

Access Statement

Building R8

King's Cross Central
General Partner Ltd

March 2016

King's Cross

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King's Cross Central: Building R8

Access & Inclusivity Statement

Prepared by All Clear Designs Ltd

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Contents

1.0	Introduction	1
2.0	The proposals.....	7
3.0	Public Realm	19

Appendix A

Management Issues

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 the proposed building on Plot R8 located within the Development Zone R of the King's Cross Central ('KXC') Development.

This statement has been prepared to accompany the Reserved Matters submission for the proposed Building R8 and associated landscaping, which includes: a new central courtyard, Harrier's Yard, east-west lane, Peppercorn Lane, adjacent pavement along Wilberforce Street and adjacent pavement and road along Beaconsfield Street South; and, revised landscaping along Beaconsfield Street North.

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

The proposed Building R8 is a mixed-use building, comprising retail, open market and affordable housing residential, and office uses, including commercial, Small Business Space and Voluntary Sector Space (as defined in the Section 106 Agreement).

The scheme will comprise two new pairs of buildings, each making up four blocks, each with their own entrance and core (see Figure 1):

A - Market Residential

B & D – Office, to include commercial, Small Business and Voluntary Sector space

C - Affordable Residential (social rented)

The proposed Building R8 defines a new courtyard at its centre, Harrier Yard, and a new lane between it and Building R7, Peppercorn Lane (formerly known as 'The Route'), which provide pedestrian access to the office, retail and cinema uses in both buildings, at an intimate scale, thanks to the single storey pavilion and the uniformly heightened ground floors of both buildings.

In Building R8, the ground floor contains a mix of uses, accessed via different entrances: two retail units and a market residential entrance off Beaconsfield Street to the west, an affordable residential entrance and vehicular access off Wilberforce Street to the east, as well as several office entrances off Harrier Yard, Peppercorn Lane and Wilberforce Street.

It is envisaged that a number of small business office spaces, shared meeting spaces will activate and co-working spaces activate the central courtyard. Here, the residential blocks above (Blocks A and C) are set back, leaving this single storey pavilion building either side of Harrier Yard, which serves to give the space to a smaller, more human scale.

The near majority of the flats have private balconies, and two market penthouse units, located on the top of Block B, have a private terrace each.

A single storey basement covers the majority of the plot. Car parking is provided for both residential tenures. There is additional provision for motorcycle bays and a number of electric charging points adjacent to car bays.

Generous provision for cycle parking includes affordable spaces at ground level and both market residential and office spaces at basement level.

Public Realm

The proposed Harrier Yard and Peppercorn Lane have been designed as open public routes with an intentionally urban feel. The landscaping design (by Tom Stuart-Smith) employs large scale stone boulders as unexpected objects to define routes and create focal points through and in the space.

The meandering, sloping route will accommodate the level changes of the site. The space will be softened by elegant Birch trees and low-level planting.

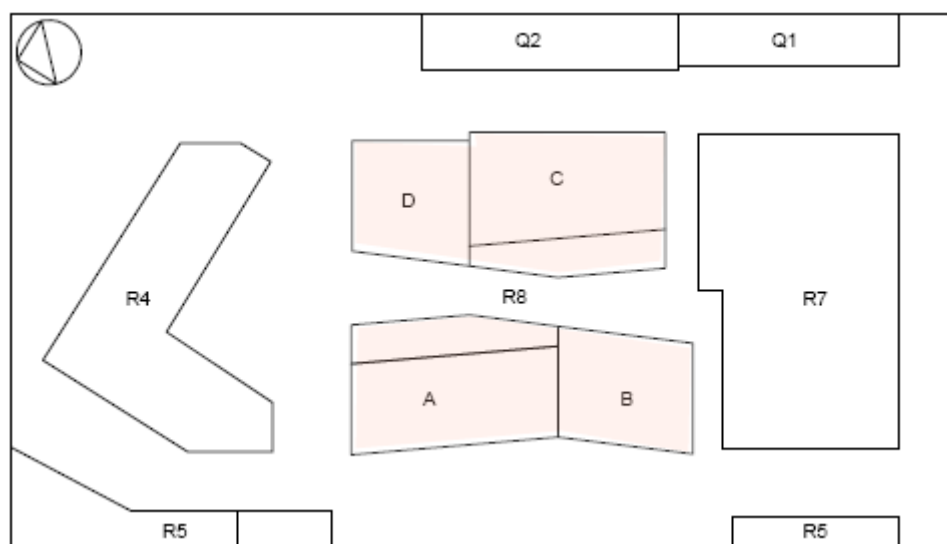


Figure 1: Building R8 building blocks (in tint)

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 Building R8 and new area of 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 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 scheme drawings and information provided by Piercy & Co. Architects ('PCA'), Tom Stuart Smith Landscape Design ('TSS') 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, the S106 Agreement requirements and recognised good practice guidance. The consultant also provides 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).

Design documents relating to housing include:

- GLA/Mayor for London: *Wheelchair accessible housing Designing homes that can be easily adapted for residents who are wheelchair users: Best Practice Guidance 2007*
- Habinteg Housing Lifetime Homes: *Revised Lifetime Homes Standard*. Published 5 July 2010 (web edition).
- Habinteg Housing: *Wheelchair housing Design guide (WHDG) 2nd Edition 2006*

It is also necessary to observe reasonable functional and financial practicalities and to take into account the nature of the 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, 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 building and 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 on the 13th April 2015. 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, as set out in the table below.

Issue	Response
Will there be accessible parking?	Accessible parking is accommodated in the basement with a potential for up to 2 adaptable spaces (market residential) and 7 affordable.
Will there be spaces to charge scooters?	Charging for scooters will be accommodated in the basement where the resident could then access their property via the internal lifts. Two spaces have been allocated with associated electrical connection.
What are the gradients of the courtyard slopes?	Generally they are aimed to be 1:23 or otherwise as indicated on the plans.
Will the parking spaces be managed?	Argent will produce a parking management document.

