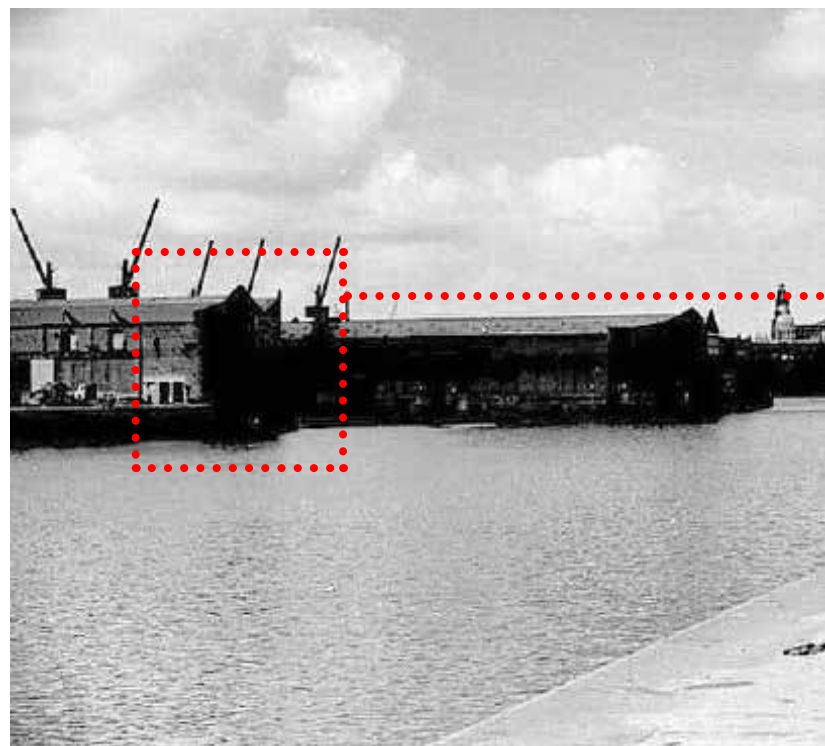


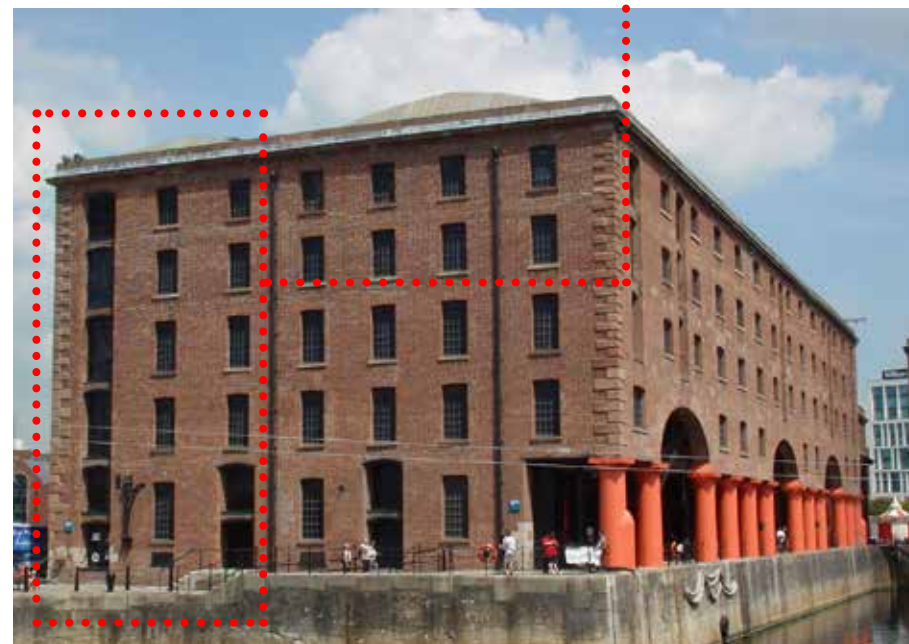
7.0 RESIDENTIAL PROPOSAL. 7.4 DESIGN INFLUENCES.



