CAFE AND ROOF TERRACE

The third floor of the entrance block will feature the central cafe, flexible communal space and external terrace which overlooks out into the business park. The location of this amenity has been carefully designed so not to overlook or outward face towards the rear of the site.

The external terrace to front of the cafe will be crowned by the expressed structural frame (or loggia) and partially shaded with fins and biophilia to add a further sense of greenery. The terrace will be accessed from the internal cafe via sliding glazed doors which will open out in the summer and bring the outdoors inside the building.

The cafe will be fully accessible with the central lifts and staircase going up to this floor with separate washroom facilities behind.

The cafe will not feature a commercial kitchen and provide a coffee and cold food offering

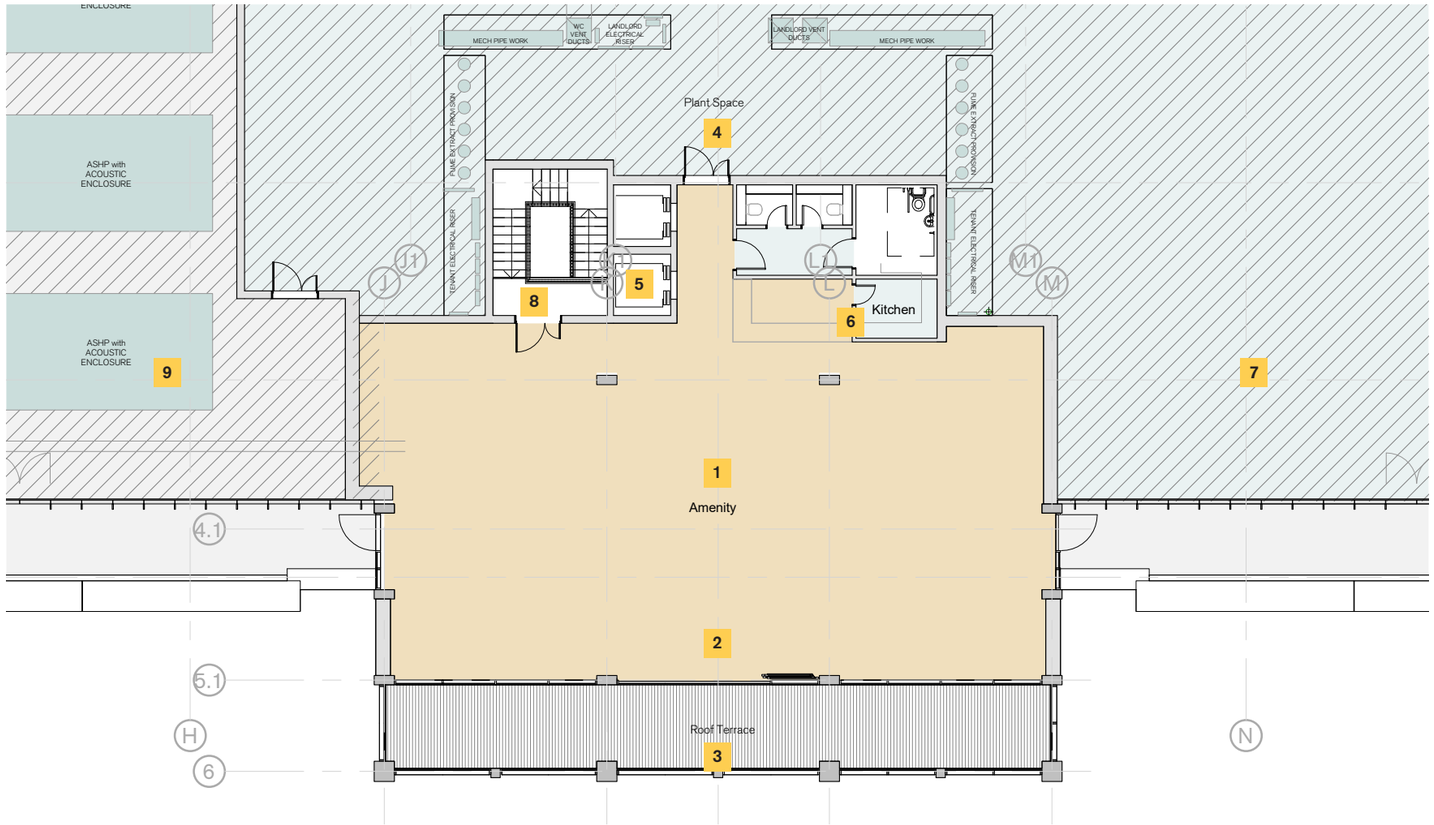


Figure 35. Reception Concept Sketch

KEY

1. Cafe
2. Indoor seating
3. Outdoor seating
4. Plant room
5. Passenger lifts
6. Ancillary space
7. Roof terrace
8. Staircase from second floor
9. ASHP

13.0 TECHNICAL

The proposal aims to encourage, walking cycling and the use of public transport by improving pedestrian and cycle routes onto and around the site and by providing extensive high quality end of trip facilities.

