

# 7.0 BUILDING ACCESS STRATEGY

## 7.1 ACCESS OVERVIEW

**Pedestrian Access**  
The main points of access onto the site for pedestrians are from St Anne Street and Rose Place. These routes have ramped access and offer pedestrians access to the ground floor commercial/office unit, residential accommodation, or residential car park.

The courtyard can also be access through the residential lobby or residential car park.

It has been important throughout the design that the building be accessible to all, both in consideration of the commercial and residential elements.

**Vehicular Access**  
Access to the car park is via Rose Place where vehicle entry is fob controlled for maximum security.

Total number of car parking spaces: 51 (3 accessible)  
Total number of motorcycle spaces: 5

**Cycle Spaces**  
The diagram adjacent highlights the location of cycle stands. There will be 21 double stacking cycle stands to provide a total of 42 cycle spaces.

Key

Commercial Unit Entrance

Residential Entrance

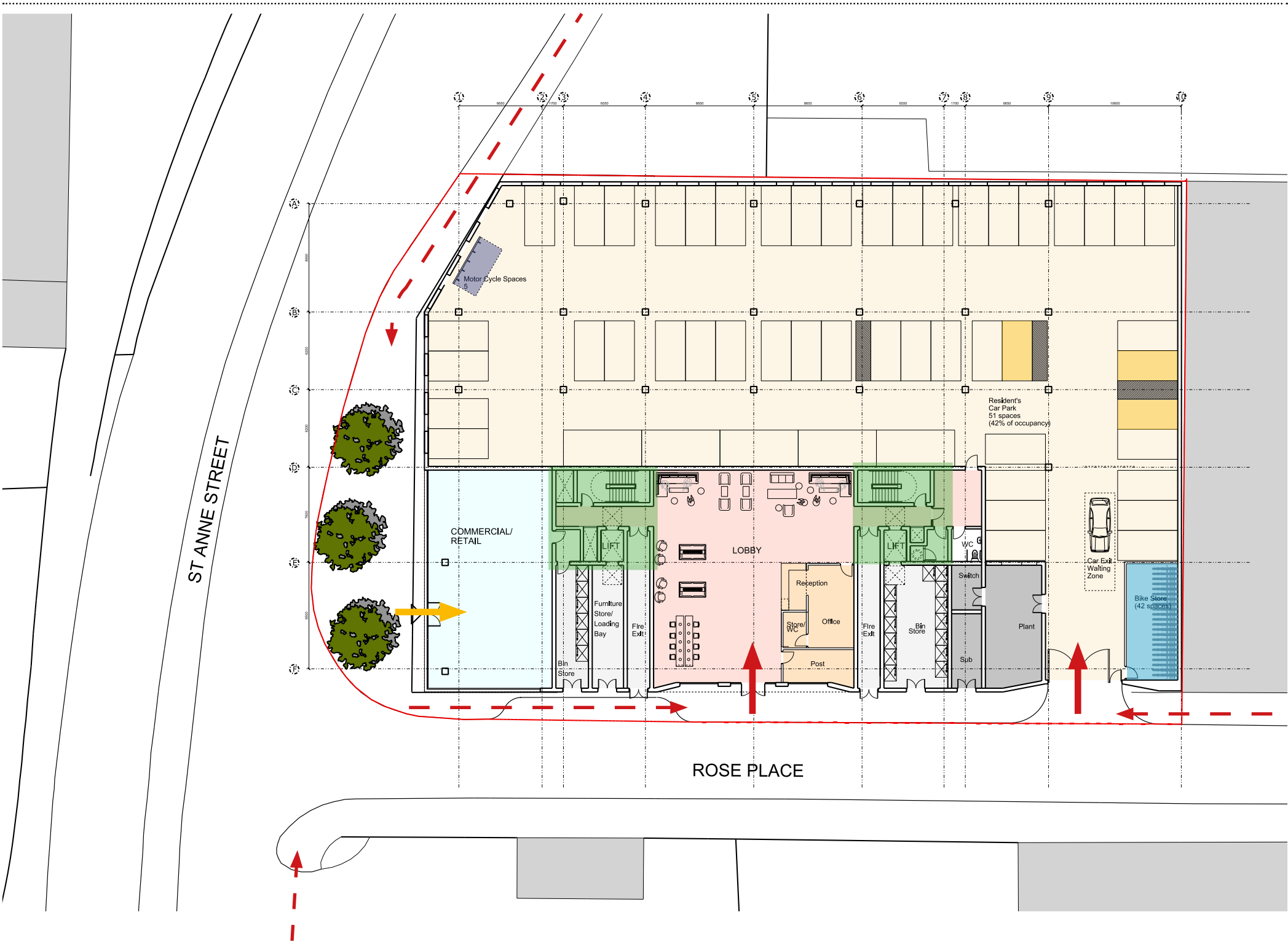
Stair and Lift Core

Cycle stands

Main pedestrian access routes

Motorbike spaces

Disabled parking spaces



# 7.0 BUILDING ACCESS STRATEGY

## 7.2 SERVICING AND REFUSE STRATEGY

Access to plant areas will be from the car park and also from Rose Place.

Residential refuse stores are located on the ground floor next to the stair and lift cores, with access from/ collection point from Rose Place.

The commercial/office unit has it's own bin store located off Rose Place.