Warehouses with twin gable walls



Warehouses with twin gable walls



Punched and long windows



Arches



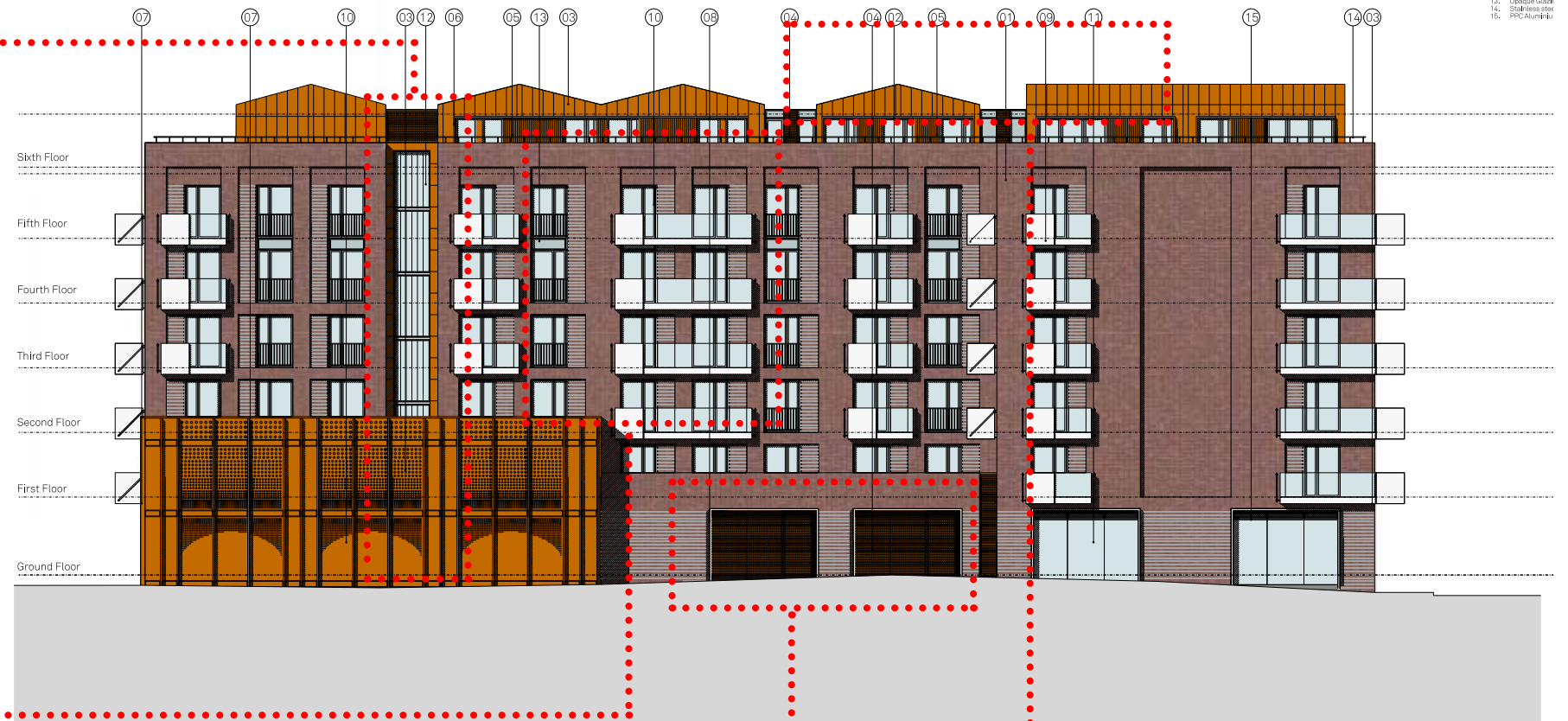
7.0 RESIDENTIAL PROPOSAL. 7.5 MATERIAL PRECEDENTS.



