

2016.04

## Design and Access Statement

7 March 2016

**Proposed Refurbishment of Vacant Warehouse in to Residential Apartments**  
**Coleman's Fireproof Depository, Park Road, Liverpool, L8**



Detail of Main Elevation

## **1.0 OVERVIEW**

This proposal is to re-develop the vacant Coleman's Fireproof Depository into residential apartments. The building is located at a very prominent location at the corner of Park Road and Northumberland Street in Toxteth.

Coleman's Fireproof Depository was built c.1900 to provide fireproof storage for furniture, pianos, strongboxes for property deeds and jewelry. The building has been vacant for many years. Ironically, records indicate that the building was set on fire during the Toxteth Riots in 1981, since then the building has remained un-used except for the siting of communications masts and equipment on the roof.

Park Road is a very important arterial route through Toxteth and links the city centre through to south Liverpool. It is a main route for buses into the city. Unfortunately site clearance over the years has eroded much of the Park Road frontages leaving pockets of land earmarked for future housing regeneration.

This landmark building sits alone at the junction of Park Road and Northumberland Street. The neighbouring land, including the whole city block up to the adjacent Devonport Street and Queenberry Street, was cleared many years ago. The refurbishment of Coleman's Fireproof Depository should be a catalyst for the redevelopment of this whole city block.

### **Aims**

The refurbishment of this landmark building is to seek support the Liverpool City Council policy for in developing strategic housing partners.

It will also help support the Lord Mayors target of delivering 5000 new homes and bring a further 1000 vacant/ unused properties back to use by 2019.

Maddison are pleased to be able assist the City Council in delivering this promise by creating 26 homes for social rent from a disused vacant building. At present the building is in poor condition due to neglect over a number of years The refurbishment scheme will bring the building back to life and create a visual amenity for the benefit of the local residents .The scheme will also support local employment during refurbishment for LCC resident s during the build phase of this landmark building .

### **Key objective**

The key objective is to reduce blight and bring this building back into use and create 26 homes for social rent.

Totally privately funded, Maddison, with support from the planning team and Liverpool City Council members we will deliver and truly demonstrate the Lord Mayors Housing Strategy policy to promote and secure investment for local housing by

- a. Driving forth the regeneration of this landmark building.
- b. Delivering good quality homes at affordable homes and at affordable rents

## **2.0 PRE-APPLICATION DISCUSSIONS**

### **Liverpool City Council Planning Department**

A Pre-Application submission was received by Liverpool City Council Planning Department from Maddison Develop, on 21<sup>st</sup> January 2016. [Ref 0006/16]

A formal meeting was attended by the Planning Department, Maddison Develop and Edge Architects on 25<sup>th</sup> February 2016. Main points discussed were:-

The general responses from consultees was positive. However, Highways Dept queried nos of off-road car spaces (expectation is 1 per apartment) and there was a query regarding the windows to the south elevation

Clarification that the proposal has evolved slightly from the Pre-Application

- Proposed main entrance is relocated to utilise previous main entrance ['Office'] main Park Road frontage
- The proposed site does not include the extended strip between the building/yard along the Northumberland St frontage to Devonport St
- The current communications masts and plant at roof level are to be reduced in size and replaced by an added penthouse floor with 2no apartments –[ie increase from 19no to 22no.]

[Post meeting note: the application has been developed further to include a further 4no apartments, ie 26no total]

The application is not reliant on the purchase of the adjacent land for off-street car parking. The Transport Consultant is completing his report that proposes minimal car usage due to proximity of the adjacent busy bus routes, embraces the Liverpool City Council green transport aspirations and, what minimal cars may be expected, can easily be accommodated on the adjacent streets. Cycles and waste are accommodated within shelters in the yard

Existing windows are to be re-opened. New windows are proposed to the south elevation. These face a current road turning head within the adjacent site

As discussed, Maddison Develop request that any Section 106 Agreement is targeted towards identified local improvements. Also, it is important to note that the Fire Depository proposal is privately funded without any local or central government grant or other financial assistance

### **Liverpool City Council Estates Department**

Following an informal meeting on 4<sup>th</sup> February 2016 a further meeting was held on 26<sup>th</sup> February 2016

The purpose of the meeting was to discuss the potential developments on the adjacent site and propose possible purchase [market value] of land to maintain a suitable collaborative buffer amenity space between the Fire Depository and any future planned building development.

