

Proposed Development - Scale - Detailed Elevations for Illustrative Purposes

ELEVATIONS



Illustrative elevation E - Bullens Road part 1



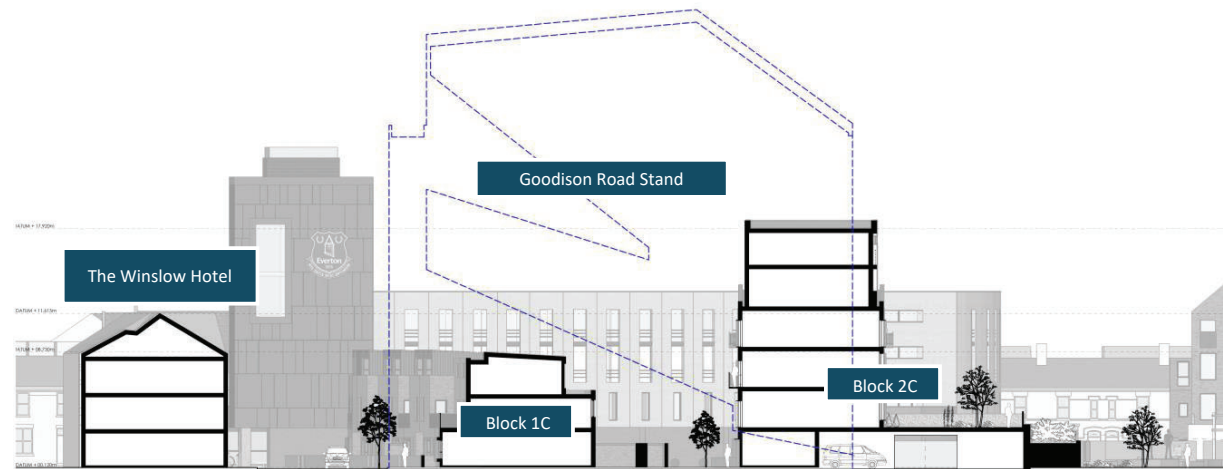
Illustrative elevation D - Bullens Road part 2

Proposed development—Scale

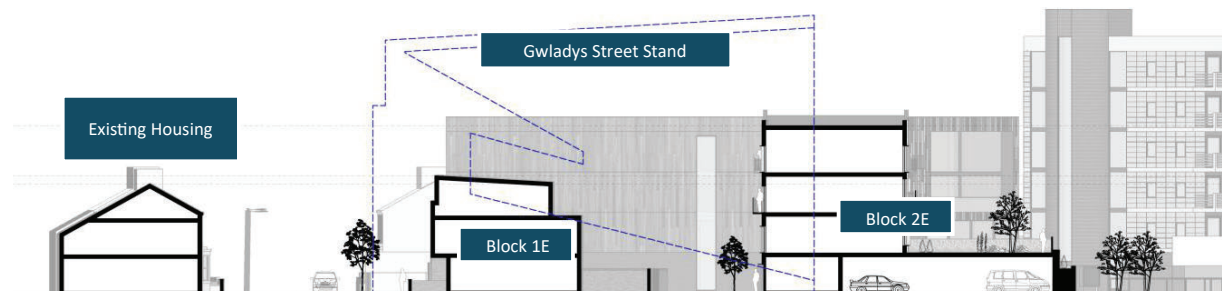
The development of the site over the years has seen an incremental increase in the height of the stands from the back edge of the pavement to the three residential streets that border it. The stadium clearly dominates the area in terms of scale and although attempts have been made to reduce its impact on the residential properties the stadium is a significant structure and some overshadowing is inevitable.

Our design proposal encourages a better relationship in terms of scale between the existing housing and new residential terrace / apartments. The sections opposite clearly demonstrate that the new proposal will be a significant improvement of the current stadium stand structures allowing light into the streets and the newly created play streets. This is demonstrated in the submitted Daylight, Sunlight & Overshadowing assessment, which accompanies this application.

Gwladys Street and Goodison Road will benefit in terms of aspect by now looking toward a residential terrace which mirrors the same scale and proportion.



Illustrative Section A - Goodison Road



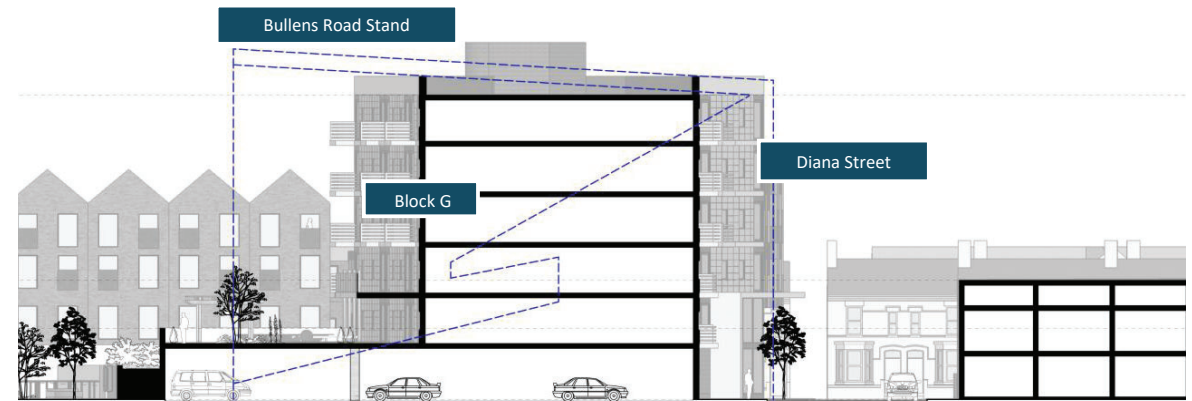
Illustrative Section C - Gwladys Street

Proposed development - Scale

The illustrative sections shown on the previous page and to the right of this text highlight how dominating and impactful the existing stadium is on the surrounding street scene and residents.

