



Design & Access Statement

16047 Brunswick Quay
Mixed Use Residential Development

Prepared on behalf of Maro Developments Ltd
June 2018
Rev A – Planning Application

16047-05-6-1-D&A rev A

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1.0 INTRODUCTION

1.1 Objectives

The aim of this Planning Application is to secure Full Planning approval for the redevelopment of the island site located at the southern end of Brunswick Dock between the dock and the sea gates.

1.2 Scope of Application

The application is for all works proposed within the indicated red line boundary (see next page). The image to the right shows the extent of the land ownership under Maro Developments Ltd control.

The application includes buildings, external landscaping and perimeter treatment works adjoining the surrounding public realm areas that link to the existing riverside walkway.



1.0 INTRODUCTION

An aerial photograph of the Gateway Arch area in St. Louis. The Gateway Arch is visible in the upper left. The old St. Louis Gateway Arch Museum is a large, circular building with a flat roof, situated on a peninsula. The new Gateway Arch Museum is a modern building with a white, angular roof, located in the foreground. The Mississippi River is on the right, and the city skyline is visible in the background.



1.0 INTRODUCTION

1.4 Client Brief

The site has been under the ownership of Maro since 2003 when the site was purchased at a buoyant time in the economy.

At that time proposals were developed for a landmark tower, but these were proven to not be economically viable for this location. Following the tower proposals, more modest proposals were developed but these were then halted with the onset of the recession in 2008.

Maro are therefore looking to develop the site with a focus on residential apartments in a form that is deliverable for this location for either private rental or sale with an initial target of circa 600 units for site viability.

Maro are happy for associated uses to be included within the development but on a scale that can be delivered successfully without becoming a 'white elephant'.

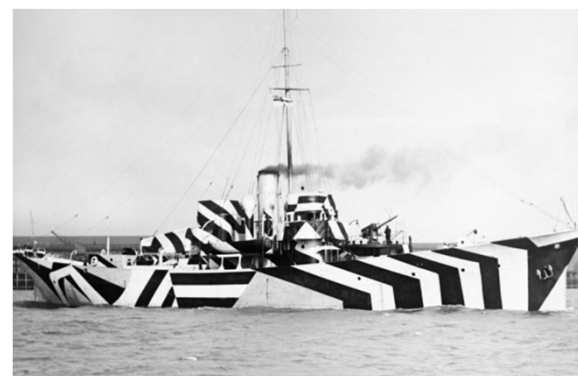
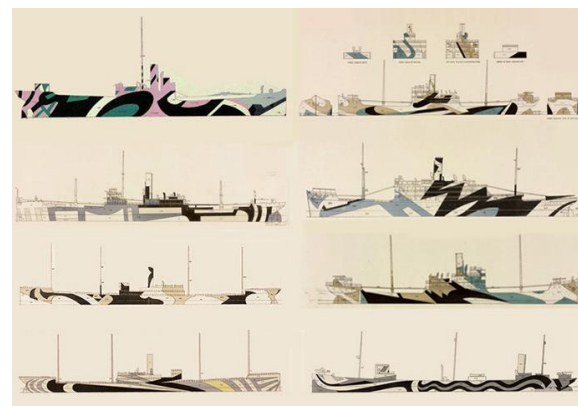
1.5 Design Concept

The core concept is one of permeability across the site to maintain visual linkages from the east through the site over the river Mersey.

Aligned to this is the suggestion of the maritime link to the large vessels that have trafficked the Mersey over the years, and in particular how the dazzle ships from the 2nd World War were used as a form of camouflage.



fletcher | rae



1.0 INTRODUCTION

1.6 Design Team

The design Team is made up of the following:

Client:	Maro Developments Ltd
Architect:	Fletcher-Rae (UK) Ltd
Quantity Surveyor:	Abacus
Principal Designer (CDM):	Abacus
Structural and Civil Engineer:	Integra Consulting
Planning Consultant:	Roman Sumner Associates Ltd
Heritage Consultant:	Graeme Ives Heritage Planning
M&E Services Consultant:	Hannan Associates Ltd
Fire Engineer:	Omega Fire
Highways Engineer:	Mott McDonald

This full team have worked in close collaboration over the course of the design development and application preparation period to ensure that the proposals are fully considered, viable and deliverable in a commercial market place.