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

2.0 The proposals

As stated in the Introduction, the proposed Building R8 is a mixed-use building, comprising retail, open market and affordable housing residential, and office uses, including commercial, Small Business Space and Voluntary Sector Space (as defined in the Section 106 Agreement).

The scheme will comprise two new pairs of buildings, each making up four blocks, each with their own entrance and core (see Figure 1):

A - Market Residential

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The proposed Building R8 defines a new courtyard at its centre, Harrier Yard, and a new lane between it and Building R7, Peppercorn Lane (formerly known as 'The Route'), which provide pedestrian access to the office, retail and cinema uses in both buildings, at an intimate scale, thanks to the single storey pavilion and the uniformly heightened ground floors of both buildings.

The ground floor contains a mix of uses, accessed via different entrances: two retail units and a market residential entrance off Beaconsfield Street to the west, an affordable residential entrance and vehicular access off Wilberforce Street to the east, as well as several office entrances off Harrier Yard, Peppercorn Lane and Wilberforce Street.

It is envisaged that a number of small business office spaces, shared meeting spaces will activate and co-working spaces activate the central courtyard. Here, the residential blocks above (Blocks A and C) are set back, leaving this single storey pavilion building either side of Harrier Yard, which serves to give the space to a smaller, more human scale.

A single storey basement covers the majority of the plot (double storey in the north of Block D). Car parking is provided for both residential tenures. There is additional provision for motorcycle bays and a number of electric charging points adjacent to car bays.

Generous provision for cycle parking includes affordable spaces at ground level and both market residential and office spaces at basement level.

Public Realm

The proposed Harrier Yard and Peppercorn Lane have been designed as open public routes with an intentionally urban feel. The landscaping design (by Tom Stuart-Smith) employs large scale stone boulders as unexpected objects to define routes and create focal points through and in the space.

The meandering, sloping surfaces will accommodate the level changes of the site. The landscape will be softened by elegant Birch trees and low-level planting.

2.1 Threshold Treatments

All thresholds 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 Parking

An overall site-wide strategy for parking has been approved under the Outline Planning Permission, with maximum numbers of parking spaces agreed, and appropriate percentages of parking provision for disabled people.

The basement car park will provide 14 Market Residential parking spaces, of which 2 will be accessible; and 8 Affordable Residential spaces, of which 7 will be accessible.

Accessible Scooter/Trike parking and charging will be available in the basement in the cycle storage with 2 spaces available in each of the Market Residential, Affordable Residential and Office cycle parking areas.

Taxi drop off will be available in the surrounding streets, in close proximity to all of the entrances.

2.3 Entrances and exits

There are 13 principle entrances to the building (as shown on Figure 2 below), leading to the following uses/spaces:

- Market Residential (12)
- Affordable Residential (2)
- Office (1,4,5,6,7,8,9 & 11)
- Office Cycle Parking (3)
- Retail (10 & 13)

Entrances will provide level thresholds, 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.

All new fire exits have level thresholds and openings in line with guidance in Part M.