Corten and reglit staircase



Brick and window proportions



10. PPG Aluminium
Colour to be c
11. PPG Copper
and aluminium
12. Unprofiled gla
13. Copper Glaz
14. Stainless ste
15. PPG Aluminu



Perforations in metal cladding



Corten cladding

7.0 RESIDENTIAL PROPOSAL. 7.5 MATERIAL PRECEDENTS.





7.0 RESIDENTIAL PROPOSAL.

7.6 SCHEDULE OF ACCOMMODATION.

7.6.1 Schedule of Accommodation.

Ground Floor,

Residents Entrance
Residents refuse Store
Cycle Store
Substation / Plant
Commercial / Retail Unit 01
Commercial / Retail Refuse Store 01
Commercial / Retail Unit 02
Commercial / Retail Refuse Store 02

33 Car Spaces

First Floor.

7 x 1 bedroom apartment
10 x 2 bedroom apartment
1 x 3 bedroom apartment

TOTAL APARTMENTS - 18

Second Floor.

7 x 1 bedroom apartment
10 x 2 bedroom apartment
1 x 3 bedroom apartment

TOTAL APARTMENTS - 18

Third Floor.

7 x 1 bedroom apartment
10 x 2 bedroom apartment
1 x 3 bedroom apartment

TOTAL APARTMENTS - 18

7.6.1 Schedule of Accommodation.

Fourth Floor.

7 x 1 bedroom apartment
10 x 2 bedroom apartment
1 x 3 bedroom apartment

TOTAL APARTMENTS - 18

Fifth Floor.

7 x 1 bedroom apartment
10 x 2 bedroom apartment
1 x 3 bedroom apartment

TOTAL APARTMENTS - 18

Sixth Floor.

3 x 1 bedroom apartment
3 x 2 bedroom apartment
6 x 3 bedroom apartment

TOTAL APARTMENTS - 12

TOTALS	
38 x 1 bedroom apartment	37%
53 x 2 bedroom apartment	52%
11 x 3 bedroom apartment	11%
TOTAL APARTMENTS -	102
Total Residential NET Area -	6,693sq.m. / 72,045sq.ft.
Total Gross Area -	8,454sq.m. / 91,001sq.ft.
Net/Gross ratio -	79%

Note: The Ground Floor has been omitted from all NET & GROSS area totals.



