

5th Quad Support Building

Planning Application
Inclusive Access Statement



UCL | Sainsbury Wellcome Centre
12 October 2021

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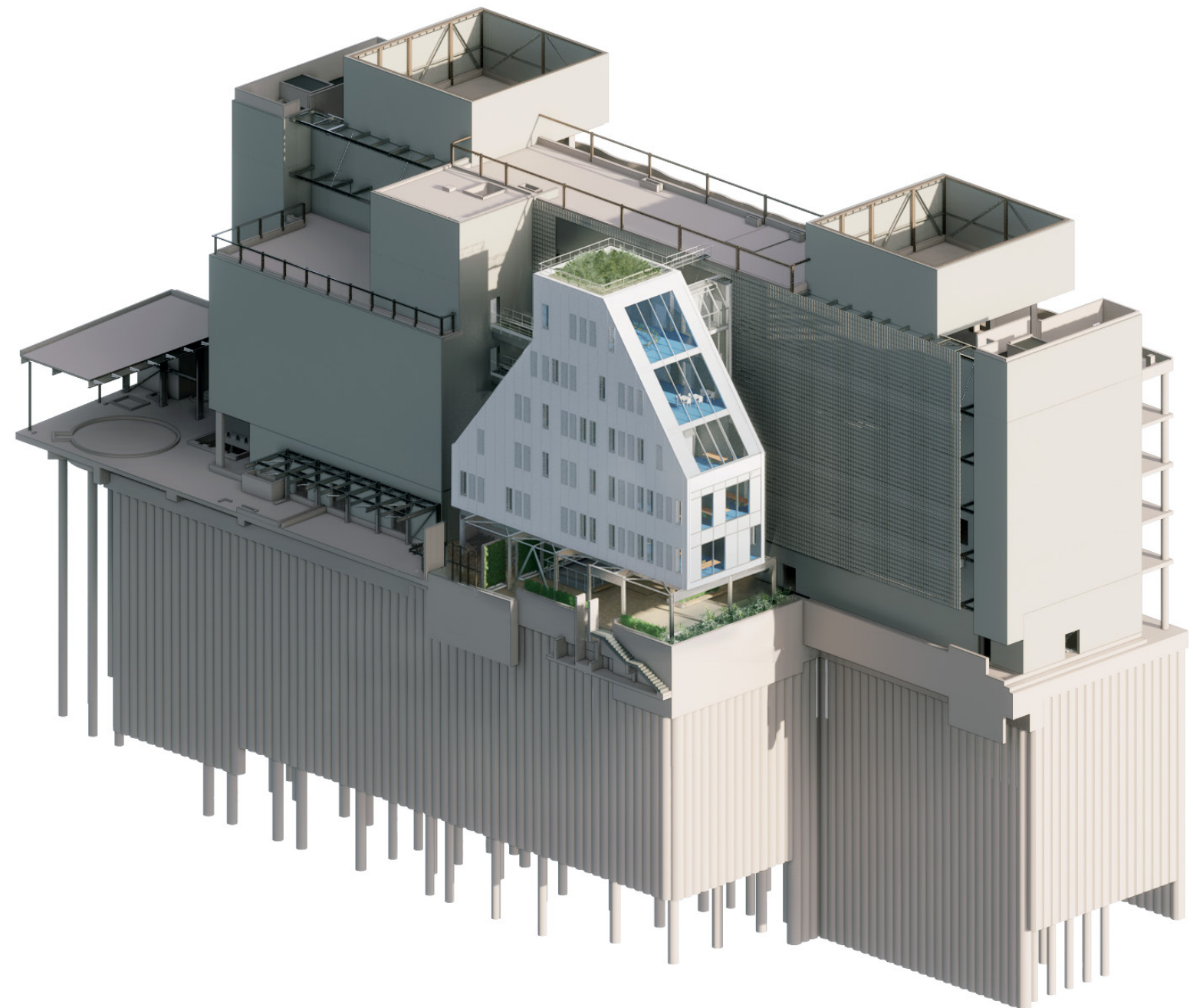
ritchie*studio Inclusive Access Statement