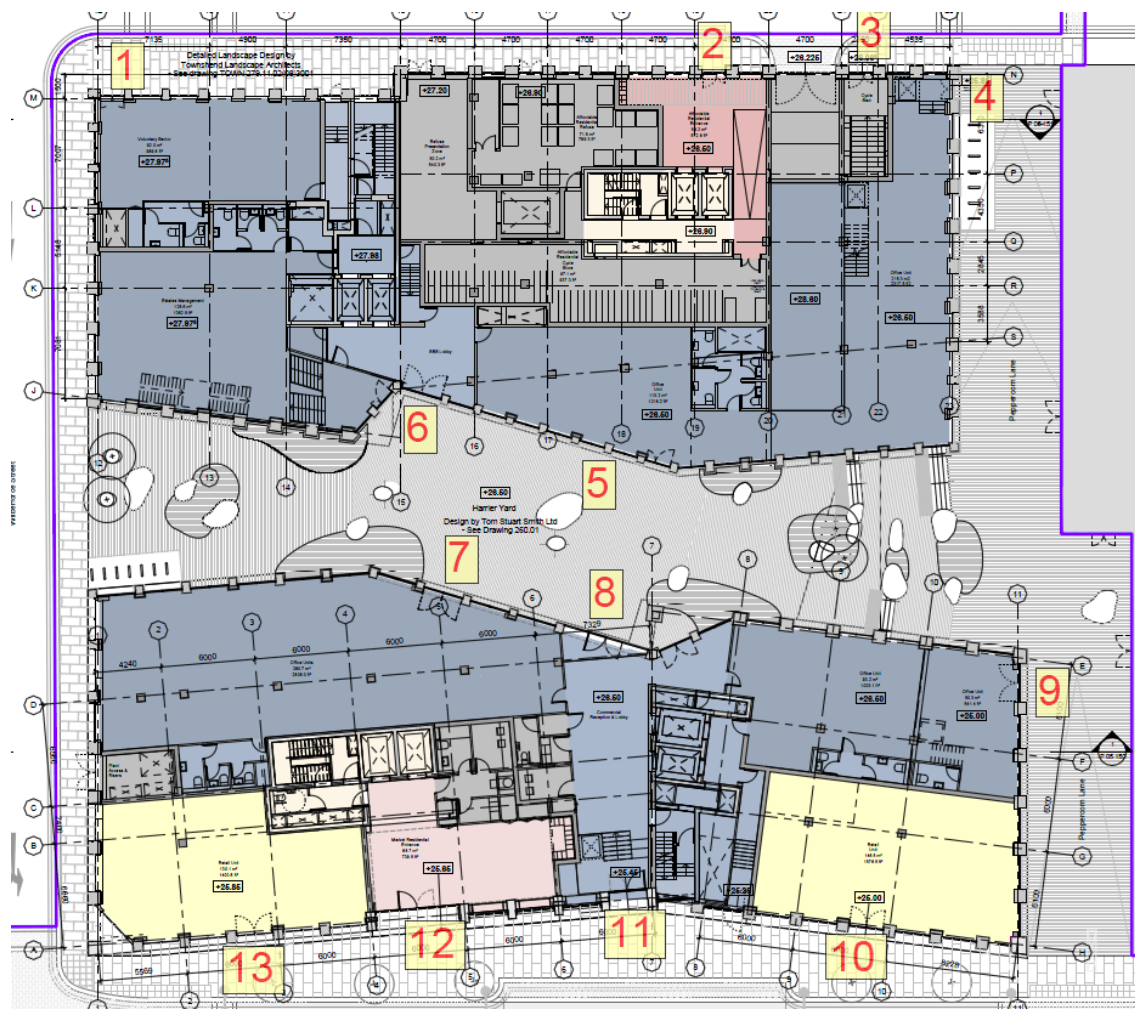


Figure 2 Ground Floor Entrance Locations

2.4 Vertical Circulation

2.4.1 Lifts

Each of the blocks (A, B, C & D) has independent cores which have a pair of lifts which will meet or exceed the requirements of Part M of the Building regulations and BS/EN 81-70 2003.

The circulation cores are located to give easy access to all parts of each floor (generally centralised). In all main circulation cores, the stairs and lifts are positioned in close proximity to each other to ensure routes for lift and stair users are not separated.

2.4.2 Platform Lifts

Three platform lifts are proposed, as follows:

West Business Entrance

There is a change in level of approximately 1 metre between the pavement and the internal commercial reception. A short rise platform lift has therefore been inserted to overcome this change in level, alongside a short run of steps. Users can also gain access to this reception by using the central courtyard entrance through the slopes in the central courtyard landscape.

Block C Office Unit

This unit has level access from the central courtyard. However, there is also the potential to enter from the south east corner, and there is a level change here of approximately 650mm which would be addressed with a short rise platform lift and a setoff steps.

Within this same unit there is an associated platform lift to access the mezzanine level which is a co-working space. The use of a platform lift in this situation is considered acceptable as the area is small, the traffic volume will be small, and the lift is travelling a short vertical distance (approximately 2500mm.)

The platform lift will have a minimum car size of 1100mm by 1400mm.

2.5 Stairs

Stairs will meet all aspects of Part M of the Building Regulations and BS8300:2010A guidelines for use by people with ambulant and visual disabilities.

Where the stairs are for residential use only they will meet Lifetime Homes (LTH) requirements.

2.6 Doors

All accessible entrance doors will have a clear opening width of 1000mm per leaf.

All internal doors will provide a minimum clear opening width of 800mm. If they are unframed glass then they will be provided with visual manifestations and/or vision panels where solid and on an access route.

Air pressure differentials can sometimes make entrance doors difficult to open. If the doors will not achieve the 25-30 newtons opening force prescribed in Part M of the building regulations then they will be automated.

All internal residential doors will meet the requirements of the Lifetime Homes Standards, the widths of which are dependent on the corridor widths that they are opening into.

2.7 Floor Finishes

Floor finishes in reception 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

Accessible toilet accommodation, including specific cubicles for people with ambulant disabilities, have been provided throughout the commercial and office areas of the building and will comply with Part M of the Building Regulations and BS8300:2010A.

Accessible WCs have been arranged to serve the office and reception areas.

An accessible WC has been provided to serve the market residential entrance.

2.9 Shower Facilities

The basement commercial cycling amenity space has an accessible shower/wc unit.

2.10 Escape Arrangements

Areas of refuge to BS9999 to accommodate disabled people, where required have been provided within the core designs.

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 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.

2.11 General Details

Details of the following areas and how they will be made accessible shall be addressed as the scheme develops and form part of any Building Regulations Submission:

- decoration
- lighting
- 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 estate staff should be aware of to ensure access is achieved and maintained.

2.12 Lifetime homes

Lifetime Homes are a set of guidelines to assist housing developers to produce properties that can respond to the changing needs of their occupants.

Section V of the KXC Section 106 Agreement requires the Developer to undertake the detailed design of all residential units with the aim of meeting the Lifetime Homes Standards.

In line with the aspiration of the Section 106 obligation, the proposed residential accommodation in Building R8 will meet the Lifetime Homes standards (5th July 2010 Web Edition) through the provision of the following features:

- Criterion 1-3 relating to getting to the front door
- External front doors with a 1500mm x 1500mm landing & level thresholds
- Internal front doors with a minimum of a 1300 x 1300 landing and a 1200mm corridor and level thresholds and internal circulation of 1500 x 1800mm behind the door
- Internal doors with 300mm clear open reveals and level thresholds
- Good internal circulation space in all areas
- Ground floor WC's in duplexes and entrance level WC's in apartments (often accommodated in the main bathrooms)
- Large internal doorway and corridor widths

- Bedroom and bathroom layouts that make retrospective tracking hoist installation straightforward and allow access to sanitaryware
- Bathroom designs that will enable later adaptation to shower wet-room and allow the installation of mobility aids such as handrails
- Height of living room glazing at 800mm or lower, with easy operation window catches and controls (sockets etc)

2.12.1 Twelfth Floor Penthouses

The penthouses located on the Twelfth Floor are single story but with rooftop terraces.

The roof in these units will be fitted with a soft spot for the retro-fitting of a platform lift.

2.13 Wheelchair Accessible Homes

Section NN of the KXC Section 106 Agreement requires that 10% of the total Open Market units be Wheelchair Accessible Homes, as defined in the agreement with reference to the standards set out in the GLA's supplementary planning guidance (SPG) entitled "Accessible London" of April 2004.

