

Access & Inclusivity Statement

Fish and Coal Offices & Eastern Wharf Road Arches

King's Cross Central General Partner Ltd

July 2014

King's Cross

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King's Cross Central:

Fish & Coal Offices and Eastern Wharf Road Arches

Access and Inclusivity Strategy

Prepared by All Clear Designs Ltd

June 2014

1.0 Introduction

This document sets out the process adopted by the Applicant, King's Cross Central General Partner Limited, to create an accessible and inclusive environment within the Fish & Coal Offices (FCO) and Eastern Wharf Road Arches (EWRA), and associated public realm.

The FCO and EWRA are existing, unlisted buildings located in the northern part of the King's Cross Central site. The FCO is made up of five connected blocks which sit elevated above the Regent's Canal, accessed via the Wharf Road Viaduct. The EWRA comprises the 10 easternmost arches of the 22 Wharf Road Arches which sit below the FCO and Wharf Road Viaduct at the same level as the Regent's Canal towpath and the Coal Drops Yard.

The project team for the proposed building has worked closely with the Applicant and the prospective tenant, Jamie Oliver Group, to develop a scheme which will see the sensitive refurbishment of these buildings as offices and restaurant/bar uses, alongside new public realm on the Wharf Road Viaduct and improvements to the ramp down to the EWRA/the Coal Drops Yard and the external space alongside the EWRA.

This Statement 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. It supports a Reserved Matters submission for the refurbishment and re-use of the FCO/EWRA and details of the proposed public realm, alongside a separate but related planning application for a new conservatory on part of the FCO roof.

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 over arching strategies, as referred to in the S106 Agreement.
2. Access Statement (this document)	A detailed document containing expanded descriptions explaining how the strategy 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 the FCO/EWRA and associated public realm, 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 addresses the items 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, such as the historic nature of the building, have prevented or limited 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, 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.

Public realm and landscaping is considered in terms of proposals for the Wharf Road Viaduct, the ramp down to the EWRA/Coal Drops Yard and the area at the base of the ramp immediately outside the EWRA.

This Access Statement is based on, and should be read in conjunction with, the submitted scheme drawings and information provided by David Morley Architects and Townshend Landscape Architects (TLA).

1.3 Role of Access Consultant

The access consultant has been actively involved in the preparation of the submitted proposals. The role of the access consultant 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 S106 Agreement requirements and apply recognised good practice guidance. The consultant has provided recommendations about 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 have informed the proposals and are referenced where appropriate:

- 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 K, *Approved Document K*, 2004 edition (incorporating the 2013 amendments);
- Building Regulations Part M, *Approved Document M*, 2004 edition (incorporating the 2010 and 2013 amendments)
- 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).

In using these documents and this guidance, the design team and access consultant have observed and had regard to reasonable functional and financial practicalities; and taken into account the historic nature and proposed use of the building. Wherever possible, the design team has gone beyond the minimum requirements of Part M/Part K (Building Regulations) and the guidance provided in the Approved Document M/K. 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 a relatively early stage in the design. Detailed design issues such as fixtures, fittings, 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 building management policy or procedure or to physical features 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 on the 4th November 2013. These meetings have been developed as one method of ensuring that there is user input into the design development process.

No access issues were raised at this meeting.

2.0 Fish & Coal Offices and Eastern Wharf Road Arches

2.1 Overview

The FCO and EWRA are located in Development Zone I of the KXC development site, located to the south-west of Granary Square opposite the Grade II listed Granary Building/Western Transit Shed and the future 'Pavilion H', and on the south-easterly approach to the Coal Drops Yard. The Regent's Canal runs along the south façade of the FCO and EWRA with the back wall of the building rising sheer from the canal towpath. Neither of the structures is listed.

Wharf Road runs along the north façade of the FCO, on a viaduct located over the EWRA (+24.830m AOD). The EWRA are located below the FCO at canal level (+21.350m AOD), occupying the 10 easternmost brick arches of a larger group of 22 arches (collectively known as the 'Wharf Road Arches').

The FCO is a group of five Victorian masonry buildings built between 1853 and 1860, forming part of the former King's Cross Goods Yard. The offices had fallen into disuse by the early 1980's, when they were gutted by fire. The buildings were repaired structurally and made weatherproof in the late 1990's and are currently vacant. The existing north elevation showing the five buildings, referred to in this document as 'Blocks 1-5' is provided as Figure 1.

