

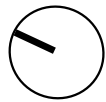
# 4.0 DESIGN PROPOSAL

## 4.7 PROPOSED LANDSCAPING

### 4.7.3 Public Space and Landscaping

The roof terraces on the upper levels have been designed to provide residents of these apartments the perfect place to enjoy the views and relax.

Each terrace has a decked area with some artificial grass to the rear, planting helps create a buffer the rear of the terrace and for access to the vents shafts at roof level paving is provided.



4.0 DESIGN PROPOSAL

4.8 SCHEDULE OF ACCOMMODATION

4.8.1 Schedule of Accommodation.

<b>LOWER GROUND FLOOR</b>			
Commercial Unit 01 - c. 187 sq.m / 2,022 sq.ft			
Commercial Unit 02 - c. 151 sq.m / 1,628 sq.ft			
Residential Lobby / Concierge			
Substation/ Plant/ Refuse/ Cycle Store			
Car Parking - 37no. Spaces			
<b>UPPER GROUND FLOOR</b>			
Studio Apt	x 1		
1 Bed Apt	x 6		
2 Bed Apt	x 8	Subtotal x 15	
<b>FIRST - SEVENTH FLOORS</b>			
Studio Apt	x 2 (x7) = 14		
1 Bed Apt	x 11 (x7) = 77		
2 Bed Apt	x 10 (x7) = 70	Subtotal x 23 (x7) = 161	
<b>EIGHTH FLOOR</b>			
Studio Apt	x 2		
1 Bed Apt	x 8		
2 Bed Apt	x 7	Subtotal x 17	
<b>NINTH FLOOR</b>			
Studio Apt	x 2		
1 Bed Apt	x 8		
2 Bed Apt	x 5	Subtotal x 15	

<b>TENTH FLOOR</b>			
Studio	x 1		
1 Bed Apt	x 4		
2 Bed Apt	x 4	Subtotal x 9	
<b>TOTAL</b>			
Studio Apt	x 20 (9%)		
1 Bed Apt	x 103 (47%)		
2 Bed Apt	x 94 (44%)	TOTAL x 217	
<b>TOTAL RESI NET AREA</b>			
- 10,975 sq.m. / 118,145 sq.ft.			
<b>TOTAL RESI GROSS AREA</b>			
- 13,744 sq.m. / 147,948 sq.ft.			
<b>TOTAL RESI RATIO</b>			
- 80%			

Note: All net/gross areas based upon residential floors and exclude the ground floor.

Note: All figures/areas are approximate and subject to measured survey, planning/building regulations approval and detailed design.

# 5.0 ACCESS STRATEGY

## 5.1 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.

Parking spaces will be allocated by market demand being sold or leased to tenants within the development. A number of parking spaces will be made available for resident use on a managed basis. . In this way, parking spaces will be demand-led. 5% of these spaces will be disabled and offered to disabled residents on a preferential basis

The environment for pedestrians will be improved along the St James Street, Greenland Street and New Bird Street frontages and public realm improvements are proposed as part of the development. Wayfinding and signage to assist pedestrians and disabled people will be installed where necessary and appropriate in consultation with the relevant local authorities.

156 cycle spaces will be located on the ground floor accessed externally via Greenland Street, alongside to the residential entrance. These spaces will be available for the residents and additional spaces can be provided as demand dictates. In addition, the Liverpool cycle hire scheme provides cycle hire stands very close with the nearest on St James Street.

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.

### 5.1.1 Access within and around the building

All entrances are level with the external hard surfaces by gently uplifting the surrounding areas to a slope of around 1 in 30, as determined by existing surrounding site levels. 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. The feathered steps to the public areas will be highlighted with contrasting nosing and tactile paving. Signage will be installed to further highlight the parking arrangements and procedures for visitors. Suitable lighting levels will be provided for safety and security.

Circulation through the external spaces and how the spaces connected 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.

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 (2015)