Each circulation core has it's own dedicated furniture store/loading bay, which allows larger items to be delivered easier with access to a double sided lift. This store is accessed directly from Rose Place, eliminating the need to bring large furniture/deliveries through the main lobby.

Key

Plant room

Substation

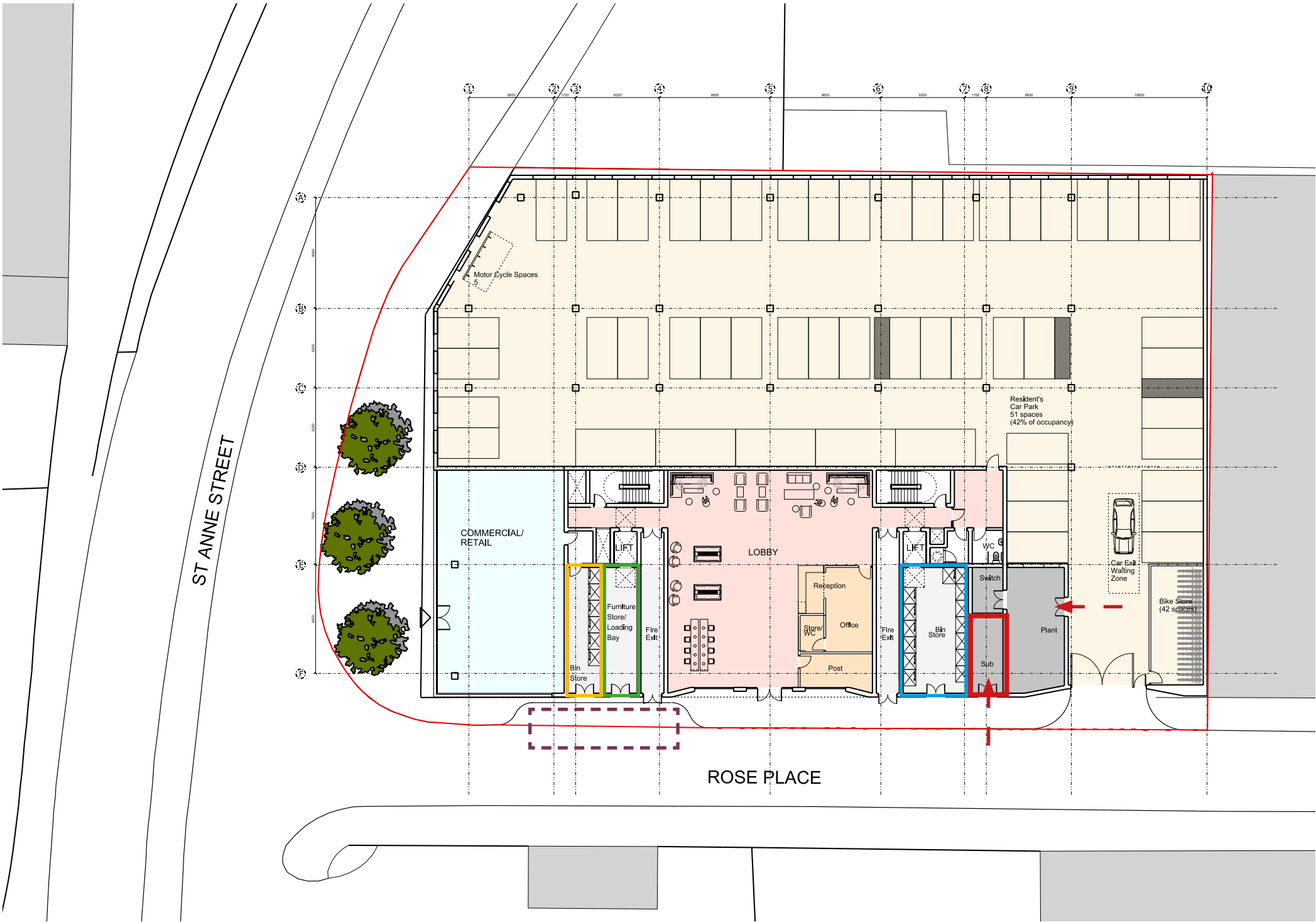
Bin Store

Commercial Unit Bin Store

Plant area access

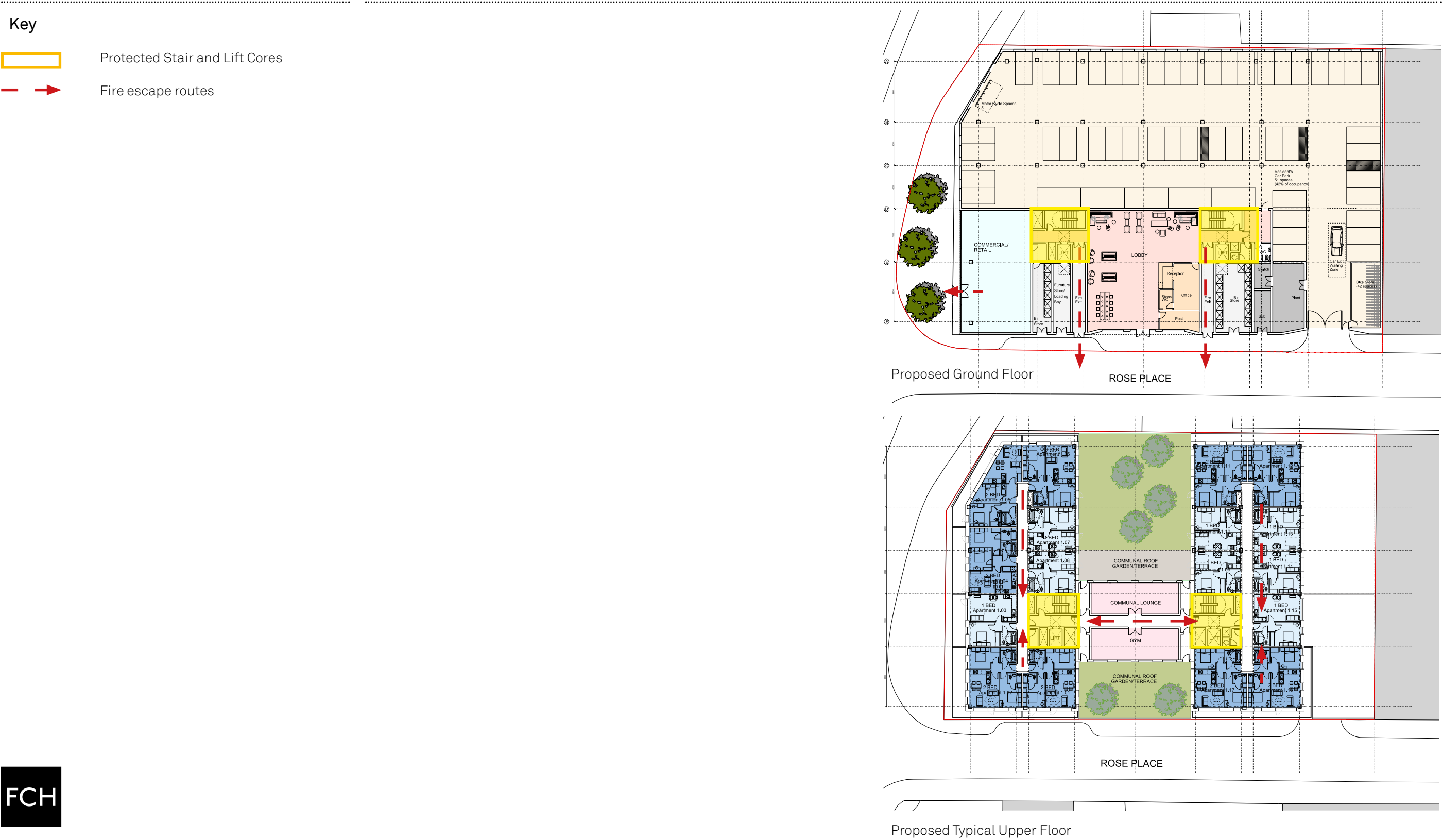
Furniture Store/ moving in space

Delivery/collection/loading bay



8.0 FIRE STRATEGY

8.1 EMERGENCY PROVISIONS AND MEANS OF ESCAPE



# 9.0 ACCESS STRATEGY

## 9.1 ACCESS STATEMENT

This section of the statement has been compiled to illustrate that designers have taken care to ensure that the scheme as a whole does not discriminate against disabled people within the context of the constraints of the existing site and buildings within the framework of the Building Regulations. It is not intended to be a detailed assessment of the detailed design of the scheme in relation to surfaces, lighting etc but instead to clarify the approach taken towards movement around the site and the general guidelines adhered to in providing a non-discriminating environment. When submitted for Building Regulations in due course, the scheme will be designed to meet the regulations where applicable, specifically in regard to the commercial elements, which will be subject to more stringent legislation.

The scheme proposes the creation of an inclusive environment which caters for diverse users, including the disabled and visually impaired. The proposal is informed by a belief in inclusive design – the design approach believes that access should take into account a wide range of needs and not be limited to specific types of disability. In adopting this broad approach the scheme aims to promote the provision of an environment that is safe, convenient and enjoyable for use by everyone.