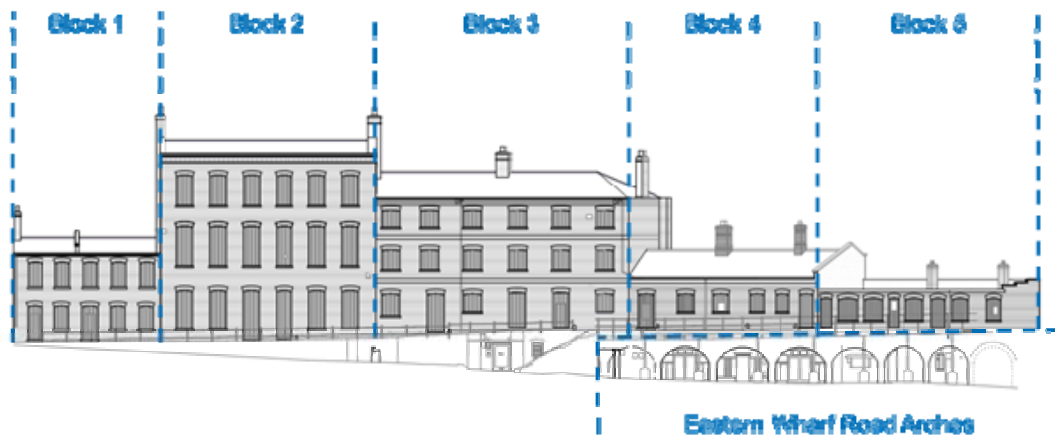


Figure 1: Existing North Elevation of the FCO identifying separate Blocks and the EWRA that form part of this application.

The vaults of the former stables under Blocks 3 to 5 and the EWRA were built in 1851, before completion of the FCO above. The EWRA is historically a multi-functional structure acting not only as retaining walls to the canal but also as support to the Wharf Road Viaduct at a higher level, held over brick vaults.

This Reserved Matters submission and associated full planning application will see the refurbishment of the existing FCO and EWRA to accommodate office and restaurant/bar uses and the addition of a new conservatory space to the roof of Block 4. The whole building will be taken by a single tenant, Jamie Oliver Limited, who will base its headquarters in the building and operate the food and drink outlets.

