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This document has been prepared by
Argent (King's Cross), Access Design Consultants and Townshend Landscape Architects
1 Introduction

1.1 Promoting Accessibility and Inclusivity

This document sets out the Strategy adopted by Argent (King's Cross) Limited, London and Continental Railways Limited and Exel plc ('the Applicants') to create an accessible and inclusive environment at King's Cross Central (see 1.2 below). It develops a strategic philosophy, started in July 2001, when to 'promote accessibility' was identified as one of ten principles that should underpin the delivery of an exciting and successful mixed use development; one that will shape a dense, vibrant and distinctive urban quarter, bring local benefits and make a lasting contribution to London:

"Promoting accessibility and local permeability is fundamental to the 'human city'. It means:

- Access to an integrated transport system which provides genuine choice;
- Putting people before traffic, with an emphasis on walking, cycling and public transport;
- The right structure and sequence of spaces...;
- A place which is safe, welcoming and inclusive; and
- Meeting the needs of all groups in society, including disabled people, the young and the old.""

The Strategy helps explain how this vision would be achieved. In particular, it sets out the Applicants’ commitments to:

- Work within a framework of best practice standards, recognising that current good practice is evolving and will change over time;
- Support designers and users working together, to deliver the best reasonably practical solutions for achieving inclusive design;
- Retain (an) Inclusive Design Champion(s) within the project team; and
- Ensure that access is considered in the overall context of the whole site.

The Strategy assists in highlighting, at an early stage, a number of key issues concerning access to and the use of, the environment within King's Cross Central. It provides an audit trail of the decisions already made, within the evolution of the proposals; and would inform and guide the approach to future detailed design.

* For references see section 8
Section 2 of the Strategy sets out the Applicants’ overall philosophy for inclusive design. Section 3 identifies the policy and legislative background. Section 4 identifies a number of specific design principles for access and circulation, transport modes, levels, canal access, lifetime homes and other matters.

Section 5 discusses how these principles would be applied, during the phased delivery of the development. It explains, for example, that individual Access Statements would be submitted at the reserved matters stage, as phases and buildings come forward for approval, to ensure the overarching principles are achieved.

Section 6 of the Strategy discusses management and maintenance. Thereafter, Section 7 highlights areas where technical and/or other constraints present major challenges for accessible and inclusive design. It also describes how these challenges have been and will be addressed.

1.2 King’s Cross Central

King’s Cross Central is a large and complex urban regeneration scheme which has to balance many, sometimes conflicting, demands, including objectives for density, open space, heritage conservation and enhancement, sustainability and transport, as well as inclusivity and accessibility.

To manage this complexity and create an overall plan within which development can come forward, considerable effort has gone into the public realm framework of streets, squares and other public routes and spaces, to establish the right connections, provide a robust and coherent urban structure for high density, mixed use development and create a sense of place, within the redevelopment.

As such, the public realm lies at the heart of the development proposals submitted for outline planning permission and related consents.

In all, some 11 applications have been submitted, including ‘outline’ planning applications for the ‘Main Site’ (which falls within LB Camden) and ‘Triangle Site’ (partly within Camden and partly within Islington’), 4 applications for listed building consent and 4 applications for Conservation Area Consent.

The Applicants have recently submitted some amendments to the outline planning applications and this Strategy relates to the revised scheme.

1.2.1 Main Site

The Main Site outline planning application (as amended) is for:

“Comprehensive, phased, mixed use development of former railway lands within the King’s Cross Opportunity Area, as set out in this Revised Development Specification. The development comprises business and employment uses within the B1 use class; residential uses (including student accommodation), serviced apartments and hotels; shopping, food and drink and financial and professional services within the A1, A2, A3, A4 and A5 use classes; the full range of community, health, education, cultural, assembly and leisure facilities, within the D1 and D2 use classes; night clubs; multi storey and other car parking; re-erection of the linked triplet of gas holder guide frames to enclose new residential and other development, on the site of the Western Goods Shed; re-erection of the guide frame for gas holder no. 8, alongside the re-erected triplet, to enclose new play facilities and open space; relocation of an existing district gas governor; works of alteration to other existing buildings and structures, to facilitate their refurbishment for specified uses; new streets and other means of access and circulation; landscaping including open space; new bridge crossings and other works along the Regent’s Canal; the re-profiling of site levels; and other supporting infrastructure works and facilities.”
1.2.2 Triangle Site
The Triangle Site outline planning application (as amended) is for:

“Mixed use development of part of the former railway lands within the Camden King’s Cross Opportunity Area and an Islington Area of Opportunity, as set out in this Revised Development Specification. The development comprises residential; shopping, food and drink and financial and professional services within the A1, A2, A3 and A4 use classes; a health and fitness centre (use class D2) with the potential to incorporate a crèche and community facilities (use class D1); amenity and open space; habitat areas; recycling, cycle storage and other ancillary uses; parking; highway works to provide access; and other supporting infrastructure works and facilities.”

1.2.3 Principal Public Realm
The principal public realm areas within the development are shown on Parameter Plan drawing KXC004 (see Annex A). They include Station Square, Pancras Square, the Boulevard, Canal Square, Granary Square and public spaces around the re-erected Gas Holder guide frames, Cubitt Square, Cubitt Park and Handyside Park.

The Revised Development Specification for the Main Site explains that Handyside Park would include facilities to support play for children with disabilities, within a Local Equipped Area for Play (LEAP).

A series of 23 Landscape Proposals Plans show landscape proposals for each of these spaces. Overall, the principal public realm would account for some 40% of the total Main Site area, excluding the area for King’s Cross Station Enhancement, the Midland Yard, York Way and the Regent’s Canal.

Additional local amenity/play space (not included within the 40%) would be provided within individual development zones, for the benefit of residents and potentially others, for example as part of Urban Home Zones.

1.3 This Access and Inclusivity Strategy
This Access and Inclusivity Strategy focuses on the public realm and on setting out a framework for future Access Statements, recognising that the Access Statements for individual phases and buildings would be prepared as they come forward for approval of reserved matters, within the Strategy for the site as a whole (see Section 5 below).

This approach reflects the Mayor’s supplementary planning guidance on ‘accessible London: achieving an inclusive environment’ (see Section 3). The Mayor’s SPG states that:

“for major areas of regeneration an Access Strategy should form part of the masterplan for the area, with more detailed access statements developed [subsequently] for each building or element of the scheme.” (para 2.5.5)

The Strategy draws upon the ‘Revised Development Specification’ documents that form part of the Main Site and Triangle Site planning applications. It also draws upon a number of the documents submitted in support of the applications – the Urban Design Statement, Public Realm Strategy, Transport Assessment and Green Travel Plan. Each of these documents addresses access and inclusivity, which has been approached holistically, as a cross-cutting theme.

The Strategy includes, and is informed by, an independent audit of the proposed public realm, by Access Design Consultants Limited. Access Design Consultants Limited has also carried out an independent audit of the Triangle Site proposals, as these are more technically constrained (and therefore more fixed, within the outline planning application), than other aspects of the scheme. The resulting audit reports, by Access Design Consultants Limited, are included at Annex B and Annex C to this Strategy.
1.4 Inclusive Design Champions

This Strategy has been prepared at the request of the GLA and others, to ‘signpost’ where access and inclusivity has been addressed within the applications and other supporting documents and to highlight the principles that have been and will be applied. The Strategy has been prepared by Argent (King’s Cross) Limited and its masterplanning team, in particular Access Design Consultants Limited (Adrian Cave and Gavin Tait), who provide specialist advice on accessibility and inclusivity issues; and Townshend Landscape Architects.

Together, Access Design Consultants and Townshend Landscape Architects act as ‘Inclusive Design Champions’ within the project team, working alongside Porphyrios Associates, Allies and Morrison, David Morley Architects, EDAW, Arup and others. The Applicants would continue to nominate and retain Inclusive Design Champions within the project team, to inform and monitor the detailed designs.
Planning and designing all parts of the new development to be used and enjoyed by everyone, including people with disabilities, would bring many benefits to all. For example, designing for people in wheelchairs would ensure that the main pedestrian routes and footpaths are also safe and convenient for parents with children in pushchairs, for people who have wheeled trolleys or suitcases and for anyone who is frail or has difficulties walking.

The footpaths and other circulation routes would have smooth non-slip surfaces which are as good for busy office workers as they are for people with wheelchairs or for families with young children in buggies.3

“This convenience does not mean that there would not be variety. Fountains, water features, sculpture, play spaces, seats, trees and soft planting would provide enjoyable sensory experiences for people with disabilities and pleasure for everyone from young children to elderly people.”4
The creation of an inclusive environment is a key part of creating a successful development. Making an area attractive to as wide a range of people as possible not only helps to create a balanced and sustainable local community, it also increases the ‘available market’ for local businesses.

