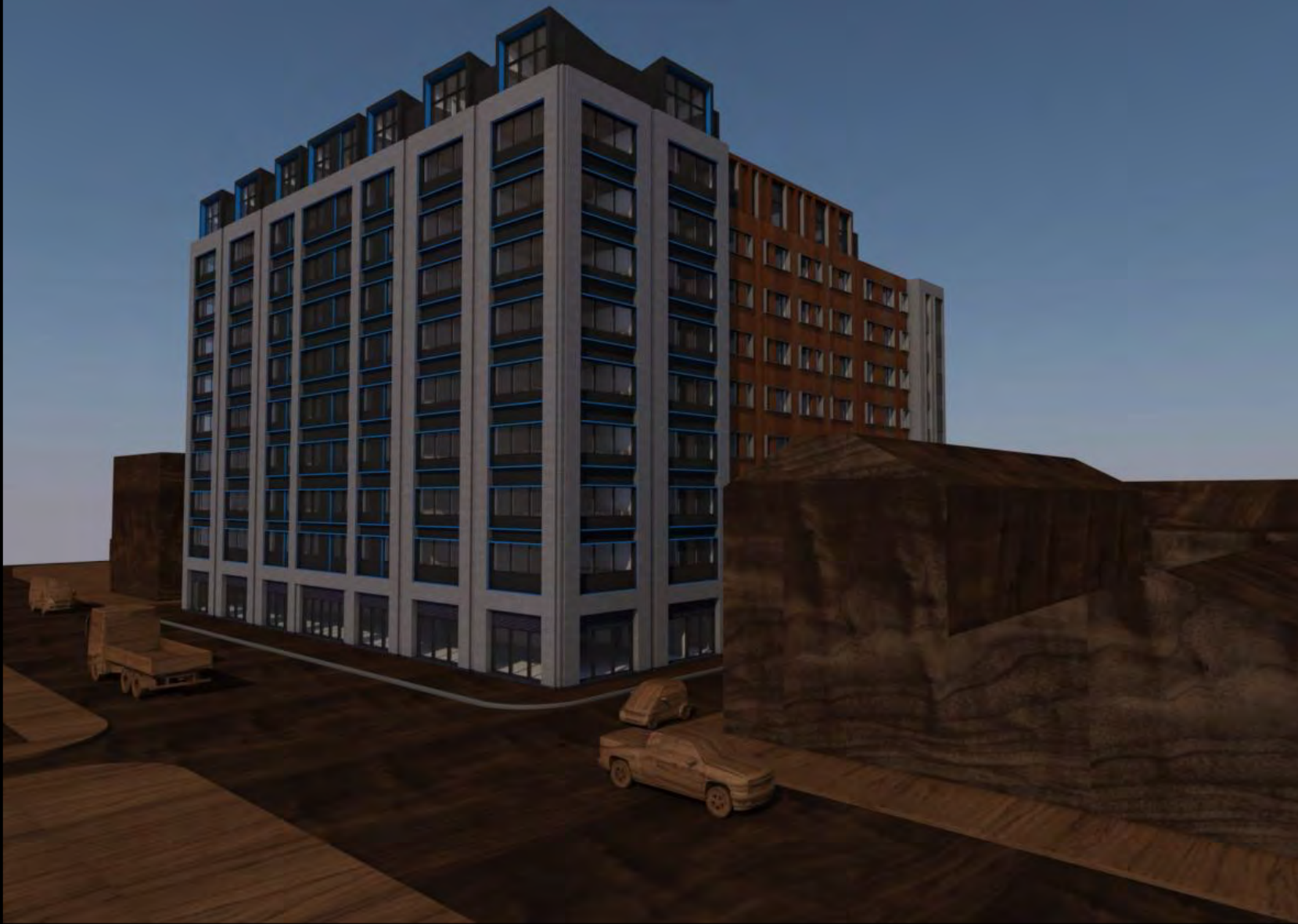


Design and Access Statement

L3



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0.00 Application History

In 2017 and 2018 consultations were undertaken with Liverpool City Council Planning Officers relating to a potential significant planning application in the L3 area of Liverpool City Centre North.

Constructive Thinking worked closely with the emerging masterplan for the Pumpfields area of the city, and the opportunities and the constraints of the site were identified that forms the basis of this application. Pre application consultations were very positive and the proposals were identified as a catalyst of urban regeneration. The proposed development is of key importance in the definition of this zone within the Liverpool City masterplan, and should be reviewed alongside other emerging planning consents in the area.

In 2018 2nr Planning applications for this site were submitted to Liverpool city Council for Approval.

- * Full Planning application [Ref 18F/0585] dealing with Phase 1 of the development and was for 69 residential units and 400 sqm of commercial floor space at ground floor level. The application submitted to Liverpool Local Authority Planning Officers was determined in 2018 with planning consent for the development [subject to legal agreement being put in place].

- * Outline Planning application [Ref 18O/0548] is for future phases 2-4 that will enable the construction of the remainder of the perimeter block to the site, and will redefine the eroded urban edge at back of pavement of the currently largely vacant site. This application is currently in determination and subject to decision, although it has the backing of local counsellors and local authority planning officers responsible for generating the urban planning policy and development strategy for the Pumpfields area of L3.

0.1 Extant Permission and the Emerging Masterplan

Throughout 2018 and 2019 the Constructive Thinking Studio has been actively engaged in supporting Liverpool's City Councils aspirations for the development masterplan for the area.

In defining and recording emerging patterns of planning applications currently either determined or in the process of determination in the city, Constructive Thinking modelled all significant planning applications within the immediate area of this site, to enable a more meaningful reflection on the extant permission for the 69 units that is currently in place under application ref 18F/0585.

A review of the scale and massing of the neighbouring planning permissions made apparent the changes imminent within the immediate built context of the area. There are a number of key planning consents in the locality that significantly increase the verticality and density within the neighbourhood. Pumpfields is on the cusp of significant urban regeneration, and a review of the rapid progress of recent planning applications and consents identified opportunities to increase the scale and height of the proposed development to better sit alongside its proposed neighbours.

During discussions with LCC Planning Officers it was demonstrated and agreed that the vertical scale of the development site forming the basis of this application could be reviewed and increased to a notional height of an additional 2 or 3 storeys above the 7 storeys that formed the extant permission for phase 1.

Application 18F/0585 for 69 residential units in Phase 1 represented a development massing of approximately 26.1 m in height above the ground floor at street level below, and this was calculated at 6 floors above ground [7 floors total] with an average floor to floor height of 3.7m.

Applying the development scale as discussed with LCC planning Officers it was agreed that a massing 9 storeys of nominal height of 32m to Vauxhall Road could be considered acceptable, and it was agreed that this should be reduced in scale by one storey to Oriel Street, and stepped again to another storey lower to Paul Street.

During development of the General Arrangement of the design with input from systems manufacturers and engineers the efficiency of the structural system of the extant permission was enhanced. The impact of this improvement in efficiency reduced the floor to floor height significantly and this has led to the potential for accommodating 9 floors above ground [10 floors total] within the agreed massing profile of maximum 32m in height of the development site.

1.0 Introduction

The Design and Access Statement supports the planning application for the construction of a new mixed use development on the site bounded by Vauxhall Rd, Paul St, Oriel St & St Bartholomew St. The development includes the construction of a phased development incorporating some commercial floor space at ground floor level with residential above. This statement outlines the design policy and urban design context of site and sets out design principles for its development. The layout has been developed and is supported by a range of design parameters which form the basis of the detailed design proposals.

The application and the content of this statement is supported by the suite of plans, elevations and visualisations submitted as part of the planning application. Graphics are used within the narrative to illustrate the points being made in the text and to make the document more readable.

The report concludes with a brief summary of the matters covered.

