

6.0 THE BUILDING DESIGN

General Notes

All site dimensions shall be verified by the Contractor on site prior to commencing any works.

Do not scale from this drawing.

Only work to written dimensions.

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6.0 THE BUILDING DESIGN

6.2 Scheme Drawings - Elevations



South Elevation



East Elevation

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PLANNING

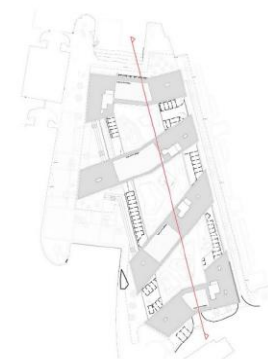
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Author:
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6.0 THE BUILDING DESIGN

6.3 Scheme Drawings - Section



Long Site Section



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PLANNING

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7.0 AMENITY & LANDSCAPE

7.1 Design Principles

The essence of the landscape design falls into two areas:

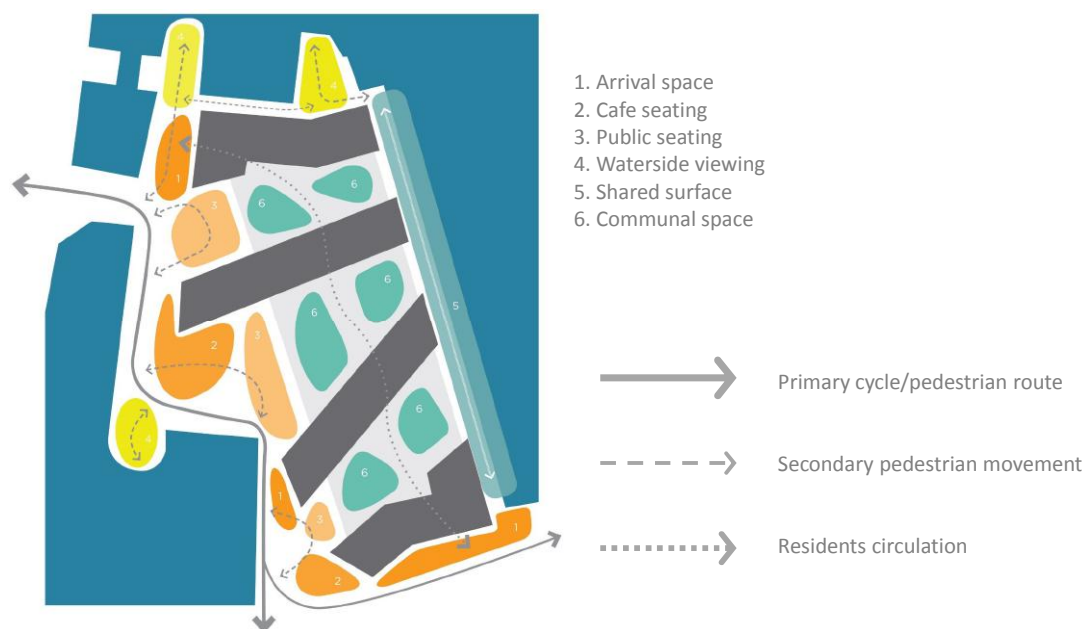
- The landscaped private piazzas at mezzanine and first floor level
- The peripheral public realm edges to the scheme at access / ground floor level

The landscaped piazzas will provide a combination of visual and physical amenity for residents through an applied mix of hard and soft landscaping.

The public realm edges will merge with the existing landscape infrastructure, and whilst primarily made up of hard landscape elements, will offer a 'soft' landing for the building structures in the way they directly relate to the surrounding context.

7.2 Landscape Strategy

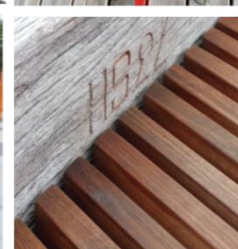
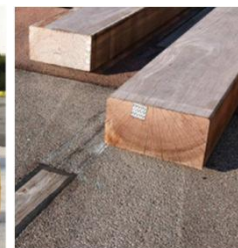
The design of the public realm will respond to the sites riverside setting and allow for the significant footfall which exists via the existing pedestrian/ cycle route. The public realm will provide punctuation along this long linear route, with opportunities to pause, rest and enjoy the views across the River Mersey.