Additional guidance has since been provided in the GLA's best practice guidance on Wheelchair Accessible Housing (September 2007).

The S106 Agreement defines Wheelchair Accessible Homes as those which:

(a) meets the minimum requirements of the Wheelchair Housing Design Guide 1997 published by the National Wheelchair Housing Association Group (NATWHAG) and as amended from time to time as set out in Appendix 5 of the GLA Supplementary Planning Guidance "Accessible London: achieving an inclusive environment" dated April 2004 at Schedule NN, Part 5 as amended from time to time; or

(b) are easily adaptable at a reasonable cost for residents who are wheelchair users.

The proposed Building R8 meets the requirements of the Section 106 Agreement.

The proposed units will provide Wheelchair Accessible Homes and these will include the following features in order to meet the standards required:

- Good internal circulation space for corridors, kitchens and bathrooms, meeting the minimum turning and manoeuvring requirements set out in the SPG; (The communication corridors within the building are taken to be internal entrance doors as opposed to external entrance doors and do not therefore provide a 1500 x 1500 entrance space, which relates to entrance to houses not flats);
- Internal doorways with a clear opening width of 800mm and entrances with 1000mm, both with level thresholds;
- Storage and recharging and transfer point for battery-operated wheelchair;
- Bedrooms, living rooms and dining rooms with adequate space for wheelchair users to turn through 180° with furniture in place;
- Main bedroom to bathroom connected by a full height knockout panel and provision for future installation of a hoist between the two;
- Extra space in bathroom for either a bath and/or shower with at least one to be fully installed. Shower area to be fully accessible with floor drain;
- Suitable controls of mains water stopcock, gas and electric main consumer units. Suitable isolating valves to sink, washing machine, etc;
- Rooms all on one level or, in the case of certain duplex apartments, location of open circulation areas next to the staircases, where a vertical lift can be easily installed with no alteration to the flooring to comply with BS5900:1991; and
- Height of living/dining/bedroom room glazing at 810mm or lower.

2.13.1 Under Occupancy Approach

Note: The apartments will make use of the under occupancy approach in the GLA's best practice guidance on Wheelchair Accessible Housing (September 2007). Section 7.12 states the following;

“Market housing that is capable of being adapted to meet all of the requirements of the Wheelchair Housing Design Guide (WHDG) may be under-occupied for use by a wheelchair user. For example, a small bedroom may be used as a store for a wheelchair and other equipment, or a twin bedroom may be used as a single bedroom to provide adequate space around the furniture. This ‘under-occupancy’ approach to creating adaptable homes must be made clear at the planning stage. However, in a one-bedroom apartment the related spatial requirements for two persons must be included.”

Each of the adapted and un-adapted unit types are illustrated below

Open Market

- 1 no. Studio (Apartment A1.03 type M-SA) on floor 01
- 1 no. Studio (Apartment A2.03 type M-SA) on floor 02
- 1 no. 2B (Apartment A3.03 type M-2D) on floor 03
- 1 no. 2B (Apartment A4.03 type M-2D) on floor 04
- 1 no. 2B (Apartment A5.03 type M-2D) on floor 05
- 1 no. 2B (Apartment A6.03 type M-2D) on floor 06
- 1 no. 2B (Apartment A7.03 type M-2D) on floor 07

Affordable

- 1 no 3B (Apartment C1.01 type A-3A) on floor 01
- 1 no 3B (Apartment C2.01 type A-3A) on floor 02
- 1 no 3B (Apartment C3.01 type A-3A) on floor 03
- 1 no 3B (Apartment C4.01 type A-3A) on floor 04
- 1 no 3B (Apartment C5.01 type A-3A) on floor 05
- 1 no 3B (Apartment C6.01 type A-3A) on floor 06
- 1 no 3B (Apartment C7.01 type A-3A) on floor 07
- 1 no 3B (Apartment C8.01 type A-3A) on floor 08

