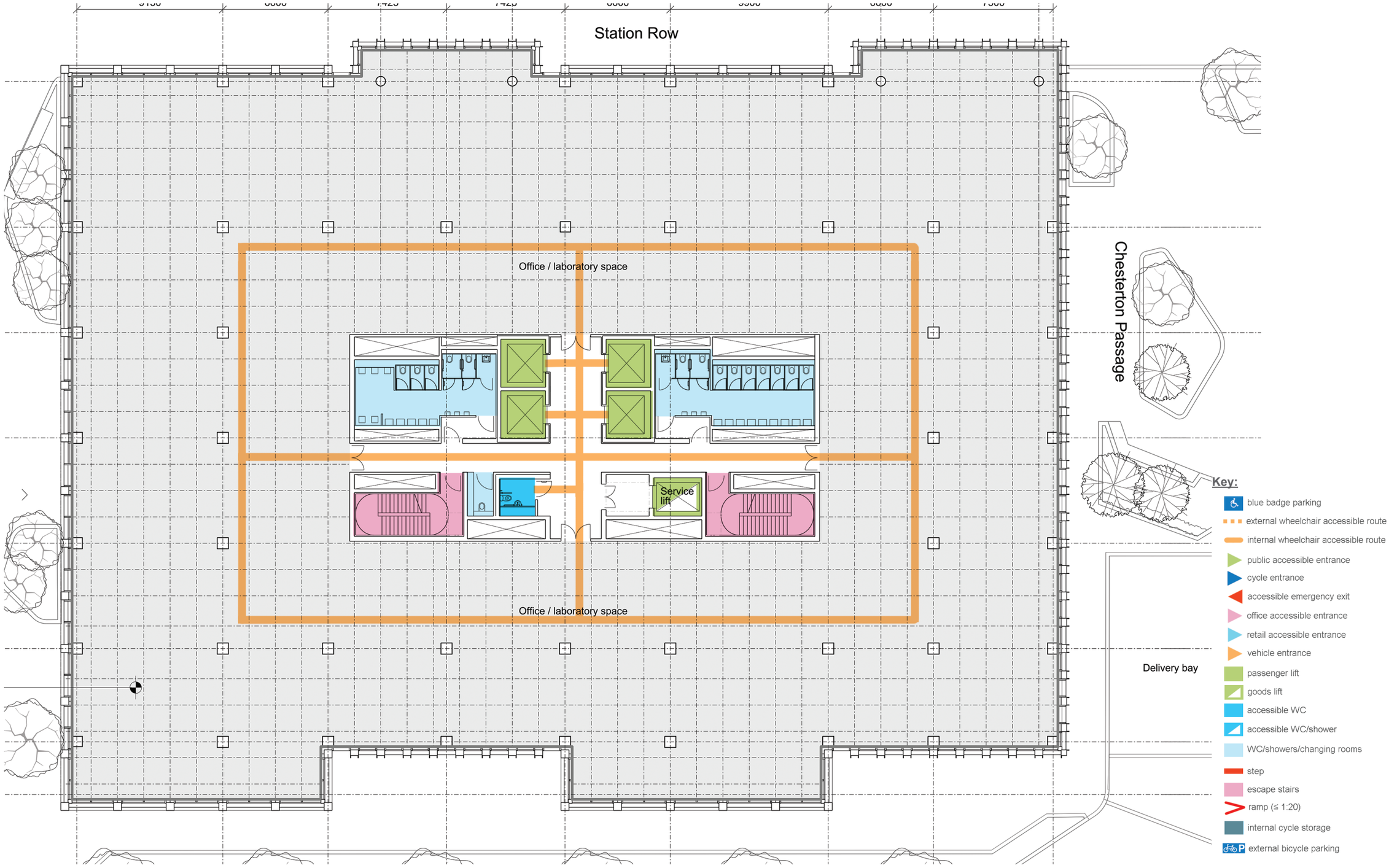

Fig.8 1 and 3 Station Rows - Typical floor (1 Station Row Levels 1-2) | access overlay.

