

Tobacco Warehouse at Stanley Dock
Design & Access Statement rev A

Presented Liverpool City Council,
Stanley Dock Properties Ltd., July 3rd 2015

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5.1 Conclusion

1.1 Purpose of the Document



▲ View of existing Tobacco warehouse from the North Warehouse Titanic hotel located on the opposite side of the Dock

1.0 Introduction

This report has been prepared to provide an account of the design process and a commentary on the final design proposals for the refurbishment and development of the Tobacco Warehouse at Stanley Dock, Liverpool. Planning, listed building and conservation area consents were granted in June and December 2008 for the redevelopment of the Stanley Dock group of buildings – principally the North and South Warehouses and the Tobacco Warehouse.

The North Warehouse & its Rum warehouse extension have been successfully refurbished for use as a Hotel & Banquet Hall & have been open to the public since 2014.

This application relates to changes to the Tobacco Warehouse only and it is the intention to implement the consents in so far as they relate to the South Warehouses as approved in 2008 & 2014.

The current proposals seek to revise the expired 2011 consents for the Tobacco warehouse by changing the permitted use to Residential with a mix of B1 office & D2 Exhibition uses at ground floor with basement parking & provision of 3no. internal courtyards at ground level. There is a total of 538no. 2- 4 bedroom apartments with 4,175sqm office space, 1,750sqm Exhibition Space & 189 basement car parking spaces. These changes will require the careful restoration of the historic fabric & appropriate insertion of new structures to achieve the desired functionality of the new uses.

The reason for the changes are to make the development economically viable in the current economic conditions and relate the development proposals to the consent recently granted at the South Warehouse. The concept for the site develops the tourism/ visitor attraction role of the site, initiated by the exhibition space uses at the publicly accessible ground floor with the Heritage environment and compliments this with the development of bespoke loft type dual aspect apartments that will bring new life & activity to the area.

A prime generator in the design has been a regard for the special historic and architectural significance of the site and the grade II listed Tobacco Warehouse building and artefacts. The Tobacco Warehouse is a key landmark in this part of the city and is considered to be a significant component in the World Heritage Site, as well as being the lynch pin for the Stanley Dock Conservation Area. Sadly the Tobacco Warehouse has suffered from neglect since it ceased to have any beneficial use in the last quarter of the twentieth century, and the building has suffered a decline in condition.

As called for in the government circular “Guidance on changes to the development control system” and in accordance with other CABE guidance, this report is intended to provide background on the generation and objectives of the design. The design has been developed with close regard to the principles set out in national guidance such as Liverpool’s UDP and SPG’s.UDP and SPG’s.

2.0 Assessment



2.1 Macro Context

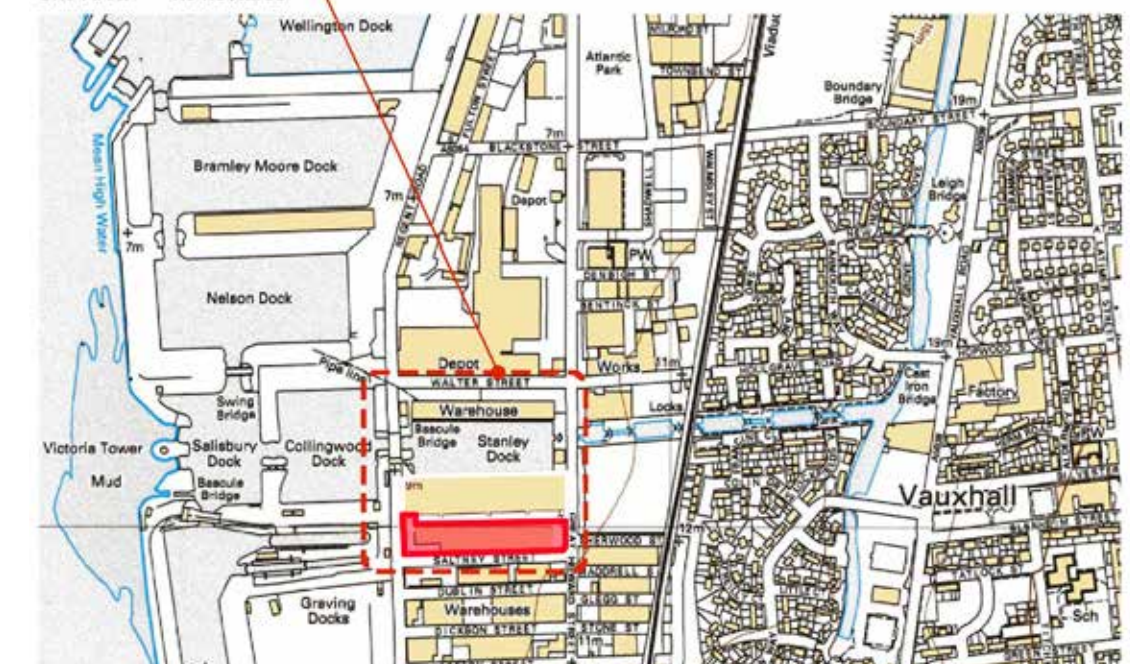
The Tobacco Warehouse at Stanley Dock is located 1.5km north of Liverpool City centre. It is a unique landmark on the Liverpool skyline, both from the City centre and from the River Mersey.

2.2 Site Location Plan

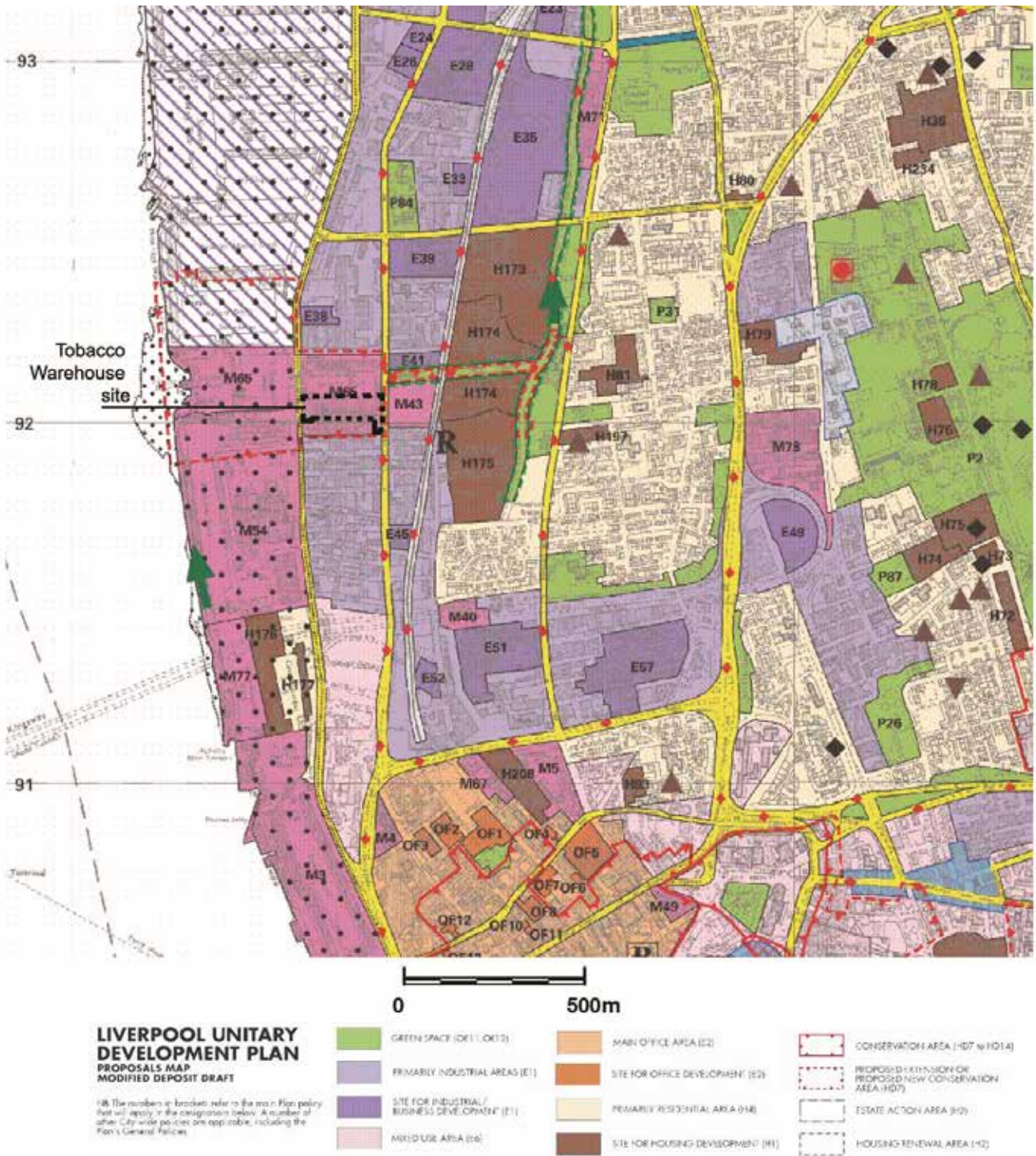
Currently in a state of partial dereliction but recently enlivened by the North & Rum warehouse refurbishment as the Titanic Hotel, the site covers 5.03 hectares. Stanley Dock is the dominant landmark in the area. This application relates to 1.5 hectares within the Stanley Dock area that includes the Tobacco Warehouse and its immediate environs only.

The Stanley Dock site is surrounded on all sides by roads, to the east & west by Great Howard Street & Regent Road which are both important north south road links into and out of the city, and to the north and south by Walter Street and Saltney Street. Access to the Tobacco Warehouse site is through the listed gatehouses at the corners of the site & through later openings in the south west & south sections of the bounding wall. Stanley Dock is separated from the Mersey by Salisbury and Collingwood Dock immediately to the west. These form part of a string of docks stretching north from the City now largely stripped of significant dock buildings. Crucial to the importance of Stanley Dock was its situation between the dock complex and the series of locks linking to the Leeds and Liverpool canal.