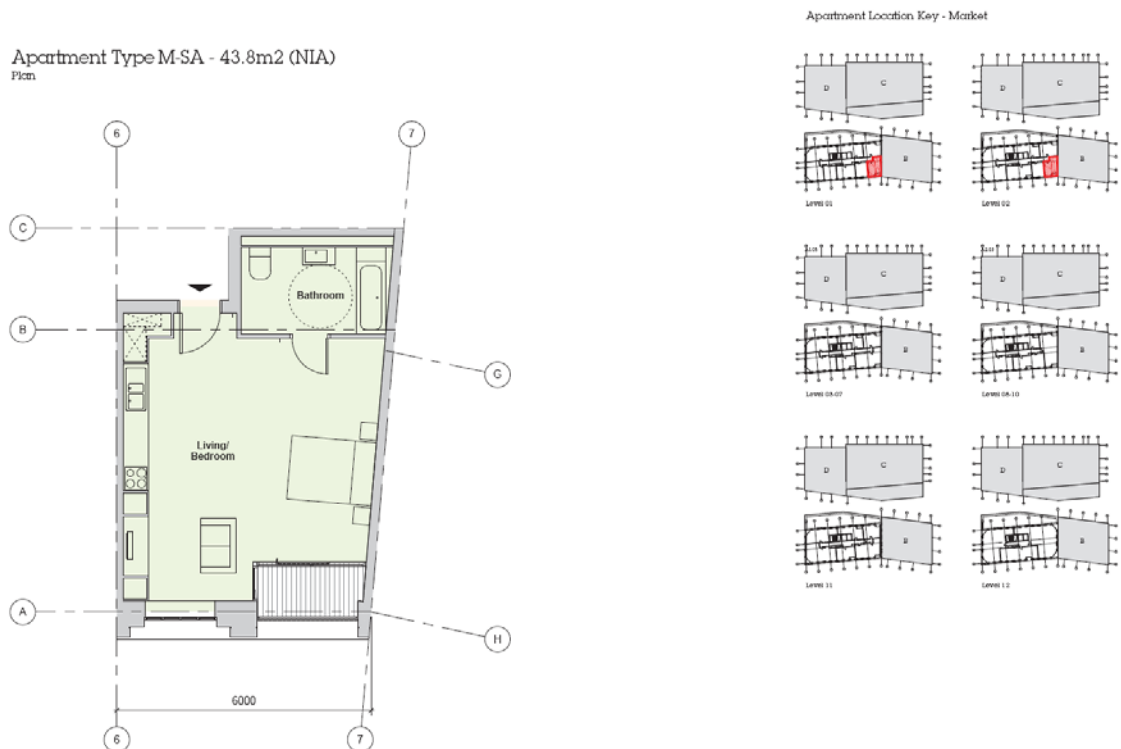


Figure 3: Studio Apartment Adaptable (see below for adapted)

Apartment Type M-SA - 44.6m² (NIA)
Plan



Apartment Location Key - Market

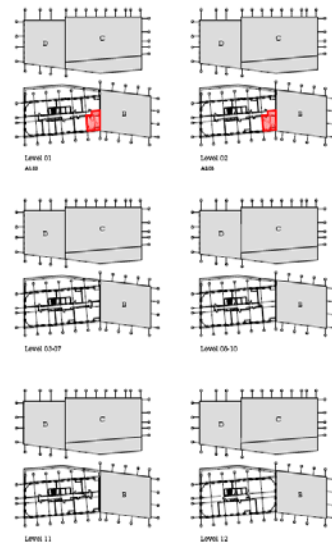
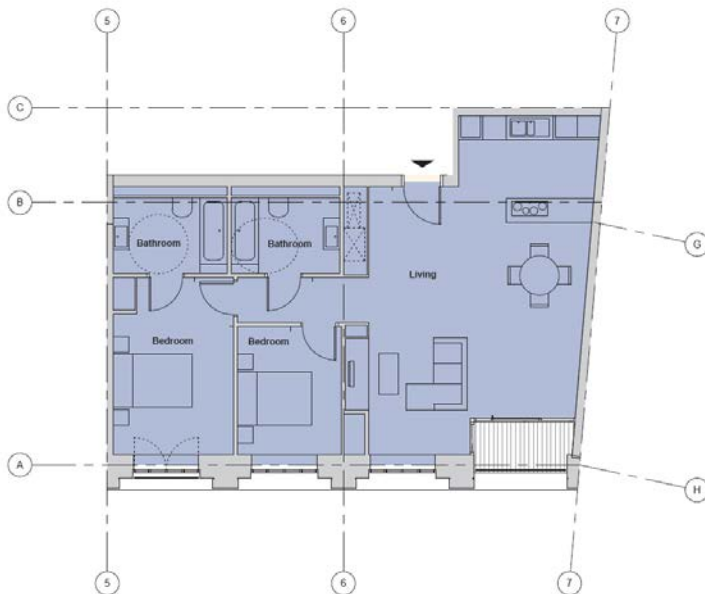


Figure 4 Studio Apartment Adapted

Apartment Type M-2D - 86.5m² (NIA)
Plan



Apartment Location Key - Market

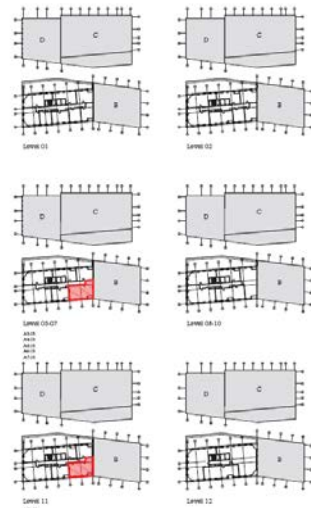
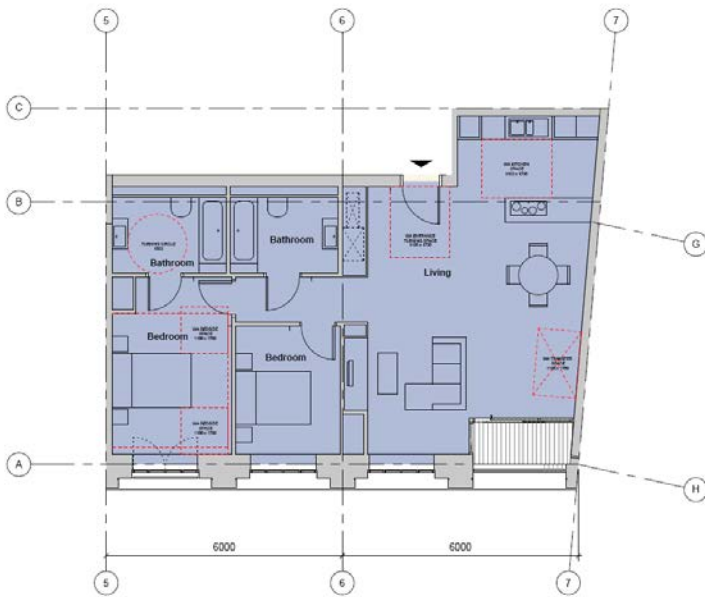


Figure 5: 2 Bed Apartment Adaptable (see below for adapted)