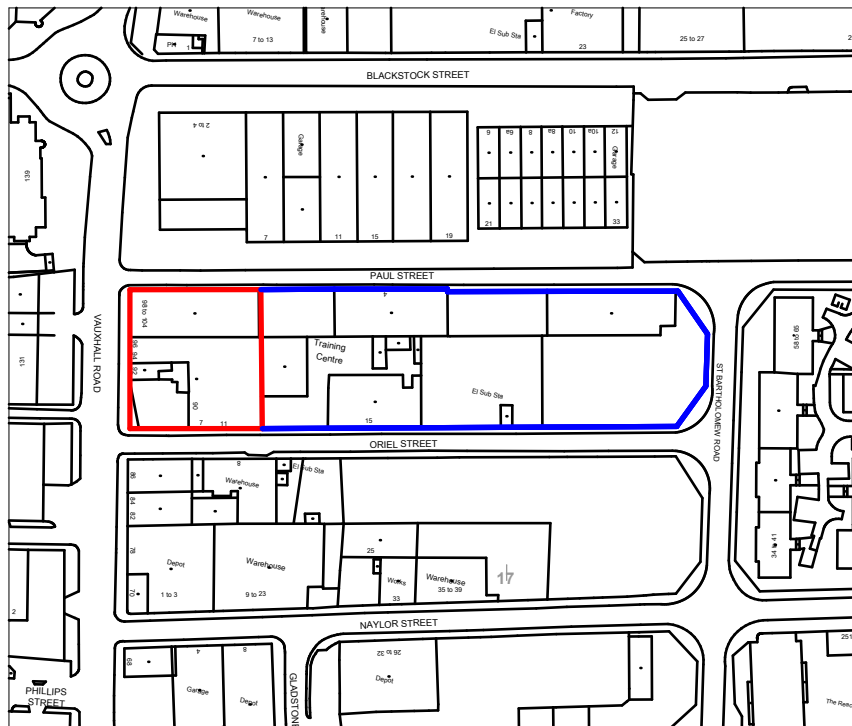
Every effort is made to relate the contents of this statement with the CABI publication 'Design & Access Statements – How to Write, Read and Use Them' (Commission for Architecture and the Built Environment 2006) breaking down the statement into the key areas:

- Use
- Amount
- Scale
- Landscaping
- Appearance
- Access

It is hoped that this document clearly explains our intentions and thinking behind the proposals submitted and demonstrates the merits of this project.



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2.1 Background to the proposal

This application follows on from approval of a similar scheme [Ref 18F/0585] for 69 apartments and 400 sqm of retail to the ground floor.

Our client and ourselves have explored a number options for its development leading to the current application. Recently a similar project has been completed on a neighbouring site for apartments with retail use at ground floor. Although the site and surrounding area are predominantly a traditional industrial area the development follows current Liverpool City Council strategy high quality mixed use environment to support the expanding Commercial Business District. Historically planning permission has been granted for temporary parking on part of the site. There was also an application for 20 no. town houses along Paul Street that has been withdrawn.

We are now submitting proposals to redevelop this site in a series of phases, starting at the Vauxhall Road end of the site and moving eastwards towards St Bartholomew's Road. The intention is to submit a hybrid application; Phase 1 is resubmitted here in full detail and Phases 2, 3 & 4 currently in determination for outline with siting, scale, access and most likely appearance fixed. under application 18O/0548. The development is largely residential comprising of up to 288 no. units. The unit types to Phases 1 & 4 have a fairly even split between one and two bedroom apartments, with a small number of 3 bedroom units. Phases 2 & 3 have a greater proportion of one (50%) and two (35%) bedroom apartments and more (15%) three bedroom units. Commercial units and communal residential facilities are proposed at ground floor level in Phases 1 & 4, which will animate Vauxhall Road and St Bartholomew's Road. The ground floor commercial units originally included in Phases 2 & 3 have been replaced with duplex apartments to create a more human and residential feel to Paul Street and Oriel Street.

The development is formed of ten/nine and eight-storey buildings at the very western and eastern ends, fronting Vauxhall road and seven and eight storey buildings onto St Bartholomew's Road. The scale steps down to five-storey along Oriel Street and Paul Street. The buildings are situated at the back of pavement, enclosing a central landscaped courtyard, which is elevated at first floor terrace level above an undercroft car park (86 no. spaces) with access and egress points onto both Paul Street and Oriel Street.

The building form comprises of a podium, middle section and recessed top floor level. The design approach and materials have a nod to their historic context with buildings fronting Paul Street and Oriel Street comprising largely of brick and dark coloured metal with a 'saw-tooth' pitched roof arrangement. Taller frontages to Vauxhall Road and St Bartholomew's Road comprise of a more uniform and homogeneous appearance with a continuous vertical metal grill that serves as a foil to the building fenestration behind.

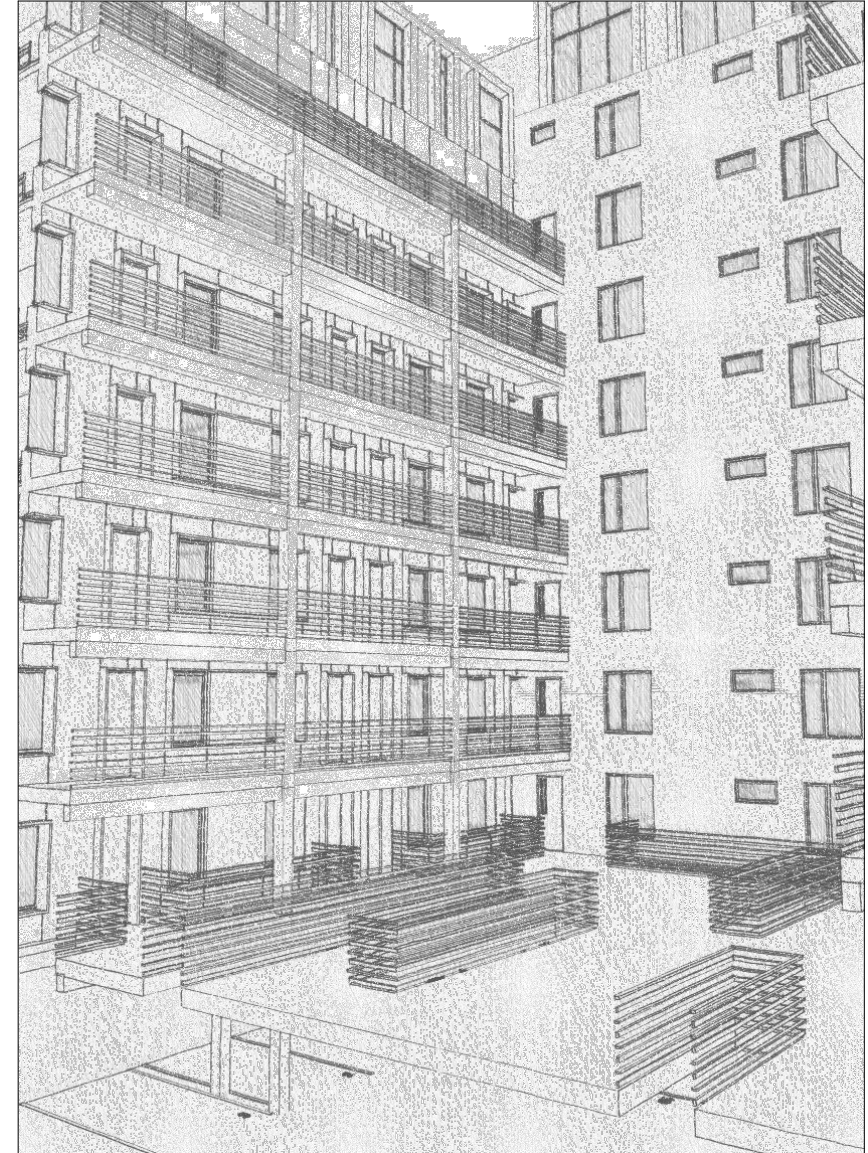
All ground floor commercial units have direct access from adjacent streets, whilst each phase has a series of residential cores accessing upper floor levels. All building entrances comprise of level thresholds, but with a minimum of 2 No lift cores to phase 1, with future phases provisions to be agreed.

The application site is bounded by Vauxhall Road (west), Paul Street (North), Oriel Street (South) and St Bartholomew's Road (East). It currently comprises low-level industrial premises towards the Vauxhall Road end of the site, although a number of these are vacant and indeed those fronting Paul Street have recently been demolished. Only 13 & 15 Oriel Street still accommodate operational businesses. There is also a three-storey building at 92 Vauxhall Road, which includes a newsagent. 90 Vauxhall Road is a cleared site enclosed by a large advertising hoarding. The eastern half of the site is cleared and used for car park, other than a substation adjacent to Oriel Street.

The site is situated in the middle of a traditional industrial area, largely characterised by low-level buildings occupied by SMEs. It is noted that there are a number of cleared sites in this Pumpfields area used for surface car parking. There are commercial, retail and leisure uses along Vauxhall Road. The City of Liverpool College is situated on the opposite side of Vauxhall Road. There has been two recent residential developments (The Reach and Atlantic Point) to the east of the site.

There are further planning approvals for residential developments on Vauxhall Road, Pall Mall, Blackstock Street and Scotland Road, and a current application for a very sizeable residential development on the opposite side of Vauxhall Road at the junction with Leeds Street (Northern Quarter).

