

8.0 SERVICING AND PARKING

8.1 Servicing and Refuse

Refuse Collection Strategy

The waste refuse collection strategy for the building remains largely as existing. A bin storage area, containing 3 no. bins and sized to accommodate the projected quantity of waste generated by the office, is located at basement level, south of the car parking area and adjacent to the bicycle storage zone. At the appropriate collection times, the bins are wheeled up the Peto Place ramp to meet the removal trucks as is the current policy.

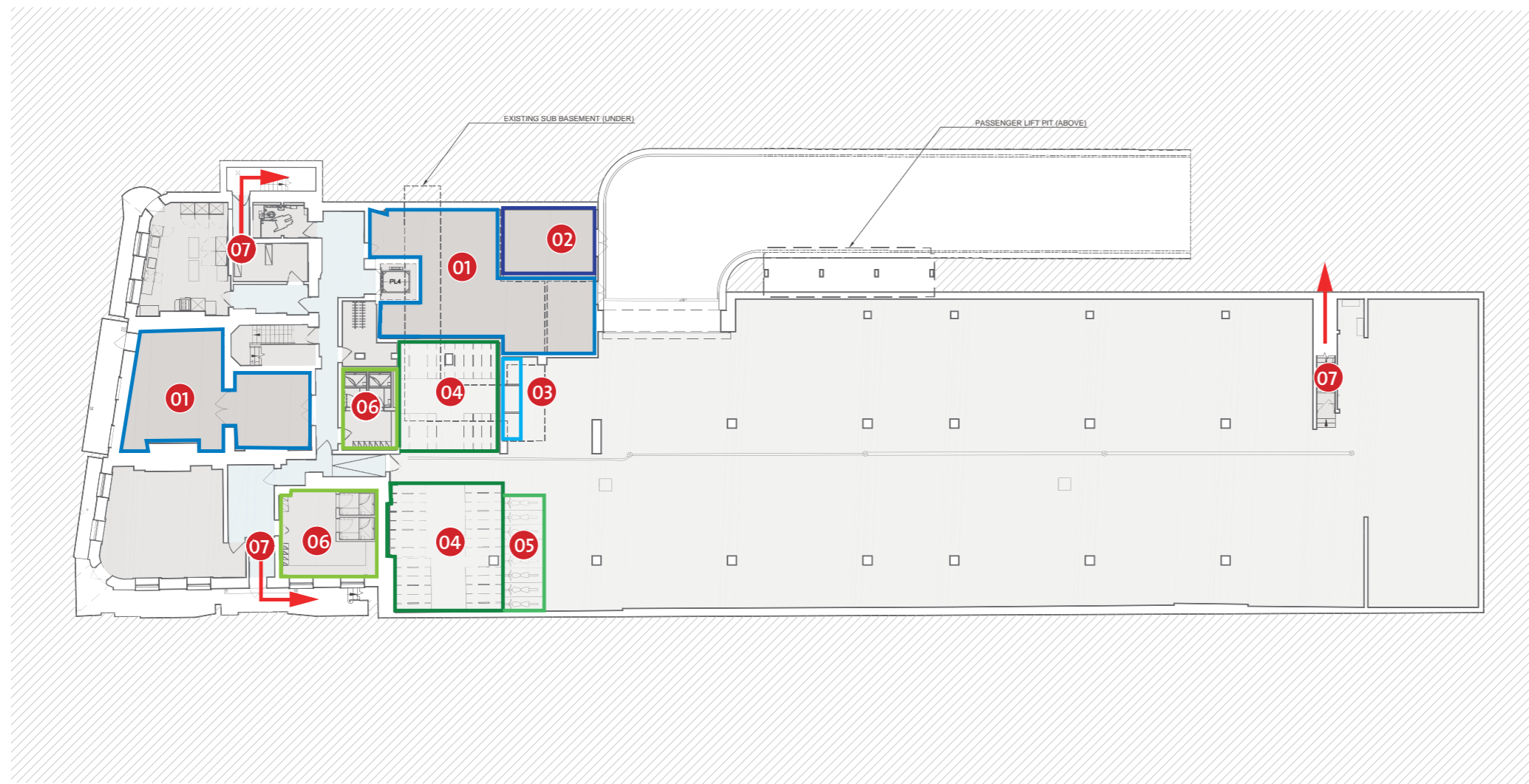
Cycles, Motorcycles, Showers and Changing

