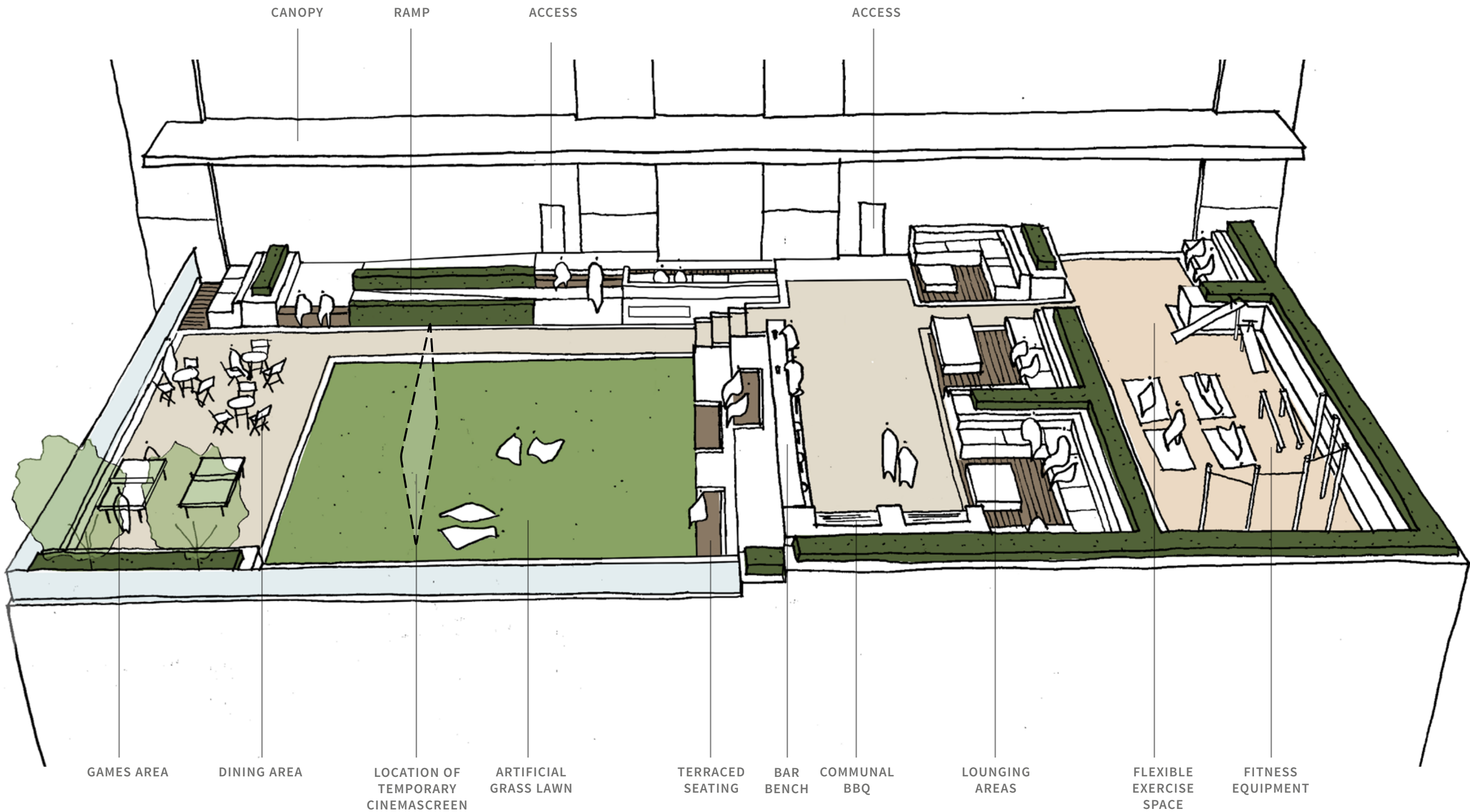


SKETCH PERSPECTIVE



FUNCTION PLAN

The zoning diagram opposite shows how the diverse mix of uses proposed on the terrace will enhance the amenity provision of future residents.

It is a true ‘inside-outside’ space, with the uses happening inside the building at level 2, supported by those on the terrace.

The split in level gives clear definition between the more active uses at the upper level, dropping down to the more passive facing Princes Dock and the River Mersey.

A large area of artificial lawn will be surrounded by places to sit, gather and relax, with the stepped terrace providing the transition in use as well as aspect.

The whole level will be bounded by a glass screen, protecting both the residents and the planting that will establish behind it.