Stanley Dock with South Warehouse site shaded red
Site Area = 1.0 hectares



2.0 Assessment



2.3 Planning Context

2.3.1 UDP Designation

The Liverpool UDP

The Liverpool UDP was adopted in November 2002.

Site Specific Policy

The Liverpool UDP identifies the site as site M65. It indicates that the site is suitable for a variety of uses including retail, food and drink, office, residential and assembly and leisure. This is confirmed in Policy E6. Para 6.72 states that development will reflect the transformation from warehouse uses to recreation and leisure uses, with associated retail, business (uses Class B1) and residential development also being acceptable.

2.3.2 Planning Policy

National Planning Guidance

The National Planning Policy Framework (NPPF), published in March 2012, sets out the Government's planning policies for England... it provides a framework within which local people and their accountable councils can produce their own distinctive local and neighborhood plans, which reflect the needs and priorities of their communities.'

The Framework reaffirms that 'applications for planning permission must be determined in accordance with the development plan' and that the NPPF '... is a material consideration in planning decisions.'

The NPPF replaces a number of policy documents which would previously have been applicable to the development proposals; these include PPS 1 Delivering Sustainable Development, PPS 4 Planning for Sustainable Economic Growth and PPS 5 Planning for the Historic Environment.

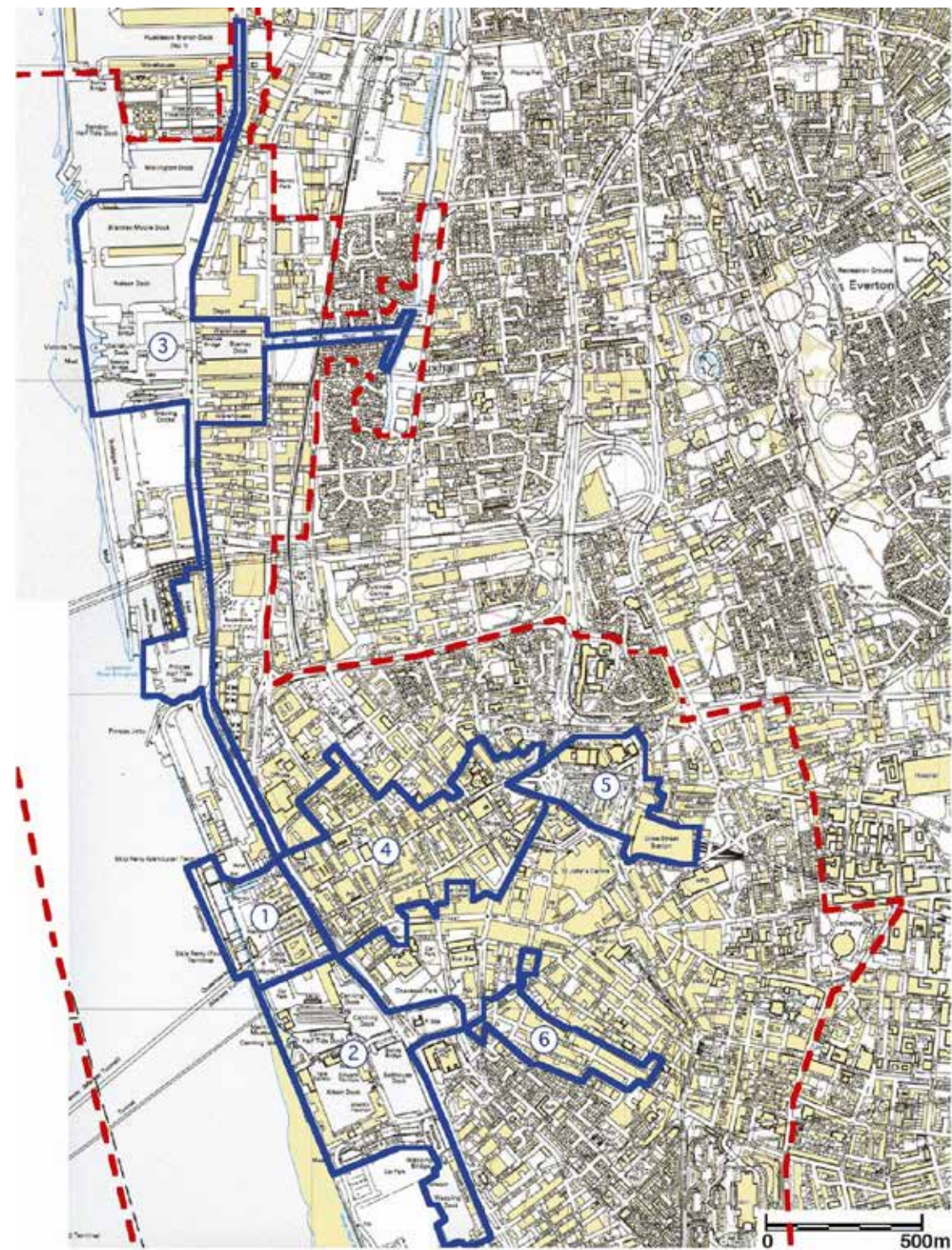
Please also refer to Turley Planning Statement.

2.3.2.1 Involvement

The proposed changes to the Tobacco Warehouse have been developed in consultation with Liverpool City Council and respects and builds on the detail design process with English Heritage that resulted in the permitted planning application of 2008 for the entire site known as Stanley Dock, of 2011 for the Tobacco Warehouse and its immediate surroundings, of 2012/13 for the North & Rum Warehouses and their immediate surroundings and of 2014 for the South Warehouse and their immediate surroundings.

As the site is relatively self contained and separated from surrounding properties there has not been extensive consultation with land owners.

2.0 Assessment



2.3.3 World Heritage Site

Liverpool - Maritime Mercantile City

Liverpool’s nomination for World Heritage Site designation was approved by the World Heritage Committee on 2nd July 2004. Liverpool - Maritime Mercantile City was proposed for inscription as: “The supreme example of a commercial port at the time of Britain’s greatest global influence” under the following criteria :

- The nominated site is a complete and integral urban landscape that provides coherent evidence of Liverpool’s historic character and bears testament to its exceptional historic significance.
- The nominated site exhibits an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town planning or landscape design.

The approved designated part of the site includes that part of the historic city of Liverpool that is both authentic and relates directly to its function as an historic port. It is considered that the Site compels recognition because it’s surviving architectural and technological interest is of outstanding universal value and because it strongly reflects the successes of the civilization that created it.

The World Heritage Site of Liverpool has been divided into 6 areas of distinctive townscape character, as follows :

1. The Pier Head
2. The Albert Dock Area
3. The Stanley Dock Area
4. The Commercial Centre of Castle St Dale St /Victoria St /Old Hall St
5. The Cultural Quarter around William Brown St
6. The area of warehouses and merchants’ houses around Duke St

A Buffer Zone has also been drawn around the Site, primarily to protect its visual setting. (indicated as red dashed line)

Distinctive Townscape Character

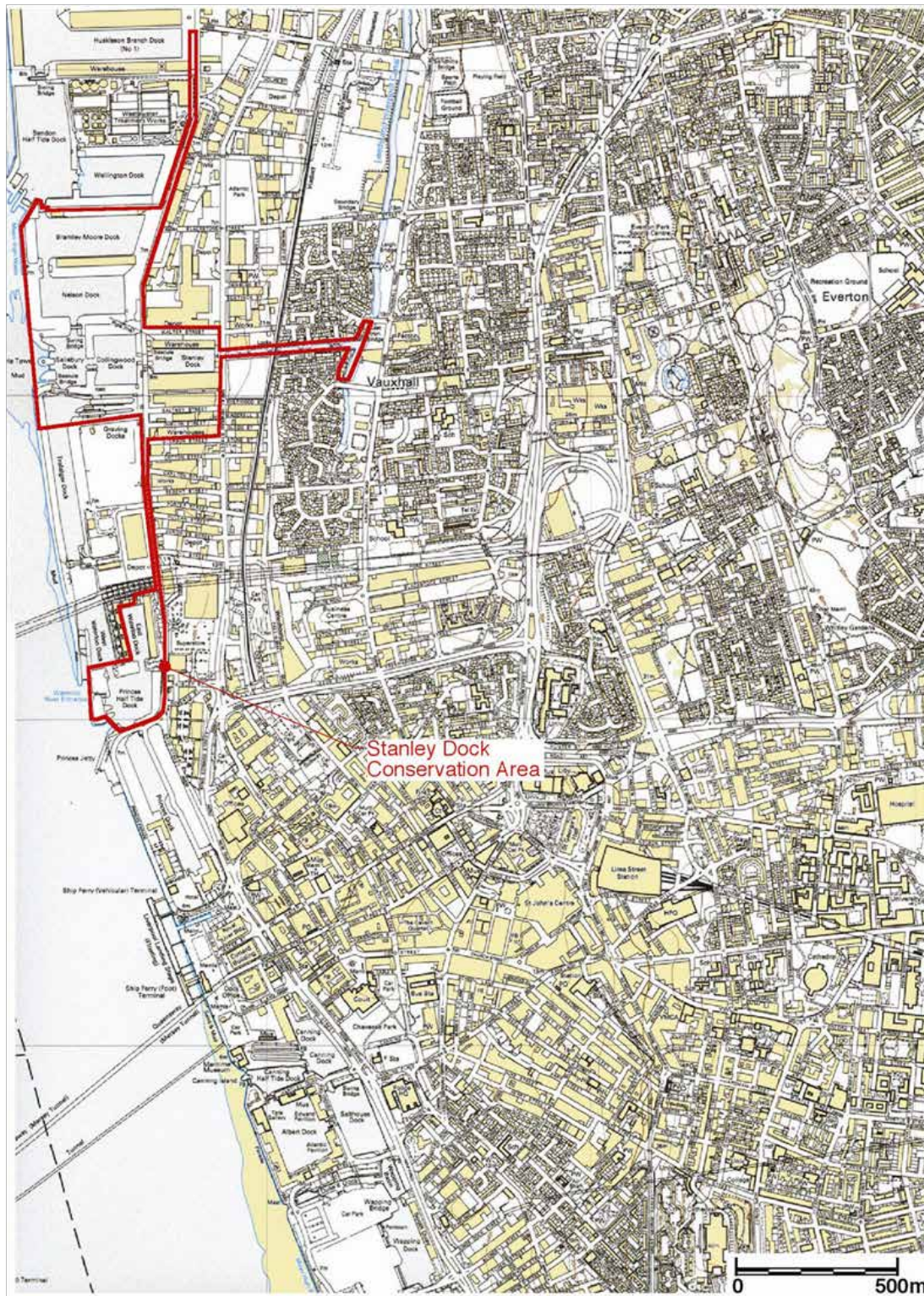
The Stanley Dock area is identified separately in the WHS designation, and its special Character is broadly defined as:

The Stanley Dock Conservation Area is characterised on the one hand by massive port-related structures such as warehouses, walls and docks, both water-filled and dry graving docks, and on the other hand by smaller dock-related structures such as bridges, bollards and capstans. Many of the ground surfaces are original, including natural materials such as granite sets and stone flags, often bisected by railway lines. The combination of structures, surfaces and water has created a distinctive cultural landscape.