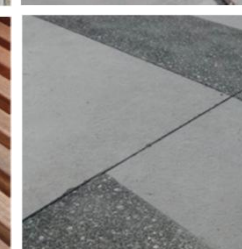
Metal



Timber



Concrete



7.0 AMENITY & LANDSCAPE

7.2 Landscape Strategy

The arrangement of the proposed buildings creates sheltered, south and west facing niches, which provide opportunities for seating / socialising and café spill out, away from the main routes of movement.

Public access along the dockside should be created with opportunities to enjoy the east facing waterside aspect and long views northwards along the network of docks.

Raised semi-private communal spaces should be created for the amenity of residents, which capitalise of the dual waterside aspects of the development, with elevated views out across the riverside and docks.



7.0 AMENITY & LANDSCAPE

7.3 Landscape Drawings and Imagery

The below masterplan and sections illustrate the approach to the landscape and public realm around the development. The design is intended to function as an attractive, safe and legible space with the flexibility to form part of a wider network of public space and pedestrian/cycle routes, particularly alongside the River Mersey and the emerging context of the consented development along Brunswick Way/Summers Road.



8.0 SUSTAINABILITY

8.1 Design Opportunities and Considerations

The design has been developed in conjunction with detailed considerations from our M&E Consultant Engineer.

A number of energy saving measures have been incorporated into the design, including:

- High efficiency VRF simultaneous heating and cooling systems to entrance and ancillary rooms
- Apartment ventilation via mechanical ventilation heat recovery units (MVHR)
- Energy metering
- Low energy lighting installation using LED lamp sources
- Automatic lighting controls with occupancy sensing
- Regenerative drive technology used in passenger lifts
- Improved building insulation and glazing specification
- Reduced air permeability

The design also includes PV arrays on the roof of each building, set behind the extended roof parapets, which also contribute to the overall thermal performance calculations.

9.0 ACCESS & SECURITY

9.1 Private Vehicle Access

Private vehicles access the development ground and mezzanine parking levels via the main entry point located immediately off Brunswick Way.

Private vehicles are classed as cars and motorcycles.

Dedicated parking spaces are located at both ground floor level and mezzanine level within the secure car park. This parking includes a minimum 5% space allocation for disabled size spaces.

All stair cores from the residential accommodation above link to the ground and mezzanine floor levels (mezzanine where the block is located over the mezzanine area) facilitating secure access to the upper floor levels.



9.0 ACCESS & SECURITY

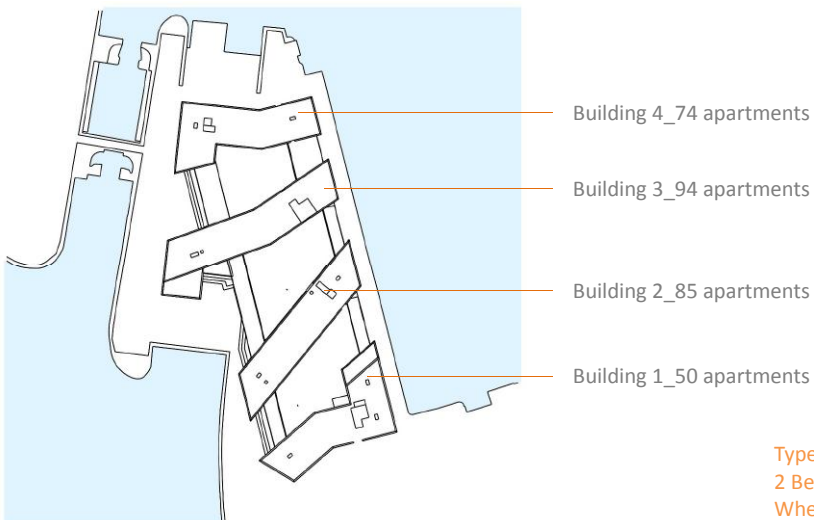
9.2 Access Overview

The design has been developed with the main point of access into the site being of primary importance. This is reflected through the orientation of the development with access immediately off Brunswick Way to the south of the site. With this main point of entry being so prominent from the access approach the issues of access point confusion often the case with a fully accessible perimeter to the development is avoided.

Full DDA accessibility is possible throughout the development either through level access, ramps or mechanical elevators, and within each apartment all facilities are level access.

