

6.0 FACADE DESIGN

6.4 MATERIALITY

6.2.5 ELEVATION MATERIALITY

The illustrated elevation shows the material palette.

One of the two main materials of the proposed scheme is an Autumn red brick. The brick is used in stretcher bonds and stack bonds. Between the levels 03 and 04, as well as 05 and 06, the Autumn bricks are arranged in a stack bond horizontally between the windows and below level 07, the bricks are arranged in a stretcher bond.

The other main material which is visually significant to the facade is a aluminium cladding, expressed in a variety of forms. On the ground level perforated and embossed aluminium cladding is used on the ground floor to elevate the car park. Aluminium cladding has also been used to break the overall mass of the building. The recessed top floor of the building has been further enhanced with the use of profiled aluminium cladding and fins.



7.0 VISUAL IMPACT STUDY

7.1 MASSING IMAGES

7.1.1 SOUTH VIEWS OF PROPOSED PROJECT

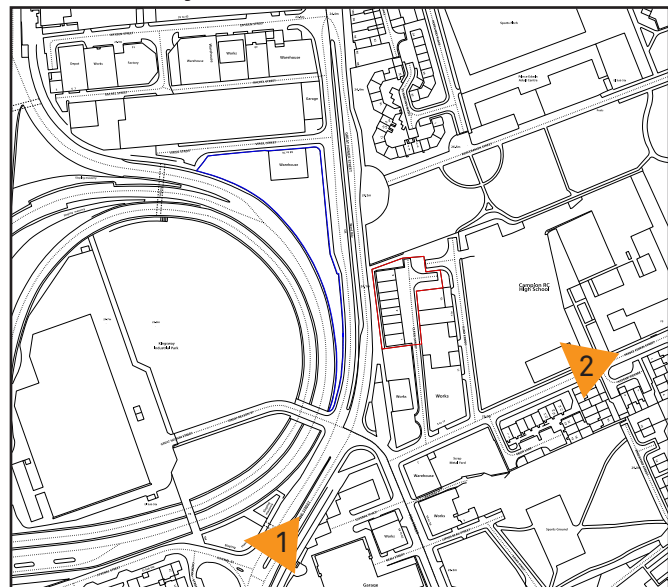
View 1 - illustrates the massing of the proposed scheme from St Anne Street.

View 2 - Illustrates the massing of the proposed scheme from Prince Edwin Street.

Key:

- Approved Schemes
- Proposed Clegg Street

Location Key:



- Approved Great Homer Street Site
- Proposed Clegg Street Site



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South - West View

1



South - East View

2



7.0 VISUAL IMPACT STUDY

7.1 MASSING IMAGES

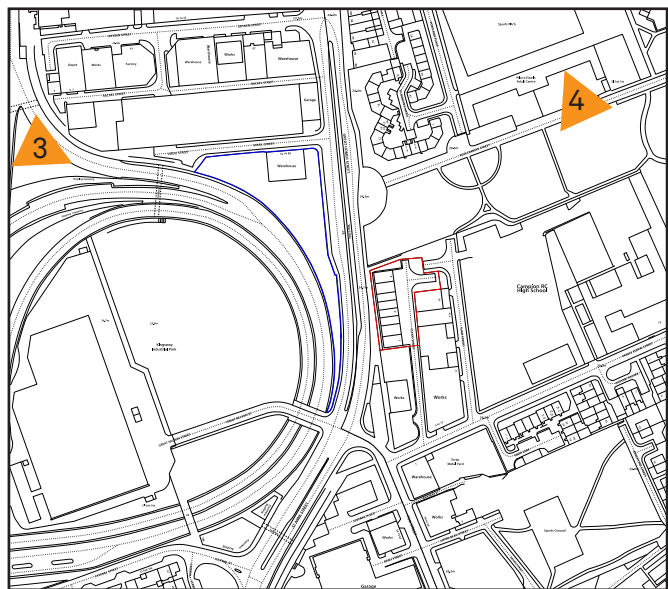
7.1.2 NORTH VIEWS OF PROPOSED PROJECT

View 3 - illustrates the massing of the proposed scheme from Scotland Road.

View 4 - Illustrates the massing of the proposed scheme from Roscommon Street.