The site is located at a prominent position on Vauxhall Road (A5038), which forms a spine route (north-south) through this 'Pumpfields' area, and connects up with Leeds Street (A5053), a northern section of the City's inner ring road. Regular bus services operate along these routes. There have been recent improvements to pedestrian crossing facilities and cycle routes in this area, notably on Leeds Street, which improves connectivity with the City Centre, 1 km to the south. The site is located within 0.7 km of Moorfields Railway Station. On-street parking is available in this area as the City Centre Controlled Parking Zone (CPZ) does not extend this far out, and parking is in high demand from local businesses, commuters and an increasing residential population.



2.2 Design Process and Principles

The proposed site's principle frontage faces Vauxhall Road (A5038), a major thoroughfare that connects the north of Liverpool with the city centre. The site is also accessible from its 3 other boundaries of Paul Street, Oriel Street and St Bartholomew Road. The site is currently a mix of retail, workshops and vacant plots. The client is currently in ownership of the majority of the site and negotiations are currently ongoing to acquire the rest. The whole of the site is bounded adopted highways.

The design process has involved:

- A review and analysis of the site context
- An assessment of planning policy and design guidance
- An understanding of opportunities and constraints of the site including planning policy constraints
- An understanding of the development potential of the site
- Consultations with the Local Planning Authority
- Consultations with the client to understand their requirements
- Close liaison between various consultants

A number of design solutions have been evaluated as part of the design process. The site analysis, opportunities and constraints and review of guidance and policy fed into the development of initial options. The design team recognised that the proposals for the site should meet the requirements of the client, harmonise the site and improve the quality of external areas.

Response to the principle objectives fundamental to all design options included:

- The new building should create a high quality and aesthetically pleasing living environment
- Good use of the site, balancing the needs of parking and access with the position of the apartments and amenity space
- Ensuring the relationship with neighbouring residential properties maintains privacy and a good outlook
- The design of the building should respect the material nature and size of the local area

2.3 Consultations

Preliminary meetings with the Planning Officer has been undertaken and formal Pre-Application advice has been received. In summary the main points and conclusions from the meetings and report follow here:

Principle of Development:

Notwithstanding the employment designation of this site, it is accepted that the Council's latest regeneration strategy for this Pumpfields area is for a more mixed-use high-quality environment to support an expanding Commercial Business District. Furthermore, this prominent location on Vauxhall Road is deserving of a building of a higher design quality and appearance. Therefore the proposed residential development with ground floor commercial uses can be supported in principle. However, this will require the support of the Council's Environmental Health Officer in respect of noise protection of future residential occupiers relative to nearby noise-generating industrial uses, thereby avoiding the potential statutory noise nuisance complaints, which could otherwise undermine local business operations, including those on Paul Street and Oriel Street. This will need to be demonstrated in a Noise Assessment submitted with your application, along with provision for acoustic insulation and ventilation to all residential accommodation.

The more comprehensive development approach to the entire block is welcomed by the LPA, as is the phased delivery from the Vauxhall Road end of the site eastwards. The proposal to submit a hybrid application; Phase 1 in full detail and Phases 2, 3 & 4 in outline with siting, scale, access and most likely appearance fixed, is also acceptable. However, this will be subject to each phase being implemented in full and an appropriate interim treatment of resultant eastern building elevations. This will be of particular importance for Phase 1 where it will adjoin existing business premises at 13 & 15 Paul Street.

The ground floor commercial uses and communal residential facilities are considered positive and will assist in the animation of adjacent streets. In conjunction with future regeneration in this area, this could contribute towards a local centre for 'Pumpfields'. It may, however, be necessary to restrict the overall floorspace of certain uses, such as A3 and A5 uses. It will also be necessary to include appropriate noise and odour attenuation measures, and restrict hours of operation to safeguard local amenity and business operation. There may also be scope for commercial uses at the St Bartholomew Road end of the development (Phase 4), but these shall be of a lower order and be complimentary of this developing residential street. The duplex apartments a lower floor level in Phases 2 & 3 will assist in creating a more human and residential feel to the narrow side streets of Paul Street and Oriel Street. However, these dwellings will need to be designed to be secure with a protected/defensible interface with neighbouring industrial premises and streets.

The residential unit types to Phases 1 & 4 have a fairly even split between one and two with few three bedroom apartments, whilst Phases 2 & 3 have a greater proportion of one (50%) and two (35%) bedroom apartments and (15%) three bedroom units. The residential development will assist in meeting the City's housing land supply, and provide a relatively diverse residential offer for this peripheral City Centre location. However, the residential accommodation must also achieve adequate space standards and levels of amenity for all future residents. Consideration should be given to a flexible arrangement of accommodation, whereby smaller units could be combined to create larger apartments, should future demand dictate.

Within the ground floor communal residential facilities within Phase 1, it is recommended a designated building management office is provided that directly assists with resident welfare and conduct, site security and maintenance, as well as servicing of the development. Long-term investor commitment to the management of the development would provide assurance that this is a sustainable scheme.

Heritage & Design:

From the approved design iterations (13.04.17), the building scale and design approach to Phases 2 & 3 (at five-storey with 'saw-tooth' roof arrangement and external balcony features removed) has progressed well and is acceptable in principle. The greater recess of upper floor levels within Phase 1 with mezzanine level and dormer roof projections incorporated is also appropriate. However, the resultant scale of development at six to eight-storey is excessive, and the size of the middle building section is disproportionate to the top and bottom sections. It is therefore recommended that an entire floor level is removed from the central building section in Phase 1 to create a five / seven-storey building.

It was previously recommended that the design rationale should take reference from the historic industrial context with a modern interpretation, as opposed to a uniform glazed box. This should reference historic narrow plot widths and reinforce the established vertical rhythm along Vauxhall Road. There is now a greater identify to each of the development phases, whilst having a unifying language between the four blocks. However, the design approach to the Vauxhall Road frontage (and I'm assuming the St Bartholomew's Road frontage as CGIs have not been provided) is still unacceptable. The introduction of a metal foil to provide greater vertical rhythm is unsuccessful and dishonest to the building fenestration behind. It also accentuates the disproportionate size of the middle building section. I would reiterate that the frontage be broken into distinct bays with structural columns grounding the upper floor levels. If louvres are required for sun shade to large expanses of glazing, these should be integral to each floor level and be broken by horizontal banding. They could even be applied in a more random fashion to create greater visual interest.

At a detailed design level, the first floor balcony to Vauxhall Road could provide an interesting detail if executed correctly. However, this needs to be integral to the wider frame so as not to appear as a flimsy bolt-on feature. To break the modular appearance to windows on the return elevations and to create visual features, it is recommended that a strong, framed vertical window feature is introduced at each of these corners. To provide further animation to Paul Street and Oriel Street, it is also recommended that commercial shopfronts are returned onto these streets.

I appreciate that the diagonal crisscross arrangement of central courtyard walkways is designed to create visual interest and to avoid a prison-like appearance. However, I have concerns that this would prevent sufficient light levels from reaching lower floor apartments and the external amenity space. I'd therefore recommend a rationalisation of this walkway arrangement around the outer walls of the courtyard, comprising of lightweight glazed structures. Furthermore, upper floors should be set back from the walls of this courtyard. The walkways should also be segregated to prevent unrestricted movement across the entire development, thereby maintaining an appropriate level of ownership and social policing to each respective phase. A decision should also be made as to whether the central courtyard is fully enclosed by a glazed roof or completely open to the elements. Partial cover is unlikely to be effective and result in future maintenance issues.

A material sample board should be submitted up front with the formal application submission detailing high-quality materials to be used in the development. The application should also be supported by a Contextual Design Analysis and façade visualisations/CGIs, which explain the three-dimensional building form relative to its surroundings.

Public Realm, Landscaping & Public Art:

A first floor garden terrace will be provided within a central courtyard and this will be expanded with each respective development phase. This should help to meet the private external amenity space needs of future residential occupiers, subject to a careful landscaping strategy that is suitably shade tolerant and helps provide adequate levels of privacy for residential units immediately adjoining these rather confined spaces.

There will be a requirement for public open space / public realm enhancement in the locality whether this is through commuted sum contributions or direct provision by the applicant on land within their control. On the basis that the applicant only has control of the site in question. The funding required for the planting (and future maintenance) of 1 no. street tree per every 5 no. residential units, which equates to a contribution of £4,000 per tree, would total £63,200. In addition, a contribution of 15% of the value of the planning application fee is required to fund the Council's Public Art Strategy.

Parking, Access and Highway Safety:

The provision for less than 25% on-site car parking across phases 1,2,3&4 is below Council standards for this area, although not dissimilar to other recently approved residential schemes. If this substandard level of provision is to be justified, there will need to be direct provision for sustainable means of travel, including: sufficient cycle storage, the implementation of a Travel Plan, possible upgrade of local bus service infrastructure, and a financial contribution towards an expanded City Centre Control Parking Zone in this area.

