

10. Inclusive Design Statement

INCLUSIVE DESIGN STATEMENT RELEVANT STANDARDS AND POLICY

The Standards

The current standards of the Approved Document Part M Volumes 1 and 2 will be the applicable standards for the scheme in relation to access and inclusive design.

- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 1: Dwellings, HM Government, 2015 edition incorporating 2016 amendments. (Hereafter referred to as AD M Vol.1).
- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 2: Building other than dwellings, HM Government, 2015 edition. Note: Amendments to AD M Volume 2 published in July 2020 took effect on 1 January, 2021. (Hereafter referred to as AD M Vol.2).

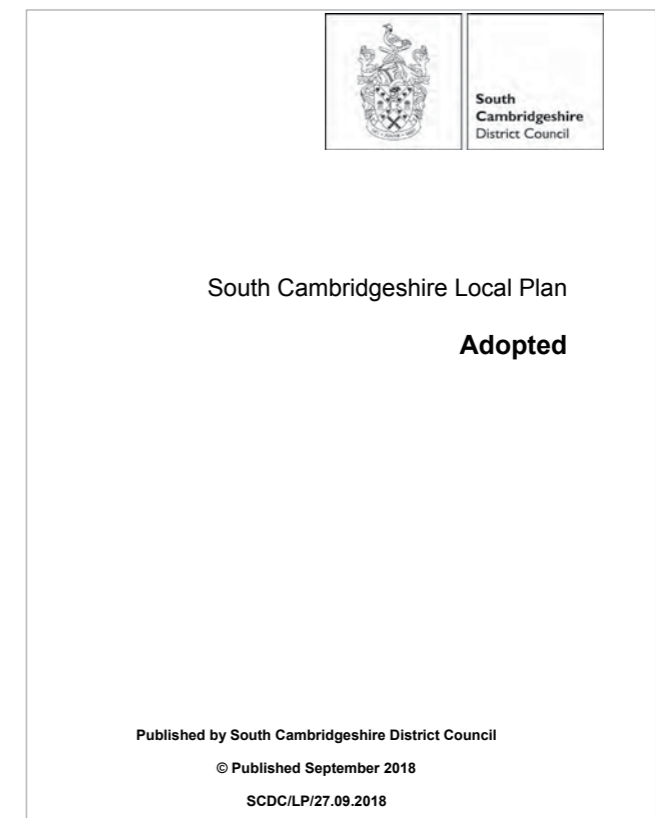
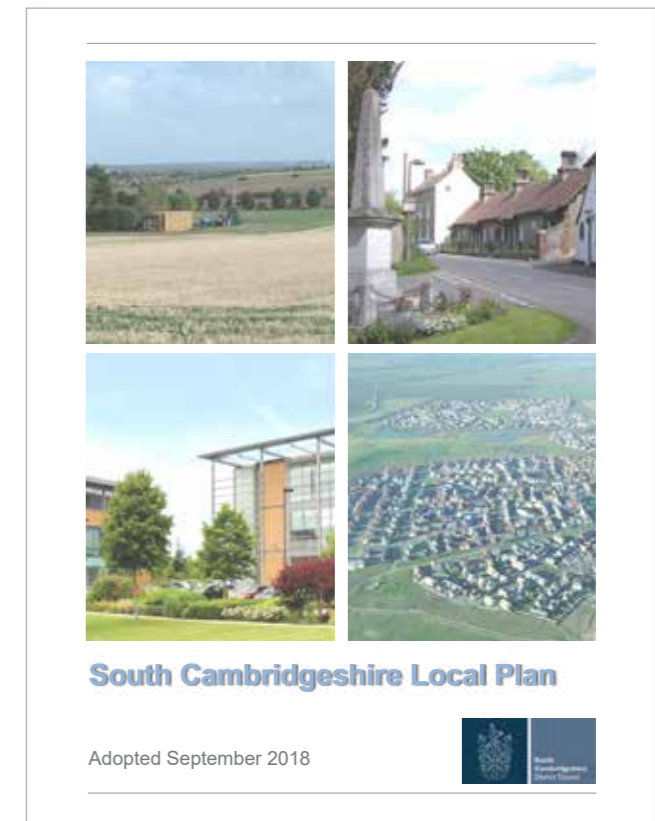
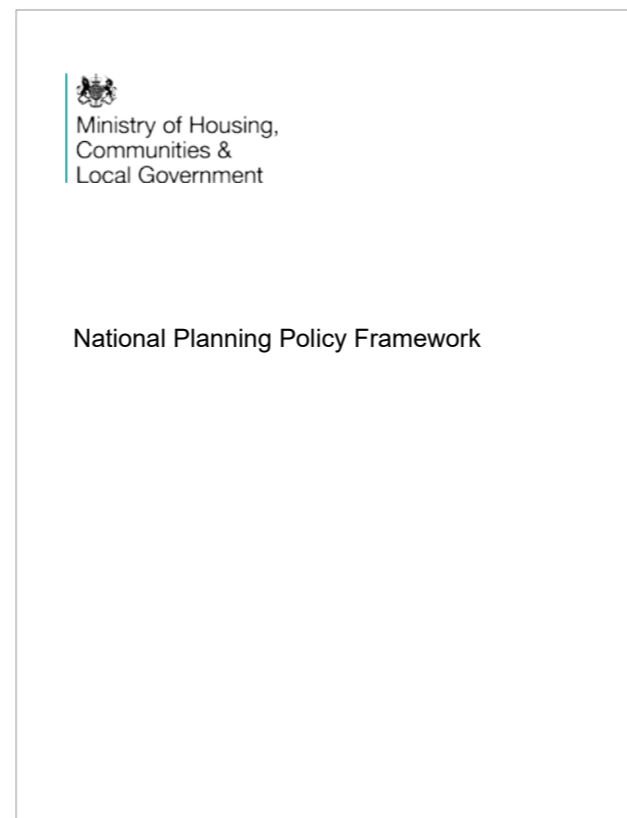
Policy