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 Equality Act 2010

# 5.0 ACCESS STRATEGY

## 5.1 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.



# 5.0 ACCESS STRATEGY

## 5.2 PEDESTRIAN

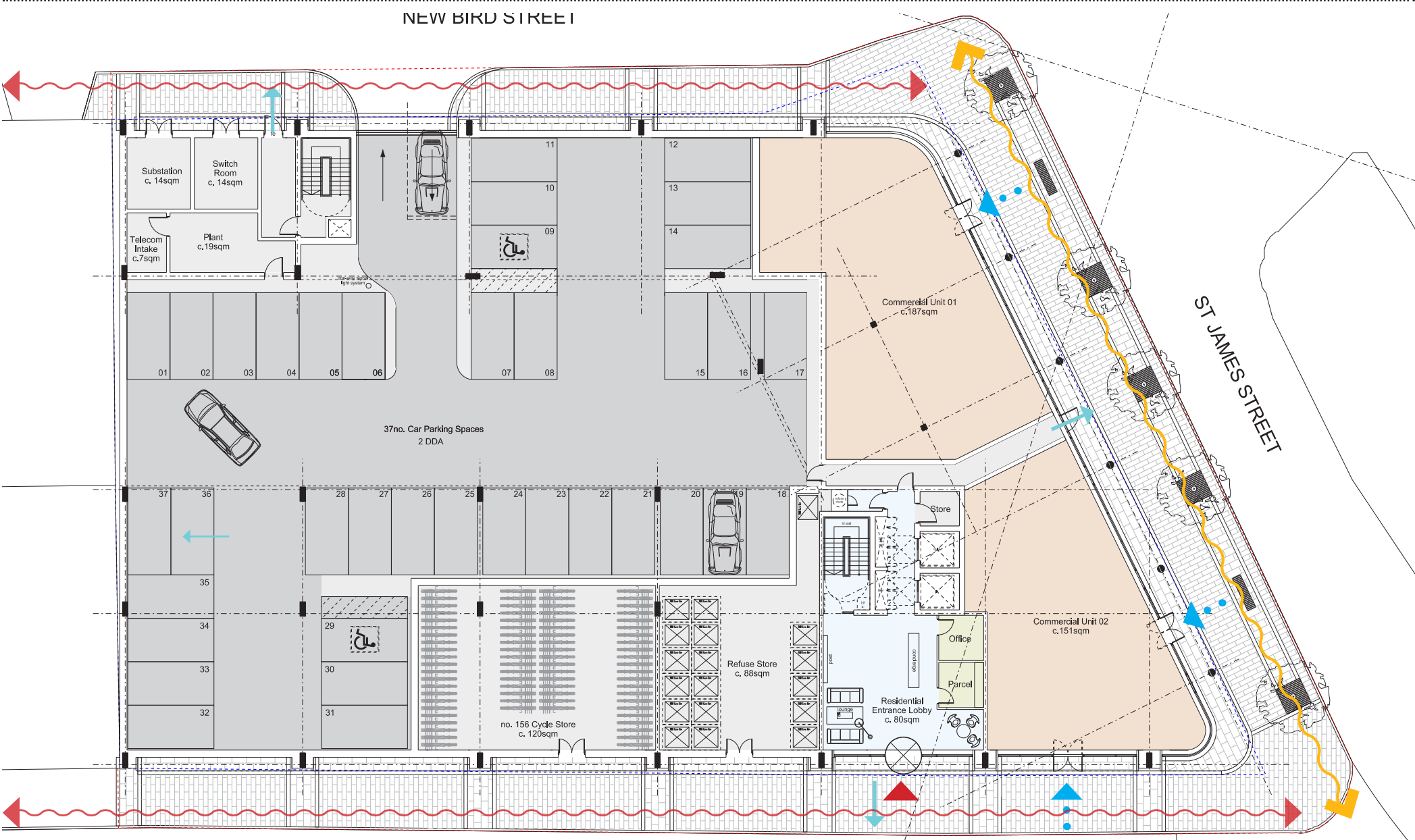
### 5.2.1 Pedestrian Access.

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 Greenland Street. Along Greenland street there is external access to the refuse store and also the cycle store.

The commercial / retail units can be accessed primarily along St James Street. The commercial /retail units are located along the primary frontage to provide activity along this primary street

- Key
- Primary pedestrian routes
  - Secondary pedestrian routes
  - Residential entrance
  - Fire escape route
  - Commercial permeability



Ground Floor Plan

# 5.0 ACCESS STRATEGY

## 5.3 VEHICULAR

### 5.3.1 Vehicular Access.

The main access route for users of the building is via St James Street. Access to the car park is entered off New Bird Street and can be accessed from St James Street, Greenland Street is a dead end and has no direct access to St James Street.

Parking provision for the new building will be provided in the covered internal car park. The car park will provide 37 parking spaces, 2 of these are for disabled access.

### 5.3.2 Cycle Parking.

156 secure cycle spaces are located within the building. Users of the building have secure access to the cycle stores via the external entrance on Greenland Street. 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 Vectos submitted in support of this application.

#### Key

- Primary vehicular access
- - - - - Service vehicle access
- Residential core
- Car park entrance / exit
- Cycle storage access