The Management Plan

The Management Plan addresses all of the key issues affecting the proper management of the Nominated Site, including conservation, regeneration and interpretation. The primary purpose of the Management Plan is to ensure that the structures and values that contribute to Liverpool’s World Heritage interest are identified, protected, conserved and promoted. However, it also positively promotes new development, provided that it is of a suitable scale and high quality design and that it does not involve the loss of heritage assets or damage their setting.

2.2.4 Conservation Area & Listed Building Policies



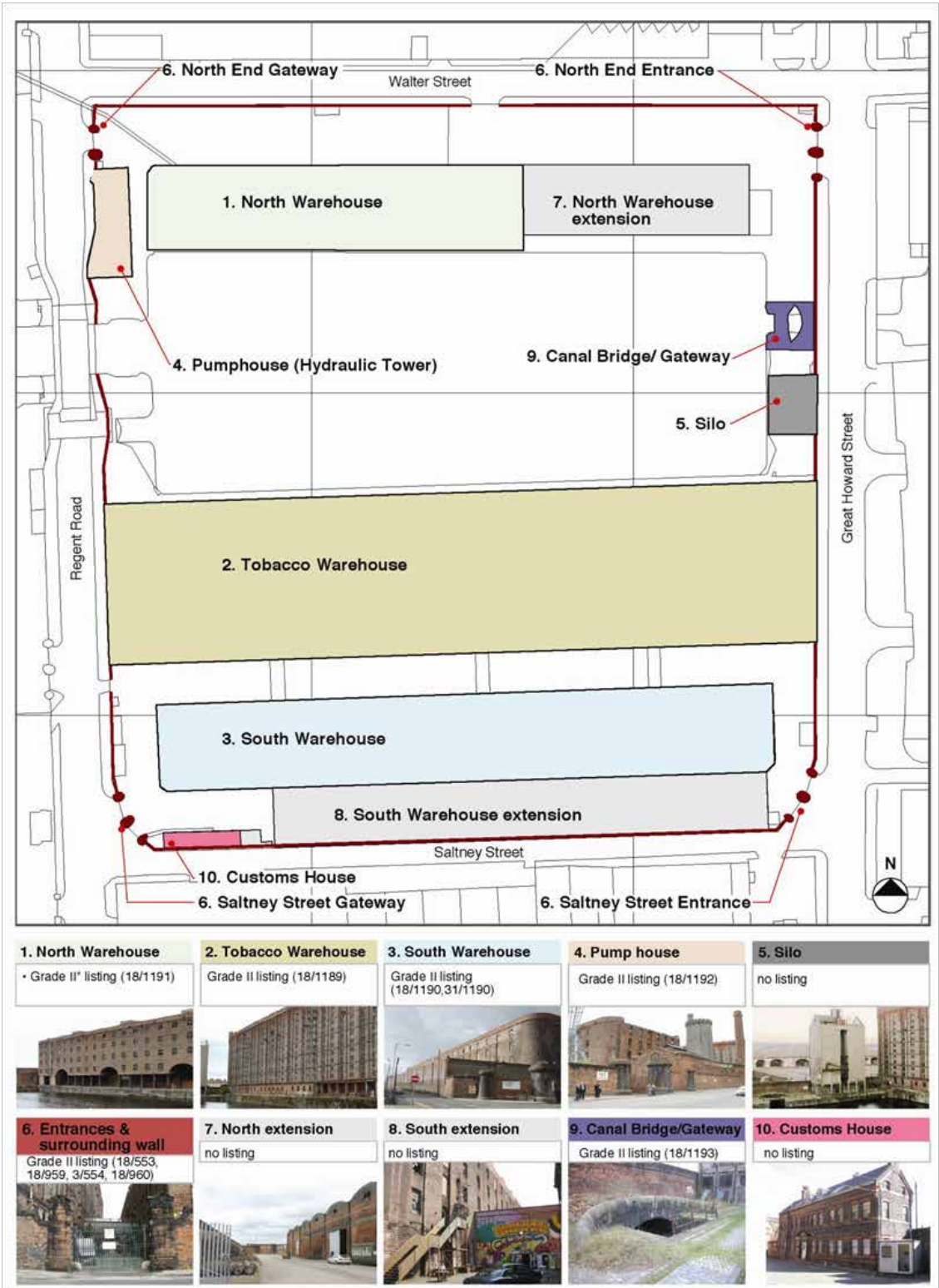
Conservation Area Policy

Policy HD8 indicates that the Council will seek to secure the preservation or enhancement of Conservation Areas. Policy HD9 indicates that there is a presumption in favour of the preservation of buildings that make a positive contribution to the character and appearance of the Conservation Area. Policy HD11 indicates that planning permission will not be granted for development that fails to preserve or enhance the character of the Conservation Area.

Listed Building Policy

Policy HD3 indicates that listed buildings will not be demolished other than in the most exceptional circumstances. Policy HD4 indicates that alterations to listed buildings will not be granted if they adversely affect its architectural or historic character. Policy HD5 indicates that development that adversely affects the setting of a listed building will not be permitted.

2.2.5 Listed Structures Stanley Dock



The site lies within the designated Stanley Dock Conservation Area. It is also within the World Heritage Site.

The dock itself was constructed between 1845 and 1848 with the North Warehouse completed in September 1854 and the South Warehouse in November 1855. In 1895 a proposal was put forward for filling in part of the dock and building a new warehouse with five upper floors. Work began the same year. The scheme was modified to a 14 storey warehouse -The Tobacco Warehouse - in 1897 and works were completed in 1901. The grain silo dates from about 1912 /13 and the South Warehouse extension from about 1915/16. Part of North Warehouse was damaged in an air raid in 1941 and rebuilt in about 1951/54 and now known as the North Warehouse extension or the Rum Warehouse.

The Tobacco and South Warehouses are vacant and in large part derelict. The North Warehouse has been successfully developed as a Hotel and the North Warehouse Extension/ Rum Warehouse as a banquet room & conference centre. There is a Sunday Market -the Heritage Market - in part of Tobacco Warehouse, South Warehouse, its extension and Pneumonia Alley. Please refer to the conservation statement by Hinchcliffe Heritage.

Consent has been received in 2013/14 from Liverpool City Council to demolish the Silo structure and the extension to the South Warehouse - refer to 13C/1912, 14F/0249 & 14L/0233.

The three principal listed buildings are the North and South Warehouses and the Tobacco Warehouse. They represent a very important group of listed buildings at a key location on Liverpool's historic waterfront. There are other listed structures within Stanley Dock, and the complete list is as follows:

Buildings

- North Stack Warehouse - Grade II* ref 1811 191
- South Stack Warehouse - Grade II ref 1811 190, 31 II 190
- Tobacco Warehouse - Grade II ref 1811 189
- Hydraulic Tower (Pumphouse) Grade II ref 1811 192

Walls and Gateways

- North End Entrance - Grade II ref 181553
- North End Gateway - Grade II ref 1 81959
- Saltney Street Entrance - Grade II ref 3/554
- Saltney Street Gateway - Grade II ref 181960