To Gwladys Street and Goodison Road our proposed sections show a real improvement to the street scene and the reduction in height of the new terrace housing combined with the setting back the properties establishes a proper terrace street scene. The road layout to Gwladys has been significantly improved by creating off road parking opposite the existing on road parking allowing two cars to pass safely.

The use of undercroft parking around the periphery of the 'pitch' has allowed the scheme to not be dominated by parked vehicles.



Illustrative Section - Bullens Road

Proposed development - scale



Axo Clay Render Illustrative Purposes Only. Not for Approval and Not to Scale.

Proposed development - Landscaping

Landscaping is the treatment of land (aside from buildings) and is defined in the National Design Guide as being for the purpose of enhancing or protecting the amenity of the site or area. It can include landform and drainage, hard landscaping, boundary treatments, street furniture, the soft landscape (planting) and play equipment.

The illustrative masterplan shows areas where landscaping could be provided; however details of the landscaping are to be provided at the reserved matters stage. The following describes the design principles associated with the main landscaped area, the open space proposed in the centre of the development.

Proposed development - Landscaping



Garden and Landscaping

Landscaping is a reserved matter of this outline application and therefore details are not provided at this stage. However, the following commentary provides the design intent of the proposed landscaped areas.

At the heart of the site is the centre spot of the original football pitch, a point which has been the focus of the fans and the club for many decades. Although the immediate garden area has been reduced the extent of the former pitch can be clearly picked up visually in the elevations of the new buildings that surround it. This special space will give Evertonians an opportunity to reminisce about the stadium and it is hoped that key sculptures and features will tell the story of the events that occurred on the hallowed turf. Crucially, as well as a place for fans the gardens will be a high quality hard and soft landscaping area which engages with the surrounding feature buildings and all end users, as well as being a space for existing residents in the local area. Careful screening and planting as well as stepped levels of landscaping will provide interest as well as privacy to the perimeter of the garden. A primary diagonal route runs through the site but secondary organic paths lead to the nodal corner buildings and to key focal points of the former pitch. A stepped terrace replicating the park end seating terrace will lead the visitor to the café / retail space and look back over the whole garden.

CGI View - Garden view looking north to main access gates

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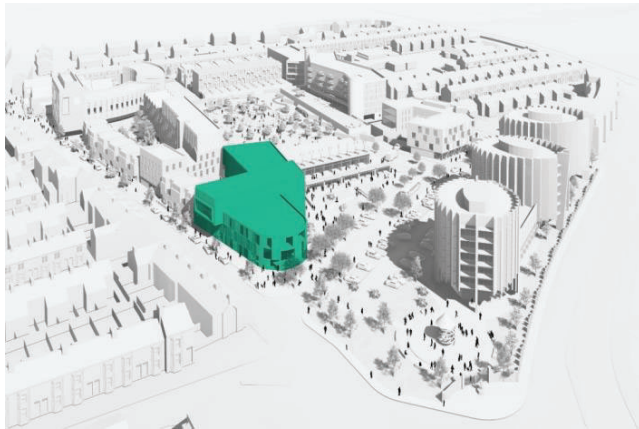


CGI View - Garden view looking south



Proposed development - Summary

The following pages summarise the proposed use and design intent of each block in the masterplan, including precedent images and illustrative CGIs.



Enterprise - Block 1B

Located at the 'Gateway' to the site at the South West corner of the former stadium this block is a bold statement to the Club's continued commitment to providing facilities to create opportunities to promote entrepreneurial skills and technical ability to further the careers of young people in and around the area.

The building's outward curved form creates a statement entrance but also leads the eye and pedestrian route to the north of the site up Goodison Road and into the public space behind it. A large pedestrian staircase could flank this building and leads people up to the public terrace.

The building's main form, a staggered 'Z' shape enables the rear elevation of the block to look over the inner garden. Running perpendicular to the main block is a raised form which fronts onto Oxton Street and can be seen from County Road thereby reinforcing it as a key building on the site.

Direct access to the rear garden is available and we envisage an outdoor creative space for artworks / sculpture etc could be located here.

CGI View - Block 1B viewed from Goodison Road

illustrative Purposes Only. Not for Approval



Precedent Image



Proposed development - Summary

Retail / café - Block 2B



To the South edge of the former pitch is a two story block which could accommodate community retail units at ground floor level fronting onto the new public space.

The upper floor could accommodate a Café with an outdoor terrace that leads down to the new garden space. A sweeping staircase encourages pedestrians up to the main terrace and into the garden space. Lift access would also be provided.

The first floor block can be seen as a real focal point to the site and a celebration of the club's history at Goodison Park as well as being a meeting point for fans and visitors to the site. The café could become a real community resource and offer training opportunities via EitC.

The front public space is south facing and shown on the illustrative masterplan as being triangular in form. It offers a relaxing space and meeting space which is protected from the surrounding roads.