- KEY
- Arrival Space

Accessible Route

Resting Space

Gathering Space

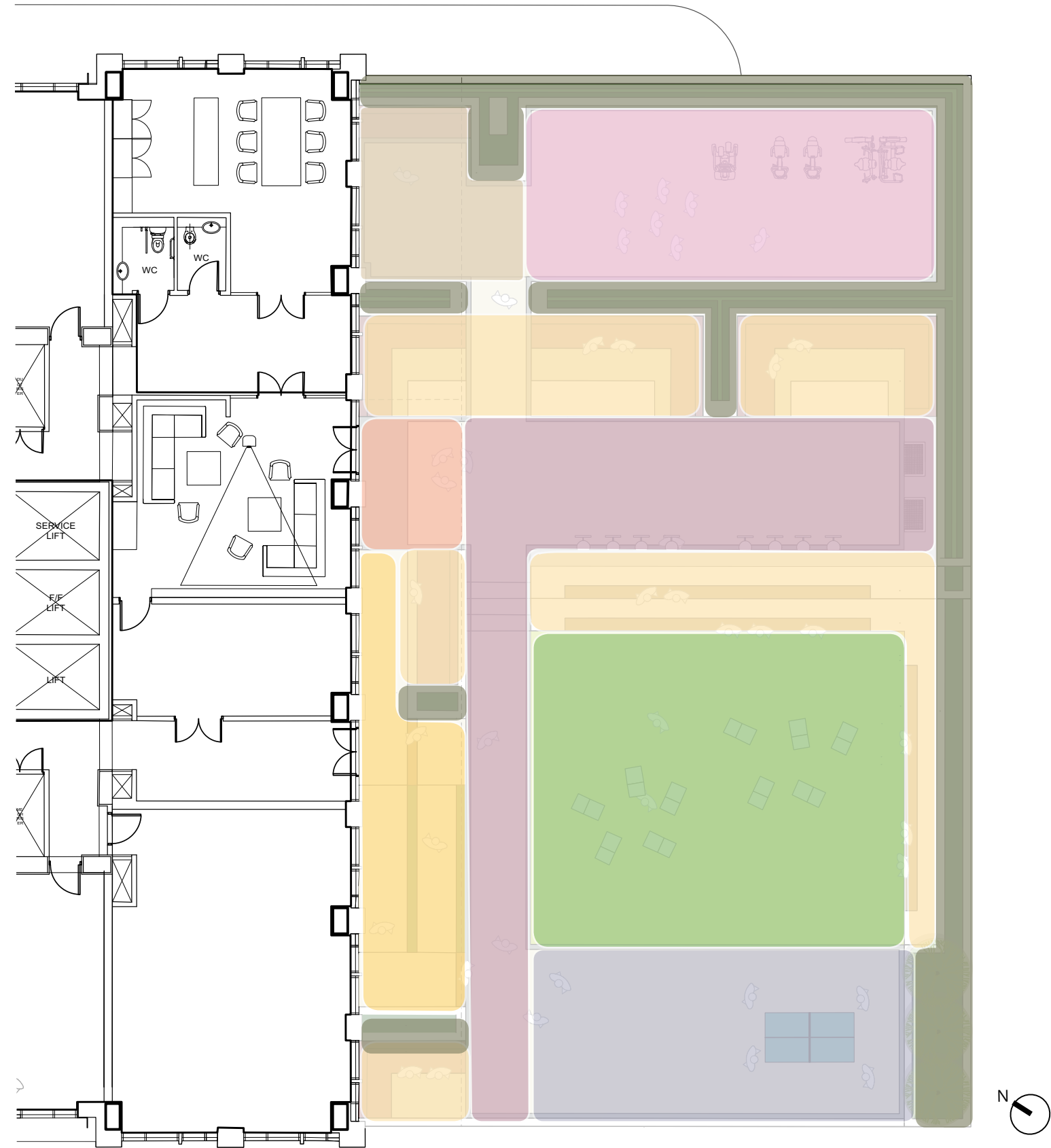
Flexible Fitness Space

Exercise Space

Artificial Lawn Space

Planting Screen

Leisure Space





# 7.4 SCHEDULE OF ACCOMMODATION

Studio Apartments	34 (11%)
1 Bed Apartments	105 (35%) *Including 1 no. DDA
2 Bed Apartments	149 (49%) *Including 1 no. DDA
3 Bed Apartments	16 (5%)

TOTAL	304 Apartments
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Car Park Spaces	40
Motorcycle Park Spaces	8
Cycle Spaces	76