- Key:
- Approved Schemes
 - Proposed Clegg Street
 - Proposed Clegg Street Scheme

Location Key:



- Approved Great Homer Street Site
- Proposed Clegg Street Site



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North View ③



North - West View ④



7.0 VISUAL IMPACT STUDY

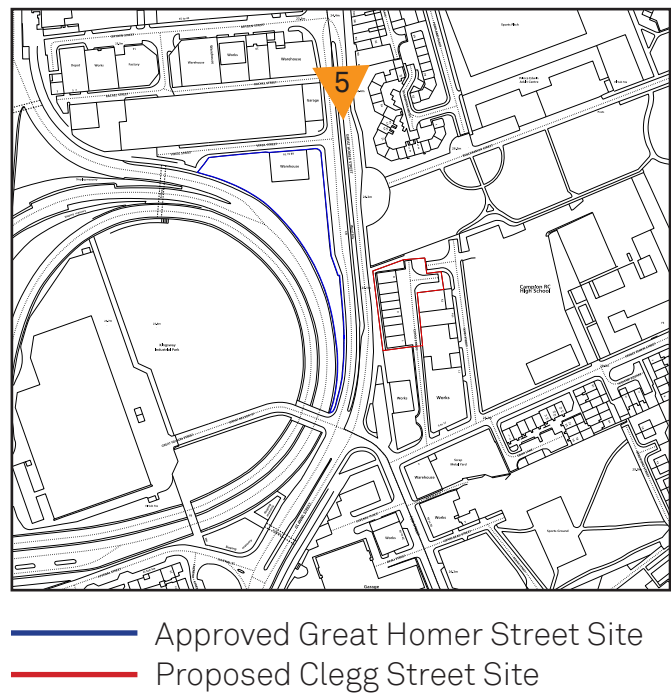
7.1 MASSING IMAGES

7.1.3 3D MASSING OF LOCAL PROJECTS

View 5 - illustrates the massing of the proposed scheme from Great Homer Street.

- Key:
- Approved Schemes
 - Proposed Clegg Street

Location Key:



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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. Wayfinding and signage to assist pedestrians and disabled people will be installed where necessary and appropriate in consultation with the relevant local authorities.

The development will provide 31 car park spaces including 2 accessible located within the building and around the site.

Initially, cycle parking will be provided with 71 secure, covered spaces within the building. These spaces will be available for the 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 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.

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 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.

All blocks will be fitted with lifts with one of them being fire fighting lift capable of fire evacuation.



8.0 ACCESS STRATEGY

8.2 ACCESS STATEMENT

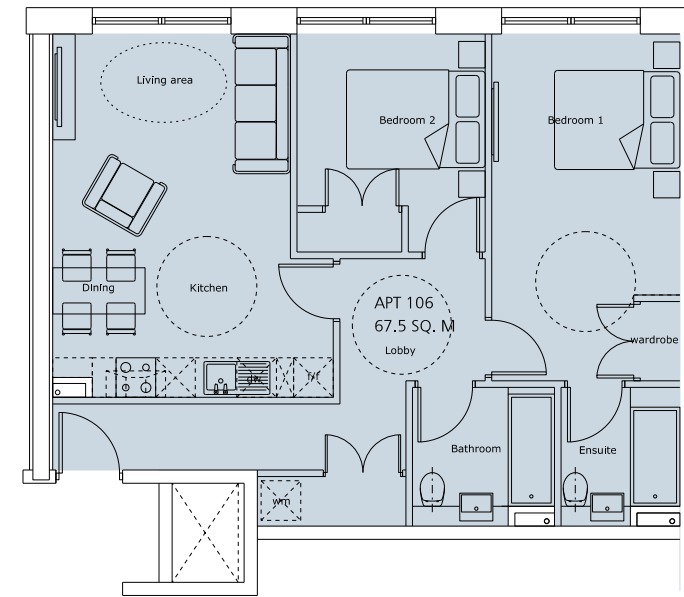
8.2.1 WHEELCHAIR ACCESSIBLE APARTMENTS

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)**.