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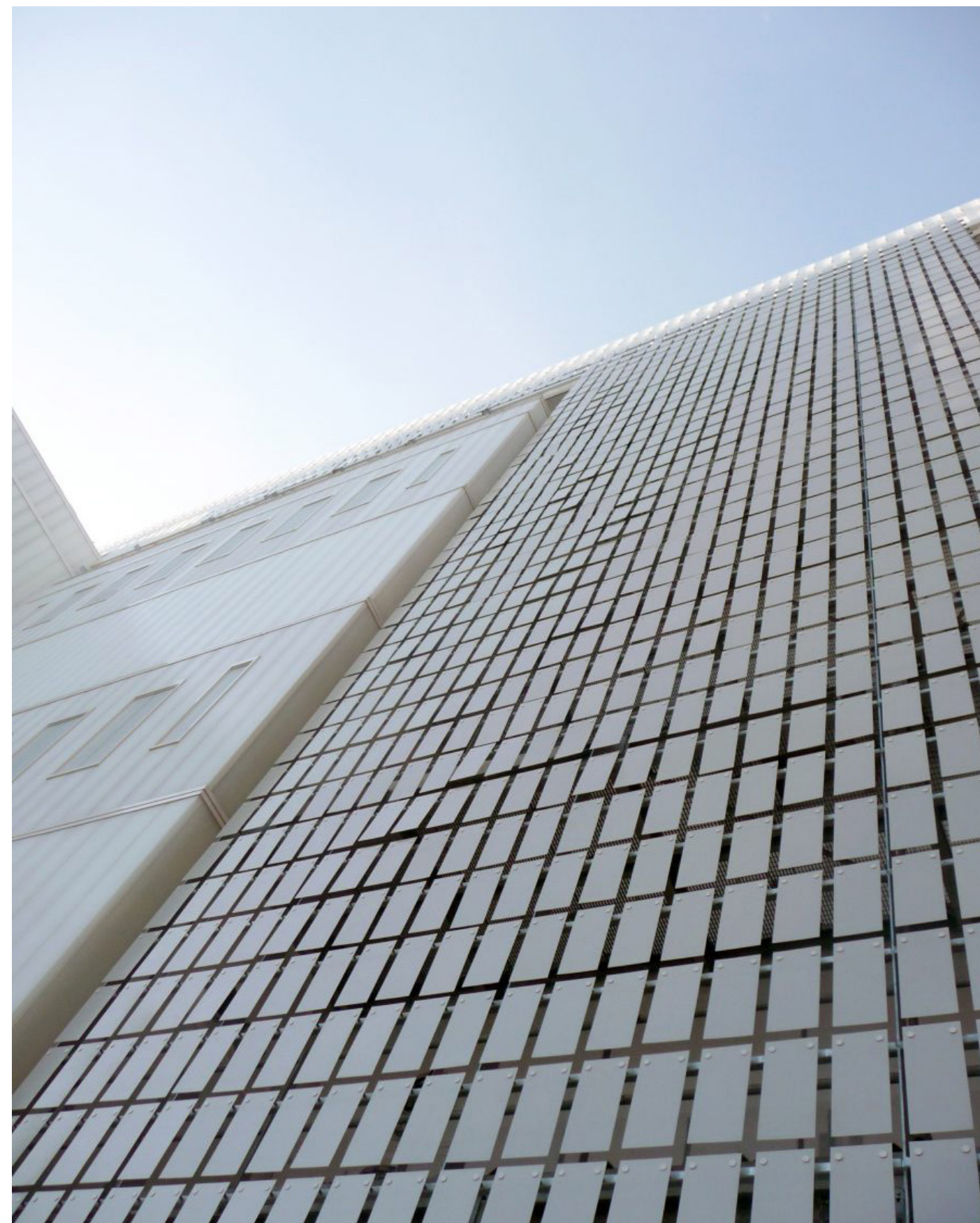
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5th Quad Support Building located within SWC courtyard

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South facade of SWC viewed from the south courtyard

1. Introduction

1.1. Document Scope

The document describes the process by which access and inclusivity has been incorporated in the design of the 5th Quad Support Building. The policy background which has informed the design is set out, together with the relevant technical standards. Consultations undertaken during the design process are briefly described. The building is then placed in the wider context of the Fitzrovia area of London; including the transport connections that serve the area; the pedestrian approaches to the building itself; cycle routes and provision for cars and taxis.

