



PARK COURT | PARK STREET | LIVERPOOL
DESIGN AND ACCESS STATEMENT

01 FEBRUARY 2016

PARK COURT ,PARK STREET LIVERPOOL DESIGN AND ACCESS STATEMENT

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1.0

INTRODUCTION

1.1 INTRODUCTION

This Design and Access Statement has been prepared by BLOK architecture on behalf of Jacaranda Developments in support of its Outline Planning Application for a development of 30 apartments on a 1400 m2 site situated at Park Street in Toxteth in Liverpool,L8.

This Design and Access Statement is to read in conjunction with the following documents:

- Planning Statement - TPS -The Planning Studio
- Architectural drawings - BLOK Architecture
- Transport Statement - DTPC (NORTHWEST) LLP
- Merseyside Accessibility Standard Assessment (MASA)- DTPC

1.2 PROPOSED DEVELOPMENT

ARCHITECTS

BLOK Architecture
Second Floor
Edward Pavilion
Albert Dock
Liverpool
L3 4AF

We are an energetic architectural practice, founded in September 2009 and based at the historic Albert Dock in Liverpool. We base our approach in the cultural and social context of each project to produce a distinct architectural response. Our ethos is to inspire creativity and ensure deliverability, by producing both innovative and commercially viable architecture. Our projects range from bespoke private residential to city shaping regeneration.

PLANNING CONSULTANT

TPS- THE PLANNING STUDIO LTD
Manchester One
Portland Street
M13LF

TPS is a niche planning and development advisory consultancy operating throughout the North West. Formed in July 2010 by Colin Williams the practice provides expert planning consultancy in all main sectors of town and country planning specialising in urban regeneration, mixed use developments, retail and leisure, student development, residential and Green Belt development..

We specialise in providing cost effective planning solutions designed fully around your requirements and expectations to help your proposal to work through the maze of planning law, regulations and planning policies.

TRANSPORT CONSULTANT

DTPC (NORTHWEST) LLP
The Studio 3 Philips Road ,Weir, Bacup
Lancashire
OL13 8RH

Development Transport Planning Consultancy Ltds expertise has particularly developed in solving problems using an approach to complex, multi-facetted projects that use our experience in combination with key members of the wider team to deliver creative, innovative and economic solutions whilst also ensuring that the essential underlying detail of the project is thoroughly worked through and implemented.

Undertaking a thorough identification of key constraints and analysis of opportunities presented by the project, the site and its surrounding context, and the aspirations of the various stakeholders. In parallel with this continuing to think creatively, using formal and informal meetings to have brainstorming sessions, about possibilities and ideas for the project.

2.0

SITE ANALYSIS

2.1 SITE LOCATION

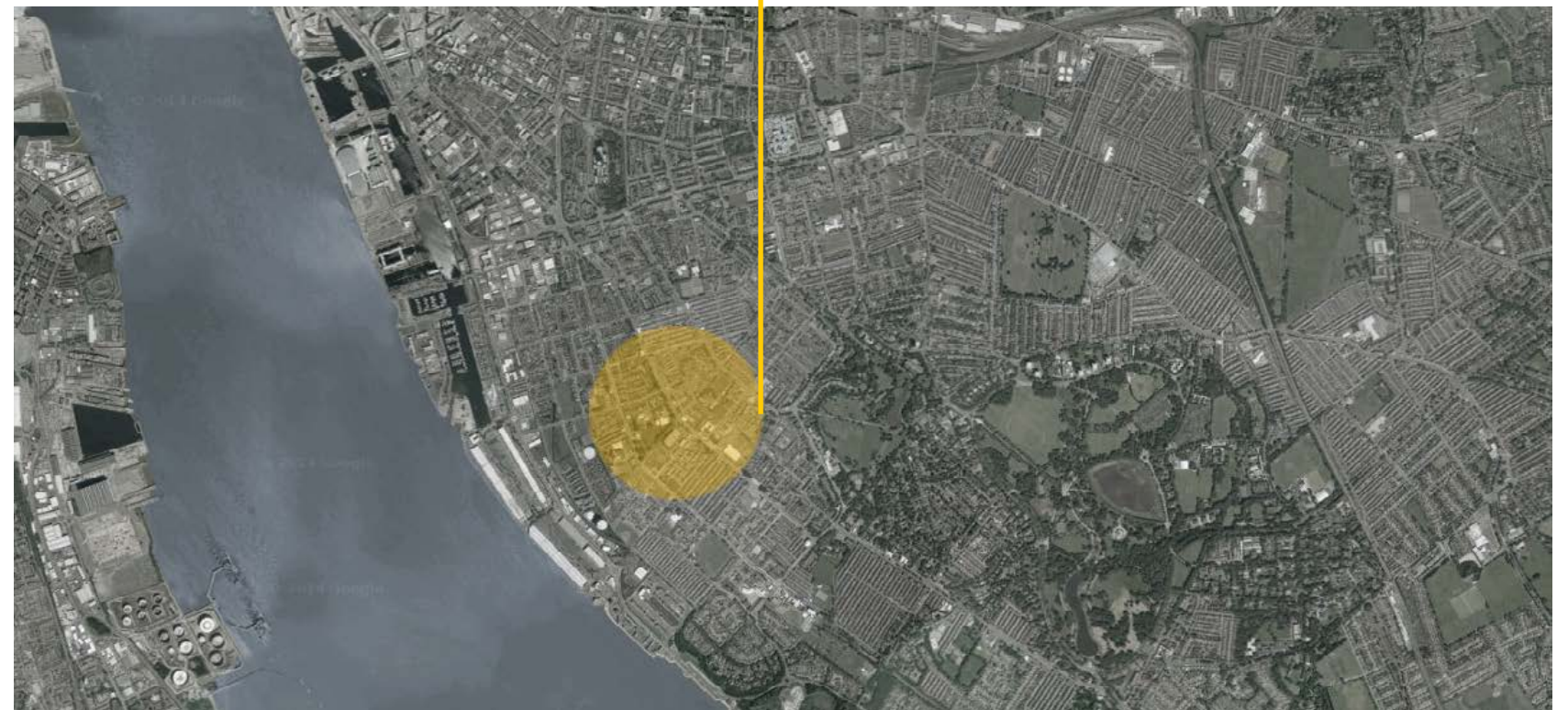
BLOK Architecture has been commissioned to develop a proposal for the refurbishment and extension of a redundant three storey former multiple occupancy residential care home building. The new building will comprise of 30 units with a mix of one, two, three bedroom apartments. By delivering a high quality architectural response, the new development will positively add to the local area, by enhancing the appearance of the existing derelict building and providing a variety of accommodation in the area. It is the aspiration of BLOK Architecture that the development will be an architectural asset to the area promoting high quality living at the edge of the city centre of Liverpool. The development aims to attract young professionals and families .