Tourism, for example, is already a major economic driver in London and there is scope for further growth, not least in attracting and catering for, visitors with some disability or impairment. King’s Cross Central could capture a significant share of this growth, following the opening of the Channel Tunnel Rail Link Section 2 and St Pancras International in 2007.
In addition, the provision of space for people to play, meet and interact can not only help to break down social barriers but can also allow a sense of belonging and ownership to develop, fostering interest and enthusiasm in the way the area is managed and maintained.
3.1 Camden Policy

Camden’s key policies for the King’s Cross Opportunity Area (KCOA) are set out within Chapter 13 of the UDP, adopted May 2003. There are 4 strategic (SKC) policies and 12 local (KC) policies.

Policy **SKC1** seeks the sustainable development of the KCOA, which achieves its full potential. Paragraph 13.13 in the explanatory text states that:

“The development…can help achieve sustainable development, generating employment, education, healthcare and housing opportunities, and helping to tackle poverty and social exclusion.”

Policy **KC5** states that the Council will grant planning permission for development proposals for the King’s Cross Opportunity Area which improve the public transport interchange and services and provide a safe and accessible environment for all users of existing and proposed public transport systems.

Policy **KC6** states that planning permission will be granted for development proposals for the King’s Cross Opportunity Area that provide high levels of accessibility, facilities and safety for pedestrians, cyclists and people with disabilities.

Within the wider adopted Camden UDP, policy **RE3** aims to ensure that, where possible, buildings and activities in the Borough are fully accessible to all sections of the community.

The whole built environment (not just those building types covered by the Building Regulations) should be fully accessible to all people including disabled people, older people and parents and carers with young children. UDP policy **HG7** deals with housing and disability.
3.2 Islington Policy

Islington Council has a number of policies aimed at ensuring developments are designed to be accessible to all who visit, live, work or study in the borough, including those with disabilities. Access requirements extend to most commercial and residential developments such as health, sports and educational facilities, places of worship, housing schemes, employment premises and so on.

Improving provision for people with disabilities is an important theme throughout the Islington UDP (adopted June 2002). Relevant policies include H20 to H23 and paragraphs 4.3.12 to 4.3.19 (Mobility, Sheltered and Wheelchair Dwellings), section 5.3 (Opportunities for Local Residents), section 6.5 and 6.6 (Public Transport and Pedestrians), section 7.3 (Open Space Design), section 8.1 (Town Centres) and section 8.5 (Access to Shops).

Policy Env 13 deals with non-domestic developments and states that these should be readily accessible to people with special mobility, sensory, or learning disabilities who may be expected to use the building either as members of the general public or for the purpose of employment.

Policy Env 14 states that the Council considers that provision should be made for a ‘wheelchair environment’ in all environmental and landscaping schemes, and in all other areas used by the public. Suitable provision should also be made for people who do not require wheelchairs, but nevertheless have some restricting ambulatory, visual, aural or other sensory form of disability.

3.3 The London Plan

The London Plan (February 2004) forms part of the development plan for London and sets out the Mayor’s spatial development strategy. A number of the London Plan policies are particularly relevant to access and inclusivity, including 3A.4 (Housing choice), 3A.14 (Addressing the needs of London’s diverse population), and 4B.1 (Design principles for a compact city).

Policy 3A.4, Housing Choice, seeks to ensure that new developments offer a range of housing choices, that all new housing is built to ‘Lifetime Homes’ standards and that ten per cent of new housing is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.

Policy 3A.14 address the Needs of London’s Diverse population. It seeks to ensure that diverse groups are not disadvantaged through policies relating to the public realm, inclusive design and local distinctiveness (policies 4B.4, 4B.5 and 4B.7).
Policy 4B.1, Design principles for a compact city, states that the Mayor will seek to ensure that developments (inter alia) maximise the potential of sites, create or enhance the public realm, provide or enhance a mix of uses and are accessible, usable and permeable for all users.

Policy 4B.4, Enhancing the quality of the public realm, looks to ensure that the public realm is accessible, usable for all, meets the requirements of Policies 3A.14 (see above) and 4B.5 (see below) and that facilities such as public toilets are provided. Under the policy, planning applications will be assessed in terms of their contribution to the enhancement of the public realm.

Policy 4B.5, Creating an inclusive environment, requires development to meet the highest standards of accessibility and inclusion, such that they:

- can be used easily by as many people as possible without undue effort, separation, or special treatment
- offer people the freedom to choose and the ability to participate equally in the development’s mainstream activities
- value diversity and difference.

The policy continues that Boroughs should require development proposals to include an Access Statement showing how the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development, and how inclusion will be maintained and managed.

3.4 Camden and Islington SPG

Camden and Islington have together published a Planning and Development Brief for the KCOA, dated January 2004. The Planning and Development Brief is adopted as SPG. The Brief addresses the needs of disabled people as a cross-cutting theme. Specific references and requirements are set out on pages 12, 19, 25, 26, 34, 42, 47 and 91.

Camden also has borough-wide Supplementary Planning Guidance (SPG), dated July 2002. Section 3.1 provides guidance on access and the application of policies RE3 and HG7.

Islington Council has published SPG on ‘Lifetime Homes and Wheelchair Users Housing’ (updated August 2002). Islington Council expects new housing developments, and wherever physically achievable, conversions to be built to Lifetime Homes standards, including lift access to upper storey flats in larger schemes. 10% of the affordable housing provision should be designed to be wheelchair accessible, as set out in the Housing Corporation’s Scheme Development Standards and accompanying Wheelchair Housing Design Guide.
3.5 The Mayor’s SPG


The SPG sets out the Mayor’s wish to see all new developments in London meeting the highest standards of access and inclusion. It stresses that:

- Disabled people are not a homogenous group with identical needs. People of all ages and from all of London’s culturally and ethnically diverse communities will have a variety of different impairments and different needs but will become similarly disabled as a result of the barriers imposed on them by society. (1.1.1)

- An inclusive environment does not attempt to meet every single need, but by considering people’s diversity, an inclusive environment can break down unnecessary barriers and exclusion, and will often achieve superior solutions. Inclusive design benefits individuals with physical, sensory or learning impairments, older people, mental health system users/survivors, children, carers of young children, people with temporary impairments or simply encumbered with heavy luggage or shopping. Inclusive design benefits all of us.

The SPG includes 28 ‘Implementation Points’ and these are listed in full at Appendix 1 to the guidance.

3.6 Legislative Background

Appendix 2 to the Mayor’s SPG summarises the legislative background, in particular:

- The Town and Country Planning Act 1990

3.7 National Planning Policy

Appendix 2 to the Mayor’s SPG further summarises the relevant national planning policy, in particular Planning Policy Statement 1: Delivering Sustainable Development (2005; see paragraphs 13(iv), 14-16, 27(iii) and 39); PPG3 Housing (March 2000); PPS6, Planning for Town Centres (March 2005); PPG13 Transport (March 2001); PPG15, Planning and the Historic Environment (1994); and PPG17, Planning for Open Space, Sport and Recreation.

PPS1 sets out the need for planning authorities to take an approach based on integrating the aims of sustainable development, one of which is social inclusion - social progress which recognises the needs of everyone. Paragraph 16 states that planning policies should:

“promote development that creates socially inclusive communities including suitable mixes of housing…address accessibility for all members of the community to jobs, health, housing, education, shops, leisure and community facilities; … take into account the needs of all the community, including particular requirements relating to age, sex, ethnic background, religion, disability or income.”

Another key message in PPS1 is the need for the planning system to be transparent, accessible and accountable, and to promote participation and involvement.
3.8 Standards and Guidance

The following documents define development standards and provide guidance on meeting inclusivity objectives:

- British Standard 8300 ‘The design of buildings and their approaches to meet the needs of disabled people’ (2001). This code of practice provides up to date advice on access for disabled people, giving comprehensive technical advice on a number of building elements, including the design of car parking, access routes, entrances, horizontal and vertical circulation, surfaces and communication aids, and facilities for residential and non-residential buildings. It replaces the previous standards BS 5810:1979 and BS 5619:1978.

- ‘Planning and Access for Disabled People, A Good Practice Guide’, Office of the Deputy Prime Minister (March 2003). The Good Practice Guide gives comprehensive advice on the role of the planning system in promoting an accessible and inclusive environment and recommends 19 Good Practice Points. The Mayor’s SPG (see above) supports and is based upon, these Good Practice Points.

