All publicly accessed doors will provide a minimum clear opening width of 850mm (1000mm for entrances) and will be provided with visual manifestations where glazed, and/or vision panels where solid and on an access route.

Air pressure differentials can sometimes make the doors difficult to open. For this reason automated sliding entrance doors will be utilised.

2.5 Floor Finishes

Floor finishes in public areas will provide a slip resistance equal to or greater than R10 (to meet DIN51130:2004).

2.6 Parking

An overall site-wide strategy for parking has been approved under the KXC outline planning permission, with maximum numbers of parking spaces agreed, and appropriate percentages of parking provision for disabled people.

Building E1 has one accessible parking space within the lower basement level of the shared Zone B basement for use by occupiers and authorised visitors (on a prearranged basis). This space sits just outside the building's footprint (as shown on submitted drawing 212/PD/202) and was approved as part of the revised basement scheme referred to above (ref. 2011/4743/P).

Access to the basement parking is via the ramp on Pancras Road and a vehicular route which runs around the Zone B basement from the ramp to the relevant building service area. A safe route of approximately 20m will be provided from the parking space to the platform lift which links the lower basement level with the basement level of Building E1. The fire fighting lift in the circulation core on the north side of the Stanley Wrap extends to the E1 basement level and provides access to the rest of the building (see Section 2.2).

2.7 Sanitary Accommodation

Accessible toilet accommodation has been provided throughout the building, including the reception area and commercial unit, and will comply with Part M of the Building Regulations and BS8300:2010.

The Southern Stanley Building has an accessible cubicle located on each floor with the doors having a minimum clear opening width of 750mm. Due to space constraints and the desire to minimise alterations to the structural fabric of the listed building, the doors to these cubicles will open inwards, albeit with an enlarged footprint to achieve the greatest clear opening width. However, the door has been configured to also open outwards in the event of an emergency. Although this is smaller than the door width typically specified for new buildings and there is a general preference in the guidance for outward opening doors, the cubicles still meet Part M (Table 2) and there is other accessible WC accommodation with 800mm outward opening doors available on each level of the Stanley Wrap.

The WC in the commercial unit will be fully accessible so that it can be used by all customers and staff. The WC will include an 800mm outward opening door and meet the criteria in Table 2 of Part M of the Building Regulations. The WC will also feature baby changing facilities.

Consideration has been given to handing provision (i.e. the side on which the WC is placed) within the building to meet user preferences for transfer from a particular side. For example, the accessible WC in the ground floor reception area is handed differently from those in Southern Stanley Building to provide a range of layouts across the building. However, in the Stanley Building the handing format will be the same.

Users in either building will not be further than 40 metres of horizontal travel distance from an accessible WC.

The shower facilities at lower basement are all accessible to wheelchair users and provide differently handed accommodation.

2.8 Escape Arrangements

Areas of refuge have been provided at all levels within the core designs.

Management procedures will be put in place by the occupier and the estate management team to ensure that refuges are checked in the event of an emergency and/or for staff to respond to a disabled person in the refuge.

Staff will be suitably trained to assist disabled people and to assist with use of evacuation chairs where provided.

Occupier and estate management policy, procedures and practices will be developed together with a means of escape strategy for disabled people, whether staff or visitors. Personal Emergency Egress Plans (PEEP) for individual disabled users will be developed as required.

2.9 Southern Stanley Building Roof Terrace

The roof of the Southern Stanley Building, which was originally built as a clothes drying area and playspace, will be retained as a communal amenity space for use by the building's occupiers. Wheelchair access has been provided via the lift in the Western Core. The terrace will also provide level thresholds and non-slip surfaces.

The terrace offers the potential for some container planting and outdoor furniture. The layout of any tables/chairs, integrated seating and containers will be spaced to assist people with visual disabilities and to allow wheelchair users to manoeuvre around the space and sit alongside their companions.

2.10 General Details

Details of the following areas and how they will be made accessible shall be provided as the scheme develops:

- decoration
- lighting
- service counters
- sanitaryware selection and layouts
- fire alarm details
- lift details
- toilet layout details
- signage
- furniture Selection
- kitchen layout – each of which will be accessible for wheelchair users
- employment opportunities.

In addition, Appendix A of this statement sets out the management issues which estate staff should be aware of to ensure access is achieved and maintained.

3.0 Public Realm

As noted in Section 2.0, this submission brings forward revised details for Stanley Passage to respond to the entrance/exit locations of B1 and E1, to match more closely the internal floor levels of Building E1 and to provide an additional 3 cycle racks for the use of visitors to E1.

3.1 General Levels

The revised proposals for Stanley Passage amend the finished site levels to match the exit strategies from the Stanley Wrap and the approved Building B1. As a result, the single ramp previously approved as part of the Zone B public realm is now made up of a number of shorter ramps with landings outside the entrances to the Bicycle Storage Facility in Building B1 (1:35) and the fire escape exit in Building E1 (1:59). The three main sections of ramp do not exceed a gradient of 1:21.