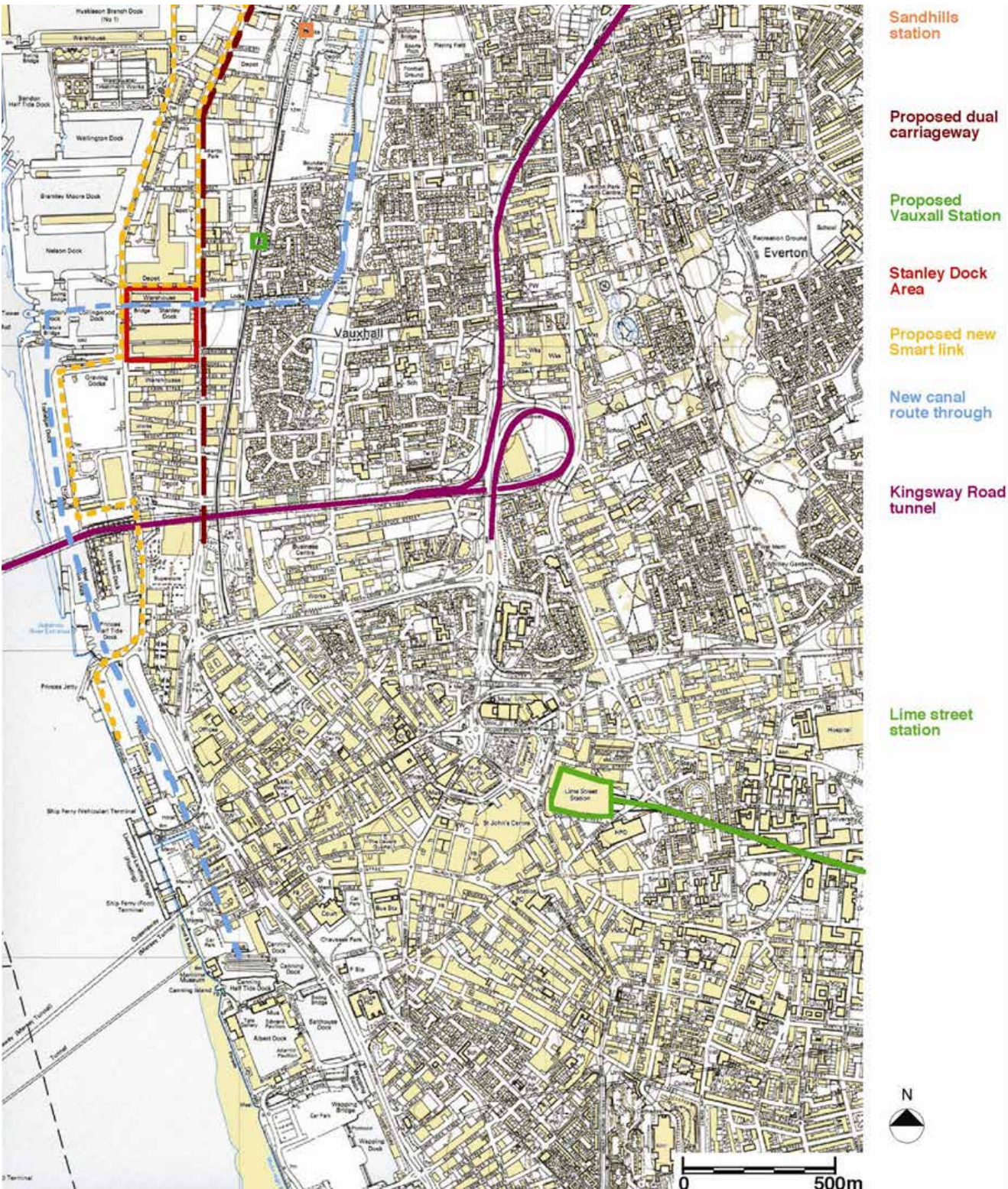
Canal Structures

- Canal Bridge Grade II ref 1811 193
- Canal Gateway to Leeds/ Liverpool Grade II ref 1811 192

Critical Buildings within Conservation Area of the Site (lacking an individual listing)

- Silo
- Customs House
- North Warehouse Extension / Rum Warehouse
- South Warehouse Extension

2.2.6 Public Transport



The site is primarily accessed by car along the main arterial routes of Great Howard Street to the East and Regent Road to the West. Public transport provision currently relies mainly in bus services on Great Howard Street, however there are schemes under consideration that would improve this situation.

Further detail is given in the Transport Statement & Interim Travel Plan prepared by Sutcliffe Consulting Engineers which accompany this application.

2.4 Character Analysis of the Local Area

2.4.1 The Surrounding Area

The townscape surrounding the site falls into distinct zones, each with a distinct character:

1. West of Regent Road -

This area is characterised by the vast complex of docks that stretch from Brunswick Dock far to the south to the still operational container dock to the north. The docks themselves and the dock walls are virtually the only significant structures still present, with the long, impenetrable, consistent dock walls being the main visual signifier of this once mighty industrial complex. This area is characterised by the lack of significant original buildings, with the few extant structures serving only to reinforce this impression of absence.

2. North of Stanley Dock, between Great Howard Street and Regent Road -

This zone is characterised by large footprint post-war industrial structures with road infrastructure creating large impenetrable blocks. Streetscape quality is poor, with a utilitarian and temporary feel to both the structures and pattern of use.

3. South of Stanley Dock, between Great Howard Street and Regent Road -

Here the original road pattern is largely intact between Saltney Street and Oil Street. This together with the large proportion of surviving original buildings creates a finer-grained, more urban streetscape. Narrow streets and narrower or non-existent footpaths create a hard edged environment. Streets run exclusively east-west, offering only occasional glimpses of the Stanley Dock buildings through gap sites.

4. East of Great Howard Street -

Here the east-west pattern of roads continues, but the urban containment breaks down with the larger proportion of gap sites and post-war industrial buildings creating an undistinguished landscape that breaks down completely adjacent to the site into a large cleared site.



2.4.2 Verified Views



In order to assess the visual impact of the proposals, six key views have been identified for survey. These have been agreed with the local planning authority and seek to assess the context of the site. They are all public viewpoints and are considered to be key views of Liverpool or important views approaching the site.

This section discusses these views and their key characteristics. Description of Individual Views with images on the next page

These views are used later to consider the context of the proposed scheme by imposing the proposal into the photographs to form a 'verified view'. These are shown in Section 4.

1. Regent Road looking North:
This view shows the unifying feature of all significant views from the west of the site- the linear presence of the dock wall (here it is the Graving Docks, with the monumental gate visible in the foreground). The townscape here has a fractured feeling, with the immense scale of the Tobacco Warehouse dominating the smaller buildings in the foreground. Materials are also varied (including brick, both painted and unpainted render, terracotta, and stone), and combined with a generally poor state of repair, the area exudes a sense of decline.

The Tobacco Warehouse forms the backdrop to this view against which the varied industrial buildings facing Regents Road

are seen. The impression is of a solid mass with little relief other than the material differentiation between brick and terracotta, and the finer detailing at frieze level. There is little differentiation between solid and void, which accentuates the impression of immense solidity.

The skyline is irregular with non-original liftshafts and projecting ridges detracting from the architectural corner features and pediments at parapet level. The South Warehouse is visible above the buildings in the foreground with the alien non-original pitched eaves being the prominent feature. In the distance the Bascule Bridge and Pump House chimney can be seen.



2.4.2 Verified Views - con't



2. Regent Road looking South:

Again the unifying presence of the high dock wall is clearly visible. The townscape here is more fractured with large cleared areas and fragments of surviving buildings lying neglected in a setting of uncoordinated commercial development.

The Tobacco Warehouse, again, forms the backdrop and creates the skyline with the consistent datum of the parapet, which is punctuated by projecting ridges irregularly arranged between the corner features.



3. Great Howard Street looking North:

Here the dramatic contrast between the townscapes on both the east and west sides of Great Howard Street is shown in stark relief. On the west side, forming the foreground to the Stanley Dock Complex, is a relatively intact collection of traditional buildings of varied scale, creating both an interesting and distinctive townscape. To the east of Great Howard Street, the townscape disintegrates into cleared sites, low modern warehouse buildings, and a lack of urban containment, which has produced a relatively undistinguished environment.



The Tobacco Warehouse forms an imposing volume. The roof line is marred by the non-original lifts haft and there is a clear distinction between the relief on the south and east facades. The relief that is clearly visible on the east, is apparently absent from the south facade, which appears flat & with little relief other than at frieze level.

The South Warehouse and chimney stack of the Pumpphouse are clearly visible.

4. Great Howard Street looking South:

Towering above the undistinguished low-rise development in the foreground, the Tobacco Warehouse dominates this view. Due to this major presence and visibility from a great distance, it forms a major icon on this important approach to the city. Again the north elevation forms a cliff edge only to be relieved at frieze level by additional terracotta detailing, which is quickly subsumed into the flat-faced brick parapet. Again, irregular roof elements are visible above the parapet line. The Rum Warehouse and Silo buildings are visible and the North Warehouse can just be seen above the modern commercial buildings in the foreground.

5. Whitley Garden looking West:

This wide panorama of the city places Stanley Dock in relation to the center of Liverpool which is marked by the taller building at and around the Pier Head. The main structures are visible and identifiable individually against the backdrop of the Mersey, but little detail is visible at this distance.

6. Liverpool to Leeds Canal looking West:

This view is taken from relatively high ground at the head of the lock chain leading up from Stanley Dock to the start of the Leeds to Liverpool canal.

The upper floors of the Tobacco Warehouse and the Silo are clearly visible above the Iron Bridge structure. The building appears surrounded by suburban modern housing. The roof line appears more consistent here, with the parapet detailing of the east facade providing punctuation to the volume. The Silo obscures the view of the western end of the building.



2.4.3 Micro Context



▲ Stanley Dock Site



▲ Pneumonia Alley



▲ North Warehouse south facade



▲ Tobacco Warehouse north facade



▲ The Silo & Tobacco Warehouse north facade



▲ The Pumphouse & North warehouse

The site is clearly defined and distinguished from its surroundings by the continuous high dock wall that surrounds it. This definition of the site accentuates the presence of the three main structures by effectively excluding the surrounding area. The other defining characteristic of the site is the dock itself, which is only visible once within the walls.

The large expanse of water within the site provides a separation between the two main structures facing it, so that they are seen from a distance which reduces the appreciation of fine detail, and emphasises the importance of their mass and main articulation.

The North Warehouse appears as a simple robust building -a brick volume with punched windows raised above a colonnade of rustic Doric/ Etruscan columns and brick arches. This composition reads easily from a distance, and is attractive even in its truncated form.

The Tobacco Warehouse is an enormously imposing volume. Its setting on the dock accentuates its mass by eliminating foreground obstructions and revealing the entire scope of its width and height. The affect is almost dizzying, and its scale is such that it is quite difficult to take in the building in one view. The fenestration does little to reduce this sense of scale, as the vertical articulation in the form of piers is reduced by the fenestration pattern and horizontal brickwork banding.