- National Planning Policy Framework (NPPF), Chapter 8 and 12, Ministry of Housing, Communities and Local Government, 2021.
- South Cambridgeshire Local Plan, Chapter 5, South Cambridgeshire District Council, September 2018

The Equality Act

The Equality Act 2010 ('the Act') combines and supersedes previous separate discrimination legislation. People are protected from discrimination and harassment based on 'protected characteristics'; victimising anyone as a result of action taken in connection with the Act is also unlawful. There are nine different protected characteristics under the Act which have different levels of protection depending on the context. The Access Statement part of this application focuses on the protected characteristic of disability; the definition of disability is essentially the same as under the DDA.

For more detailed information, please refer to the full Planning Access Statement Document by David Bonnet Associates.



INCLUSIVE DESIGN STATEMENT OVERVIEW AND MASTERPLAN STRATEGIES

Access Aims

The proposed development is designed to be as inclusive as possible so that it can be comfortably and independently used by residents, people working in and visiting the development, and the wider community.

Designing Inclusively is defined by The Commission for Architecture and the Built Environment (CABE) as:

- Placing people at the heart of the design process;
- Acknowledging diversity and difference;
- Offering choice where a single design solution cannot accommodate all users;
- Providing for flexibility in use; and
- Providing buildings and environments that are convenient and enjoyable to use for everyone

Site Context

The Proposed Development site is located in South Cambridgeshire District Council to the north of the consented Phase 1 development, which is currently under construction, and sits within the emerging North East Cambridge Area Action Plan (draft NEC AAP).

The site is bounded by the Novotel hotel to the south, an existing estate road which forms an extension to the Cambridgeshire Guided Busway to the west, the railway to the east and former rail land to the north. The levels across the site are relatively flat.

Public Transport Connections

Since the public transport is not accessible for all, the development has made the following provision for alternative means of access to the site, which are described in the sections that follow:

- suitable drop-off points close to the entrances of all buildings;
- accessible car parking for all uses close to the buildings they serve;
- accessible cycle storage in all buildings.

Pedestrian, Cycle and Vehicular movement

The proposed development proposes different types of streets with the aim to provide vehicular access to all buildings while providing an enjoyable public realm to pedestrians.