- Meeting Part M and Designing Lifetime Homes, Joseph Rowntree Foundation (1999)


- British Standard 5588 Part 8

- Inclusive Projects: A guide to best practice on preparing and delivering project briefs to secure access, – DPTAC (June 2003)


- Codes of Practices, Disability Rights Commission (from October 2004)

- Scheme Development Standards, The Housing Corporation, 2000

3.9 The Application of Policies, Standards and Guidance

The evolution of the King’s Cross Central development proposals and this Strategy have taken full account of the policies, standards and guidance summarised above.

The applicants aspire to achieve high standards of access and inclusion and apply the ‘best practice’ guidance summarised above, where practicable. Of course, standards and guidance are likely to change over the course of the project and the way they are applied at King’s Cross Central would be kept under review.
As explained in Sections 1-3 above, the Applicants are committed to:

- Working within a framework of best practice standards, recognising that current good practice is evolving and will change over time;
- Supporting designers and users working together, to deliver the best reasonably practical solutions for achieving inclusive design;
- Retaining (an) Inclusive Design Champion(s) within the project team; and
- Ensuring that access is considered in the overall context of the whole site.

There are then a number of specific design principles that have been considered across the site. These are, in many cases, a site specific response to what is regarded as best practice in creating an accessible and inclusive environment. Not all of the principles can be applied successfully to all areas of the site, however where a decision has been made which conflicts with the principles set out in this section, this is highlighted and discussed in more detail in Section 7, Specific Issues.

### 4.1 Access and Circulation

King’s Cross Central will be one of the most accessible places in the UK and the completion of the Channel Tunnel Rail Link, Section 2 works, including the new Northern Ticket Hall, will make it more accessible to those with disabilities. However, the means of arrival is only part of the story; the circulation of people within and immediately outside the site is extremely important to making the development work as a whole. Therefore, the public realm framework has been designed to integrate adjacent areas, create permeability and encourage the flow of movement.

Parameter Plan KXC007 (see Annex A) shows the Main Site Access and Circulation proposals, which include the principal public realm areas, plus a network of primary, secondary and access/drop off routes, dedicated pedestrian/cycle routes, new bridges and other features.

**Principal public realm areas** would provide a high quality environment for pedestrians and cycles and accommodate emergency services access.
Primary routes (coloured red on the Parameter Plan) would provide pedestrian links and the main circulation corridors for vehicles within the site. These routes would accommodate articulated buses and service vehicles and may have a parking lane on one side. There would be provision for controlled pedestrian crossings where required.

Secondary routes (coloured orange) would provide pedestrian links and act as distributor roads within the site, allowing vehicular traffic to disperse to, or be collected from, areas of new development.

Other, tertiary routes (coloured green) would serve a local access function within the site, allowing vehicular traffic to access individual development plots. Cars, taxis and small goods vehicles could use these routes; larger rigid vehicles could also use them with shared surfacing for over-running.

The tertiary routes within development zones R and S would be configured with Urban Home Zones. These would be streets (or groups of streets) designed and configured to prioritise social and environmental functions and make them work harder as public, social and play spaces. Urban Home Zones would provide more inclusive environments with pedestrian priority, less and slower traffic and, where possible, areas in which people are comfortable to spend time, meet friends, sit or play.

Wharf Road and Holder Street, together with the southern end of Canal Street, would be pedestrian zones / restricted access streets, capable of accommodating emergency access and controlled servicing when required.

Wharf Road would form a public promenade/corniche, along the Regent’s Canal, with new/additional landscape planting and the proposed Handyside Park to the north. Holder Street and the southern part of Canal Street would form an extension to the landscaping and public realm proposed around the gas holder guide frames.

Together, these Urban Home Zones and pedestrian zones/restricted access streets would connect together key public spaces within the development, promoting pedestrian movement within and across the site; and contributing to a rich and varied public realm.

In addition, there would be a number of pedestrian and cycle (only) routes, within the main development blocks, to further promote permeability and provide links between areas of principal public realm.

The Main Site Revised Development Specification, Annex C, provides a detailed specification of each of the routes referenced on Parameter Plan KXC007.
4.1.1 Pedestrian
A network of high quality routes and spaces, including new crossing points at key intersections with the existing highway network, would help to promote walking as a means of transport.

North-south links would be improved dramatically by the Boulevard (linking Station Square and Granary Square); a second, parallel route through Pancras Square, leading to a pedestrian and cycle (only) bridge over the Regent's Canal; and Cubitt Square and Cubitt Park: The development would also provide new ‘east-west connections across the Regent’s Canal [with towpath improvements planned as part of the development] and through the site into neighbouring communities in Somerstown, York Way and Off Copenhagen Street…[These] new routes offer local residents direct access to the wide range of employment, social and leisure opportunities.’

‘All routes in the road hierarchy [would] have pedestrian links, with wide pavements and planting zones where possible. On street-parking [would] be limited and space prioritised for pavements, landscaping and planting, together with high quality street furniture including seating and facilities for cyclists.’

4.1.2 Cyclists
‘Cycle access to St Pancras and King’s Cross Stations is difficult at present, particularly from the east and north. Existing traffic conditions on the roads along the west, south and east boundaries of the development area…present intimidating barriers to cycling, in terms of volume of traffic and one-way sections that require cyclists to make significant detours.

The provision of routes through the King’s Cross Central development available to cyclists, with safe cycle crossings of the boundary roads, offers a significant opportunity to improve cycle access to existing major journey attractors in the area as well as the development itself.’

‘The circulation strategy… is based around the creation of the Boulevard and its link to Long Park. This would provide a north-south connection through the entire site. The route passes through the heart of the development linking to all the major land uses, the transport interchange hub at the southern end of the site, and the main areas of public open space…. cyclists would be able to take advantage of the network of vehicular routes to enable movement around the site. Cyclists would also be able to travel on-carriageway on tertiary routes that provide local access to individual development plots.’
4.1.3 Buses

Buses would fulfil an important role within the mix of access modes, catering for the needs of King’s Cross Central, both in terms of a direct means of access and for the collection and dispersal of demands arising on or near the site. The vision is for a site that is well-connected and served from all corridors, providing a dense network across the site.

Recent (post application) discussions with TfL indicate that they envisage a number of service enhancements at King’s Cross, including frequency enhancements and the diversion of routes within the site, north of the Canal. TfL envisage up to 14 bus routes would serve the development south of the Canal, with up to three routes serving the northern part of the development.

These bus routes would use the primary routes shown on Parameter Plan KXC007 – the Boulevard, Transit Street (through Granary Square), Goods Street and Canal Street. These streets would accommodate articulated buses and allow the development of bus connections to and through the site. These connections would fully integrate the development into the bus network in this part of London. On this basis, no building within the development would be more than 100 metres from a high quality bus service.

4.1.4 Taxis

The access and circulation routes within the site would give access via taxis as many buildings and front doors as possible, whilst maintaining the overall feel of a pedestrian friendly environment.

To the south of the Regent’s Canal, taxis would be permitted to use the Boulevard and a tertiary access and drop off route through Pancras Square, as well as Pancras Road.

To the north of the Regent’s Canal, the network of primary, secondary and tertiary routes would enable front door drop-off to all residential buildings and the majority of business addresses. ‘Home Zone’ streets would cater for essential/authorised access.

4.1.5 Private Vehicles

The vast majority of new homes would be developed to the north of the Regent’s Canal. Here, the network of primary, secondary and tertiary routes would enable front door drop-off to all residential buildings and the majority of business addresses, as described above.

To the south of the Regent’s Canal, private vehicles would be able to access the basement car parks of employment buildings, via dedicated entrances off Pancras Road (for Development Zone B) and Goods Way (Development Zone A). Dedicated parking for disabled people would be provided within the basement car parks.

4.1.6 Service and Deliveries

Considerable attention has been paid to future servicing strategies to ensure that these essential operations can be carried out without adversely affecting the pedestrian experience of the public realm.

To the south of the Regent’s Canal, where pedestrians would be most concentrated, an underground servicing solution has been developed so that all but the smallest retail units can be serviced from two access points on Pancras Road and Goods Way.

To the north of the Canal, servicing is specified as being away from the principal public realm, again reinforcing the feeling of pedestrian priority.
4.2 Parking

The site is in Central London, with good access to public transport and it is expected that the majority of journeys by people visiting, working and living on the site would be by train, bus or tube. However, for some groups of people, including disabled people, older people and young families, public transport poses more difficulties.