Between the Tobacco Warehouse and South Warehouse is a relatively narrow space that is visually compressed by the height, length and sheer scale of the two buildings flanking

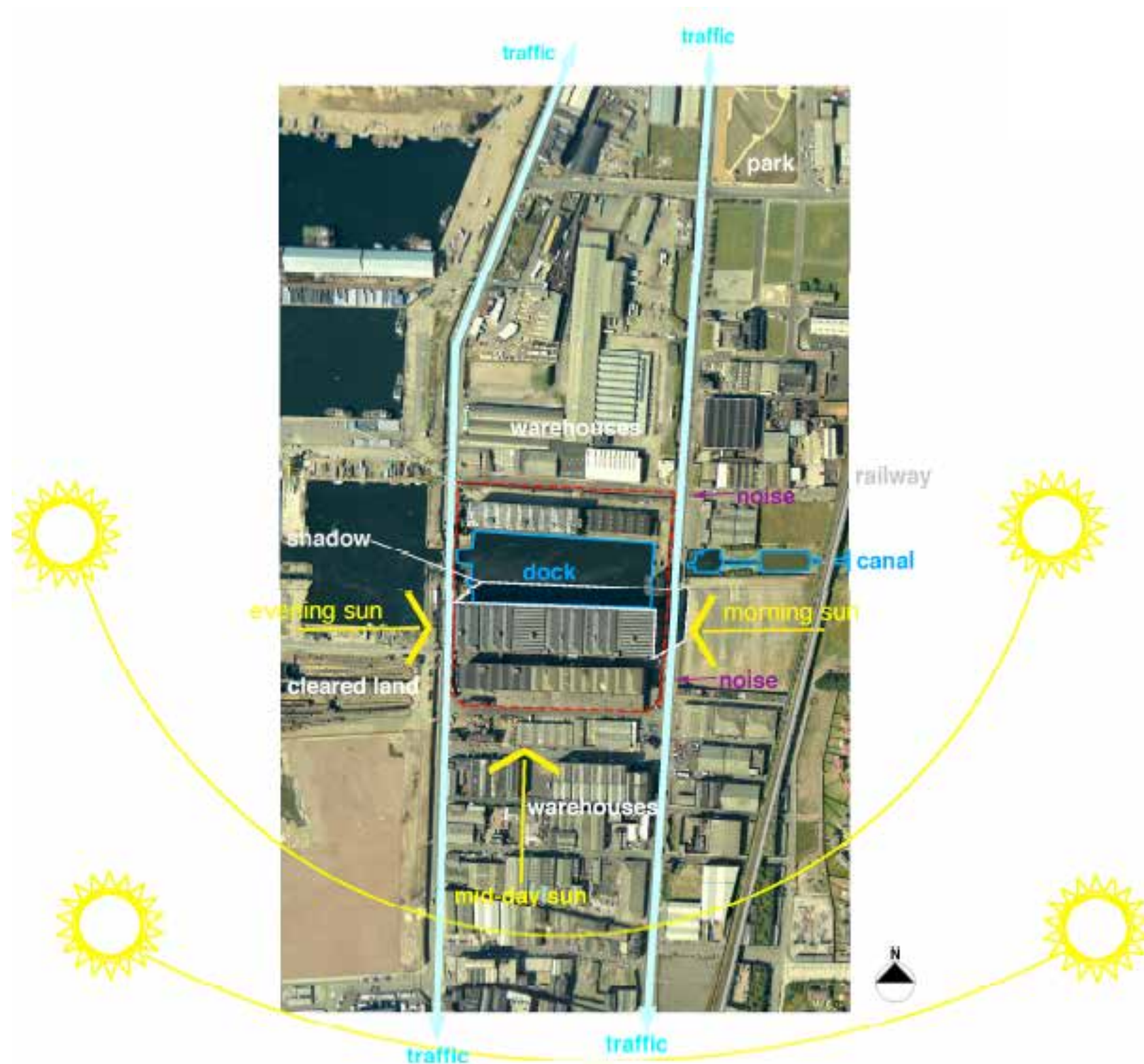
it. It is known as 'Pneumonia Alley' for the channeling affects on the prevailing westerly winds. Here seen close up and at an oblique angle the vertical emphasis of the Tobacco Warehouse elevations is more apparent.

To the north of the North Warehouse, a large open cobbled space is formed by the bounding dock wall, which would have accommodated vehicle movements (taking goods in and out of the site).

On the south end of the site, this similar space is occupied by the South Warehouse Extension, which is an undistinguished later concrete addition.

There are a number of ancillary buildings such as the Customs House and Pumphouse, which date from different stages of the docks development. There is also a wide range of surviving smaller scale artifacts ranging from capstans to lifting equipment that is evocative of the sites working past.

2.4.4 Environment



The site is bounded to the east & west by Regent Road and Great Howard Street. These are significant north/south road links into and out of the city with relatively high traffic levels. There are plans to upgrade Great Howard Street and change the traffic priority further north with the aim of reducing traffic flows on Regent Road.

The surrounding land is characterized by low level industrial warehousing and cleared land.

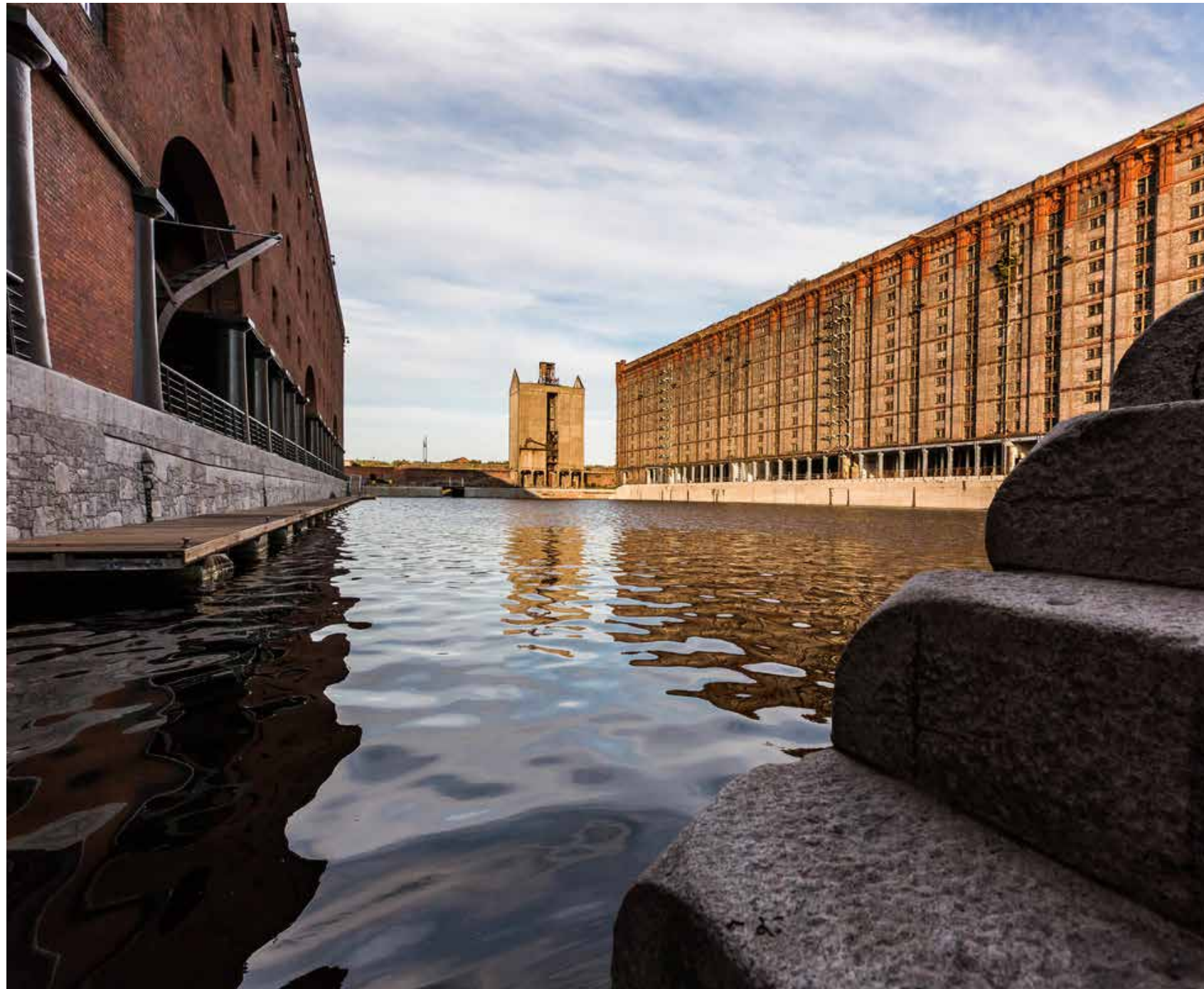
Approximately 200m to the east is a railway line which creates intermittent noise.

The East/West orientation and scale of the Tobacco Warehouse means that there is significant shadow cast on the dock and the northern face of the warehouse for significant periods of the day. This is partly negated by the open space and proximity to the water afforded by the dock.

The width of the dock means that this shading has a limited effect on the northern side of the dock which enjoys a mainly unshaded southerly aspect. On the southern side of the dock, the South Warehouse also enjoys an unshaded southern aspect. However, due to the very close proximity of the Tobacco and South Warehouses, the interstitial space ('Pneumonia Alley') between the two buildings experiences quite a bit of shading during the day.

Around the site there are few public amenity spaces. The nearest public green space is Atlantic Park approximately 400m to the north.

2.5 Summary of Context



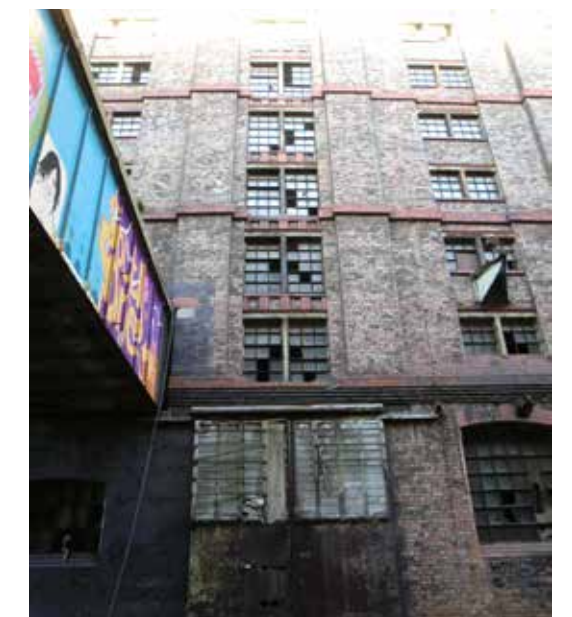
▲ Recent photo of Stanley Dock with the Tobacco Warehouse to the right of the image with the refurbished North Warehouse on the left

The Tobacco Warehouse at Stanley Dock is an important landmark and key heritage asset, forming an important part of the proposed world heritage site, which defines this area of the city. Along with much of the surrounding area it has suffered years of neglect and dereliction. The existing building has been vacant for a considerable period and aside from the heritage market, makes no significant contribution towards the life & vitality of the area.