View 04 - Block 2B

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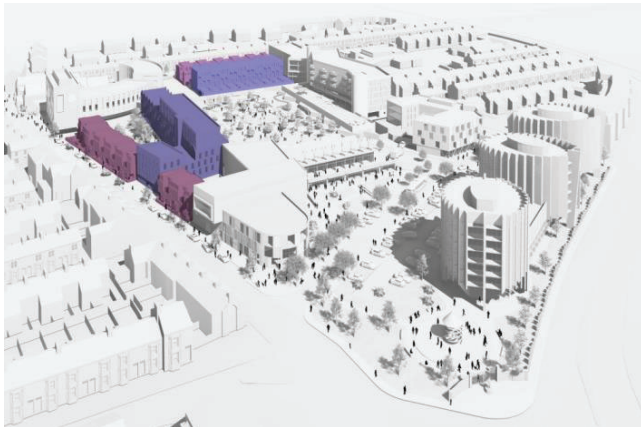


Precedent Images



Proposed development - Summary

Residential -Blocks 1C, 2C, 1E and 2E



The western and northern perimeter edges of the site are designated as housing, in particular Terrace housing to reflect the properties on Gwladys Street and Goodison Road and help re-establish the historic residential street scene. The interface between the new development and the existing street fabric we felt was critical for the surrounding neighbourhood to feel part of and integrate with the new development. We felt it a priority to re-establish the sense of 'street' to both to Gwladys Street and Goodison Road by reflecting the terrace house typology.

The new housing is set back from the existing boundary of the site and allows for visitor parking and the addition of trees to the street scene. The new dwellings although contemporary in design will take design cues from its neighbours including, similar materials, projecting bays and a small walled front garden. Parking and bin storage is to the rear of the properties. Behind the terraces are townhouse blocks which provide a higher density of residential development which sit directly behind the terrace housing separated by a 'play street'. They also front onto the new central landscaped area and have their own garden space.

CGI View - Gwladys Street looking towards Block F

Illustrative Purposes Only. Not for Approval



Precedent Images



Proposed development - Summary

Offices - Blocks 1D and 2D



The North West corner of the site is designated to office based community support services which could include new offices for Everton in the Community. The form of the existing protruding block on Goodison Road is mirrored in the shape of the new Everton in the Community's office. The curved form of the main 4 storey office block radiates out from the centre axis of St Luke's Church. The curve draws the eye into the public area from both Goodison Road and Gwladys street and lead the pedestrian through the break in the block into the inner garden space. It is hoped that the landscaped area will enhance the architecture of the church and allow all facades to be seen and enjoyed.

The ground floor is shown on the illustrative CGIs as set back to provide a covered colonnade to a number of smaller offices which we envisage could accommodate supporting services such as financial advisors, cooperative banking and credit union.

The block predominately looks into the church space / public realm in terms of view and an outside terrace area has been suggested looking back into the central garden.

CGI View - St Luke's Colonnade with gateway to gardens

Illustrative Purposes Only. Not for Approval

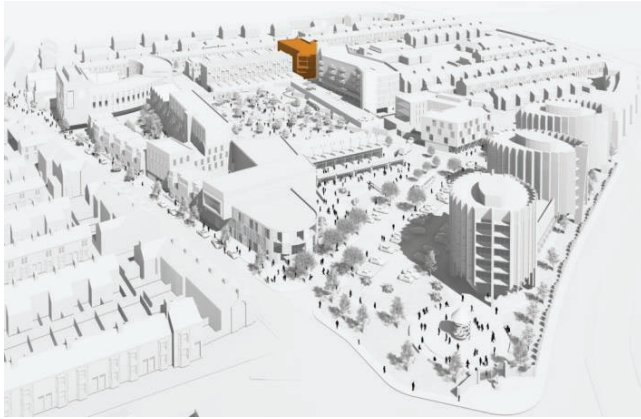


Precedent Images



Proposed development - Summary

Education facility—Block F



This block is situated opposite the Gwladys Street Primary and Nursery School at the north east corner of the site. The building may accommodate 6th form education as well as crèche / nursery facilities. It is hoped that this building will be able to engage with the existing education facilities on Gwladys Street and begin an ongoing relationship, but it could also offer additional spaces for Everton Free School. The four storey block could have a projecting cantilevered structure that runs diagonally through the building toward the centre spot of the inner garden. It also has direct access to the garden space and it is envisaged that a small play area could be located within this corner of the inner garden. The privacy of residents on Gwladys Street and the new housing to the rear of the building have been respected in terms of over looking.

It is proposed the facility will also engage with the enterprise building to the south west corner of the garden the will encourage active routes through and activity through the public space.

CGI View - Block F viewed from Gwladys street

Illustrative Purposes Only. Not for Approval

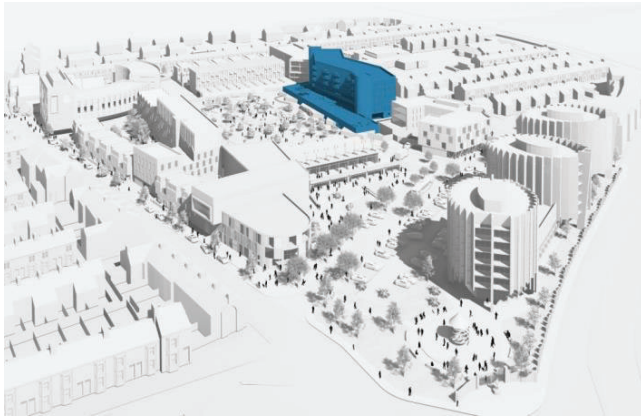


Precedent Images



Proposed development - Summary

Care home / supported living—Block G



This block is positioned to the eastern edge of the site on what is currently the Bullens Road stand. This is a quieter part of the site with minimal overlooking to the residential areas as only the end gables of the terrace housing front on to it.