The basement cycle and motorcycle parking will be upgraded in order to achieve the required BREEAM credits. These areas are accessed via the Peto Place ramp. Associated male and female showers, lockers and changing rooms are provided to the south of the parking areas and allow users direct access to the floors above without exiting the building.

UKPN Room

The UKPN Room is located at basement level and is accessed directly off the Peto Place ramp, externally to the building. Approved personnel only will be allowed entry.

- 01** Plant Room
- 02** UKPN Room
- 03** Bin Storage
- 04** Cycle Storage
- 05** Motorcycle Storage
- 06** Showers & Changing Room
- 07** Emergency Exit



Proposed Basement Service and Refuse Plan

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8.2 Car Parking

The car park is accessed via the ramp off Peto Place and the parking layout will remain as existing.

Which? currently hold long term lease agreements with residents in the area for use of the car parking spaces. Which? executives also regularly utilise five of the spaces located at the southern end of the car park and there is a space included dedicated to Which? visitors.



Basement Car Park

- 01 Car Parking
- 02 Car Park Entry & Exit Ramp

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8.3 Vertical Transportation

Access for All

All the lifts will be design for access for persons of mixed abilities.

They will all comply with the Building Regulations Approved Document M and BS EN 81-70.

The main passenger lifts (PL1-3) will be of 17 person/1275kg capacity which therefore offers type 3 accessibility. This means that a wheelchair can be accommodated as well as several other users and the wheelchair can be turned in the lift car. The lifts serve all floors from the ground floor main entrance and reception to the fourth floor.

Due to the existing structural arrangement of the building, a separate lift is providing access between the basement car park and the ground floor (PL4) will be of 8 person/630kg capacity which offers type 2 accessibility. In this case a wheelchair and one other user can be accommodated. As this lift is open front and rear there is no need for the wheelchair to turn.

All the lift lobbies, fixtures and fittings as well as audio/visual information will be provided in accordance with BS EN 81-70.



8.0 SERVICING AND PARKING

8.4 Vertical Transportation

Main Passenger Lift Design

Due to the need to provide the lowest possible profile at the top of the building, where the lift protrude we have now allowed for the lifts to be specified at a lower speed and a lesser capacity.

Originally, we had considered a 21 person capacity in order to provide an air lo luxury and quality in the building as well as provide good proportions for a scenic/partially glazed design. In other words, they were not a 21 person capacity purely for performance reasons.

From our previous studies we have seen that the busiest time of the day is not the morning up peak as staff are arriving for work but on the evenings of events when staff are leaving the building as guests arrive. This creates a two way demand on the lifts.

So even with three 17 person lifts at 1 m/s (in lieu of 1.6m/s) we can still provide for a 20 second average waiting time in the busy two way period which could happen at the end of the day – assuming a base population of around 450 and 150 going up to the roof. This is good and also allows some capacity for redundancy or should one lift be used to serve the event floor at the roof.

The lift performance fully complies with the BCO Guide 2009 and will provide and excellent service. Several of the major manufacturers recognise the need for low headroom solutions, whilst still maintaining the utmost level of safety. As such, this is what we have based our slightly revised dimension schedule upon. The minimum clear headroom we can achieve is actually 3600mm from FFL fourth floor to the soffit of the lift shaft.

All lifts will be provided with the most up to date energy efficient drive systems and will be specified to incorporate regeneration. Lighting will use low energy solutions such as LED and all lift signalisation will be via LED or low energy screens. Such as car lighting and ventilation will be programmed to shut down when the lift are not in use for pre-determined periods.