## 8.0 ACCESS

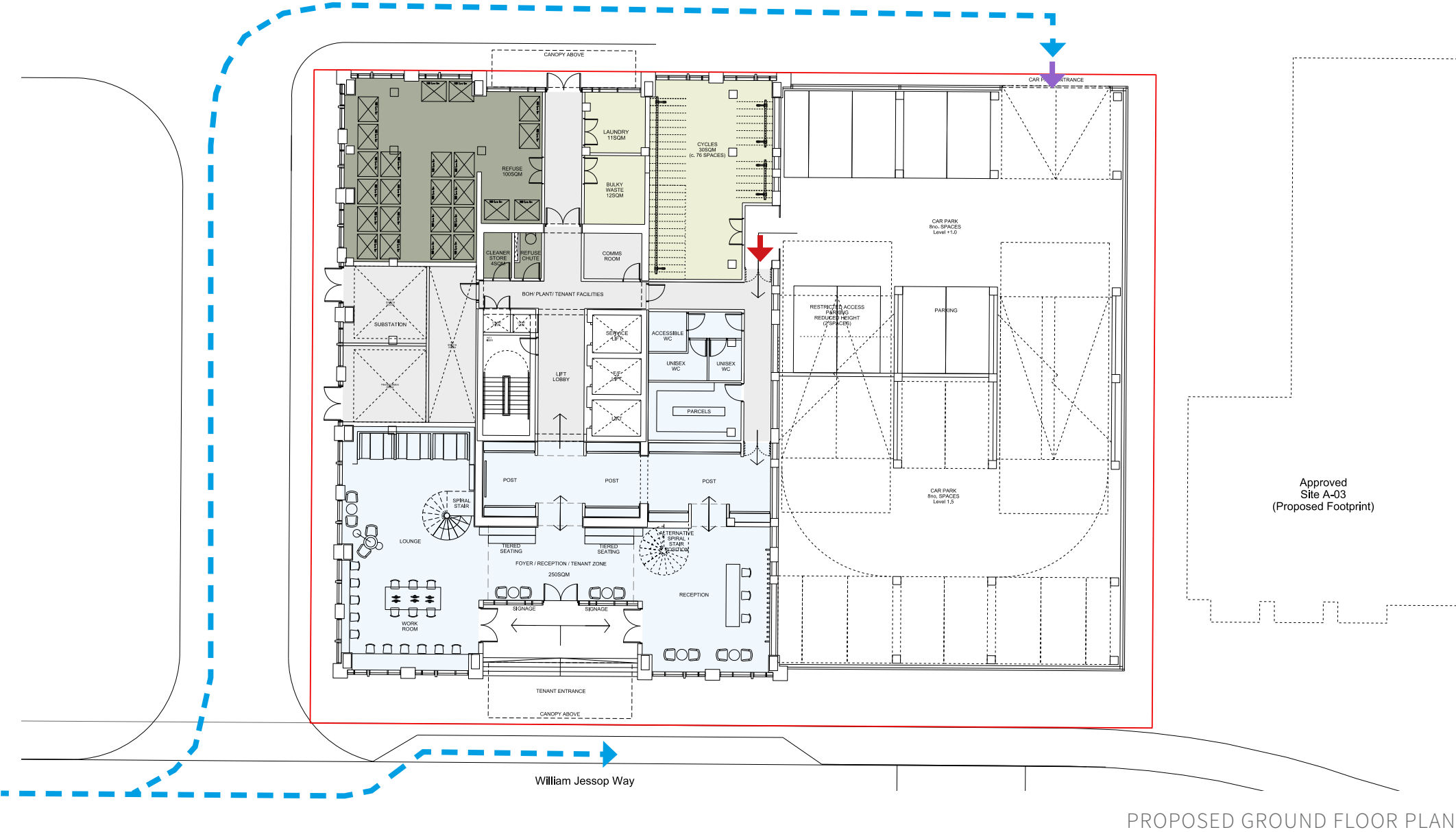
Existing footways, pedestrian access and local cycle routes that serve the development will be maintained. Pedestrian access to the development site will be granted through two access points via the main tenant entrance on William Jessop Way and via the secondary entrance to the rear of the building facing the Dock Wall. All doors will be designed in a way to ensure that pavements remain clear and do not infringe over the extents of the adopted highway. Access to the Dock Wall opening onto Bath Street will be retained, providing a suitable path of approximately 3.4m in width between Princes Reach and the proposed William Jessop House.

A 40 space internal car park will be made available to residents over the first three floors of the development with 8 motorcycle spaces, along with 76 covered and secure bicycle parking spaces within the car park.

Vehicles can access the site from William Jessop Way via a new access road to the north of the development plot to an arrangement between the dock wall to the east and the building. This access road will ensure the site allows for reasonable access for all vehicles, including refuse vehicles. Tactile paving and dropped kerbs will be introduced at the new access junction on William Jessop Way to ensure pedestrian safety when crossing.