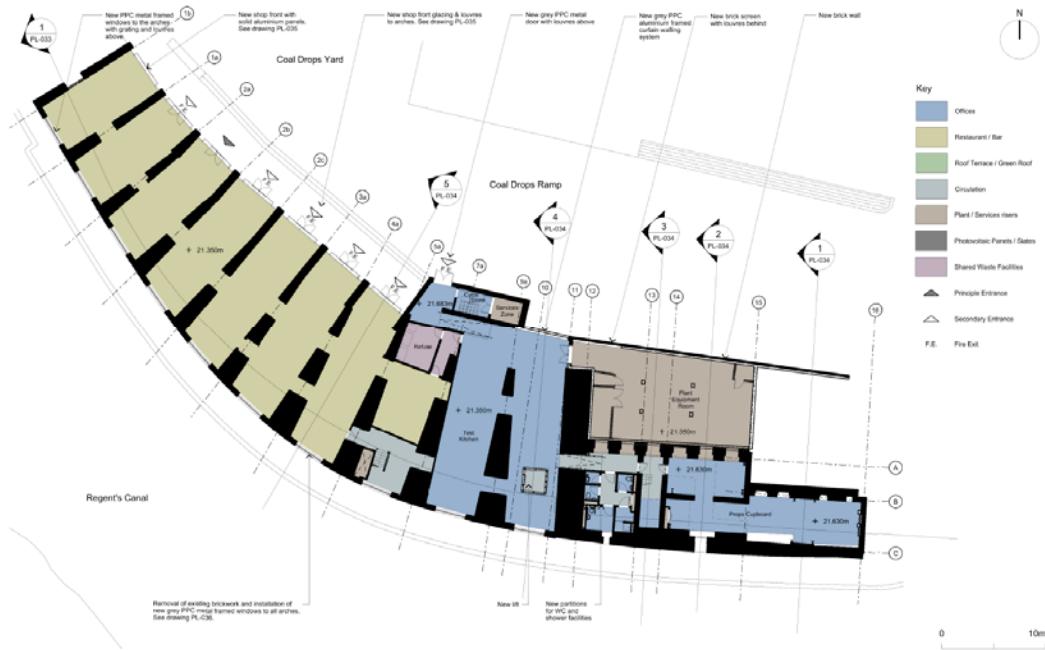


Figure 2 Canal Level Plan showing entrances

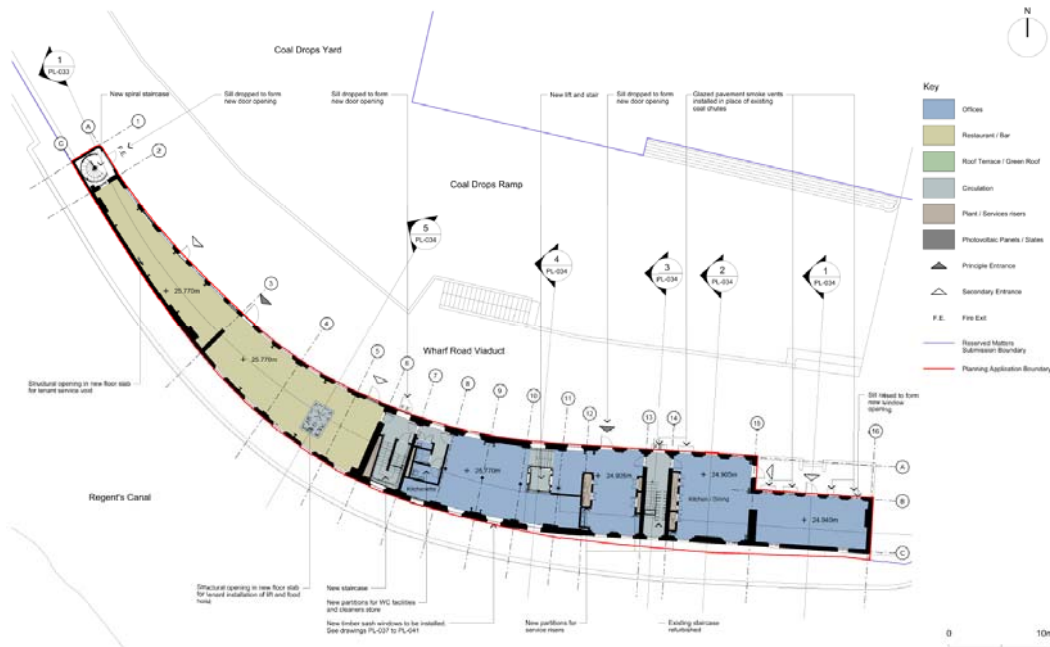


Figure 3 Ground Floor Plan showing entrances

The offices will be located at all levels of Blocks 1, 2 and 3 and within the two easternmost arches of the EWRA, located behind the Coal Drops Yard ramp. The restaurant/bar uses will be located within the two retail units located at ground floor level of Blocks 4 and 5 of the FCO, the new conservatory and eight of the Eastern Wharf Road Arches. A roof terrace on the existing flat roof of Block 5 will serve the adjacent conservatory and back of house uses (such as test kitchen and prep area) will be located in the arches under Block 2.

Entrances to both the office and retail elements will be located on the north side of the building, shown on Figures 2 and 3. No entrances will be provided onto the canal towpath, although new window openings will be created within the existing bricked up arches in the EWRA.

A detailed description of the proposed building is provided in the separately submitted Urban Design Report and Compliance Report.

2.2 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.

No parking is brought forward as part of this submission. However, disabled users will be able to use the accessible bays in the local area, such as the multi-storey car park in Building T1 and on-street accessible parking in Wharf Road.

Disabled visitors will also be able to use the service road to the FCO and Stable Street as a vehicular drop-off.

2.3 Entrances

All entrances will provide level thresholds with the public realm, solid entrance matting and will be clearly articulated within the building elevation by both light and form.

Glazed doors and screens will have manifestation in line with guidance in Part M.

Where necessary, the main entrance doors will be automated/power assisted to overcome air differentials experienced on the site.

2.3.1 Fish & Coal Offices

The main office entrance to the FCO is located on the north façade of Block 2, with level access from the Wharf Road Viaduct (+24.830m AOD). A single door will provide access to the main office reception area, as shown on Figure 3.