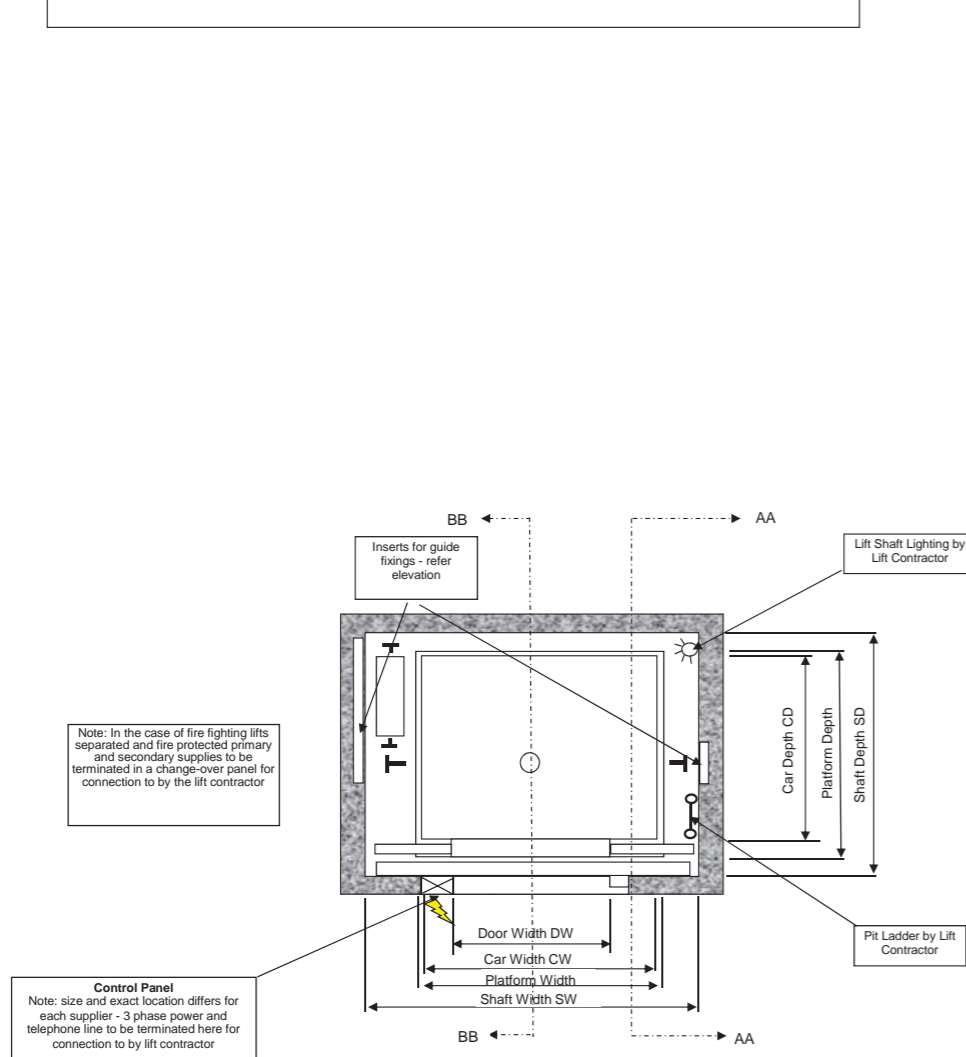
Lift Schedule

Lift Designation	No of lifts	Description	Control	Levels Served	Approx Travel (m)	Machine Space Location	Speed (m/s)	Capacity (pers)	Capacity (kg)	Door Type	Door Height DH (mm)	Door Width DW (mm)	Car Width CW (mm)	Car Depth CD (mm)	Shaft Width SW (mm)	Shaft Depth SD (mm)	H'droom OH (mm)	Pit Depth PD (mm)	Machine Room Dims	Open Front & Rear Y/N	CWT Safety Y/N	Fire Fighting Lift Y/N	Comments
PL1 to 3	3	Passenger	3 car group	5 (G,1-4)	13 +	MRL	1.6	21p	1600	2pco	2100	1100	2100	1600	2800	2100	4000	1600	N/A	N	N	N	