- the grassed areas are owned by Liverpool City Council
  - the planning will be by Plus Dane for affordable homes. Funding may be available in 2 years.
- [This site is not a current priority]

As discussed, the proposals have developed slightly to re-plan and reduce the current communications masts and plant at third floor and roof level including added penthouse floor with 2no apartments (ie increase from 19no to 22no.apartments)

[Post meeting note: the application has been developed further to include a further 4no apartments, ie 26no total]

The Fire Depository proposal is privately funded without any local or central government grant or other financial assistance.

Maddison Develop request that any Section 106 Agreement is targeted towards identified local improvements

The proposal is not reliant on the purchase of the adjacent land for off-street car parking. The Transport Consultant is completing his report that proposes minimal car usage due to proximity of the adjacent busy bus routes, embraces the Liverpool City Council green transport aspirations and, what minimal cars may be expected, can easily be accommodated on the adjacent streets. Cycles and waste are accommodated within shelters in the yard

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A Planning Application has been prepared and is to be submitted, together with Transport Report, in the next few days. The application site is the Fireproof Depository building and adjacent yard. It is not reliant on the purchase of adjacent sites

Estates Department to confirm ownerships and feedback from any consultations with colleagues to advise principle of any potential sale and future development proposals

### **3.0 USE**

The site forming the basis for this application is the vacant Coleman's Fireproof Depository.

The building is a vacant secure warehouse. It has been un-used for many years except for the siting of communications masts and equipment on the roof. The proposal is to refurbish the existing building envelope and create a new and vibrant re-brand of this landmark building into residential apartments.

This landmark building occupies a prominent site on the corner of Park Road and Northumberland Street. The building sits alone as the adjacent land for the full city block up to the neighbouring Devonport Street and Queenberry Street has been cleared.



Park Road Elevation



Typical internal floor



#### 4.0 AMOUNT

The existing building is of load bearing brick construction with a cast iron/steel structural frame and concrete floors. It is 4 storeys [ie, ground + 3 floors]. However, the existing arrangement of structural mezzanine floors effectively provides an added internal floor level to the perimeter at first floor with reduced headroom. The building also has a part basement to the Park Road frontage.

The building is vacant apart from communications equipment and masts located on the roof and part of the 3<sup>rd</sup> floor.

The site area is 350m<sup>2</sup> for the building plus 47m<sup>2</sup> for the yard = 397m<sup>2</sup> total [0.0397Ha]

The proposed schedule of new residential accommodation is as follows:

Level	Total Internal floor area m <sup>2</sup>	Apartments	Notes
Roof/4th	200	2 x 1 bed penthouse	Reconfigured communications plant
3rd	318	5 x 1 bed	
2nd	316	5 x 1 bed	
1st	312	5 x 1 bed	
Upper Ground	309	5 x 1 bed	
Lower Ground	306	4 x 1 bed	Main entrance from Park Road
Basement	101		Laundry and services
<b>Total</b>	<b>1682m<sup>2</sup></b>	<b>26</b>	

#### 5.0 LAYOUT

The proposed redevelopment and improvements include:

- Creation of 24no 'loft' style apartments around a new, central top-lit stairwell. Remove current mezzanine and first floors and replace with full floors with improved headrooms.
- Extend accommodation at roof level to create a further 2no penthouse apartments behind the existing, tall perimeter parapet wall. Re-plan the existing communications masts. Perimeter terrace/maintenance access between the penthouse external walls and parapet.
- Re-opening of the main entrance on to Park Road. As this entrance has an existing step there is an opportunity to create a 2<sup>nd</sup> doorway on the adjacent Northumberland Street to provide a suitable alternative accessible entrance/exit.
- Improved ground floor street frontages to Park Road and Northumberland Street by re-opening the previously infilled, taller shop frontages to suit the busy street scale and provide an animated façade. New 'sculptural' secure grillage to protect the windows and screen views at the lower level.
- Creative new added fenestration to the current blank façade overlooking the hammer head to the end of Queensberry Street to work with the building scale.