The context has two distinct and entirely separate components which are defined by the dock walls. As described, the experience from beyond the walls is defined by the mass and disposition of the buildings and their affect on the streetscape. From within the walls, the buildings' relationship with one another, and their proximity to the dock itself, define the environment.



Existing view of Tobacco Warehouse from Pneumonia Alley



The regeneration of the Tobacco Warehouse at Stanley Dock therefore presents an opportunity not only to save this key heritage asset, but also to act as key instigator in the regeneration of the area.

The North and Rum Warehouses have been recently successfully restored & transformed into a hotel and conference centre and with the potential addition of generous apartments in the Tobacco Warehouse, Stanley Dock is becoming a wonderful new active urban block and important landmark area for the City of Liverpool.

3.1 Design & Access

The design and underlying principles have been derived from, and underpinned by, a thorough investigation of the history and characteristics of the dock and its buildings. This has been researched in depth and described and recorded in Hinchcliffe Heritage's Conservation Plan, which accompanies this application. The proposed changes to the Tobacco Warehouse have been carefully considered by the current design team and we have built upon the comprehensive documentation prepared by the 2007 design team that worked successfully to secure the 2008 planning permission for the entire Stanley Dock, 5.03 site.

Thinking Space Ltd. were the 2007 Scheme Architects, and we have adapted their layout design concept for the Tobacco Warehouse and amended their Design to reflect the current market changes. We have worked to respect and compliment Thinking Space Ltd.'s design ethos and the established underlining principals in developing a new layout for the proposed accommodation within the Tobacco Warehouse. For the 2007 planning permission, a comprehensive 'Environmental Impact Assessment' was prepared by Environmental Planning & Assessment Ltd for the entire 5.03 acre site of which the Tobacco Warehouse is an integral part. An updated 'Transport Analysis' has been prepared by Sutcliffe Engineers to assess a broad range of issues and any affect the proposed changes to the Tobacco Warehouse may have on the wider environment. As a sensitive historic building site, it has been critical to understand the condition and factors affecting the structure

so that the scheme can address its long term preservation. To this end, Sutcliffe Engineers have researched the existing structural drawings for the Tobacco Warehouse and extracts are reproduced on the following pages. To ensure that the servicing principles underlying the conversion of the scheme has been thoroughly integrated, Patrick McCaul Environmental Engineers were an integral part of the design team, employed to ensure the a pragmatic, low-carbon solution will be employed to light, heat, and ventilate these buildings, including the Tobacco warehouse. Finally, JGA Fire Engineering Consultants were employed to ensure a fire protection and evacuation strategy exists to promote the fire safety of occupants and protection of the Tobacco Warehouse.

All these disciplines have been carefully considered as part of the design process to create a thorough, integrated, and deliverable solution that will create a long-term future for this extraordinary complex of historic dock buildings including the Tobacco Warehouse.

3.1 Development Objectives



Regeneration

The regeneration of the Stanley Dock is identified in the Northshore Masterplan as the key site to instigate the regeneration of the wider area. The proposals aim to provide a viable mixed use scheme that will reanimate the Dock and provide a focus and identity for the surrounding area. The proposed changes to the Tobacco Warehouse will compliment this objective by providing a mixed use development including apartments with public exhibition and office uses at ground with car parking at basement which will link to the publicly accessible uses proposed for the South warehouse & Hotel/ Conference Centre of the North/ Rum warehouses.

Conservation

The proposals offer a viable route to enable the refurbishment of an important building that has been well established within the Stanley Dock group of listed buildings.

The design team has developed a careful approach to the conversion of the existing building so that the scale, setting and characteristic features of the building is not diluted by its conversion to a new use. A prime objective of the design process is to produce a clear delineation between modern interventions and original artefacts. This clarity of approach can be clearly seen in all aspects of the design from the arrangement of the apartments to the detailed treatment of individual elements.

The current proposals are informed by the conservation policies and principles described and set out in the conservation plan of Hinchliffe Heritage.

A Vibrant and Sustainable Mix of Uses

The dock itself provides an attractive setting for development and offers the prospect of accommodating a vibrant mix of uses.

Enjoying a waterside setting with great architectural merit, the dock buildings offer the potential of creating distinctive residential accommodation with excellent leisure amenity.

The Sunday Market - the Heritage Market - already adds much needed vitality to the area. This existing feature will compliment the proposed residential and existing recreational uses, such as bars and restaurants. Plans are in hand to make the waterway navigable, thus providing additional life and vitality to the setting.

At the ground floors, the listed building offers scope to provide attractive office and exhibition space.

It is envisaged that these uses will combine to provide animation throughout the day - creating a dynamic place to live, work and relax, while avoiding the sterile characteristics of dormitory residential developments.

Visual Identity

The Tobacco Warehouse at the Stanley Dock site by its very scale and mass has a strong visual identity. Over the years the dereliction of the site has generated a negative image of the dock and the Tobacco Warehouse. The redevelopment proposals set out to reverse this process so that Stanley Dock and the Tobacco Warehouse are seen as important and vibrant parts of Liverpool, and markers in the regeneration of the northern area of the City.

Sustainability

The Listed Building is an attractive and robust building that with careful planning can be sensitively converted to residential use. Conversion of the building is inherently energy efficient as the embodied energy of the structure is retained and no energy is expended on the demolition and replacement of the building fabric.

In converting this building to a new use, a range of challenges must be addressed to optimize the potential for energy efficiency while retaining the special architectural and character of the building. The design team has evaluated a range of servicing strategies to achieve an optimum relationship between these factors.

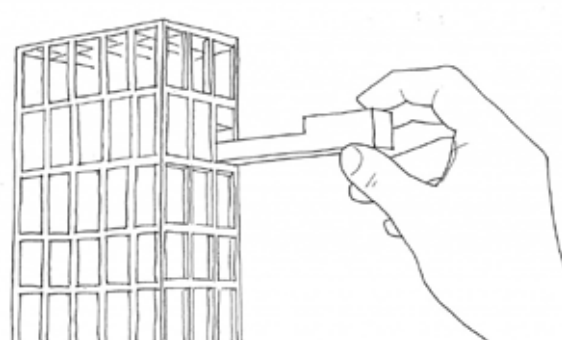
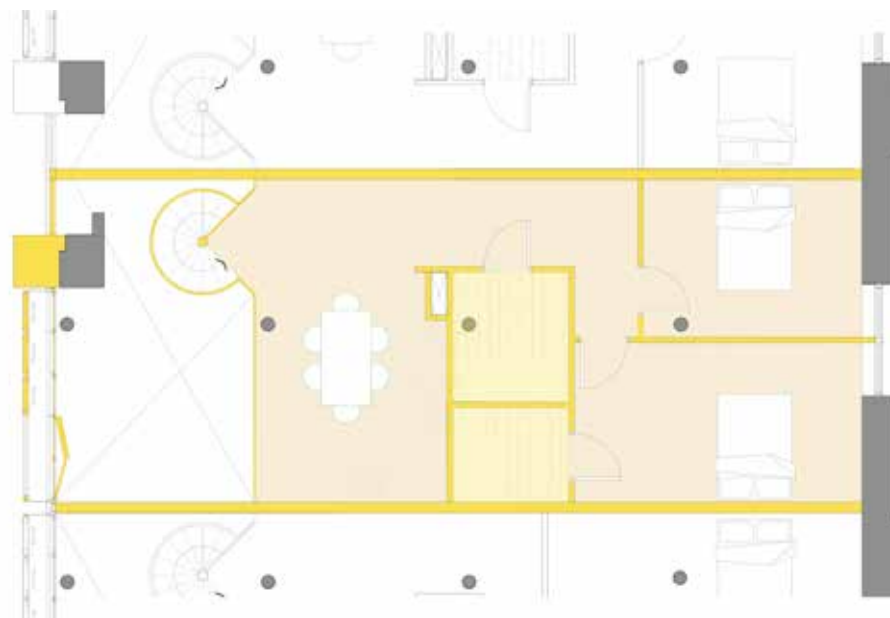
Passive measures have also been considered carefully. Where possible, the fabric of the building will be upgraded to meet modern standards of energy efficiency, and the overall design aims to utilize the energy profile of these massive masonry and concrete structures



3.2 Design Language



existing relationship to be built upon - mass of structures in relation to dock



Proposed typical Upper level of apartment showing relationship of new to existing elements with 'inserted' service pods for bathrooms

Ambition

Our approach when converting any historic building is to retain a clarity of distinction between the original and modern, so that the value intrinsic to the building is retained and enhanced. This approach yields two important benefits; firstly- the original artefact remains clearly legible, and secondly- the new interventions can attain the performance benefits of modern construction while forming a counterpoint to the historic fabric.

It is the ambition of this design team, similar to the 2007 design team, to achieve the conversion and conservation of all heritage assets so that the existing is retained and enhanced by the successful regeneration of the Tobacco Warehouse, while accommodating a range of new uses.

Principles

To enable this ambition to be realized, Darmody Architecture have worked with the identified four key principles to the conversion by Thinking Space, the former 2007 Scheme Architects, which set a clear framework for the design to be formulated. These align with the principles established by Hinchcliffe Heritage's conservation plan.