PL1-3 Alt	3	Passenger	3 car group	5 (G, 1-4)	13+	MRL	1.0	17p	1275	2pco	2000	1100	2000	1400	2800	1975	3600	1600	N/A	N	N	N	Minimum Headroom Option.
PL4 Front and Rear Access	1	Passenger	Simplex	2 (B, G)	4	MRL	1.0	8p	630	2pso x 2	2000	900	1100	1400	1800	2000	3405	1100	N/A	Open front and rear	N	N	

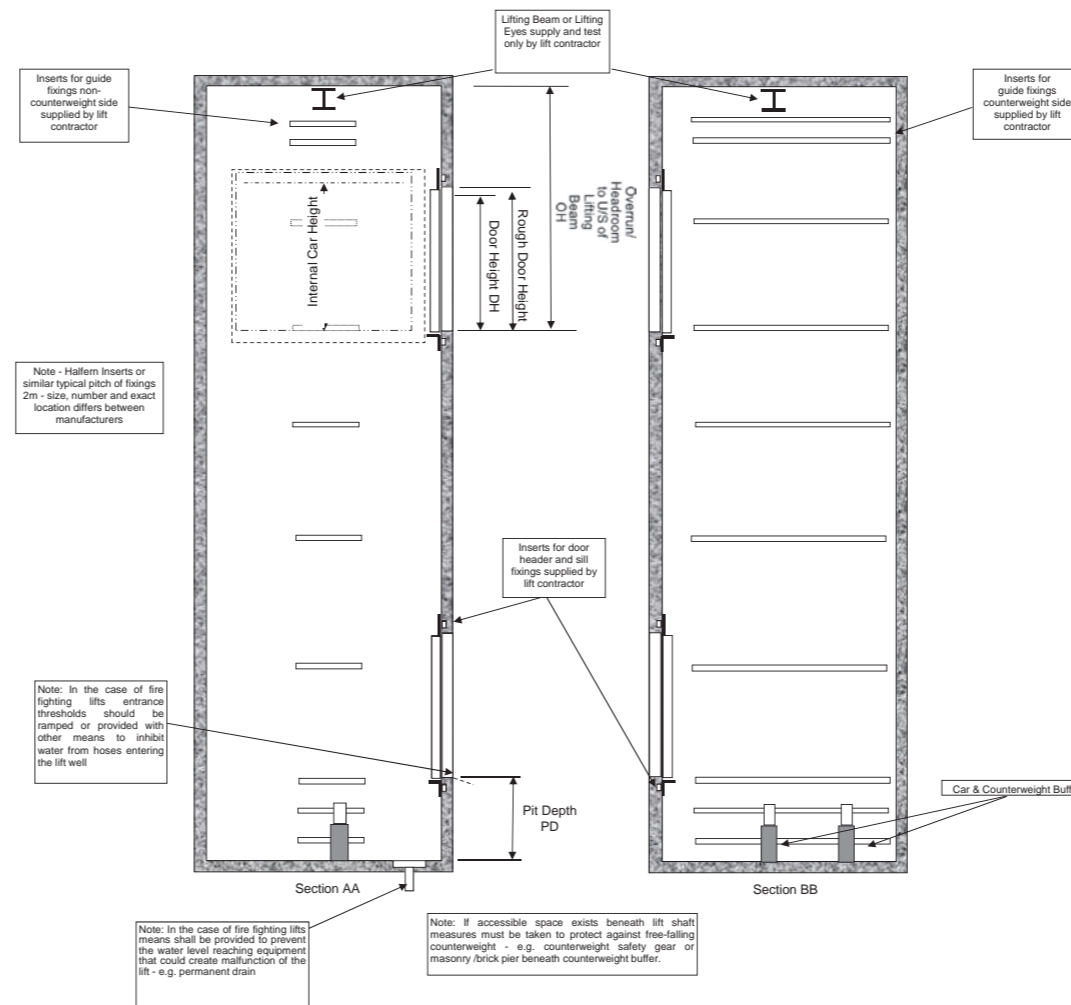
* Please note headroom is based on car height of 2300mm if car height increases headroom increases proportionally