# 8.1 VEHICLES AND PARKING



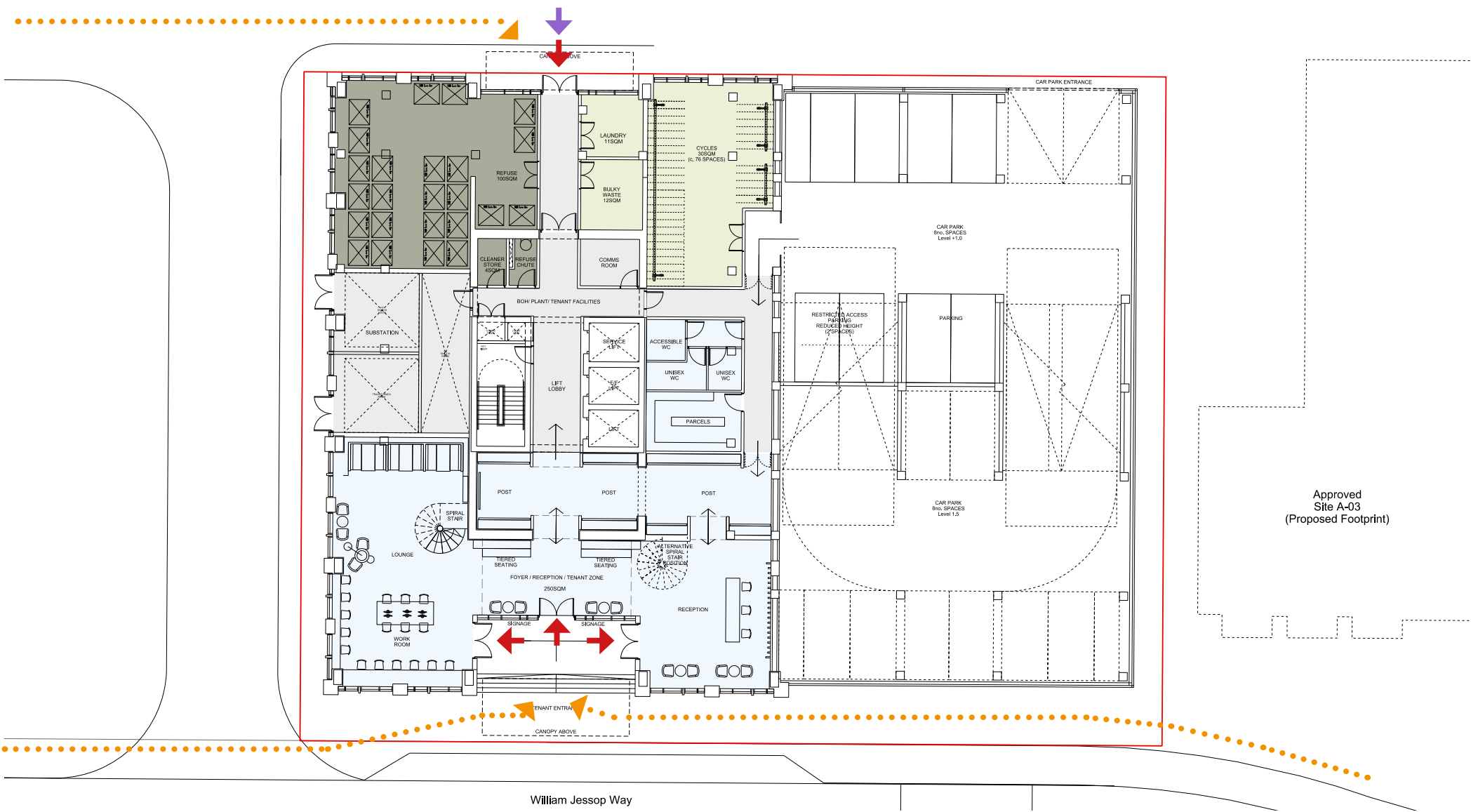
- KEY
- Vehicular Routes/ Drop off
  - Car park vehicle entrance
  - Residential entrance from car park

# 8.2 PEDESTRIANS AND CYCLISTS

## PEDESTRIAN ACCESS

The 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 footways 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 entrances to the building will be along anticipated pedestrian desire lines and easily accessible from the main pedestrian thoroughfares. The main pedestrian entrance to the building will be via stepped access from William Jessop Way with level access to the rear adjacent to Bath Street.