7.0 RESIDENTIAL PROPOSAL.

7.7 ACCESS STRATEGY.







7.7.1 Pedestrian Access.

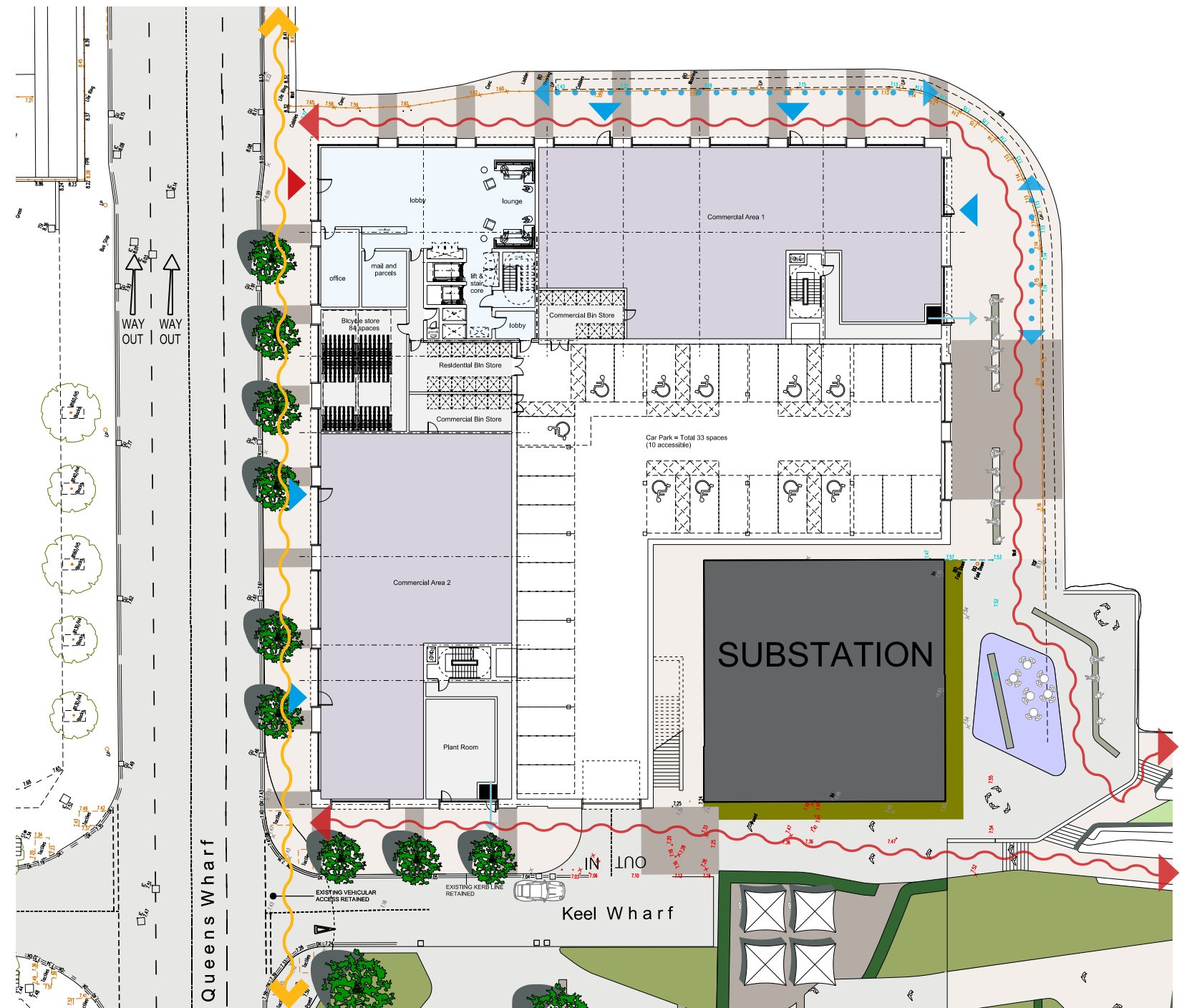
The application site is situated in a location where walking provides a convenient mode of travel to a variety of local facilities. The adjacent road network contains a fully integrated network of foot ways that combine to provide direct and safe links to local facilities in the immediate area, both of which are important factors in encouraging walk trips.

The primary residential pedestrian entrance to the building will be provided on Queens Wharf at the corner of the building. The entrance to the building will be along anticipated pedestrian desire lines with access to the waters edge and easily accessible from the main pedestrian thoroughfare.

The commercial / retail units can be accessed either along the Queens Wharf or along the pedestrian route around the building overlooking Queens Wharf. The commercial units will provide a permeable ground floor that will encourage pedestrian movement along the water and along Queens Wharf.

Key

-  Primary pedestrian routes
-  Secondary pedestrian routes
-  Residential entrance
-  Commercial entrance
-  Fire escape route
-  Commercial active frontage at water



Ground Floor Plan

7.0 RESIDENTIAL PROPOSAL.

7.7 ACCESS STRATEGY.

7.7.2 Vehicular Access.

The main access route for users of the building is via Queens Wharf. Access to the external car park is entered off Keel Wharf and can be accessed from Queen's Parade.







Parking provision for the new building will be provided within a covered car park. The car park will provide 33 parking spaces, 10 of these are for disabled access.

7.7.3 Cycle Parking.

84 secure cycle spaces are located within the building. Users of the building have secure access to the cycle stores via the external entrance. In addition, the Liverpool cycle hire scheme provides cycle hire stands very close to the site.

Further detail can be found in the Transport Statement prepared by Vectio Consulting Ltd submitted in support of this application.