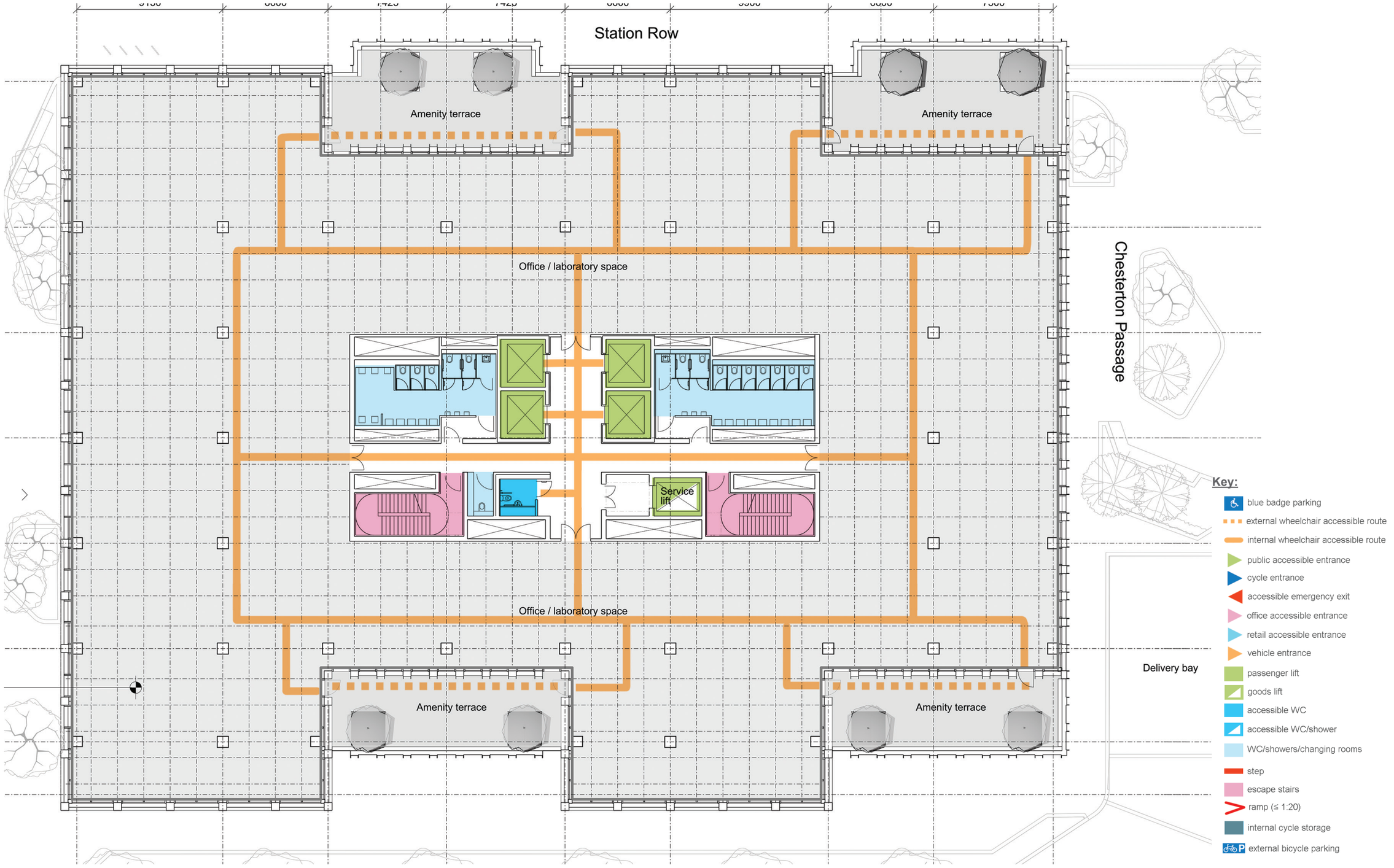

Fig.9 1 and 3 Station Rows - Level 3 (1 Station Row) | access overlay.