Other people living within the development will want to own cars for occasional use, including visiting areas of the country less well served by public transport and for food shopping etc. The parking on site should address these needs and would be provided through a combination of spaces on the street, a multi-storey car park and in basements. ‘Many of the on-street spaces [would] be designed and designated for disabled parking, which would account for 5% of the total provision for each use class.’

Disabled parking for public, residential and office buildings would be provided within the footprint of the buildings (typically within basement or undercroft levels) or in street spaces immediately adjacent to the building. Where basement parking is provided, an appropriate means of access to all levels should be provided.

Disabled parking for retail should be located as conveniently as practicable.

Overall, the proposals envisage some 65 on-street parking spaces, to the north of the Regent’s Canal; the majority of these would be along Goods Street and Canal Street.

4.3 Levels

The site covers approximately 67 acres and within this area there are significant changes in level, both abrupt and over longer distances. Some of these changes in level were introduced when the site was developed in the mid 19th Century as a transport interchange and today they both add interest and character to the site and aid interpretation of its earlier function. Other levels changes occur on the boundaries of the site, for example on York Way and Goods Way, where roads drop to go under rail bridges.

An additional factor when considering levels across the site is the desire to retain as much material on site as possible, rather than exporting to landfill sites. This is an important component of sustainable development. It is inevitable that the construction process will produce some spoil, particularly from a high density development with basements, however it is an aim of the project to minimise the material exported. This leads to a moderate land raise in some areas.

These factors increase the challenge of providing an accessible environment, however it is one of the main masterplanning objectives that ‘working with the existing grain, the levels within the site would be configured to give smooth accessible gradients, tied to the levels of the surrounding city.’

More specifically, the proposals specify that all gradients within the public realm should be shallower than 1:20. The one exception to this (Goods Way West) is addressed at section 7.2 below.

Where steps are provided within the landscaping, to change level, gentle inclines and ramps and/or modern high speed lifts would provide an equally commodious alternative, suitable for all members of the public.

The overall intent is ‘to promote a positive attitude to the drama and interest of site levels whilst optimising accessibility.’
4.4 Canal Access

The canal is currently an underused resource, principally because of poor access to it. There are currently no access points within the site and only stepped access at the Maiden Lane Bridge and Camley Street Steps. This leads to a feeling of potentially being ‘trapped’ on the towpath and the consequent lack of general use, particularly out of daylight hours.

‘The Regent’s Canal [should] be better connected with the development through alterations to the existing levels within the public space in front of the Granary and around the relocated gas holders ... together with several other access points between the relocated gas holders and Maiden Lane bridge, breaking down this existing barrier to permeability and access.’\(^{14}\)

Wherever possible, these access points would accommodate both able-bodied and disabled people and cyclists.

Lighting, materials and surrounding uses would be used to make the canal more appealing to a wider range of people.

4.5 Residential Mix, Lifetime and Wheelchair Accessible Homes

The creation of a mixed, stable and balanced community is one of the principle aims of the King’s Cross Central Development. It is part of the desire to create a sense of place and contributes to people’s sense of pride and ‘belonging’ to an area. It is neither desirable to populate all homes with young city executives working 15 hour days, nor with large, economically inactive families. The mix of types of home should reflect this aim.

‘The scale of development, its unique location and its potential make significant impacts across London make King’s Cross Central a dramatic opportunity to demonstrate the economic and social advantages of establishing a wide range of housing choice using an innovative mix of tenures and low cost options alongside new market housing.’\(^{15}\)

The ability to adapt homes to changing circumstances could also help to widen the appeal of residential units to a larger proportion of the population. Guidance for the design of adaptable accommodation is currently provided under the banner of ‘lifetime homes’.

Lifetime Homes currently have sixteen design features, which aim to ensure that a new property will be flexible enough to meet the existing and changing needs of most households. These standards are similar to the Part M Building Regulations 2005 requirements and to The Housing Corporation Scheme Development Standards. However, the Lifetime Home standards requirements are more stringent in a number of areas; these requirements are set out in the Joseph Rowntree Foundation report ‘Meeting Part M and Designing Lifetime Homes’ (1999).
The Lifetime Homes standards were not written with high density, flatted development in mind and there are some calls to re-evaluate their purpose. For example, the Enterprise LSE Cities report ‘Density and Urban Neighbourhoods in London’ (July 2004) recommends that:

“Diversity: review planning guidance that promotes ‘life-time homes’, recognise different needs of ‘urbanites’, ‘suburban leavers’ and ‘trapped’ residents.”

The LSE research concludes that higher density areas sustain different, coexistent lifestyles—communities with a diversity of incomes, ethnicities, ages, household types, etc—broadly composed of ‘urbanites’ (people whose preferences and socio-economic conditions lead them to opt for high-density living); ‘suburban leavers’ (people with lifestyles that eventually cause them move away from these dense areas); and ‘trapped residents’ (groups of people who have had very limited or no choice at all in deciding where they live).

In this context, Lifetimes Homes standards retain a general application but are likely to be most relevant to meeting the needs of social rented and intermediate housing occupiers. The Government announced in March 2004 a review of Part M, to consider whether Lifetime Home standards or an updated version should be included in the Building Regulations.

As residential buildings are brought forward for detailed design, therefore, the aim would be to meet the Lifetimes Homes standards, to the extent that this is consistent with the high density, mixed use masterplan and the terms of the outline planning permission. Where one or more standards cannot be achieved, this should be highlighted and explained within the relevant Access Statement(s) (see Section 5.2 below).

The London Plan sets a target for 10% of all new homes to be wheelchair accessible or easily adaptable for wheelchair users. Again, this is challenging within a high density development and, subject to identifying local need, agreement on grant funding, design and other delivery mechanisms, the priority should be to provide up to 10% wheelchair accessible/easily adaptable social rented homes.

The target for intermediate and market housing should be determined with the benefit of further local market testing, to assess the likely take up of the accommodation.
4.6 Wayfinding

The ease with which people are able to move around areas is affected by many things, of which signage is just one. Spatial layout, street names and numbers, memory and sensory clues all assist people to move through spaces intuitively. The consideration of the different means of wayfinding also provides alternatives for people who, for example, are visually impaired and therefore find it difficult to read some of the signage provided.

In establishing the framework and designing elements of the public realm and buildings, a strategy would be developed over time to include a range of systems, tools and techniques, for example:

- A hierarchy of landmarks, spaces and buildings in the development;
- A legible layout using landmarks to minimise the need for signage;
- Appropriate signage in the stations;
- Illustrative maps as signs and/or handouts;
- A visitors’ centre with verbal, visual and audio information provided; and
- Directional signage.16

4.7 Threshold Treatments

Level changes and gradients around the site can imply complex details at the entrances to buildings. However, all new buildings should be designed with level access.

There are a large number of existing buildings on the site. Wherever possible, designs would promote the inclusion of level access from the public realm, however, where this is not possible due to practical (i.e. floor levels) or heritage reasons alternative and equally commodious routes should be provided.

4.8 Security

King’s Cross has a relatively poor reputation, much of which stems from its industrial history and a high incidence of crime, particularly relating to the sex and drugs trades. Part of the ability of King’s Cross Central to appeal to both commercial and residential occupiers will be linked to the perceived security of the site. However, although part of the effectiveness of security is its visibility, it should not be so obtrusive that some members of the community feel threatened or intimidated by it.

One of the challenges of establishing a security network and training personnel will be to establish a strong physical presence and create a feeling of safety rather than exclusion.

It is important that the King’s Cross Central public safety team are friendly, approachable, well-trained and equipped to fulfil the role of ‘customer care’ representatives; for example assisting mobility impaired persons. The public safety team would be the most visible, public face of the development set its ‘tone’ as a safe, welcoming place, accessible to all.
4.9 Street Furniture and Facilities

Street furniture such as benches and bins etc and facilities such as public toilets would be designed for ease of use by everybody and located appropriately around the site. Particularly along the main pedestrian routes, seats would be located frequently so that people who are less mobile can take rests when needed. As a general guideline, seating would be provided every 50 metres along principal pedestrian routes and in high footfall areas.

4.10 Landscape Materials

The choice of materials will be influenced by many factors, particularly the heritage in some parts of the site. In particular, there is a strong desire to reuse granite setts in many areas including the Goods Yard which can conflict with the provision of smooth, easily traversable surfaces.

Where setts or similar materials are used they would either be treated and / or laid to form a sufficiently flat surface or smooth strips would be inserted appropriately into the landscaping. These strips would follow the main patterns of pedestrian movement and would assist not only wheelchair users in moving around the site, but also the very young and old, people with pushchairs and people wearing high heeled shoes.