The Local Highways Authority will almost certainly require that the developer funds surrounding highway enhancements to bring this area up to a residential living standard. This will likely include provision of a 2-metre wide footway contiguous to the development. There may be benefits in creating one way traffic routes along Paul Street, Oriel Street, but this will require further consideration by the Council's Highways Manager. Even if this was implemented, it is unlikely there would be sufficient highway space to provide on-street parking, whilst maintaining adequate carriageway width for vehicles.



The constrained nature of the site will mean that the majority of servicing will need to be undertaken from adjacent highways, possibly through designated loading bays, which will necessitate highway reconfiguration and amendments to Traffic Regulation Orders. This will require a management strategy, to be coordinated by the building management office, which controls the number, types and times of refuse collection and other deliveries.

All elements of the development will need to be inclusively accessible, including the residential accommodation, communal facilities, commercial uses, external amenity space, car parking and building approaches. It is unclear from the submitted plans how this would be achieved.

Residential & Environmental Amenity

The internal layout of residential accommodation and building façade treatment will need to ensure appropriate interfaces between residential apartments, in particular those facing the internal courtyard, so as to avoid adverse overlooking. The building shall also be designed so as to safeguard the amenity of neighbouring residents at 86 Vauxhall Road, and so as not to undermine the redevelopment potential of adjacent vacant and under-utilised land.

On the face of it, an appropriate range and mix of residential unit is proposed, but space standards cannot be discerned from the submitted plans and drawings. The residential accommodation must achieve adequate standards in terms of space, outlook and orientation to ensure appropriate levels of amenity for future residents.

It is recommended that communal residential entrances are either accessed via a controlled reception or through suitably secure and well surveyed access points. Furthermore, the duplex apartments at lower floor level in Phases 2 & 3 will need to be designed with appropriately protected/defensible entrances on Paul Street and Oriel Street. All commercial units shall comprise of well surveyed independent entrances.

Acoustic insulation and ventilation will need to be provided to all residential accommodation so as to afford appropriate internal noise levels relative to nearby noise-generating industrial uses, thereby avoiding potential statutory noise nuisance complaints, which could otherwise undermine local business operations.

A previously developed industrial site of this nature will certainly require a detailed ground investigation and appropriate remediation.

The development will be required to make provision for foul and surface water drainage, including sustainable urban drainage systems and a management plan, along with likely reinforcement of the local water supply.

Sufficient provision for refuse storage will need to be made in terms of capacity and frequency of collection. This should be easily accessible, but screened within the centre of the development so as not visible from surrounding streets. It is unclear from the submitted plans where this would be accommodated.

All commercial entertainment uses will need to be appropriately treated and operated so as to avoid undue noise and air emissions, which will include restrictions on hours of operation. Any commercial hot food preparation areas will need to make sufficient provision for mechanical extraction that is routed internally and disperses above roof level.



Other Consultations:

No Public Consultations have been undertaken
Discussions with Statutory Service Providers are ongoing

2.4 Surveys

The following specialist surveys have been undertaken in relation to this project:

- Ground Investigation
- Contamination
- Noise Assessment

3.0 Amount

The proposed development comprises a perimeter block arranged around a central courtyard. This courtyard has parking at ground floor level with a first floor platform providing access and shared amenity space to the residential properties which overlook it.

The building footprint has been influenced by separation distances to neighbouring properties and site boundaries and the required vehicular access.

The gross external floor area of buildings forming Phase I of the development is 11,865m² sitting within the 1830m² curtilage of the development site associated with Phase I. The Ground Floor footprint occupies 991m² within the site boundaries, plus car parking.

The proposed parking provision consists of 16 spaces including 1 dedicated disabled bay. Sheffield stands will be provided within the secure undercroft car park at a rate of 1 stand per apartment.

The first phase of the development comprises the following accommodation:

Unit type	Area (approx.)	Quantity
Commercial	634m ²	Split Between 3 Units on the site
1 Bed Apartment	45m ²	68
2 Bed Apartment	65m ²	54
2 Bed Penthouse	78m ²	8
3 Bed Penthouse	100m ²	4
Total Residential Units		134

4.0 Layout

4.1 Site Context

The proposed mixed use development is located in the Pump fields area of the city centre just to the north of Leeds St. The site is currently designated for light industrial use. Notwithstanding the employment designation of this site, it is accepted that the Council's latest regeneration strategy for this Pump fields area is for a more mixed-use high-quality environment to support an expanding Commercial Business District. Furthermore, this prominent location on Vauxhall Road is deserving of a building of a higher design quality and appearance. Therefore the proposed residential development with ground floor commercial uses can be supported in principle. The site is a stone's throw away from Liverpool City centre with all of its associated amenities, shops and transport infrastructure. Its ideally situated together with adjacent sites to form a sustainable and natural extension of the City centre northwards towards the Kingsway Tunnel.

4.2 Site Boundaries

North

The Northern boundary is formed by Paul St.

East

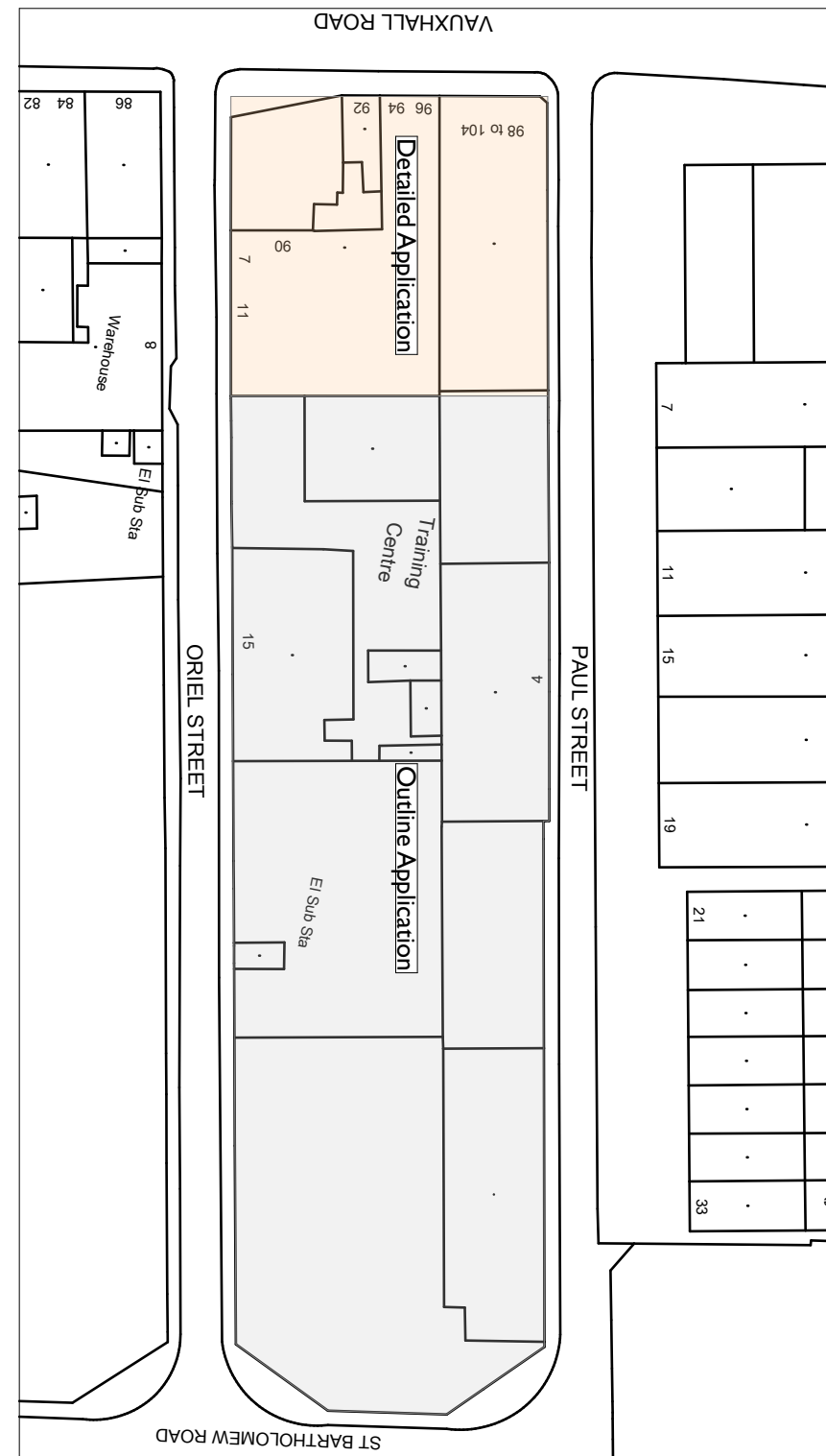
The Eastern boundary is formed by St Bartholomew Rd