Access To The Site

The main pedestrian access to the building is located centrally directly off of John Smith Drive and the building is through the eastern boundary, via a central path leading to the main reception.

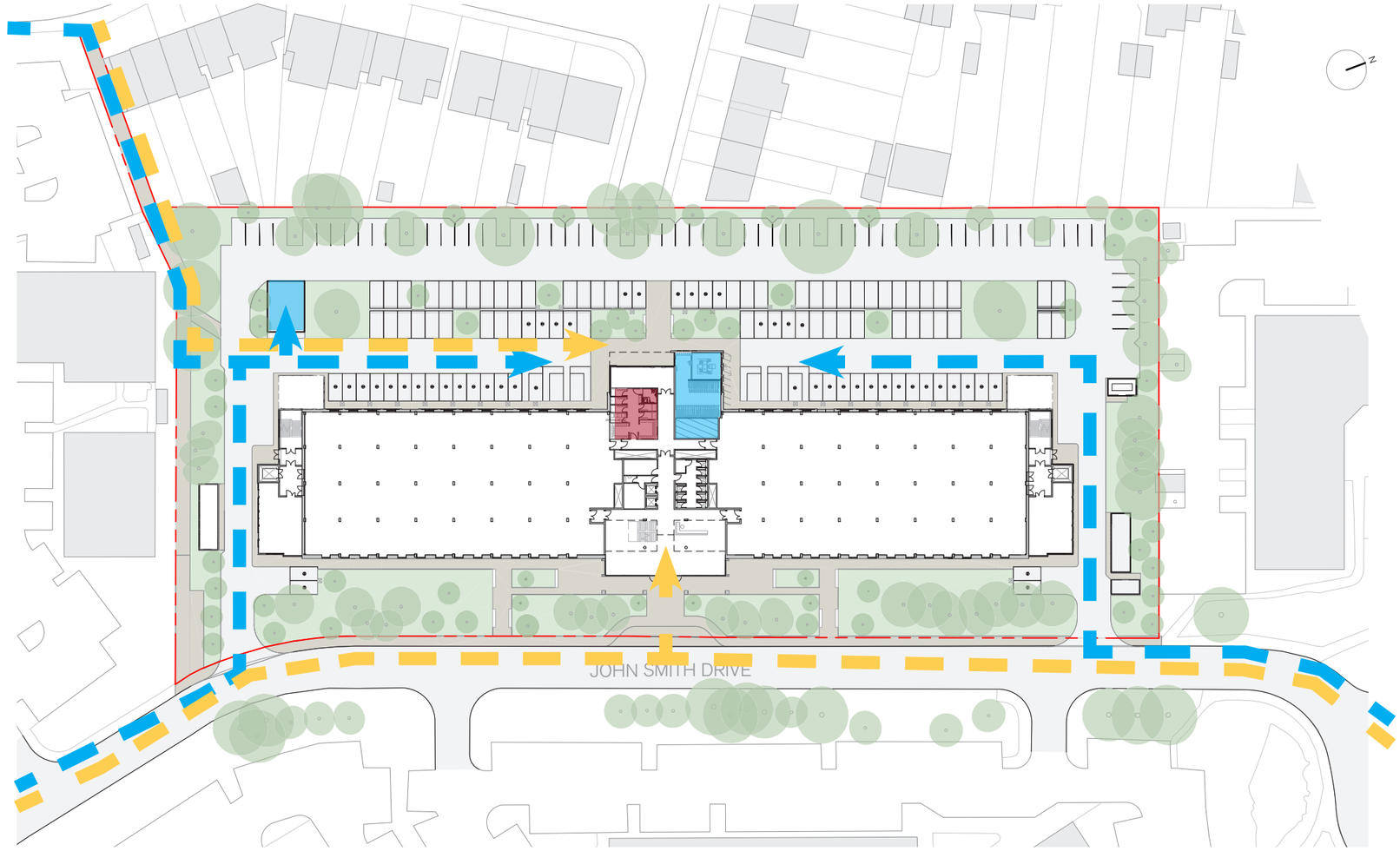
An existing footpath to the southern boundary is proposed to be enhanced and connected to the site through a new path leading to the cycle facility provided to the rear of the building at ground level.

