5.0 DESIGN PROPOSAL
5.5 MATERIALITY

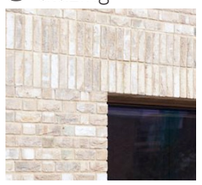
Key

1. Red Brick
2 Grey Brick - contrasting bands
3. bronze metal cladding
4. Vertical metal fins
5. Glazing - aluminium framed
6. Glass balustrade
7. Soldier course brick
8. Recessed brick panel

①Red Brick

⑤ Glazing

③Bronze Metal Cladding



⑦Soldier course

④Vertical Metal Fins

Materiality Precedent

The proposed building reflects on key historical references to define a unique contemporary building.

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⑦Soldier course

5.0 DESIGN PROPOSAL

5.6 LANDSCAPE

Layer have produced a landscaping scheme to provide the residents with a relaxing amenity space. See Layer drawings and information for full details of the scheme.

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6.0 BUILDING ACCESS STRATEGY

6.1 ACCESSS OVERVIEW

Pedestrian Access
The main points of access onto the site for pedestrians are from Smith Street and Kirkdale Road.

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 Whittle Street where vehicle entry is fob controlled for maximum security.

Total number of car parking spaces: 123 (13 accessible) and 6 motor cycle spaces.

Cycle Spaces
The diagram adjacent highlights the location of cycle stands. There will be 43 double stacking cycle stands to provide a total of 86 cycle spaces.

Key

- Commercial Unit Entrance
- Residential Entrance
- Stair and Lift Core
- Cycle stands
- Main pedestrian access routes
- Disabled parking spaces

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6.0 BUILDING ACCESS STRATEGY

6.2 SERVICING AND REFUSE

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

The commercial/office unit has it's own bin store located off Whittle Street.

Space for 18 1100 litre bins will be provided based on a weekly collection cycle calculated in buildings. This is from the guidance of BS 5906:205 waste management in buildings.

Ground Floor apartments will have secure bin stores located within garden space.

Key

- Plant room
- Substation
- Bin Store
- Commercial Unit Bin Store
- Plant area access
- Delivery/collection/loading bay
- Route from bin store to collection area

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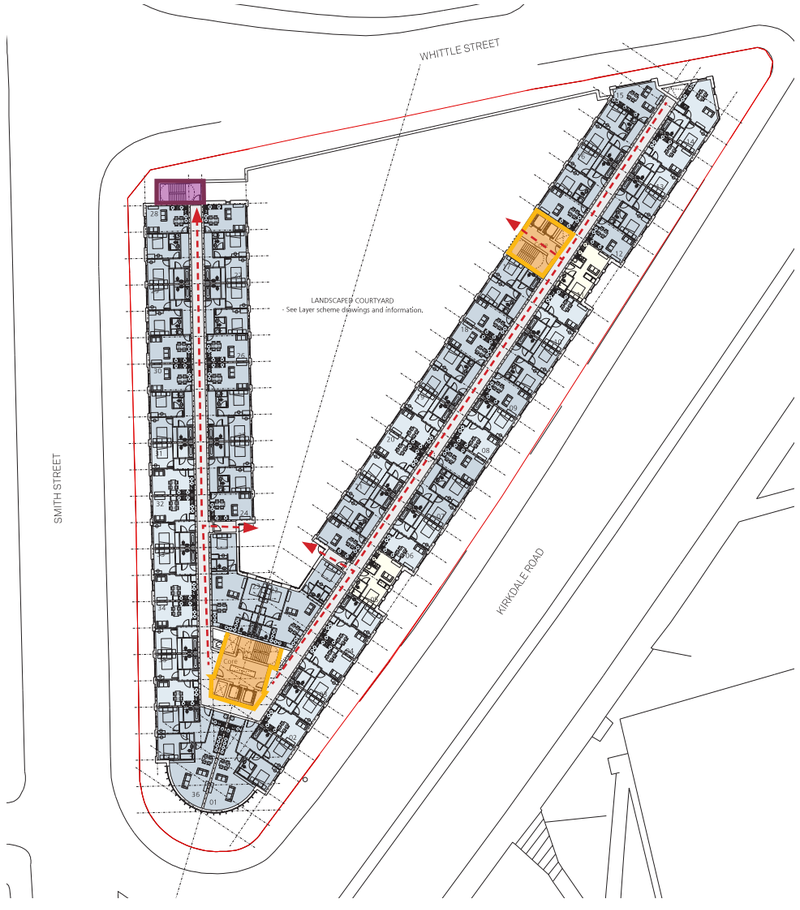
7.0 FIRE STRATEGY

7.1 EMERGENCY PROVISIONS AND MEANS OF ESCAPE

Key

- Protected Stair and Lift Cores
- Fire escape routes
- Secondary covered external stair



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8.0 ACCESS STRATEGY

8.1 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 86 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

<u>Access within and around the building</u>

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.