The site is located on the corner of Park Street and Upper Essex Street in Toxteth, Liverpool.

To the north (Park Street) and west (Upper Essex Street) of the site are semi-detached dwellings with gardens. To the South West there is a primary school and to the south there is the Park Road Sports Centre. To the east of the site there is a preschool and youth centre ,the St John's Centre with which shares a party boundary. The existing building is a cruciform shape and has external areas associated to it.

When it comes to orientation and location, the site has many positive attributes. The area is primarily residential in use and is well located in terms of accessibility to local shops, services and community facilities with Park Road District Centre nearby, schools , churches and parks in walking distance from the site.

There is also convenient transport links close to the site. Bus stops from/ to the city centre are in a walking distance (150 m) along Park Road and Brunswick railway station is 900 m away from the site.



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2.2 SITE CONTEXT



Fig 02: Site Context

2.2 SITE CONTEXT



Built-Unbuilt : Low dense area



Uses of land : Residential area with education and leisure activities



Green areas : Expanses of gardens in between the residences



Sun path



The primary school, the sports centre and especially the youth centre adjacent, may be sources of break and noise.



Access to the site

Fig 03: Context Diagrams

2.3 SITE PHOTOS



Fig 04: Aerial View 1

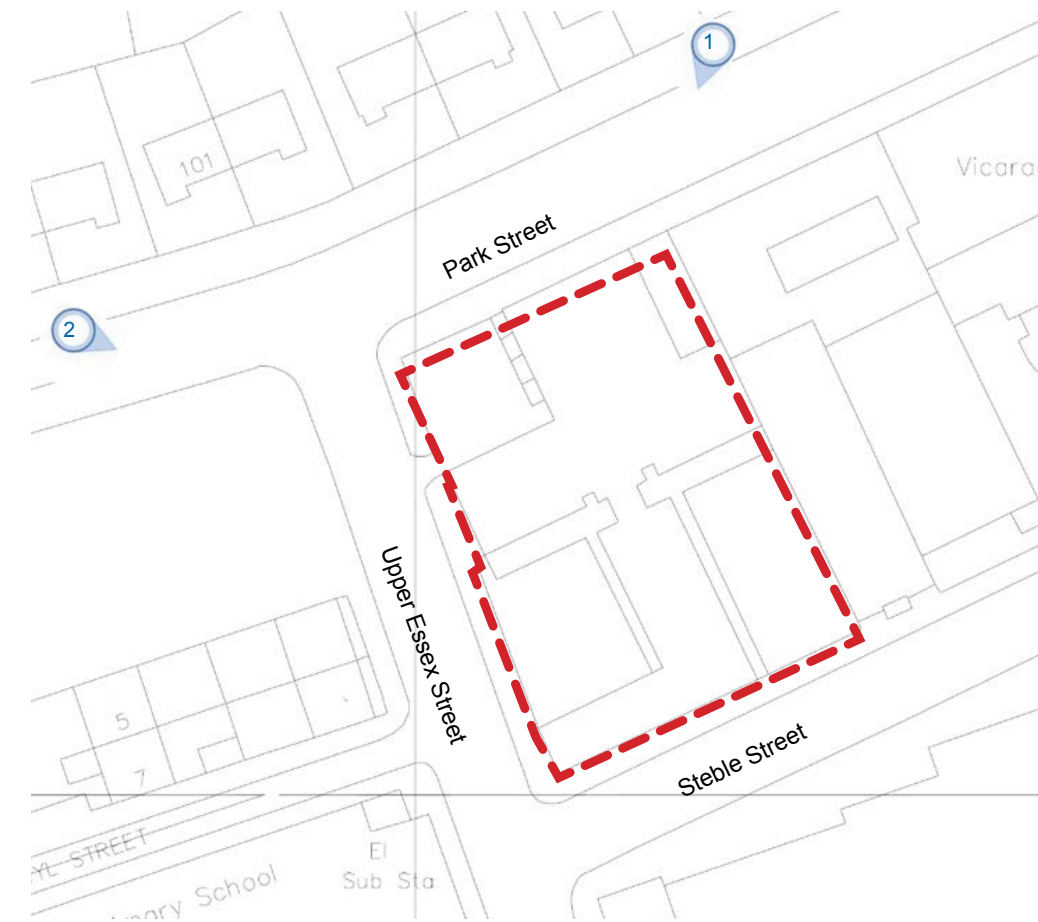


Fig 05: Aerial View 2

2.3 SITE PHOTOS

- [06] View of site from Park Street
- [07] View of site from Steble Street
- [08] View of site from Upper Essex Street
- [09] View of site from Upper Essex Street