Cycling Storage

A total of 135 cycle spaces will be created as part of the application. 59 within the building accessed adjacent the rear staff entrance and a further 76 are housed in an external covered secure store adjacent the new cycle access point. Entrance doors in to the secure stores will exceed the minimum requirements of Approved Document M Volume 2. Cycle storage is to be in the form of tier systems set above Sheffield stands. Additional spaces (in the form of Sheffield stands) are to be provided in the landscape, suitable for non-standard and larger cycles such as cargo bikes.

Shower, Changing Facilities

11 unisex showers & changing rooms (Including 2 accessible shower rooms), are to be provided along with 103 lockers and drying cabinets, these are split between ground floor adjacent the cycle storage area and at Level 2.



KEY

- Cycle access
- Pedestrian access
- Cycle amenities
- Showers, Changing & Lockers

Vehicular Access

Two new vehicle access points are created off John Smith Drive, to the North-eastern and South-eastern corners of the site, with new service roads providing access to the main car park located to the rear of the building, The formation of two entrances allow better access to and around the site and avoids the need for larger vehicles to turn around within the site as they are able to enter via one entrance and exit via the other.

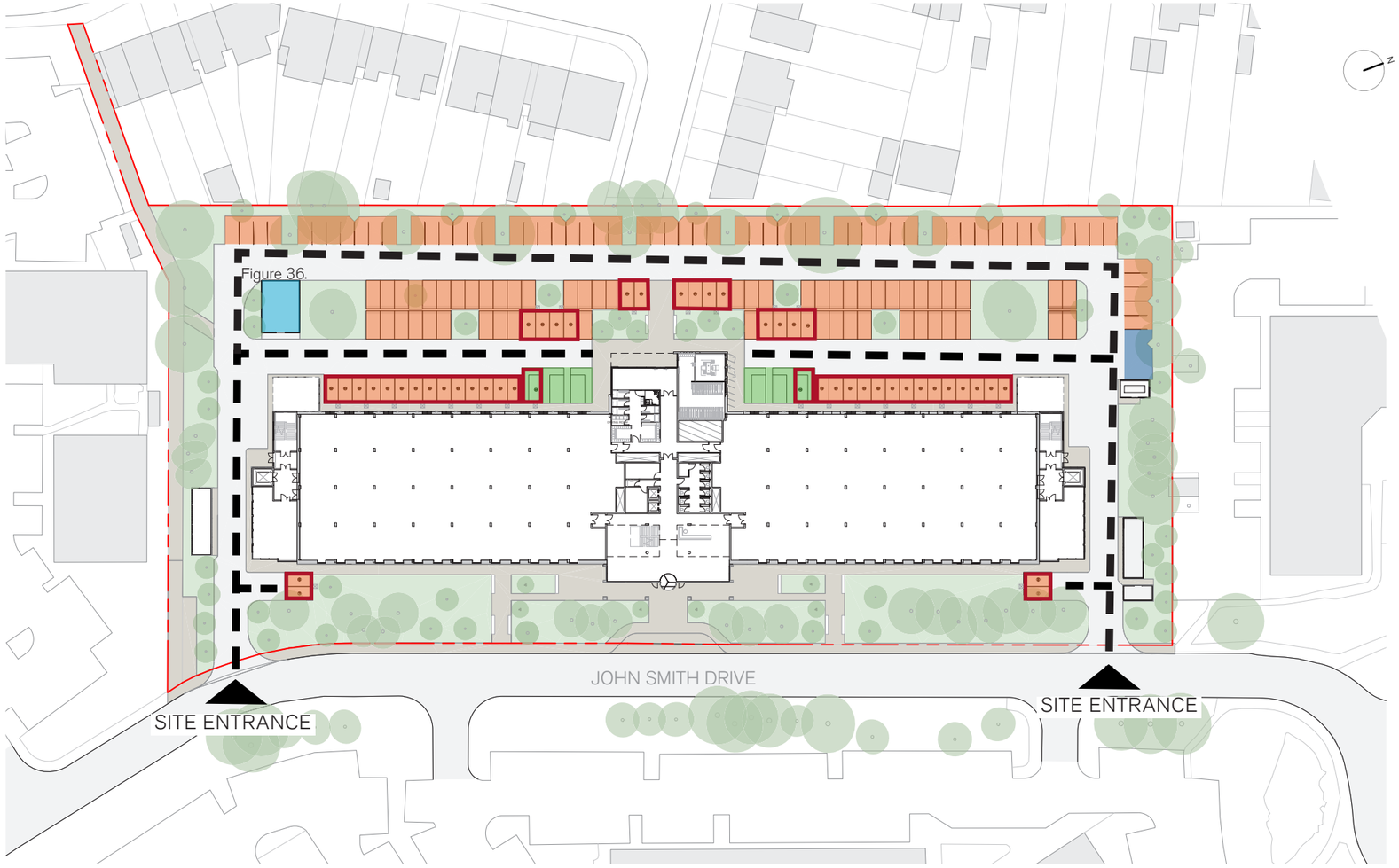
Car Parking

A total of 166 spaces are six of which are designed to be accessible and are located adjacent to the rear entrance. These include 48 EV charging points.