The building design itself is then described. The 5th Quad support building provides 905m² (GIA) of internal accommodation on floors 1-5, at approximately the same finish level as the existing floors. These spaces will primarily be used as research space, IT support services, meeting space and welfare facilities. Ground level will remain as external, with the 5th Quad providing a sheltered outdoor space.

The 5th Quad will stand separately from the current SWC with a series of bridge links to the North and West providing a vital link for access to stairs, lifts and service connections. No new vertical circulation or additional plant is proposed as part of the new building.

Further information concerning the existing and proposed accessibility of the site and public transport connections can be found in the Arup Transport Statement. The Arup Travel Plan Statement reviews the measures proposed (and instigated) within the original Sainsbury Wellcome Centre Travel Plan in the context of the new 5th Quad Support Building.



Sectional view through south courtyard, viewing the proposed 5th Quad Support Building from the southwest

2. Policy Background and Approach

2.1. Equality Act 2010

The Equality Act came into force on 1st October 2010, replacing previous specific anti-discrimination legislation (such as the Disability Discrimination Act 1995) relating to age, disability, race, gender etc. with a single all-embracing piece of legislation.

The Equality Act defines age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation as “Protected Characteristics”. The Equality Act prohibits direct and indirect discrimination as well as harassment and victimisation against a person because of a Protected Characteristic.

Further guidance on the Equalities Act can be found on the Government Equalities Office web site: http://www.equalities.gov.uk/equality_bill.aspx

2.2. The London Plan

The London Plan sets out the Mayor’s requirements for achieving accessibility and inclusivity in future developments. Policy D5 includes the following:

A. Boroughs, in preparing their Development Plans, should support the

creation of inclusive neighbourhoods by embedding inclusive design, and collaborating with local communities in the development of planning policies that affect them.

B Development proposal should achieve the highest standards of accessible and inclusive design. They should:

- 1) be designed taking into account London’s diverse population
- 2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion
- 3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment
- 4) be able to be entered, used and exited safely, easily and with dignity for all

5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

C Design and Access Statements, submitted as part of development proposals, should include an inclusive design statement.

2.3. London Borough of Camden Guidance

L.B Camden’s local plan 2017 provides guidance on Community, Health and Wellbeing in Chapter4.

Specifically Policy C6 refers to access for all:

The Council will seek to promote fair access and remove the barriers that prevent everyone from accessing facilities and opportunities.

We will:

- a. Expect all buildings and places to meet the highest practicable standards of accessible and inclusive design so they can be used safely, easily and with dignity by all;
- b. Expect facilities to be located in the most accessible parts of the borough;
- c. Expect spaces, routes and facilities between buildings to be designed to be fully accessible;
- d. Encourage accessible public transport; and
- e. Secure car parking for disabled people.

The Council will seek to ensure that development meets the principles of lifetime neighbourhoods.

L.B.Camden Supplementary Planning Guidance Access For All (March 2019) provides information on Access within the borough and supports Local Plan Policy C6 - Access for all.

2.4. UCL Equal Opportunities and Disability Policies

UCL Equal Opportunity Policy Statement 2017

A policy regarding the commitment of UCL in fostering a positive culture where all staff, students and visitors can flourish without the fear of being stigmatised or feeling they need to conceal elements of their identity.

The full statement is available: https://www.ucl.ac.uk/human-resources/sites/human_resources/files/equal_opportunity_policy_statement.pdf

Equality and Diversity Strategy 2017

A plan outlining UCL’s commitment and strategic approach to inclusivity and diversity. It supports UCL’s aim to foster a positive culture where all staff, students and visitors can flourish without the fear of being stigmatised or feeling they need to conceal elements of their identity.