The building could be a care home facility or used for supported living or a possible mix. The block is deliberately bookended by the potential Health centre and it is envisaged that residents will have an opportunity to engage with this facility.

The 6 storey block with undercroft parking at ground level has a cranked form to create a sense of privacy on the garden elevation and also generate different views from bedrooms. There could be dining and social spaces at first floor level which could spill out onto a raised deck garden running the length of the building. This space, although private, will allow residents views into the inner garden and direct access to the garden can be made via the ground floor reception.

CGI View - Block G looking over inner garden

Illustrative Purposes Only. Not for Approval



Precedent Images



Proposed development - Summary

Health centre - Block H



Located at south eastern edge in a quieter corner of the site yet still easily seen from the new main access route is a block which could be a Health facility. This is one of the key buildings that will encourage continued footfall to the site and also provide much needed support to the community. Its close proximity to the community retail units, public space and café work well together and its position next to the potential care home / supported living unit is mutually beneficial.

The building has a feature entrance on the corner of the new access road and Bullens Road but has been shown on the illustrative CGI's with a recessed frontage to provide a degree of privacy and sense of enclosure for visitors. The four storey block could have an inner light well which is open to the north and gives extensive views into the inner garden space. The wrap around form of the block allows the end elevation to also benefit from extensive views over the garden space and we have suggested an upper open terrace could be included.

CGI View - Block H viewed from Bullens Road

Illustrative Purposes Only. Not for Ap-

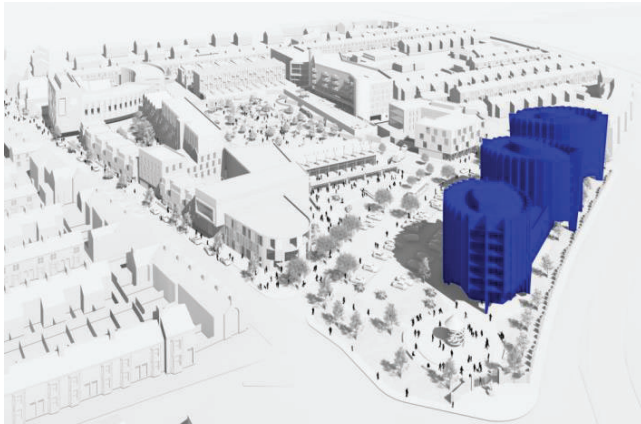


Precedent Images



Proposed development - Summary

Block A



To the south edge of the site three residential blocks are proposed which look over Stanley Park and symbolically reference the history of Everton locations, past, present and future. These three elements, as well as acting as a symbolic sculptural feature of the site, allow views through the spaces between them from the site to Stanley Park visually connecting one green space with another. They are sat upon a plinth block which runs almost the full length of the southern edge of the site, which also allows the upper blocks to pivot comfortably above it.

This block not only provides active frontage to the site but also defines and encloses the site. It is envisaged that the plinth block will accommodate food & drink/retail/financial & professional service units which interface well with the new pedestrian areas.

The plinth also allows more privacy for residents to the apartments as well as ground floor secure private entry. The upper block heights are 6 storey and it is hope that the detailed design of these building will reflect the history of the site and Everton football club as well as taking account of the Grade II* listed Stanley Park and Anfield Cemetery and other features of the surrounding area.

CGI View 10 - Block A

Illustrative Purposes Only. Not for Approval



Precedent Images



Proposed development – Context

Responding to site context

There are a number of external influences that have shaped the existing Goodison Park stadium and the redevelopment proposals.

The restriction around the St Luke's church creates the established break in the stadium form which has been exploited within the new masterplan. Similarly the dominant circulation block to Goodison Road's main stand which fronts onto Neston street is retained as a key feature of the site. The proposed built form also responds in a similar manner on Oxton Street and Winslow Street creating a visual connection to County Road district centre.

The perimeter of the masterplan also re-establishes the terrace housing typology reflecting the dwellings fronting onto the site but also reducing the massing of the former stands.

New forms to the inner 'pitch' side respond to the formal rectangle of the pitch which in this instance can be considered as part of the existing context.

The design proposal to the Park End sees three block forms which offer strong visual connections to Spellow Lane, Goodison Road and the wider approaches from Priory Road and Walton Lane. The setting out of the blocks responds to the angle of the Walton Lane clearly defining them as separate and new elements outside the context of the pitch and existing streetscape. The orientation of each block specifically relates to the context of Anfield (Liverpool FC stadium) Goodison Park and the new site at Bramley-Moore Dock relating these three areas with the proposed masterplan.