Car Parking

The proposed development will provide a total of 1,081 car parking spaces distributed across the application site, including a mix of on-street car parking spaces, basement car parks, and a Mobility Hub (S5). 439 car parking spaces will be for the use of the demises located within the application boundary, while the remaining 642 spaces will be for Cambridge North station use (622 spaces) and the existing hotel (20 spaces), both of which are located outside the application boundary. 24 disabled badge holder parking bays for public use are located within 50m of the existing hotel entrance (outside the application boundary, but shown on masterplan drawings).

Drop-off points

The intent is that passengers will be able to be dropped-off / picked within 50 metres of most building and demise entrances; the travel distance to the 1 and 3 Station Row main building entrances however is likely to exceed this, however mitigation measures, such provision of seating along the route will be considered.

Cycle Parking

Short-stay cycle parking will be provided in the public realm near each commercial building and within the Residential Quarter. 310 short-stay spaces are proposed across the site, including 34 for larger / non-standard cycles. 2,191 secure, indoor, long-stay cycle parking spaces are proposed for the commercial part of the development - most spaces will be provided within the basement of each building. Ground floor and accessible cycle facilities will be provided with an equal level of amenity as standard and basement cycle parking including electric charging points and cycle repair stations.

Landscape

All landscape areas have been carefully designed in consideration with the requirements of all users, regardless their abilities or age, so that they can be comfortably and independently used by residents, people working in and visiting the development, and the wider community, in line with good practice guidance and local policies.

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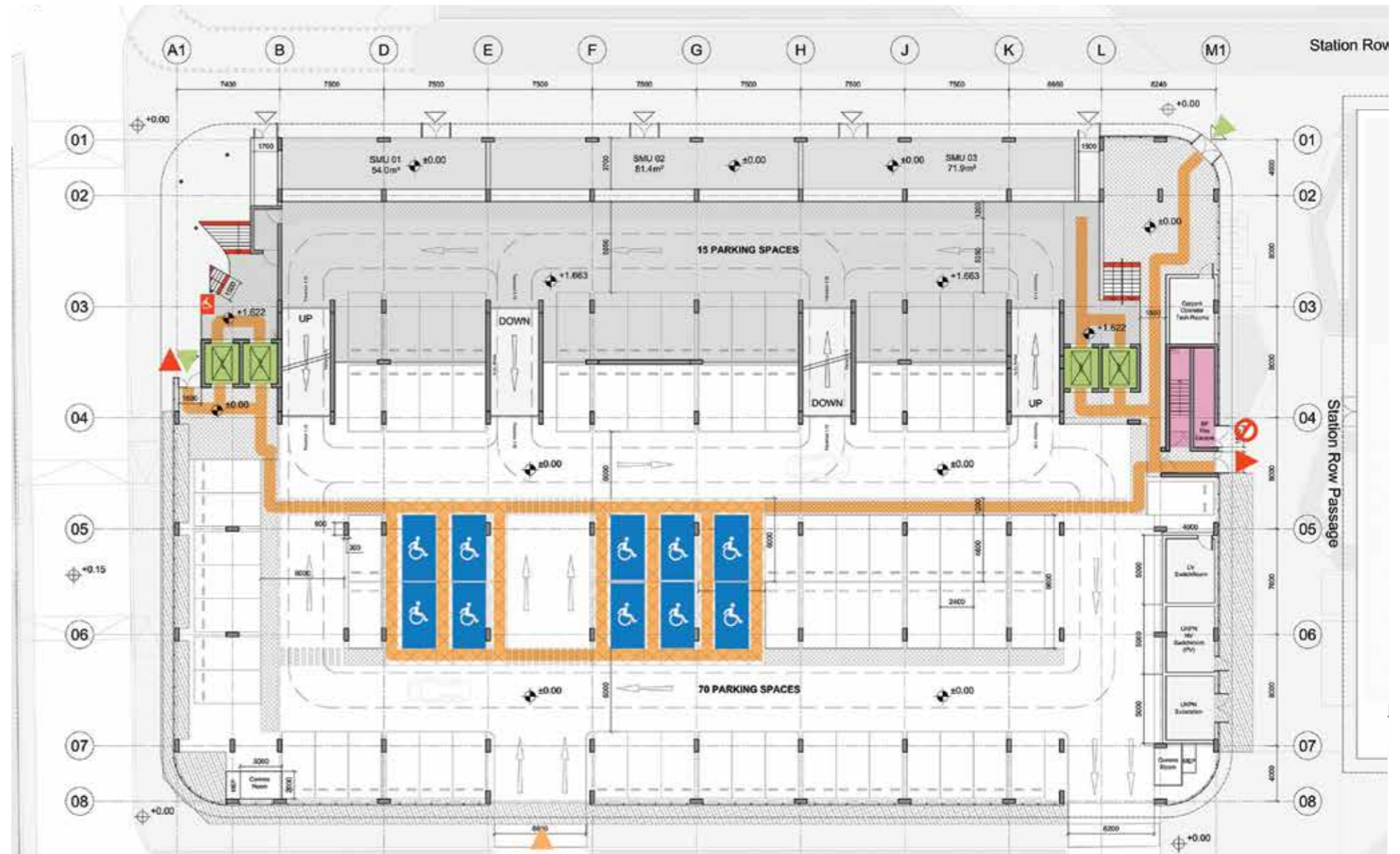
MOBILITY HUB (S5)