South

The Southern boundary is formed by Oriel St

West

The Western boundary is formed by Vauxhall Rd



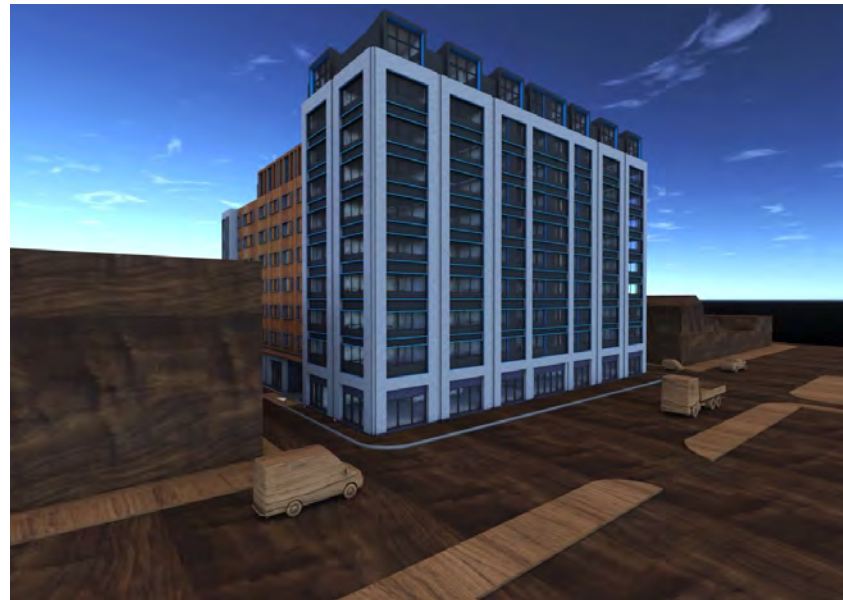
4.3 Constraints

The major constraints on the site are:

- Resolving the conflicting needs to develop the site as a coherent whole whilst taking reference from historical industrial context with a modern interpretation.
- Creating a sense of identity between each of the phases whilst maintaining a common architectural language.
- Resolving the conflicting needs for referencing the existing narrow plot widths and reinforcement of the previous vertical rhythm along Vauxhall road, with the aspiration for a statement building.
- Creating spatial links and interest within the internal courtyard whilst maintaining daylighting levels, and avoiding an institutional feel to the amenity space.
- Separation distances within the development.
- Separation distances between residential properties on Paul St and the proposed units looking onto them in terms of location and habitable rooms / glazing
- Segregation of walkways to prevent unrestricted movement across the entire development, thereby maintaining an appropriate level of ownership and social policing to each respective phase.
- Restricted access from Paul St & Oriel St
- Restriction of on road parking in the local area
- Separation of public/semi private/private realm, whilst maintaining the principles of natural surveillance and designing out crime
- Creating vehicular/pedestrian access/movement into and within the site



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4.4 Proposed Site Arrangement

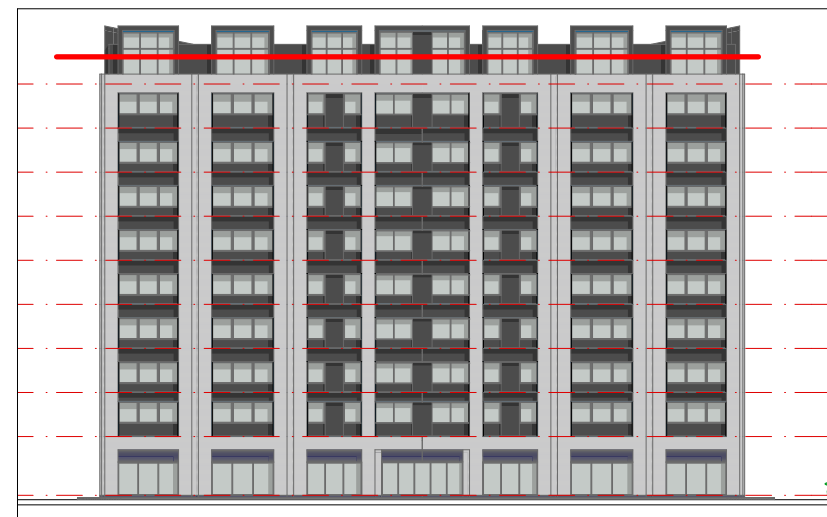
The current design proposals resolve all of these major constraint:

- The conflicting needs to develop the site as a coherent whole whilst taking reference from the historic industrial context has been achieved through a number of different means: first of all the mass of the building has been broken down in both horizontal and vertical planes, the final proposals are comprised of a plinth level at ground floor; with the main body of the building above being divided into clearly defined vertical volumes with further vertical articulation achieved through fenestration. The top floors of the building are then set back from the main elevations and give formal reference to the industrial aesthetic. Tectonically the building has been composed using materials which don't look out of place in its current surroundings. The primary material is to be brick, dark in colour for the ground floor with a lighter variety above.

Window surrounds; balconies; railings; and other articulation are to be in galvanised steel.

Above ground level along Paul St & Oriel St, along with the top storey along Vauxhall Rd it is proposed to use Corten Steel cladding to give a hard wearing pre-weathered finish from the outset and a more direct reference to the Industrial history of the site. Along the secondary elevations of Paul St & Oriel St, its proposed that the top floor be set back and given a profiled roof to allow good top light to the penthouses and further reference to the site's historic role within the city.

- A sense of identity has been created between each of the phases by varying the volume of the building, and finish colour between the phases. It's proposed that whilst the first phase will be finished in Corten above ground, further phases may use the same setting out and system albeit with a different finish to the actual panels. Doing this whilst maintaining the same detailing, and brickwork should achieve the desired effect quite convincingly whilst maintaining a common architectural language throughout.
- Through successive iteration of the design we feel the current proposal gives sufficient weight to its overall form to make an architectural statement along Vauxhall road whilst subtly referencing the narrow plot widths of the existing urban fabric by breaking the mass down into a number of bays, and adding further vertical articulation through sensitive fenestration, and the detailing of brickwork.



Vauxhall Rd Elevation



Oriel St Elevation





- When designing the internal courtyard care was required to allow light to penetrate deep into the space whilst allowing access to all of the apartments. This has been achieved by setting the top floors to either side of the central space back from the edge, and raising the shared amenity space to first floor level. White cladding is proposed to the internal surfaces of the courtyard to maximise diffused reflected light, whilst balustrading and balcony edges have been proposed in order to soften the edges of the space and remove any institutional references in terms of design. Creating spatial links and interest within the internal courtyard whilst maintaining daylighting levels, and avoiding an institutional feel to the amenity space.

- Separation distances within the development have been maintained throughout the development at 18m as a minimum to the internal courtyard which is reasonable for a development of this type.

- Whilst the interface distances to the existing residential properties on the other side of Paul St are somewhat less than the 18m above, every care has been taken to ensure that at no point do any primary habitable rooms look directly into one another.

- In order to provide segregation of walkways and prevent unrestricted movement across the entire development, it is proposed to restrict access to the upper walkways to only those with apartments in the relevant section through the use of a fobbed entry system throughout the development, thereby maintaining an appropriate level of ownership and social policing to each respective phase.

- Restricted vehicular access from Paul St & Oriel St has been addressed by proposing that the car park is only accessed in via Paul St and exited via Oriel St.



AI Planning Section

- Restricted on road parking in the area is, we feel, a non-issue in respect of this development. It is located within walking distance of the city centre, and all of its associated public transport connections to both the local area, national and – via John Lennon Airport – international destinations. Parking provision under both national and local plans has been seen as a maximum rather than a minimum standard, and we are of the view that this development should seek to discourage car ownership to some extent. To that end we are proposing extensive cycle storage within the secured car park for use by residents and are consulting on the installation of City bike stands during the later phases. We are obviously not naive to the need for cars, and we will be providing a limited number of parking spaces, however it is envisaged that these may be subject to feasibility – be for electric vehicles only which could form part of a building wide car sharing scheme operated by the building management company.
- Separation of public/semi private/private realm, will be generally controlled using a fob access system, which will allow access to the shared amenity space to all residents, but restrict access to apartment entrance terraces to those with flats on each deck. This will allow us to maintain the principles of natural surveillance. Secured by Design principles have been incorporated into the scheme, although it is not envisaged that the police will be consulted on the development to achieve certification under this scheme.