Two further escape doors will be located adjacent to the stair cores in Blocks 2 and 3, opening out onto the Wharf Road Viaduct.

The restaurant/bar entrance is located at the eastern end of Block 4, again on the north elevation with level access from the public realm (+25.770m AOD). An escape door is provided at the far end of Block 5.

All doors are specified with a 20N opening force, and if they are unable to achieve this then they will be automated.

2.3.2 Eastern Wharf Road Arches

The EWRA are located at the lower Canal/Coal Drops Yard level at approximately +21.350m AOD, accessed via the Coal Drops Yard ramp from Granary Square.

The seven westernmost arches will be refurbished as a commercial (restaurant) unit for the tenant, fronting a 3m wide outdoor seating area which runs the length of the unit. The outdoor seating area is at the same floor level as the internal vaults lower than the adjacent

levels for the Coal Drops Yard (varying from level to approximately 400mm). The lower level is accessed via the Coal Drops Ramp and Coal Drops Yard, using either a slope from the western end of the EWRA or two steps from the Coal Drops Yard. Handrails and tactile warnings will be provided in two locations along the steps. Further details of this area are provided in Section 3.0 on public realm.

Although each arch will have its own shopfront with entrance doors, the tenant will identify a main entrance for customers at the fit-out stage. This will be clearly differentiated from the secondary entrances through signage and window dressing.

The office element, contained within the three easternmost arches, will have a fire escape and access to the cycle store and other back of house facilities located in this lower part of the building. This will be accessed via the service entrance from the Coal Drops Yard, shown on Figure 1.

2.4 Vertical Circulation

The office accommodation is spread across four levels from the EWRA at the lower canal/Coal Drops Yard level to the second floors of Blocks 2 and 3 of the FCO.



Figure 4 partial long section showing floor levels

Within the FCO, the current floor levels vary between each block, as illustrated in the proposed Section as Figure 4. Careful consideration has therefore been given to the arrangement of the cores and lift access to maximise opportunities for transfer between the blocks whilst respecting the existing structure and floor levels wherever possible.

2.4.1 Office Passenger Lifts

A new glazed lift is proposed in Block 3, positioned between the existing cast iron columns which support each floor. The different levels within Block 3 require the insertion of a lift to allow wheeled access between them. The lift is in a through lift format (doors either end of the car) with a platform 1100mm wide by in excess of 1400mm deep, providing access to all but the first floor of Block 1 (see below).

In Block 1, the first floor is located 1550mm below the adjacent floor levels in Blocks 2 and 3, with access by way of a staircase with handrails. Options for raising the floor in this area were explored to achieve a level transition between Blocks 1 and 2; however, this would result in an unacceptably low floor to ceiling height. Both a ramp and/or a platform lift were considered. However, this is a small space (approximately 45 square metres) and installation of a ramp would significantly reduce the layout options and usability of this room as an office. The room will not contain any special uses or features, with all other office areas providing the same facilities in a fully accessible environment. Given the structural and size constraints of this space and the availability of other accessible office areas, it is considered acceptable that this area is accessed by a staircase, with handrails to assist those with more limited mobility. Adequate power will, however, be provided in the area around the stairs to allow the installation of wheelchair stair lift if required by the tenant in the future.

2.4.2 Office Stairs

Two sets of stairs are proposed, extending from the EWRA to second floor level of the FCO: a new stair case at the western end of Block 3; and the original central staircase in Block 2. A further short flight of stairs is created alongside the new lift to tackle the level difference between the floors in Blocks 2 and 3.

The new circulation and accommodation stair at the west end of the offices will serve both the office and restaurant, providing staff access to all floors of Blocks 3 and 4, and a means of escape for staff of both buildings and customers of the adjacent restaurant/bar. This staircase will meet all aspects of Part M/K of the Building Regulations and BS8300:2010 guidelines for use by people with ambulant and visual disabilities.

As one of the few remaining original features of the FCO following significant fire damage in the 1980s, the existing central staircase in Block 2 will be retained and refurbished as part of the scheme. These stairs do not meet the new Part M or Part K in that they have 15 treads per flight and a clear width of approximately 1000mm. However, the retention of these stairs is in keeping with the aspiration to preserve the historic fabric of the building wherever possible and has been discussed and agreed in principle with the Building Control team at the London Borough of Camden ('LB Camden'). An alternative, fully compliant staircase is provided in Block 3, as described above.