A Mobility Hub is proposed to the north of the Novotel building to re-provide the existing surface car parking spaces and accommodate additional car parking to the commercial development.

The following elements are reviewed in further detail within the full planning access statement document:

- Entrances
- Horizontal circulation
- Vertical circulation (lifts and stairs)
- Accessible car parking spaces
- Emergency Egress

For more detailed information, please refer to the full Planning Access Statement Document by David Bonnett Associates.



Mobility Hub - Ground floor access overlay

- blue badge parking
- external wheelchair accessible route
- internal wheelchair accessible route
- public accessible entrance
- accessible emergency exit
- vehicle entrance
- stepped entry / exit
- passenger lift
- step
- escape stairs
- safe refuge

INCLUSIVE DESIGN STATEMENT ONE MILTON AVENUE (S4)

One Milton Avenue (S4) is predominantly office use, however a retail unit will be provided in the southwest corner of the building at ground floor. The retail unit will have access to a shared BOH / escape corridor. Car and cycle parking is proposed at basement level, accessible cycle parking at ground floor, and office space at ground floor through level 06.

The following elements are reviewed in further detail within the full planning access statement document:

- Entrances
- Reception and lobby
- Horizontal circulation
- Vertical circulation (lifts, stairs and ramps)
- Access to facilities / specific areas
- Sanitary Provision
- Signage
- Emergency Egress

For more detailed information, please refer to the full Planning Access Statement Document by David Bonnett Associates.