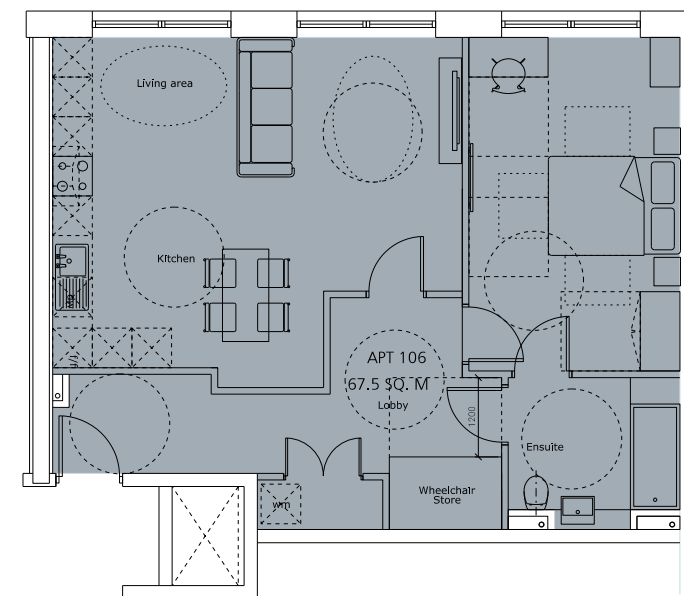
These are split into three categories; the base default level requirement M4(1) visitable dwellings – which is the current Part M standard; an increased standard M4(2) for accessible and adaptable dwellings; and a higher standard still, M4(3) wheelchair user dwellings. The application of M4(2) and M4(3) 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 non of the residential apartments are initially fitted out to Part M4(3) level (fully wheelchair adaptable/accessible). Although the apartment blueprint allows that as the demand for accessible dwellings presents itself, the large 2 bed apartments can be converted into Part M4(3) 1 bed apartments to meet the 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. The apartments can be adapted and fitted out on an on-demand basis.



Conversion of the small 2 bed apartment from category M4(2) to category M4(3) 1 bed apartment



8.0 ACCESS STRATEGY

8.3 PROPOSED APARTMENTS LAYOUTS

8.3.1 TYPICAL APARTMENT LAYOUT 1 BEDROOM APARTMENT

This Proposed 1 Bedroom Apartment layout measures 39 sq.m / 424 sq.ft, and contains the following:

- Entrance Hall
- Bathroom
- Built-in Storage
- Kitchen & Dining Area
- Living Room
- Double Bed

This apartment layout has been designed to maximise the space. The bathroom and kitchen are positioned along the rear wall adjacent to the entrance lobby, with a separate bedroom and living space. The open-plan living room and kitchen provides a well-lit multi-functional space.

KEY:

Corridor/ Stores

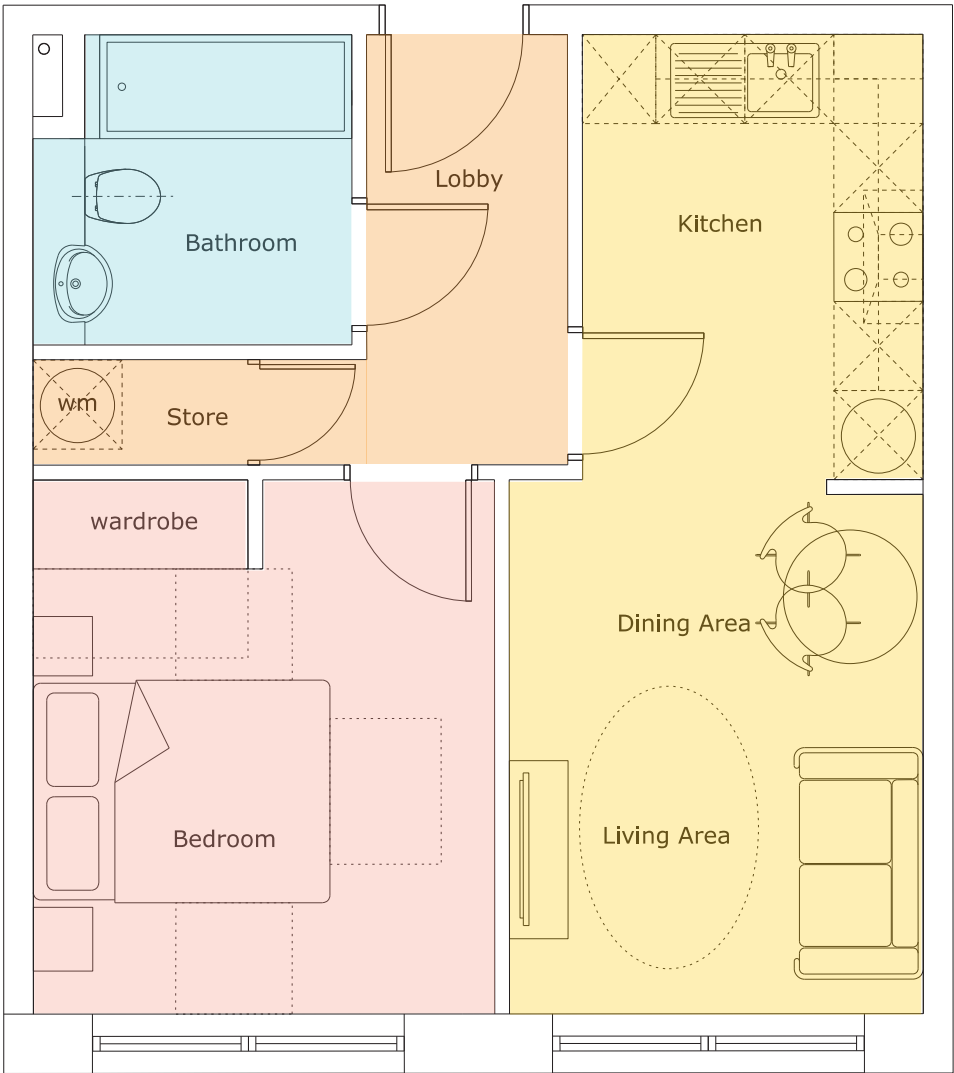
Living Room/ Kitchen

Master Bedroom

Bathroom



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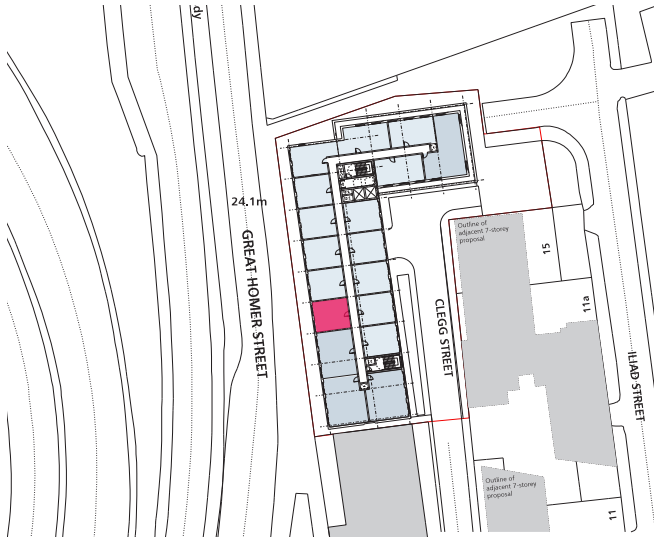


1 Bed Apartment

KEY:

1 Bed Apartment

2 Bed Apartment



8.0 ACCESS STRATEGY

8.3 PROPOSED APARTMENTS LAYOUTS

8.3.2 TYPICAL APARTMENT LAYOUT 2 BEDROOM APARTMENT

This Proposed 2 Bedroom Apartment layout measures 60 sqm/ 650 sq.ft, and contains the following:

- 2 Bathrooms
- Built-in Storage
- Kitchen & Dining Area
- Living Room
- 2 Double Bedrooms

