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**BALTIC CREATIVE
PHASE 2
NORFOLK
STREET
DESIGN &
ACCESS
STATEMENT**

Document Information

Client	Baltic Creative CIC
Project Number	200
Project Name	Creative Campus Phase 2
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01/

Introduction

Baltic Creative CIC (BCCIC) was established in 2009 to drive the growth of a creative and digital cluster in Liverpool's Baltic Triangle through the provision of commercial landlord space. It houses 60 businesses and supports 182 full time employees generating £1.4m p.a. in GVA to the sub-regional economy.

The continued success of BCICs activities has created a demand in the area not only for quality space that is capable of supporting new business, but also space that enables the continued growth of more established enterprises in the area. Presently this demand outstrips supply which cannot be met by commercial development schemes. The "end value" is insufficient to create the requisite modern economic infrastructure required by this type of business, as such there is pressure for BCCIC to take the initiative to create their own grow-on space.

It is therefore their ambition as part of their 5 year business plan to develop further space for CDIs and continue to grow as a commercial landlord business.

This report details the project proposals for the phase 2 development that intends to house new startups and accommodate the demand for grow on space in the area.

The Site

When BCCIC approached K2 Architects with their vision for creating grow-on space, a site based at 61-63 Norfolk Street had been identified as suitable for meeting their needs. The proximity of the site relative to the Baltic Creative Campus is ideally placed to encourage the type of SME clustering and inter-trading that the organisation is all about.

The site does however present significant physical challenges for delivery. The site consists of two former late Victorian warehouses both of which are in a poor state of repair and will require a high level of skill and expertise to help realise the Project Objectives and Outcomes. However, opportunities to purchase land and property in the area are severely limited due to a significant rise of residential development in the area. The development seen in this context represents the best possible option for Baltic Creative CIC to expand at this time.

Whilst the two buildings are in considerable disrepair, they have notable architectural merit. Their street elevations exhibit a high standard of detailing in the Victorian warehouse style when compared with other buildings of their age within the Baltic Triangle. Internally a stone spiral staircase and moulded cast iron columns give further character to the buildings. There is compelling evidence to suggest that BCCICs target market highly value the character and ambience that these buildings have the potential to offer and where possible the design team should endeavour to retain the buildings original character. However, we realise that in doing this we are presented with some significant challenges.

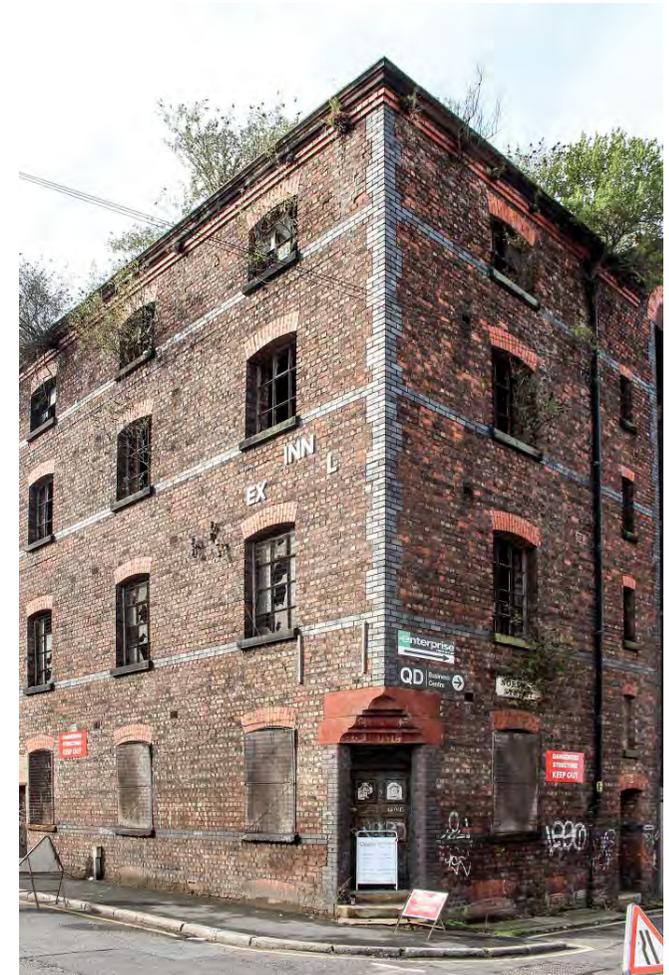
In August 2015 Structural Engineers Curtin's Consulting undertook a visual survey and structural appraisal report. They described the building as being in a dangerous structural condition. The report classifies and describes the two buildings as;

- Building A a two storey building on Simpson Street.
- Building B a four storey building with a partial basement on the corner of Norfolk and Simpson Street.

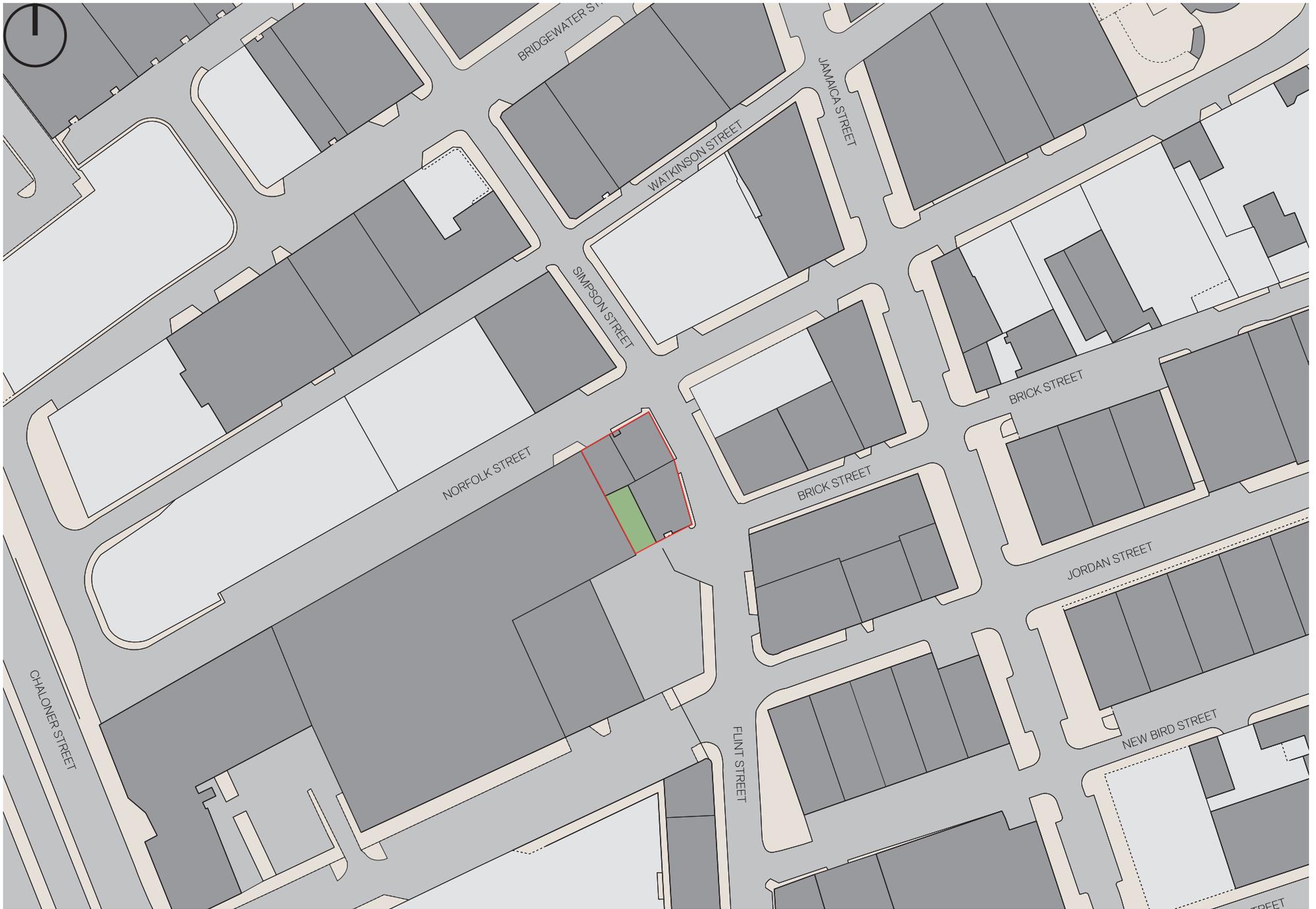
Both buildings are constructed in substantial load bearing masonry elevations with simple timber floors and roof trusses. These are supported internally on simple cast iron beams and columns.

Building A is in a poor condition. The roof and first floor have collapsed over the majority of the building plan. The external walls have been heavily modified over the years with windows bricked up and a new loading bay being formed. The masonry has suffered considerably from the effects of weathering and the lack of lateral restraint caused by the collapsed floors. For health and safety reasons the engineer's recommendations are that demolition or temporary propping of the façade should be an immediate consideration when the client obtains ownership of the site.

Building B is in better condition. However, the inside has been exposed to the elements and water ingress for a long time. Causing the timber elements of the structure to exhibit signs of serious decay, some of which has partially collapsed.



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THE PROCESS

The Baltic Triangle is an area bounded by Liver Street, Park Lane, St James Street, Parliament Street and Chaloner/Wapping. The area is characterised by workshop units including ageing historic warehouses associated with port and other activity, storage yards and industrial units.

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Physical Context

The Baltic Triangle is an area bounded by Liver Street, Park Lane, St James Street, Parliament Street and Chaloner/Wapping. The area is characterised by workshop units including ageing historic warehouses associated with port and other activity, storage yards and industrial units. In the last five years since the launch of BCCIC, development activity has significantly increased in the area. This period has seen the rise of bars, nightlife, student accommodation and other high density residential development associated with the city centre.

Baltic Triangle remains an area of significant regeneration opportunity given its location. Adjacent to nearby districts and the fact that some of the existing stock remains undeveloped and relatively affordable and developable. However, as values rise, BCCIC recognise the need to partner with other organisations capable of helping them to deliver new space. Organisations formed or located into the area in the last five years include a Studio/Life Sciences School serving 1200 students, 300+ new CDI businesses, 10+ new cafes/night-time venues, a foundry and gallery spaces.



