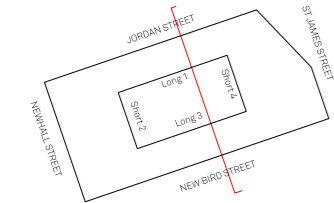


2.0 DESIGN PROPOSAL

2.2 ELEVATIONS

2.2.16 Proposed Courtyard Elevation 4

- Key**
- 1. Aluminium Cap profile with 40mm drip offset from the building facade.
 - 2. RAL colour to match windows and doors.
 - 3. Facing Brick 01 (Upper) - Paler Brown 65mm brick with natural mortar with the brick with bucket handle joints to provide a slight colour contrast.
 - 4. Feature panels of brickwork below windows and balconies to be recessed by min 20mm.
 - 5. Aluminium window frame (or curtain wall window), Frame to have thin 50mm profile to all mullion and transom sections, Opening windows to have thin 50mm profile frames, All frames to be powder coated or anodised with light bronze metallic finish.
 - 6. Aluminium cill powder coated to match windows.
 - 7. Aluminium Capped Curtain walling, All to line in with windows above with infill panel at door head to hide door equipment, All frames to be powder coated or anodised light bronze metallic finish.
 - 8. External Steel Doors colour to match windows (Some with Vent/Louvers in door and above door).
 - 9. Feature aluminium cladding between parapet and window head, Pressed Aluminium Panel with powder coated or anodised bronze metallic finish to match windows, 20mm Shadow gap to panel (Width and depth).
 - 10. External Galvanised Steel Balustrade with powder coated or anodised light bronze metallic finish to match windows.
 - 11. Glass door with Aluminium Frame with colour to match window and curtain walling system.
 - 12. Brick Banding - Two course stack bonded feature soldier course banding, Light grey / buff 65mm facing brick with 5mm Bucket Handle joints with natural mortar to slightly contrast with brick to match facing brick.
 - 13. Aluminium Balcony fascia powder coated or anodised to match windows.
 - 14. Aluminium louvre within window frame (or curtain wall window) concealed services terminated at rear of louvre panel with insulated blanking panel elsewhere, Powder coated or anodised light bronze metallic finish to match windows.
 - 15. Aluminium fascia band and soffit with light bronze powder coated or anodised finish to match windows.
 - 16. Facing Brick 02 (Lower) - Brown 65mm brick with natural mortar with bucket handle joints to provide a slight colour contrast.
 - 17. Stone steps to entrance with integrated ramp for access, buff in colour.
 - 18. Courtyard Facing Brick 03 (courtyard elevations) - Light grey/white 65mm brick with natural mortar with bucket handle contrast with brick.
 - 19. Steel electronic vehicle gate, Powder coated or anodised light bronze metallic finish to match windows.
 - 20. Full height aluminium balcony screen powder coated or anodised light bronze to match windows.
 - 21. Aluminium spandrel panel with light bronze powder coated or anodised finish to match windows.