Approved  
Site A-03  
(Proposed Footprint)

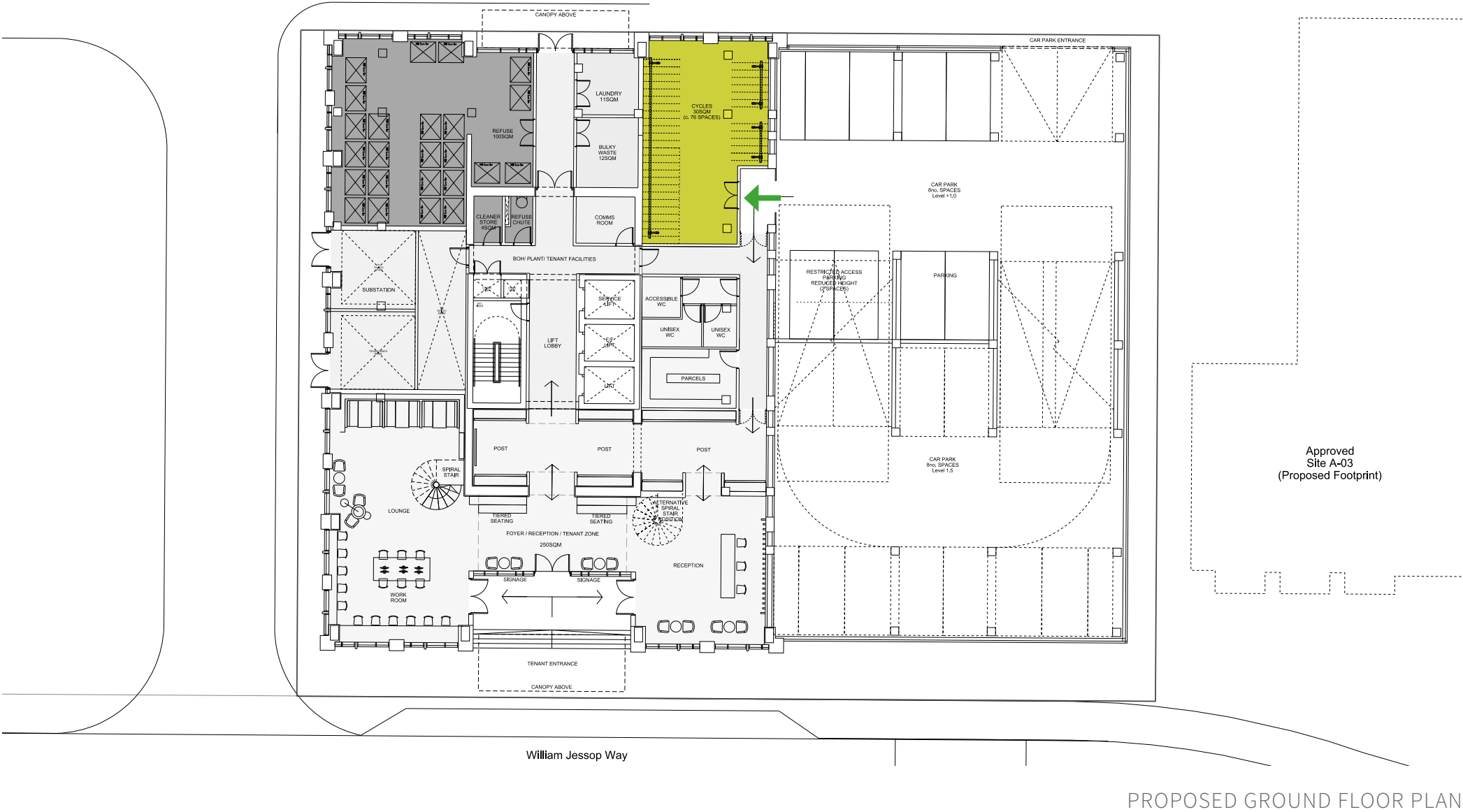
PROPOSED GROUND FLOOR PLAN

- Key
- ▶ Key Pedestrian Access Routes
  - ➡ Residential Entrance
  - ➡ Level Access



CYCLE STORAGE

A total of 76 cycle spaces are accommodated in the proposal. The proposed cycle parking provisions comply with BREEAM requirements.