01/

Transport

The Baltic Triangle is less than 10 minutes from Liverpool city centre, so the site has strong transport links.

Bus: The CityLink city centre circular service connects Pier Head with Liverpool ONE, Albert Dock, Echo Arena, the Baltic Triangle, the Anglican and Metropolitan Cathedrals, Lime Street, Queen Square Bus Station and Town Hall. CityLink runs every 12 minutes during the daytime stopping on Jamaica Street between Baltic Creative, the CUC building and Camp and Furnace.

Train: The nearest station is Liverpool Central approximately 1 mile away or a 20 minute walk. From the station walk down Hanover Street towards Liverpool ONE, turn left onto Paradise Street, then left again onto Park Lane. At the roundabout veer right onto Jamaica Street, Baltic Creative Campus is on your left after 400 metres. Alternatively walk up Bold Street, turn right along Berry Street and through the Chinatown Gate down Nelson Street before turning left onto Jamaica Street. Baltic Creative Campus is on your left after 200 metres.

Bicycle: Baltic Creative is no more than a 10 minute cycle from most areas of Liverpool city centre. Improved roads and street lighting on Jamaica Street has made the Baltic Triangle more cycle friendly. Cycle stands are free and available to use outside all Baltic Creative buildings.

Car: The Baltic Triangle is surrounded by main roads that connect directly into Liverpool ONE and neighbouring districts. The Strand/Chaloner Street, Park Lane/Saint James Street and Upper Parliament Street will offer access

to Jamaica Street, which is the spine of the Baltic Triangle. These roads will connect visitors from the city centre, the waterfront, nearby Toxteth and Liverpool ONE. Free parking is available on-street in the Baltic Triangle city council parking bays for up to 2 hours maximum. Baltic Triangle business permit holders may park for an unlimited amount of time. The nearest pay and display car park is the Baltic Community Car Park located on Norfolk Street. Limited free parking is available on site for Baltic Creative tenants who display a valid UKCPS parking permit.

Amenities

Hotels, coffee shops, artisan bakehouses, cycle stores, art galleries, bars, restaurants and creative work spaces are only a hand full of amenities within the Baltic Triangle.

The area prides itself on promoting independant local business and it's full of them.

Our site at Norfolk Street is within the heart of the triangle so all amenities are within walking distance. The Baltic Triangle has a real community feel that is self sufficient, therefore you don't have to look very far to find a place to eat, drink or sleep.



History

The Baltic Triangle has an incredible history, it's seen it all as the well-worn workshop of what was once one of the busiest port cities on the planet. Jamaica Street forms the backbone of the area and gives away its involvement in the slave trade of the 1800s between Liverpool, west Africa and the Caribbean when at its peak 75% of all European slaving ships set sail from the Docks. Greenland Street harps back to a thriving whaling industry, when whale oil became an important resource used to fuel lighthouses, street lamps, and public buildings. And during the Second World War the Germans pummelled the area with terrifying day and night air raids.

The impressive architecture tells its own story about the area's glory days when 40 per cent of the world's trade was passing through the city's docks during the 18th and 19th centuries. Commanding the area's skyline are numerous Grade II Listed warehouses that are so big they make you blink and once stored shipping merchants' cargo and 'Gustav Adolph', an historically important red brick Scandinavian church.

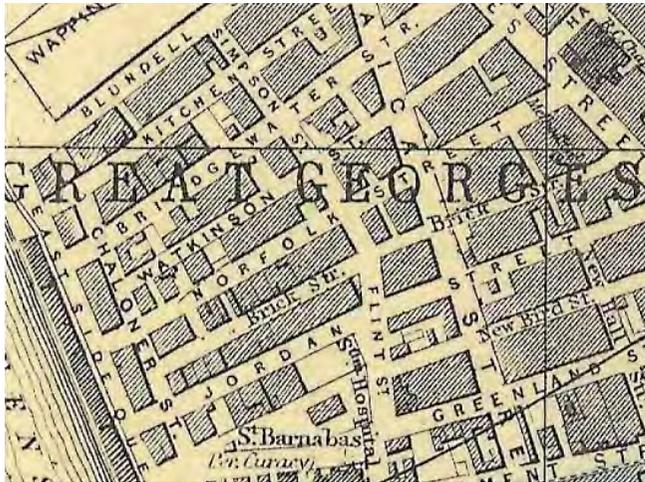
Our building at Norfolk Street was built in two phases, the first phase in 1881 was a 4 storey storage warehouse. The second phase was built a year later and is 2 storeys. The smaller section to the rear is of a different style and proportion, suggesting it was used for something other than storage. Our research would suggest it housed a delivery entrance and an office/admin area.



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05/ Map of Site 1890

The huge 500mm thick walls, highly engineered facade and crafted metal work over the entrance would also suggest this warehouse was of high importance when Liverpool was at the height of its trading days.

According to historical records the buildings were built by William Smith, a paper stock, metal and general merchant who lived in Great George Square and became bankrupt in 1895. Prior to that he traded at 61, 63, 65 Norfolk Street and 60, 62, 64, 66 Brick Street. The cities insurance records suggest that the warehouses were used to store seeds.



06/ Map of Liverpool 1885



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Local Character

The local character is largely made up of maritime brick warehouse buildings dating back to the 1800s. The beauty of the Baltic Triangle and its creative inhabitants, is that these historic buildings are being preserved and re-used.

As a result the immediate area is full of architectural character, something we intend to carry through to Norfolk Street.

There isn't a lot of green space within the Baltic Triangle, so we intend to introduce as much as possible into the Norfolk Street scheme. An outdoor break out space for the cafe will be a 'mini park' and the entrance lobby will house a grand stair case wrapping around a tall tree.

Views across the city to some of Liverpool's greatest monuments such as the Anglican Cathedral add to the character and historic 'vibe' of the triangle.

Economic

Economically, the area is 'buzzing' with small, independent businesses. The Baltic Triangle is a self sufficient community with inhabitants that tend to feed off one another. As a result it has created its own micro-economy.

The area also thrives off visitors coming from Liverpool ONE and other city centre attractions.

Social

We fully intend to build upon the social context of Norfolk Street by adding to the creative space that Baltic Creative already provides to the area.

We're also providing more community space and will be the first to provide outdoor green space in the area too.



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Involvement

Before K2 were even commissioned, we were getting involved in key events at the Baltic Triangle to truly understand what the area and the client at Baltic Creative were all about. Being an invited competition we wanted to ensure our entry was as robust as possible and we're convinced that solid research is crucial.

We've since sat down with the board at Baltic Creative who are all voluntary members from the local community, to understand their vision and aspiration for the proposal at Norfolk Street.

Local businesses such as Kirsty Doyle have been consulted on the development in order to ensure we're correctly positioned within the triangle.

The board at Baltic have members from the local universities and a town planning consultant, so we've had a broad range of stakeholder consultation sessions covering many facets of the design and its impact on the local area.

Going forward, when we approach developed design, we intend to consult with future tenants of the development to ensure the spaces we're providing meet with their needs. We'll consult with local access groups to provide a scheme that fits within the Design for Access for All planning document.



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Planning Policy

The main supplementary document we've used is the 'Baltic Triangle Planning Framework', produced by Liverpool City Council (LCC).

Within this document are the principles for the area, which is known as the Baltic Vision. A framework that provides some parameters to guide the design process.

"The Baltic Triangle retains much of its powerful maritime character, despite the erosion to its historical fabric. This is particularly apparent with its distinctive street pattern which defines its urban structure, following classical principles with key streets fixed on focal points that draw the eye and 'close off' vistas with attractive landmark buildings, including the Anglican Cathedral, Pier Head and the red-brick tower of the Cains brewery. The scope for accommodating change in the area, whilst enhancing the remaining evidence of its sophisticated underlying character, is a key feature of the vision."

The Planning Framework document draws from the following Planning Policies;

National:

- Planning Policy Statement (PPS) 1 Delivering Sustainable Development (and supplement on climate change)
- PPS3 Housing
- PPS6 Planning for Town Centres
- Planning Policy Guidance 15 Planning and Historic Environment

Planning Policy cont'

Regional:

- Regional Spatial Strategy for the North West (RSS)
- The Regional Economic Strategy (RES)

"A priority of RSS, both adopted and draft, is to promote sustainable regeneration of urban areas; advancing the economic, social and environmental interests in unison."

The core principles of this strategy are;

- Economy in the use of land and buildings
- Enhancing quality of life
- Quality in new development
- Promoting sustainable economic growth and competitiveness
- Social inclusion

The Regional Economic Strategy (RES) (2006) identifies regeneration as an important part in improving the economy, quality of life, social inclusion and environmental protection and enhancement. In accordance with RSS, Liverpool is identified as a priority area for urban regeneration and the City Centre as an economic driver for the City Region and the north-west.

Local:

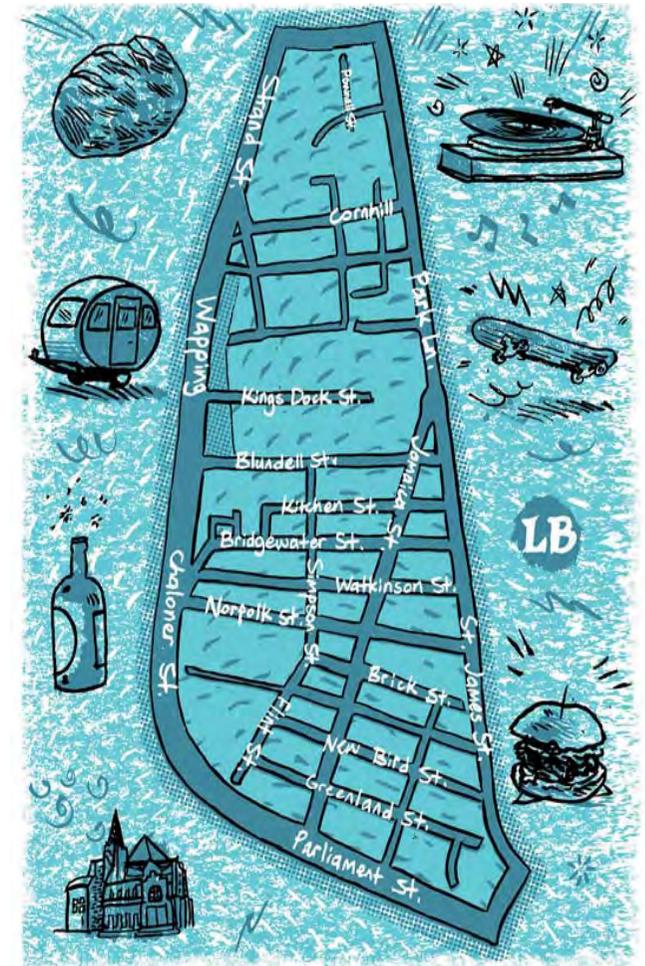
- Liverpool Unitary Development Plan & Local Development Framework

The UDP was adopted as the statutory development

plan for the City in November 2002, and its saved policies currently constitute the main component of Liverpool's Local Development Framework. Within the UDP the Baltic Triangle area is allocated as a Primarily Industrial Area under Policy E1. The aim of Policy E1 is to ensure a reserve of land, suitable for development for industrial and business uses.