The site levels around the rest of the building remain the same as the approved Zone B public realm scheme.

The public realm along Stanley Passage is at a slightly higher level of +17.96m AOD compared to the internal floor level which sits at +17.65m AOD, resulting in a step up from the fire escape located on the north façade of the Stanley Wrap. The provision of a ramp was explored but this would have resulted in the unacceptable narrowing of the route through Stanley Passage and loss of planting. On balance, it was considered that the desire to achieve a legible, accessible route along Stanley Passage outweighed the incorporation of a ramp from the escape exit on the basis that the latter will be used only rarely and could be effectively managed in the same way as the refuges cited in Section 2.8.

3.2 Security and Lighting

A comprehensive CCTV system will form part of the estate wide management strategy, which will considerably improve user security across the site.

A lighting scheme will be developed to deliver light levels which support the safety initiatives in the area, and navigation by people with visual disabilities.

3.3 Wayfinding

Street signage for the area has not yet been detailed. Much of the signage will be specified according to normal highway standards although there will also be signage that will form part of an overall Wayfinding Strategy.

3.4 Routes and Steps

The current proposals do not amend the width of the walkway along Stanley Passage, which remains at approximately 4 metres wide. In line with previous submissions for this route, no steps are proposed.

3.5 Materials and Street Furniture

This submission does not seek to amend the materials approved as part of the Zone B public realm or the subsequent minor amendments which included Stanley Passage. A consistent palette of materials has been used throughout the KXC scheme to give a coherent and navigable landscape, whilst reinforcing pedestrian routes and crossings.

Overall, the design of the spaces has been specifically planned to be uncluttered to ensure legibility and ease of passage, and to provide a clearly identifiable pathway through the landscape. Wherever possible, light fittings and other furniture will be mounted at high level on buildings to minimize street clutter throughout the scheme. Street furniture has also been kept to a minimum, with cycle racks and planters aligned against the building facades to create a clear walkway and sightlines between Pancras Road and Pancras Square.

4.0 Construction Programme

The intended construction programme and intended phasing of the development is addressed in the submitted Compliance Report. Contractors will be appointed and a detailed construction programme devised in the future.

Accessibility issues will need to be considered throughout the detailed design and construction programme and in the final management of the scheme.

Future decisions affecting accessibility will include:

- Signage/wayfinding;
- Choice of materials;
- Detailed design of lighting scheme and benches; and
- Future estate management procedures.

Appendix A

Management issues

The following management issues will be brought to the attention of relevant parties to ensure that access is achieved and maintained:

external routes – keep in good repair and free of obstructions and leaves, ice, snow and surface water;

doors – adjustment of door closers; ironmongery to be kept in good working order;

horizontal circulation – keep routes free from obstructions and furniture layouts/seating arrangements accessible;

vertical circulation – regular checking of lifts to ensure floor of car aligns with finished floor level;

WCs – checks to ensure that manoeuvring space in accessible compartments is not obstructed by bins, sanitary disposal equipment etc; replenishment of toilet paper and paper towels in accessible WCs as well as other WCs;

communication – new signs to integrate with existing sign system, no ad hoc homemade signs; all information to be kept up-to-date; signers and translation services to be provided as necessary; appropriate provision of accurate access information and other literature;

hearing enhancement systems – advertising; regular checking and maintenance of systems;

alarm systems – checking of systems; staff training in procedures;

surfaces – ensuring cleaning does not cause slippery surfaces; maintaining junctions to avoid worn surfaces becoming tripping hazards; replacing surfaces like with like; maintaining colour contrast in redecoration;

lighting – prompt replacement of bulbs; keeping windows and light fittings clean;

means of escape – specific evacuation strategies to be devised for people who need assistance, including staff and visitors; staff training; regular practice drills; maintenance of fittings and equipment; reviewing evacuation procedures;

security – ensuring security procedures do not conflict with accessibility good practice;

training – staff training is critical to maintain access and to provide accessible services and employment opportunities. Training can cover areas such as disability awareness and equality, use of equipment such as platform lifts and induction loops, British Sign Language, hearing awareness, clear lip speaking, guiding people with visual impairments and general access awareness.

health and safety policies – implementation of policies on access, risk assessment;

responsibilities for access – identification of responsible people to approve improvements, set priorities, ensure access is included in maintenance and refurbishment programmes, provide auxiliary aids, review numbers of disabled people using a service and establish and run user groups;

funding for access improvements – identification of specific access funds or grants; funds for specific employees such as 'Access to work'; use of the maintenance budget;

policy review – regular reviews of all policies, practices and procedures affecting access.

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