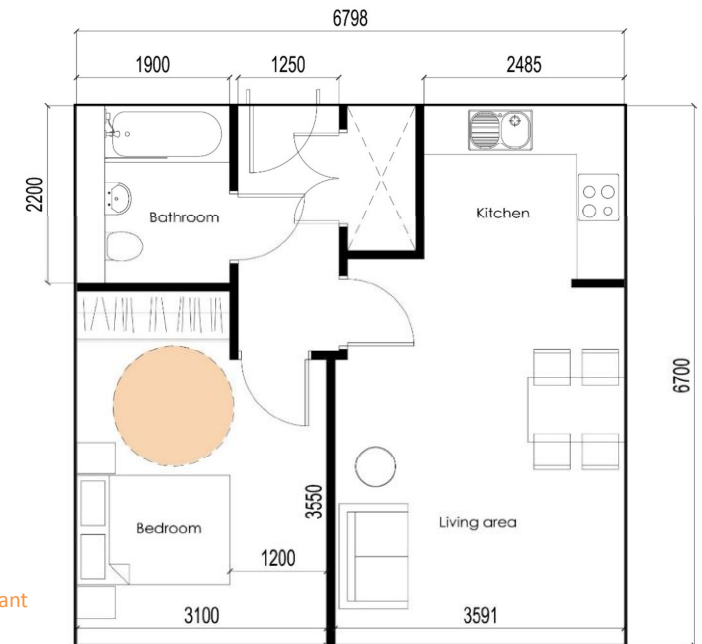
A total of 193 apartments are able to offer category M4(2) levels of DDA accessibility, whilst a further 110 are able to accommodate for category M4(3) compliancy. There a total of 303 apartments are able to be modified for the spatial setting out and manoeuvrability required in accordance with current Building Regulations requirements. This equates to 55% of the total dwellings, exceeding the minimum required 5%. (The below diagram depicts the number of possible apartments for each building).

Any adaptation to incorporate variable height kitchen units would be a post completion adaptation to suit the specific needs of the occupier. This DDA allocation is spread across the unit types and across the four buildings. Other apartments can be adapted internally should the need arise.

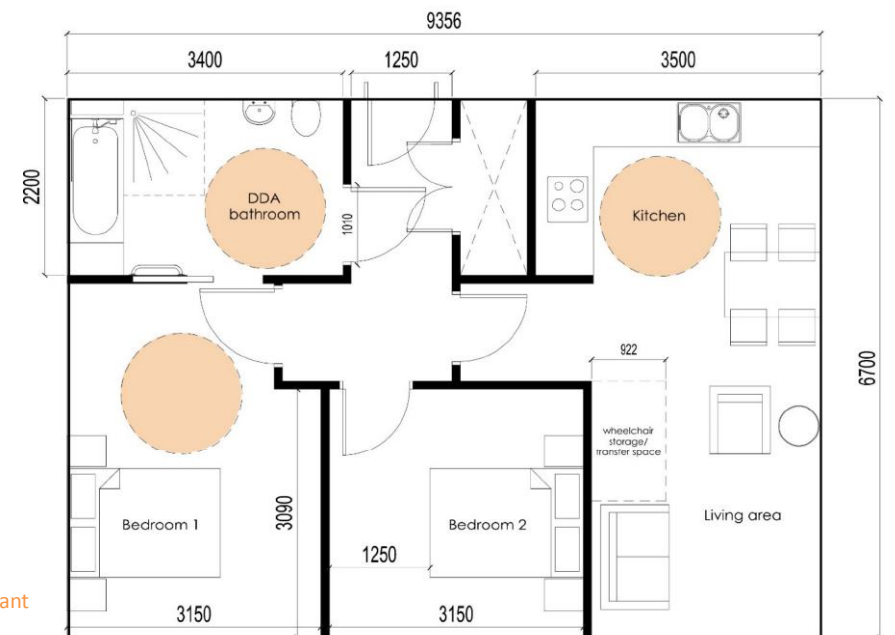


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Type 1 Layout
1 Bed_ PART M4(2) compliant
Ambulant user



Type 2 Layout
2 Bed_ PART M4(3) compliant
Wheelchair user



9.0 ACCESS & SECURITY

9.3 Cycle Access & Storage

Cyclists access the development ground and mezzanine levels via the main entry point located immediately off Brunswick Way. From the ground floor access to the mezzanine can be via the car ramp or via the secure passenger lifts located throughout the development.

Dedicated secure storage rooms are located at both ground floor level and mezzanine level within the secure car park.

All stair cores from the residential accommodation above link to the ground and mezzanine floor levels (mezzanine where the block is located over the mezzanine area) facilitating secure access to the upper floor levels.