Policy E1 states that within primarily industrial areas, planning permission will be granted for industrial/business use and small-scale ancillary uses only. However, the framework calls for a more flexible approach for the Baltic Triangle in order to facilitate comprehensive regeneration of the area and maximise the potential contribution to the growth of the city centre. Other general policies are of relevance and promote a mixed-use redevelopment within this area.

- Policy GEN1 identifies Liverpool City Centre as a priority for regenerating the City's economy. It encourages smallscale economic development and promotes the principle of mixed use.
- Policy GEN3 concerns heritage and design in the built environment. Although only three buildings within the Baltic Triangle are listed, there are others that are considered to be of historical significance and any alterations or new developments should be sensitive to them.
- Policy EP1: Promotes the reclamation of derelict land and the restoration of neglected land, encouraging development on these sites, particularly where it would make to achieving the aims of urban regeneration.



03/

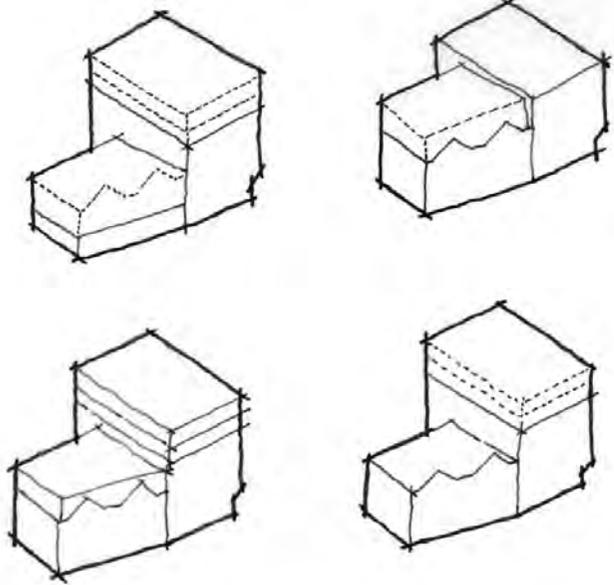
Evaluation

With the site's context, planning policy, local community, client and their board team properly assessed we started to look at identifying options for development. The development is also being part funded by the European Regional Development Fund (ERDF), which offers some constraints and requirements, particularly with regard to the amount of business units and overall revenue.

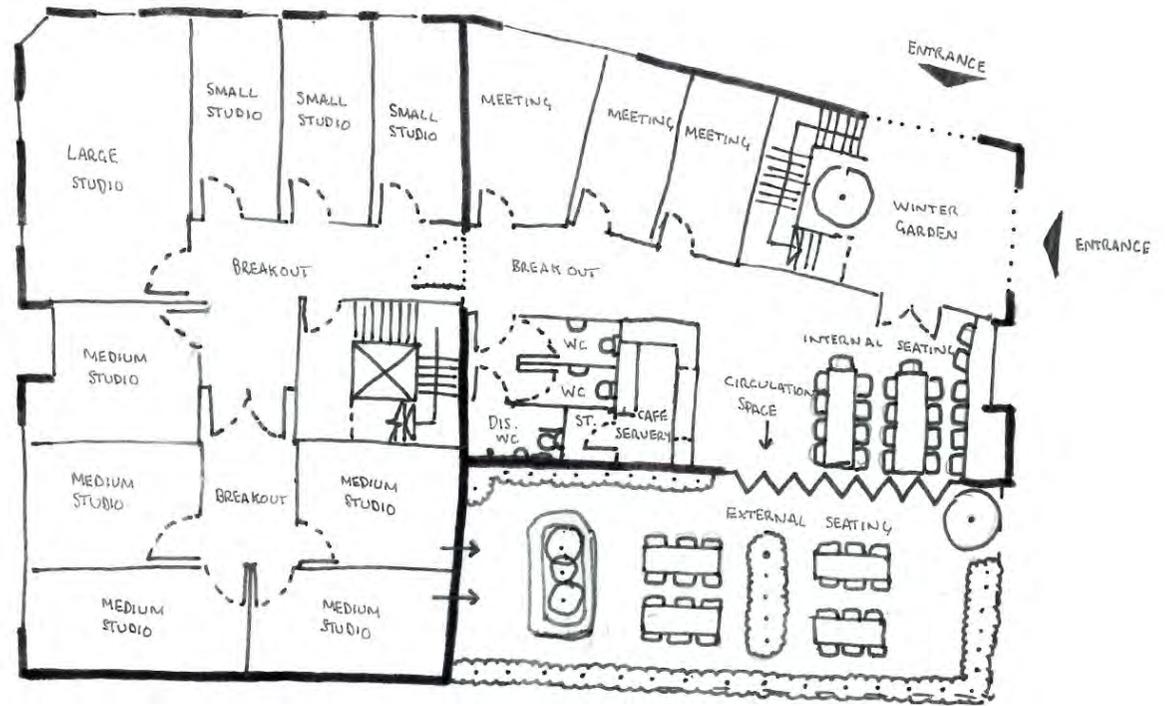
We are also passionate about preserving the historic fabric of the building and intend to preserve as much as is structurally possible. We've also assessed the scale of the building and intend to limit how we extend the footprint to remain respectful to the existing shell, by primarily focusing on the 2 storey shell at the rear.

Finally, the social context has been properly considered and will be demonstrated through the use of the building; to provide space for new and growing local independent creative businesses within the Baltic Triangle.

Section 3 of this document will explain in more detail how the evaluation of the research has produced key design decisions through a series of feasibility studies.



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USE

The primary purpose of the development is to provide business units for new and existing creative companies within the area.

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Use

The primary purpose of the development is to provide business units for new and existing creative companies within the area. The demographic industries are design based professions such as; graphic design, web design, app design, fashion, tailoring and brand design. Therefore the space we provide needs to be of a creative aesthetic, similar to that of the images opposite.

The proposal will house a mixture of individual and collaborative spaces to provide a variety of business sizes. There is now a demand within the existing Baltic Creative hub for what is called 'grow on space' where businesses have outgrown their current business units and require a larger space to work out, phase 2 of the Baltic Creative campus aims to provide such a space.

The use of this proposal has been heavily informed by the existing uses of the area as The Baltic Triangle is now a haven for the creative industries, so we believe that Phase 2 will add to an already thriving creative community.

In addition to the business units we are providing a public cafe at ground floor. A creative, relaxing environment to either socialise or discuss business in a less intense atmosphere to the office. One of the key design drivers to this scheme is the allowance of breakout space, the internal and external cafe spaces are an extension of the breakout spaces we provide within the tenant demise. The cafe builds on the community feel within the Baltic Triangle, everyone is welcoming within the area and we intend to add to this 'vibe' by creating an inviting entrance and welcome space that is the cafe.

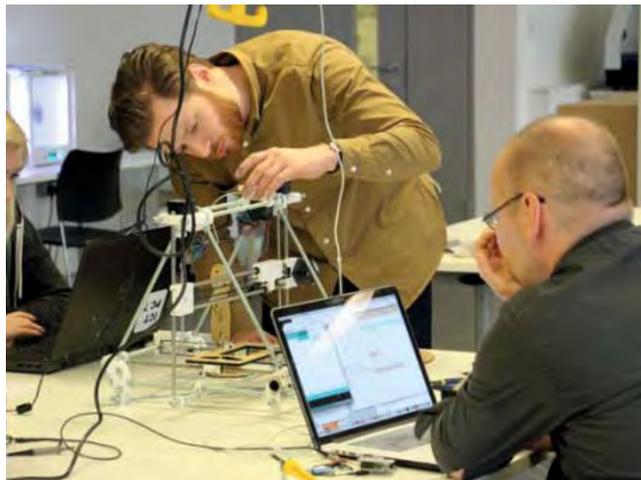


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The ground floor cafe and its external space can also be used for events and exhibitions, making the space more flexible for its visitors and users. If a fashion based tenant wishes to promote their designs they can do so at the ground floor entrance space. During the summer months tenants will be invited to showcase their works in the external break out space, giving an ever changing appearance to the building year round.

Inclusive design is always something that we consider early in the design process, the use of the building will not segregate able bodied or disabled visitors. Two stair cases within the building are both supplemented with a large passenger lift, which is central to the building. Access into the building is level with a clearly designate entrance point. Contrasting colours will be used to both decorate and articulate the building. The use of break out areas will reduce the amount of corridors, but where required will be of a 1500mm minimum.



05/
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AMOUNT

The amount of development on the site has been thoroughly tested through what are called 'feasibility studies'. These studies represent the first time that Site Information and Project Objectives are brought together, and, most importantly, capacity options for the proposal are tested.