Motor Cycle Parking

Approx 11 - 12 Motorcycle Parking spaces are provided

Figure 36.



KEY

- Vehicle parking
- External Cycle Store
- Accessible Car parking
- Motorcycle Parking
- EV Charging points
- Road Access

Delivery & Storage

Access for deliveries will be via the two new vehicular site accesses formed off John Smith Drive, and the two new service roads formed at each end of the site. Adjacent to these new access roads are two dedicated delivery bays, each located at the end of the wings they serve and able to accommodate 10m long 18 Tonne Rigid Vehicles or Refuge Truck. These delivery bays give access to the Ground floor units and the upper floor units via Goods lifts.

As the access road loops around the back of the site, thus delivery and refuge vehicles can drive around and exit the opposite entrance without having to turn or manoeuvre on-site.

Stantec have undertaken vehicle tracking which has confirmed that large delivery vehicles, refuse Vehicles & Fire Appliance Vehicles can safely enter, manoeuvre around and exist the site

Two external gas storage compounds will be located opposite the loading bays at each end of the building, Gas bottles will be securely stored here and connected to tenant installed gas pipework which will run beneath the road and enter the building via service trenches before being routed to the relevant tenant space.

Waste Management

Waste Modelling - Stantec have produced a waste storage and servicing strategy based on BS5906 and the following:

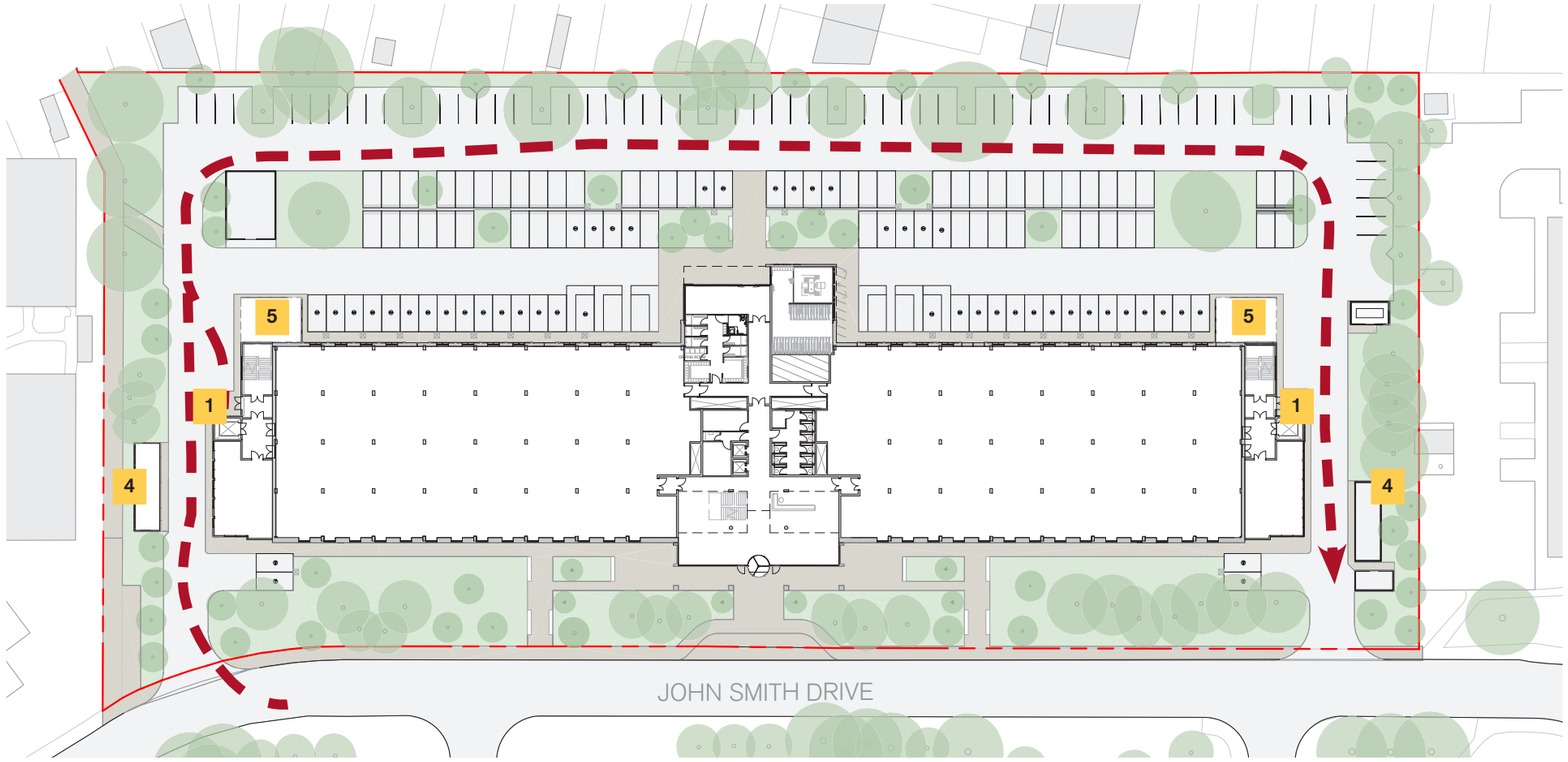
Occupancy 686

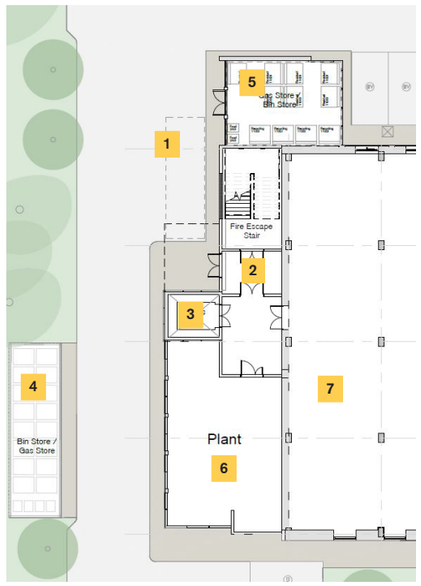
Twice weekly Collections

This indicates the follow storage requirement

- Dry recycling 65% - Bins 10x 1,100L
- Residual Waste 30% Bins 6x 1,100L
- Food Waste 5% Bins 4x 240L

These bins will be located in two dedicated secure waste storage areas adjacent to the delivery bays at each end of the building allow ease of collection





Vehicular Access - Delivery / Waste

KEY

1 Delivery Bay
2 Goods in
3 Good Lifts
4 Gas Storage Compound
5 Refuge Storage
6 Stacked Plant
7 Laboratory Floor Plates

Facade maintenance & cleaning

Main Façades.