Apartment Type M-2D - 86.3m² (NIA)
Plan



Apartment Location Key - Market

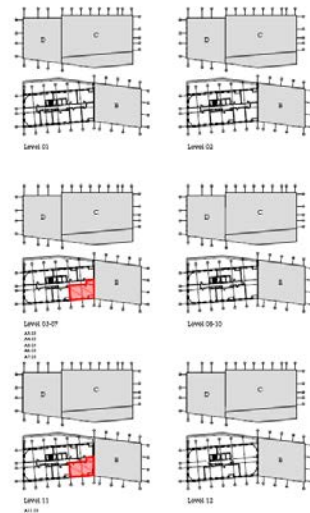
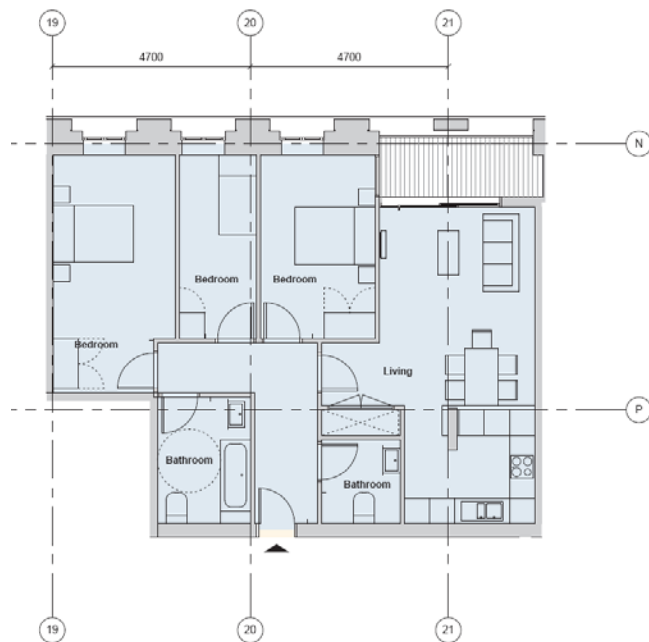


Figure 6: 2 Bed Apartment Adapted

Apartment Type A-3A - 88.3m² (NIA)
Plan



Apartment Location Key - Affordable

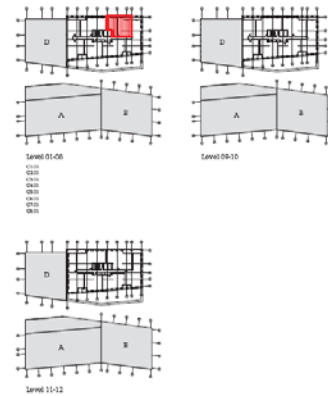


Figure 7: Affordable 3 Bed apartment Adaptable (see below for adapted)

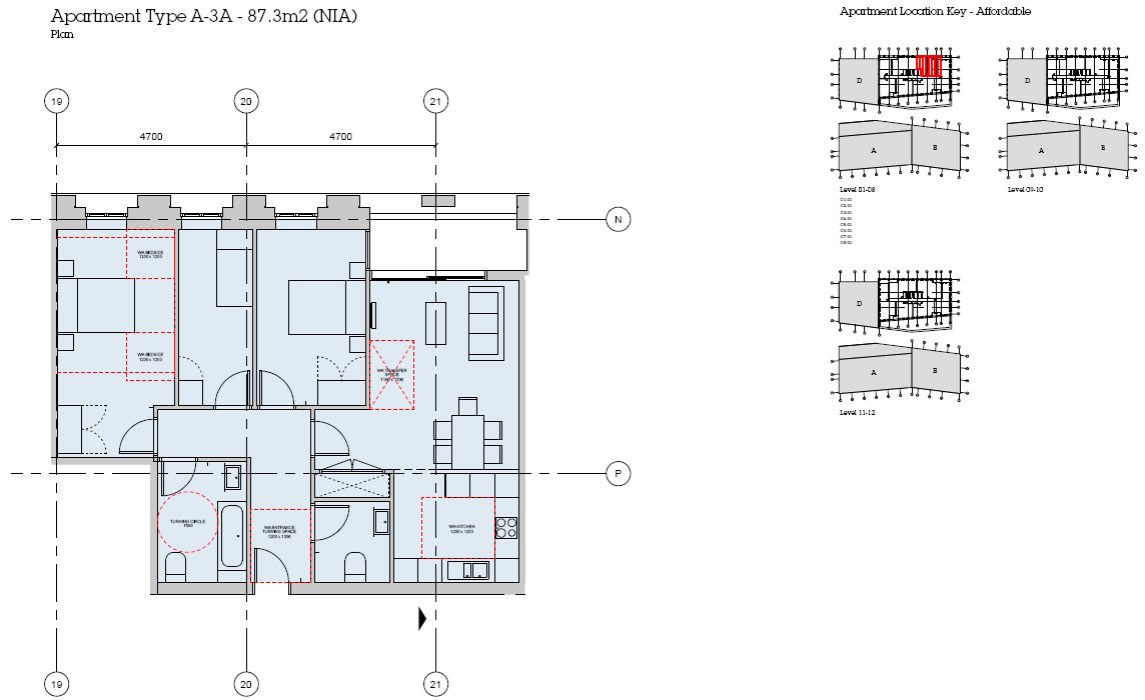


Figure 8: Affordable 3 Bed apartment Adapted

3.0 Public Realm

3.1 Harrier Yard and Peppercorn Lane

As stated previously this submission also brings forward landscape details for a new central courtyard, Harrier Yard, and for a new east-west route to the south, Peppercorn Lane. The former provide access to each block, whilst the latter will connect Buildings R7 and R8.

Further details on the design are provided in the submitted Urban Design Report and landscape drawings by TSS.