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Feasibility studies

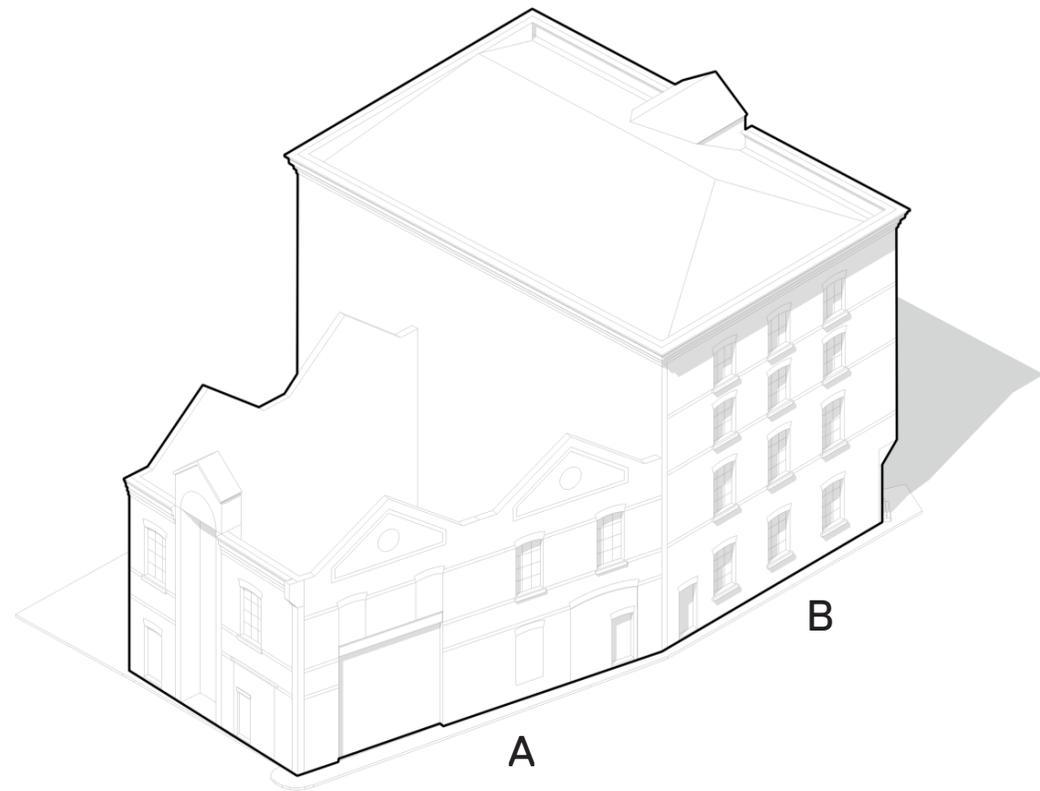
The amount of development on the site has been thoroughly tested through what are called 'feasibility studies'. These studies represent the first time that Site Information and Project Objectives are brought together, and, most importantly, capacity options for the proposal are tested. This is also when viability testing is undertaken that will inform the Project Budget and a review of the Business Case.

There are numerous compelling reasons for carrying out feasibility studies prior to concept design. As this is the first time that the site is tested against Project Objectives and budget, it can flesh out many of the fundamental risks associated with this union without an over commitment of design resources.

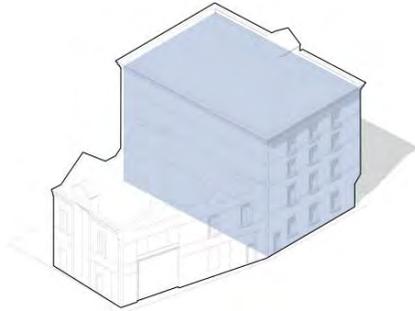
The choice of feasibility study to take forward is best read within the context of the constraints, capacity studies and business case. These demonstrate that Option 05 is the most ideal option to take forward into Work Stage 2.

Construction budgets are based on a target cost per m² of £ 1,750.

Opposite is a diagram of the existing fabric of the building. On the opposing page is a selection of studies we produced to analyse the development opportunities and their associated costs.



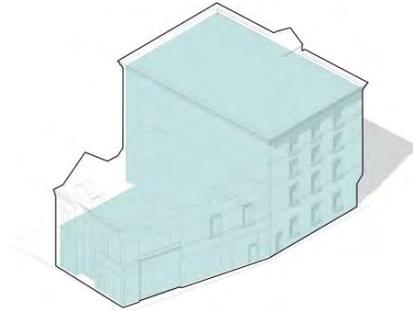
01/



Refurbish Building B in isolation with no extensions

GIA 852 m² / 9,168 ft²
NIA 682 m² / 7,334 ft²
Budget £ 1.49m

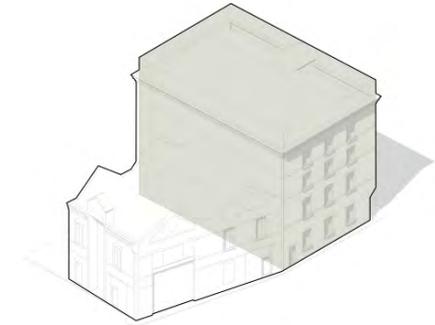
02/



Refurbish Building B with a single storey intervention to Building A

GIA 1,006 m² / 10,825 ft²
NIA 805 m² / 8,660 ft²
Budget £ 1.76m

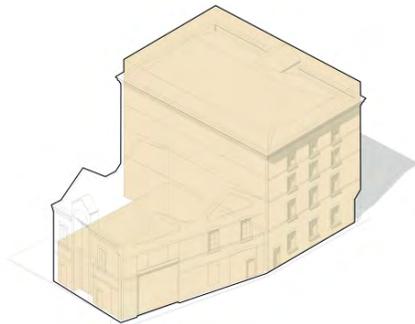
03/



Refurbish Building B in isolation and extend with a single upper storey

GIA 1,065 m² / 11,460 ft²
NIA 852 m² / 9,168 ft²
Budget £ 1.86m

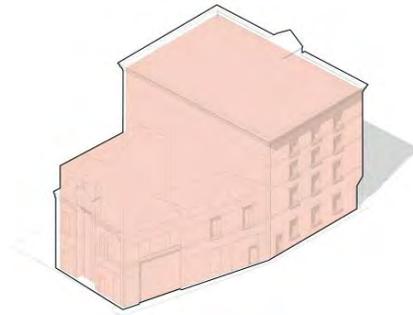
04/



Refurbish Building B and extend with a single upper storey and create a single storey intervention to Building A

GIA 1,219 m² / 13,117 ft²
NIA 975 m² / 10,493 ft²
Budget £ 2.13m

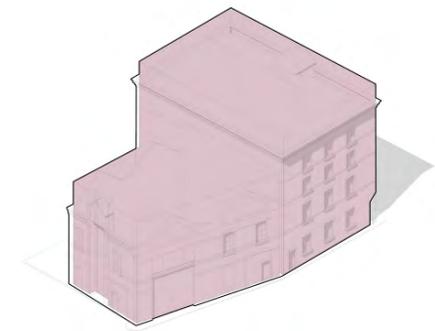
05/



Refurbish both buildings and extend Building A with 2 upper floor storeys

GIA 1,468 m² / 15,796 ft²
NIA 1,174 m² / 12,637 ft²
Budget £ 2.57m

06/



Refurbish both buildings and extend Building A with a 2 upper floor storeys and Building B with a single upper storey

GIA 1,681 m² / 18,088 ft²
NIA 1,345 m² / 14,470 ft²
Budget £ 2.94m

Amount

Therefore, from the studies we can confirm that the size and nature of the development is as follows;

Refurbish both buildings and extend Building A with 2 upper floor storeys

GIA 1,468 m² / 15,796 ft²

NIA 1,174 m² / 12,637 ft²

Budget £ 2.57m

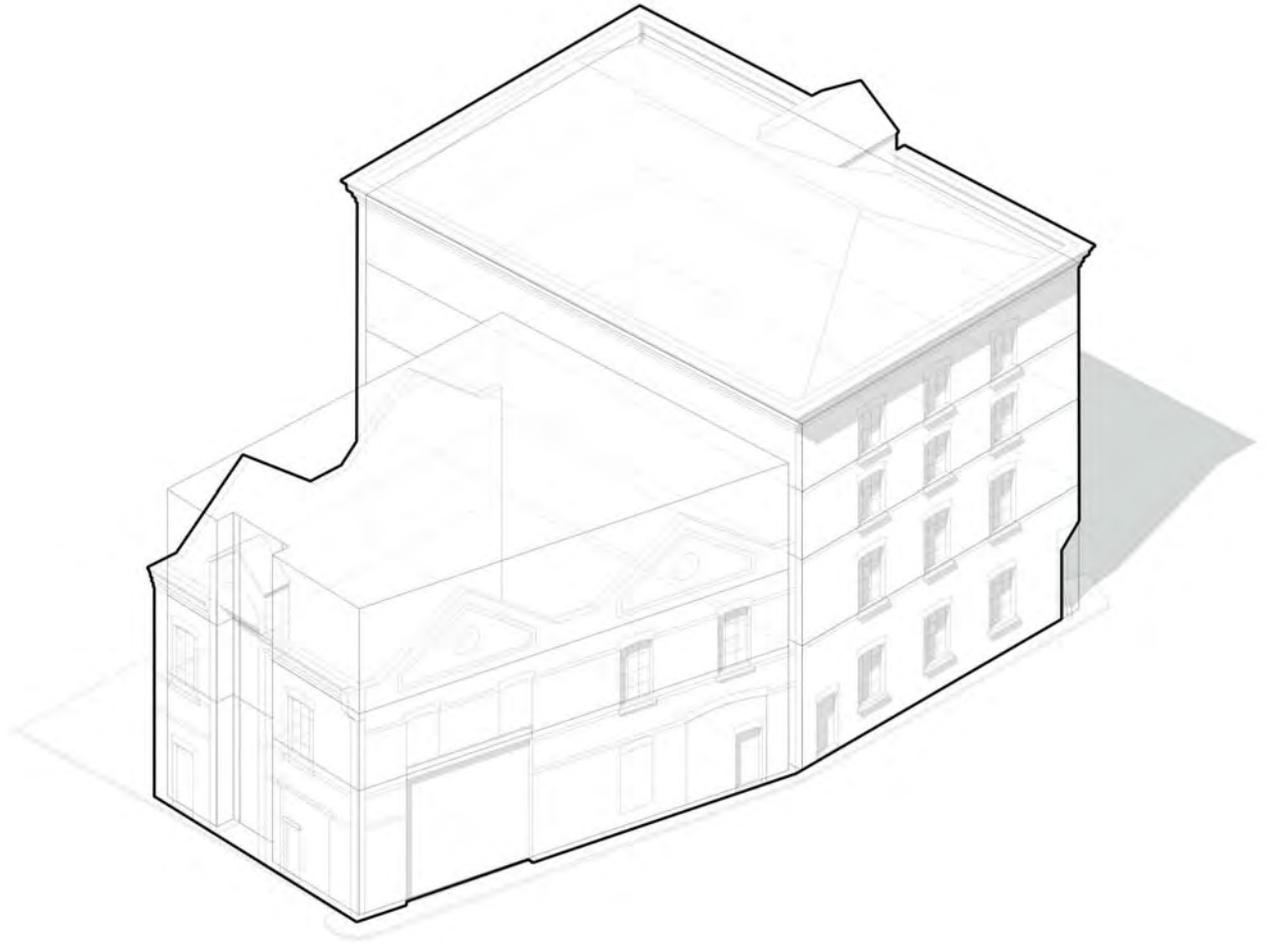
Scale was an important factor when deciding on the amount of development. We didn't want to disturb the existing proportions of the building and conflict with the taller structure to the corner of Norfolk Street. This is why we've focused on only extending the rear, smaller section of the building. The amount of floors added to the rear was informed by both the client's brief and careful articulation of the architectural plan.