8.0 ACCESS STRATEGY

8.1 ACCESS STATEMENT

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 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.

8.0 ACCESS STRATEGY

8.2 BUILDING REGULATIONS PART M: CATEGORY 1 DWELLINGS

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

Studio Apartments

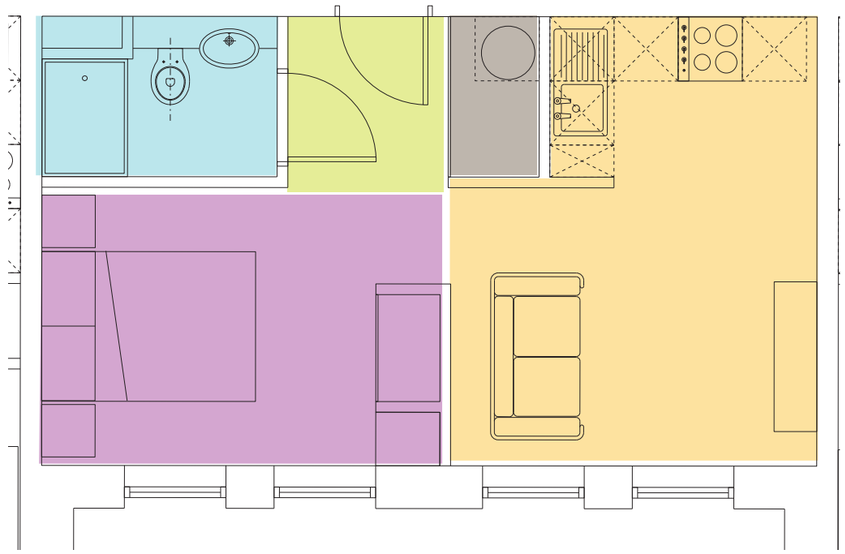
M4(1) covers the spatial and technical standards of:

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



8.0 ACCESS STRATEGY

8.2 BUILDING REGULATIONS PART M: CATEGORY 1 DWELLINGS

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:

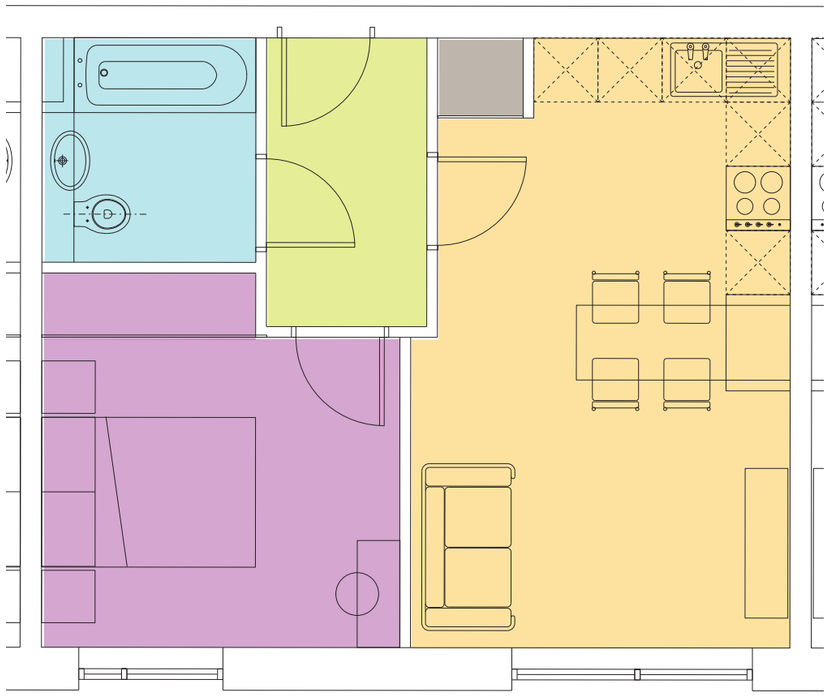
Section 2A: Approach to the Dwelling
- Level approach route
- Car parking
- Communal lifts, ramps and steps
- Communal entrances
- Communal lifts and stairs

