

Access & Inclusivity Statement

Buildings T2-T3

King's Cross Central
General Partner Ltd

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King's Cross

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King's Cross Central: Building T2-T3

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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 Building T2-T3 and associated public realm located within the King's Cross Central (KXC) Development site.

This statement has been prepared to accompany a reserved matters application for Building T2-T3 including details of landscaping and some of the surrounding public realm. It has been prepared to discharge Condition 19 (Access Statement) of the KXC Outline Planning Permission ('the Outline Planning Permission'), granted in December 2006 (with ref. 2004/2307/P) and Section V of the associated Section 106 Agreement on Access and Inclusivity.

Both the proposed building and the public realm to the south east of the building are located within Development Zone T to the north west of the KXC development.

Building T2-T3 will be an office building (with flexible retail, office and leisure uses at ground floor and first floor level) and a Primary Health Care Centre on the ground floor. The ground floor which has two principal entrance receptions with one in the Building T2 and one in Building T3 and a separate entrance for the Primary Health Care Centre and ground floor units. Two cycle parking accesses are proposed from Canal Reach (one in each building) providing direct access to the cycle storage facilities at ground floor level and first floor changing room facilities. Office accommodation is provided at first to 11th floor level with access to external private and communal terrace areas.

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 document containing descriptions of the features described in the strategy.
3. Building Regulations Access Statement	A document accompanying the future building regulations application for each of the buildings/areas being applied for individually. This document, when submitted, 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 T2-T3 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 polices 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 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 and landscape drawings and Urban Design Report prepared by Bennetts Associates Architects ('BA') 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 and 2015 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).

It is also necessary to observe reasonable functional and financial practicalities and to take into account the nature of this and its neighbouring buildings. 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 landlord and 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 occupiers and 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 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 7th October 2015. These meetings have been developed as a method of ensuring that there is adequate user input into the design development process ahead of the planning submission.

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

Issue	Response
Will there be accessible parking?	Accessible Drop off will be provided opposite the Primary Health Care Centre. Two Accessible bays per building are provided on the service road to the west.
What is the cycle/trike route?	There will be a cycle route from the front of the building to the cycle storage area without having to travel through the reception area. One of the routes is at the southern end of the building, with the second being to the northern end of the second reception rea.

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

2.0 The proposals

2.1 Building T2-T3

Building T2-T3 is located on Canal Reach to the west of Zone S and will be situated between Buildings T1 and T5 which are under construction and nearing completion.

Building T2-T3 will be an office building (with flexible retail, office and leisure uses at ground floor and first floor level) and a Primary Health Care Centre on the ground floor. The ground floor which has two principal entrance receptions with one in the Building T2 and one in Building T3 and a separate entrance for the Primary Health Care Centre and ground floor units. Two cycle parking accesses are proposed from Canal Reach (one in each building) providing direct access to the cycle storage facilities at ground floor level and first floor changing room facilities. Office accommodation is provided at first to 11th floor level with access to external private and communal terrace areas.

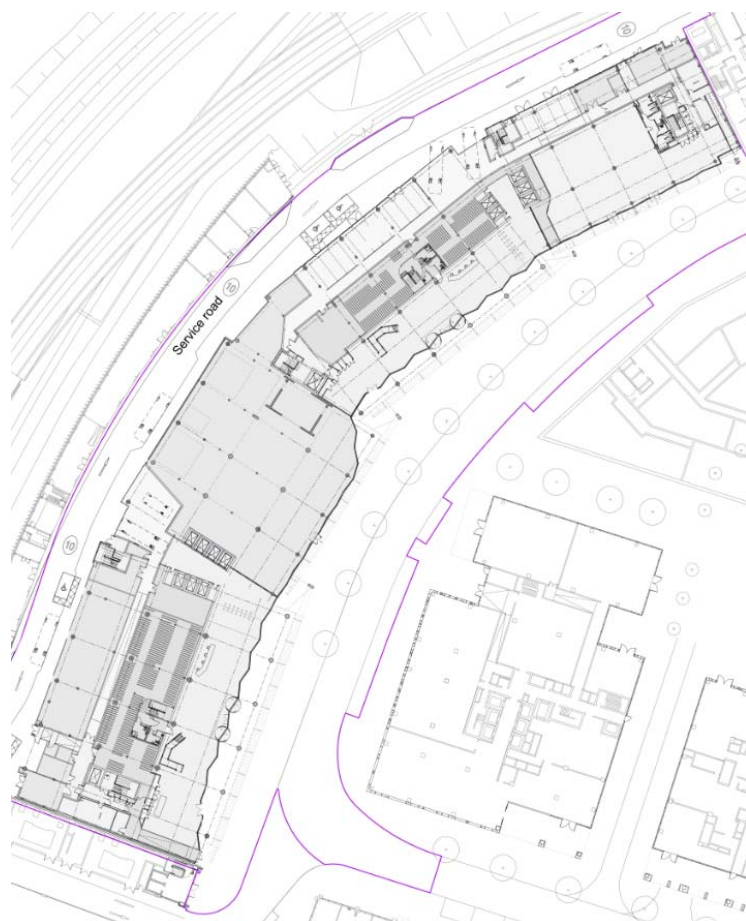


Figure 1 Ground floor of building T2-T3

A detailed description of the proposed building is provided in the Urban Design Report.