Key

-  Primary vehicular access
-  Service vehicle access
-  Residential core
-  Car park entrance / exit
-  Cycle storage access (internal)
-  DDA parking spaces



Ground Floor Plan

7.0 RESIDENTIAL PROPOSAL.





7.7 ACCESS STRATEGY.

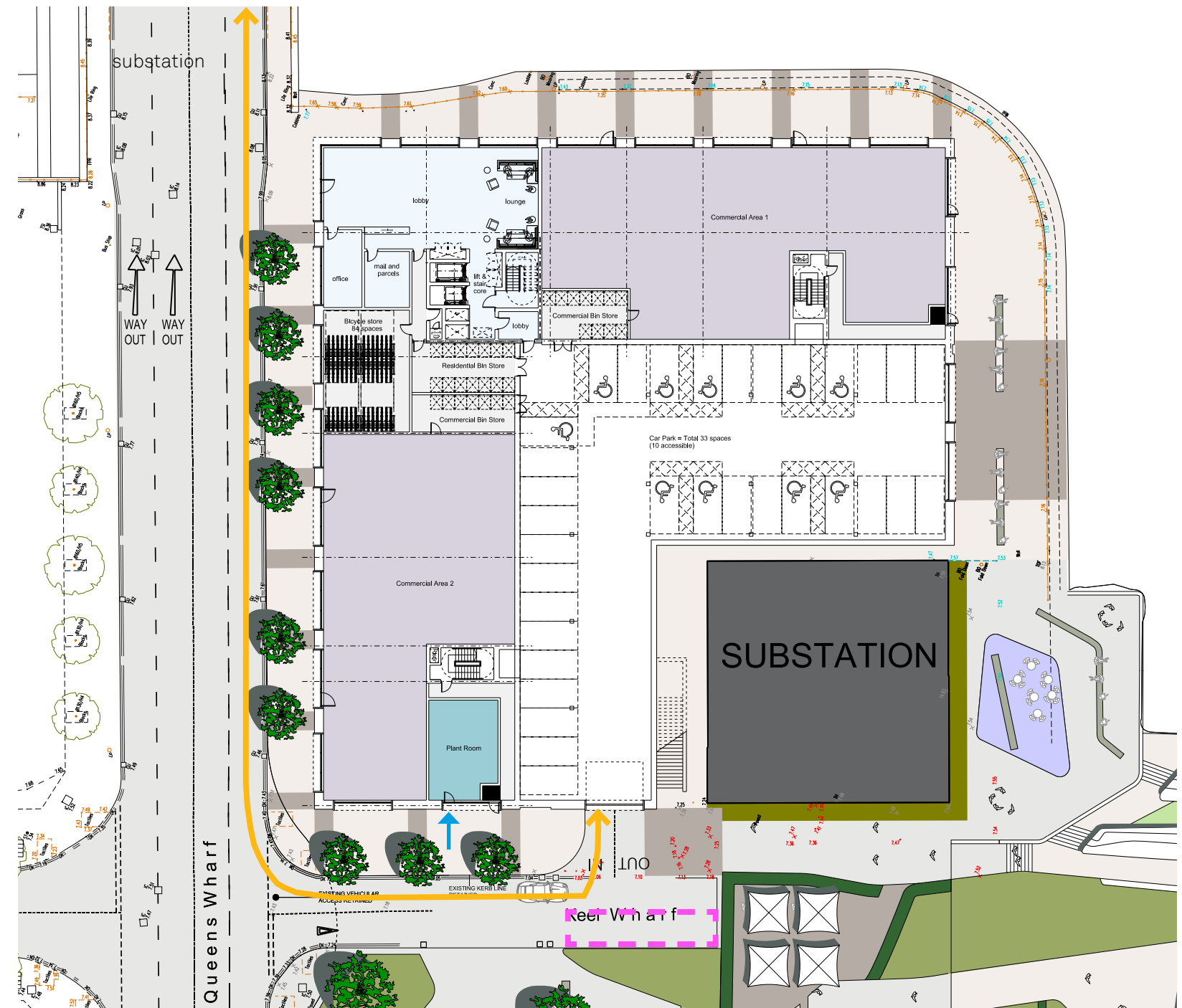
7.7.4 Delivery, Servicing & Emergencies.

Emergency service vehicles will have access to the site from Queens Wharf and which provides quick access to the main residential entrances.

The plant rooms serving the building are located along Keel Wharf and can be accessed externally.