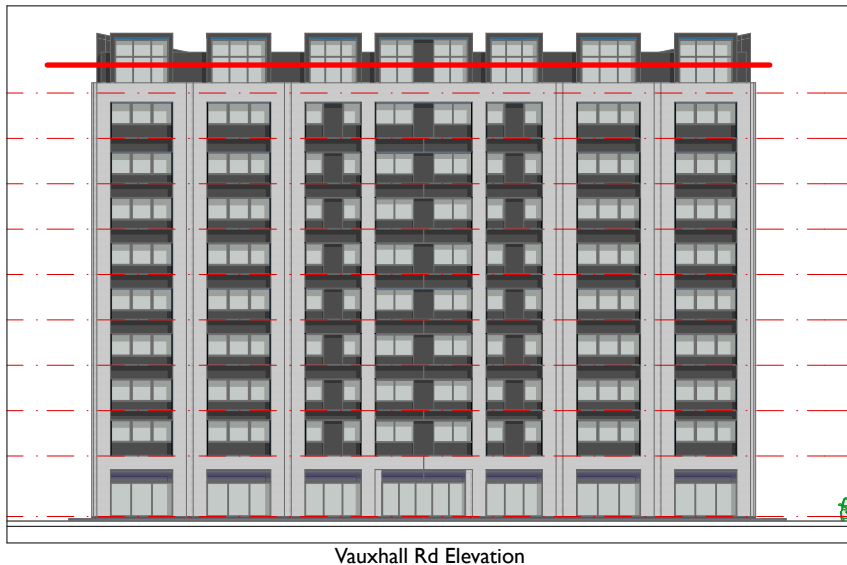
5.0 Scale

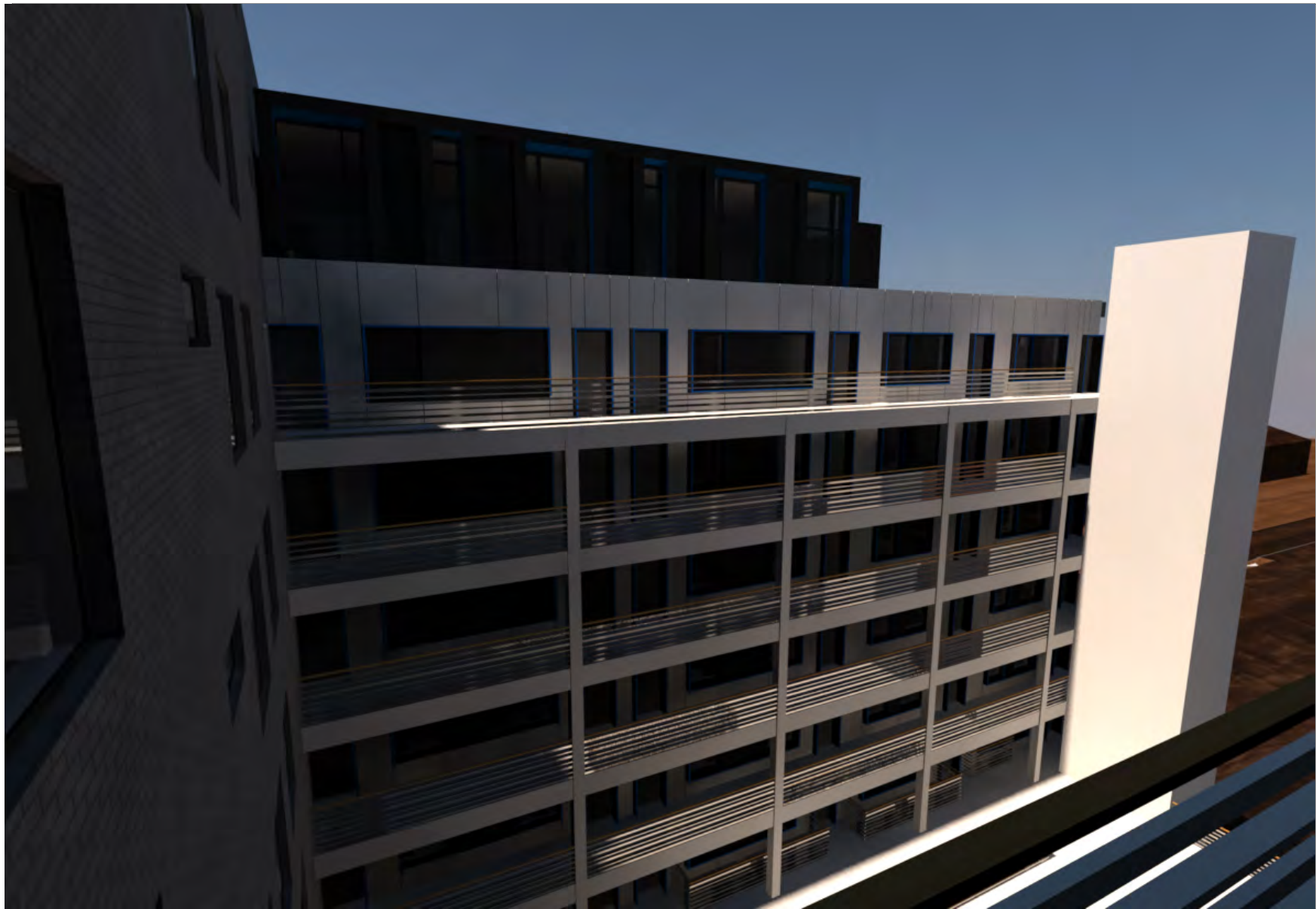
The proposed apartment block has a gross footprint of 991m² which sits comfortably within the development site area of 1830m².

Overall dimensions of the phase I block are approximately 41m x 43m and a height of 32m (10 storey, 9 above ground) along Vauxhall Rd reducing to 29m (9 storey, 8 above ground) along Oriel Street and 8 storey 26m on Paul Street, [7 above ground]

The block is designed with the top floors set back to reduce the scale of the block and respond better to its urban setting and give formal reference to the historic industrial context. The scale of the building has been broken down further in both horizontal and vertical planes. The final proposals are comprised of a plinth level at ground floor, with the main body of the building above being divided into clearly defined vertical volumes with further vertical articulation achieved through fenestration.

Scale of the block is further reduced with a number of reveals to the main elevation to give the feel of a terrace. Industrial modular materials of brick and steel (galvanised and pre-weathered) are also employed to ensure the building sits comfortably in its environment.