The space we're providing will accommodate 25 business units each averaging 2 or 3 tenants and a cafe at ground floor that will accommodate 40 visitors. Therefore, the total population of the building should rarely exceed 100 at any one time.

The scheme will not add to the load of local businesses, but will in fact support them. There is an increased demand for creative working space in the Baltic Triangle and Phase 2 of the BC campus will provide this.

The development will also increase the catchment area of the creative campus and improve the connectivity with neighbouring communities within and beyond the Baltic Triangle. This will in turn expand the neighbourhood feel that BC adopts.

Opposite is an outline diagram showing how we intend to extend the rear building (building A) and re-use the front building (B). There is a total of 3 storeys to A and 4 storeys to B.



01/

Amount

31

LAYOUT

The layout of the plan is respectful of the existing shell. Restoration of the existing elevations and re-establishment of historical window and door openings work well with the proposed internal partitions. This ensures the elevations are sympathetic to the surroundings and provide enough daylight into the rooms being occupied.

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General arrangement

The layout of the plan is respectful of the existing shell. Restoration of the existing elevations and re-establishment of historical window and door openings work well with the proposed internal partitions. This ensures the elevations are sympathetic to the surroundings and provide enough daylight into the rooms being occupied. Internal planning of spaces is efficient to avoid wastage and meets all Building Regulations requirements including toilet provisions, fire escapes, stairs etc.

The Entrance/Lobby is located on the south east corner of the building in order to provide a visual presence from Flint Street and Brick Street. This is also a design technique used to frame views from Jamaica Street and Baltic Creative Phase 1.

Public and tenant access is shared. Limitations internally within the building via access control doors and passive supervision of the reception desk ensures that the tenants will feel safe and secure within their private office spaces; without feeling isolated from the vibrant public café area and external break out spaces.

External security has been addressed through corten steel shutters which both aesthetically lend well to the surrounding context. Protecting vulnerable openings when the building is not occupied during hours of closure.

Layout options have been developed and refined based on different spatial requirements of tenants. Shared toilet provisions on each floor and communal areas for tenants to interact with each other helps create more pleasant working

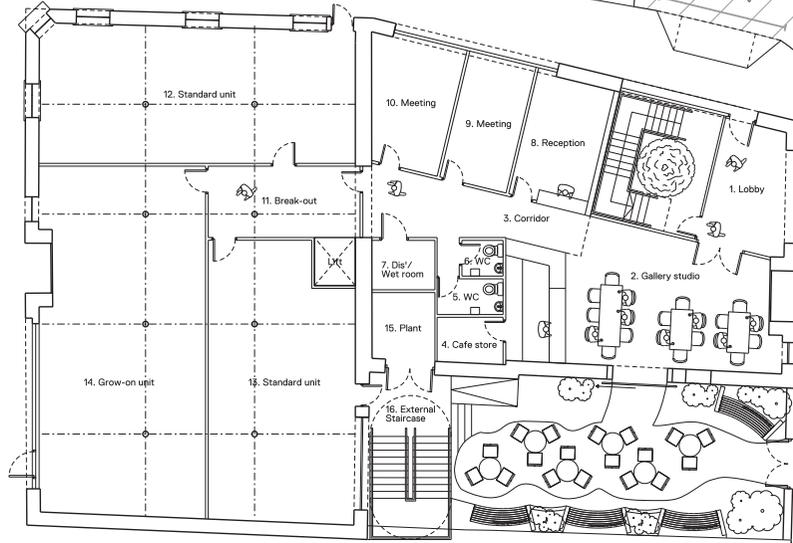
environment and atmosphere. This method of spatial planning is evidenced as a success in Baltic Creative Phase 1.

Please find full size/scaled drawings as part of the online submission via The Planning Portal.

SIMPSON STREET

NORFOLK STREET

BRICK STREET

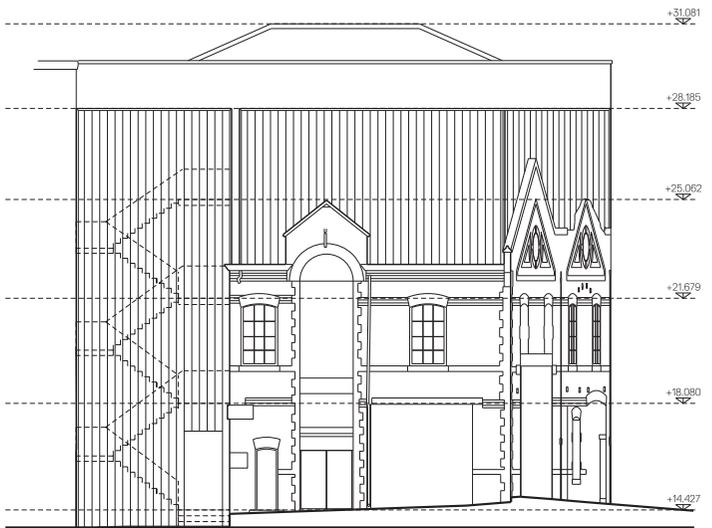




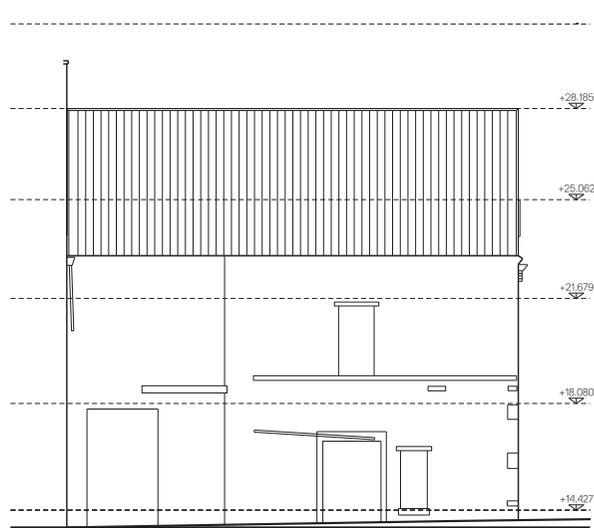
Elevation A 1:100



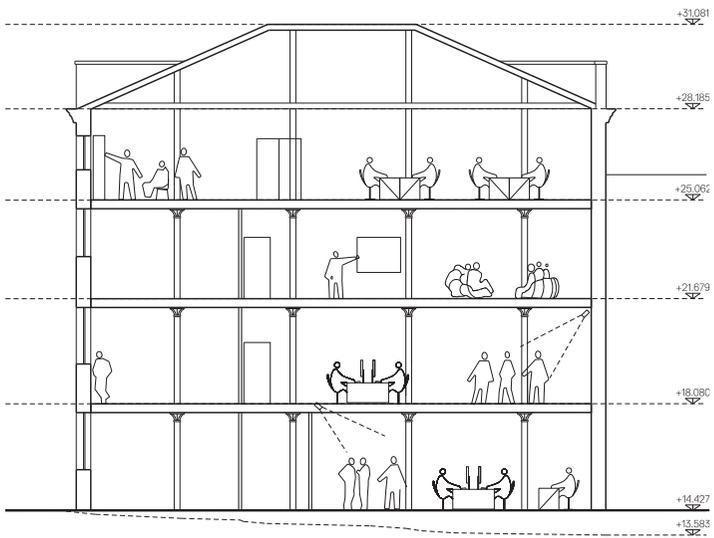
Elevation B 1:100



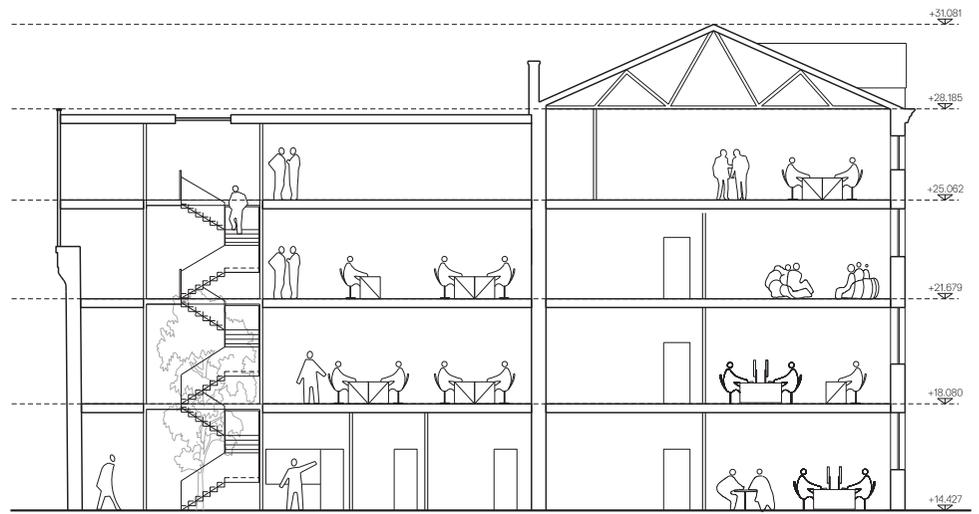
Elevation C 1:100



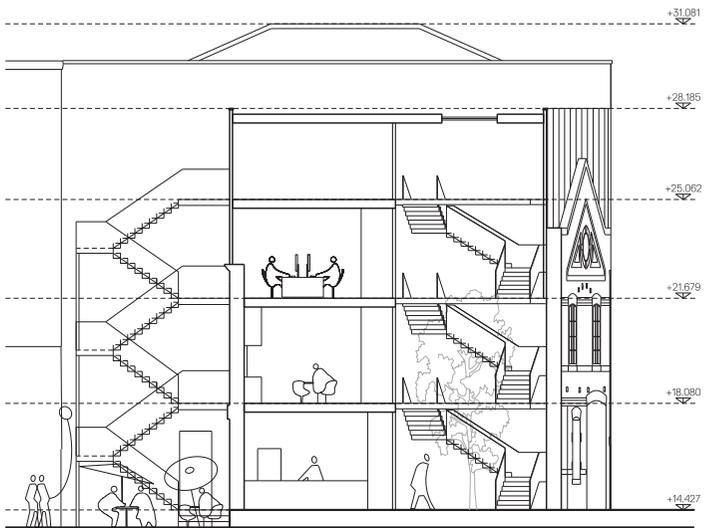
Elevation D 1:100



Section A-A 1:100



Section B-B 1:100



Section C-C 1:100

SCALE

Paying respect to the scale of the existing building, the immediate streetscape and the nearby roofscape was a design decision that was made early into the concept design of this proposal.