The environment for pedestrians will be improved along the site perimeter. Way-finding and signage to assist pedestrians and disabled people will be installed where necessary and appropriate in consultation with the relevant local authorities.

A total of 42 cycle spaces are located on the ground floor. These spaces will be available for residents.

A Travel Plan will be implemented on site to ensure that the development is sustainable and to minimise the impact of the development on the highway network and the local environment.

A servicing assessment will be carried out in the Transport Statement that will be submitted with the planning application. A Delivery and Servicing Management Plan will be implemented on the site which will ensure the impact of delivery and service vehicles associated with the development is minimised. The majority of delivery and servicing movements are likely to take place between 10am and 4pm to avoid peak traffic periods.

The design response when considering all aspects of accessibility has been carried out to the standards set out in:

The Building Regulations Approved Document M

Design for Access for All, Supplementary Planning Document - Liverpool City Council

Designing for Accessibility – published by the CAE/RIBA Publishing

BS 8300:2009 Design of Buildings and their Approaches to Meet the Needs of Disabled People – Code of Practice

The Disability Discrimination Act 1995, Parts 2 and 3

### Access within and around the building

All visitors entrances are level with the external hard surfaces by gently uplifting the surrounding areas to a slope of around 1 in 30. There will be no need for ramps at any of the entrances.