Fig 06: View from Park Street



Fig 07: View from Steble Street

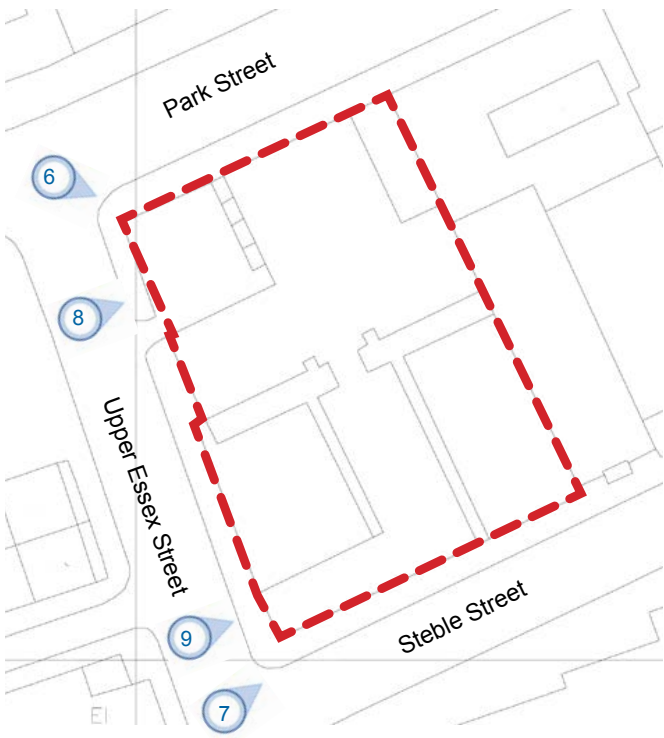


Fig 08: View from Upper Essex Street



Fig 09: View from Upper Essex Street

2.4: HISTORY OF THE SITE

The map below dated 1913 indicates that in the adjacent youth centre site used to be St John Baptist church.



Fig 10: Historic Map

2.5: PRE- APPLICATION

The main comments and observations from the pre application report can be summarised as follows:

- It was noted that the scale of the proposed building is appropriate to this site, given the spaces around the building, the width of Park Street and the scale of recent developments along the Park Road.
- Concerns were raised regarding for the window openings in the gable ends of the cruciform building overlooking residences along Park Street, Upper Essex Street and St John’s youth center.
- The proposed plan layout is considered acceptable ,in relation to over-looking and privacy issues across the internal corners of the building.
- It was recommended the use of a contrasting material for the extension of the building.
- The boundary edges need upgrading, with an appropriate style for residential development.
- There is unrestricted on street parking available in Park Street, Upper Essex Street and Steble Street which would have to accommodate any additional parking demand exceeding the 13 parking spaces that are provided within the plot.
- Provision of secure cycle storage at the rate one space per residential unit should be provided.
- The development comprises of 30 units ,two of which units should be accessible to mobility impaired wheelchair users.
- Adequate storage for refuse/ recycling.

Planning Application History:

D13791 07-12-1960 :Application for 15 three storey flats and 10 four storey maisonettes :Approved with conditions
D19777 25-09-1964 : Erection of Aged Persons Hostel :Approved with conditions
94P/1935 28-03-1995: Student hostel with 74 bed spaces : Approved with conditions
93P/2370 16-03-1994: All male hostel for the homeless : Refused
07F/2179 24-10-2007 :To convert and extend premises to provide 22 no. Apartments



3.0

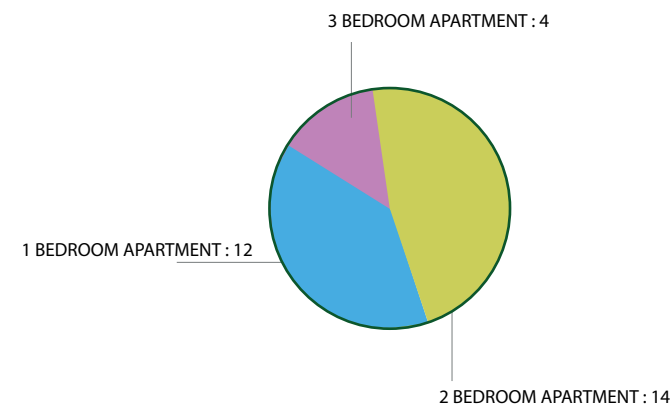
DESIGN DEVELOPMENT

3.1: USE & AMOUNT

The application seeks full approval for a residential development consisting of 30 apartments with 13 car parking spaces and secure bike storage.

There is a variety of the apartment units:

- 1 Bedroom Apartments: 12
- 2 Bedroom Apartments: 14
- 3 Bedroom Apartments: 4



3.2: DESIGN PRINCIPLES

The main design principles are:

- The main design principle is to maintain the existing building and transform it into a series of apartments, bringing back into use a derelict building and updating the existing building stock. At the same time, the scale of the relative buildings allows us to add another floor within the footprint of the existing building.
- The creation of a development that is of a distinctive high quality architectural design
- The scale, layout, materiality and form of the design should be informed by the local context.
- To create a development that fully benefits and enhances the transport links of the surrounding area

3.3 LAYOUT

The proposed vehicular and pedestrian access within the development will be via the existing entrance off Park Street . The parking spaces will be positioned to the east side of the site adjacent to the party wall with the youth centre. Taking advantage of the site's orientation, the two courtyards facing Upper Essex Street will be well lit during the day. Most of the apartments will have balconies maximising the views towards the River Mersey. The entrances to some upper levels apartment will be via an external corridor deck, allowing the apartments to have dual aspect with natural light and ventilation.