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Street Scape

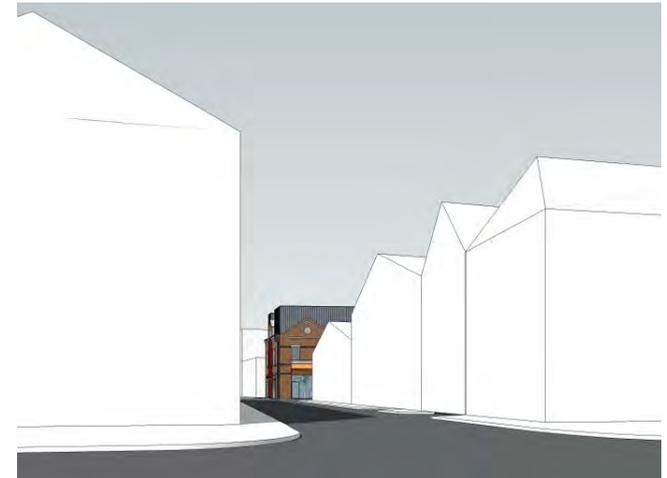
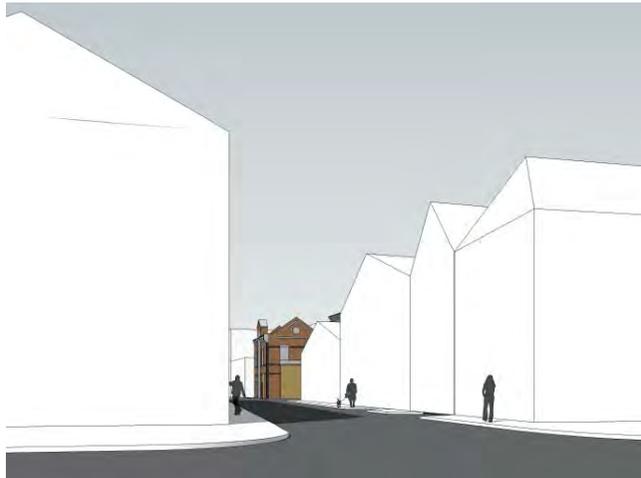
Paying respect to the scale of the existing building, the immediate streetscape and the nearby roofscape was a design decision that was made early into the concept design of this proposal.

If we went any higher with the intervention at the rear of the building it would conflict with the scale of the current shell and we felt this would look awkward in the existing context. By keeping the new build element below the eaves of the adjoining building we're not trying to compete and intentionally take a back seat to the impressive brick structure. This in turn allows us to be more adventurous with detail of the modern elements as their scale is secondary.

The current street scape datum doesn't go beyond the ridge of the existing roof of our building, another reason as to why we didn't want to extend too high at the rear. However, at the time of writing, a lot of large scale private rented (PRS) buildings are being constructed, which throws the street scape scale out of order somewhat. Regardless of this we will not alter the scale as shown opposite.

Images 01-04 demonstrate how subtle our proposals are with regard to the existing building and street scapes.

Finally, the scale of the building responds to the brief set by our client at Baltic Creative. We're providing 26 business units, including the ground floor cafe. In order to accommodate these units we needed to provide an additional two floors within the proposal, which naturally was inserted at the rear.



01/
02/

03/
04/



05/

The aerial images of 05 and 06 demonstrate the insertion of the glow box within the vacant shell to the rear. Sitting the modern intervention behind the existing brickwork peaks adds to the subtlety of the new build element.

New openings are created by removing the bricked up windows and entrances.



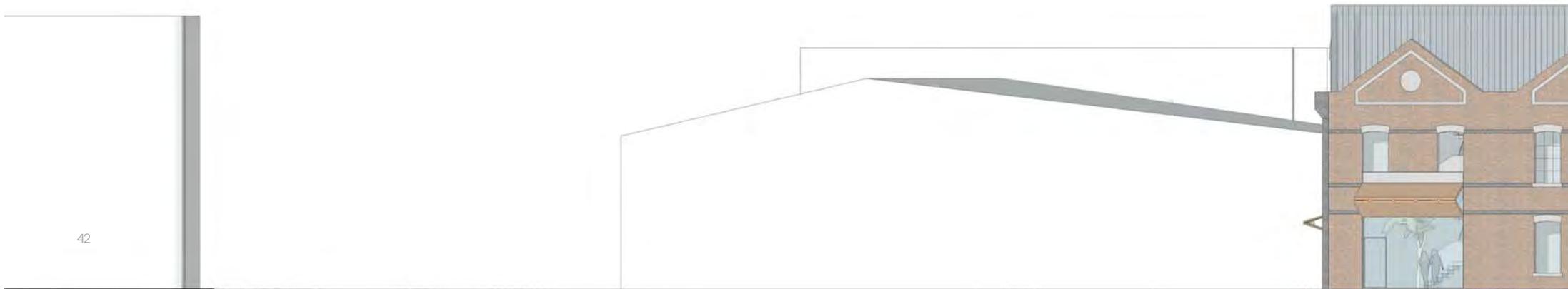
06/

Scale

The street elevation shown below clearly represents how we've stayed beneath the existing eaves of the roof to the taller building at the front.

The new glow box passes the brick peaks by no more than 2000mm to reduce its visual impact.

As mentioned previously the ridge of the roof to the front building is the highest point of the roofscape on this street. By staying below this we do not compete with any neighbouring buildings or challenge the current scale.





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LANDSCAPING

The proposal intends to provide an oasis of green space in a rather industrial context.

6

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Landscape strategy

Opposite are a variety of examples that have inspired our landscape design. All precedents are responding to a tight urban environment in slightly different ways. The primary driver of our research was to provide as much green space as possible and a flexible space that could be 'taken over' by its users. Some visitors will arrange the seating to suit their needs, some may even graffiti the walls, but this sense of ownership will ensure the longevity of the space as users will consider it their own.

We consider soft outdoor space essential to all of our proposals as visitors tend to crave such a space within city centre environments. Norfolk street is no different.

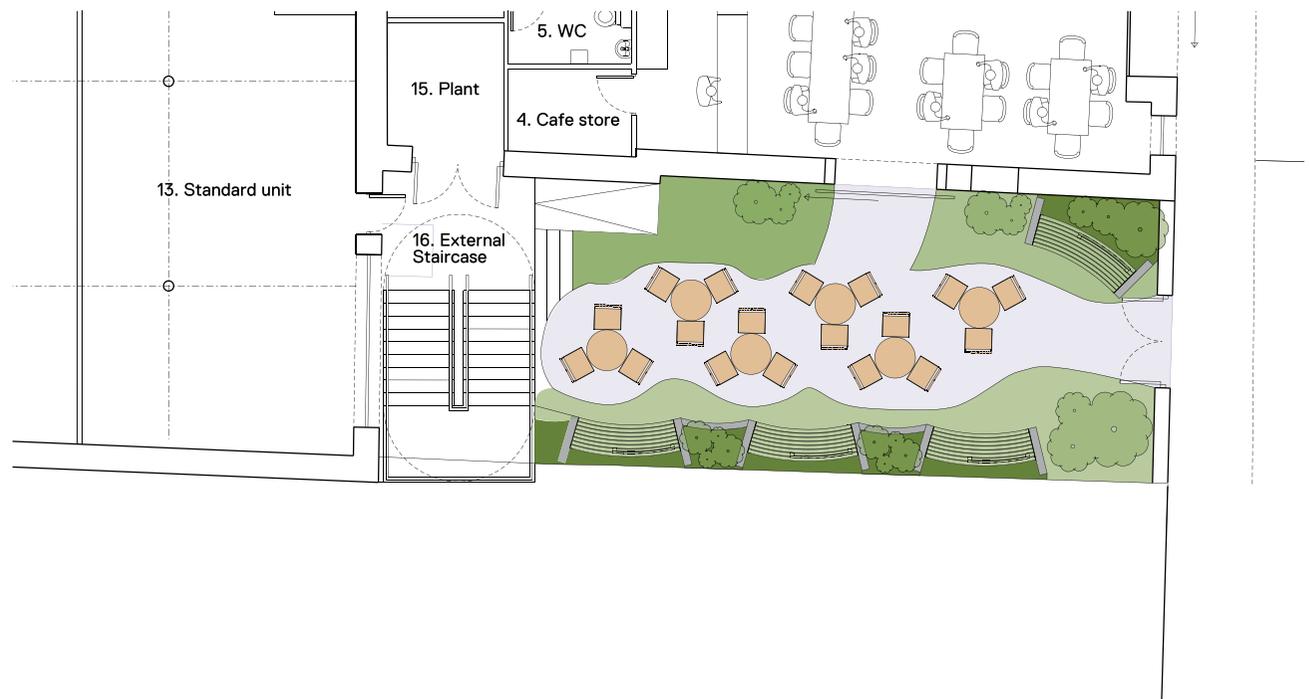
The external space will be a private area for cafe visitors only and will be shielded from the neighbouring access road with a solid wall screened with greenery and trees.

The landscape to the rear has always been an integral part of the design, as we consider 'break out' space a crucial part of the overall scheme. Internally, we're providing gathering spaces for the tenants to prevent them from being contained within their business units. We felt the same philosophy should be adopted to any external space we could provide.