Obstructions such as steps, kerbs, street lighting columns and signposts along approach routes will be suitably highlighted with either bands of contrasting colour or tactile hazard warnings to the surrounding ground, to direct those with visual impairments around the obstruction. Suitable lighting levels will be provided for safety and security.

Circulation through the external spaces and how the spaces connect to the building is an important consideration in the overall design of the site. The whole of the grounds are to be designed to allow for fluid transition between different character spaces and to form a cohesive external environment. The main entrance doors are to have automatic doors to provide a minimum of 1000mm clear opening.



# 9.0 ACCESS STRATEGY

## 9.1 ACCESS STATEMENT

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### 5.1.2 Wheelchair Accessible Apartments

In 2015 the government created a new approach for the setting of technical standards for new housing. As a result of the changes the Lifetime Homes code of practice standard has been withdrawn from use by local planning authorities. Instead the additional technical requirements that exceed the minimum standards required by Building Regulations in respect of access to new dwellings is by reference to the enhanced **Approved Document M, Volume 1 (2015)**.

These are split into three categories; the base default level requirement M4(1) visitable dwellings – which is the current Part M standard; an increased standard M4(2) for accessible and adaptable dwellings; and a higher standard still, M4(3) wheelchair user dwellings. The application of M4(2) and M4(3) for a development is to be agreed with the local planning authority at planning stage.

This scheme is aimed at the private residential sector, with exemplar levels of service, communal facilities and on-site management team. In line with the updated standards, all of the 1-bedroom and 2-bedroom apartments and communal spaces are designed to M4(2) standard, which broadly reflects the requirements of Lifetime Homes. The space standards of M4(2) allow a generous lobby, movement around the beds, space to use the bathrooms, space around furniture and space around the kitchen facilities. The studio apartments are designed to M4(1) standard, which means that they make provision for most people, including wheelchair users, to approach and enter the dwelling and to access habitable rooms and sanitary facilities on the entrance storey. This is considered acceptable for the nature of studio apartments. Compliance with these standards will be approved as part of the Building Regulations approval process.

Given the above provisions, it is proposed that none of the apartments are initially fitted out to Part M4(3) level (fully wheelchair adaptable/accessible). Instead, the apartment blueprint allows that as the demand for accessible dwellings presents itself, the larger apartments can be converted to meet demand. This proposal avoids an over-provision which would be unnecessary for the vast majority of non-wheelchair user residents, and instead offers flexibility for the future.



# 9.0 ACCESS STRATEGY

## 9.2 BUILDING REGULATIONS PART M: CATEGORY 1 DWELLINGS






The following pages show the main types of apartment with reference to Part M.

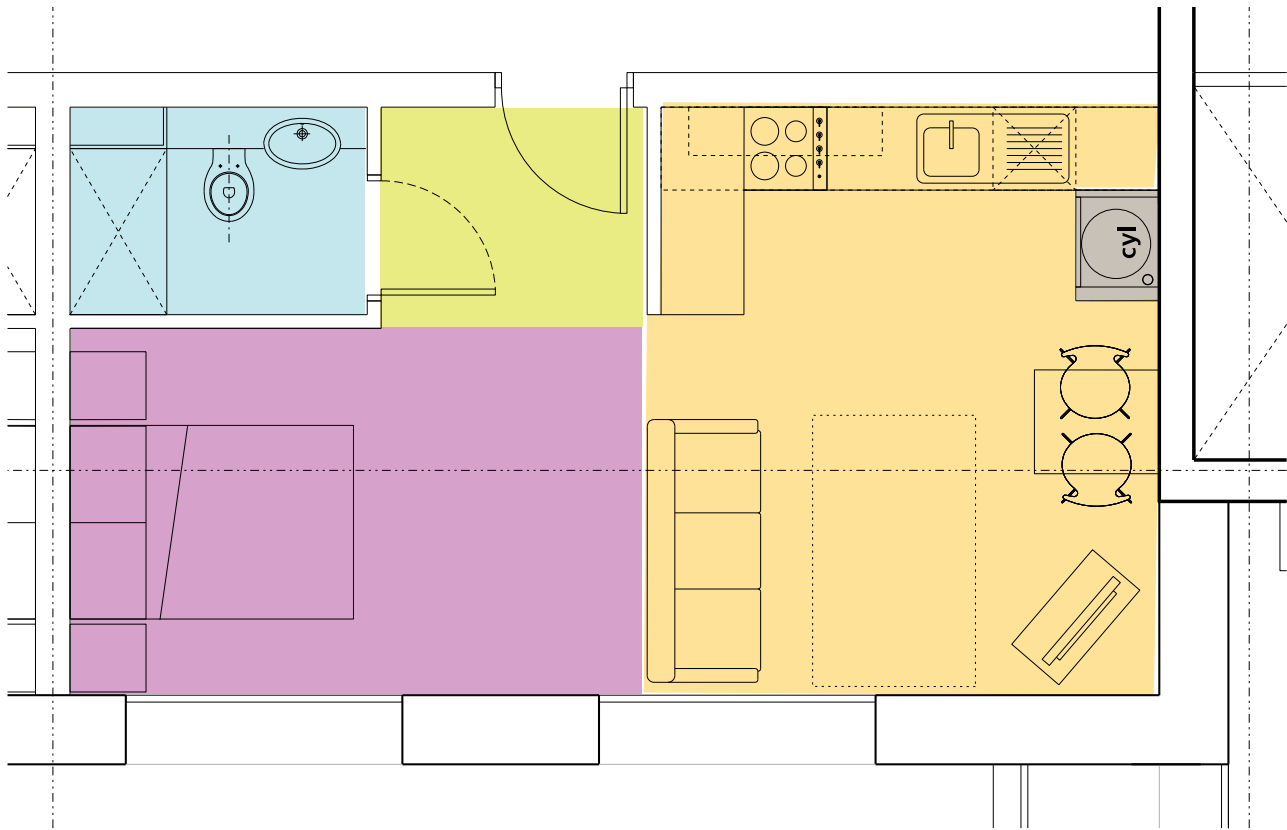
### 9.2.1 Studio Apartments

M4(1) covers the spatial and technical standards of:

- Section 1A: Approach to the Dwelling
- Level approach route
  - Communal lifts, ramps and steps
  - Communal entrances
  - Communal lifts and stairs
- Section 1B: Private Entrances and Spaces within the Dwelling
- Private entrances and circulation areas
  - Sanitary facilities
  - Services and controls

Key

	Kitchen/ Lounge/ Dining Area
	Sleeping Area
	Shower room
	Corridor
	Store



# 9.0 ACCESS STRATEGY

## 9.2 BUILDING REGULATIONS PART M: CATEGORY 1 DWELLINGS

### 9.2.2 1-Bedroom Apartments:

As previously discussed, the 1- and 2-bedroom apartments are category 2 dwellings, meaning that they incorporate features which make it suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users.

M4(2) covers the spatial and technical standards of:

#### Section 2A: Approach to the Dwelling


- Level approach route
- Car parking
- Communal lifts, ramps and steps
- Communal entrances
- Communal lifts and stairs

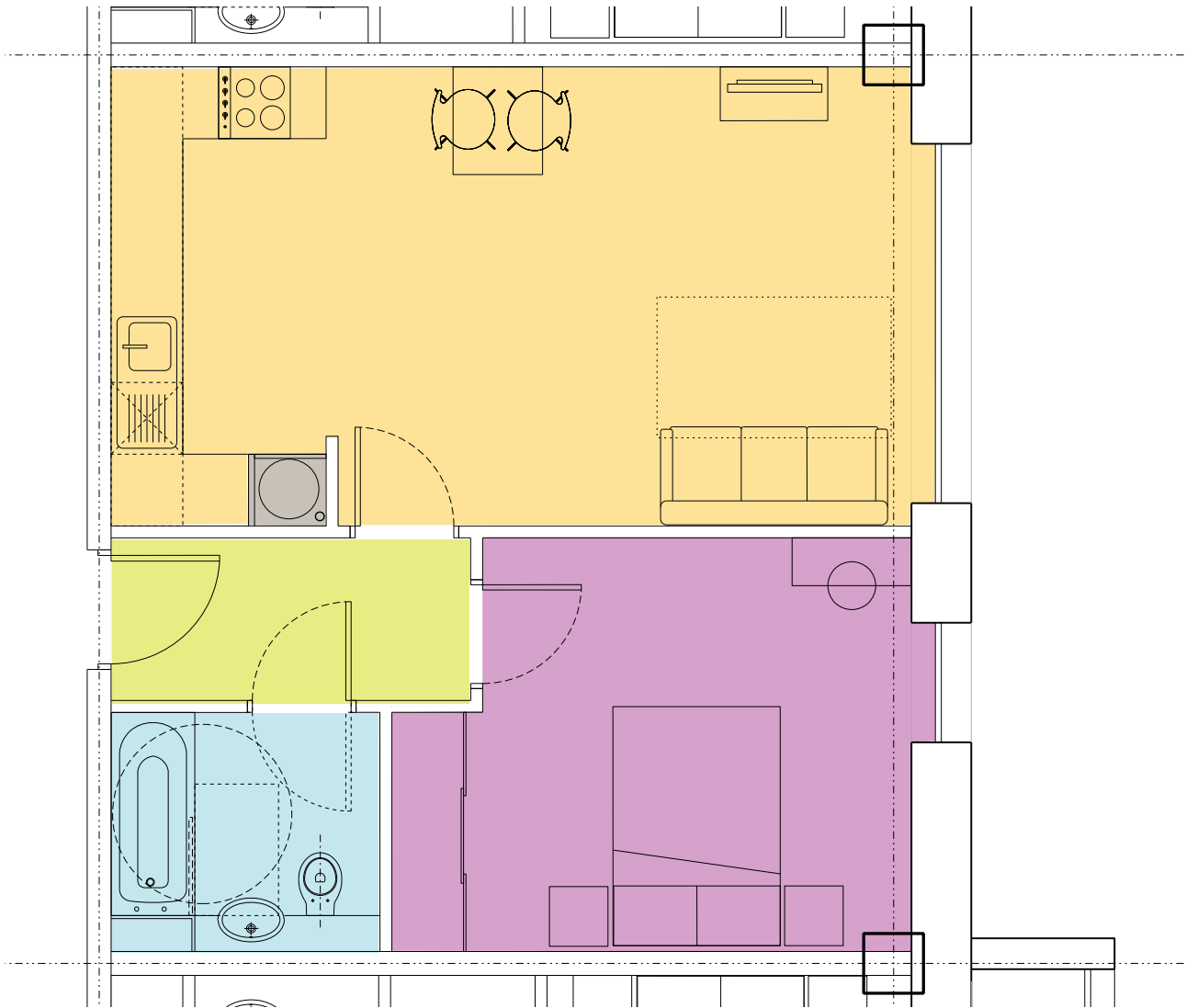
#### Section 2B: Private Entrances and Spaces within the Dwelling

- Private entrances and circulation areas
- Habitable rooms, spatial standards and minimum furniture sizes.
- Sanitary facilities
- Services and controls

The standards of M4(1) also apply.