Please refer to sketches for notes on:

1. Fire Fighting lifts and prevention of damage by rising water levels.
2. Provision of fire protected primary and secondary 3 phase supplies
3. Protection of accessible spaces below the lift shaft.
4. Provision of lift shaft lighting and pit ladders.
5. Provision of inserts for guide and entrance fixings for building in by MC - alternatively drill & fix.
6. Supply and testing of lifting beams or lifting eyes, built in by MC.
7. Dimensions exclude construction tolerance -0+25mm
8. MRL = Machine room less



Machine Room Less (MRL) Typical Plan Top Floor with centre opening doors



Machine Room Less (MRL) Lift Typical Elevation

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8.5 Kitchen & Catering

The redeveloped Which? offices have been designed to include a Coffee Shop / Staff Cafe located on the Ground Floor, supported by an existing basement kitchen. These two areas are connected via a service hoist.

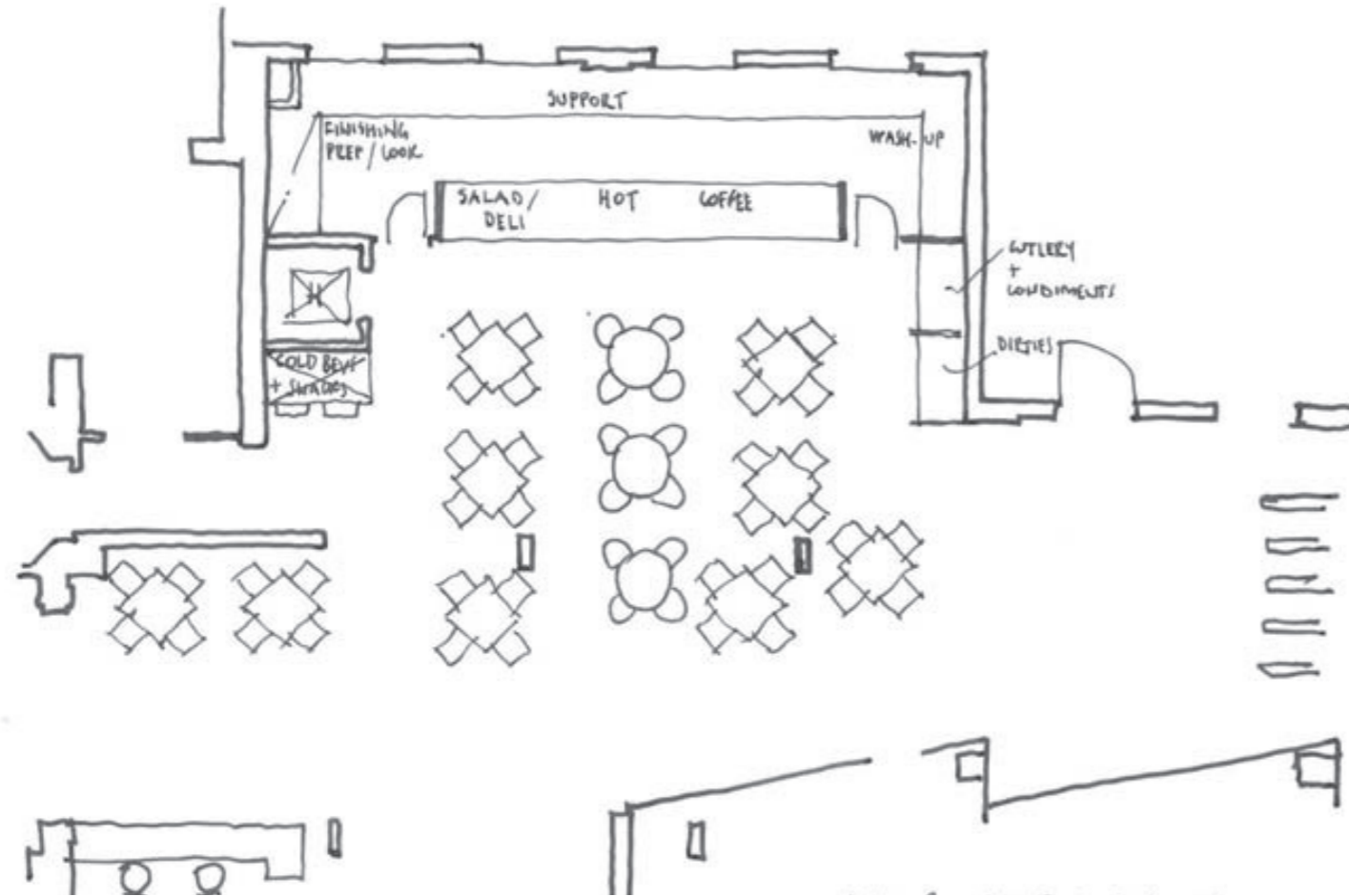
On Level 4 is a finishing kitchen serving a function space and meeting rooms. This is served via the passenger lifts, and the operational intent is that it will be stocked outside of core hours, from the basement kitchen via the service lift to the ground.