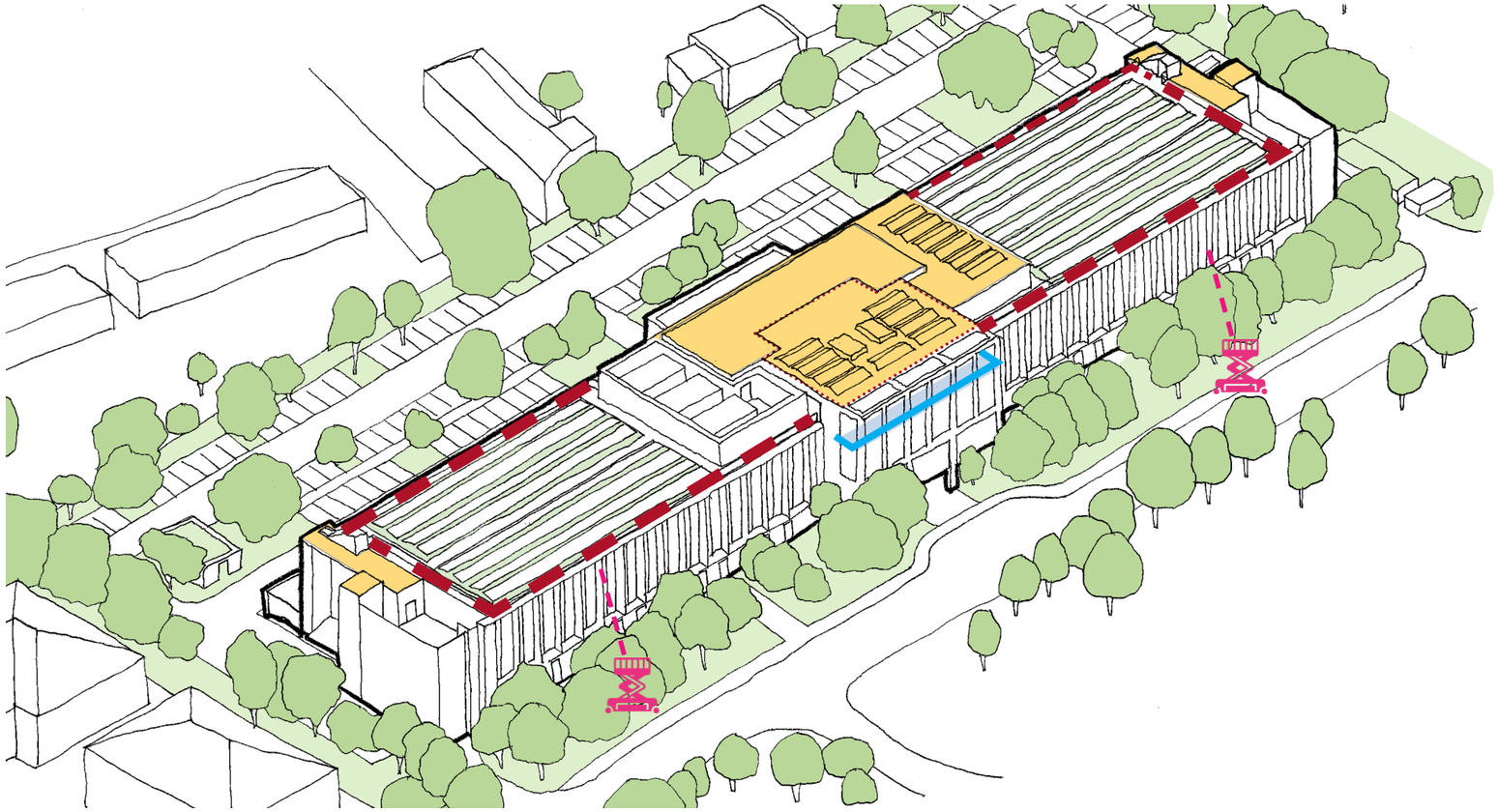
Regular cleaning will be carried from ground level, by means of rigid long handle sponge & squeegee, up to 4m above GL, and reach & wash equipment for the Level 1 to 3. Cleaning of glazing roof terrace will be carried out from the roof terrace.

Maintenance and glass replacement will be carried out using temporary mobile platforms (Mobile Scissor Lifts or Boom Lifts), and a continuous hard standing will be provided, suitable to accommodate this equipment to the full perimeter of the building.

Roof Access.

Main Roof - Access via the central accommodation stair, both the end core stairs and the central passenger lifts. These will give access to the main plant room, and both the Biodiversity roof and photovoltaic panels at this level and are fully enclosed by roof edge protections.

Upper / Plant Room Roof - Accessed via a cat ladder from within the plant room, access to this roof will require the use of a fall restraint system to maintain both the photovoltaic panels and any future fume extract plant located at this level



TENANT ACCESSIBLE TERRACE

EDGE PROTECTED BY BALUSTRADE

EDGE PROTECTED BY MANSAFE

BALUSTRADE TYPE 1

BALUSTRADE TYPE 2

FOLDING BALUSTRADE (TBC)

FIRE ESCAPE ROUTE TO SIDE CORES