#### Key

-  Kitchen/ Lounge/ Dining Area
-  Master Bedroom
-  Bathroom
-  Corridor
-  Store





## 9.0 ACCESS STRATEGY

### 9.2 BUILDING REGULATIONS PART M: CATEGORY 2 DWELLINGS

#### 9.2.3 2-Bedroom Apartments

M4(2) covers the spatial and technical standards of:

Section 2A: Approach to the Dwelling







- Level approach route
- Car parking
- Communal lifts, ramps and steps
- Communal entrances
- Communal lifts and stairs

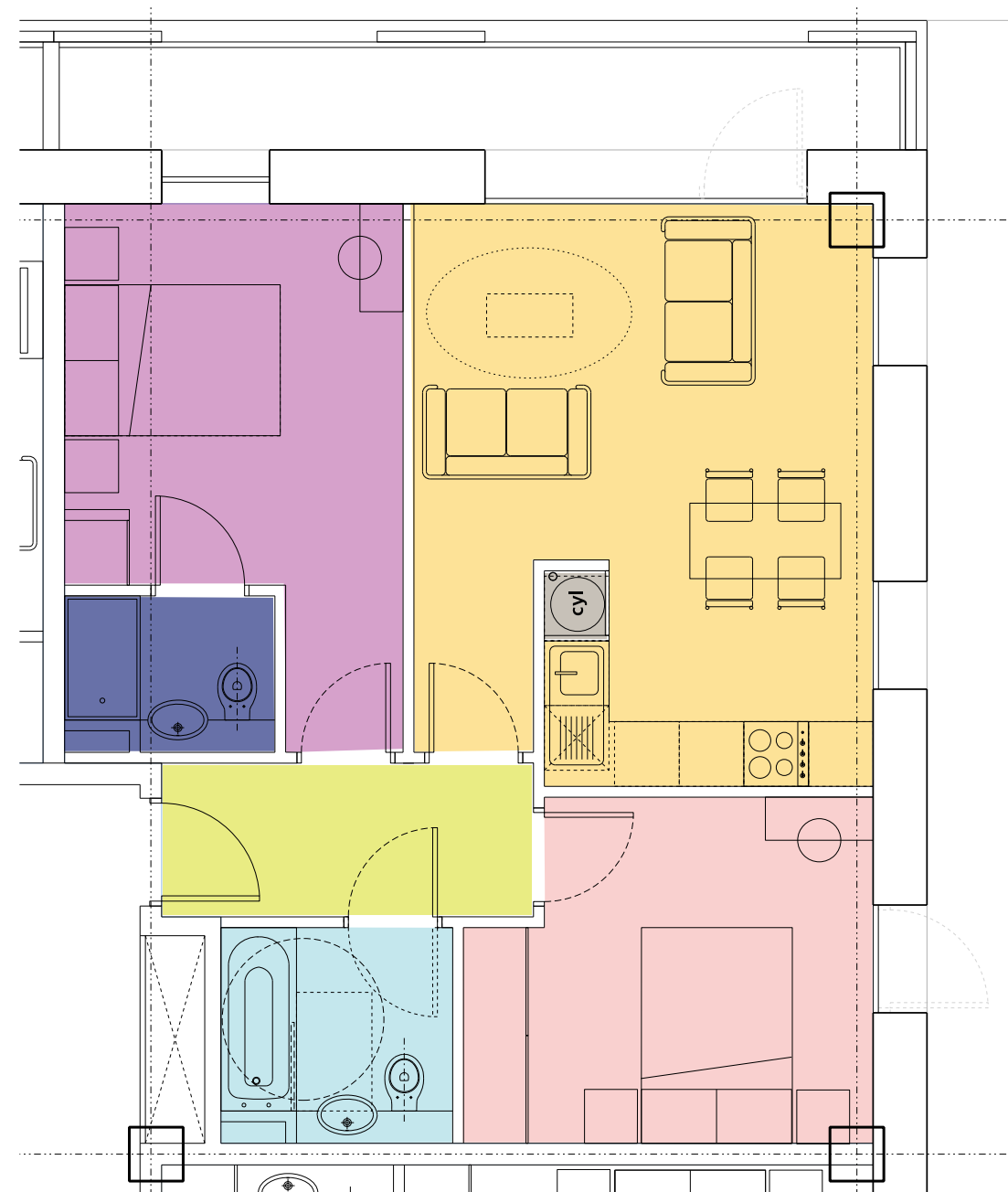
Section 2B: Private Entrances and Spaces within the Dwelling

- Private entrances and circulation areas
- Habitable rooms, spatial standards and minimum furniture sizes.
- Sanitary facilities
- Services and controls

The standards of M4(1) also apply.