Edges of pavements / roads would be marked either by changes in level, with kerbs, or by surface texture.
King's Cross Central
King’s Cross Central is a large and complex project, with a timescale of at least 12-15 years, and issues surrounding accessibility and inclusivity arise at all stages from the first masterplanning principles down to the final elements of detailed design. At this early ‘outline’ stage, it is sensible to consider high level principles on a site-wide basis; it would not be appropriate, or possible, to address all matters of detail in the same way.

Accordingly, this document sets the broad strategy, within which subsequent work would be carried out and then reported, within Access Statements for individual phases and buildings, as they come forward for ‘reserved matters’ approval.

The process for achieving the objectives set out in this document is an iterative one, involving a mix of consultation, expert advice, review and decision making. The work carried out pre-planning application would set the tone for the work to follow.

This approach is consistent with the Mayor’s SPG, which advises that:

“*The statement should be viewed as part of the process; as a tool to demonstrate that all relevant issues have been considered throughout the design and construction stages. The Access Statement should not be seen as a static document but as a process which evolves with the scheme, starting as an Access Strategy at project brief stage, and gradually becoming more detailed throughout the project, taking on board any changes as the scheme progresses…”* (para 2.5.2)
5.1 Pre Outline Planning Permission

Throughout the evolution of the proposals and leading up to the submission of outline planning applications, a considerable amount of consultation work has been undertaken. This has taken many forms, including attendance of the project team at local fairs and festivals, specific public workshops to discuss our ideas, visits to local schools, a general website and another aimed at children and also printed documentation with comment sheets. Although it has not been specifically aimed at any particular sector of society, the most common response has been a wish to see a safe and clean development at King’s Cross. People have expressed a desire for an inclusive environment where local people will comfortable and be able to live and work, and also spend free time.

The development proposals and landscaping scheme have been developed by an experienced professional team with a track record in masterplanning large pieces of cities and the design has been audited by specialist access consultants, acting as Inclusive Design Champions.

This Strategy provides high-level guidance for how access for everybody and the objective of an inclusive environment would continue to permeate the whole project, explaining an overall philosophy and highlighting some of the more site specific principles.
5.2 Post Outline Planning Permission

Post outline planning permission, the designs for the public realm and the buildings would be developed further, leading to applications for approval of reserved matters and then subsequent implementation (construction).

As with the pre-planning period, this work would be carried out by experienced professional teams who are experienced in the issues of accessibility. As explained earlier, the project team would continue to include (an) Inclusive Design Champion(s), to inform and monitor the detailed designs. Accessibility audits would be carried out by specialist consultants at appropriate stages of the project.

Individual Access Statements would be submitted at the reserved matters stage, as phases and buildings come forward for approval, to ensure the overarching principles are achieved. These Statements would address the specific principles detailed in section 4 of this document, highlight any areas where technical or other constraints have prevented site-wide principles from being met and include a project programme, to identify the key stages at which important decisions affecting inclusivity and accessibility will be made. The scope of future Access Statements is addressed in more detail at Annex D.

These decisions will range from broad planning issues, such as site levels, early on in the process to, for example, selection of materials, colours and details of lighting schemes at the later stages. This identification of key decisions within the project programme will aid the consultation process.

5.2.1 Community Involvement

LB Camden has already established a King’s Cross Access Forum. The Forum was set up in January 2005 and has already met. It presents opportunities for local interest groups representing the views of older people, disabled people and others, to inform and comment upon, the scheme as it progresses. LB Camden consider that the King’s Cross Access Forum should continue in some form, following the grant of any outline planning permission and the Applicants support this, recognising that:

“The detailed planning and design of the public realm would provide opportunities to involve local residents, people who will work in the area and people with physical and learning disabilities. Inclusive consultation…will continue to lead inclusive design, with easy access, enjoyable spaces and attractive buildings for everyone.”

The Applicants look to LB Camden and LB Islington, to identify how the King’s Cross Access Forum should continue and their preferred mechanisms for structured review and engagement. The Applicants would support the process and facilitate its implementation.
Issues surrounding the management and maintenance of the public realm are explained in the Public Realm Strategy, which sets out a number of options. For example:

“A management or neighbourhood trust is a possible model that combines the best of traditional ‘public’ and ‘private’ approaches. This could allow for some areas to be adopted whilst others would remain private [with full public access]. The aim would be for a responsive and accountable organisation to manage the public realm.”

The Revised Development Specification for the Main Site explains that the applicants have no in principle objection to the local authority (Camden) adopting the principal trafficked street network within the development (including the Boulevard, Transit Street, Goods Street, Canal Street, York Street and other trafficked streets within development zones R and S), upon its completion, provided the very high standards of management and maintenance set by the development continue to be maintained.

Other parts of the public realm, including Pancras Square and its connecting pedestrian routes; public realm areas around the ‘Goods Yard’ complex of historic buildings; the gas holders zone; Handyside Park; Cubitt Square and Cubitt Park would be managed and maintained by the development estate. Full public access to these areas would be secured via a legal agreement.

On this basis, the Applicants and LB Camden would together, to ensure that the public realm is well maintained so that surfaces, lighting, benches etc are kept in a good state of repair and can be used by everybody. Information from this Access Strategy and future, more detailed Access Statements would assist in the management of the development (public realm and buildings), explaining how inclusive design features achieve accessibility and identifying the steps needed to ensure that they continue to be maintained in working order.

We propose to set out our approach within an Estate Management charter. This would be aimed at potential/incoming tenants but it would also be freely available to others users of the site.
7 Specific Issues

7.1 Parking for Retail in the South

The aim to create a pedestrian friendly public realm in the busy southern part of the site has led to restrictions on vehicular movements other than public transport and taxis. Private vehicles would access the site to the north of the canal, where the parking would be located. Although this is convenient for the activities in the Goods Yard, it is a little way from the retail along the Boulevard and in Pancras Square.

A number of options have been considered and discounted to provide parking for retail customers in the south:

- Retail parking could be provided in the basements of the buildings, alongside the disabled parking for office users above. This has been discounted due to the increased security risks of allowing the general public access to underground basement areas and because of the increased complexity of providing access between the relatively small retail units and the basement parking;

- On street parking would not be provided to the south of the Canal, because of the excessive management burden implied by controlling public vehicular access to disabled badge holders only. Furthermore, any parking would have to be located on areas of Principal Public Realm and would both reduce the feeling of pedestrian priority and make it more difficult to move across the spaces.

It would, however, be possible to access the area directly via taxi and by bus, as described above. Additionally, once the London Underground Northern Ticket Hall is complete, King’s Cross Underground station will be fully accessible to users with disabilities.
7.2 Gradient on Goods Way
The gradient of Goods Way currently exceeds the stated target maximum gradient of 1:20. Some realignment is proposed as part of the development, principally to manage the gradients for the north-south flow of people across the two proposed new bridges and to tie them into the levels of Granary Square, as dictated by the existing buildings. This would result in gradients along Goods Way West of around 1:15.

The constraints, including the level of the road passing underneath the new CTRL Station, Pancras Road, Goods Way as it passes over the Gasworks tunnels and the level of Granary Square, together with the location of the bridges, has meant that it has not been possible to achieve a safe vertical alignment for the carriageway and keep gradients below the target maximum.

To mitigate this, alternative, albeit longer, routes would be available along Pancras Road and through the development, reaching the crest of Goods way via the Boulevard. Benches would be located at appropriate intervals along these routes.

7.3 Canal Steps
The canal steps are a feature linking Granary Square and the canal, taking advantage of the significant level change between the two spaces. They are intended to provide less formal areas for people to stop, sit and perhaps eat their lunch but also to provide a means of access between the upper and lower level. Because of the significant level change and limited space available, between the Fish and Coal building and Wharf Road, it would not be possible to provide a ramp at this location.