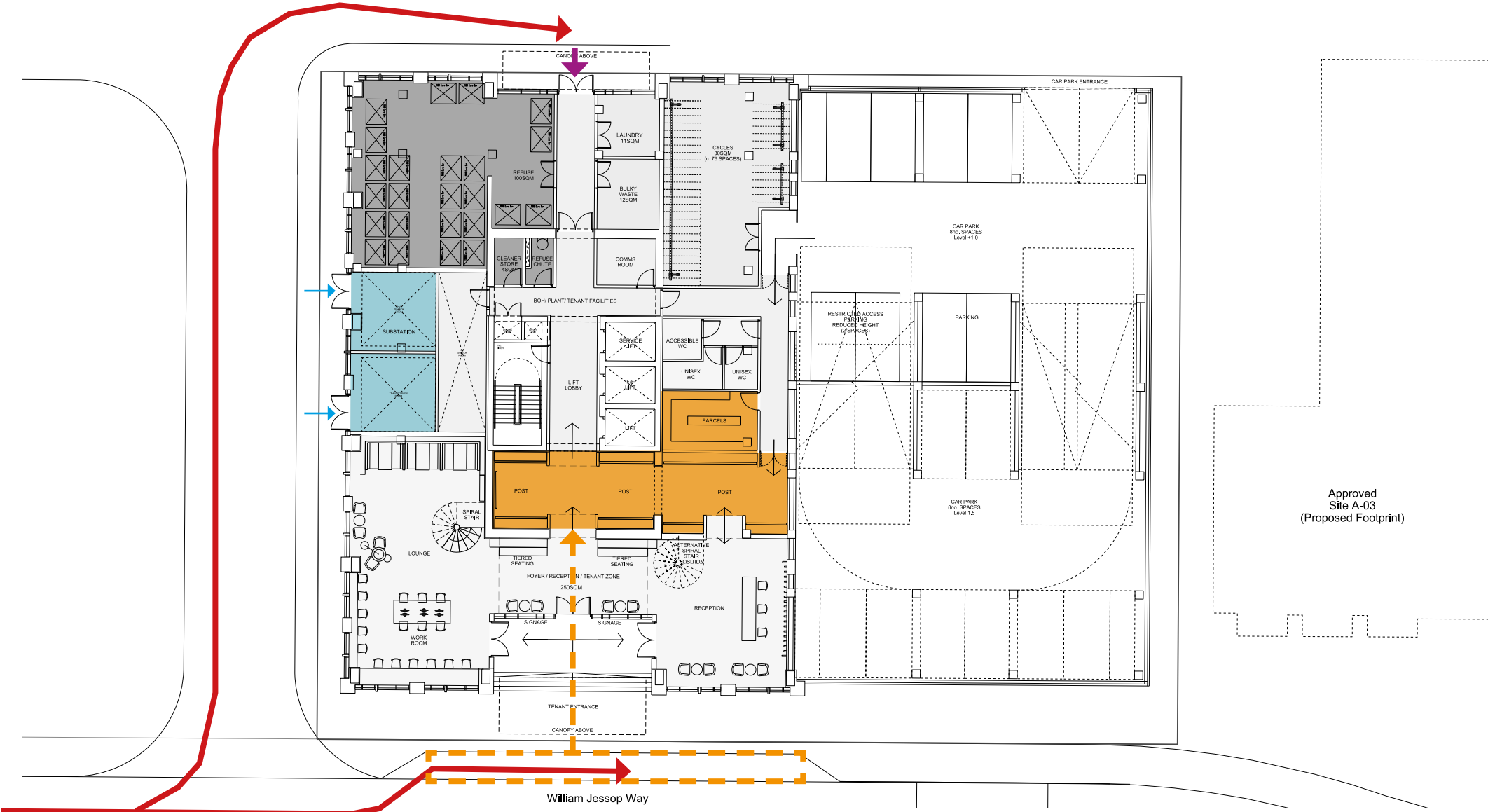


- KEY
- Cycle Store
  - Cycle Access

# 8.3 BUILDING SERVICING

## DELIVERY, SERVICING AND EMERGENCIES

A new road that flanks the site is proposed in order to provide a dedicated service access and link William Jessop Way with Bath Street and the historic dock wall. The vehicle service entrance is via the new access road. Emergency service vehicles will access the site from the drop off bay on William Jessop Way or via the level access service entrance. The substation and transformer at ground floor level and will have direct access off the new service access road. Delivery vehicles can access the building via the drop off bay on William Jessop Way and make deliveries at reception or deliver to the post and parcel



- KEY
- Emergency/ servicing vehicular access
  - Substation/ Transformer access
  - Servicing access
  - Substation/ Transformer
  - Delivery drop off zone
  - Post/ parcel delivery area