#### Key

-  Kitchen/ Lounge/ Dining Area
-  Master Bedroom
-  Secondary Bedroom
-  Bathroom
-  En-suite
-  Corridor
-  Store





## 9.0 ACCESS STRATEGY

### 9.3 MAINTENANCE

#### Maintenance Strategy

The brief from the outset has been to use materials, detailing and services that will require minimal maintenance. In developing the design of the proposal with respect to servicing and maintenance the following

- Refuse collection for residential and commercial unit are accessed off Rose Place.
- Service/utility metering is properly controlled at ground floor level.
- Plant space is easily accessible for maintenance at ground floor level from Rose Place.
- Materials, planting and detailing within the public realm areas carefully selected to ensure the new space is easy to maintain.
- Window and façade cleaning

#### Ground Floor

Ground floor elements (glazing, cladding, soffits, reveals) can be maintained regularly through arm reach ladders (up to 9m high) or platform steps (up to 9.5m). Low level windows or reveals (up to 10m) can be cleaned by reach and wash extendable poles and zip up scaffolding.

#### First Floor

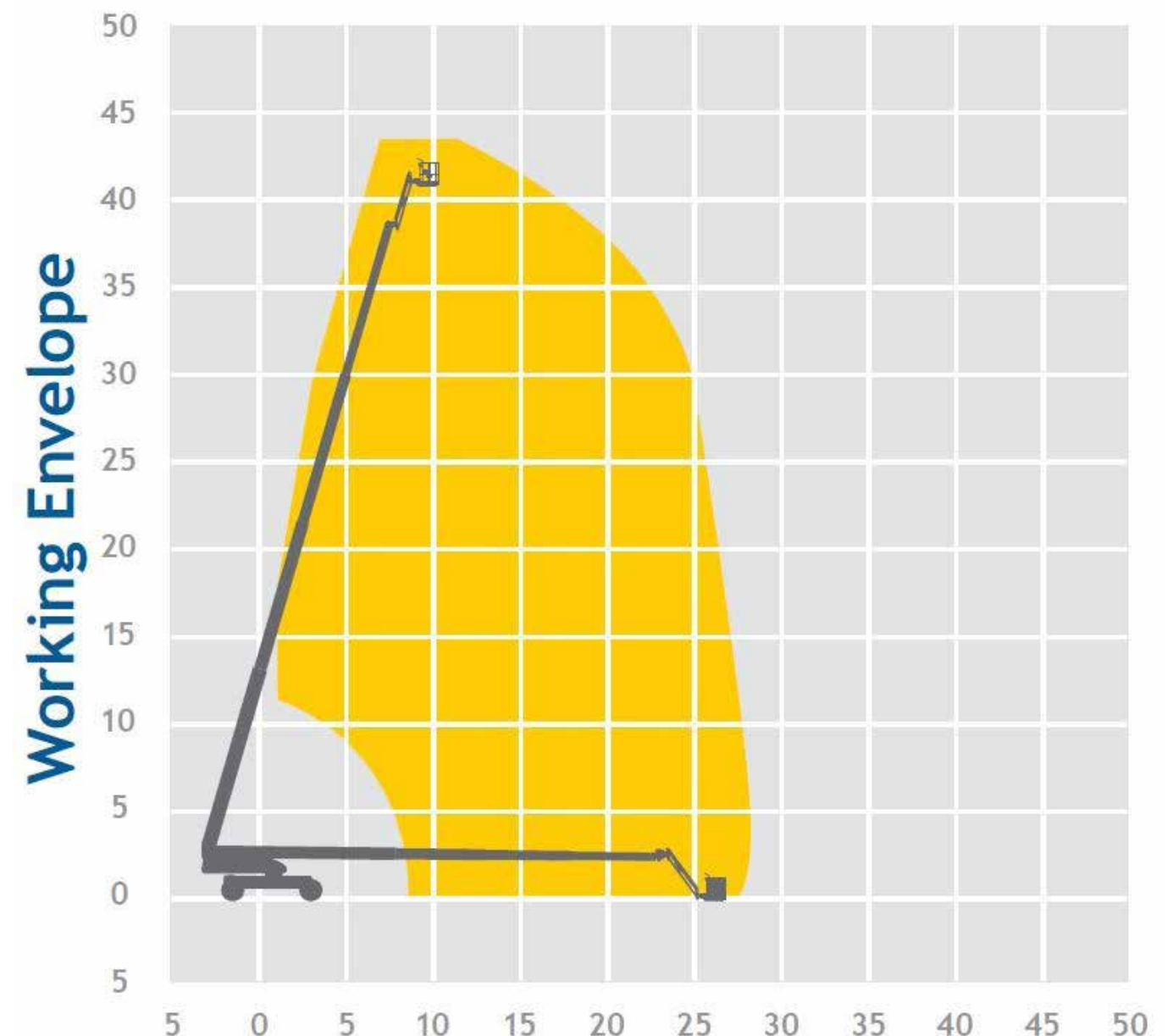
First floor elements (glazing, cladding, soffits, reveals) can be maintained regularly through arm reach ladders (up to 9m high) or platform steps (up to 9.5m). Low level windows or reveals (up to 10m) can be cleaned by reach and wash extendable poles and zip up scaffolding from the podium deck.