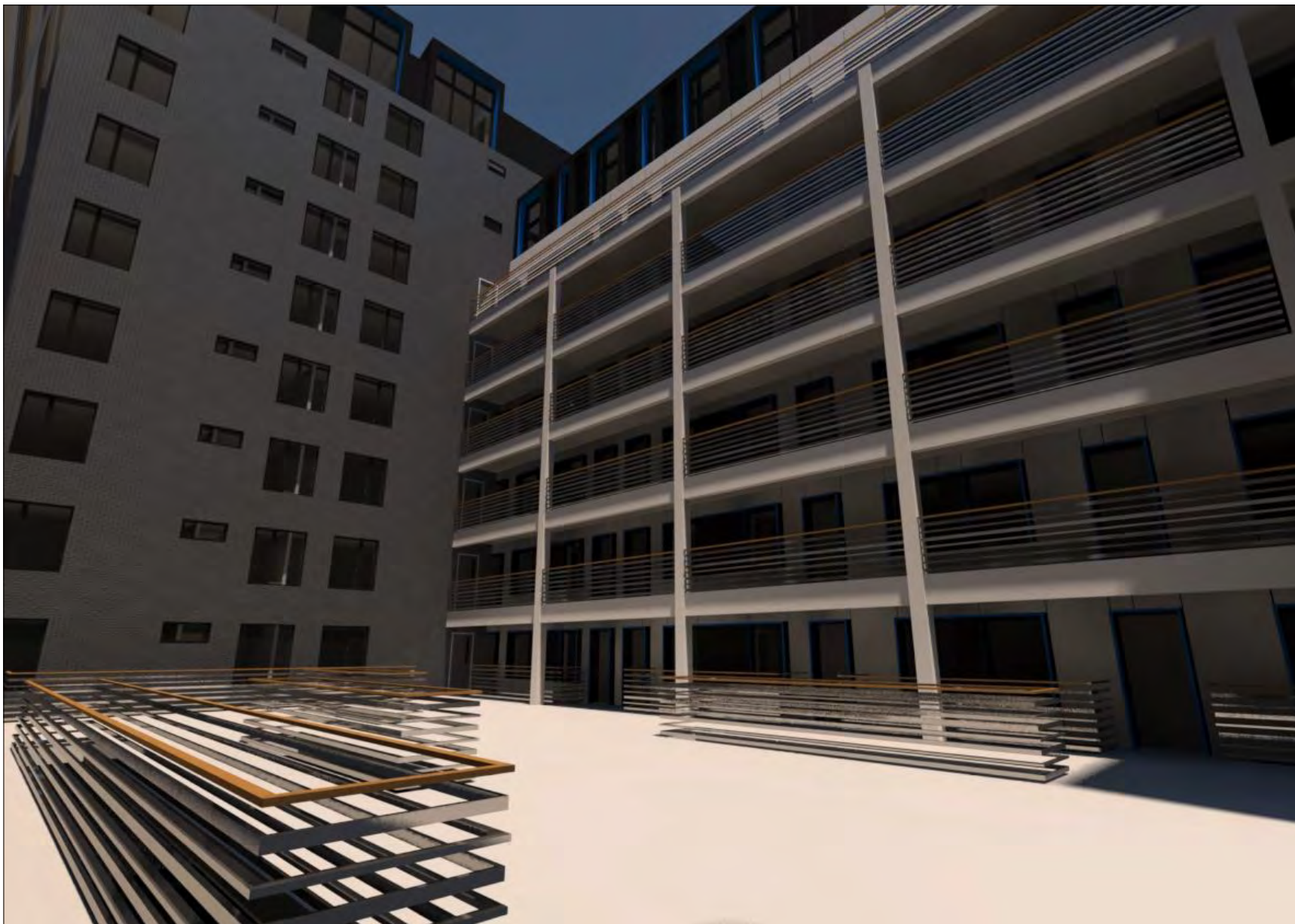


6.1 Surface Treatment and Planting

The landscape plan has evolved with the development of the general site arrangement to compliment the proposed building with related circulation, quality of finishes and aspect.

The design addresses key design principles:

- Provision for vehicular and pedestrian access
- Responds to topography and related features
- Consideration given to shaded location.
- Consideration given to maintenance and sustainability
- Good circulation for all users
- Sufficient amenity / garden space for residents



6.2 Drainage Strategy

As part of the landscape design for the scheme, permeable tarmac and block paving surfaces are proposed to prevent surface water run-off onto the existing highway and sewer system. A final detailed scheme is to be developed for Building Regulation submission that will aim to achieve

- The requirements of the Lead Local Flood Authority (LLFA)
- A surface drainage hierarchy to satisfy Part H of the Building Regulations before considering surface water discharge to the public sewer
- With reference to DEFRA's Non Statutory Technical Standards for Sustainable Drainage Systems final design proposals discharge rates should not exceed current rates from the existing site.

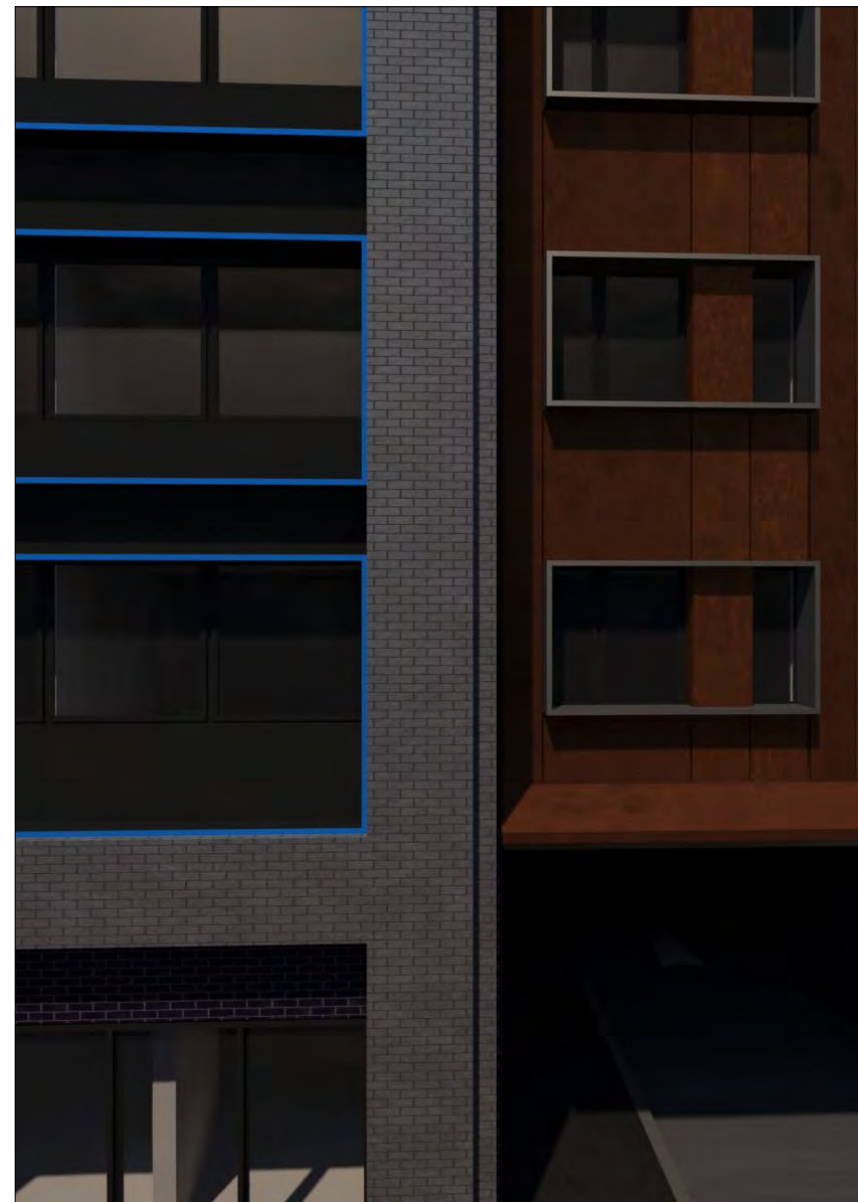
1.0 Appearance

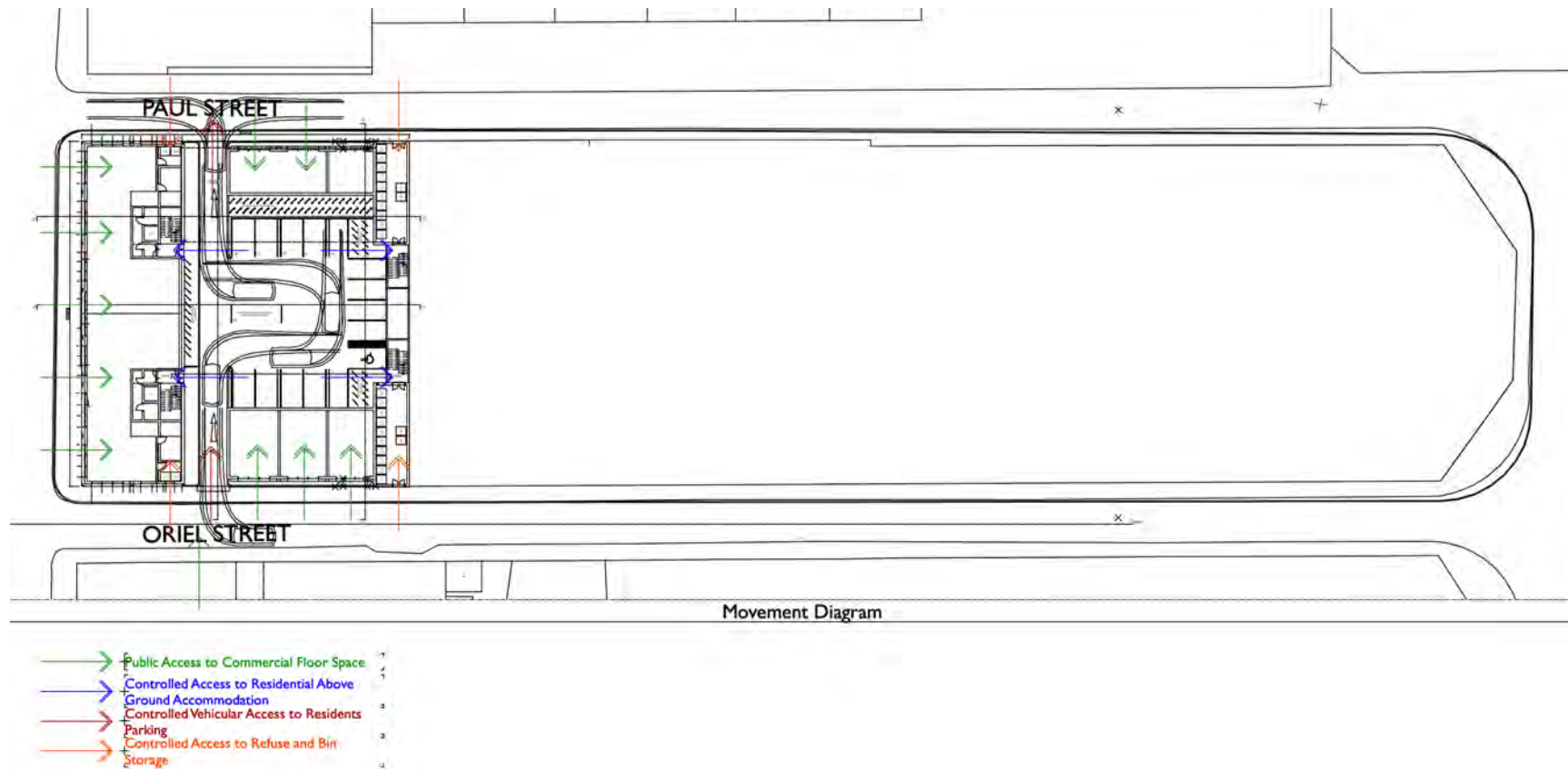
The design team and client agree that the new building and surrounding landscape should have a positive visual impact on all residents and visitors who approach the site. The client is keen that the building should be aesthetically pleasing and have a contemporary feel while responding to the context of the local area.