1.0 INTRODUCTION

1.7 Consultations

The design proposals have been in development since the summer of 2016. During this time a progressive series of informal and formal pre-application meetings have taken place between the design team and Liverpool City Council Planning Team.

Initial discussions centred primarily on the proposed uses and the height of the proposals.

Whilst LCC had no issue with the uses proposed, there was concern over the proposed height of the development at this particular location, 1km away from the City Centre.

In accordance with LCC's request, a detailed study was undertaken using agreed viewpoints around the site with particular emphasis on how the proposals impacted upon the Liverpool waterfront World Heritage Site designation.

An invitation for the development proposals to be presented to the Places Matter panel was politely declined, as this was not considered to be an appropriate forum to allow the development to progress, and is not a mandatory requirement of the planning process. Continued dialogue with LCC Planning Team was considered to be more appropriate in maintaining the design development momentum established.

2.0 SITE LOCATION AND CONTEXT

2.1 Site Context

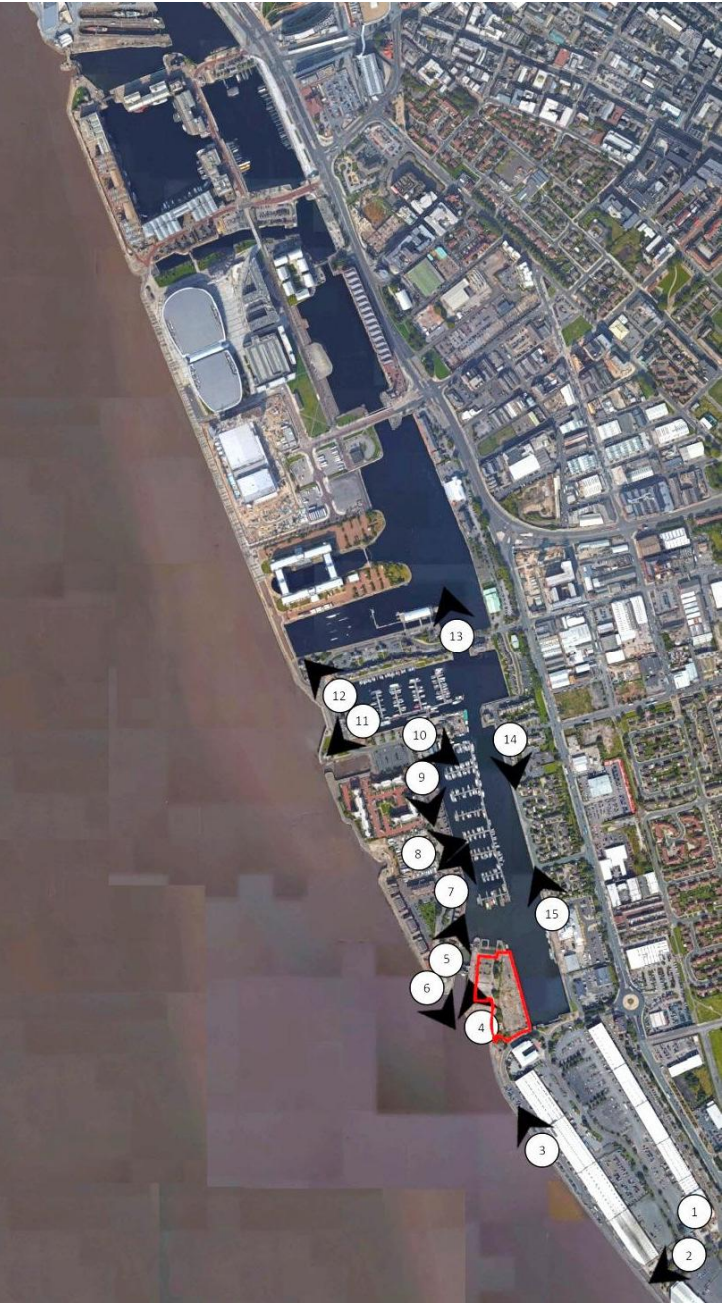


Photo 1



Photo 2



Photo 3



Photo 4



Photo 6



Photo 5



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



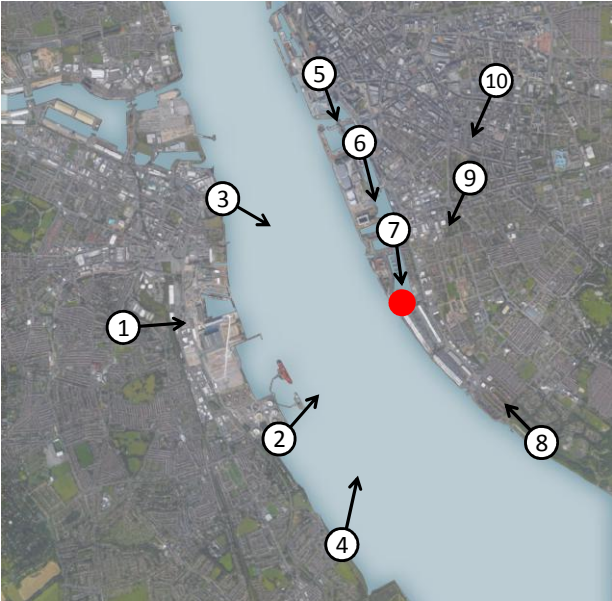
Photo 15

These images illustrate the surrounding context with specific reference to the historic maritime infrastructure, boundary treatments, materiality, building form/mass/type and relationship of public/private spaces to the water.

2.0 SITE LOCATION AND CONTEXT

2.2 Wider Context

This page shows images of the wider context with key viewpoints towards the site as agreed with LCC as being the verified viewpoints that impact on the World Heritage Site status of the Liverpool waterfront.

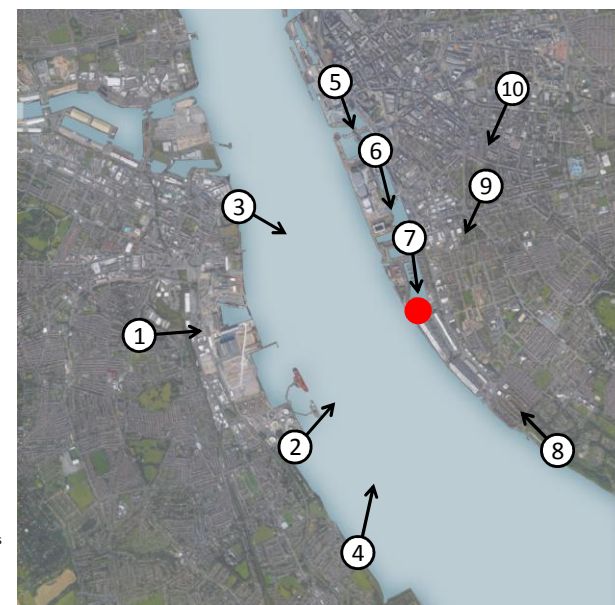


- 1. Holt Hill
- 2. Rock Ferry
- 3. Woodside Ferry
- 4. North of Shorefield Cliffs
- 5. Mann Island
- 6. Albert Dock
- 7. Coburg Bridge
- 8. South of Herculaneum Docks
- 9. Catholic Cathedral
- 10. Anglican Cathedral