Through the use of contrasting colours, level access and ample space to move around we believe our landscape plan will be inclusive for all.

We hope that our little urban oasis will inspire others to do the same when developing in the Baltic Triangle area.





The proposal intends to provide an oasis of green space in a rather industrial context. The centre of the space is a formal arrangement of seating that provides spill out for the cafe. The perimeter provides informal seating through an array of stepped structures and grassed areas to allow visitors to utilise the space how they wish. Tree screening frames the external space to mask, but not completely hide, the hard surroundings.

01/

Private outdoor space

In order to provide some private outdoor space for the tenants of the development we're introducing small balconies. They will overhang the exterior landscape; something similar to that shown opposite on image 01.

Primarily, these balconies will offer up external break out space for tenants when they require a release from the intensity of their work stations. But, a welcome by-product is the activity and theatre that will be created in the courtyard space to the rear.

Visitors at ground level will be occupy the external green space, whilst tenants discuss their designs and business on upper levels - creating a rather active and interactive volume to the rear.



01/

Bin store

Bin stores are often overlooked in the design process and as a result are 'stuck on' to the side or rear of a building. Although we've not yet finalised the position of the bin store we intend to adopt a similar strategy to that of image 02. Something disguised within the landscape design that is still accessible to all will preserve the look and feel of the proposal, but not overlook the necessary practical aspects.

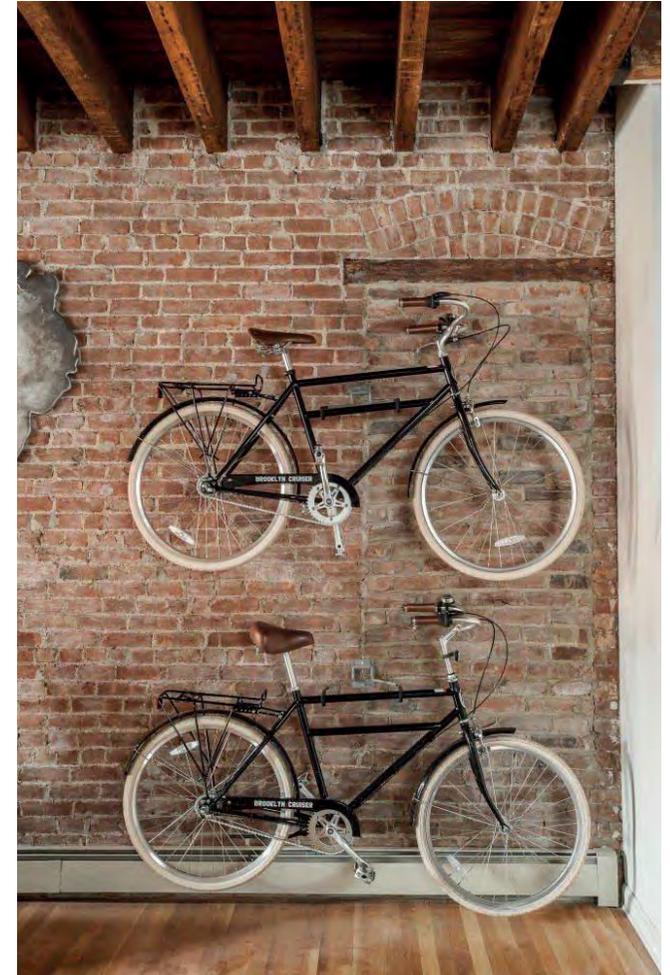
Cycle store

Promoting sustainable modes of transport appears high on both ours and the client's agenda. Traditional storage units for bicycles are often rather unsightly and can be subject to vandalism, so our proposal will allow for a dedicated space of each business unit to house their bicycle. By installing hooks on dividing walls, bicycles can be hung on the wall of each unit as if it were a piece of artwork.

In addition to the satisfying appearance, individually allocated cycle stores will eliminate vandalism and abuse of a communal storage point and promote tenants to swap their rush hour car commute for a pleasant cycle to work.



02/
03/



04/

APPEARANCE

Remaining respectful to the building fabric and heritage of the area is the primary driver for the appearance of the development.

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Style

Remaining respectful to the building fabric and heritage of the area is the primary driver for the appearance of the development. Retaining the existing iron columns, exposing the robust brick walls and replicating the original choice of floor structure were all decisions that were made rather early on.

The images opposite represent a range of ways in which the above can be executed. The raw, unpolished aesthetic is in keeping with the philosophy of the City's vision of The Baltic Triangle and will suit the taste of the prospective tenants of the building.

The exposed backdrop will create a canvas for the tenants to use how they wish, whether that is to keep it as is or build over it with shelves, book cases or even paint and graffiti how they wish. This philosophy in itself will instill a sense of creativity within the proposal and give the tenants a sense of ownership over their domain, as opposed to a typical white washed office space.

We will also endeavour to preserve every detail possible on the existing facade. For example, although the existing window frames are no longer usable we will replace them with a frame and design that is respectful of what was there previously, by matching the mullion and transom arrangement.

However, where new openings are created or bricked up windows are to be re-used to allow light into a space we will adopt a modern approach to their appearance to create a clear delineation of what is new.



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05/

The only decision that remained with regard to style and appearance was how to make the proposal stand out. If we are to only refurbish and upgrade the existing fabric a lot of passers by would be unaware that a development has taken place. So, we've opted to install a 'glow box' to the roof of the lower section of the building to the rear, similar to image 06 opposite.

This frosted glass/frosted polycarbonate box will sit behind the two existing peaks of the street elevation as if it were seamlessly stitched into the existing fabric. Also, this increase in height will remain beneath the eaves of the adjoining building to not disturb the existing scale and mass.

The elevation of the new intervention will also be used as an opportunity to provide some branding for Baltic Creative.



06/



01/

Visual

The design rationale stems from preserving and enhancing what is a stunning warehouse building. The building was built in 1881. We have researched how these warehouses were built during this time, the choice of materials and studied key details.

As a result we're well armed to replicate these methods both externally and internally. For example, rather than opting for the quicker and cheaper method of building intermediate floors with concrete we're proposing to build them from timber and hang the joists from the existing walls as they did when the building was first constructed. We also plan to expose the structure of the floors to create a convincing and authentic internal look to the development.

Where the existing brickwork has crumbled we wish to rebuild these areas exactly as they once were. When we replace an existing window we intend to install a 'like for like' product (although the opening mechanism may vary).

Modern interventions will make it clear that something is happening at Norfolk Street, but such devices will be respectful of the existing scale and detail.

The glow box with branding to the rear is intended to create a landmark out of the development, which will light up at night and create a beacon for the area.

Material Selection

Victorian warehouse brickwork to the elevation, red engineering brickwork to the head of the windows, black brick to define horizontal bands on the elevation, sandstone cills and roof eaves details are a selection of materials that currently exist at Norfolk Street. Where required we will use matching materials to suit the building. We also plan to preserve as much of the existing shell as possible.

But, where we're utilising new elements we're proposing a more modern approach. Opposite you'll see a selection of thumbnail images representing this approach. The main architectural move is the use of frosted glass/plastic. Image 01 represents the appearance we're thinking of and by revealing the steel frame behind through the translucency of the material we're paying homage to the industrial aesthetic of the area and history of the site.

Flashes of colour will appear within the proposal. Whether it's used to frame a stair case or entrance is yet to be decided, but we will do so as we move into developed design. Image 05 offers up an idea we're thinking of at the moment, coloured mild steel both sides of the stair treads to create a sculpture that will meander vertically through the building.

02 and 04 demonstrate how we plan to preserve the structure as much as possible, preserving the fenestration details externally and the timber work internally. New windows and openings will be made from glazed aluminium framed products such as image 03. Where security shutters are required at ground level we intend to use a product similar to image 06, making use of an industrial material Corten Steel, which has a similar tone to the existing.



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ACCESS

At K2 we adopt the philosophy of inclusive design rather than accessible design. Accessible designs tend to include ramps as a means to entering the building, which are away from the main access into a building, or even provide a separate vertical circulation point for disabled visitors.

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Introduction

At K2 we adopt the philosophy of inclusive design rather than accessible design. Accessible designs tend to include ramps as a means to entering the building, which are away from the main access into a building, or even provide a separate vertical circulation point for disabled visitors.

This sense of segregation will leave disabled visitors and those with limited mobility less than satisfied with their experience of a building.

Baltic Creative are a community interest company and they strongly believe in building a warm, safe and friendly community feel in the Baltic Triangle. A crucial part of this is to design their buildings that do not discriminate any facet of society, whether that is through age, gender, disability, ethnicity or economic background etc.

As a result of this complimentary philosophy between K2 and BC we've adopted a range of design decisions that will make the Phase 2 building easy to find, easy to enter and easy to use throughout.

The entrance into the building was one of our first considerations starting with the approach. There is one primary access point for visitors, disabled users are not asked to enter the building through alternative means. The entrance will be clearly highlighted with signage and ample lighting behind what will be large glass openings. The entrance will house a tenant staircase that circumnavigates a large tree, as a result this area will be open and easy to spot. The existing openings in the elevation that are currently bricked up will be reinstated and replaced with large format windows/curtain walling. This corner of the building has been designed to be an obvious point of initial access. To improve this visually we intend to treat the public realm leading up to the entrance in a way that will clearly indicate that it is the public route to the interior of the scheme. Drop kerbs on both sides of the road with tactile paving, connected with a new surface texture on the road that will be spray painted in a bold colour in a street art like manner. Highlighting the approach to the building, particularly for those partially sighted. The new surface on the road will also act a shared surface design between vehicles and pedestrians, which will inherently slow down traffic in the area.

The entrance into the building will be level, negating the need for steps and ramps. Once inside the building visitors will have two points of human contact to provide information on navigating the building. At the coffee shop service counter there will be a friendly member of staff happy to assist any visitors in need of information. More importantly there will be a reception desk adjacent that will be able to provide detailed information on the building and in a format appropriate to the visitor. Whether blind, partially sighted or hard of hearing the

reception point will be able to assist.

Navigation through the building will be reinforced by clear signage designed in line with Liverpool City Council's (LCC) Design for Access for All supplementary planning document (SPD). Colour contrast between walls and doors and other points of interest will suit Part M of the Building Regulations to ensure that Light Reflectance Values (LRV) are adequate for partially sighted visitors to clearly distinguish points of use. WCs and circulation points will be particularly highlighted as these will be the areas of most footfall.