Key

-  Emergency/ servicing vehicular access
-  Servicing access
-  Plant room
-  Delivery Zone



Ground Floor Plan




7.0 RESIDENTIAL PROPOSAL.

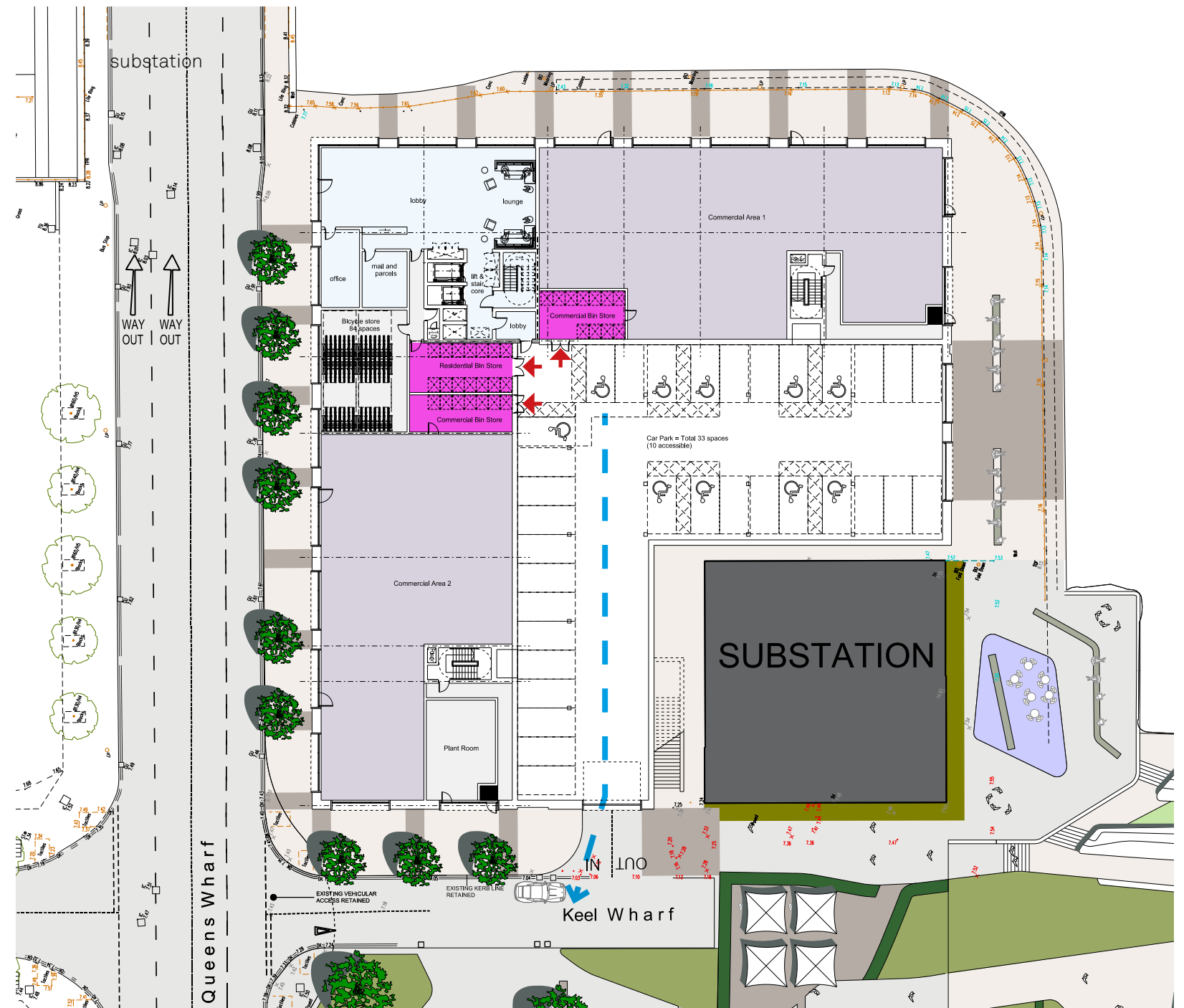
7.7 ACCESS STRATEGY.

7.7.5 Refuse Strategy.

The refuse stores for the building is located centrally in the building and access will be from the car park. Refuse collection can take place at Keel Wharf to avoid disturbing the traffic flow along Queens Wharf.