9.0 ACCESS & SECURITY

9.4 Pedestrian Access

Pedestrian entrances into the development are located in the SE corner of building 1 immediately off Brunswick Way, and the NW corner of building 4 off the Riverside Walkway.

Access to buildings 2 and 3 can then be gained by transferring up to first floor level and then walking across the open piazzas to the required building, or simply walking through the secure ground floor carpark to the required building and then using the vertical circulation cores containing lifts and stairs.

9.6 Building Security & Management

The development will be operated by a 24/7 building management company, with either full time presence on site or part time with the remainder being remote operation via electronic communication links including CCTV.

The development is full secure with specifically allocated electronic access devices being allocated to residents. CCTV will monitor the premises on a 24 hour basis to deter crime and to assist in tackling any crime situations that may occur.

9.7 Design for Security

The development has been configured to form a secure spine from where all upper floors can be accessed by residents.

Access into the ground floor car park for visiting parties or service deliveries would be undertaken under the authority of the building management company via intercom communications.

Access into the main entrance cores located below building 1 and building 4 would be via electronically secured entrance doors operated by secure card reader or electronic entrance fob.



9.0 ACCESS & SECURITY

9.5 Servicing Access

The four commercial / retail units are located along the northern and western edges of the development.

Service access is available for vehicles to park-up within the southern entrance to the car park or along the external roadway between the development and Brunswick Quay on the eastern side, from where goods can be trolleyed either around the development or through the carpark to the commercial unit.

The same provision would be used for deliveries to the residential units ie: food deliveries, white goods, furniture with the goods being transferred to the apartment via the passenger lifts linking car park levels with the upper residential floors.

The internal lift cars have been sized sufficient for large items such as mattresses and furniture to be transferred appropriately and safely vertically through the buildings.



9.0 ACCESS & SECURITY

9.8 Refuse Storage & Collection

Dedicated secure refuse collection rooms are located at the bottom of each of the 4 buildings at ground floor level within the secure car park.

Refuse collection vehicles would access along the eastern access route, using the northern service access point into the car park to turn around.

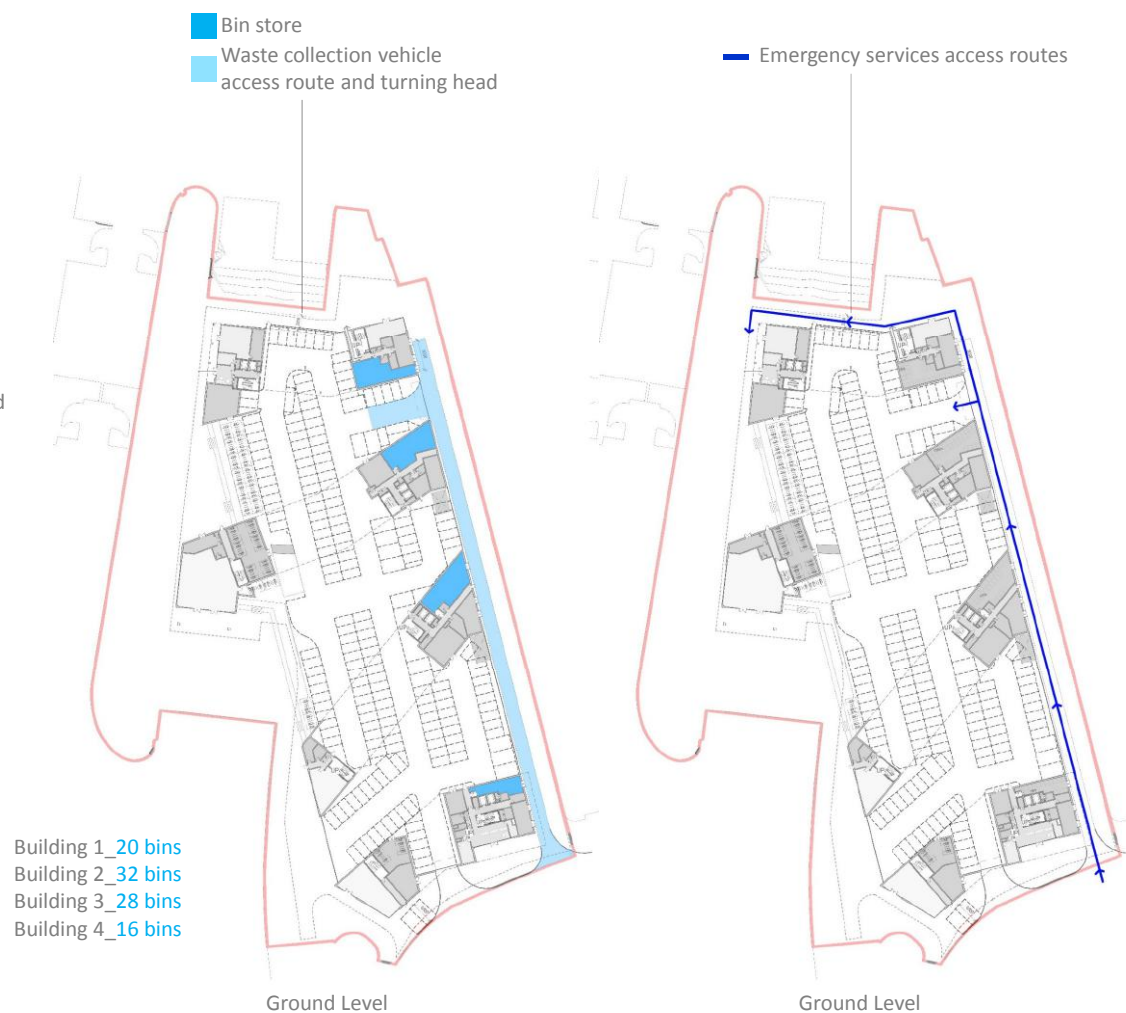
The bins would be assembled by the building management company on collection day for a more efficient collection process with the bins only having to be wheeled locally to the store position. Bins being moved from the more remote buildings ie 1 and 2 would be moved by the building management company using a motorised trolley to move a number of bins at any one time safely.