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



8.0 ACCESS STRATEGY

8.3 BUILDING REGULATIONS PART M: CATEGORY 2 DWELLINGS

2-Bedroom Apartments

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

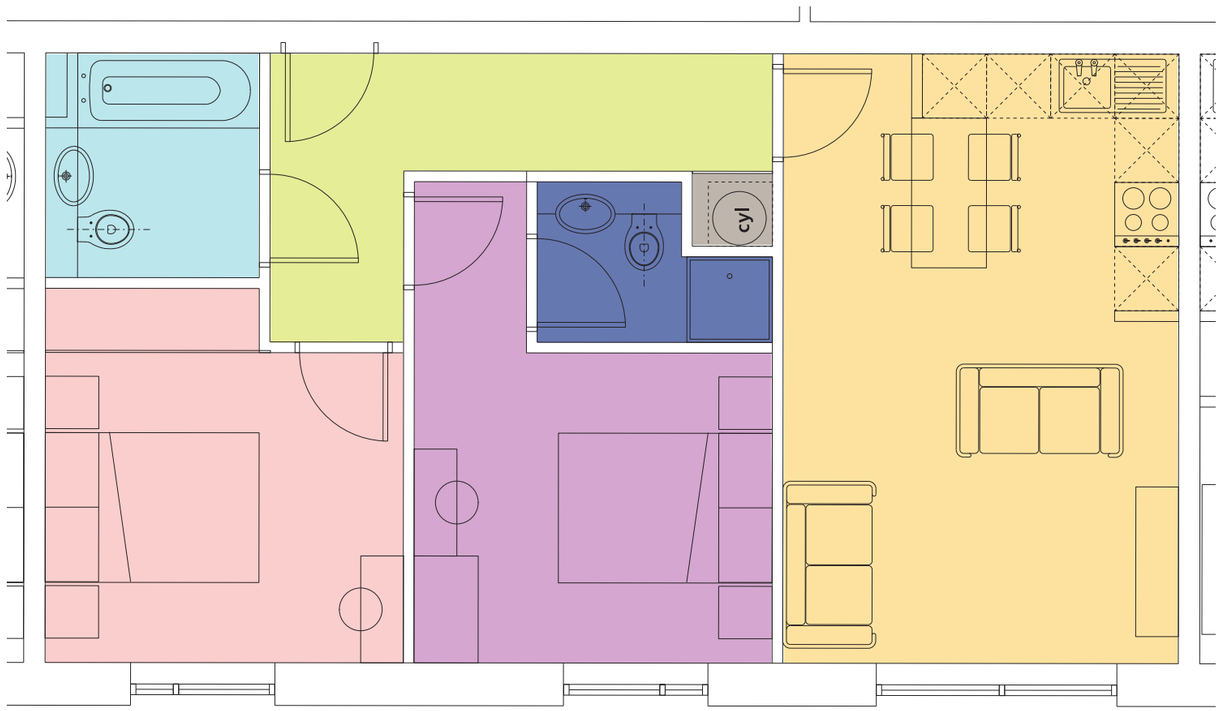
Section 2A: Approach to the Dwelling
- Level approach route
- Car parking
- Communal lifts, ramps and steps
- Communal entrances
- Communal lifts and stairs

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



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8.0 ACCESS STRATEGY
8.4 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