A short flight of stairs is proposed at each level alongside the new office lift to address the disparity between the floor levels in Blocks 2 and 3. On the second floor (shown in Figure 5), the staircase has a final run which is located under the existing roof slope. Maintaining the current roof slope on Block 3 and positioning the lift between the existing cast iron columns are considered to be important aspects of the design in terms of preserving, and indeed utilising, the heritage features of the building. However, this approach means that the width of the stair is limited to 1000mm wide at this level because of constrained headroom. It is felt that this reduction in the stair width will not limit the use of this floor by disabled people, which is also fully accessible by lift and the second staircase at the western end of Block 3. This approach has been discussed with LB Camden's Building control department and agreed in principle.

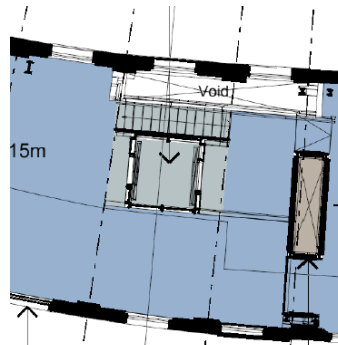


Figure 5 Second Floor Stair proposals

2.4.3 Restaurant/Bar Passenger Lift

The restaurant/bar in Block 4 will be fitted out by the tenant in due course. However, a slab opening is provided in the current plans to allow for a future tenant lift/stairs between ground and first floor.

2.4.4 Restaurant/Bar Escape Stairs

A spiral escape stair has been provided to connect the roof terrace with the restaurant/bar unit in Blocks 4 and 5 at the western end of Block 5. Customer stairs between the roof terrace/restaurant if required will be provided in the restaurant fit-out.

2.5 Horizontal Circulation

2.5.1 Eastern Wharf Road Arches

There is a 5m 1:15 ramp located within the 3 easternmost arches (behind the Coal Drops Ramp and below Block 2) which accesses the test kitchen and office servicing facilities (see Figure 6). This is due to a change in level of 333mm from the public realm next to the service entrance to the back of house areas. A second 1:15 ramp 4m in length, rises 280mm from the lobby area leading from the lift to the WC's and shower accommodation located beneath Block 2. Both ramps, shown in Figure 6, will include handrails and other features in accordance with Part K of the Building Regulations 2013.



Figure 6 EWRA Ramps

2.5.2 Fish & Coal Offices

On the first floor between Blocks 1 and 2, there is a change in level of approximately 25mm which will be addressed by a 700mm slope at better than 1:25 (see Figure 7 below).

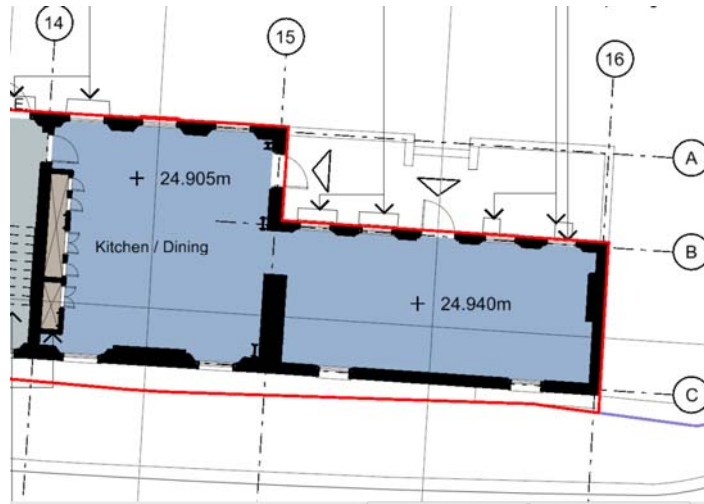


Figure 7 First Floor Slopes

2.6 Doors

2.6.1 Entrance Doors

The entrance doors at the main ground floor office entrance and one entrance to the Canal level and Viaduct Level Principal entrances will be automated or power assisted to overcome air differentials. Other doors will have as low an opening force as achievable. Where doors open outwards they will have sufficient guarding.

2.6.2 Internal Doors

All internal doors will provide a minimum clear opening width of 800mm and will be provided with visual manifestations where glazed, and/or vision panels where solid and on an access route.