Circulation, whether stairs, lifts and/or corridors are above and beyond the required sizes set out in the Building Regulations and British Standards to ensure that any visitor of any size, posture and mobility is comfortably allowed to move throughout the building.

Inherently, Baltic Creative buildings are warm and friendly places to visit and Phase 2 will be no different. However, to add to the safety of the visitors of our proposal we've introduced a full time manned reception desk that will oversee the main public space within the building; the coffee shop.

A lot of proposals do not allow for social inclusion, which should allow for full participation of disabled users within the building. If a visitor cannot fully use or access any part of the building they will feel left out and excluded. All rooms and spaces within the building are not just easily accessed they will be easy to use and interact with, through appropriate furniture, spatial and landscape design.

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Policy Approach

Local and regional policies and government legislation will help speed up the process of full inclusion of disabled people within society. They also provide necessary guidance when designing public buildings, the acts and policies we have adopted are as follows;

Acts

- The Chronically Sick and Disabled Persons Act 1970
- Disability Discrimination Act 1995 / 2005
- Equality Act 2010

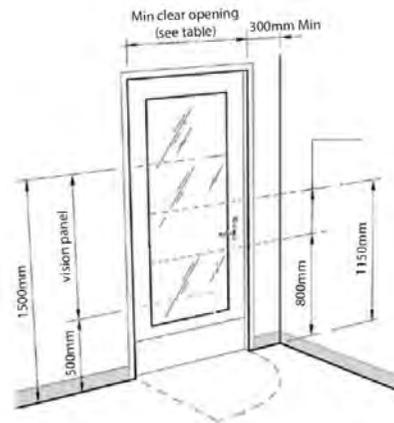
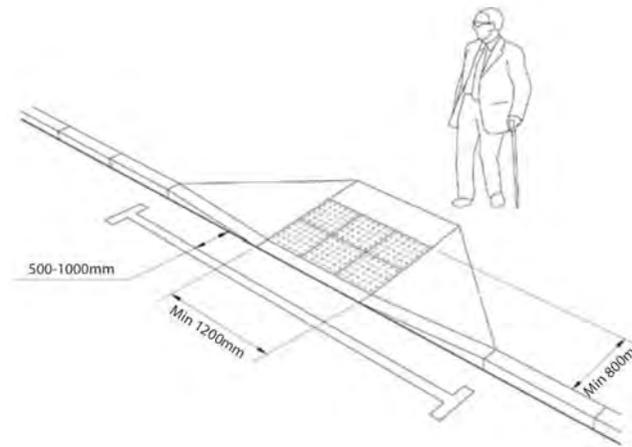
National and regional policy

- Planning Policy Statement 1 - 'Delivering Sustainable Development'
- Planning Policy Statement 6 - 'Town Centres'

Local policy

- The Council's Unitary Development Plan (2002) provides the statutory framework to guide development and protect and enhance the environment of the City. Policy HD19, 'Access for All' sets out the Council's commitment to achieve a fully accessible environment for everyone.

All of the above have provided crucial guidance for the developed design of Baltic Creative Phase 2 and will continue to do so during the technical and construction stages.



Vehicular

Access via car or other motorised vehicle is shown in blue on the opposite site plan. The main vehicle approach will be from Jamaica Street via Norfolk and Brick Street.

Cycle

Cycle routes will be the same as vehicular approaches, shown in blue. As previously mentioned we're designing into the development dedicated storage per business unit for one or two bicycles, depending on the size of unit.

Pedestrian

Pedestrian approaches are shown in orange and very much follow a similar pattern to vehicles. The majority of footfall will filter through from Jamaica Street. The key views observed when approaching by foot are shown in green.

Servicing

Emergency services can easily access all elevations facing the public highway. The courtyard to the rear is less accessible, but shouldn't cause an issue as we're designing an oversized double gate for ease of access for both the emergency services and deliveries. Both staircases within the building provide a refuge point in case of fire, the escape congregation point is yet to be decided.

The plant room/dry riser is externally accessed via the courtyard, to allow for straight forward maintenance access. Cafe deliveries will also be taken through the courtyard at the rear of the building.

Parking

We will not be introducing any parking provision within our proposal, but there is ample parking nearby particularly on Jamaica Street using their 'pay and display' system.

Public/Private Space

The majority of the development will be allocated as private space for the use of the tenants only. But, the cafe and its courtyard to the rear will be open to the public year round, including times where these spaces will be used for exhibitions and events.

Meeting rooms within the ground floor are also offered to the public at a chargeable rate.



Sight Lines

The sight lines to and from the site on the corner of Norfolk Street and Simpson Street aren't particularly prominent. The main street in the Baltic Triangle is Jamaica Street, which runs parallel to Simpson Street. Opposite are a selection of views from Jamaica Street and other surrounding routes such as Flint and Brick Street.

Image 03 demonstrates the view from the Baltic Phase 1 development, which provides a visual connection between the two developments. However, the streets that Phase 2 sit on are secondary routes in the area and are not heavily used by vehicles or pedestrians.

As a result of the above it is unlikely that visitors will stumble across the development by walking or driving by. If we improve the prominence of the building when viewed from Jamaica Street we will increase the footfall through Norfolk and Brick Street.

Sight lines could be enhanced by improving public realm treatments and street lighting leading to the development, which will draw attention from Jamaica Street. The light box installation on the lower section of the building will also assist with enhancing the sight lines to the site.

Our development does not adversely affect any existing sight lines in the immediate and surrounding area.



01/ 02/ 03/

04/ 05/ 06/



Lighting

The most obvious source of external lighting for the proposal will be the 'glow box' to the roof of the lower building (Building A). At night this will provide a halo effect for the scheme and will become a beacon for the immediate area. The material of the glow box will be either reglit or polycarbonate sheets, depending on budget allowance, each of which can provide a translucent or fully clear finish. We intend to stagger the position of the clear sheets to provide windows for the tenants inside. In addition to this we will create a backlit feature to provide the main point of signage for the development, as seen on image 08 opposite.



The entrance into the building will be a large triple height atrium climbing through the corner of the building at the rear, which will be primarily glazed. Therefore, at night this entrance will be very well lit and will become obvious to visitors where the entrance is positioned.

The landscaping to the rear will have light posts as shown on image 09 to provide ample lighting for external use at night.



Finally, although outside of our demise we would like the public realm leading to and surrounding the building to be improved, which would include the introduction of additional street lighting. At the moment external street lights are minimal as the street is considered a 'back street' to the main spine of the Baltic Triangle that is Jamaica Street.

07/ 08/ 09/

Signage

Externally, we plan to keep signage to the glow box only, as we feel if we were to clutter the existing elevations it would disturb the historic aesthetic of what is a beautiful warehouse building, dating back to 1881.

As mentioned previously, the 'Baltic Creative' logo will be back lit behind the frosted elements of the glow box to clearly brand the building and allude to the position of the main entrance.

Internally, all signage will be compliant with Part M of the Building Regulations and LCC's Design for Access for All SPD.

Consultation

At the time of writing we've undergone two stages of consultation/advice;

1. Client and stakeholders
2. Pre-application

The first stage of consultation was developing the initial architectural brief with the client and the Baltic CIC board; consisting of ex planners, heads of department in the local universities and established local business leaders. During this consultation we heard everybody's requirements for the scheme and any reservations that they had regarding our winning competition entry. All concerns have since been addressed and we believe we've got a proposal that meets both the creative needs of the board and tenants and the business needs of the managing director of BCIC.

We've recently met with two representatives of LCC to seek pre-application advice on our proposals. The scheme was well received, particularly regarding our re-use of the existing building fabric/envelope. However, the scale of the glow box was questioned as it didn't quite fit in with the proportions of the rear building. This has since been addressed. The choice of materials was well received, even though the scale of the glow box was questioned, the use of glass will provide a 'light' touch as opposed to using solid materials.

Where possible it was advised that we re-used the existing metal work to the building facade to preserve its historic reference, coupled with replicating the existing window design. Both of which we fully intend to adopt.



06/

Access Statement

Inclusive design and ease of access for all is not a decision we make after designing a scheme, but a philosophy we adopt throughout all of our proposals at K2. Therefore, inclusive entrances, circulation and building use are moves that we implement inherently.

All relevant guidance and policies have been utilised to inform our proposals ensuring we're not only meeting modern standards, but exceeding them to provide a pleasurable building to visit and use.

Working with an existing building can prove difficult, particularly with regard to access, but by completely renovating the interior and improving the surrounding public realm we have the opportunity to create a proposal that meets with modern criteria but retains the historic beauty of the original shell built in 1881.

The design process has by no means finished at this stage and we will endeavour to ensure that the construction of the scheme stays true to the intent of this document.

SUMMARY

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Summary

We hope this document details our design and access proposals clearly and provides enough information to act as a supplementary document to our planning application drawings.

The design has been carefully thought out to respect the existing building and its historic importance. Inclusive design decisions have been considered and executed from inception.

If you have any enquiries about the proposal and/or this document please contact K2 Architects for further information. Contact details can be found on the rear cover.

Next steps

This report concludes the developed design stage of the project (RIBA Stage 3), which in this instance is signified by a full planning application.

The next steps will be to stay in dialogue with the Local Authority to ensure a smooth planning process and if approval is achieved we will take the scheme to Stage 4, technical design.

During Stage 4 the existing building will be thoroughly surveyed and investigated to inform a robust set of contract drawings that will be produced by K2 and the design team.

The design team will endeavour to produce a set of drawings and documents with the intention of starting on site toward the end of October 2016.

References

The following references were used to inform this document;

- Design for Access for All SPD
- Baltic Triangle Planning Framework
- LCC's Unitary Development Plan
- L1544-001-R-15-09-15 Baltic Creative Norfolk Street- Initial Visual Survey and Structural Appraisal Report
- Inner City Solutions ERDF Funding Application for the European Territorial Cooperation Objective – UIC no. OC22R15P0214.
- Baltic Creative CIC– The Business Plan 2016-2021
- Department of Culture Media and Sport – Creative Industries Economic Estimates- January 2015 – Statistical Release.
- <http://www.baltictriangle.co.uk/>
- <http://www.baltic-creative.com/>
- <http://liverpool.gov.uk/>



01/

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