However, ramps would be provided within reasonable proximity to both the east and west, providing a link between Granary Square and the canal and access to new spaces at towpath level.
Further Reading and Reference

1. **Principles for a Human City**, Argent St George, LCR and Exel, July 2001
2. The Triangle site lies to the east of the Channel Tunnel Rail Link alignment for York Way. See plans at *Annex A*
3. **Green Travel Plan** p32, Argent St George, LCR and Exel, with assistance from Arup, April 2004
4. **Public Realm Strategy** p51, EDAW, TLA, GPA, ADC Argent St George, LCR and Exel, April 2004
5. **Regeneration Strategy** p33, Arup, Argent St George, LCR and Exel, April 2004
6. **Transport Assessment** p89, Arup, Argent St George, LCR and Exel, April 2004
7. **Transport Assessment** p143, Arup, Argent St George, LCR and Exel, April 2004
8. **Transport Assessment** p66, Arup, Argent St George, LCR and Exel, April 2004
9. **Transport Assessment** p67, Arup, Argent St George, LCR and Exel, April 2004
10. **Transport Assessment** p70, Arup, Argent St George, LCR and Exel, April 2004
11. **Urban Design Statement** (3.8), Allies and Morrison, Porphyrios Associates, TLA, Argent St George, LCR and Exel, April 2004
12. **Revised Main Site Development Specification**, para 4.65 Argent St George, LCR and Exel, April 2004
14. **Transport Assessment** p89, Arup, Argent St George, LCR and Exel, April 2004
15. **Regeneration Strategy** p62, Arup, Argent St George, LCR and Exel, April 2004
16. **Public Realm Strategy** p69, EDAW, TLA, GPA, ADC Argent St George, LCR and Exel, April 2004
17. **Framework Findings**, Argent St George, LCR and Exel, June 2003
18. **Public Realm Strategy** p51, EDAW, TLA, GPA, ADC Argent St George, LCR and Exel, April 2004

NB Argent St George Limited has changed its name to Argent (King’s Cross) Limited. The application documents published in April 2004 refer to the old company name.
Annex B: Principal Public Realm Access Audit

Purpose of Document
This audit report has been prepared to support the planning applications for the King’s Cross Central development. It informs, and forms part of, the Access and Inclusivity Strategy for the development prepared by the Applicants, Argent (King’s Cross) Limited, London and Continental Railways Limited and Exel plc. The report is based on design drawings, prepared by Townshend Landscape Architects, which form part of the Main Site planning application and describe the proposed development.

This report provides an audit of the access issues relevant to the proposed public realm areas, which provide the framework for the high density, mixed use redevelopment of some 67 acres.

The planning and design for the King’s Cross Centre site are intended to achieve inclusive design and accessibility for everyone, including disabled people, as set out in the Applicants Strategy. The design concept for the public realm is described below in more detail.

Project Description
The Main Site is bounded by Euston Road to the south, St Pancras Station to the west, King’s Cross Station and York Way to the east and the Channel Tunnel Rail Link embankment to the north west, plus the Triangle Site adjacent to Randall’s Road at the north east side. The Regent’s Canal runs through the centre of the site.

The development consists of mixed use: commercial, residential and other developments, with a network of roads, pedestrian routes, public squares and other open spaces and landscaping, throughout the site. Overall, the principal public realm would represent some 40% of the Main Site area, at the completion of the development, excluding the area earmarked for King’s Cross Station Enhancement, the Midland Yard, York Way and ‘Urban Home Zones’ areas.

Many of the new public realm areas would be along the Regent’s Canal, including a terraced area (with ramps) around re-erected gas holder guide frames. The guide frame for gas holder no 8 would be re-erected as a free-standing structure, to enclose new play facilities and open space. Storage space for outdoor/demountable play and sports equipment; one or more function rooms and toilet facilities could be incorporated into the design of a multifunctional, high-technology ramp, spiralling up the inside of the gas holder no. 8 guide frame.
The ramp could provide two public platforms, the first at first floor level (above the function space) and the second 5-6 metres above ground floor level, with views over the Regent’s Canal.

The proposed development includes the following features as described in the Access and Inclusivity Strategy document:

- Pedestrian friendly environment;
- Pedestrian priority in key locations;
- Pavements with tactile surfacing;
- Minimal changes in footpath levels;
- Carefully designed landscape proposals including seating and the provision of lifts and ramps where necessary; and
- Use of colours, lighting and information systems to help people understand, use and enjoy King’s Cross Central.

Statement of Aims – Inclusive Design

The concept of inclusive design is at the heart of the proposed development. The scheme is planned and designed to be inclusive in order to meet the diverse needs of the wider community taking into account different age groups (including children and older people), safety issues for women, ethnic backgrounds, and physical and sensory capabilities (including people with physical and other disabilities).

In relation to accessibility, best practice standards for inclusive design have provided guidance for the proposed development. For example, the design of access to buildings, car parking areas, the public realm, and public pathways across the site secure ease of access for everyone including disabled people.

The aim of Access Design Consultants is to ensure that appropriate standards for accessibility can be met at the outset, to meet expectations for mainstream inclusive design, and to ensure that the aims of the Disability Discrimination Act 1995 can be met.

The applicants have commissioned Access Design Consultants (ADC) to provide an independent and critical audit of the manner in which issues relating to access have been addressed by the Proposed Development. In this role, ADC has provided professional advice to ensure that access issues are properly considered throughout the design process. In effect, ADC are acting as ‘Inclusive Design Champions’ within the professional team, to ensure that the objectives of inclusive access have been incorporated into the design of the scheme and that relevant standards have been adopted.

Overview

The site has significant changes of level, particularly in the areas of the canal and Granary Square, with ground levels ranging from 16m AOD to 28m AOD across the site.

However, within the proposed public realm the principal pedestrian routes (see below) would all be less steep than 1:20 and are designed to be fully accessible to all residents and visitors. The principal pedestrian routes and secondary pedestrian routes are described in more detail below.

One of the secondary pedestrian routes, Goods Way West, would have a slope gradient of more than 1 in 20, because of existing level constraints imposed on Goods Way by St Pancras Station, the Canal and levels within Granary Square.

Key Access Features Related to the Scheme

Key features of the site planning and design proposals include the following (references to Approved Document Part M, 2004, are abbreviated as ‘ADM’);
1. Characteristics of the Principal Pedestrian Routes

The access proposals will be an evolving design, developed as the understanding of good practice develops. The following are the current designed characteristics for the principal pedestrian routes:

- clear and legible, easy to find and to use
- step-free, with gradients less steep than 1:20
- surfaces which are smooth, non-slip, have defined edges and are suitable for all users, including wheelchairs users, people with walking difficulties, frail elderly people, people with wheeled luggage, families with children in pushchairs etc.
- street furniture which includes seats, with resting places for wheelchair users, at intervals of 50 metres
- illumination along the entire route for way-finding and security
- distinctive features and signage to help people to find their way and to know where they are. This may include audio information and signage as appropriate.
- landscaping including planting, sculpture, water features and play facilities to provide opportunities for information, varied experiences and enjoyment
- any areas adjacent to the principal pedestrian routes, including the secondary pedestrian routes and any steps, ramps or changes of level are to be designed to the standards of current good practice.
- the legibility of the hard and soft landscaping will be developed to achieve consistency throughout the site, including the use of tactile and textured surfaces to inform people of any potential hazards and obstacles.

2. Features of the Principal Pedestrian Routes

These routes are illustrated on the drawings for ‘Principal Pedestrian Routes’ by Townshend Landscape Architects and typical features are noted below:

A1 Station Square, Pancras Square, Canal Square, Granary Square
- pedestrian crossings
- three sets of steps in Pancras Square
- canal bridge
- changes of level in Canal Square

A2 Pancras Road, the Boulevard, Canal Square, Granary Square
- pedestrian crossings
- bus stops
- canal bridge
- changes of level in Canal Square

B Granary Square, Transit Street, Cubitt Square, Cubitt Park, North Square
- pedestrian crossings
- two bridges over the canal (as A1 and A2)
- flights of steps down to the canal path

C Canal Path, North Side, Lower Level
- canal path and edges
- steps up to Granary Square, Wharf Road and Coal Drop Yard

D Corniche along Canal, North Side, Upper Level
- pedestrian crossings
- two bridges over the canal (as A1 and A2)
- flights of steps down to the canal path

E York Way, South of Goods Way to Randell’s Road / Rufford Street, on West Side Only
- pedestrian crossings
- pavement surfaces and edges
- bus stops
3. Features of the Secondary Pedestrian Routes

These routes are illustrated on the drawings for ‘Secondary Pedestrian Routes’ by Townshend Landscape Architects and typical features are noted below:

The secondary pedestrian routes are intended to provide a permeable circulation network throughout the site, enabling people to follow pathways between buildings and across public spaces, without having to walk around large blocks. The secondary routes will share most of the features of the primary pedestrian routes but cannot all be step-free. Where steps or ramps are provided, they will be designed in accordance with current good practice.