2.0 DESIGN PROPOSAL

2.3 PROPOSED APARTMENT LAYOUT

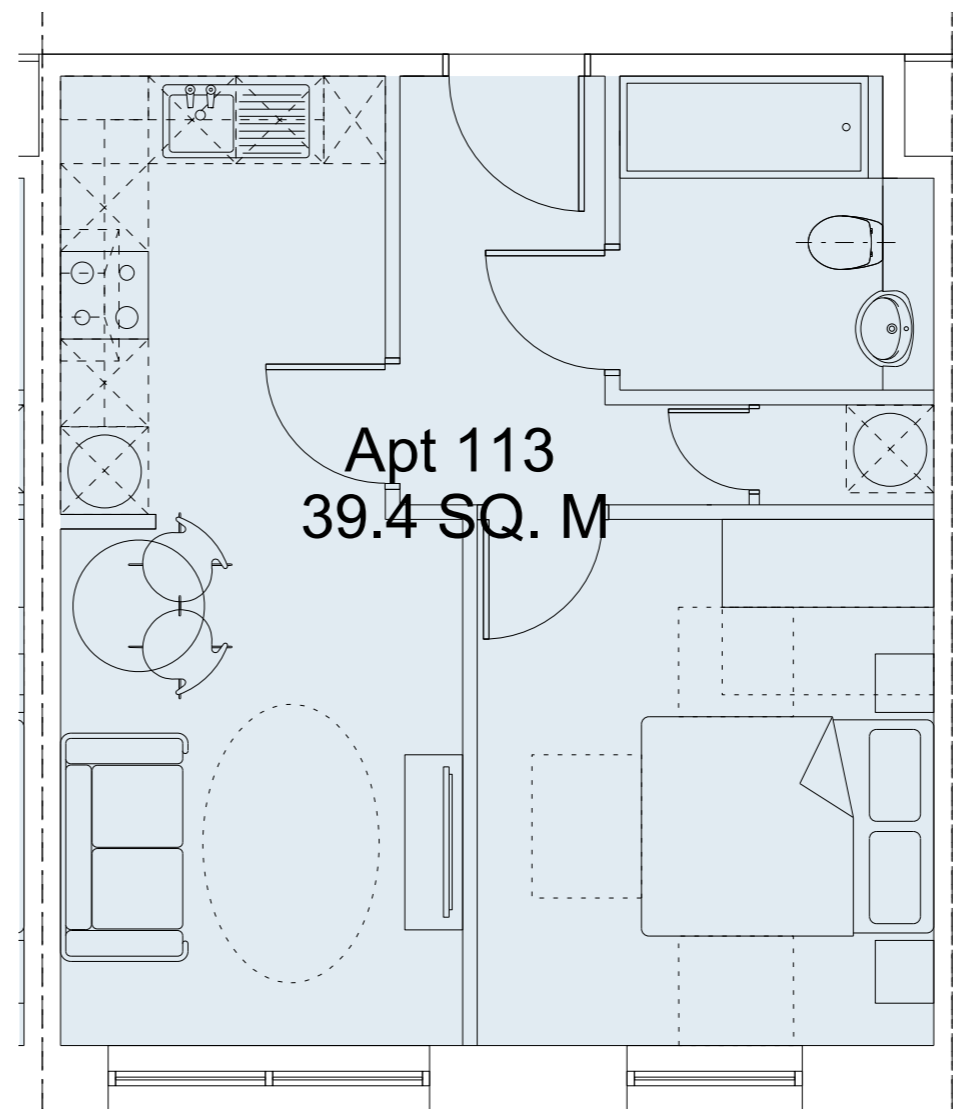
2.3.1 Typical Apartment Layout:

1 Bedroom

This Proposed 1 Bedroom Apartment layout measures 39.4 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.



2.0 DESIGN PROPOSAL

2.3 PROPOSED APARTMENT LAYOUT

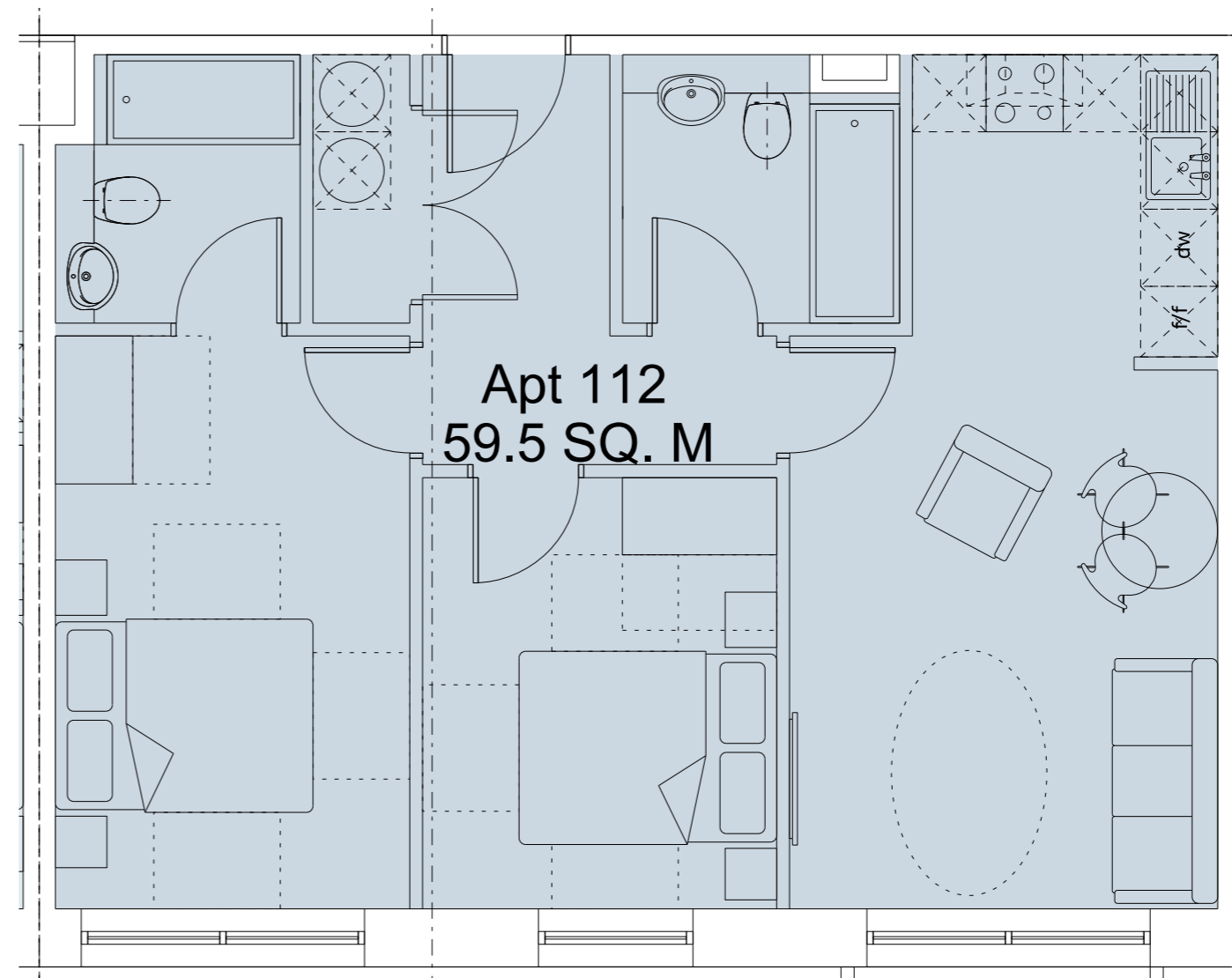
2.3.2 Typical Apartment Layout:

2 Bedrooms

This Proposed 2 Bedroom Apartment layout measures 59.5 sqm/ 640 sq.ft, and contains the following:

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

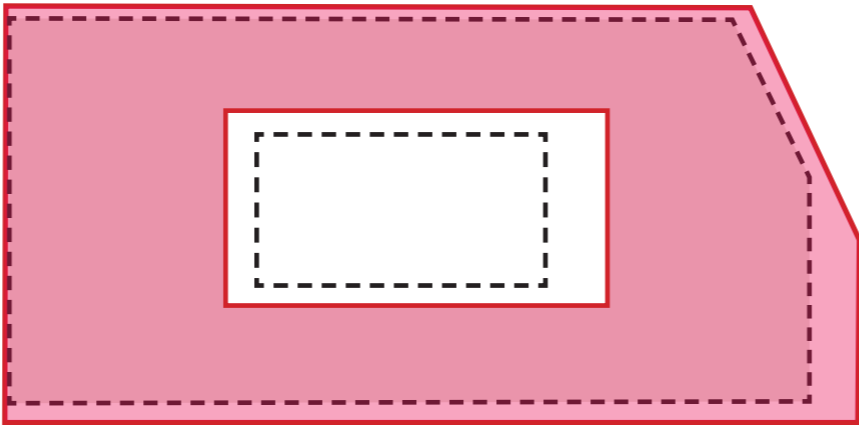
This apartment layout has been designed to maximise the space. Master bedroom has direct access to the bathroom. The open-plan living room and kitchen provides a well-lit multi-functional space.



2.0 DESIGN PROPOSAL

2.4 MASSING

The diagram on this page shows the minor discrepancies between the approved and proposed building with regards to the mass and building footprint.




Building Footprint




Building Elevation (Massing)

Key:



Approved Scheme



Proposed Scheme



3.0 ACCESS STRATEGY

3.1 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 49 car park spaces including 5 accessible located in the basement.

Internal storage for 176 cycles is proposed, together with additional visitor space provision for eight cycles externally. The proposal will be supported by a travel plan.

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.



3.0 ACCESS STRATEGY

3.1 ACCESS STATEMENT

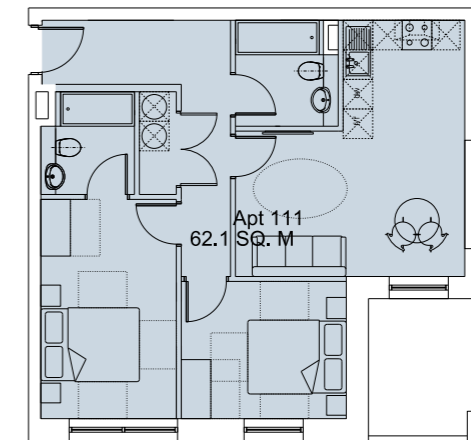
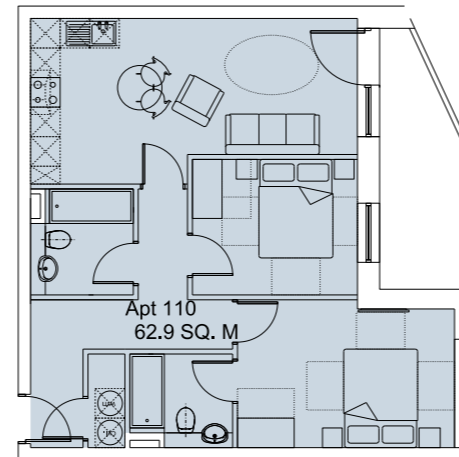
3.1.1 Wheelchair Accessible Apartments

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. 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 up to 10% of the overall development.



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