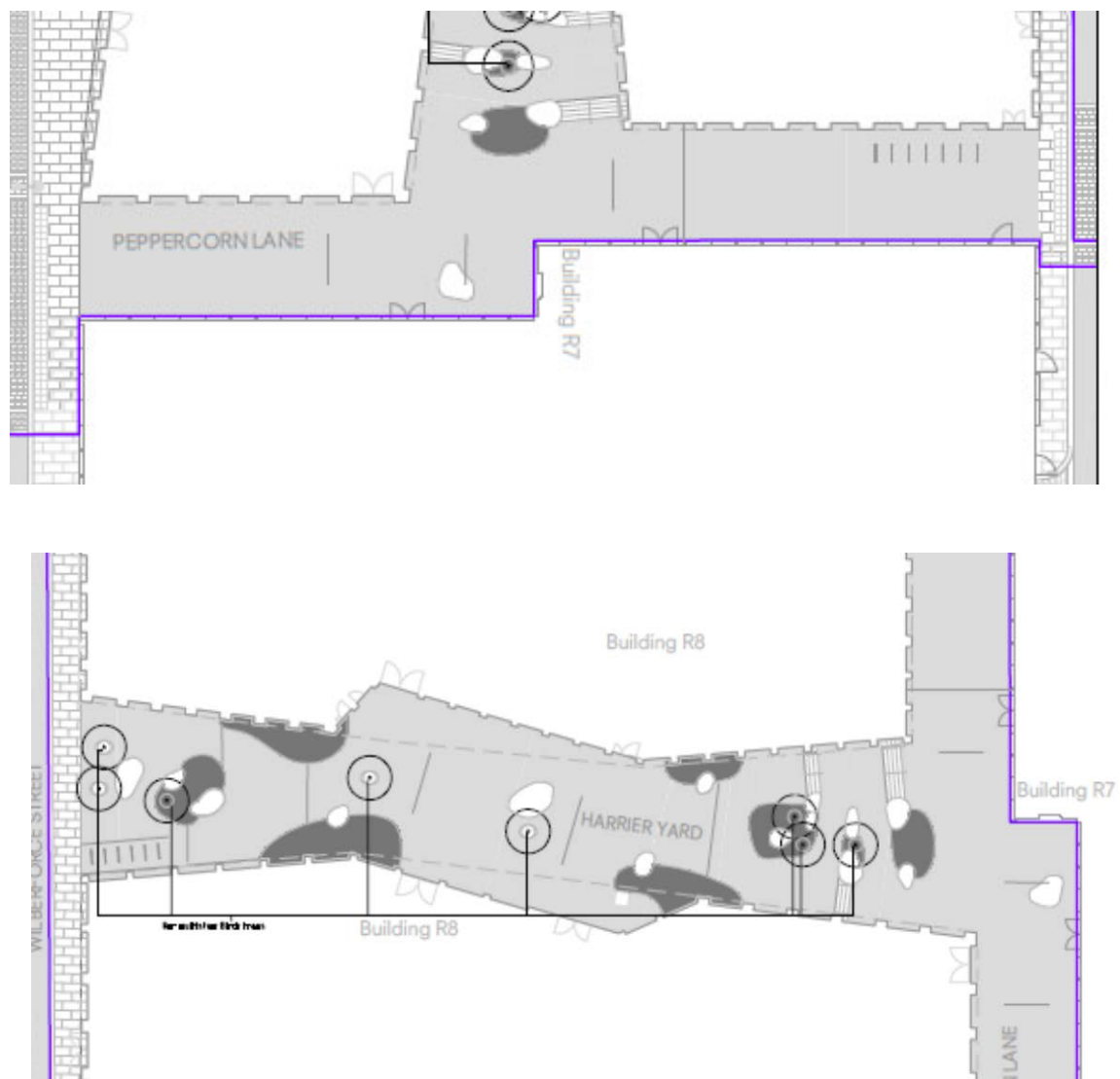


Figure 9 Proposed Harrier Yard and Peppercorn Lane

3.1.1 General Levels

Level differences across the courtyard are approximately 3 metres between the highest level at the north of the courtyard and the lowest level corner of the courtyard at the southern end.

The Western end of the Peppercorn Lane has a slope of approximately 1:60, while at its Eastern end it has a short slope of 1:15 and then the majority at 1:25 with no change in level of more than 500mm.

Figure 11 opposite illustrates a continuous 1800mm wide path with a sloped (better than 1:20) route along the lane and through the courtyard from east to west and south to north.

3.1.2 Slopes

The design creates a route through the lane and the courtyard which is wheelchair accessible (illustrated by the green ribbon in Figure 11). The pathway will have a clear width of 1800mm at its narrowest.

3.1.3 Steps

At the southern end of the site courtyard there are two sets of steps – the left set having a single flight and the right step two flights with a middle platform, which is also the landing for the ramp.

The steps will have handrails defining a 1200mm portion of the flight to clearly indicate to people with partial vision where the navigable steps are located. The treads will have non-slip nosing details in the form of inlaid flat steel bars to indicate the nosing edge for people with partial vision. (Illustrated in Figure 10 below).