R Goods Way East and Goods Way West (York Way towards St Pancras Road)
- pedestrian crossings
- changes of level in Canal Square

S Goods Street East and Goods Street West (York Way to Canal Street)
- pedestrian crossings
- bus stops
- access to canal path

T North Square, Cubitt Park, Cubitt Square, Coal Drop Yard, Canal Bridge Westward
- ‘Home Zone’ details
- pedestrian crossings
- routes across Coal Drop Yard
- canal bridge and path towards St Pancras Road

U Canal Street
- pedestrian route with pedestrian crossings
- bus stops
- southern part of Canal Street is pedestrianised/restricted access, near Gas Holder No. 8

V York Square, York Street, Goods Street East, Cubitt Square, Holder Street
- a variety of routes providing opportunities to cross the site north-east and south-west
- Routes within development zone R (between York Way and Cubitt Square) would be configured with ‘Urban Home Zone’ details
- Holder Street would be pedestrianised/restricted access, leading towards Gas Holder No. 8

W Step Free Access to the Canal Path
In addition to steps down from Granary Square to the canal path, there will be step-free access to the canal path at five locations, two near Wharf Road and three near the Gas Holders. These step-free routes will consist of pathways with a shallow slope, each with a gradient of 1:20 or less.

4. Features of the Gas Holder No. 8 Flux Park Ramp
The proposed ramp and platforms have been designed to be accessible to disabled people. The lower platform would be directly accessible via a lift. Thereafter the ramp would maintain a gradient of c. 1 in 14 with rest stops at appropriate intervals. The ramp balustrade system would be designed to maintain safety and views to/from the gas holder guide frame.
Using History in Improving Access at King’s Cross

A thorough understanding of the history of the site is essential to ensure a satisfactory balance between conservation and innovation in the development of the proposals for improved access. The Heritage Baseline Study, carried out by International Heritage Conservation and Management and submitted in support of the planning applications, provides details of the identification and evaluation of the historic features on the site. Part 3 of this study, Historic Surfaces, is particularly relevant to the development of the access proposals.

The Heritage Baseline Study identifies the features as having major, moderate and minor historic value. The features noted as being of major historic value include the following:

- **Area F3/1** - landscaping features associated with the Coal Drops
- **Area F4** – south end of the Eastern Coal Drop, “an important surface providing a coherency to the functioning of the surrounding heritage buildings”
- **Area F5** - north-south passageway to the east of the Eastern Coal Drops
- **Area F6** - upper surface of the Western Coal Drops Viaduct
- **Area F7** - “three surviving capstans of major value”
- **Area G5/1** – site of the former Granary Basin, of “major value relating to the functioning of the former Granary Basin, the Granary and Transit Sheds”
- **Area G5/3** – passage way adjacent to the Western Transit Shed, “major value for illustrating historic uses”
- **Area H1/2** – west of the Midland Goods Shed, “a link between the various areas and buildings”
- **Area H7** – “major value remnants related to features surviving within the Granary Basin area (G5/1)”
- **Area JB** - “major value granite setts”
- **Area JD** – “exposed areas of small square mixed-colour granite setts”
- **Area KD** – downstream of St Pancras Lock in front of east end of Western Goods Shed, “part of basin entry features”

As the detailed design develops, the historic surfaces and features would be incorporated into the access and circulation routes with the objective, as far as is practical, of protecting and enhancing these features as an integral part of the landscaping of the site.

Technical References and Guidance

The key standards relating to the principal public realm are as follows:

- **British Standard 8300: 2001- ‘Design of buildings and their approaches to meet the needs of disabled people’**
- **British Standard 5588 Part 8 – ‘Means of escape for disabled people’**
- **Inclusive Mobility – Department for Transport**

The Strategy provides a fuller explanation of relevant standards and guidance.

Management and Maintenance Arrangements

The developers are aiming for exemplary access standards both in built form and in operational terms, to meet their legal obligations and enhance their business opportunities. These objectives would ensure the maintenance of high standards for inclusive access.

Adrian Cave/ADC, August 2005
SECONDARY PEDESTRIAN ROUTES
Purpose of this Document
This statement has been prepared to support the planning application for the King’s Cross Triangle Site development. It informs and forms part of, the Access and Inclusivity Strategy for the development prepared by the Applicants, Argent (King’s Cross) Limited, London and Continental Railways Limited and Exel plc. The report is based on the Parameter Plans that define the proposed development and additional illustrative scheme drawings, prepared by David Morley Architects, that reflect the Applicants intention for subsequent detailed design.

This report provides an audit of the access issues relevant to the proposed development.

The planning and design for the King’s Cross Triangle Site are intended to achieve inclusive design and accessibility for everyone, including disabled people. The proposed design is described below in more detail.

Project Description
The site is adjacent to York Way and the proposed development includes the following features:

- a street block along the York Way frontage (Block B with 7 residential levels 2-8) and a supermarket below
- a taller stepped block at the north end of the site (Block A, with residential levels 1-17)
- a Health and Fitness Building along the eastern edge (Block C, varying with up to 3 storeys)
- an open amenity space, with potential for controlled access from the Health and Fitness Building, in the middle of the site
- public realm space at the south corner on Randell’s Road
- a service under-croft with car and bicycle parking/storage.

Statement of Aims
The concept of inclusive design is at the heart of the proposed development. The scheme is planned and designed to be inclusive in order to meet the diverse needs of the wider community taking into account different age groups (including children and older people), safety issues for women, ethnic backgrounds, and physical and sensory capabilities (including people with physical and other disabilities).
In relation to accessibility, best practice standards for inclusive design have informed the proposed development. For example, the design of access to buildings, car parking areas, the public realm, and public pathways across the site provide secure ease of access for everyone including disabled people.

The aim of Access Design Consultants is to ensure that appropriate standards for accessibility can be met at the outset, to meet expectations for mainstream inclusive design; and to ensure that the aims of the Disability Discrimination Act 1995 can be met.

**Commitment to Inclusive Design**

The applicants have commissioned Access Design Consultants (ADC) to provide an independent and critical appraisal of the manner in which issues relating to access have been addressed by the Proposed Development. In this role, ADC has provided professional advice to ensure that access issues are properly considered throughout the design process. In effect, ADC are acting as ‘Inclusive Design Champions’ within the professional team to ensure that the objectives of inclusive access have been incorporated into the design of the scheme and that the relevant standards have been adopted.

**Overview**

The site is largely level but there are considerable changes of level around the perimeter. York Way rises by about 4.5 metres along the western edge of the site, from north to south and Randell’s Road rises a further 1.5 metres on the south side, from west to east, giving a total difference around the site of approximately 6 metres. These changes of level are used to provide step-free access at several different levels within the development.

Within the buildings, lifts would provide access to all floor levels so as to ensure that all floor levels are fully accessible for disabled people.

**Key Access Features Related to the Scheme**

Key features of the site planning and design proposals include the following (references to Approved Document Part M, 2004, are abbreviated as ‘ADM’);

1. **External Approach**

   The site is bounded by the re-aligned York Way to the west, Randell’s Road to the south and by railway lines to the north and east. The adjoining public pavement levels range from 28.1 at the south east corner down, by Randell’s Road, to 23.83 at the north west corner, a difference of 4.27 metres.

   York Way is the main vehicular route with bus services, some of which have vehicles which are fully accessible for disabled people. New pedestrian crossings would provide safe and convenient access to and from the bus stops on both sides of the road and there would also be setting-down points for people using taxis.

2. **Car Parking**

   For car users, the entrance into the parking undercroft is level at the north of the site (at level 23.1). Designated parking spaces for disabled people would be provided close to the lift cores serving the residential blocks and the health and fitness facilities.

   Designated parking spaces (2 no.) would be provided externally outside Block A (level 23.1).

3. **Entrances to the Buildings**

   The main pedestrian entrances into the buildings are from York Way, providing animation at this important and very visible frontage of the site. The entrances would be step-free, with slightly twisted thresholds to allow for the gradient on York Way.
Entrance doors would be designed to be in accordance with the ADM guidelines.

- Shops:
  a. retail unit at level 27.1
  b. supermarket at 26.1
  c. retail unit at 24.1
- Health and fitness facilities: level entry at level 28.1, adjacent to the public realm space
- Residential development: entrances to each block at approximately level 24.5 and 26.5 (Block B), 23.1 (Block A).

4. Horizontal Circulation

Internal circulation within the buildings would be in accordance with the ADM guidelines. Illustrative floorplans for the residential blocks show internal corridor widths of 1.6 meters.

5. Vertical Circulation

The lift cores serving the residential blocks would each have two lifts, to be designed in accordance with the ADM guidelines (Lift sizes not less than 1100 x 1400mm) as will any single lift serving the health and fitness facilities.