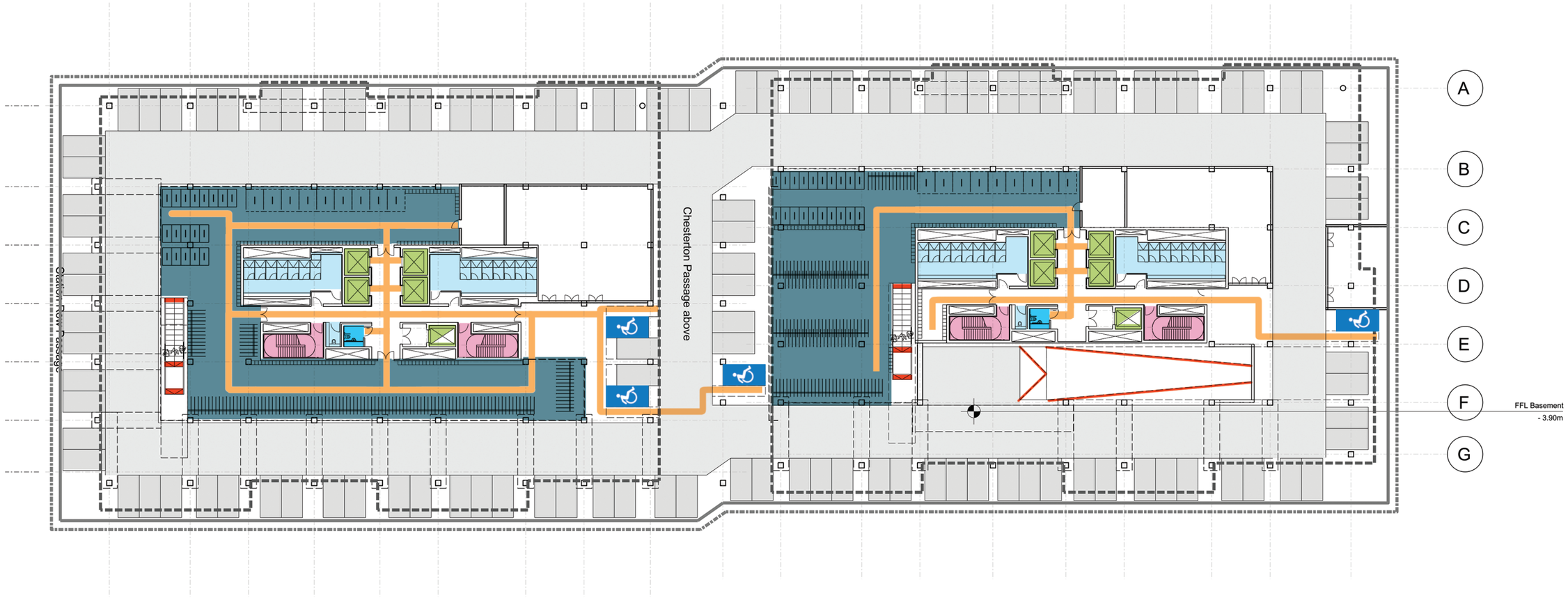

Fig.10 1 and 3 Station Row - Basement floor l access overlay.

8. Triangle Site (Outline Planning)

The Triangle Site sits within the centre of the application boundary. It consists of a new office and laboratory building to the north (One Chesterton Square (S9)), new public realm Chesteron Square in the middle, and a new office building (Two Milton Avenue (S8)) to the south. Both buildings will also include retail and café / F&B demises at ground floor.

Details of the buildings and the public realm will be further developed at subsequent stages of design development, however the intent is for the design to meet AD M Vol.2, AD K, and relevant guidance.

8.1 Entrances

All entrances will be designed to meet the guidance of AD M Vol.2; details, including power operation of doors, will be further developed at subsequent stages of design development.

Approaches to entrances will be level or gently sloping. Level landings at least 1500mm by 1500mm clear of door swings will be provided in front of each entrance.

The main entrance to each building is off Chesterton Square. Revolving doors and an adjacent accessible power-operated swing door with a clear opening width of at least 1000mm through a single leaf are currently proposed.

Cyclist entrances are located off Cowley Road for S9 and off Milton Avenue and Station Row for S8. Power-operated double-leaf doors with a clear opening width through each leaf of 1000mm are proposed.

Additional entrances to ground floor office units and to the retail and F&B demises will be developed at the next stage.

8.2 Reception and lobby

Details of the lobby and reception areas will be developed at subsequent stages of design development, however these areas will be designed to meet AD M Vol.2 including, but not limited to, the provision of fixed hearing enhancement system(s) at reception and service desks and lower sections of desk / counter that are permanently accessible to wheelchair users.

Security barriers between the reception area and the main core will feature at least one barrier in each location with a minimum clear-opening width of 1000mm.

No wheelchair-accessible WC (AWC) is currently proposed on the ‘public’ side of the secure line in either building, however provision will be explored at the next stage.

8.3 Horizontal circulation

Details of horizontal circulation for the base-build will be developed further at a subsequent stage of design development; details of tenant fit-out of areas will form a separate application. Elements of horizontal circulation such as internal doors, internal lobbies, and corridors will be designed to meet the guidance of AD M Vol.2; good practice recommendations of BS 8300-2:2018 will be also be considered. Consideration will be given to materials and finishes at the appropriate stage of design development in order to avoid the use of visually and acoustically reflective surfaces and the use of bold patterns that could create visual confusion or be mistaken for changes in level. Secure access controls, where provided, will be designed to be accessible.

Generous circulation spaces are proposed within the core.

Floor plates will allow for multiple tenants, with each tenant having access to the central core (lifts, stairs, WCs).