#### Second floor to top floors

High level façade elements cleaning, inspection, repair and replacement (second floor and above): the buildings have a maximum working height of 25.6m from ground. To reach all levels of the façade from second floor to roof level the use of MEP or Boom lift will be utilised to clean and maintain the façade where access to the perimeter is available at ground floor level. Where ground floor perimeter access is not possible cleaning and maintenance will be carried out by abseiling and mobile davit arms. Where balconies are present the inner façade will be cleaning and maintained from the balcony area.

#### Roof

The main roof for each block will be accessed via roof hatches on the upper floors. A safe access area will be provided via permanent balustrading. Beyond this point a fall restraint mansafe system will be provided to allow for regular inspection and maintenance of the roof system and any penetrations and services.



# 10.0 SECURITY

## 10.1 DESIGN PRINCIPLES

### Design Principles

The principles of Secured by Design have been applied to the scheme, split in to the following categories.

#### Site Layout

The proposed building will allow natural surveillance on all sides, onto the adjacent streets and into the courtyard space. There is a clear delineation between public and private spaces.

#### External Communal Areas

These are overlooked to discourage anti-social behaviour and will be lit with even light, avoiding shadowing which could hide people.

#### Layout and Orientation

Blank gables are avoided, with windows at corner positions ensuring all areas benefit from passive surveillance.

360 degree balconies increase the amount of surveillance around the whole building.

#### Car Parking

Access to car park is secured by means of an automatic fob access gate.

Access from car park to cores is also controlled by a fob.

There will be CCTV coverage to the car park and to the perimeter of the building, controlled from the concierge desk at ground floor level.

#### Communal Doorways

These will be well lit, overlooked by other apartments or communal spaces and will not be small recessed spaces.

Doors are controlled by fob access.

#### Windows

All ground floor glazing, including glazed doors, will be safety glazing to reduce opportunities for damage and crime.

All windows on upper floors will be aluminium framed with double glazing.

#### Secure Mail Delivery

Residents mail is located on the ground floor within a secured lobby area, and within close proximity of the concierge desk. Both this proximity and passive surveillance will ensure security of residents mail.

#### Cycle Parking

This is located in the car park where fob access is required to enter.

Cycle parking will be covered by CCTV.



# 11.0 SCHEDULE OF ACCOMMODATION

<p><b>Ground Floor</b> Commercial / Retail Unit = 172 sq.m (1851 sq.ft) Communal lounge/Lobby = 237 sq.m (2551 sq.ft) Reception/Office/Post store/WC = 58 sq.m (624 sq.ft) Plant/Bin store/Store = 186 sq.m (2002 sq.ft)</p> <p><b>First Floor</b> Gym = 56sq.m (603 sq.ft) Communal Lounge = 56sq.m (603sq.ft) 8 no. 1 Bed 9 no. 2Bed</p> <p><b>Second – Fifth Floors</b> 4no. Studio 8no. 1 Bed 9no. 2 Bed</p> <p><b>Sixth Floor</b> 8 no. 1 Bed 9 no. 2 Bed</p> <p><b>Seventh Floor</b> 5 no. 1 Bed 4 no. 2 Bed</p> <p><b>Total</b> 16 no. Studio 53 no. 1 Bed 58 no. 2 Bed <b>Total = 127 Apartments</b></p> <p><b>Typical Apartment areas:</b> 1 Bed: 39 sq.m (420sq.ft) 2 Bed: 61sq.m (657 sq.ft) Studio: 33sq.m (355 sq.ft)</p>	<p><b>Ground Floor</b> Gross Internal Area: 809sq.m (8708 sq.ft) - (excluding car park- 2338 sq.m including car park)</p> <p><b>First Floor</b> Gross Internal Area (exc. balconies and roof terraces) : 1300 sq.m (13,993 sq.ft)</p> <p><b>Second – Fifth Floors</b> Gross Internal Area (exc. balconies and roof terraces) : 1300 sq.m (13,993 sq.ft)</p> <p><b>Sixth Floor</b> Gross Internal Area (exc. balconies and roof terraces) : 1120 sq.m (12,056 sq.ft)</p> <p><b>Seventh Floor</b> Gross Internal Area (exc. balconies and roof terraces) : 570 sq.m (6135 sq.ft)</p> <p><b>Total Gross Internal Area:</b> 8,999 sq.m (96,868 sq.ft) - (exc. car park, balconies and roof terraces, inc. ground floor)</p> <p><b>Total Net Area</b> 6430 sq.m (69,212 sq.ft)</p> <p><b>Net to Gross</b> (not including ground floor) 79%</p> <p><b>NOTE:</b> ALL AREAS ARE APPROXIMATE AND SUBJECT TO MEASURED SURVEY, PLANNING APPROVAL AND DETAILED DESIGN</p>
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# 12.0 DRAWING INDEX

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All drawings submitted as part of the planning application:

P15-021-02-02-001	Site Layout
P15-021-02-03-001	Ground Floor Plan
P15-021-02-03-002	First Floor Plan
P15-021-02-03-003	Second- Fifth Floor Plan
P15-021-02-03-006	Sixth Floor Plan
P15-021-02-03-007	Sixth Floor Plan
P15-021-02-05-001	Elevation 01
P15-021-02-05-002	Elevation 02
P15-021-02-05-003	Elevation 03
P15-021-02-05-004	Elevation 04
P15-021-02-05-005	Elevation 05
P15-021-02-05-006	Elevation 06
P15-021-02-91-001	Site Location Plan



# CONTACT

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