Responding to historic context

The redevelopment of Goodison Park seeks to conserve and enhance the historic environment and designated and non-designated heritage assets. The design has been informed by the history of the site and surrounding wider historic context. The aim is to create a high-profile mixed use development which is ingrained in the existing residential context and provides a wide range of services. Elements of the masterplan have been informed by the immediate existing terrace streets and aims to recreate urban terrace streets for both Gwladys Street and Goodison Road with the proposed residential town houses of a similar scale and massing in a terrace formation. The masterplan along Goodison Road and Gwladys Street proposes three storey blocks with the proposed blocks along Walton Lane at six storeys which is considerably lower than the existing stadium. Proposed gaps between blocks with open space and landscaping will break down the mass in comparison to the existing stadium. Retaining the pitch to create a park connects with the historical legacy of the site, the proposal also aims to create the sense of enclosure felt within the existing stadium and reflect a 'memory' of what was there before.

Key buildings have been identified around the site, such as St Luke's Church which has provided a key focal building within the existing urban fabric and the proposed masterplan. The proposal intends to honour this building and its physical and historic connection with the site by ensuring that the development that wraps around it to the South East provides both context and connectivity between the church and the site. The proposed curved colonnade surrounding the church provides a public space and a gateway to the inner garden, and also offers protection to the church.

Stanley Park and Anfield Cemetery are part of Liverpool's urban environment and part of the wider urban context of Goodison Park. Goodison Park is visible from areas of Stanley Park and Anfield Cemetery. The proposal seeks to provide well-designed buildings which if visible from Stanley Park and Anfield Cemetery will aim to provide an opportunity for a high quality architectural backdrop, reflecting the urban context and enhancing existing views of the blank massing of the stadium structure.

The redevelopment will not have a direct impact on the significance of any designated heritage assets but it will lead to the loss of the Stadium (non-designated heritage asset). As stated in the submitted Heritage Statement, although the structure of the Stadium will be lost, retaining the pitch to create a park connects with the historical legacy of the site and the heritage significance value embodied in the memorials and statues on the site that relate to its historical and communal value will be retained (para. 5.16). St Luke's Church will provide a key focal building within the existing urban fabric and the proposed masterplan. The redevelopment will honour this building and its physical and historic connection with the site. The proposal will be visible in the setting of a number of nearby designated and non-designated heritage assets. Elements of the built structure of Goodison Park stadium can be viewed from Stanley Park and Anfield Cemetery. As detailed in the Heritage Statement, a large area of existing mature dense planting and trees screen the majority of the stadium at lower level. It is envisioned that a majority of the redevelopment will be entirely hidden by the existing planting and trees (para. 5.25). The massing of the blocks is broken up to considerably reduce the visual impact and provide an opportunity for an architectural backdrop to the redevelopment reflecting the urban context and enhancing existing views of the blank massing of the stadium structure. The Heritage Statement concludes that the redevelopment does not harm designated heritage assets or their significance (specifically the setting of Stanley Park and Anfield Cemetery) and will provide further urban context and the opportunity to make a positive contribution to the heritage assets and their setting.

Proposed development – Phasing

Phasing

The phasing of the site is primarily dictated by the practicalities of the construction but the impact on the development on the local residents has also been a major factor to consider.

There is also the demolition of the existing stadium to consider and how this is best achieved with minimal disruption to residents and infrastructure.

Phase 1B sees the construction of the curved blocks 1D and 2D which due to the proximity of St Luke's Church need to be built outward from the Church. The residential blocks to Gwladys Street and Goodison Road can be completed as part of Phase 1A. The completion of these phases will benefit the immediate residents who will look out onto new housing and not onto a building site.

Phase 2A will follow with the construction of block F and then phases 2B and 2C will extend along Bullens Road with construction moving away from the Gwladys Street corner therefore reducing the impact on the primary school and residents.

Phase 3 would see the completion of the inner garden space so that residents have good amenity and an attractive outlook.

Phase 3A and 3B sees the construction of Blocks 1B and 2B which completes the containment of the inner garden and defines the perimeter of this part of the site. On completion of the access road this 'pitch' half of the site can be fully operational.

Phase 4 has sufficient curtilage to allow the construction of Blocks 1A, 2A & 3A with minimal impact on the remaining site. The blocks will be constructed in a west to east direction with the final block 3A being completed last.





08 Access and Maintenance

Access and Maintenance

Access policies

National

The NPPF (2019) states that planning decisions should aim to achieve healthy, inclusive and safe places, which are accessible (para. 91). Examples include the provision of clear and legible pedestrian routes and high-quality public space. In terms of 'Achieving well-designed places', the NPPF states that developments should create safe, inclusive and accessible places which promote health and well-being (para. 127).

In considering development proposals, local authorities should ensure that safe and suitable access to the site can be achieved for all users (para. 108). This includes prioritising pedestrian and cycle movements and also facilitating access to high quality public transport (para. 110). Developments should seek to avoid conflict between pedestrians, cyclists and vehicles. Access by service and emergency vehicles should be allowed for, ensuring efficient delivery of goods can be achieved (para. 110).

Applications should also address the needs of people with disabilities and reduced mobility, in relation to all modes of transport (para. 110).

The National Design Guide (2019) recognises that patterns of movement for people are integral to well-designed places. This includes walking and cycling and access to facilities, employment and public transport. Movement forms a crucial component of urban character.

Successful development depends on a movement network that makes connections between people, places and destinations. Well-designed movement networks prioritise non-car modes, are safe and accessible, function efficiently, incorporate green infrastructure and promote activity and social interaction.