2.7 Floor Finishes

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

2.8 Sanitary Accommodation

2.8.1 Accessible WCs

Accessible toilets for the offices have been provided at each level alongside the western stair core in Block 3 or in the case of the EWRA, adjacent to the original central staircase. The accessible facilities are provided alongside the other WCs.

All toilet accommodation will comply with Part M of the Building Regulations and BS8300:2010A in terms of layout requirements, materials and finishes.

There will be no more than 40 metres travel distance between a workstation and the nearest accessible WC.

Toilet facilities within the restaurant/bar units in the EWRA and Blocks 4 and 5 of the FCO will form part of the tenant fit-out in due course.

2.8.2 Showers

An accessible toilet/shower (meeting the Part M size and layout requirements) for the office staff has been provided in the basement area below Block 2 (see Figure 8, lower middle shower). This is located with good proximity to the cycle store, other toilet facilities and lift to the upper levels of the FCO.



Figure 8 Canal Level accessible Shower/WC

2.9 Escape Arrangements

Areas of refuge have been provided at all levels within the core designs associated with escape evacuation lifts.

Management procedures will be put in place by the operator and the estate management 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.

Operator 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.

2.10 General Details

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

- decoration
- lighting (high frequency tubes where used)
- service counters
- sanitaryware selection and layouts
- fire alarm details
- lift details
- toilet layout details
- signage
- furniture Selection
- kitchen layout

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

3.0 Landscape

The proposals also bring forward details of new landscaping on the Wharf Road Viaduct and within part of the Coal Drops Yard and Ramp...

The Wharf Road Viaduct, which runs alongside the north façade of the FCO and provides the main access to the office and restaurant/bar, will be transformed into a green corridor linking Granary Square in the east to the proposed park in the recently re-erected Gas Holder no.8. The viaduct is designed as a dynamic pedestrian and cycle friendly space, providing a wide footpath interspersed with raised planters and seating areas which offer views over the canal and the Coal Drops Yard. In contrast to its former use for the transportation of goods, the Wharf Road Viaduct will no longer be accessible to vehicles.

The relationship between the Wharf Road Viaduct design and the FCO has been an important consideration, with care taken to ensure that planting on the Viaduct takes into account the need for access along the building interface and adequate space to allow spill out from the building, in particular the restaurant/bar unit in Blocks 4 and 5.

At the lower level, alongside the EWRA, the Coal Drops Yard will be surfaced in reclaimed granite sets which have been repaired and laid into a high quality trafficked surface equivalent to those already used outside the Granary building. In order to address the level differences between the yard (as existing) and the finished floor levels of the EWRA, an 3m wide lowered seating area is proposed alongside the 7 westernmost arches, as described in Section 2.3.2. This will enable level thresholds to the FCO service entrance and adjacent restaurant units and provide spill out space for al fresco dining.

The existing Coal Drops Ramp will be resurfaced in reclaimed sets and a realigned set of stairs installed to link the ramp to the Wharf Road Viaduct.

The extent of the proposed public realm is illustrated in Figure 9 below.



Figure 9 illustrative masterplan showing the extent of the proposed public realm

3.1 Coal Drops Yard Levels

As noted previously, the entrances to the EWRA are accessed at the lower Coal Drops Yard level (+21.400m AOD) reached by the Coal Drops Ramp. The ramp will provide a 1:60 slope from the eastern end of the Wharf Road Viaduct and Granary Square (+24.450m AOD) to the Coal Drops Yard.

At the western end of the Coal Drops Yard the slope continues down to the lowered seating area outside the EWRA restaurant unit which sits at +21.350 AOD. This area can also be accessed by steps which run along its length. As shown in Figure 10, handrails and tactile warnings will be used in two locations to identify an accessible stepped approach. The end of the steps has been terminated with a wooden bench to avoid the need to utilise tapered step (risers).