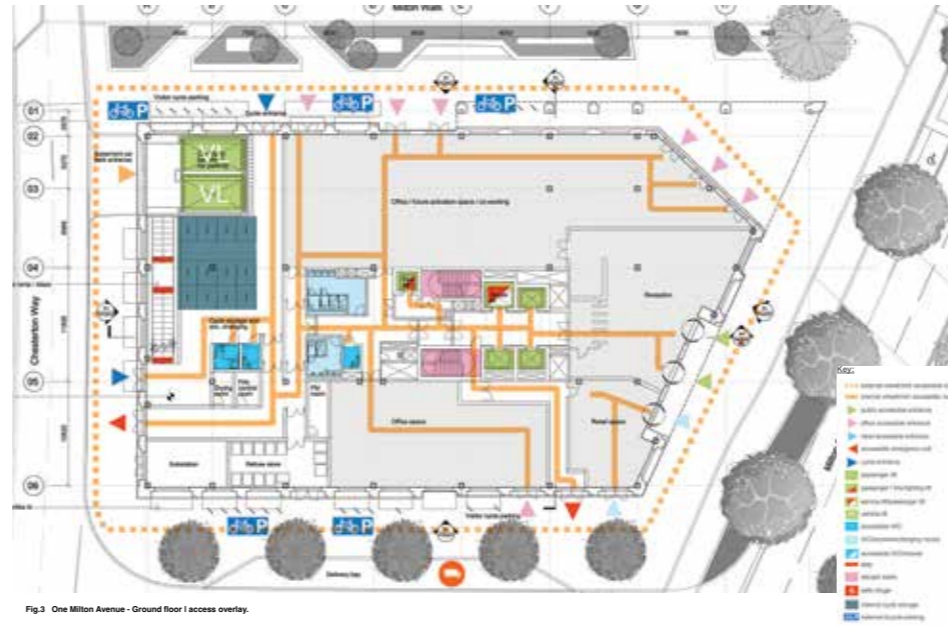


Fig 3 One Milton Avenue - Ground floor | access overlay.

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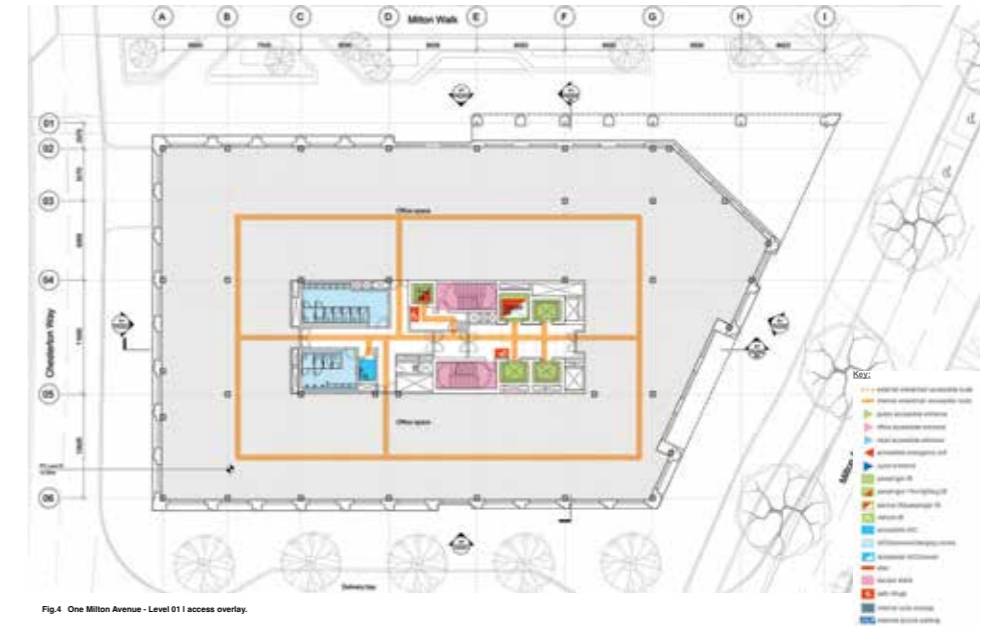


Fig 4 One Milton Avenue - Level 01 | access overlay.

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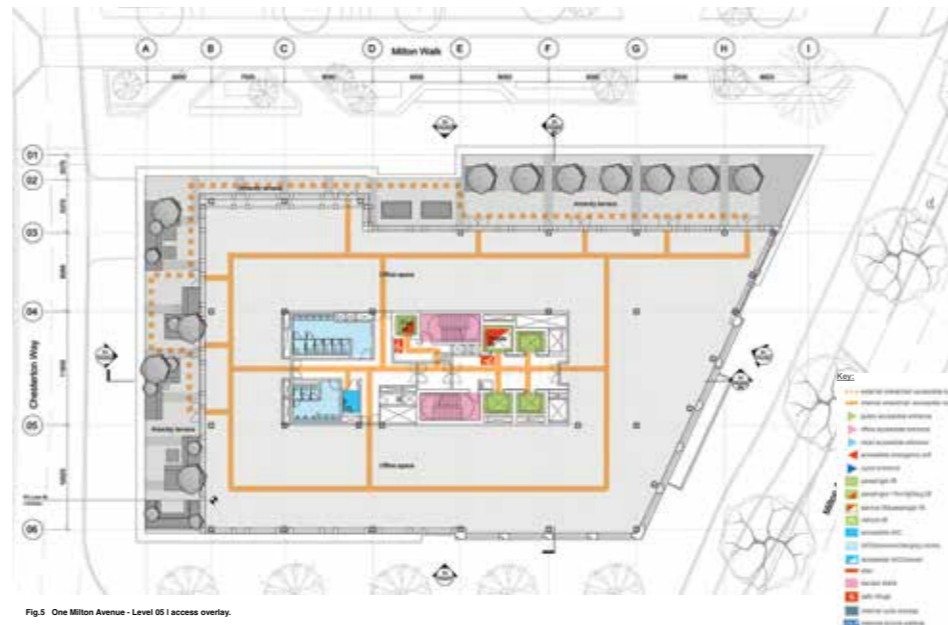