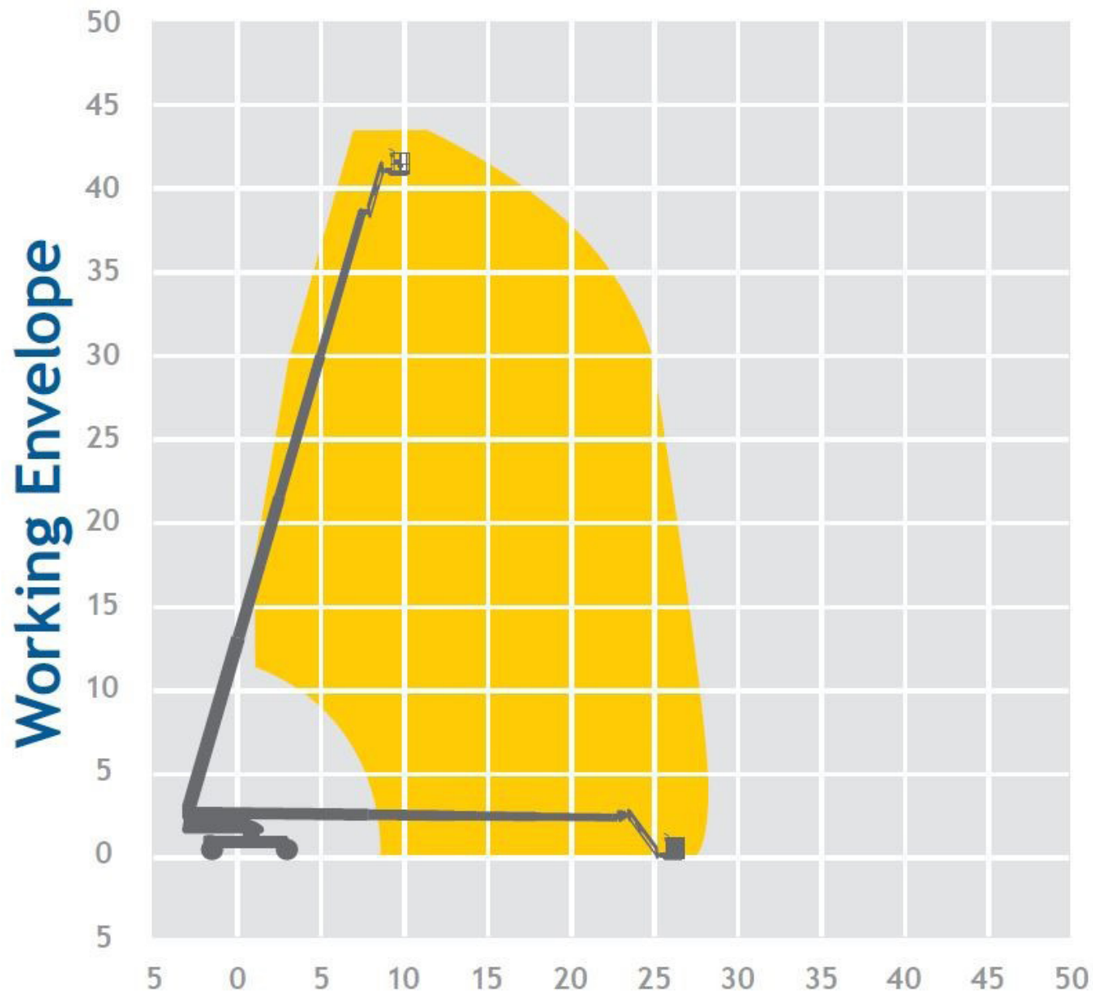
- Refuse collection for residential and commercial unit are accessed off Whittle Street.
- Service/utility metering is properly controlled at ground floor level.
- Plant space is easily accessible for maintenance at ground floor level from Whittle Street.
- Materials, planting and detailing within the 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 19m 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.



9.0 SECURITY
9.1 DESIGN PRINCIPLES

Design Principles

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

Site Layout

The proposed building will allow passive surveillance on all sides, onto the adjacent streets and into the external landscaped areas.

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/balconies at corner positions ensuring all areas benefit from passive surveillance.

Landscaping

The height of planting will be low enough to prevent people hiding, or to prevent passive surveillance from habitable spaces.

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 the opportunities for damage and crime.

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

Cycle Parking

All cycle stores are located internally. Residential cycle stores are located on the ground floor, in close proximity to the lift and stair cores for ease of access but with a seperate entrance.

Cycle parking will be covered by CCTV.

Car Parking

All car parking is located on the ground floor both internally and externally but with close proximity to the building. There is direct access to the stair cores from the parking for ease of access. The car parks will be covered by CCTV.

10. SCHEDULE OF ACCOMMODATION

Ground Floor
Commercial Unit - c. 321 sq.m / 3455 sq.ft
Entrance Lobbies/ Gym/ Office Store - c. 348 sq.m/ 3746 sq.ft
Plant/Bin/Refuse & Cycle Stores - c. 365 sq.m / 3928 sq.ft
Car Park - c. 1584 sq.m / 17051 sq.ft (Total of 123 car parking spaces inc. basement)

1 Bed Apt (8)
2 Bed Apt (5) **Subtotal = 13**

First to Third Floor
Studio Apt x 2 (x3)
1 Bed Apt x15 (x3)
2 Bed Apt x 19(x3) = 56 **Subtotal x 36 (x3) = 108**

Fourth Floor
Studio Apt (2)
1 Bed Apt (11)
2 Bed Apt (20) **Subtotal = 33**

Fifth Floor
Studio Apt (10)
1 Bed Apt (5)
2 Bed Apt (8) **Subtotal = 23**

TOTAL
Studio Apt x 18 (10%)
1 Bed Apt x 69 (39%)
2 Bed Apt x 90 (90%) **TOTAL = 177**

11.0 DRAWING INDEX

All drawings submitted as part of the planning application:

P17-005-02-02-001	Proposed Site Plan
P17-005-02-03-001	Ground Floor Plan
P17-005-02-03-002	First Floor Plan
P17-005-02-03-003	Second- Third Floor Plan
P15-005-02-03-005	Fourth Floor Plan
P17-005-02-03-006	Fifth Floor Plan
P17-005-02-05-001	Elevation 01
P17-005-02-05-002	Elevation 02
P17-005-02-05-003	Elevation 03
P17-005-02-05-004	Elevation 04
P17-005-02-05-005	Elevation 05
P17-005-02-91-001	Site Location Plan

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