LOCAL

Policy HD18, *General Design Requirements*, of the adopted Unitary Development Plan (2002) requires adequate arrangements to be made for pedestrian and vehicular access and for car parking.

Under **Policy HD19 *Access for All***, the Council requires:

- i) all new non-residential development proposals provide suitable provision for disabled people, both as employees and customers;
- ii) access to and egress from existing buildings and their surroundings is improved as opportunities arise through alterations, extensions and changes of use; and
- iii) consideration is given to the need to ensure ease of access and movement for disabled people between and within public areas by the careful provision, siting and design of parking areas, paths, dropped kerbs, pedestrian crossings, street furniture and open space.

In accordance with **Policy T7, *Walking and Pedestrians***, the Council will seek to improve access and mobility for all pedestrians, particularly disabled people and carers with small children. Consideration will be given to the provision of safe and convenient walking routes through all major development sites.

Policy TP13, *Car Parking for the Disabled*, requires a minimum of 6% of the first hundred parking spaces in a development to be reserved for disabled parking badge holders. The number of spaces thereafter will be negotiable. Disabled parking bays should be clearly marked and be located close to the point of access to and from the development.

Access and Maintenance

Access policies

The Council's Car and Cycle Parking Standards (1996) establishes that the Council will consider the extent to which a site is served by public transport and provides guidance on parking design, including accessible parking bays. Subsequently, the Council published the Ensuring a Choice of Travel SPD (2008) which establishes car and cycle parking standards. The SPD emphasises the need for applications to address sustainable access, including the completion of a Minimum Accessibility Standard Assessment (MASA), to determine whether developments are accessible by all modes.

The Council's Design for Access for All SPD provides guidance on providing positive and inclusive developments. This includes methods of integrating inclusive design principles in order to promote a high quality and inclusive environment for all, irrespective of age, gender, mobility or impairment. The SPD requires an Access Statement to be produced as part of a planning application to demonstrate what has been done to ensure buildings, services and facilities are accessible to all. The document also focuses on improving accessibility in the public realm. New buildings will be required to be designed, positioned and orientated within a site to achieve an accessible approach from highways and the nearest public transport stations. The position of a proposed building will affect where the vehicle and pedestrian entrance to the site will be and therefore it should be carefully considered. Consideration should also be given to providing suitable drop off points immediately adjacent to a safe pedestrian route and as close as possible to the main entrance.

The Emerging Local Plan (2018) also includes policies regarding access and accessibility:

Policy STP2 requires developments to be located in areas which are accessible by sustainable transport.

Policy UD4 states that development proposals should meet the highest standards of accessibility, safety and inclusion to ensure development can be used safely and easily. The principles of inclusive design, including the specific needs of disabled people, should be integrated into the development.

Policy UD5 requires an appropriate level of car and cycle parking and servicing provision to be made in new developments.

Policy TP2 states that developments must ensure new road layouts are safe and can operate efficiently; the development would not individually or cumulatively with other projects have a severe impact on the functioning of the network; there is no detrimental impact to the safety of users of the transport network; there is provision for walking, cycling and the use of public transport; and vehicle and cycle parking and servicing are appropriate to the scale and nature of development proposed.

Policy TP5 requires new developments to demonstrate they will have a positive impact on the cycling network, be designed to encourage cycling, provide appropriate cycle access and sufficient secure cycle parking facilities; demonstrate best practice in design for cyclists; and ensure that the layout is fully accessible for cyclists, and encourages and facilitates cycle usage.

Policy TP6 states that developments must be designed to encourage walking, provide appropriate pedestrian access, demonstrate a positive impact on the pedestrian network, ensure layouts are fully accessible and demonstrate best practice in design for pedestrians.

Policy TP8 requires adequate provision to be made for parking, servicing and loading, including access by emergency and refuse vehicles. All new development should have regard to road safety considerations.

Policy TP9 requires transport assessments to consider how opportunities could be taken to provide good access to the bus and rail network, including (where appropriate) providing and improving the infrastructure necessary to support such greater accessibility. Applications should demonstrate how proposed development relates to walking & cycling distances and routes to stations, convenience of bus access to stations and details of service frequencies.

Access and Maintenance

Details of the proposed access are to be provided through subsequent reserved matters submissions. However, the submitted plans illustrate how vehicles, pedestrians and cyclists will be able to move around and through the site, connecting the application site to the wider network of routes.

Clear, legible pedestrian routes have been defined in and around the site with high-quality public spaces offering fully accessible spaces and connectivity.

The design proposal has been carefully considered so as to make pedestrian access a priority and cycle movements to/around the site are encouraged and supported. Access to high quality public transport can be found within close proximity adjacent to the site.

Careful consideration has been given to the small access roads to parking areas within the central area of the site to avoid conflicts between pedestrians and vehicles. Two of these access points are off Goodison Road and provide controlled level access to undercroft and open parking areas.

Gwladys Street has 1no vehicle entrance route to undercroft and open parking areas. Both of the access routes are away from the public space created around St Luke's Church.

Bullens Rood has one access to the inner part of the site which is north of the entrance to Block H therefore reducing any conflict between the pedestrians and vehicles. To the south of the site 1no vehicle access route provides access to undercroft parking and for maintenance / service vehicles to enter the inner garden space.

Good access for services and emergency vehicles has been provided as well as vehicle maintenance access to the central garden area.