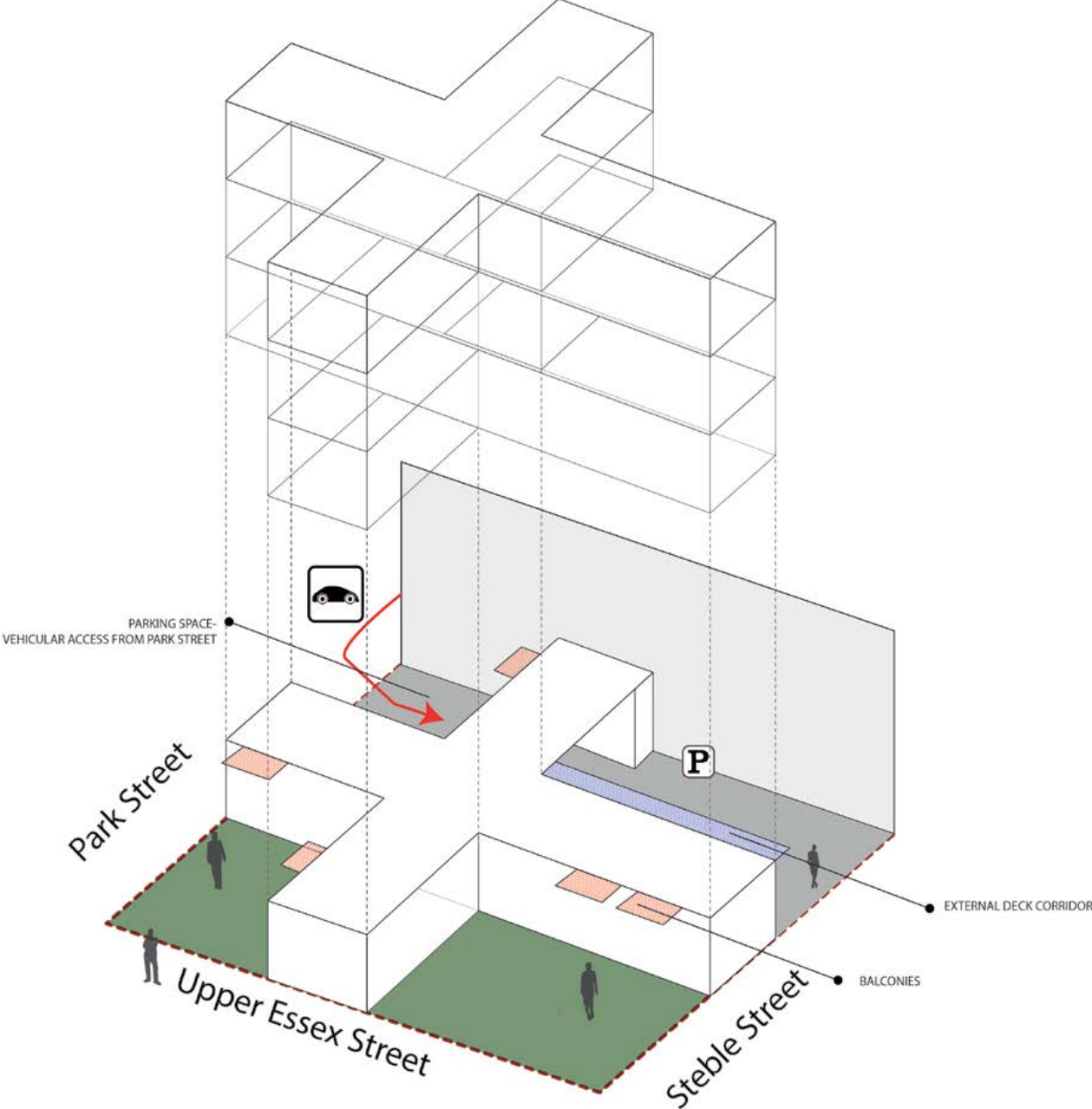
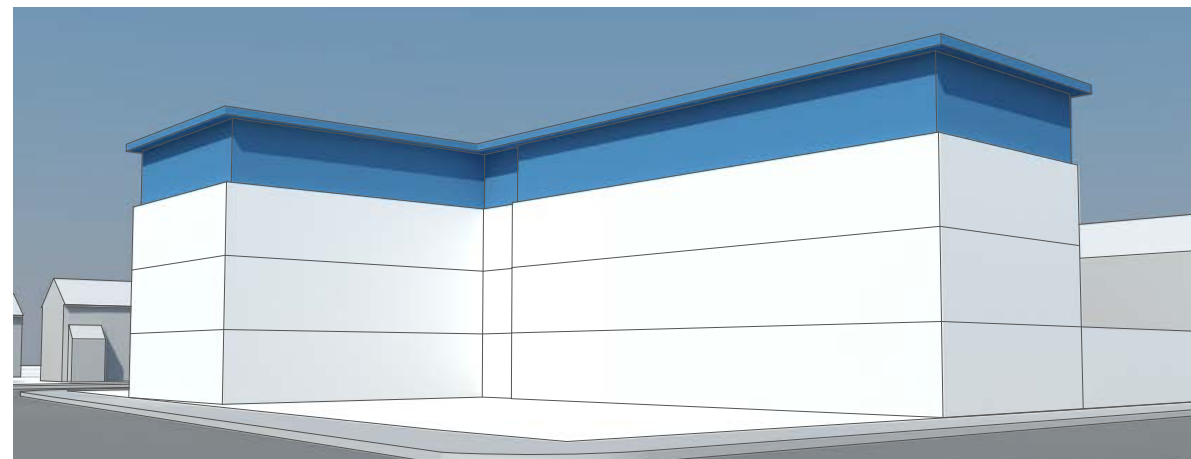
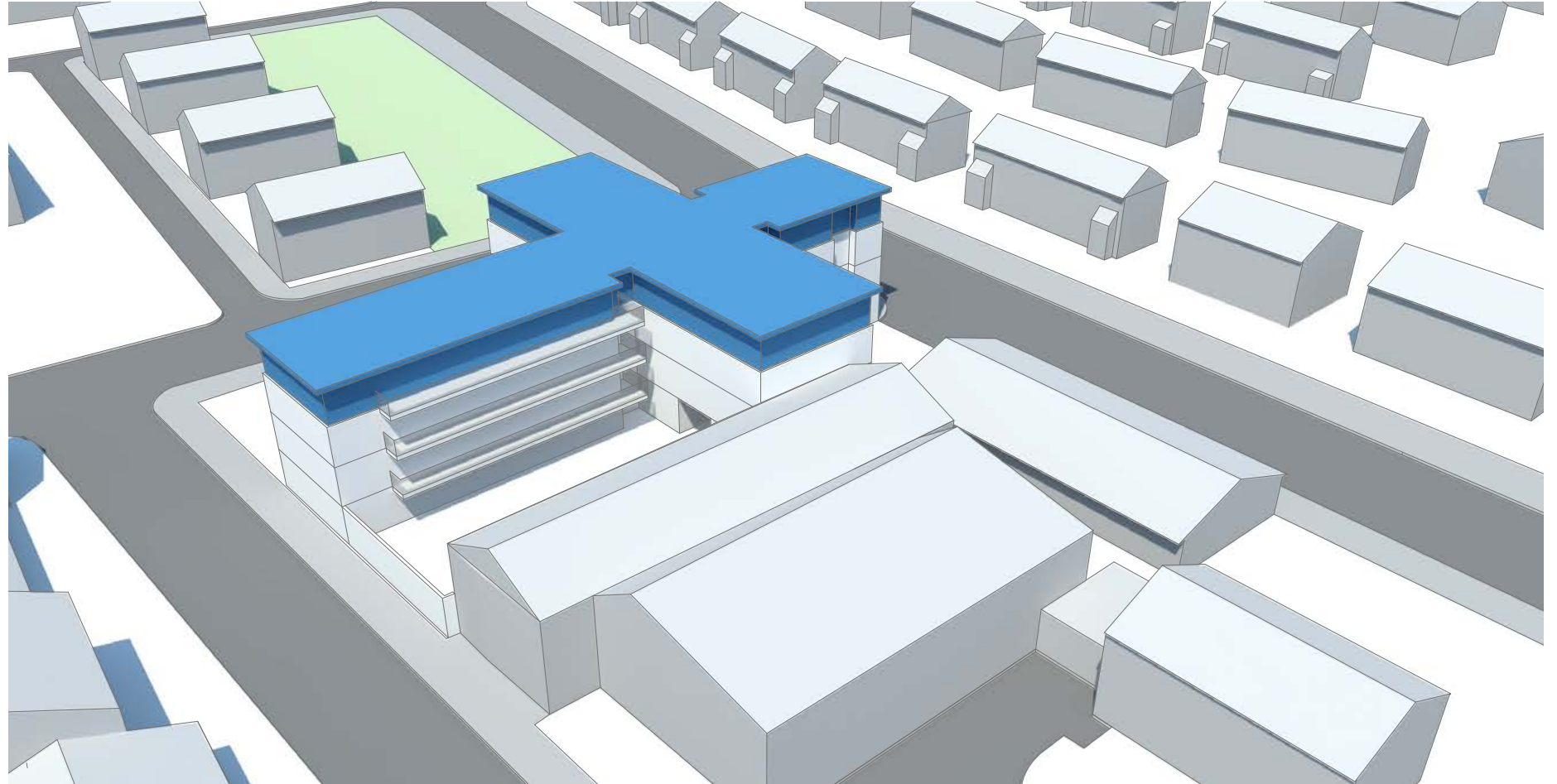