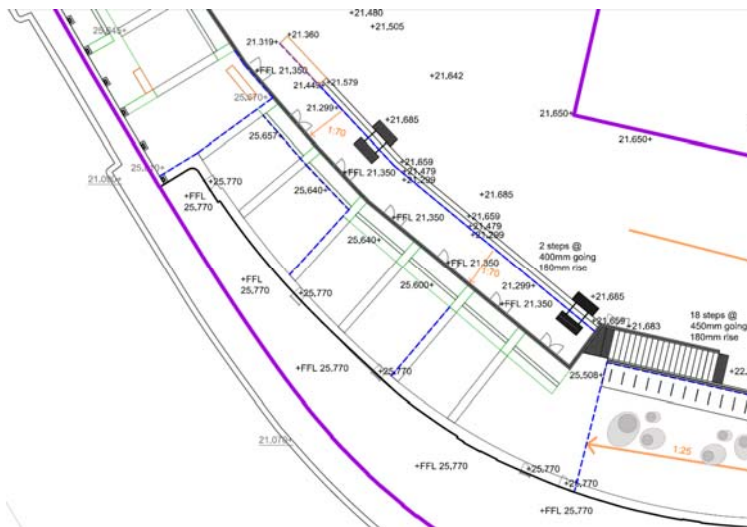


Figure 10 Coal Drops Yard levels

Figure 11 shows the relationship between the CDY levels and the lower level of the restaurant in the vaults.



Figure 11 Section through the CDY steps

The existing flight of steps between the Coal Drops Ramp and the Wharf Road Viaduct is in poor structural condition. It will therefore be rebuilt to provide 20 treads at 180mm rise per tread and 450mm goings. This is a re-working of an existing set of steps, but the new format will be in line with the requirements of BS8300:2010 which allows a large (20) number of risers (180mm) with a large going (450mm).

3.2 Wharf Road Viaduct Levels

The submitted site levels plan (TOWN 279.14(08)5002) shows that the Wharf Road Viaduct follows a broadly consistent datum of approximately +25.500m AOD, albeit with some minor variation.

The main office entrance in Block 2 of the FCO sits at a level of +24.905m AOD and is reached from the Wharf Road Viaduct by a series of existing level changes which generate gentle slopes of approximately 1:60 overall which is effectively level and do not require handrails.

3.3 Materials and features

A consistent palette of materials will be used throughout the scheme to give a coherent and navigable landscape which complements those used across the King's Central development. In designing the public realm, the aim has been to provide a varied, level navigable surface that is suitable for wheeled traffic and ambulant disabled people.

Three main elements are used to organise the space and reverberate the pattern of the arches; paving, planting and benches. The arrangement of these elements creates a variety of open and enclosed spaces within the overall structure which facilitates movement through the public realm and avoids visual clutter.

The most eastern section of the Wharf Road Viaduct is the most open. Freestanding planters which will always exceed 100mm affl and therefore be detectable by people who use cane detection. They will be located along the structure's north boundary. In the middle section of the viaduct, planting will be located within permanent planters that are also detectable by cane users. Planting will spill over the edges of planters and will contrast with the surface finishes so that they will be easily detectable by people with partial vision. Along the north western section of the viaduct there is a greater width, with planters occupying both sides of the viaduct to create a greater sense of enclosure and visual impact. A mix of timber and stone benches are arranged away from the central route and set back from the viaduct edge to create pocket spaces, their spacing allowing for wheelchair users to sit alongside companions (see Section 3.5 below).

The main surface of the viaduct will be constructed from varying length granite setts that are laid flush 100mm deep and laid perpendicular to the main direction of travel. The surface will be punctuated by a 700mm deep band of contrasting darker granite laid perpendicular to the direction of travel (see Figure 4). This is a subtle rhythmical use of varying material finish and format that will provide some indication of the organisation of the planting layout such as the entrances to the offset pockets of seating.

At the lower level, alongside the EWRA, the Coal Drops Yard will be surfaced in reclaimed granite sets which have been repaired and laid into a high quality trafficked surface equivalent to those already used outside the Granary building.

The lowered seating area alongside the EWRA will be defined from the coal drops yard by the use of visually contrasting silver granite steps and then the lower seating area in reclaimed granite sets.

3.4 Threshold Treatments

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.

3.5 Seating

Bench seating, as described above, is integral to the design of the Wharf Road Viaduct and they appear at frequent and regular intervals to provide users the opportunity to rest and take advantage of the views south over the Regent's Canal and Camley Street Natural Park, and north across the Coal Drops Yard and the rest of the King's Cross Central development.

Bespoke stone and timber benches 450mm high provide seating along the north western section of the viaduct and a defined spill out area relating to the F&C building. The timber provides a comfortable surface on which to sit, consistent with that in other areas of King's Cross.

These seating opportunities will provide varied heights between 425mm and 475mm and locations for wheelchair users to sit alongside. A minimum of 10% will be fitted with armrests and some potentially having backrests.