The full plan is available: <https://www.ucl.ac.uk/equality-diversity-inclusion/equalityucl/new-ucl-plan-launched-ensure-momentum-equity-and-inclusion/equity-and-inclusion-plan>

2.5. Technical Standards

The 5th Quad has been designed in accordance with standards and guidance in the following documents:

Approved Document M: access to and use of buildings, volume 2: buildings other than dwellings 2015 edition incorporating 2020 amendments

Approved Document K: protection from falling, collision and impact, 2013 edition

Approved Document B (fire safety) volume 2: Buildings other than dwellings, 2019 edition incorporating 2020 amendments

British Standards Institute, BS 8300-1-2:2018 Design of an accessible and inclusive built environment

British Standard Institute, BS 9999:2017 Fire safety in the design, management and use of buildings - Code of practice

3. Consultations Undertaken

3.1. London Borough of Camden

ritchie*studio on behalf of SWC made a submission requesting Pre-Application advice from L.B Camden on 10.11.2020. The submission included a summary document titled *780 iRAL Stage 3 Pre-Application: 5th Quad Support Building 10.11.2020* that provided a description and drawings of the proposed building at RIBA Stage 2. The assigned case officer was Josh Lawlor and the planning reference 2020/5221/PRE. 25.01.2021.

The Pre-App report stated the following:

Transport

Any future full application should include a Transport Statement, which provides the information required as stated in the CPG Transport. This should include information on trips, delivery and servicing, as well as frequency and vehicle types. Cycle parking and information should also be included.

Cycle Parking

Long-stay and short-stay cycle parking would have to be provided in addition to the existing provision. You should refer to CPG Transport section 8 for design guidelines and the London Plan for the number of required cycle spaces. 5% of the total number of cycle parking facilities should be allocated to non-standard cycles according to the London Plan and London Cycling Design Standards. Non-standard cycle parking stands must be clearly signposted and/or identified with ground markings denoting they are for non-standard cycles.

Travel Plan

It is expected that there would be 30 new staff using the building, and the rest would be existing users from the wider site. The development would lead to an increase number of people travelling to and from the site for primarily work reasons. We may seek to mitigate the impact by securing a Workplace Travel Plan and associated monitoring and measures contribution as section 106 planning obligations in accordance with Policy A1, if planning permission is granted. The existing travel plan for 2011/1944/P could be updated.

A Transport Statement and Travel Pan Statement reviewing the existing Travel Plan have been prepared by Arup Transport and form part of the application.

4. Approaches and Movement Patterns

4.1. Public Transport

The site of the building is in the approximate centre of the “Fitzrovia” district of London; which is the area bounded by Euston Road to the north, Oxford Street to the south, Tottenham Court Road to the east, and Portland Place to the west.

These four principal streets surrounding the Fitzrovia district are also the main bus routes serving the district. There is good pedestrian access from bus stops to the site. Stops within 460m walking distances are identified in the Transport Statement section 2.2.1.

Four London Underground stations are also located in these principal streets. The Underground stations, in ascending walking time from the site are as follows:

- i) Goodge Street Station (Northern Line) approx. 2 minutes walk away.
- ii) Warren Street Station (Victoria and Northern Lines) approx. 5 minutes walk away.
- iii) Great Portland Street Station (Circle, Hammersmith & City, and Metropolitan Lines) approx. 8 minutes walk away.
- iv) Oxford Circus Station (Victoria, Bakerloo and Central Lines) approx. 8 minutes walk away.

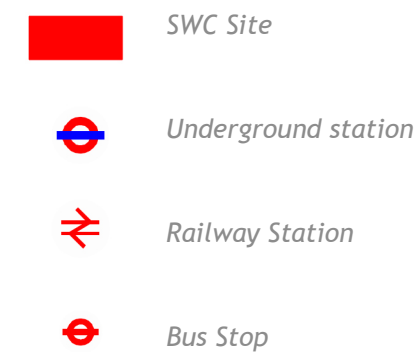
Tube stations connect in turn to main line train and bus termini: Waterloo; Victoria; Marylebone; King’s Cross/St Pancras and others.

Goodge Street Station is accessible by lift, but is not step free. The other three stations referred to above are not accessible for wheelchair users and people with mobility or visual impairments at the present time.

The nearest step free London Underground stations are Euston Square, Tottenham Court Road and King’s Cross/St Pancras.