- Covered cycle and bin storage within the existing rear yard.
- Utilise current basement for building services and a laundry room for residents



Location plan

## 6.0 SCALE

The proposed redevelopment is to work within the existing scale and mass of the building. The works include:

- Reinstating the main entrance and full height frontages to Park Road and Northumberland Street to respect the street scale
- Relocation of current roof level communications plant and masts together with the careful planning of 2no added roof level penthouses set back behind the parapet roof and maintain a low, slim profile with minimal impact upon the skyline

- The existing window openings are to be retained and new replacement windows installed. These windows were previously partially infilled. It is proposed to carefully open up to the original structural opening and install suitably proportioned windows to the original size.
- New windows and balconies to the south elevation to respect the scale of the building and signage. These overlook the current Queenberry Street hammerhead

## 7.0 LANDSCAPING

The landscape proposals are minimal.

It is intended to retain and emphasise the remains of the existing steps and ground floor features to the curtilage of the building to the main street frontages.

The existing yard ground level hard surfaces, perimeter wall and gates are to be repaired and reinstated as required. The yard will accommodate min 13no cycles [on 50% ratio of 26no apartments] and 5no Eurobins beneath covered enclosure





## **8.0 APPEARANCE**

The proposal is to compliment and reinforce this very strong, landmark building. The main signage is integral to the main elevations above ground floor. This will be retained with new windows within existing, retained openings. The unique appearance and identity of the building will be retained.

The ground floor is to be re-opened to provide a full height animated façade that respects the busy city street frontage scale.

The current roof level communications plant and masts are to be re-planned to the rear of the building and replaced with a pair of glazed penthouses under a projecting flat roof that is set back from the existing tall parapet walls. These will contrast with the heavy masonry to the main elevations.

The current blank south elevation overlooking the hammer head to Queenberry Street is proposed to be re-animated with a new random pattern of windows and glazed balconies to express the new creative refurbishment.

The choice of new cladding materials are chosen to compliment the solid, iconic building facade as follows:

- Substantially glazed ground floor frontages for public access to main entrance and provide active frontages to ground floor apartments units. Thermally broken double glazed units
- Replacement double glazed windows with thermally broken frames.
- Local repairs and cleaning to existing brickwork and stonework as required. Mortar to match existing
- New windows and face fixed balconies to south elevation to have larger open panes for a more expressive contemporary appearance
- Existing flat roof to retain solid perimeter parapet upstand to screen the retained plant and terraced decking to the proposed penthouses.

## **9.0 ACCESS**

This landmark building sits at the junction of Park Road and Northumberland Street. Park Road is a very important arterial route through Toxteth and links the city centre through to south Liverpool. It is a main route for many buses.

Due to the abundance of bus routes and relatively short distance from Liverpool city centre [approx 1.5km /1 mile] there is reduced requirement for car ownership. Therefore, dedicated car parking spaces are not a requirement and are not part of this proposal. This is justified within the separate Transport Statement prepared by Croft Transport Solutions.

However, should residents, visitors or deliveries require parking then there are ample opportunities on the adjacent 10.5m wide Northumberland Street without causing traffic/parking nuisance

The glazed ground floor frontage naturally defines the main entrance which is to be reinstated. The proposed works provide an opportunity for an alternative level access in to the building. If

achievable, this will require agreement to raise the existing paving in the highway to a suitable gradient.

Existing drop kerbs to be utilised and extended and new drop kerbs installed as required to Highway Consultant details.

Internally, access within the apartment building is via a new Part M compliant min 8no person passenger lift within the existing hoist shaft.

The existing stone spiral stair is retained as a fixed storage feature within separate apartments.

A new central stair is planned to provide suitable, safe access and egress to all apartment floors.

Roof level plant set back from all existing parapets to allow safe maintenance access and to prevent falls.

Access to the bin stores for residents is via a rear service corridor to the existing yard. Bin storage is located within the yard in a suitable structure. Direct refuse vehicle access is via existing gates leading to Northumberland Street. Frequency of refuse collection to suit site requirement.

Stair access is provided to the roof level for maintenance access. A Latchway type fixed lanyard fall arrest system is to be utilised on the penthouse roofs to maintain a low profile with minimal impact upon the skyline.

All windows and balconies to be cleaned from the inside. The main building masonry facades and external drainage runs to be maintained by suitable cherry picker type access cradle reached from all perimeter hard standings.