8.4 Vertical circulation

8.4.1 Lifts

Details of passenger lifting devices will be developed at a subsequent stage of design development, however lifts will be designed to meet the guidance of AD M Vol.2, and, for passenger lifts, BS EN 81-70.

Four passenger lifts serving basement through Level 04 are proposed in the central core of each building. One of these will be a dual passenger / fire-fighting lift, and one a dual passenger / goods lift. At two lifts in each building will also serve Level 05 plant. The use of lift(s) as part of the evacuation strategy is recommended, but will be confirmed at the next stage.

8.4.2 Stairs

Two general access and escape stairs serving all levels are proposed in the central core of each building. Additional stairs will are also proposed.

A cycle stair with wheel channels either side is proposed to provided stepped access to the basement cycle parking in each building.

All internal stairs will be designed to meet the requirements of Part K for 'general access stair', and will be detailed at a later stage, including dimensions that suit ambulant disabled people, tonal contrast to aid people with impaired sight, and handrails that extend horizontally 300mm beyond the top and bottom riser. It is understood that young children will not be regular users of the office areas of the building. Should young children be anticipated to be regular users of the building, the design of stairs and guarding in those areas will take this into account.

8.4.3 Ramps

No internal ramps (gradients of 1:20 or steeper) or gradients (1:21 or gentler) are currently proposed. Should any ramps be proposed in future, they will be designed to meet the guidance of AD K Section 2.

8.5 Sanitary provision

Details of sanitary facilities will be further developed at subsequent stages of design development, however they will be designed to meet AD M Vol.2, and where feasible, the good practice guidance of BS 8300-2:2018.

No WCs are shown at ground floor in either building. Provision of WCs, including an AWC located near the main entrance and reception area on the public side of the secure line will be developed at the next stage.

Separate-sex WCs and an adjacent unisex AWC are proposed within the main core at upper levels. A WC compartment for use by people with ambulant mobility impairments will be provided in each separate-sex toilet facility. Omission of an enlarged (1200mm-wide) WC compartment for use by people who require extra space such as people assisting young children is proposed given the office / lab use of the buildings - this will be discussed with Building Control at the next stage.

The travel distance to reach an AWC—subject to internal layout—exceeds 40m from some parts of some tenancies (in excess of 60m in some areas). Improvements to travel distance will be considered as the design develops; where a distance greater than 40m is proposed, this will be discussed with Building Control.

A choice of AWC transfer layout will be provided on alternate floors in each building.

Separate-sex cyclist sanitary facilities are proposed at basement level in each building. No wheelchair-accessible cyclist sanitary facilities are currently shown, but are required; accessible facilities will be provided at ground floor within the accessible cycle parking areas at the next stage. Wheelchair-accessible facilities should have an equivalent level of amenity as the separate-sex changing facilities, including grooming facilities (if provided), drying room(s), and convenient access to lockers; this will be addressed at the next stage.

No baby change facilities are currently proposed or anticipated with the lab / office areas of the buildings. Should baby change facilities be required in future, they should be wheelchair-accessible, but should not be located within AWC(s).

Provision of sanitary facilities in retail / F&B demises will be the responsibility of the tenant fit-outs. Amendments to AD M Vol.2 that came into effect on 1st January, 2021 require the provision of a Changing Places toilet in certain types of buildings including in retail premises with a gross floor area of 2500m2. Whether the retail / F&B areas will meet this trigger will be confirmed as the design is developed at the next stage.

8.6 Emergency egress

The fire strategy for Cambridge North / Buildings S8 and S9 will take precedence over this section. The strategy should include best practice procedures for the evacuation of disabled people from all parts of the buildings, based on BS 9999:2017 and Regulatory Reform (Fire Safety) Order Supplementary Guidance.

The following measures for the evacuation of disabled staff and visitors should be considered:

- Designated escape routes from each part of the building that allow wheelchair users and others to reach a safe area to await assistance;
- Provision of safe refuge with a two-way communications system, within reach of a wheelchair user, to allow direct communication with the fire controlling authority in accordance with BS 9999:2017;
- Alarm systems that provide visual as well as audible signals in isolated locations such as WCs;
- Use of lift(s) as part of the evacuation strategy (this will be confirmed at the next stage); and
- Management procedures that include the appointment and regular training of staff to assist with the evacuation of disabled people.

Evacuation chairs are designed to carry people to a place of safety in areas accessed by stairs. Upwards evacuation will require motorised chairs. Evacuation chairs should be considered a last resort for the safe evacuation of wheelchair users. They should be regularly maintained and inspected, and relevant staff trained in their use.

The use of suitable warning systems, such as vibrating pagers may be considered for individual members of staff, following a Personal Emergency Egress Plan (PEEP) assessment.