The back of house catering areas, including the kitchens and servery, have been designed in a reasonable manner for able bodied employees and to minimise the space used. They are not designed to be fully DDA compliant for wheelchair access, including the turning circle requirement. The exception will be that on the ground floor the main work spaces and aisles will be 900mm wide and there will be complete access all around the work areas/island counter units thus removing dead ends. In the basement, local to the kitchen, are separate male and female changing and shower rooms. These will be used by the catering staff and shared with joggers and cyclists. Humble Arnold Associates offer the following reasons why the back of house kitchen areas are not DDA compliant:

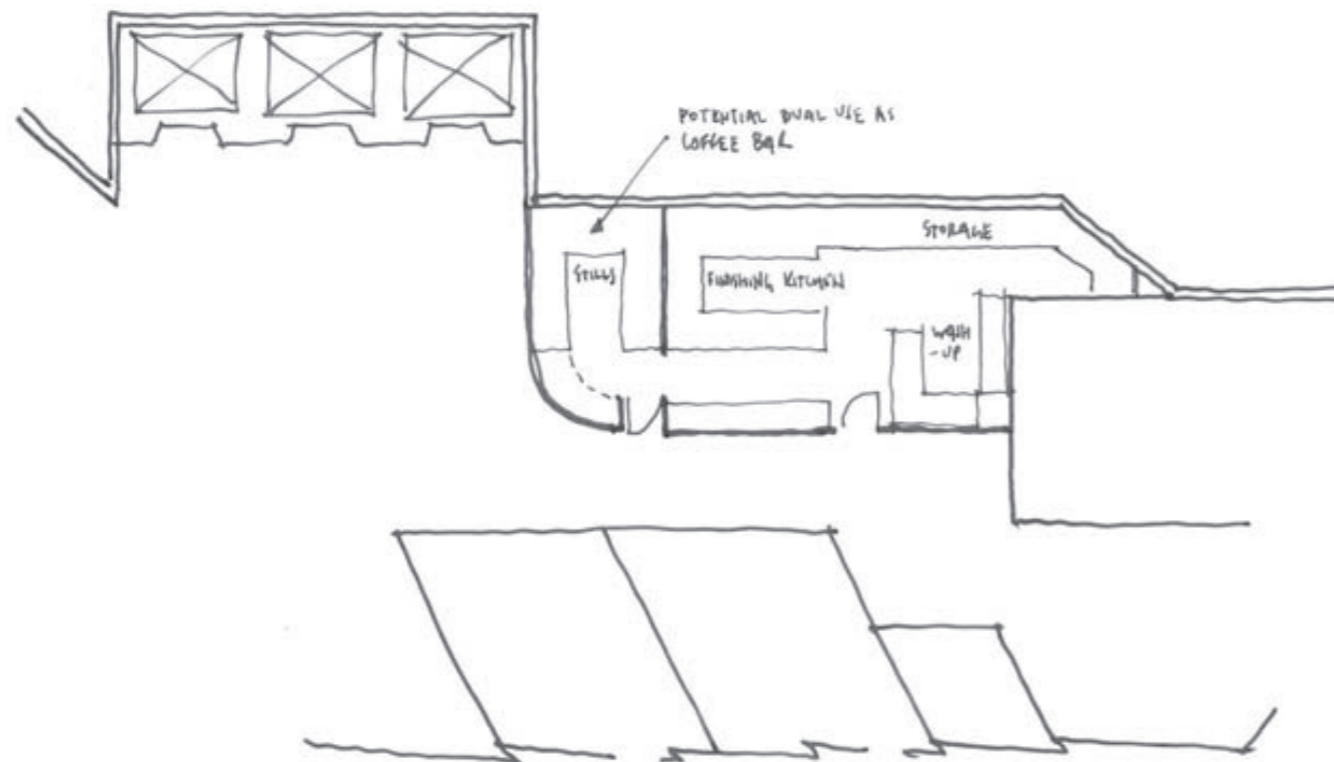
- The kitchen equipment for wheel chair users would not suit able bodied catering staff.
- The increased space required between equipment to include for the wheel chair users turning circle would make it difficult for other staff members to work efficiently.
- Commercial kitchen equipment is not available to suit use by wheelchair users.
- A member of catering staff using a wheelchair would most likely hinder the movement of other staff.