Fig 11: Concept Diagram

3.4: SCALE

The surrounding context massing was considered during the design development, and responds to the proximity and height of adjacent buildings. The height of the existing structure has been elevated by one storey in the proposal which remains consistent with the massing of the local context.



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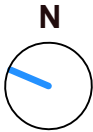
3.5: PROPOSED PLANS

GROUND FLOOR PLAN

Ground Floor	
Apartment	Area (m²)
G01	83
G02	37
G03	61
G04	47
G05	47
G06	57
Total	332

- KEY
- 1 Bed Apartment
 - 2 Bed Apartment
 - 3 Bed apartment
 - Flat Entrances

SCALE 1:200 0 2 5 10m



PARK STREET



STEBLE STREET

UPPER ESSEX STREET

BLOK.

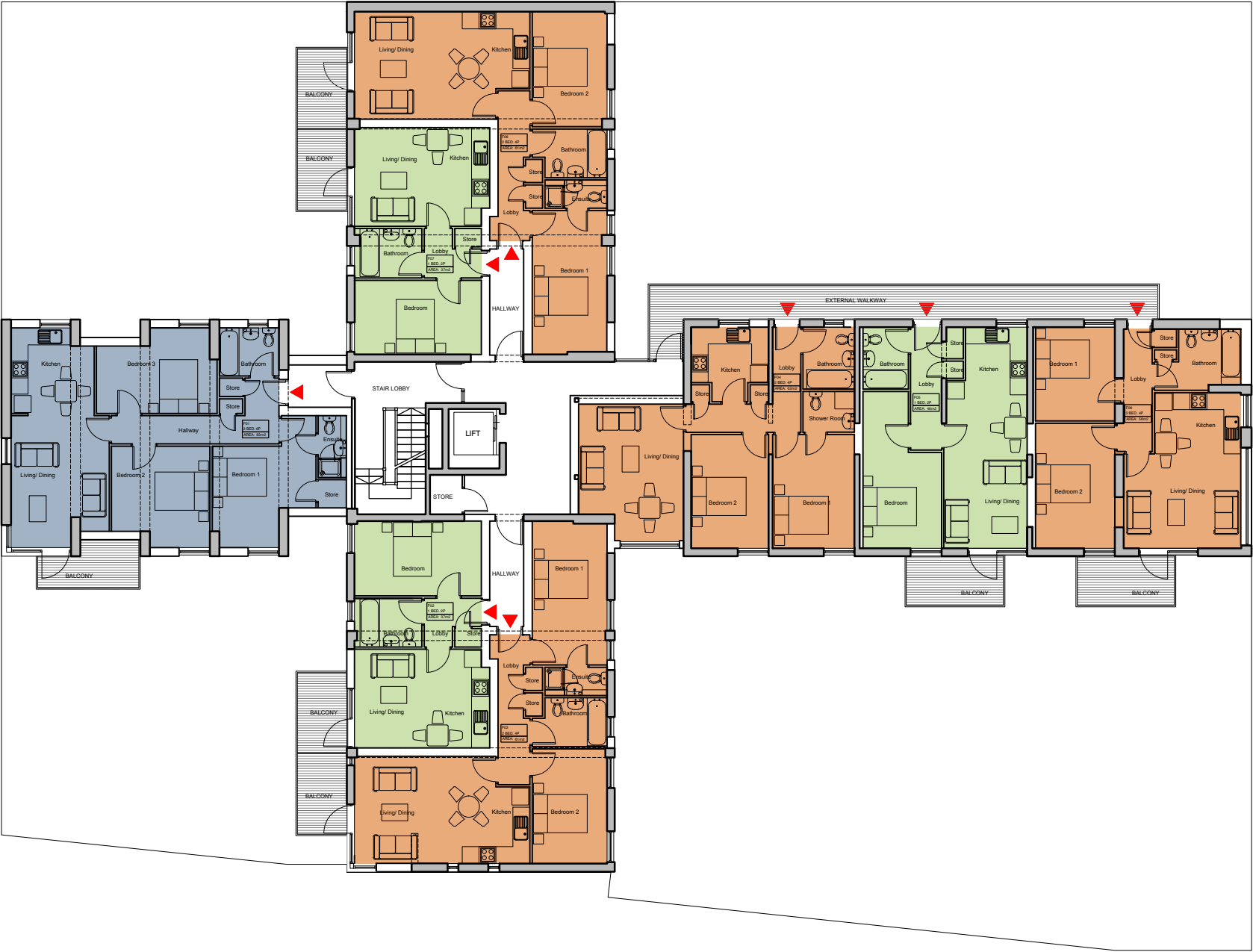
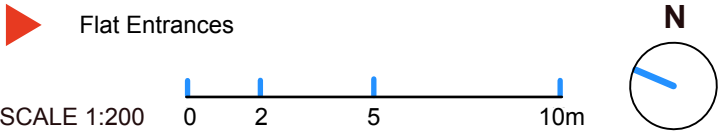
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3.5: PROPOSED PLANS