Fig 5 One Milton Avenue - Level 05 | access overlay.

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

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1-3 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.

The following elements are reviewed in further detail within the full planning access statement document:

- Entrances
- Reception and lobby
- Horizontal circulation
- Vertical circulation (lifts, stairs and ramps)
- Access to facilities / specific areas
- Sanitary Provision
- Signage
- Emergency Egress

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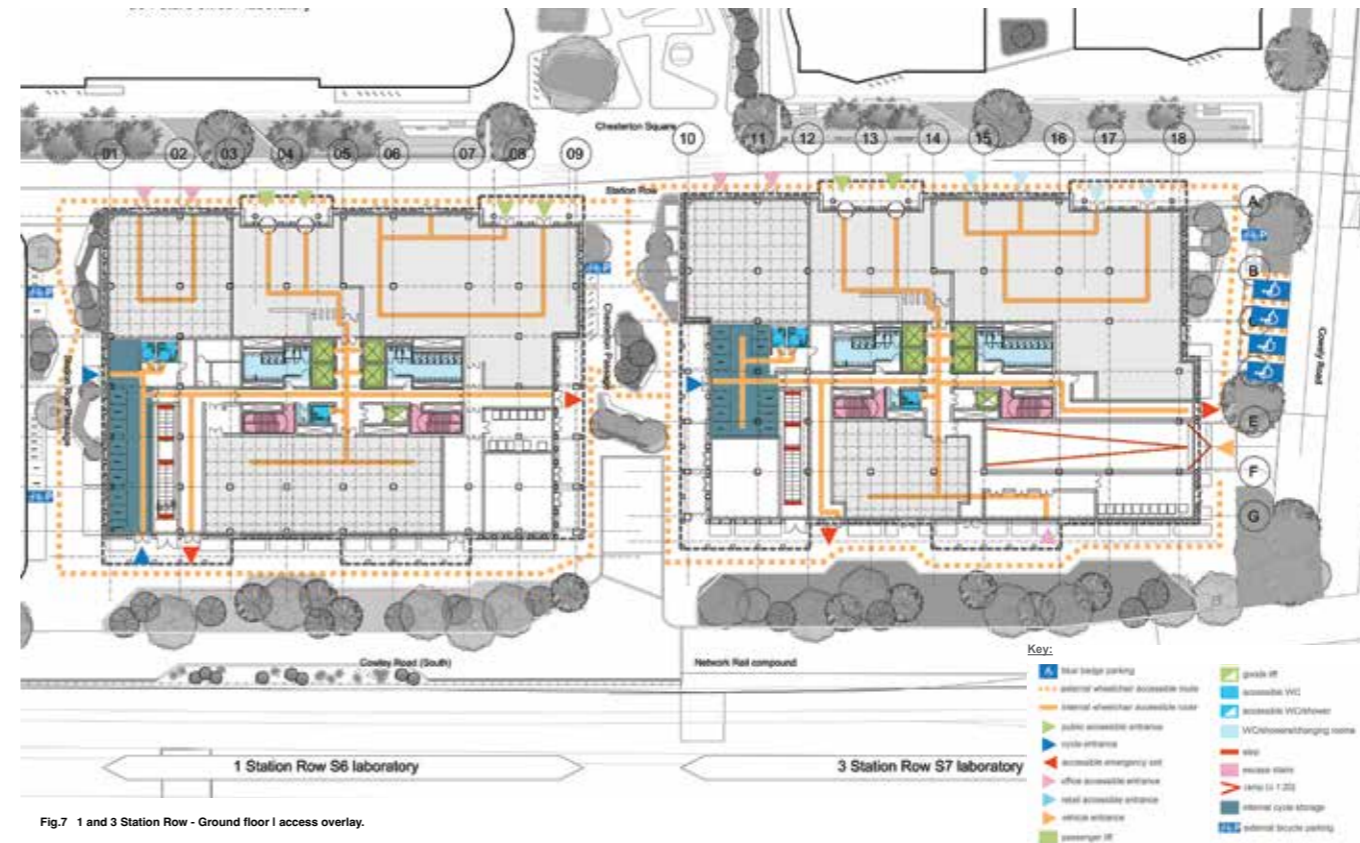