However the kitchen as designed, would be suitable for use by catering staff with a range of physical limitations. The area which is compliant is the Front of House Servery and dining area where the front servery counters will be designed and built so that the top surface of the counters are all one piece, including the tray slides, and will be 850mm high AFFL. All access corridors will allow the free movement of wheelchairs around the customer area.

On every floor will be a centrally located tea point designed for self service by office staff.



Ground Floor Cafe Layout Sketch



Level 4 Finishing Kitchen Layout Sketch

9.0 APPENDICES

APP 01 AREAS AND ACCOMMODATION SCHEDULES

9.0 APPENDICES

9.01 Areas and Accommodation Schedules

GEA, GIA AREA SCHEDULE

Level	Use	Existing GEA		Existing GIA		Proposed GEA		Proposed GIA		GEA Uplift		GIA Uplift	
		sq ft	sq m	sq ft	sq m	sq ft	sq m	sq ft	sq m	sq ft	sq m	sq ft	sq m
Level 4	<i>Office / Plant</i>	0	0	0	0	6,857	637	6,168	573	6,857	637	6,168	573
Level 3	<i>Office</i>	12,066	1,121	11,248	1,045	13,423	1,247	12,465	1,158	1,356	126	1,216	113
Level 2	<i>Office</i>	12,863	1,195	11,980	1,113	13,853	1,287	13,024	1,210	990	92	1,044	97
Level 1	<i>Office</i>	12,863	1,195	11,937	1,109	13,853	1,287	12,981	1,206	990	92	1,044	97
Ground Floor	<i>Office</i>	13,089	1,216	11,905	1,106	13,584	1,262	12,486	1,160	495	46	581	54
Basement	<i>BoH / Parking / Plant</i>	15,931	1,480	14,843	1,379	15,931	1,480	14,843	1,379	0	0	0	0
TOTAL		66,812	6,207	61,914	5,752	77,500	7,200	71,968	6,686	10,689	993	10,053	934