Informal seating will also be provided in association with the restaurant/bar units within the FCO and EWRA. Adequate space has been allowed within the landscape design to support this seating alongside providing access and egress to the buildings. However, the final layout and specification of tables and chairs will be decided by the tenant and does not form part of this submission.

4.0 Construction Timetable

The intended construction programme and 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:

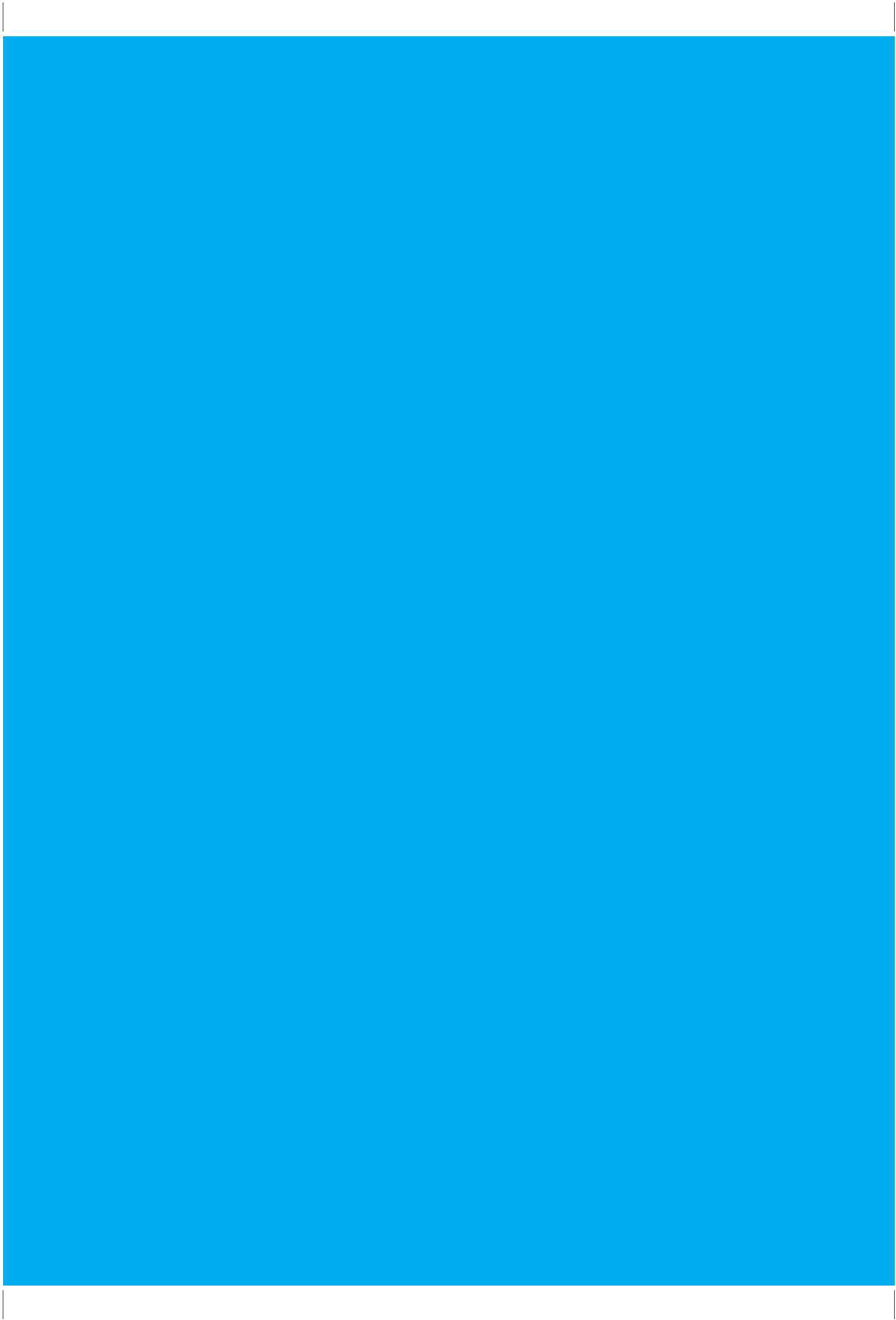
- Signage/wayfinding;
- Choice of materials;
- Detailed design of lighting scheme and benches; and
- Future estate management procedures.

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



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