The current design aims to satisfy these aims with a restricted palette of materials to the new build to maintain simplicity, visual understanding and its contemporary nature. Ultimately, whilst remaining sympathetic to the surrounding area the aim is to maintain the building's own identity.

The facades are constructed in dark and light brickwork to maintain the language of the surrounding area whilst giving a contemporary feel to the block. This has been supplemented along the subsidiary elevations with Pre-weathered steel. All of these finishes are necessarily low maintenance and should retain their appearance over time.

The proposed building provides a quality design to the area that provides an impressive response to site and brief. We have purposely used a simple and subtle architectural style to create a building that will be familiar, coherent and comfortable to all who reside there and visit it.





8.0 Access

8.1 Pedestrian and Cycle Access

Pedestrian and cycle access is provided from the two circulation cores off Paul St & Oriel St. Cycle access is via the entry road which is of sufficient width to allow safe movement. Sheffield stands are provided within the secured parking area to encourage the use of cycles by residents. External lighting will be provided to allow safe access throughout the year.

8.2 Public Transport

Additionally, the site is located within 15 mins walk of Liverpool Lime St Station with links to the rest of the UK. Bus services run along Vauxhall Road, Leeds Street, and Scotland Rd into Liverpool City Centre, which has further links to Liverpool John Lennon International Airport. The nearest bus stops are just a short walk away. The development site is also within walking distance of Moorfields Station – part of the Merseyrail network with links across the northwest.

8.3 Vehicular Access

Vehicular access is provided on an in-out basis through the use of controlled and motorised gates. It is proposed that the car park will be entered via Paul St and exited via Oriel St but we are happy to take advice on this from Highways in terms of their overall strategy for the area. The road provides access to all parking areas as well as to the cycle stands. The road also provides good access for emergency vehicles to the perimeter of the building.

A raised surface area is provided to the north of the apartment block to reduce the speed of vehicles in this area to ensure safe movement of vehicles in this area as well as persons using the entrance into the block.

We will be providing a limited number of parking spaces (16 incl 1 dedicated accessible space). Whilst it is envisaged that these will be assigned to the 12 penthouses and the 4 remaining spaces provided on a first come first served basis.

Design consideration has been given to the use of permeable surfaces as part of a sustainable drainage strategy.

8.4 Access Within and Around the Building

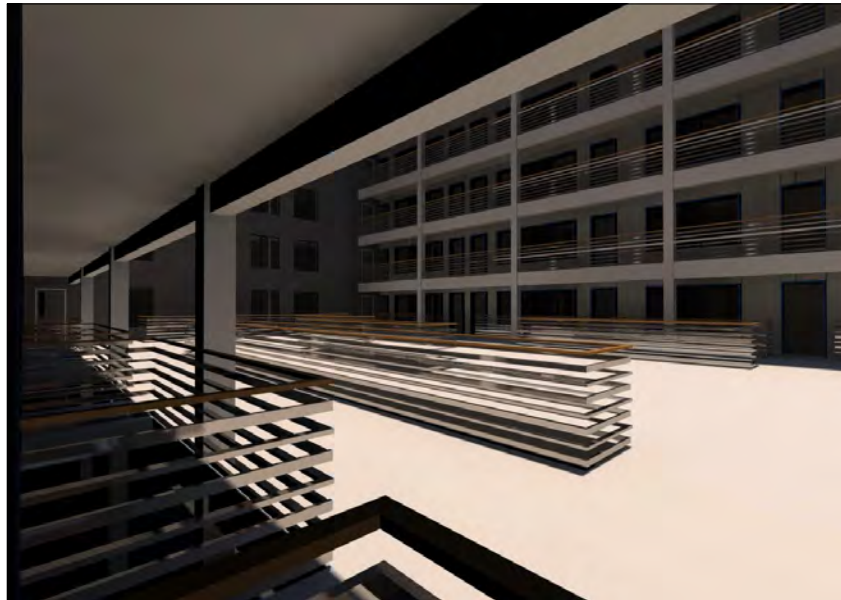
The Equality Act 2010 requires reasonable provision be made to enable services to be provided to all users regardless of ability. BS8300:2001 Design Guidance has been consulted widely in the production of these design proposals.

All approaches around the site and into the building will provide level access. All routes will be firm and level underfoot. Clear minimum widths will prevail to maintain access. Obstructions such as steps, kerbs, lighting columns, signposts etc along routes will be suitably highlighted with either contrasting colours or tactile hazard warnings to the surrounding ground to help direct users safely.

Signage will be installed to further highlight parking arrangements for residents and visitors.

Generally, no slopes to external surfaces will exceed 1 in 25.

Generally, all doors at ground floor are to have a minimum leaf width of 926mm. All double doors should have an effective clear opening width of 1616mm. Double doors have been avoided where possible in favour of single doors. Door sets are only provided where absolutely necessary to comply with Building Regulations, fire safety and general security. Handle sides of doors are to be at least 300mm from any other adjoining partition or obstructions to provide ease of access for anyone in a wheelchair.



The Lifetime Homes code of practice standard has been withdrawn from use by local planning authorities. Instead, the additional technical requirements that exceed the minimum standards required by Building Regulations in respect of access to new dwellings is by reference to the enhanced Approved Document M. M4(1) visitable dwellings – which is the current Part M standard; an increased standard M4(2) for accessible and adaptable dwellings; and a higher standard still, M4(3) wheelchair user dwellings.

In line with the updated standards, all apartments and communal spaces are designed to M4(2) standard, which broadly reflects the requirements of Lifetime Homes.

Apartments to the M4(2) standard make provision for most people, including wheelchair users, to approach and enter the dwelling and to access habitable rooms and sanitary facilities on the entrance storey.

This development is designed to achieve above the minimum of 5% [actual achieved 7%] of the total number of residential apartments within the development initially fitted out to Part M4(3) level (fully wheelchair adaptable/accessible).

This amounts to 9 of the proposed 134 units. These are illustrated on the floor plans provided and are set out within the principal block to Vauxhall Road on each of the 9 floors above ground level.

4D Full Schedule of Accommodation (Total)		
Unit Type	Measured Area (m2)	Quantity
1B 2P Flat		
	3,132.52	68
2B 3P Flat		
	525.36	8
2B 3P Flat Part M4(3) Compliant		
	526.80	8
2B 4P Flat		
	2,815.77	38
2B 4P Penthouse		
	632.82	8
3B 6P Penthouse		
	401.12	4
Circulation		
	963.88	12
Commercial		
	633.57	3
Parking		
	816.53	1
Plant		
	31.72	1
Platform Amenity Space		
	402.20	1
	10,882.29 m²	
Total 134		



1.0 Summary

It is hoped that this Design & Access Statement provides a thorough explanation of how the designs submitted with the Planning application have evolved.

A full history has been provided from the undertaking of initial feasibility studies, through the reasoning behind the proposed design, the establishment of the core design principles and how the proposals have been shaped both by these and the context of the site.

We have consulted with all the previously stated persons and groups and taken all their suggestions on board.

Every effort has been made to consider accessibility issues throughout the development of the proposals.

The visualisations and other graphics will hopefully help support the merits of the proposals put forward, and we look forward to working with the council throughout the course of the application consultation period in the same constructive manner as we did throughout the Pre-Application process.

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