Garden lobby: a lift, designed to the ADM guidelines, would provide access from the York Way frontage (approx 24.5) up to the entrance levels for Block A, Block B and the central Amenity Space. If the lift is out of order, alternative access would be available through at least one lift core in each residential block.

Access to the amenity space would be step-free from the lifts which serve Block B. The garden lobby/lift and ramps, designed to the ADM guidelines, would provide access from the entrance levels of Block A and there would also be external open space at the same level as these entrances.

Health and fitness facilities: an internal lift would serve the car park (23.1), entrance level from Randell’s Road (28.1) and upper floor levels (32.1 and 36.1).

6. Facilities at the Premises

- Shop: to be designed for inclusive access and use
- Health and fitness facilities: to be designed for inclusive access and use, with swimming pool and rooms for varied uses and activities. There is the potential for users of the facilities to have step-free access to the central amenity space, using the lift for internal changes of level.
- Residential development: to be designed for access by disabled people (see below)

7. Lifetime Homes

The ability to adapt homes to changing circumstances could help to widen the appeal of residential units to a larger proportion of the population. Guidance for the design of adaptable accommodation is currently provided under the banner of ‘lifetime homes’.

Lifetime Homes currently have sixteen design features, which aim to ensure that a new property will be flexible enough to meet the existing and changing needs of most households. These standards are similar to the Part M Building Regulations 20005 requirements and to The Housing Corporation Scheme Development Standards. However, the Lifetime Home standards requirements are more stringent in a number of areas; these requirements are set out in the Joseph Rowntree Foundation report ‘Meeting Part M and Designing Lifetime Homes’ (1999).
The Lifetime Homes standards were not written with high density, flatted development in mind and there are some calls to re-evaluate their purpose. In this context, Lifetimes Homes standards retain a general application but are likely to be most relevant to meeting the needs of social rented and intermediate housing occupiers. The Government announced in March 2004 a review of Part M, to consider whether Lifetime Home standards or an updated version should be included in the Building Regulations.

As residential buildings are brought forward for detailed design, they would aim to meet the Lifetimes Homes standards, to the extent that this is consistent with the high density, mixed use masterplan and the terms of the outline planning permission.

The attached table reviews the proposed design against the Lifetime Homes standards. In summary, Lifetime Homes standards can be achieved, with some potential exceptions, principally in relation to the proposed Duplex units.

The London Plan sets a target for 10% of all new homes to be wheelchair accessible or easily adaptable for wheelchair users. This is challenging within a high density development and the Applicants consider that, subject to identifying local need, agreement on grant funding, design and other delivery mechanisms, the priority should be to provide up to 10% wheelchair accessible/easily adaptable social rented homes. ADC has reviewed the scheme design and can confirm that the proposals could meet the 10% target for social housing within Block B.

The Applicants consider that the target for intermediate and market housing should be determined with the benefit of further local market testing, to assess the likely take up of the accommodation.

8. Emergency Escape

In the residential blocks, safe refuges would be provided in the lift lobbies at each floor level. Emergency evacuation policies and procedures are to be developed.

Technical References and Guidance

The key standards relating to the Triangle Site proposals are as follows:

- British Standard 8300: 2001- ‘Design of buildings and their approaches to meet the needs of disabled people’.

The Strategy provides a fuller explanation of relevant standards and guidance.

Management and Maintenance Arrangements

The developers are aiming for exemplary access standards both in built form and in operational terms to meet their legal obligations and to enhance their business opportunities. These objectives would ensure the maintenance of high standards for inclusive access.

Adrian Cave/ADC, August 2005
The Lifetime Homes Standards
The following table summarises how the Triangle Site proposals for outline planning permission respond to the Lifetime Homes standards.

<table>
<thead>
<tr>
<th>Item</th>
<th>Lifetime Homes Standard</th>
<th>Assessment for Triangle Site</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Parking adjacent to the home should be capable of enlargement to attain 3300mm width</td>
<td>Illustrative layouts of the proposed parking show how up to 30 designated parking bays could be achieved at 2400+1200=3600mm.</td>
</tr>
<tr>
<td>2</td>
<td>Distance from car parking spaces to the home should be minimised and be level/gently sloping</td>
<td>The proposals meet the standard.</td>
</tr>
<tr>
<td>3</td>
<td>Approach to all entrances should be level or gently sloping</td>
<td>The proposals meet the standard. Lift access would be available from the public pavement.</td>
</tr>
<tr>
<td>4</td>
<td>Entrances should be illuminated, level over the threshold and have a covered main entrance</td>
<td>Subsequent detailed design would achieve the standard.</td>
</tr>
<tr>
<td>5</td>
<td>Where homes are reached by lift, it should be full wheelchair accessible</td>
<td>Subsequent detailed design would achieve the standard. The lifts would be wheelchair accessible.</td>
</tr>
<tr>
<td>6</td>
<td>Doorway and hallway widths</td>
<td>Subsequent detailed design would achieve the standard.</td>
</tr>
<tr>
<td>7</td>
<td>There should be space for turning a wheelchair in dining/living areas and adequate circulation space for wheelchair users elsewhere.</td>
<td>Subsequent detailed design could achieve the standard for the vast majority of units, within the floorspace and design proposed.</td>
</tr>
<tr>
<td>8</td>
<td>The living room should be at entrance level</td>
<td>The proposed flats would achieve the standard, with the exception of the proposed Duplex units. See Item 12 below.</td>
</tr>
<tr>
<td>9</td>
<td>There should be space on the entrance level that could be used as convenient bed space.</td>
<td>The proposed flats would achieve the standard.</td>
</tr>
<tr>
<td>10</td>
<td>There should be a wheelchair accessible level WC with drainage provision enabling a shower to be fitted in the future</td>
<td>Subsequent detailed design could achieve the stated requirements for 3 bedroom and smaller units.</td>
</tr>
<tr>
<td>11</td>
<td>Walls in bathrooms and toilets should be capable of taking adaptations such as handrails.</td>
<td>The specification of walls in bathrooms and toilets would be considered at the subsequent detailed design stage to achieve adaptability.</td>
</tr>
<tr>
<td>Item</td>
<td>Lifetime Homes Standard</td>
<td>Assessment for Triangle Site</td>
</tr>
<tr>
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</tr>
<tr>
<td>12</td>
<td>The design should incorporate provision for a future stair lift and a suitably identified space for a through-the-floor lift from the ground to the first floor</td>
<td>Subsequent detailed design of the duplex units would not prejudice the provision of a through-the-floor lift.</td>
</tr>
<tr>
<td>13</td>
<td>The design should provide for a reasonable route for a potential hoist from a main bedroom to the bathroom</td>
<td>Concrete floors would readily accommodate the standard, however most users now prefer portable equipment.</td>
</tr>
<tr>
<td>14</td>
<td>The bathroom should be designed to incorporate ease of access to the bath, WC and wash basin</td>
<td>Subsequent detailed design would address this standard. The nature of the development (e.g. size/shape of the units) means that it may be difficult to fully meet the standard in some units.</td>
</tr>
<tr>
<td>15</td>
<td>Living room window glazing should begin at 800mm or lower. Windows should be easy to open/operate.</td>
<td>Subsequent detailed design would achieve the standard.</td>
</tr>
<tr>
<td>16</td>
<td>Switches, sockets, ventilation and service controls should be at a height useable by all.</td>
<td>Subsequent detailed design would achieve the standard.</td>
</tr>
</tbody>
</table>
Access Statements for individual phases and buildings could include some or all of the following, as appropriate:

- A brief explanation of the Applicants’ policy and approach to access, with particular reference to the inclusion of disabled people;
- A description of how the sources of advice on accessibility and technical issues will be, or have been, followed;
- Details of any consultations undertaken or planned;
- Details of any professional advice that has been followed, or will be sought, including how recommendations from access audits or appraisals and comments from the Access Forum are/have been dealt with;
- An explanation of any specific issues affecting accessibility to, or within, the particular environment, and/or the service provision, employment or educational opportunities. Details of access solutions adopted to overcome any issues, including those which deviate from good practice;
- Details of the management and maintenance policies adopted, or to be adopted, to maintain features enhancing accessibility, specialist equipment to be provided, and staff training;
- A plan of the environment illustrating features such as routes in, out and around the outside of the building, vertical and horizontal circulation routes, positions of accessible car parking bays, the location of public transport, taxi and bus drop off facilities and any other features relevant to the proposal.
- Where good practice cannot, or may not, be met (e.g. owing to heritage constraints), the Access Statement should say why, state the implications for the users, and set out any other methods being taken to lessen the impact.

Access Statements need not be long and may be plan-based.