Connections to local public transport network



4.2. Pedestrian Approaches

The existing entrance points to SWC will be maintained and used for accessing the 5th Quad Support Building. There are close pedestrian links from tube stations, bus stops and shopping facilities on the principal streets bounding the Fitzrovia District to the site itself. Approximate walking times are set out above. The building is also close to the centre of the UCL campus and other student facilities such as Senate House Library, to the east of Tottenham Court Road.

Pavements on the local streets approaching the site are generally broad and level and are in a reasonable state of repair with pavement drops and crossings with appropriate tactile paving and signage. The pavements immediately surrounding SWC were repaved and levelled where necessary as part of the works associated with the existing SWC building

4.3. Cycle Routes

Fitzrovia is traversed by a principal cycle route running east-west across central London. The cycle route comes from Paddington via Marylebone in the west and from Kings Cross/St Pancras via Bloomsbury in the east. The east and west bound cycle routes are separated by one block with the eastbound route going along Maple Street, one block to the north, and the westbound route going along Howland Street, passing immediately outside the proposed building in a dedicated cycle lane segregated from the vehicle traffic by a raised margin. Cyclists travelling north-south along Fitzroy Street/ Charlotte Street and Cleveland Street use the streets rather than dedicated cycle lanes.

A Santander cycle hire stand is also located immediately adjacent to the site on Howland Street with capacity for up to 30 cycles.

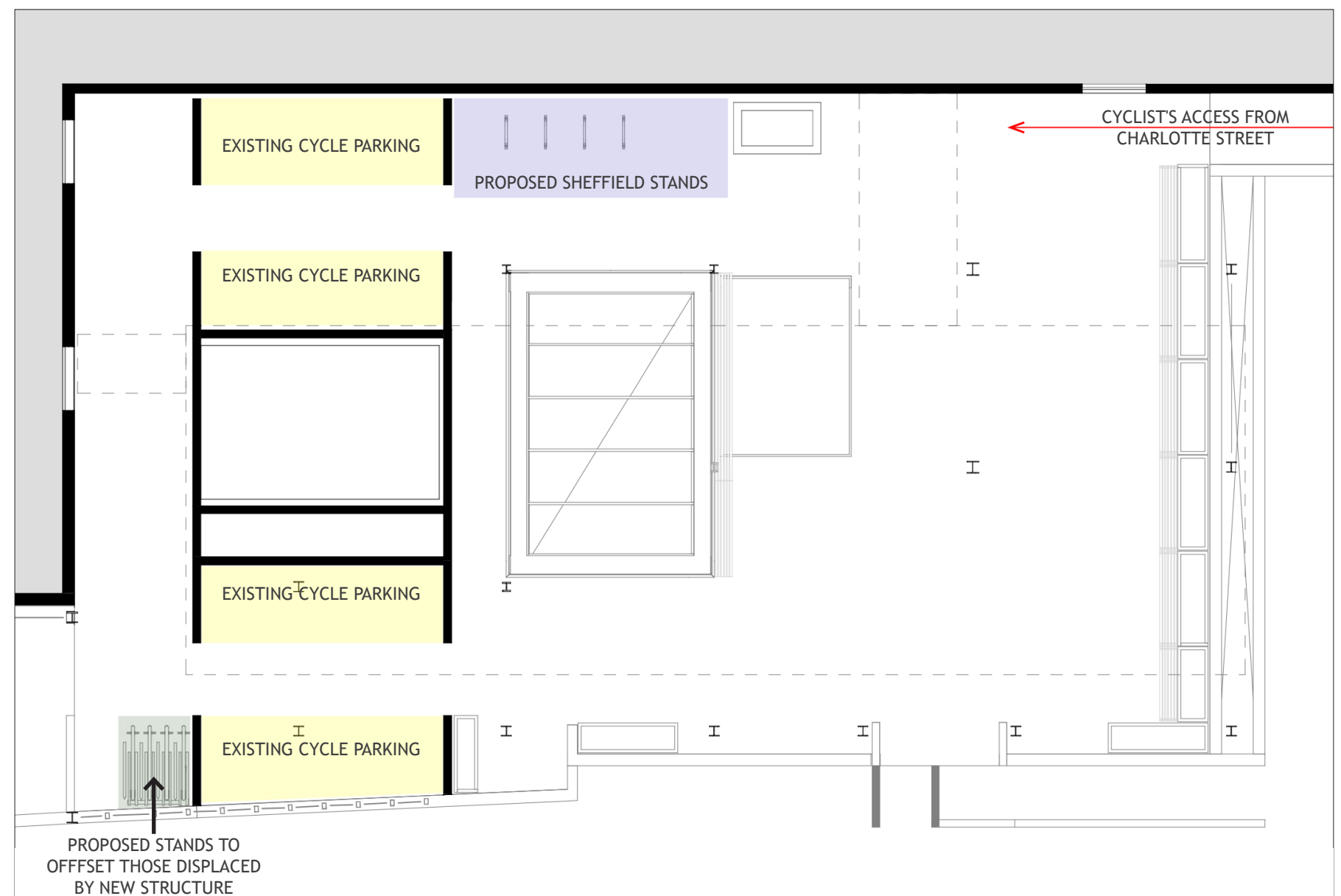
SWC and the proposed 5th Quad Support Building are therefore well served by cycle routes, either dedicated or shared with other road users. Visitor and staff cycle parking for SWC is located in the south courtyard upper level, accessed from Charlotte Street via a secure, power operated gate between the existing Astor College building and the Sainsbury Wellcome Centre. There are 60 staff cycle spaces and 60 spaces for visitors. These cycle spaces are to be maintained, or replaced like-for-like within the south courtyard where a small number of storage spaces are displaced by the new structure.