The design of all new public buildings will clearly express the location of the entrance to the building and all will have a clear pedestrian space to its frontage clear of vehicles.

The perimeter pathway will provide a level route around the whole of the site with level pedestrian paths where access roads enter the main body of the site. A secondary internal path to all public buildings is provided within the inner garden area as well as a the diagonal path running NW to SE. No ramping is proposed at this stage and all levels will be accessed via lifts within buildings and the upper public terrace would have its own designated lift provision.

All pedestrian access routes have been designed with safety in mind and have good surveillance via existing and proposed dwellings.

A pedestrian path links block 1B to the 3 blocks to the southern edge of the site allowing level access to the public space in this area and the residential and commercial accommodation. This public space exits via the south west corner of the site at the original gates to the stadium and from here there is an established pedestrian crossing providing routes to Spellow Lane, Langham Street, Walton Lane and Stanley Park.

As part of the design appraisal the existing pedestrian paths around the stadium did not meet the current requirements in terms of width. To remedy this the buildings have been set back to allow for better movement around the site. The inclusion of off road parking bays for visitors had also improved the safety and movement of vehicles around the site allowing two cars to pass comfortably.

The submitted Transport Assessment details further design changes relating to access, which have occurred following consultation with LCC Highways Officers. This includes off-site highways works to enhance the Spellow Lane/Goodison Road junction and improve pedestrian safety in the area. The proposals include new footway and additional uncontrolled crossings, to be secured via a Section 278 Agreement.

Access and Maintenance

Pedestrian access

The design actively encourages footfall to the site primarily from Spellow Lane and the north end of Goodison Road. Not only can pedestrians access the corner feature building from the periphery path around the site but pedestrians could also enter buildings via the inner garden paths.

The colonnade proposal around St Luke's is a pedestrianised public space which encourages visitors to migrate into the core of the site and inner garden space. The diagonal boulevard links the two public spaces of the site from St Luke's to the retail area. Drop kerbs and a designated crossing to block 1B encourage a safe route though to the pedestrian road crossing to Stanley Park.

Residents can access the semi-private play streets via there properties and links from theses space through to the central garden have been suggested.

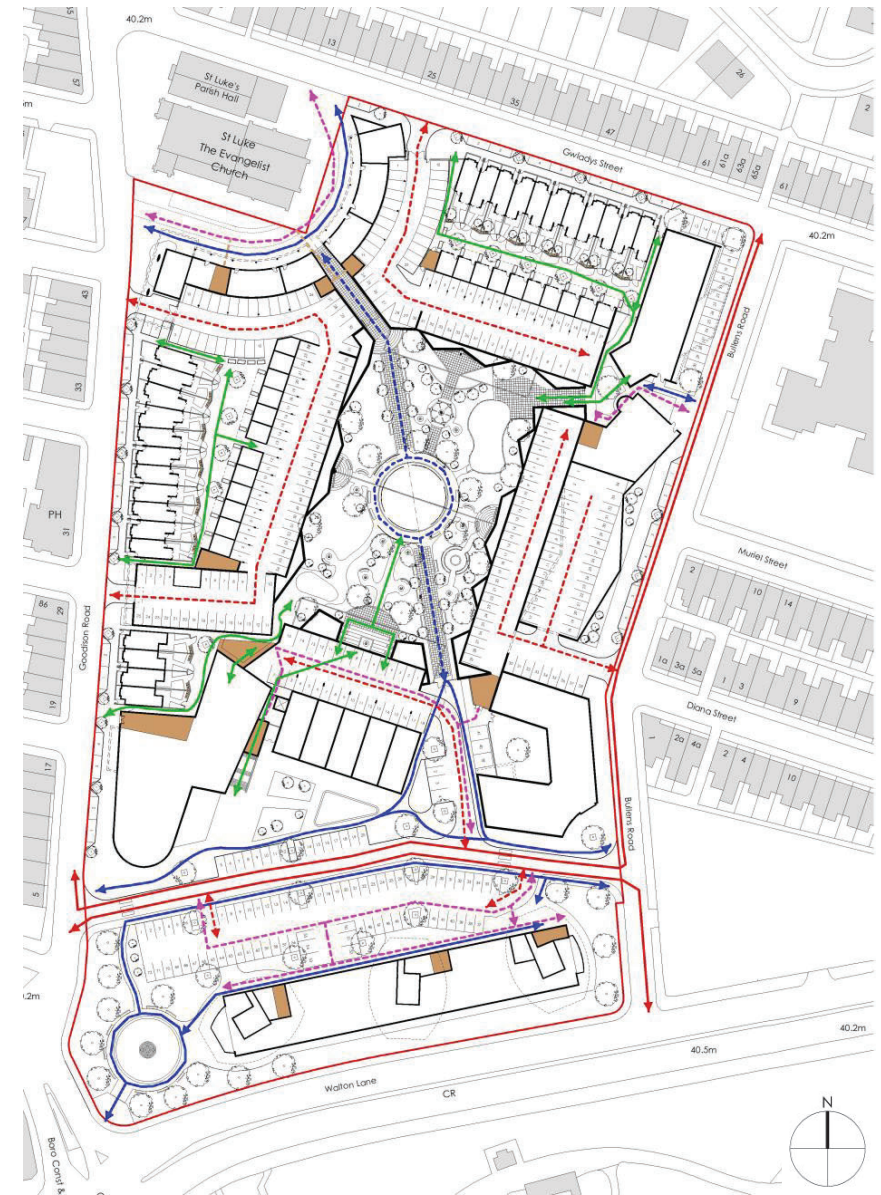
All access at ground level will be fully accessible to wheel chair uses and the only portion of upper level open to the public would have lift access.