9.9 Emergency Services Access

Emergency vehicle access is possible to over 50% of the development perimeter along the southern, eastern and northern sides.

Access to the western side is possible however this would be subject to further detailed access discussions and agreement with the Mersey Docks and Harbour Board concerning access over the Riverside Walkway in an emergency situation.

Further to this access provision, ambulance access can be gained to the southern end of the carpark within the secure car park area improving proximity of vehicle to the passenger lifts that may be used to access / exit the four buildings.



9.0 ACCESS & SECURITY

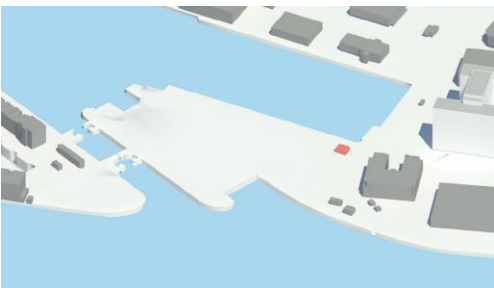
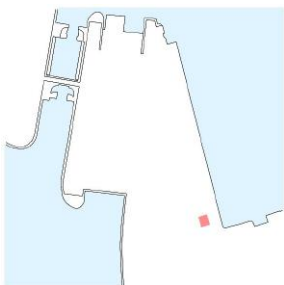
9.10 Construction Phasing

The form of the development allows for the sequential construction of the individual buildings and associated ground floor parking provision.

The overall development could be either developed in a north to south direction (as shown in the diagrams) or a south to north direction. The latter would probably be more manageable in terms of achieving full use of the ground floor car parking without the necessity for temporary modification.

The only aspect that may be impacted may be the use of the landscaped deck whilst the next plot is under construction, which may be utilised as a construction deck and also as a safe zone between construction and occupied areas.

Phase 0_Site Clearance



Phase 1_Buildings 4 and 3



Phase 2_Building 2



Phase 3_Building 1



10.0 SUMMARY

10.1 Positive Attributes of the Proposed Development

The following key benefits will be achieved through the delivery of this development:

- Regeneration of a derelict and vacant site at a key node on the riverside walkway route through the south docks.
- Creation of a visual reference point along the south docks waterfront and at the southern end point of the operating dock basin.
- Creation of a suitable transition between the original dock buildings running along Harrington Dock and the smaller domestic scale residential properties located at Coburg and Brunswick Docks.
- Visibility over and through the development maintaining river linkages with Sefton Street and Toxteth.
- Scale and mass of development sits well below the 'shoulder' line of the Anglican Cathedral nave roof preserving views from the Wirral.
- Activity added at a key node on the riverside walkway.
- Creation of a suitable reference point and pivot as the riverside walkway crosses the original dock sea gate.
- Dynamic and focal point composition located at termination of north south vista from Coburg Dock