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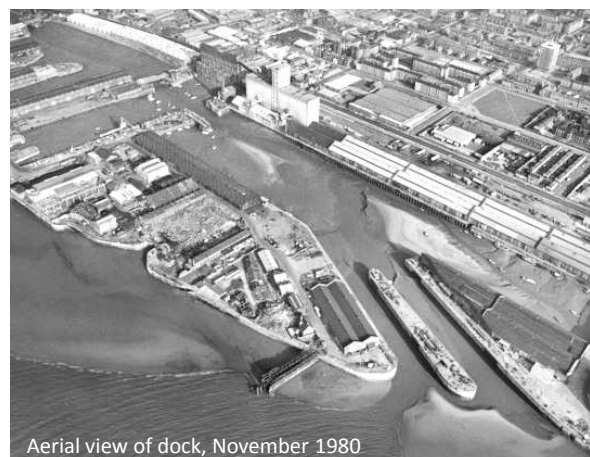
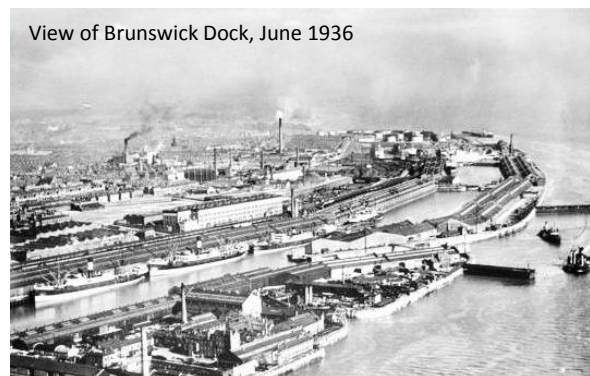
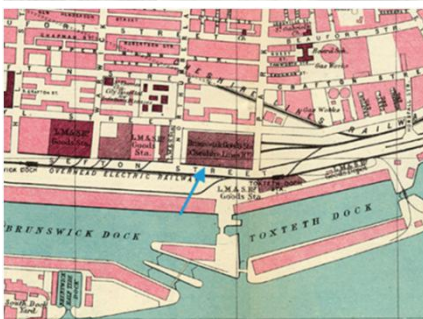
2.0 SITE LOCATION AND CONTEXT

2.3 Historical and Heritage Context

Coburg Dock and Brunswick Dock are located to the south of Queen's dock and form the southern most docks of the Liverpool South Docks.

The tidal gate at Brunswick river entrance provides access to Brunswick Dock, Liverpool Marina and the south dock system from the River Mersey.

Brunswick Dock was opened in 1832. Coburg Dock was originally constructed in 1820 as a small dock and tidal basin to Queen's Dock, and converted to a wet dock in 1840. Brunswick dock was originally used for timber trade and later grain when boat sizes increased beyond the capacity of the dock



2.0 SITE LOCATION AND CONTEXT

2.4 Urban Regeneration Context

This page illustrates local adjacent development and planning consents.

X1 The Quarter_24 storeys

The Quarter residential scheme is currently under construction located approximately 500m north of the site across Brunswick Dock.



Herculaneum Quay_16 storeys

Herculaneum Quay also currently under construction is located approximately 400m to the south of the site along the waterfront.



Brunswick Way_12 storeys

Granted consent in February 2018, the scheme will sit 100m to the south of the application site, at the end of Brunswick Dock.



2.0 SITE LOCATION AND CONTEXT

2.5 Existing Site Context

The most recent building occupying the site which had an industrial use were vacated in ????. And were subsequently demolished around ????. With the site being left at grade vacant of use and occupation.

To prevent unauthorised access and from a health & safety perspective, the site is secured with palisade fencing to the southern and western boundaries, creating a hostile and derelict environment.

This in turn prevents any active use and interface with Brunswick Dock along the eastern and northern site edges.

Whilst the riverside walkway runs along the western boundary uninterrupted, it currently lacks any beneficial visual interface for the length of the site.

The site is at a key node in the riverside walkway and dock relationship that is currently not utilised in either a physical or visual manner.

Successful redevelopment of this location would bring about all of the currently missing benefits for the wider developing environment along the southern docks.



2.0 SITE LOCATION AND CONTEXT

2.6 Site Analysis – Opportunities and Constraints

The following pages include a number of key site constraints and opportunities.

- cycle (and walking) route ———
- vehicular access - - - - ->
- pedestrian and cycle only connection - - - - ->
- potential boat connection - - - - ->