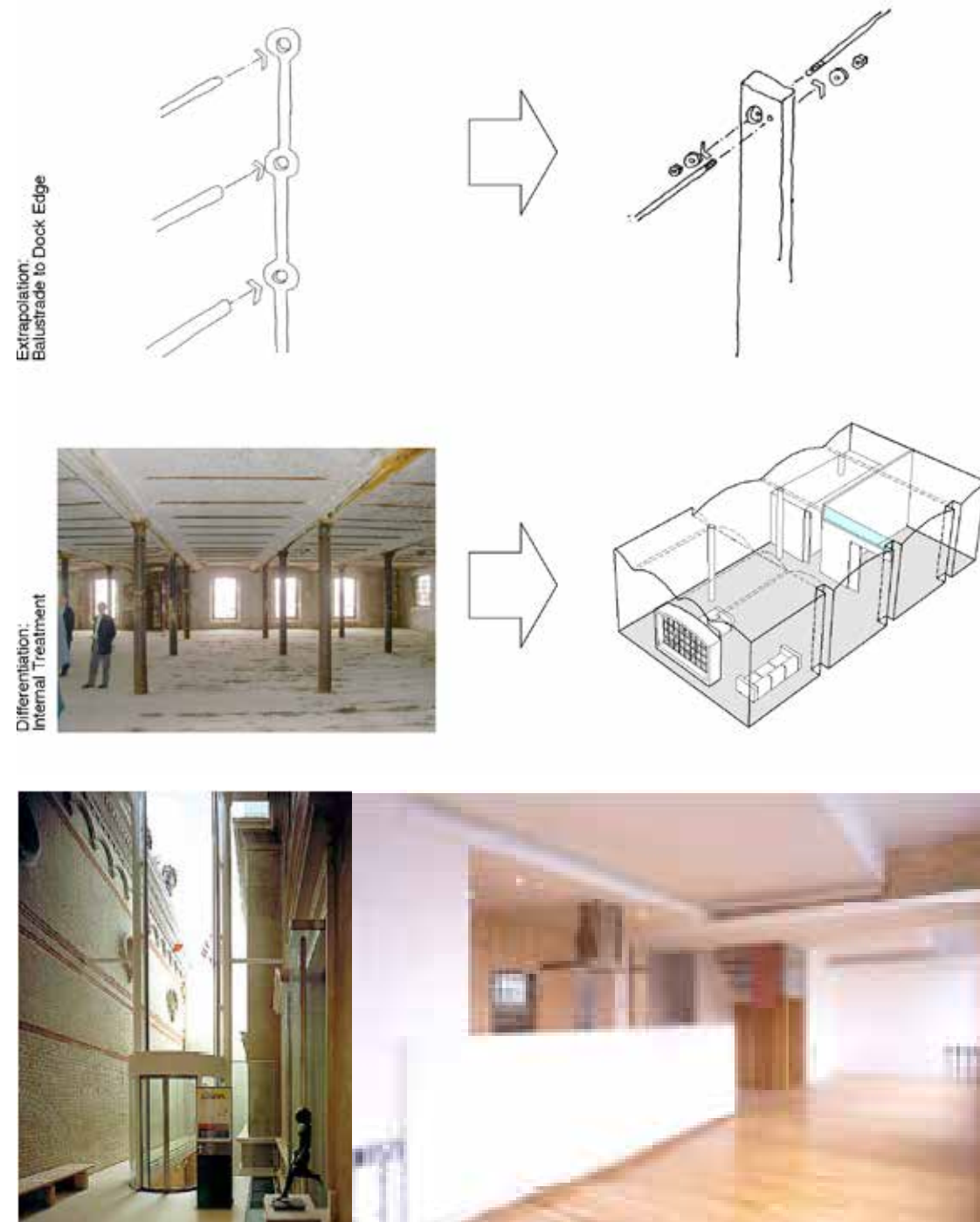
Mass

Both the external volume, scale, and relationship of the Tobacco Warehouse building, and the nature and form of the internal volumes are considered important characteristics of the Stanley Dock site as a whole.

Externally the impression formed by the Tobacco Warehouse is generated principally by the monumental scale and form of the building, its relationship with the other listed buildings, the dock, and the wider surroundings. This primary impression is affected by the grain, texture, and detail of the construction of the individual buildings, including the Tobacco Warehouse. While this varies in important ways between the different phases of development, the exterior is mainly characterized by brick construction, which can be seen in the simple treatment of the North Warehouse, as well as in the more elaborate terracotta enriched Tobacco Warehouse.

Internally the intention is to retain a representative sample of open plan space at ground floor and recreate the open aspect at dock level. Where subdivision of the upper floors to create residential accommodation is required, prime importance has been placed on retaining continuity of the internal space. Wherever possible, new insertions required to produce residential amenity are contained within distinct secondary volumes set within the larger original volume.

3.2 Design Language - con't



Extrapolation

The design team have sought to develop a sympathetic contemporary language which uses as its reference point the engineering based form of the artifacts found in and around the dock.

In this manner the addition of the new elements is seen as a continuation in the historical development of the dock.

Differentiation

While the design of certain elements alludes to the historical context, there is always a clear differentiation between the old and new. This approach enhances legibility of the fabric of the existing structure. This can be seen in the offset grid used to control the relationship between new walls and the existing structural grid.

Revelation

In the conversion of the buildings it is necessary in some instances to remove part of the existing fabric or demolish totally. Where intervention is absolutely necessary the design team have tried to do this in a way that allows a deeper understanding of the existing fabric and original construction techniques of the historic buildings.

3.3 Mix of Use

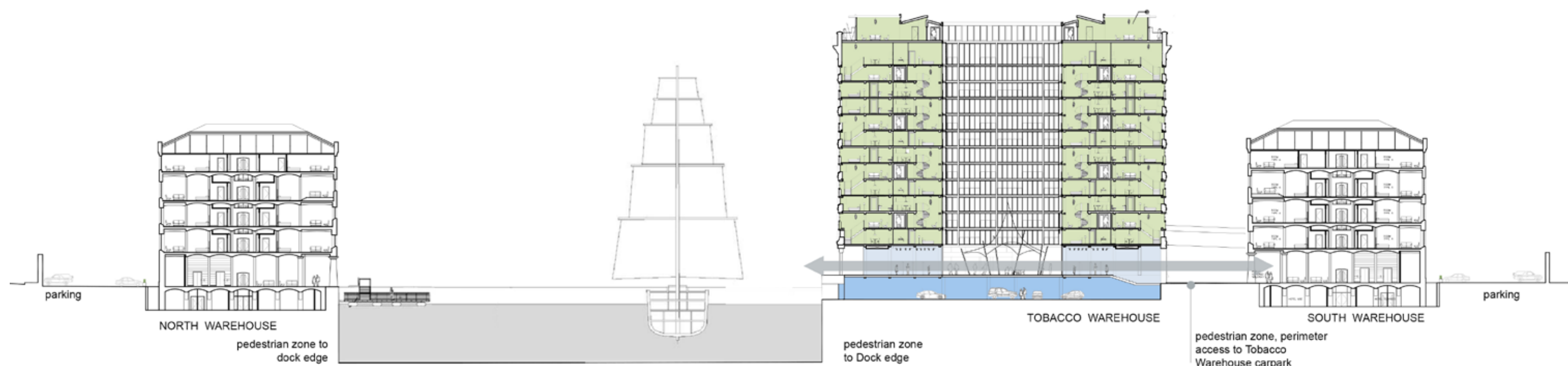
Level		GFA sqM	GFA sqM	GFA sqM	GFA sqM	GFA sqM		no.s	no.s	no.s	no.s	no.s	no.s	Total Apartment No.s
		D1 - Exhibition	B1 - Office	Plant/ Store	Residential	Total	Transport Provision	Apt Type A	Apt Type B	Apt Type C	Apt Type D	Apt Type E	Apt Type G	

The Tobacco Warehouse will have a sustainable mix of residential and commercial uses ,as shown in section below, as well as in the table to the left.

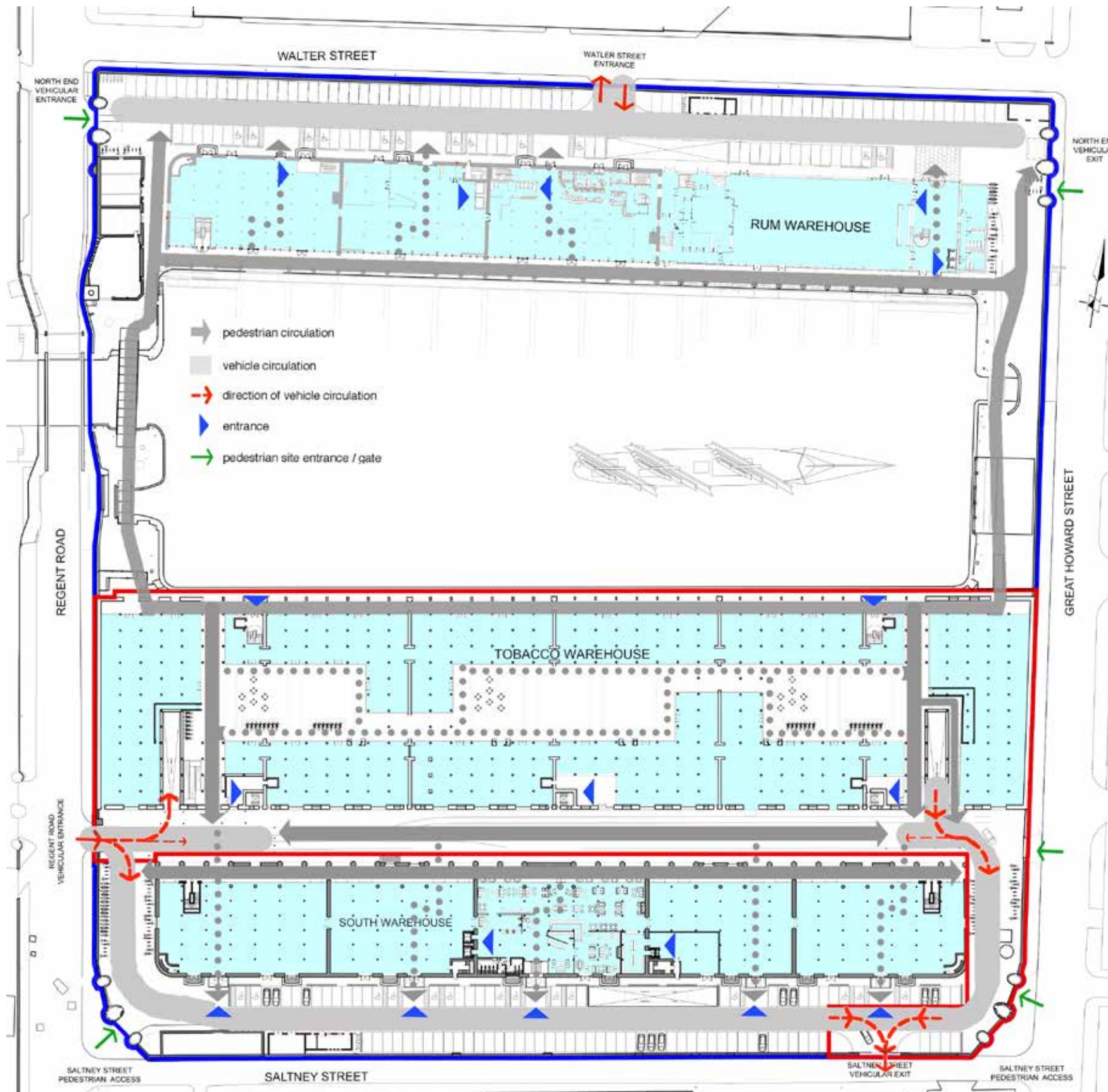
							Car Parking	Motor- cycles	Bicycles							
B	Basement	0	0	1946	0	1946	189	8	617	0	0	0	0	0	0	0
G	Ground floor	1750	4175	0	0	5925	0	0	0	0	0	0	0	0	0	0
2	1st- 3rd floor	0	0	0	17128	17128	0	0	0	52	26	34	8	8	0	128
5	4th - 6th floor	0	0	0	17128	17128	0	0	0	52	26	34	8	8	0	128
8	7th - 9th floor	0	0	0	17128	17128	0	0	0	52	26	34	8	8	0	128
11	10th - 12 floor	0	0	308	16512	16820	0	0	0	50	22	36	4	7	0	119
13	Penthouse 13th floor	0	0	0	4358	4358	0	0	0						35	35
Total GFA		1750	4175	2254	72254	80433	189	8	617	206	100	138	28	31	35	538
		sqm	sqm	sqm	sqm	sqm										