4.4. Cars and Taxis

The site is car-free with no on-site car parking provided and occupants are not issued with on-street parking permits. This will remain the case with the introduction of the new building.

Members of staff or visitors with disabilities will be encouraged to make use of L.B Camden's "Green Badge Scheme" which is operational in the Fitzrovia area. Arup Transport have reviewed SWC's original transport report including the Green Badge Scheme and concluded that the existing designated bays will be sufficient.

To support the uplift in building population attributable to the 5th Quad, additional cycle parking will be provided in accordance with the London Plan 2021 standards, as requested in the L.B Camden Pre-Application report. The cycle parking is to be provided in the form of 4 Sheffield stands located within the south courtyard. Provision of cycle parking in this format provides an alternative to the existing two-tier "Josta" type cycle parking currently available. The space at the end of the Sheffield stands (i.e. 1 cycle parking space) is to be marked for non-standard cycles. This equates to 12.5% of new provision and is in excess of the 5% required by London Cycle Design Standards.



Cycle arrangements

5. Proposed Arrangements

5.1. Reception

The reception desk oversees the reception area and main entrance. The reception desk has a lowered section facing towards the entrance door.

Access to the secure area of the building and the links to the 5th Quad is via a secondary sliding doors to the north and south sides of the reception desk. These provide a level route accessible to all.

5.2. Entrance

The 5th Quad Support building will be accessed at each floor via link bridges from the existing SWC building. Level access is achieved at every level between SWC and the proposed 5th Quad. The closest vertical circulation core is stair 1 in the main building, where 2no. lifts are available.

The primary entrance point to SWC a remain as present and also act as the entrance point for the 5th Quad. This provides level approach from Howland Street, under cover, protected by the colonnade.

The entrance itself consists of a large diameter revolving door. There is a pass door immediately adjacent to the revolving door for use by those staff and visitors unable to use the revolving door. The pass doors are powered, operated by swipe card or from reception.

The drum of the revolving door projects from the façade giving visibility and legibility to the entrance.

A secondary access from Charlotte Street provides a convenient access to the Centre from the adjacent parking opportunities on Charlotte Street for disabled staff and visitors who wish to use this entrance in preference to the Howland Street entrance. Both entrances lead to the same common reception area.

The Charlotte Street entrance also provides access to the cycle parking located in the South Courtyard.

The controls and intercoms associated with the existing motorised access doors are all set out as required by Building Regulations Part M Volume 2 4.30

5.3. Circulation: Vertical and Horizontal

The principal means of access to the 5th Quad link bridges on the upper floors is via the central lift and stair core which is located adjacent to reception immediately beyond the sliding doors. The core has a pair of 17 person lifts sized approximately 2000mm deep x 1400mm wide and a staircase 200mm wide.