2.2 Parking

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

Building T2-T3 does not have a basement parking provision. Four disabled parking bays for the building are provided on the service road to the west, two for each building. In addition, some car parking areas are proposed to the west side of the buildings accessed from the service road for the storage of vehicles and equipment to manage the KXC estate.

Taxi drop-off will be available outside Building T2-T3, on the western side of Canal Reach.

2.3 Entrances and exits

Building T2-T3 will have two main office entrances to each of the reception areas. There will be a further entrance to the PHCC and the ground floor office unit.

All entrances will provide level thresholds and solid entrance matting. The main entrances will be clearly articulated within the building elevation using lighting and materials.

The main office entrances will employ clamp [sliding drum] entrance doors of the design and type agreed to be accessible in the King's Cross Central Development.

The PHCC and the Office area have inward opening automatic doors which will open outwards only in the event of a fire and therefore do not require external guarding.

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.

2.4 Threshold Treatments

All external thresholds will be flush, with no more than a 5mm level change, and joints of no more than 10mm wide. Outside/inside thresholds will be no more than 15mm.

Where possible, thresholds between materials will also have a visual contrast to assist people with visual disabilities.

2.5 Vertical Circulation

2.5.1 Lifts

Office Lifts

- The office use is served at the southern end by a bank of 7 large (21 person) passenger lifts that will serve Ground to level 9 and the northern end 5 large (21 person) passenger lifts that will serve Ground to level 8. At the southern end three lifts will continue up to levels 10 and 11 and at the northern end three lifts will continue up to level 9.
- One of the lifts in each core is a fire fighting lift equipped with CCTV, that can be used for goods

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

2.5.2 Stairs

The proposed building incorporates 5 stair cores which address the majority of the floors from the Ground to the 11th floor.

All staircases will fully meet all aspects of Part K of the Building Regulations and for use by people with ambulant and visual disabilities.

The stairs are clearly articulated within the building cores and within immediate proximity to the lifts.

2.6 Doors

The main entrance doors on the southern side will be sliding doors in a drum configuration.

The entrance doors to the offices will be sliding doors in a drum configuration in the format agreed with LBC Access Officer to be an acceptable inclusive arrangement.

These entrance doors will provide a minimum clear opening width of 1000mm and will be provided with visual manifestations where glazed, and/or vision panels where solid and on an access route.

The retail unit has an entrance door which will also be automatic.

2.7 Internal Floor Finishes

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

2.8 Terraces

The upper office floors have access to a roof terraces which will be provided with level thresholds and doors that will need no more than 30 newtons to open and whose thresholds will be no more than 15mm in height, to meet Part M of the Building Regulations.

2.9 Sanitary Accommodation

Accessible toilet accommodation has been provided throughout the core of the building on every floor. People with mobility disabilities are accommodated in the unisex cubicles which also have hand-basins within the cubicle.

Depending on the tenancy arrangement the Accessible WCs may be alternately handed (handed= the side that the WC is located, left handed or right handed) and will comply with Part M of the Building Regulations and BS8300:2010A.

Accessible WCs have been provided in each of the cores and at an aimed maximum travel distance of 40 metres. However, if a tenant arranges their floor-plate in a particular arrangement then it may be that a workstation could just exceed the 40 metre travel distance, which is compensated for by the provision of capped services within the perimeter cores.

An accessible WC is also available at reception level.

Accessible WC/Shower facilities (2No) have been provided in the cycle storage area at the Ground Floor level and will meet the Part M requirement for a cubicle of 2400mm by 2500mm.

2.10 Escape Arrangements

Areas of refuge to, BS9999:2008 Code of practice for fire safety in the design, management and use of buildings to accommodate disabled people have been provided at all levels within the core designs.

Fire evacuation lifts have been provided in all of the main cores.

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.

3.0 Public Realm

This document addresses landscape details for the area immediately to the east of the building which comprises paving areas.

3.1 General Levels

Across the length of Building T2-T3 the landscape rises to the centre of the building and falls away as it approaches the northern end of the building.

At the southern end the level is approximately 26.500 rising approximately 1 metre to at the centre of the building (27.420) and then falling away approximately 500 mm to a level of 27.00. While there are changes in level the distances are also large and so the gradients are approximately 1:90 or better (effectively level).

The building floor plate levels on the ground floor rise and fall to address these levels and create level entrances to each of the reception areas.

3.2 Materials

The public realm area will have a consistent palette of materials which have been utilised throughout the KXC scheme to provide a coherent and navigable landscape, whilst reinforcing pedestrian routes and crossings.

The paved areas around the building will consist of Sandstone paviments.

3.3 Threshold Treatments

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

3.4 Street Furniture

Street furniture in the form of cycle stands have been located so that they are contained within the planted strip to the eastern elevation of the building on Canal Reach, which will also contain a series of timber benches.

3.5 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 within the buildings and from the amenity lighting previously approved in the Public Realm submissions.

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

3.6 Wayfinding

Navigational 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 across the KXC site.

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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