Surrounding roads and Buildings

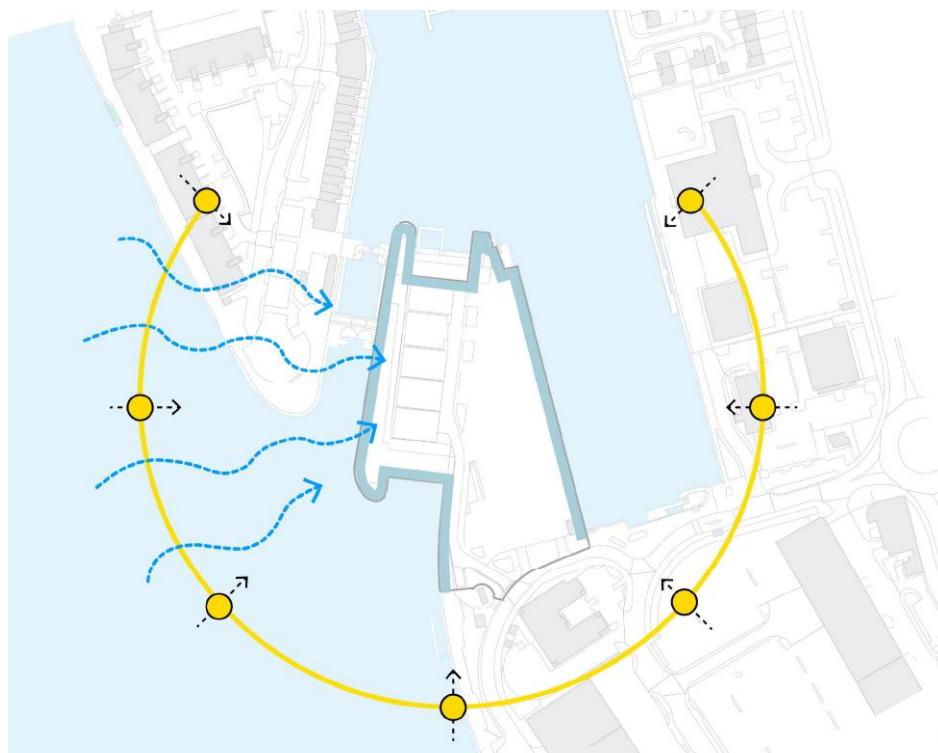


Access & Connection

2.0 SITE LOCATION AND CONTEXT

2.6 Site Analysis – Opportunities and Constraints

8m strip for dock/river wall maintenance
 sun path
 prevailing wind direction



Environmental Constraints

views toward dock system and city centre

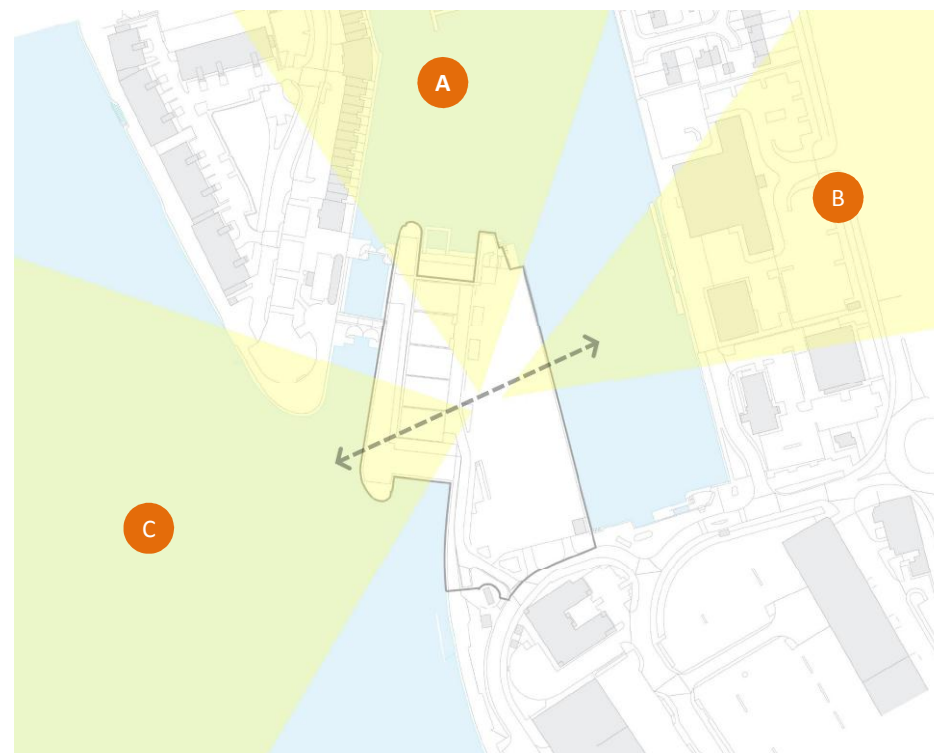
Views to/from Anglican Cathedral

Views across the River Mersey to/from the Wirral

A

B

C



Aspect