FIRST FLOOR PLAN

First Floor	
Apartment	Area (m²)
F01	83
F02	37
F03	61
F04	62
F05	47
F06	57
F07	37
F08	61
Total	445

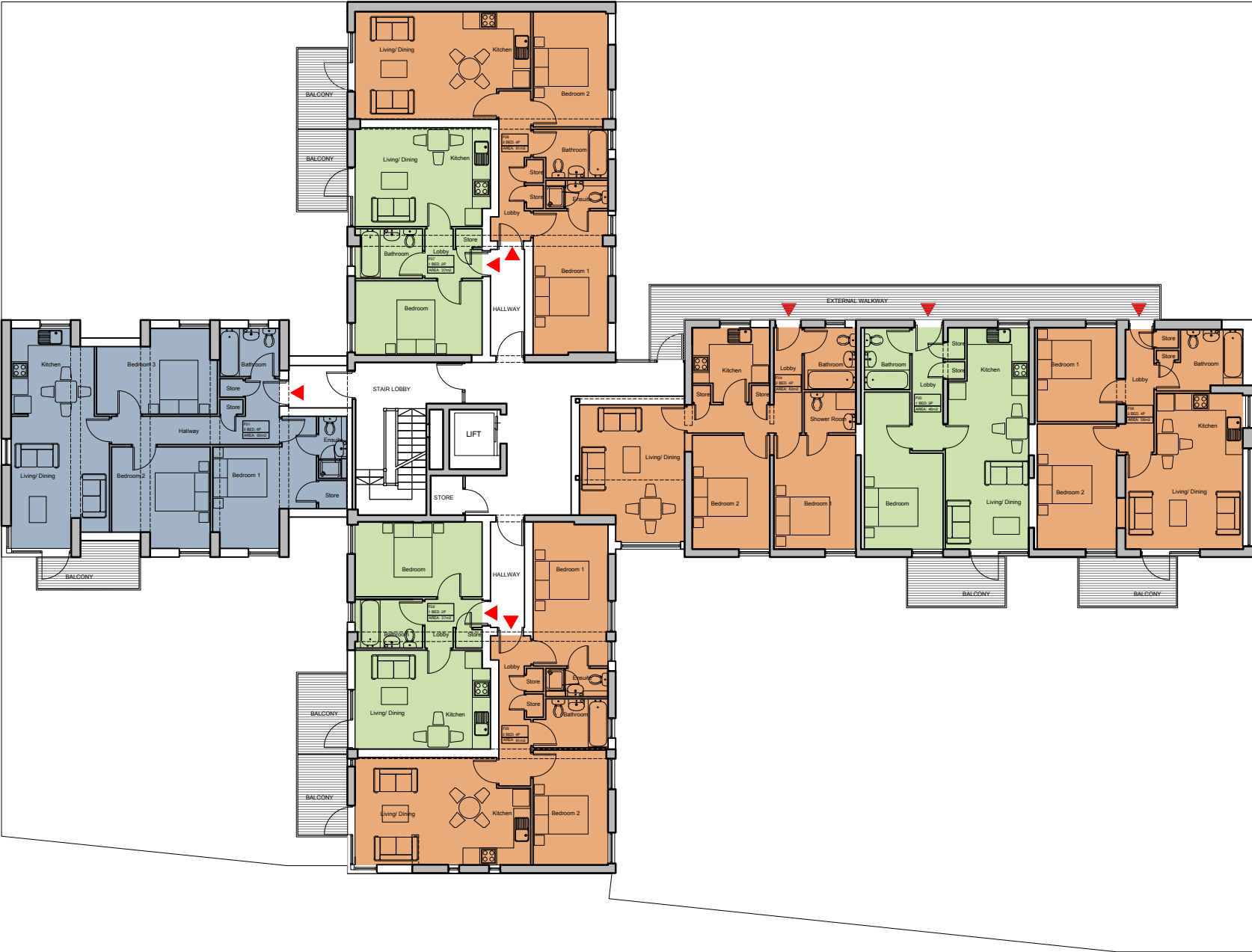
- KEY
- 1 Bed Apartment
 - 2 Bed Apartment
 - 3 Bed apartment
 - Flat Entrances