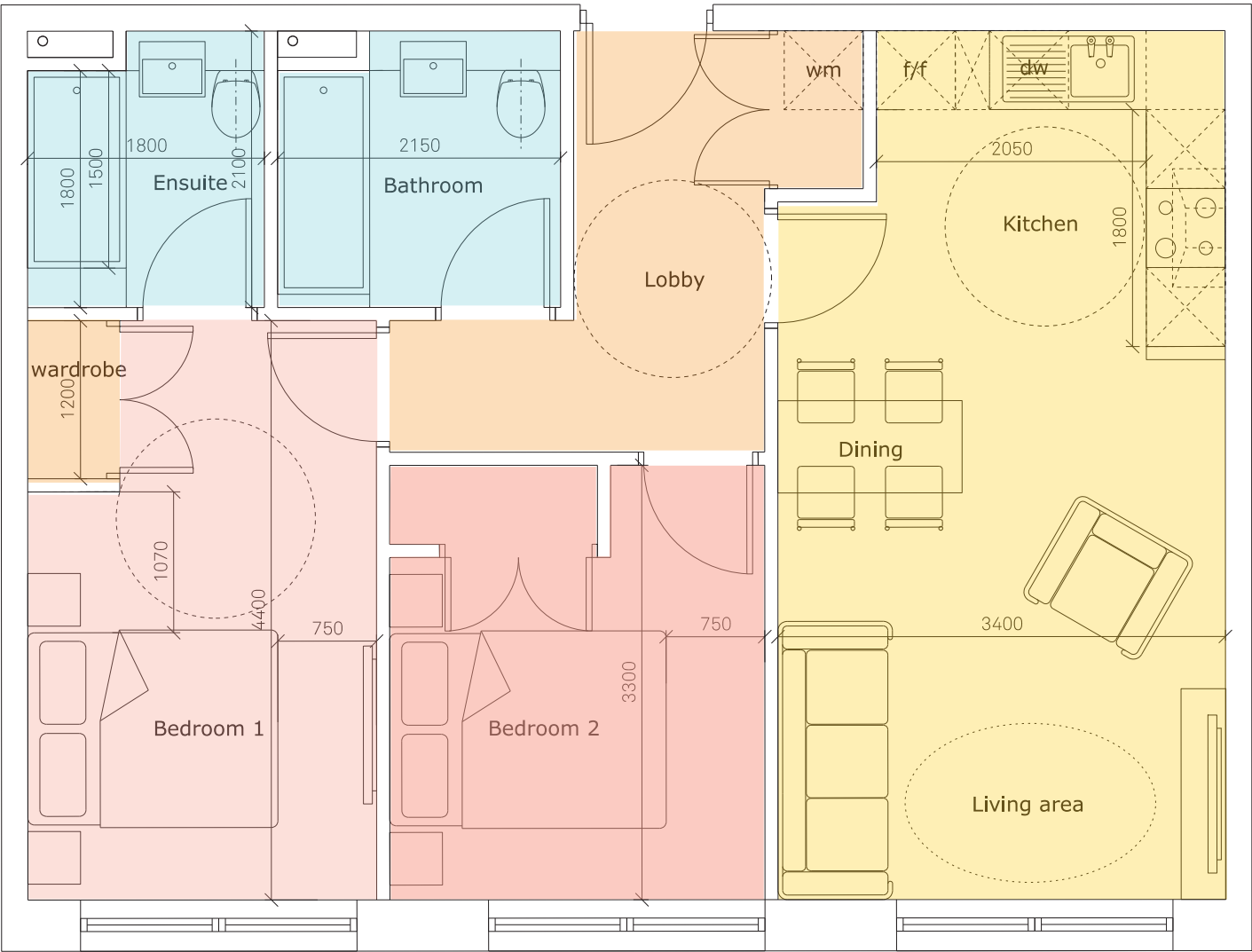
This apartment layout has been designed to maximise the space. Master bedroom has direct access to the bathroom. The open-plan living room and kitchen provides a well-lit multi-functional space.

KEY:

- Corridor/ Stores
- Living Room/ Kitchen
- Master Bedroom
- Bathroom
- Secondary Bedroom



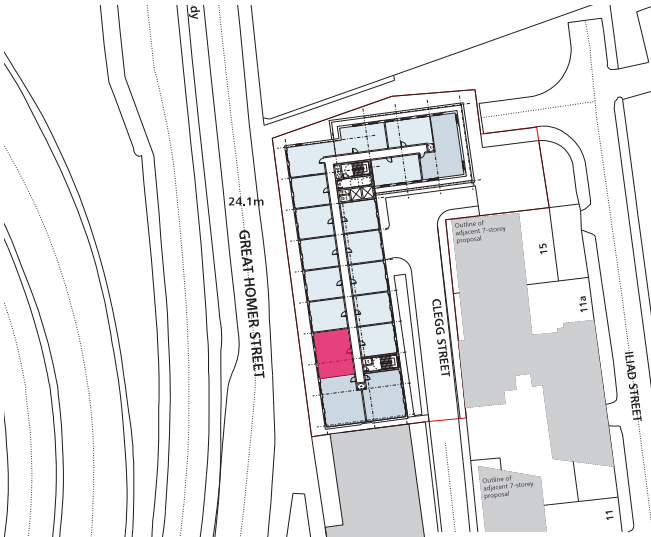
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2 Bed Apartment

KEY:

- 1 Bed Apartment
- 2 Bed Apartment



9.0 BUILDING ACCESS STATEMENT





9.1 ACCESS OVERVIEW

9.1.1 PEDESTRIAN ACCESS - LEVEL 01

As this report has discussed previously, the site benefits from a highly accessible location, close to Liverpool City Centre, and a comprehensive public transport network of buses and trains, both local and national. This is expanded upon in the accompanying transport assessment. Entrance are highly visible and accordingly positioned adjacent to main public transport routes.

Ensuring the building is accessible to all has influenced the design, both in consideration of the residents and ease of servicing.

The main point of access to the building for pedestrians is from Great Homer Street and is level from the back edge of pavement.

- Key:
-  Main Residential Entrance
 -  Stair and Lift core
 -  Main pedestrian access routes
 -  Main vehicular access

FCH