No new vertical circulation is proposed as part of the 5th Quad.

The links have been positioned carefully in order to cater for a number of key purposes. Each bridge provides the best connection between the existing and proposed building functions by creation of a clear and logical circulation route.

The link bridges are of a minimum 1500mm clear width to ensure that wheelchairs are able to turn and manoeuvre in front of doors, and that two people or a single person and a wheelchair can comfortably pass each other on the link bridge. The finished floor levels of the 5th Quad are marginally higher than the corresponding levels in the existing SWC building. Therefore, each link bridge transitions, by ramping between the two buildings. The offset in floor levels is in order to achieve adequate clearance between the structure of the 5th Quad and SWC. The ramps are compliant with the criteria set out in Building Regulations Part M Volume 2 1.26

The north bridge link, spanning approximately 6m, is a fully enclosed space linking levels 1-5. It can be seen as the primary link between the 5th Quad and the existing building. The north bridge link connects to the existing building via a circulation space close to Stair 1 and the social break-out areas at the centre of the existing building.

It is proposed that the door sets at each end of every enclosed bridge link are provided with a hold-open mechanism that is released in the event of a fire alarm or press button release by the users if it is preferred to have one or both doors closed. Stage 4 will include a check of the interaction of the doors in an open position in relation to ventilation and openable windows in 5th Quad.

The west bridge link can be seen as a secondary access to the 5th Quad. Interfacing with the goods lift lobby of the SWC. At Level 1 the west bridge link is enclosed as it will provide a key route for deliveries to the new Fabrication Laboratories. Levels 2-3 are foreseen to receive less frequent use and are therefore open-air spaces. Each bridge will receive a degree of weather protection from the bridge above with the exception of the uppermost L4 bridge.

It is proposed that all doors will achieve colour contrast, with frames using light grey RAL 7035 against white RAL 9003 door leafs with satin stainless steel ironmongery. The doors provide the minimum clear widths and include the necessary 300mm setback required by Building Regulations Part M Volume 2 3.10c/ BS 8300.Part 2 8.3.2

5.4. WC Provision

Level 4 of the 5th Quad is to be provided with a fully accessible WC and shower room including baby change facilities. The 5th Quad will be dependent on the residual capacity available in the SWC main building.

The WCs are located in the central core to the west of the main stair, approximately 20m from the north-south bridge link. There is a unisex accessible WC, ambulant accessible WC and three standard self-contained WC cubicles on levels 00 to 05.

There is separate WC provision adjacent to main reception, consisting of one unisex accessible WC, ambulant accessible WC and six standard self-contained WC's, for use by visitors and for people attending lectures and events in the lecture theatre.

5.5. Means of Escape

Levels 1-4 each have two bridge links providing two directions of escape back to the escape cores in SWC. L5 does not require a second bridge link, due to the reduced area of this level and the choice of escape routes being made available at the main building. The location of the bridge links has been designed to ensure the escape distances from the 5th Quad to the existing escape stair comply with Part B of the Building Regulations.