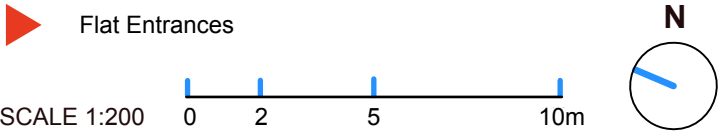
3.5: PROPOSED PLANS

SECOND FLOOR PLAN

Second Floor	
Apartment	Area (m²)
F01	83
F02	37
F03	61
F04	62
F05	47
F06	57
F07	37
F08	61
Total	445



- KEY
- 1 Bed Apartment
 - 2 Bed Apartment
 - 3 Bed apartment
 - Flat Entrances

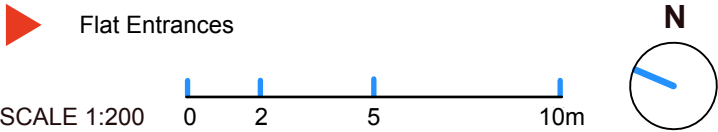


3.5: PROPOSED PLANS

THIRD FLOOR PLAN

Third Floor	
Apartment	Area (m²)
F01	83
F02	37
F03	61
F04	62
F05	47
F06	57
F07	37
F08	61
Total	445

- KEY
- 1 Bed Apartment
 - 2 Bed Apartment
 - 3 Bed apartment
 - Flat Entrances



3.6: APPEARANCE-ELEVATION DESIGN



Existing Brickwork



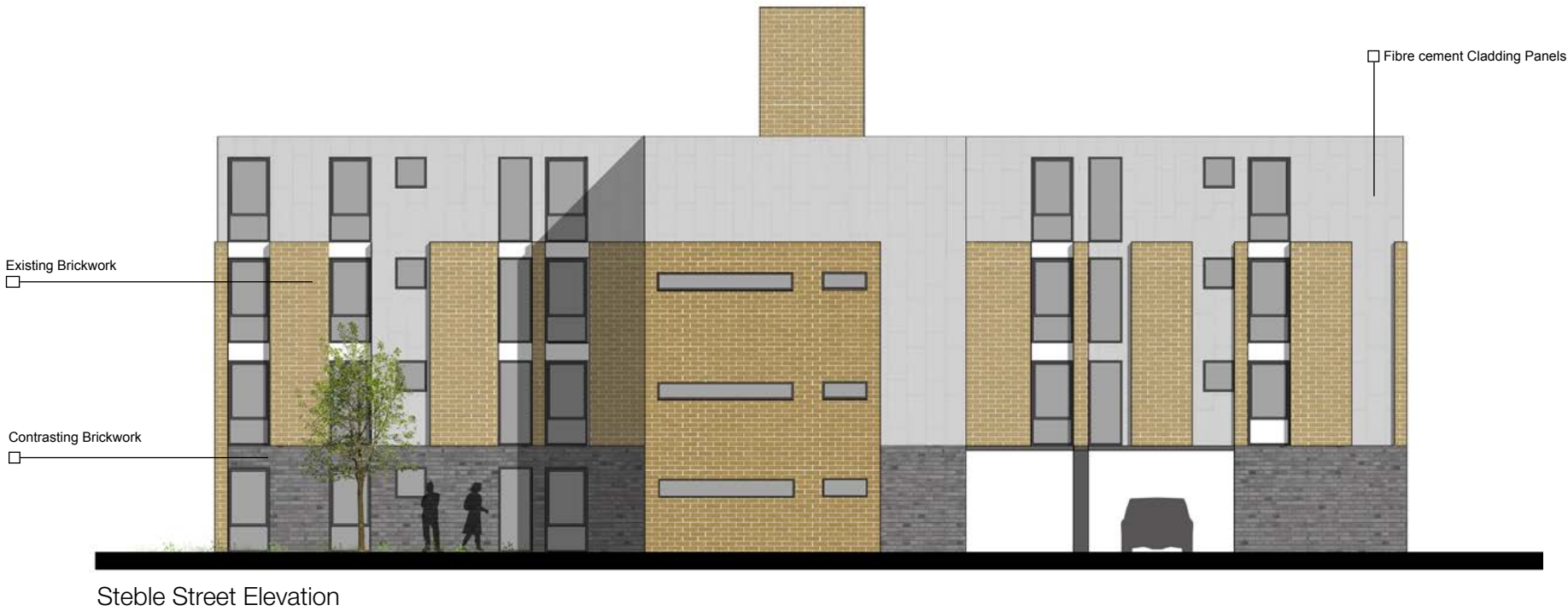
Fibre Cement Cladding Panels/or Render



Contrasting Brickwork

The approach for the design of the elevations focuses on maintaining the existing brickwork wherever possible. Due to the need of robust materials along the ground floor to address vandalism, we introduce a contrasting material to the existing brickwork (dark brick) only in the ground floor level. From the first floor level up to the extension the material could be render or fibre cement cladding panels .Metal balconies with glass balustrading have been added to provide amenity space and visual interest.

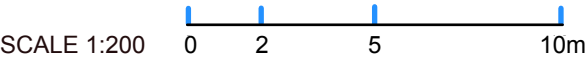
Any windows that are overlooking neighbouring properties are considered secondary and therefore can be obscured.



