



Fig.6 One Milton Avenue - Basement floor | access overlay.

7. 1 and 3 Station Row (S6 & S7)

1 and 3 Station Row (S6 & S7) are predominantly laboratory and associated office use, however each building will likely also have a retail or F&B element at ground floor. Car and cycle parking is proposed at basement level, accessible cycle parking at ground floor, and lab and associated office space at ground floor through level 03.

7.1 Entrances

All entrances will be designed to meet the guidance of AD M Vol.2; details 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 Station Row. Two large automatic circular sliding 'drum' doors are proposed at each building.

The entrance to each building's retail / F&B demise will also be off Station Row; double-leaf entrance doors with a clear opening width through each leaf of 1000mm are proposed.

Additional external double-leaf doors located off Station Row may serve as workplace entrances, subject to potential future activation.

Cyclist entrances are proposed off Station Row Passage for S6 and off Chesterton Passage for S7. Power-operated double-leaf doors with a clear opening width through each leaf of 1000mm are proposed.

Additional external double-leaf doors around the perimeter of the buildings are for service and / or escape.

7.2 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.

No wheelchair-accessible WC (AWC) is currently proposed on the 'public' side of the secure line in either building, however services will be provided to allow provision at a subsequent stage.

7.3 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. If any security barriers are proposed, at least one security gate in each location will have a minimum clear-opening width of 1000mm.

Generous circulation spaces are proposed within the core.

Open-plan lab / office floor plates are currently shown at ground floor through level 03. Any future subdivision of the floor plates will retain access to the core (lifts, stairs, WCs) for each tenant.

7.4 Vertical circulation

7.4.1 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 03 are proposed in the central core of each building.

One goods lift is proposed to serve basement through Level 04 plant in each building.

7.4.2 Stairs

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

A cycle stair with wheel channels either side is proposed to provide 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.

7.4.3 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.

7.5 Access to facilities / specific areas

Tenant terraces are proposed at level 3 of each building. No meeting rooms, shared refreshment facilities, or other amenities are currently proposed. If proposed in future, they will be designed to meet AD M Vol.2, and where feasible, the good practice guidance of BS 8300-2:2018.

7.5.1 Terraces

Terraces for tenant use are proposed at Level 03 of both buildings. All tenant terraces will be generously sized and will provide wheelchair manoeuvring space of at least 1500mm by 1500mm as recommended by BS 8479:2020, subject to fit-out. The section of terrace on the north side of S7 at Level 03 will be for maintenance access only; it has insufficient depth to be suitable for tenant access.

Details of terraces will be further developed at the subsequent stages of design development, including accessible terrace doors, thresholds, access route widths, and surfaces. The good practice guidance of BS 8300-1:2018, including provision of a variety of seating, will be considered. Terrace fit-out will need to maintain adequate circulation and manoeuvring spaces.

7.6 Sanitary provision

Sanitary facilities will be provided at all levels from basement through level 03. Provision of sanitary facilities in retail / F&B demises will be the responsibility of the tenant fit-outs.

At ground floor through level 03, separate-sex WCs, a unisex wheelchair-accessible WC (AWC), and an adjacent gender-neutral WC designed for use by people with ambulant mobility impairments (to be detailed further at subsequent stages) are proposed in the core. A WC compartment for use by people with ambulant mobility impairments will be provided in each separate-sex toilet facility. Where there are four or more WC compartments, an enlarged (1200mm-wide) WC compartment for use by people who require extra space is proposed.

No AWC is currently proposed within reception or on the public side of the secure line, but is advised to meet AD M Vol.2. Services provision allows for the inclusion of an AWC during detailed design development subject to prospective tenant requirements.

AWCs are proposed to exceed AD M Vol.2 minimum dimensions; they will be at least 1700mm wide as per BS 8300-2:2018 good practice guidance.

The travel distance to reach an AWC—subject to internal layout and any tenancy subdivision—is generally within 40m, but up to circa 45m from some parts of the floor plates. 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; this will be resolved at the next stage.

Wheelchair-accessible cyclist sanitary facilities (WC, shower, and changing facilities) will be located within the accessible cycle parking area at ground floor of each building. Additional WCs—including an AWC— showers, lockers, and drying rooms will be located at basement where the majority of the cycle parking is located. The ground floor wheelchair-accessible facilities should have an equivalent level of amenity as the basement changing facilities, including grooming facilities (if provided), drying room, 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 building. Should baby change facilities be required in future, they should be wheelchair-accessible, but should not be located within AWC(s).

Note: 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. The retail / F&B areas will be further developed at the next stage, and the requirement for a Changing Places toilet will be taken into account if the trigger is met.

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.

All sanitary compartment doors will be capable of being opened outwards from the outside in event of an emergency.

7.7 Signage

A consistent signage and wayfinding strategy will be developed at the relevant stage of design development. Good practice guidance, such as BS 8300:2018 and Sign Design Guide, will be considered.

7.8 Emergency egress

The fire strategy for Cambridge North / Buildings S6 and S7 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.