Key

-  Refuse access
-  Refuse Collection Route
-  Refuse Hold



Ground Floor Plan

7.0 RESIDENTIAL PROPOSAL.

7.8 ECOLOGY.

7.8.1 Bat & Bird Boxes.

The proposed development will have a number of design interventions to accommodate and allow the species found at the site to prosper and remain at the King's Dock.

Provisions will be made for bat species and bird species within the facade. The systems we are looking to utilise will blend into the brick facade.

7.8.2 Bat Boxes.

A number of bat boxes are available to be used within brick facades that provide different aesthetics.

The bat boxes are ideally placed facing south-east or south-west orientations and are located approximately 4-6 meters in height. It is also important that bat boxes are located away from any direct lighting directly on the building or positioned towards the building.

Ibstock Bat Box B.



Ibstock Bat Box C.



7.8.3 Bird Boxes.

A number of bird box solutions are available to be used within brick facades that provide access to the birds via small opening cut into the brick.

The boxes can be supplied and fitted in a variety of brick bonds and can also be fitted into rendered and stone walls. The internal depth of Swift and Starling is 140mm, however if cavity width is limited, boxes can be manufactured with a reduced depth (min. 100mm).

Swift Bird Box.

These boxes have an internal rough finished floor to allow the birds to move around, the centre of the floor has a raised nest cup to assist the birds' nest building. The installation height for Swift boxes is between 5-10m.



Starling Bird Box.

The Starling Bird Box is the same as the standard Swift Bird Box but with a larger 48mm entrance hole. The installation height for Swift boxes is between 3-10m.



7.0 RESIDENTIAL PROPOSAL.




7.8 ECOLOGY.

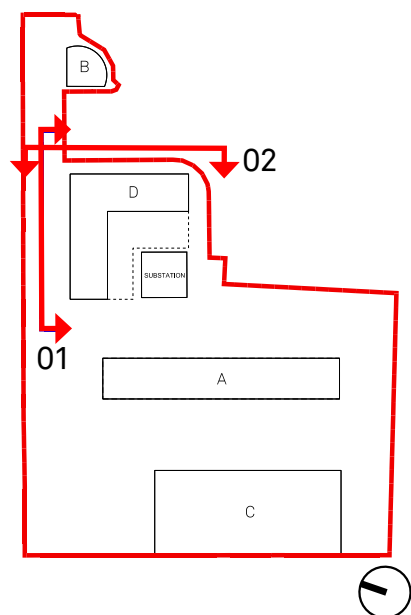
7.8.4 Bat & Bird Box Locations.

We have taken advice from the Ecologist Consultant Smeeden Foreman regarding the type of bat and bird boxes we need to utilise on the building for the species present at the site.

The Ecologist Consultant has also advised on the best location for the bat boxes and bird boxes on the facade. The elevations show where these bat and bird boxes will be located.

Key.

-  Bat box location
-  Starling box location
-  House Martin box location



Elevation 01.

Elevation 02.



7.0 RESIDENTIAL PROPOSAL.




7.8 ECOLOGY.

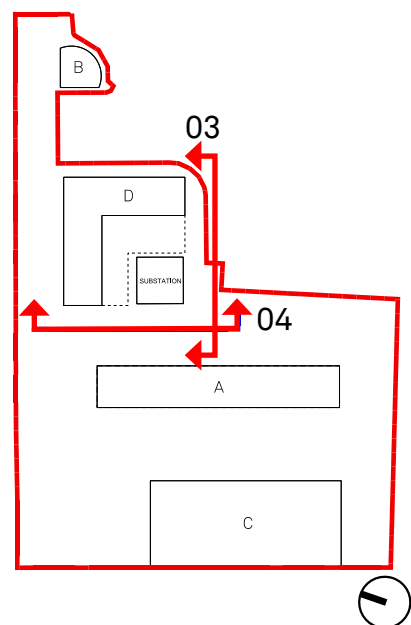
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Key.

-  Bat box location
-  Starling box location
-  House Martin box location



Elevation 03.

Elevation 04.