Fig.7 1 and 3 Station Row - Ground floor | access overlay.

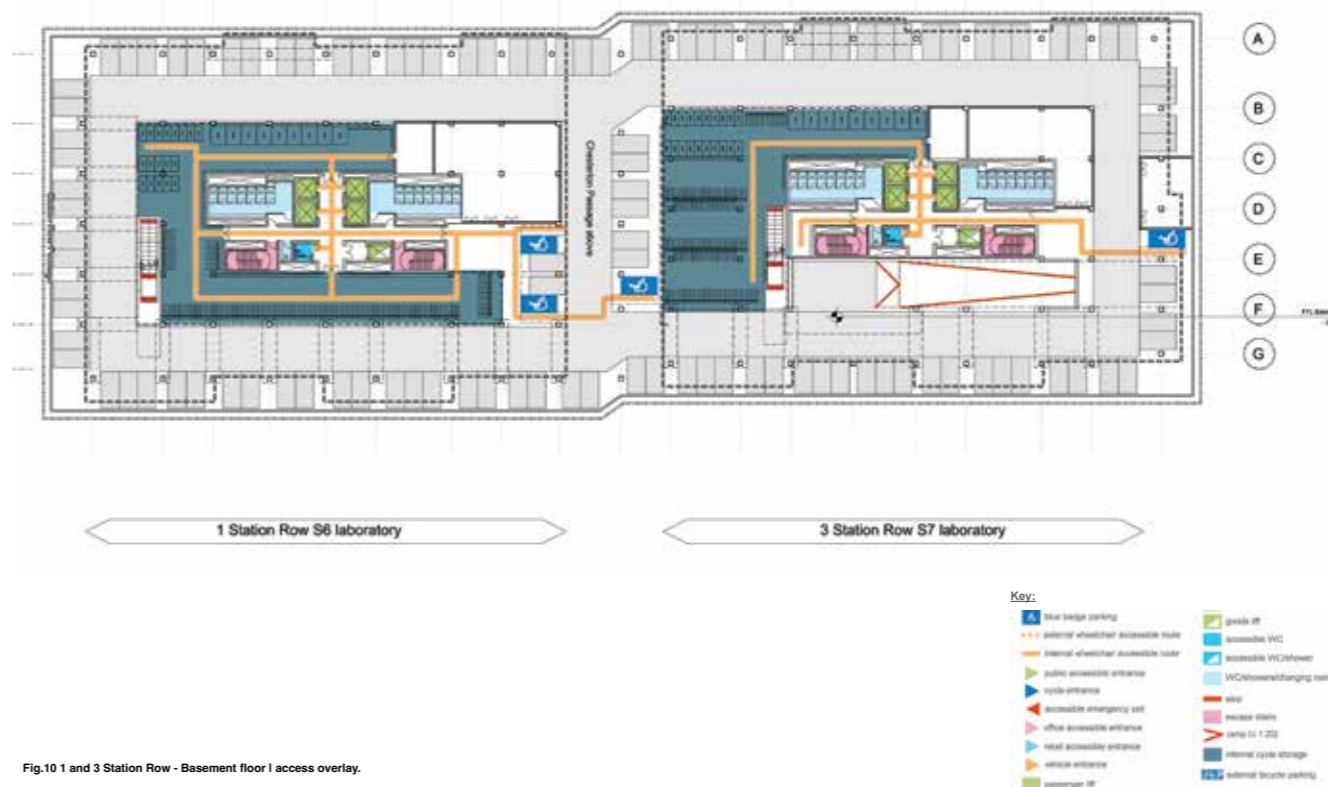


Fig.10 1 and 3 Station Row - Basement floor | access overlay.