Steble Street Elevation



Park Street Elevation



3.6: APPEARANCE-ELEVATION DESIGN



SCALE 1:200 0 2 5 10m

3.6: APPEARANCE-VISUALISATIONS



View from the corner of Upper Essex Street and Steble Street

3.6: APPEARANCE-VISUALISATIONS



View from the corner of Upper Essex Street and Park Street

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3.6: APPEARANCE-VISUALISATIONS



View from Steble Street



View from Park Street

3.6: APPEARANCE-VISUALISATIONS



Aerial View

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3.7: PRECEDENTS



Alison Brooks Architects - Newhall



Wolveridge Architects - Blairgowrie House



KHBT - Haus Berge



-Finckh-Architekten - Dundee Council Civic Offices



PTEa - Outlook Place



House 11x11 - Titus Bernhard Architekten



Moxon Architects - Emmem



Polygon Studio - Workus Studio

3.8: LANDSCAPING

The proposed development includes two areas of high quality amenity space which will be available to the residents. Two attractively landscaped areas will front Upper Essex Street .

The first, at the corner of Upper Essex Street and Steble Street will be accessible for all the residents of the building. All the ground floor apartments will have private deck amenity areas. Our approach is to maintain the existing brick wall on Steble Street creating a secure courtyard .

The other courtyard ,on the corner with Park Street ,will have a more private character responding to the three ground apartments that surround it. The landscaping will comprise of hard and soft landscaping, planting boxes and seating areas to act as communal spaces for residents and visitors. The finishes and materials used as part of the landscape strategy will be of a high quality to have a positive impact on the appearance of the area. Brick and timber fencing will be used to unify the development, creating secured courtyards whilst maintaining visibility.



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4.0
ACCESS

4.1: ACCESS

This section of the Design and Access Statement is to highlight the access strategy designed to meet the needs of all users, including disabled people. The basis of this is to promote a high quality and inclusive environment for all, irrespective of age, gender, mobility or impairment and to enable the needs of disabled people to be taken into account, at the earliest stages of planning a development. By doing so this document assists the processes laid out in the ‘social model of disability’, and aims to be both positive and inclusive in its approach. It demonstrates that the recommendations contained within BS8300:2009, Access to and Use of buildings Approved Document M; Building Regulations 2013 will be achieved.

Inclusive Design

Inclusive Design is a key concept in building design. Accessibility enables people to participate in the social and economic activities for which the built environment is intended. The concept of inclusive design follows the ‘social model of disability’ by focusing on removal of the barriers within the environment rather than the impairment. Inclusive design creates an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment and enables everyone regardless of disability, age or gender to participate equally, confidently and independently in mainstream activities with choice and dignity. In short, inclusive design provides a single solution for everyone. The proposed development, where possible, strives to offer inclusivity. It will be safe, predictable, convenient, flexible, sustainable and legible.

The proposals seek to offer:

- Equitable use and accessibility for everyone irrespective of ability.
- Appropriate space for people regardless of body size, posture and mobility.
- Ease of use, comprehension and understanding regardless of physical or cognitive abilities.
- A safe, comfortable and healthy environment, minimising hazards.

Vehicle and Transport Links

The proposed development site is located close to bus stops that regularly serve a number of communities within the vicinity of the site. This provides good accessibility for the residents of the development to the wider public transport network and opportunities for work, education, shopping, leisure and healthcare in the town and beyond. Bus services connect the site to the city centre and locations to the south of the city including Liverpool John Lennon Airport and South Rail Interchange at Garston. The area has good connections , safe routes locally and no capacity issues that would prevent the area from coming forward development. The development includes 13 parking spaces, of which one is accessible for disabled users. As stated in Chapter 6 of the Transport Statement the local area around the development allows uncontrolled on street parking providing parking for visitors or residents. A total of 32 cycle spaces will be provided within a safe and secured area on site.

Pedestrian Links

The immediate area contains a diverse mix of commercial uses within walking distance of the site. There are, therefore, significant opportunities for residents to access a range of shopping, leisure, and service facilities on foot. There are also existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

Inclusive Access

New footpaths and walkways within the site will be even, stable, durable, slip resistant and well lit.

The main entrance to the building at ground level will:

- Be illuminated.
- Have a level access threshold.
- Be accessed either by a ramped or stepped entrance.
- Have an effective clear opening width for all doors of at least 750mm.
- Be weather protected by entrance recess.

The horizontal and vertical circulation will:

- Be illuminated.
- Have a level access threshold between all door ways.
- Have an effective clear opening width for all doors of at least 750mm.
- All be internal.
- Have a accessible lift.
- Have a minimum clear width of 1200mm for all corridors.
- Have a 1500mm clear zone to the front of each lift.

The entrance to each dwelling will:

- Be illuminated.
- Have a level access threshold.
- Have an effective clear opening width of at least 800mm with a 300mm clear nib on the pull side of the door between the leading edge of the door and a return wall.
- Be internal.

Access within each dwelling

- Minimum width of any hallway will be 900mm.
- Clear openings to circulation doors will be to suit corridor widths an approach.
- Have an effective clear opening width for all doors of at least 750mm.
- There will space for turning a wheelchair in dining areas and living areas.

There will be six ground floor apartments, easily accessible from the main entrance. The approach road to this entrance will be safe and convenient for everyone, and will have no gradient. A wide range of people ,including the elderly and disabled, will be able to access these dwellings. Two of the ground floor apartments will be fully accessible to allow use by mobility impaired and/or wheelchair users, as requested at the pre application meeting on 21 January 2015.

5.0

CONCLUSION

This Design and Access Statement sets out to describe the proposals for the refurbishment and extension of a 3 storey building, located in the corner of Park Street ,Upper Essex Street and Steble Street in Liverpool.

It has been demonstrated through a detailed appraisal of use, amount, appearance and access that the refurbishment will provide 30 new apartments within the building - and a external landscaping scheme offering much-needed boundary softening and amenity space to the development. The proposal will contribute greatly to the local area by enlivening this currently vacant building.

With a scale that is respectful of the surrounding context, the proposed extension has been carefully designed not to dominate the existing building.

By creating an interesting contrast against the more modest, predominantly brickwork appearance of the original building with an extension of contrasting materials but complementary proportions, the vibrant use this development seeks to promote will be successfully reflected in the appearance of the overall building.

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