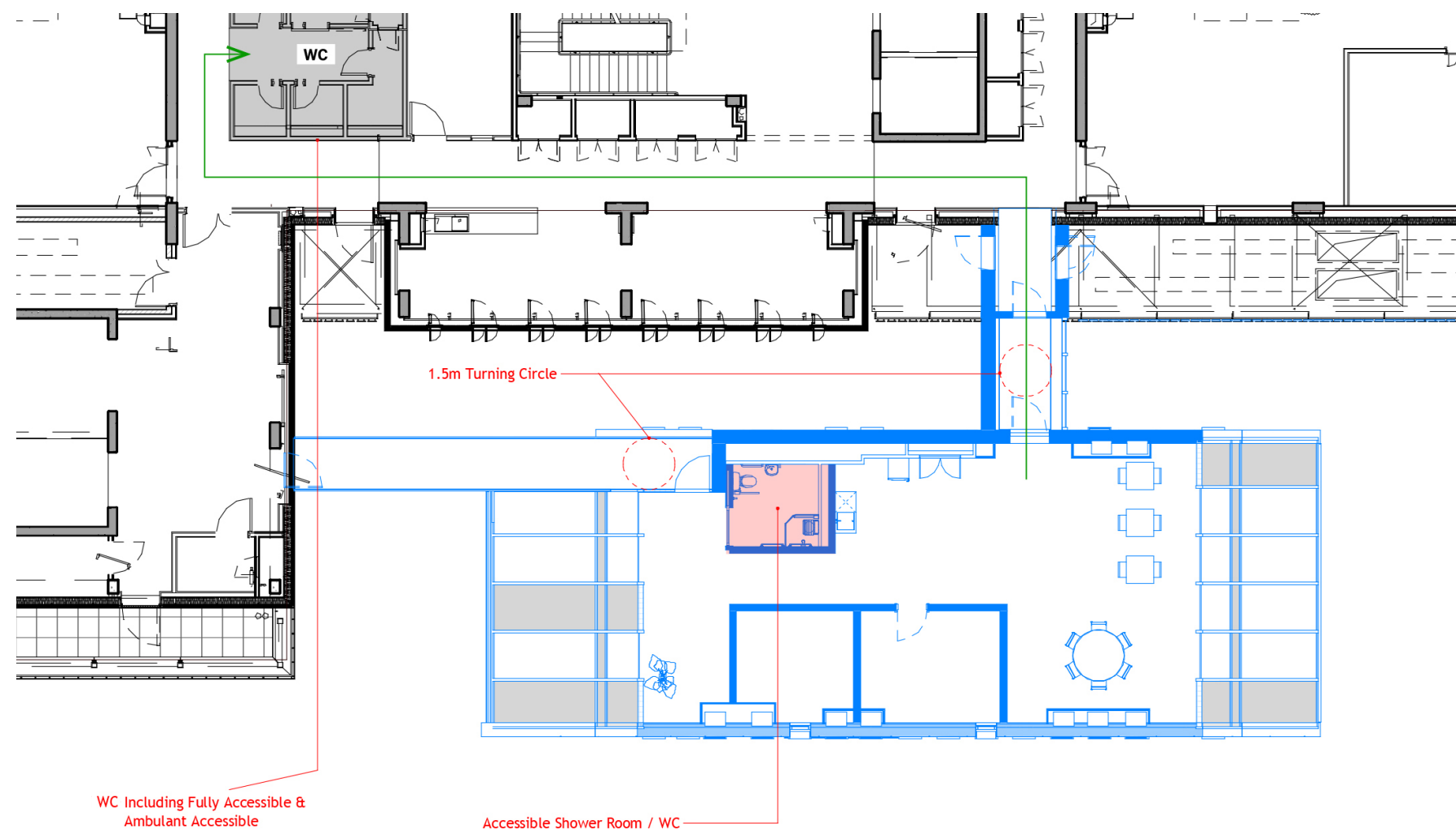
In the event of an emergency, wheelchair users and others unable to use the stairs will go to the lifts in the east and west cores. The lifts in these cores are designed to the fire fighting/evacuation standard and may be used in an emergency. (See BS9999 2017 Annexe G for further guidance on technical standards). The east, central and west cores will each be provided with space for a refuge on every landing to offer an interim place of safety during an evacuation.

5.6. External Areas

No new external areas are proposed as part of the 5th Quad Support Building. The new structure will not impact the accessibility of the South Courtyard. The route from the secondary access on Charlotte street to the cycle stores and main reception will be maintained, as will the lift and stair to the lower courtyard associated with Astor College.

5.7. Induction loops

An induction loop is proposed within the main conference room at the 5th floor. Induction loops are also proposed to be integrated behind the counters for the ICT Help Centre desks at level 1.



4th Floor WC & Typical route to SWC WC cluster on each floor

6. Best Practice and Inaccessible Areas

6.1. Best Practice

Currently no parts of the design for 5th Quad are seen to depart from technical guidance or best practice. This will continue to be monitored as technical design is carried out. This inclusive access statement will inform updates SWC's current inclusive access management documentation upon occupation of the 5th Quad, subject to periodic review as new standards become effective.

6.2. Inaccessible Areas

Level 6 of the 5th Quad (roof level) is only accessible for maintenance purposes by an external access bridge above the main north bridge link. The Level 6 plant space on the main building is step free, but the layout and activities preclude access.