INCLUSIVE DESIGN STATEMENT

TRIANGLE SITE (S8 & S9 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 Chesterton 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.

The following elements are reviewed in further detail within the full planning access statement document:

- Entrances
- Reception and lobby
- Horizontal circulation
- Vertical circulation (lifts, stairs and ramps)
- Access to facilities / specific areas
- Sanitary Provision
- Emergency Egress

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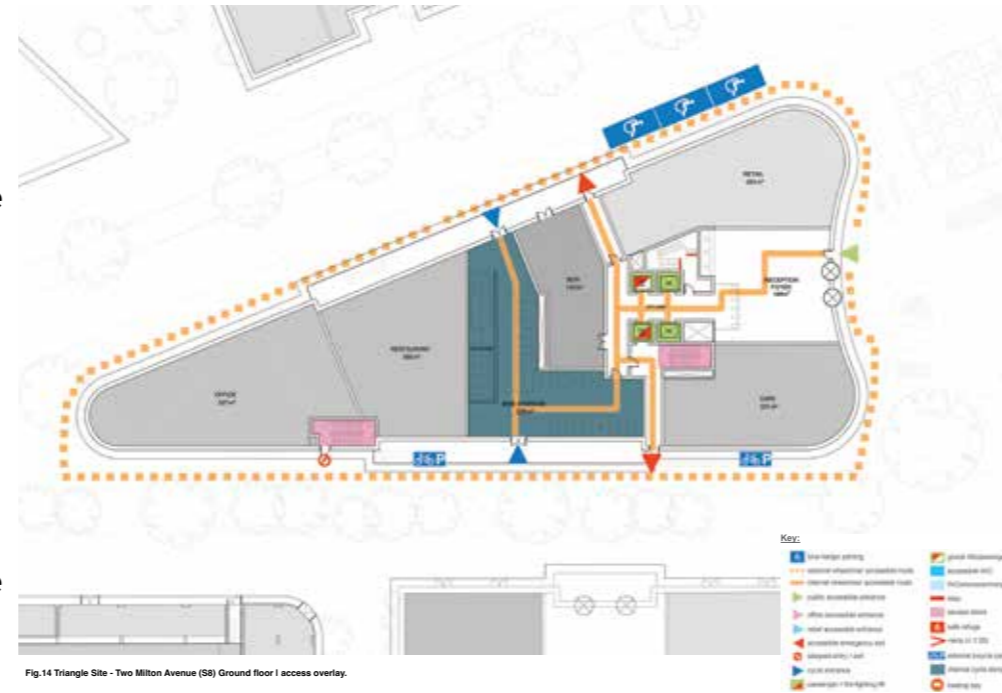


Fig.14 Triangle Site - Two Milton Avenue (S8) Ground floor | access overlay.



Fig.11 Triangle Site - One Chesterton Square (S9) Ground floor | access overlay.



Fig.13 Triangle Site - Basement floor | access overlay.

INCLUSIVE DESIGN STATEMENT

RESIDENTIAL QUARTER (OUTLINE PLANNING)

The Residential Quarter sits on the north-west part of the site and comprises 3 linear buildings located in a triangular shape creating a generous courtyard between them.

Each building is made up of different blocks with central cores that provide access to all dwellings. Building heights varies between 5/6/7 storeys.

The following elements are reviewed in further detail within the full planning access statement document:

- Residential communal Areas
- Accessible housing

For more detailed information, please refer to the full Planning Access Statement Document by David Bonnett Associates.