Vehicular access

Vehicle access to the main secure parking areas is via 2 access points on Goodison Road and 1 access point on Gwladys Street. The existing access off Goodison Road into the main area to the south of the site also provides a route to secure parking to Blocks 1B and 2B. Surface parking is predominantly located to the southern part of the site in front of Block A.

Access and Parking

- Primary Vehicular Routes
- Secondary Vehicular Routes (private)
- Public Pedestrian Routes
- Semi-public Pedestrian Routes
- Residents / Adjoining buildings Pedestrian Routes
- Servicing Routes
- Bin Stores



Illustrative Purposes Only. Not for Approval and Not to Scale.

Access and Maintenance

Parking (Car and Cycle parking)

The layout to the right illustrates the location of parking bays for each building. Residents parking for the new terrace housing and townhouse / apartments is within the undercroft parking for each block. Visitors off road parking is also provided around the periphery of the site as well as the parking area to the front of block A.

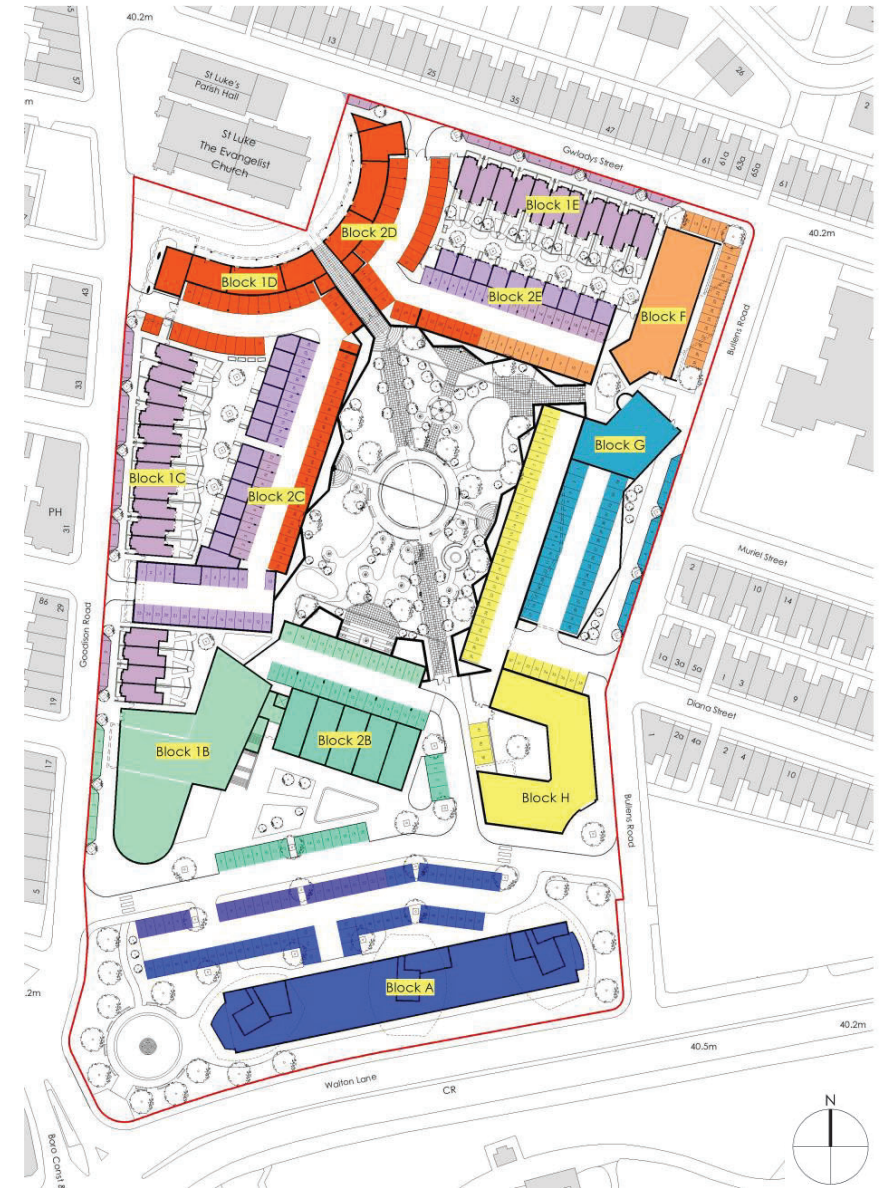
Accessibility

All areas of the site are accessible for wheel chair uses and the development will promote an inclusive policy in terms of various user needs. As details of each phase progress, subsequent Reserved Matters submissions will demonstrate how accessibility has been taken into account in the design of buildings and landscaping / public realm, to ensure that policy requirements are met.

Servicing and Maintenance

Although the detailed layout of each of the building type is not finalised, consideration has been given to the waste / recycling storage and collection and deliveries. Most servicing activities will be via the access points described in the previous page. Limited access to the inner gardens can be provided for maintenance purposes.

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09 Visuals

Visuals



CGI View 01 - Gwladys Street view looking eastward

Illustrative Purposes Only. Not for Approval