residential
commercial
car/ bike park

538 units



3.4 Access



Vehicular and Transport Links

The location is accessible by car, bus, cycle, and foot, as well as being on the newly rejuvenated canal network. The integration of pedestrian routes and vehicle servicing had been carefully considered and has had an important affect on the scheme's development. Wherever possible, priority has been given to pedestrians, and the design is intended to comply with Part M to be as accessible as possible to people with limited mobility.

Car access is provided into the site at a limited number of points, with vehicular circulation strictly limited to the northern and southern extremities of the site, where traditionally vehicle servicing would have taken place. In addition to these locations, car parking is provided in the basement of the Tobacco Warehouse. Please see Sutcliffe Consulting Engineer's Transport Statement & Intern Travel Plan which accompanies this application.

Access Statement

The site has been designed to achieve access to the buildings and to all of its spaces for the widest possible range of users. It will be fully compliant with Part M of the building regulations and the DDA.

Approach

It is anticipated that users will approach the building on foot, by bicycle, bus and car. Ramped access has been provided in compliance with part M to provide access to all entrances of the building. Access points are formed by the existing dock wall entrances with one new entrance formed on Saltney Street for vehicles to exit the site as per the 2008, 2012 & 2014 planning permissions.

Parking

Basement parking will be provided to the basement of the Tobacco Warehouse. In total, 189 parking spaces have been provided including disabled parking spaces.

Entrances

All entrances to the building are provided with level thresholds to provide easy access. Due to the limitations presented by the existing listed building, it is necessary that some of these are approached by ramp.

Horizontal Circulation

Horizontal circulation is accessed from lifts in all cases as well as stairs.

Vertical Circulation

The Tobacco Warehouse has a number of lifts from basement level to all floors, linking parking and access points to accommodation levels.

Access to Services

The commercial and apartment units will be capable of complying with the DDA regulations.

Emergency Egress

This has been designed to comply with part B and M and the design team have worked with a report written by JGA for this application.

Site Strategy

Priority has been given to pedestrian routes to allow permeability through the site, as well as encourage movement in and around the site. Two important initiatives are proposed. Firstly, wide pedestrian avenues are created through the ground floor of the Tobacco Warehouse to link the South Warehouse to the dock edge. Secondly, the perimeter of the dock has been opened up to create a completely accessible perimeter. These two initiatives are intended to rejuvenate the site by once again connecting the South Warehouse to the dock edge and reaffirming the dock as the center of the site.

3.5 Landscaping



bollards to dock



York Stone paved finish



cobbles and rail tracks

The Dock edge and Pneumonia Alley and the spaces adjacent the Tobacco Warehouse are characterized by hard finishes which are devoid of any significant areas of planting and green space.

It is the intention wherever possible to retain the existing mix of cobbled and York stone paved finish as well as the existing archaeological features as identified in the conservation plan of Hinchcliffe Heritage.

There is an existing timber sliding gate that will be refurbished and fixed in a closed position with the adjacent gateways open for pedestrian access.

Balustrade Strategy



New Elements : bollards



proposed retractable & lit bollards: denoting gate entrances & dividing pedestrian vs vehicular traffic paths



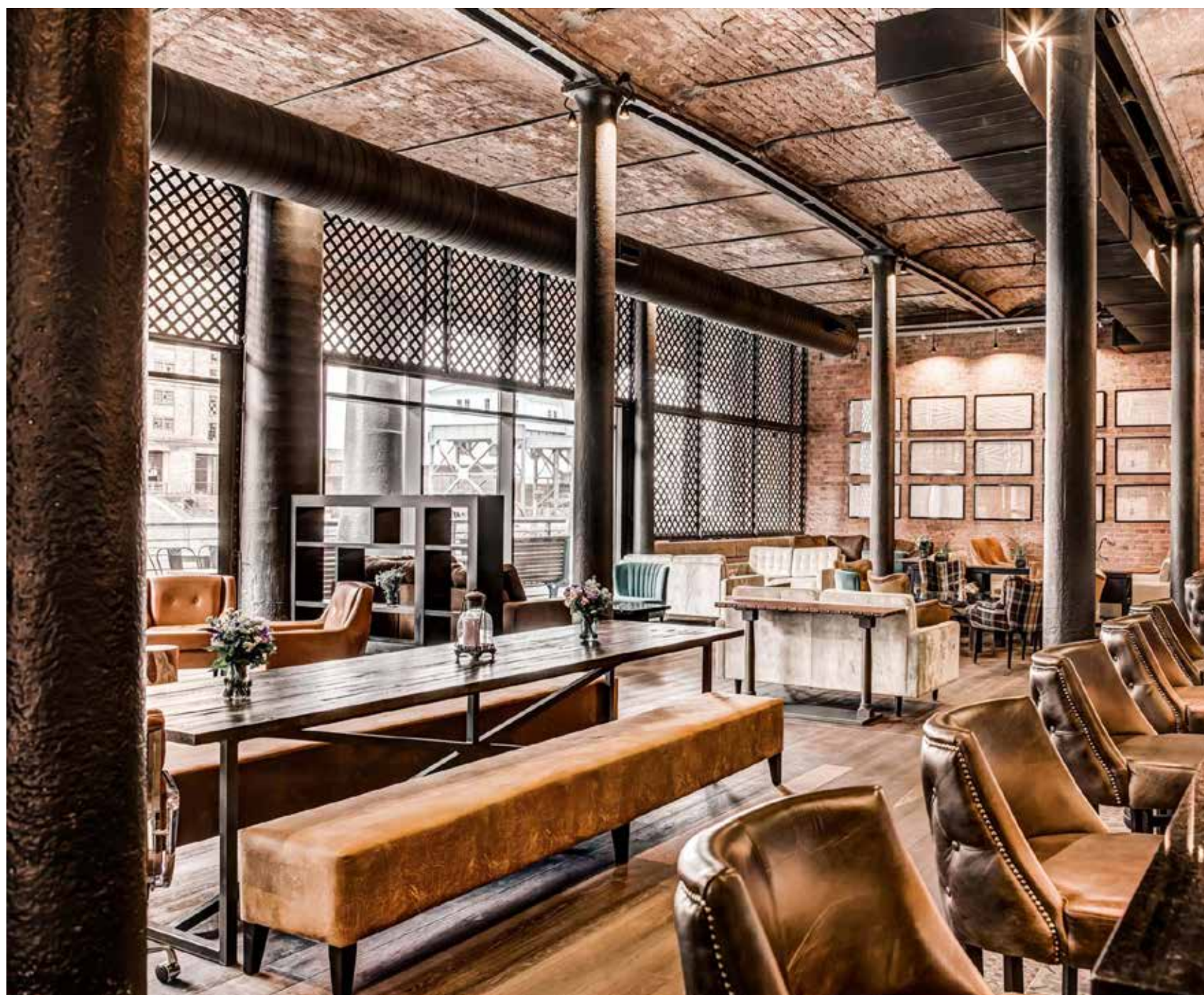
proposed short bollards: denoting parking boundaries



Existing large sliding wooden security gate at south east entry



3.6 Lighting



A coherent and consistent approach to lighting both internally and externally is under development. There are three broad categories of lighting to consider:

internal Lighting

Detailed proposals will be developed for the internal lighting of the Entrance lobbies, residential areas and common parts. In line with the design principles set out earlier in this report, we intend to use the new interventions to provide all servicing requirements, leaving the existing fabric as unaffected as possible. Outline proposals are to use floor mounted and standard lighting for the open areas, reflecting light from the exposed soffit.

External Way-Finding

Amenity lighting to allow safe navigation of the site is to be developed. The design objectives are to create a lighting design that provides an adequate lighting level to exterior areas and facilities that encourages way-finding and offers illumination, to higher levels, of any trip hazards or other risk events. Initial proposals include the use of low level standards, rather than tall street lighting, in open areas such as the car park. Where possible use will be made of architectural features to enhance the lighting design..

External Feature Lighting

The existing building is an important civic monument and it is intended to develop proposals for architectural lighting of the Tobacco warehouse to reveal it to advantage at night. These proposals will be developed in accordance with best practice in regard to avoiding light pollution.