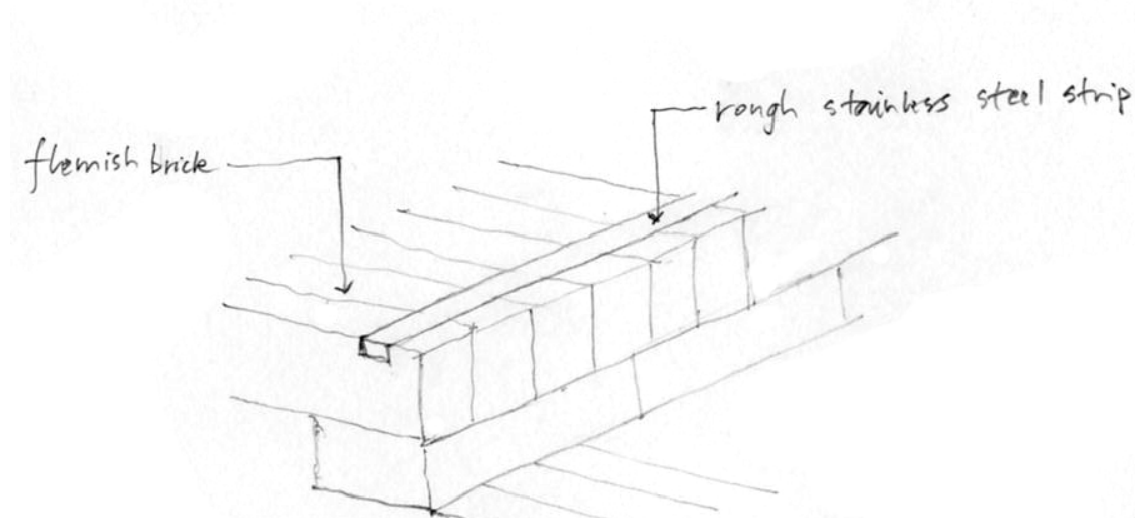


Figure 10 Proposed step nosing edge detail

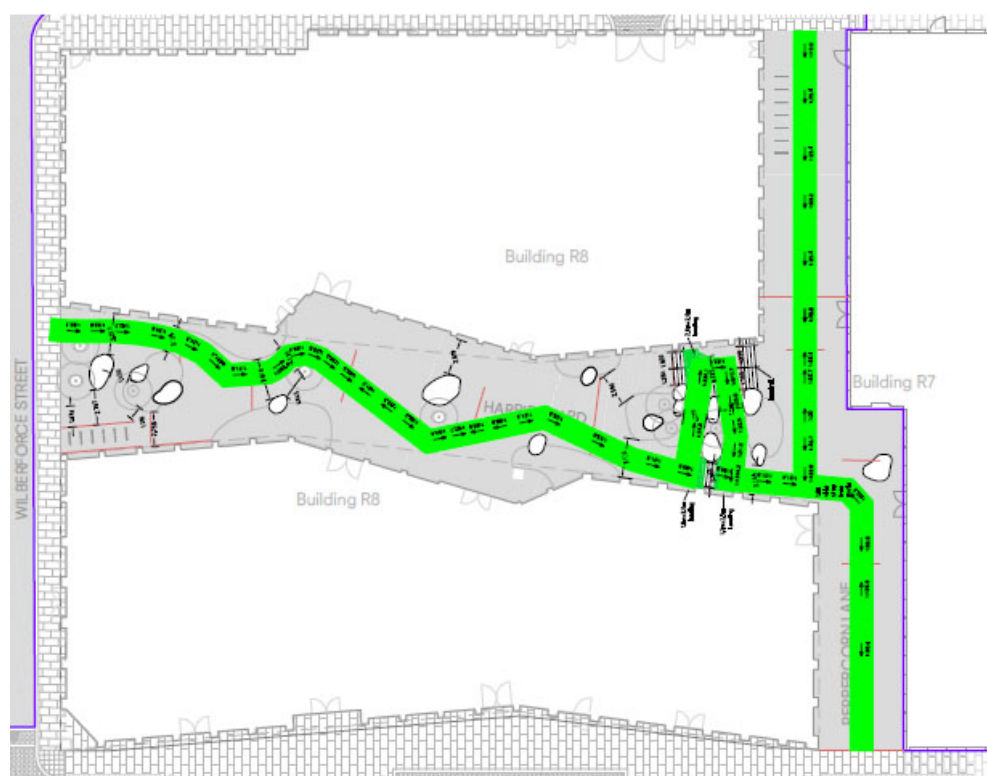


Figure 11 Wheelchair accessible route (in green)

3.1.4 Materials

The majority of the paving in Peppercorn Lane and Harrier Yard will comprise of Flemish Clay Pavers, laid to meet the close tolerances specified in Part M of the Building Regulations.

A series of boulders and trees located in tree pits and a series of cycle stands set in reclaimed granite set are interspersed in among the Flemish Clay Pavers areas of planting in Harrier Yard, whilst a beacon boulder and some similar cycle parking are located at the centre and north east of Peppercorn Lane.

The edges of these areas and features will therefore be easily detectable by cane and with contrasts for people with partial vision.

3.2 Beaconsfield Street

Beaconsfield Street will follow the same landscaping language used elsewhere at KXC, and will be crossed by three level crossing points, just before York Way, and at the axis of Peppercorn Lane and Wilberforce Street.

3.3 Wilberforce Street

Wilberforce Street will also follow the same landscaping language used elsewhere at KXC. It will run alongside the eastern elevation of the proposed Building R8, rising from a level of 26m AoD to 27.8m AoD, with an average slope of 1:30, and with localised level platforms at entrances. As it turns the corner it will drop from 27.8m

AoD down to 25.9m AoD at its junction with Beaconsfield Street, with an overall slope of approximately 1:25 but, again, with localised level platforms at entrances.

Only the western pavement is being brought forward as part of this submission, the remaining street and eastern pavement will come forward with Building Q2 in due course.

3.4 Threshold Treatments

All thresholds onto the public realm from buildings will be flush, with no more than a 15mm level change, and joints of no more than 10mm wide. Where possible, thresholds between materials will also have a visual contrast (from different materials) to assist people with visual disabilities.

3.5 Street Furniture

Overall, the scheme has been designed to be uncluttered to ensure legibility and ease of passage and to provide a clearly identifiable set of pathways through the landscape.

3.6 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. The area will also be regularly patrolled by members of the estate management team throughout the day.

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.

Night time lighting of the scheme is intended to come from lighting from the buildings and lighting mounted on the guide frames.

This strategy will encourage people to use the more direct outer pathways at night.

3.7 Wayfinding

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 the overall Wayfinding Strategy across the KXC site, which was submitted for planning approval, with ref. 2016/0010/P. Two of the eighteen wayfinding signs for which approval is being sought are located within the Building R8 submission boundary: one where Peppercorn Lane meets Beaconsfield Street South, the other where Beaconsfield Street meets York Way.

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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