PROPOSED GROUND FLOOR PLAN

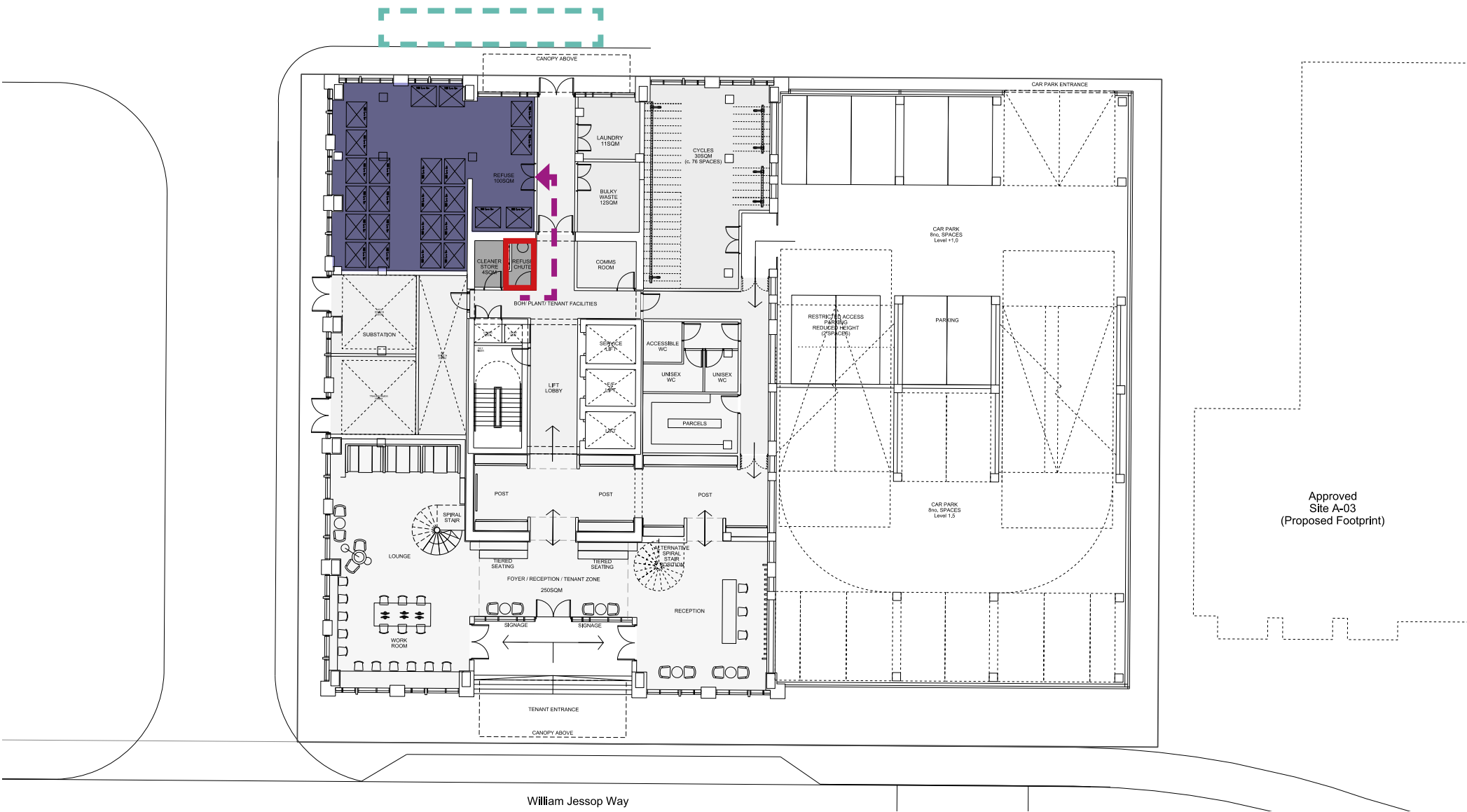


WASTE

It is anticipated that a low volume of light delivery vehicles and refuse vehicles will service the site. The new access road from William Jessop Way will be designed to allow for optimum circulation and turning movements for service vehicles with a designated layby/turning area to the north east of the development site. This design will also provide amenity for adjacent future development plots within Princes Dock.

REFUSE STRATEGY

Residential units will have access to a refuse chute located within the central core at every level of the building. The chute terminates at lower ground level adjacent to the designated bin store that houses 1100ltr Euro bins. The on site management will maintain usage daily and on collection days the bins will be removed from the refuse store and located at a designated collection point on the street.



- KEY
- Bin Store
  - Residential Refuse access route
  - Refuse Chute
  - Refuse collection point

## 8.4 ACCESSIBILITY FOR ALL

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 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

#### 6.1.2 Wheelchair Accessible Apartments

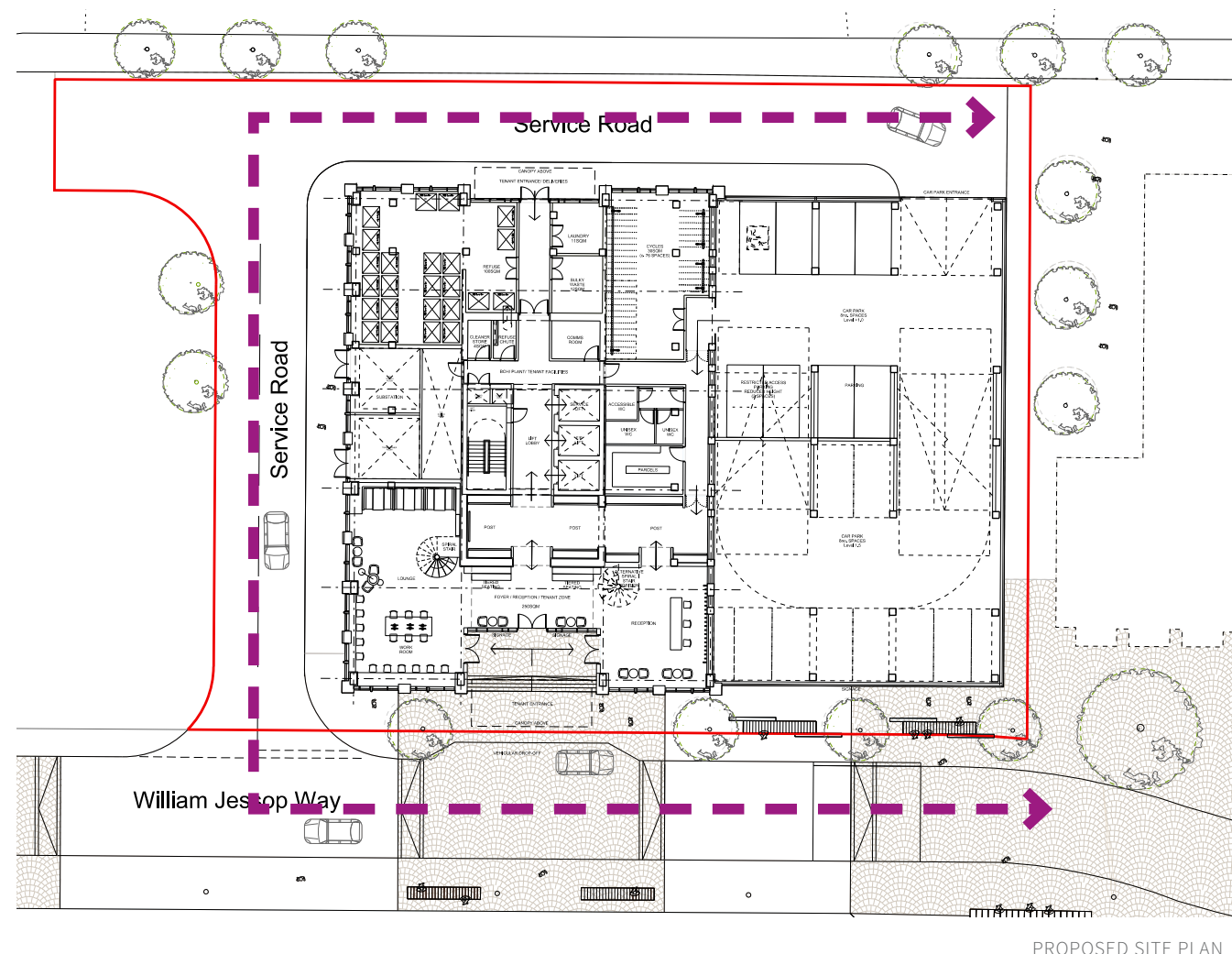
In 2015 the government created a new approach for the setting of technical standards for new housing. As a result of the changes the Lifetime Homes code of practice standard has been withdrawn from use by local planning authorities. Instead the additional technical requirements that exceed the minimum 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.

## 9.0 BUILDING SERVICES AND VENTILATION

The brief from the outset has been to use materials, detailing and services solutions that will require minimum maintenance. This has contributed to the decision to use materials such as curtain walling and integrated aluminium cladding panels in the main elevations. Further information regarding the servicing strategy can be found within the servicing and access pages of this document. In developing the design of the proposal with respect to servicing and maintenance, regard has been made to:

- Refuse collection (council and/or private) strategies are accessed off the proposed service road.
- Communal areas are appropriately detailed to ensure they are easily maintained.
- Service/utility metering is properly controlled at ground level.
- Plant is easily accessible for maintenance.
- Public realm - materials, planting and detailing carefully selected to ensure the new space is easily maintained.
- Window and facade cleaning, inspection, repair, and replacement: Low-level elements can be maintained regularly through arm reach, ladders (up to 9m high) or platform steps (up to 9.5m). Low level windows or reveals (to 10m) can be cleaned by reach-and-wash extendible poles and zip-up/scaffolding platforms.



### KEY

- ← - - - Access route of cherry picker for two levels at base of tower

PROPOSED SITE PLAN