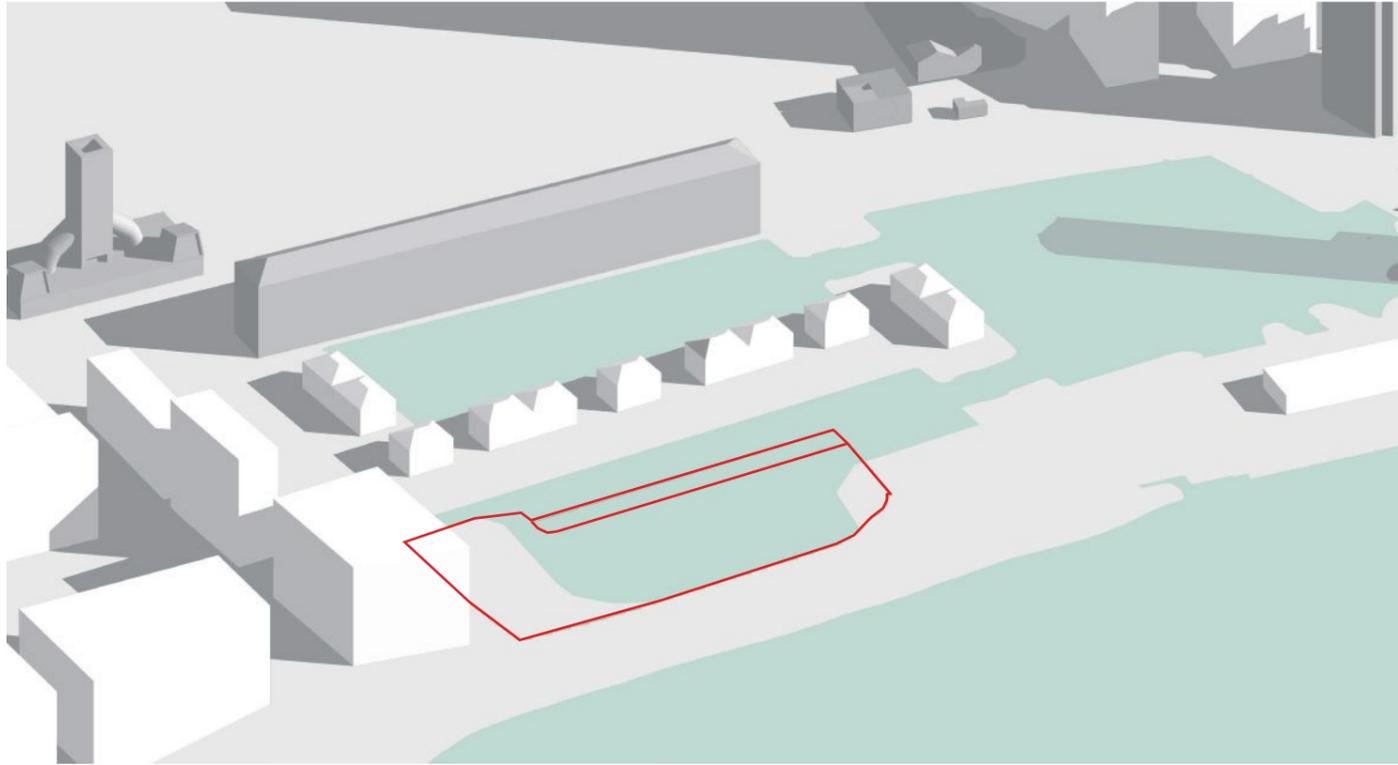
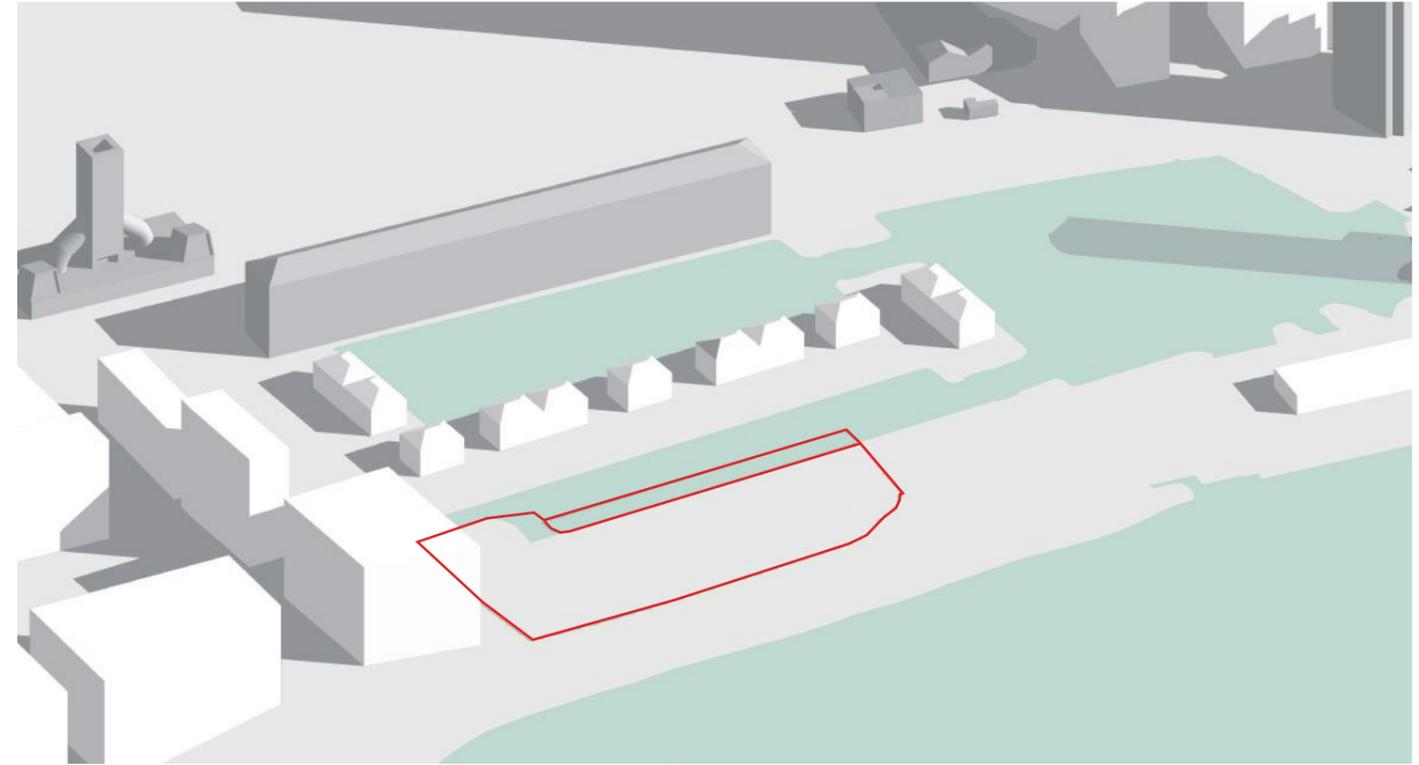


DESIGN STRATEGY

CONTEXTUAL RESPONSE



01
Existing site

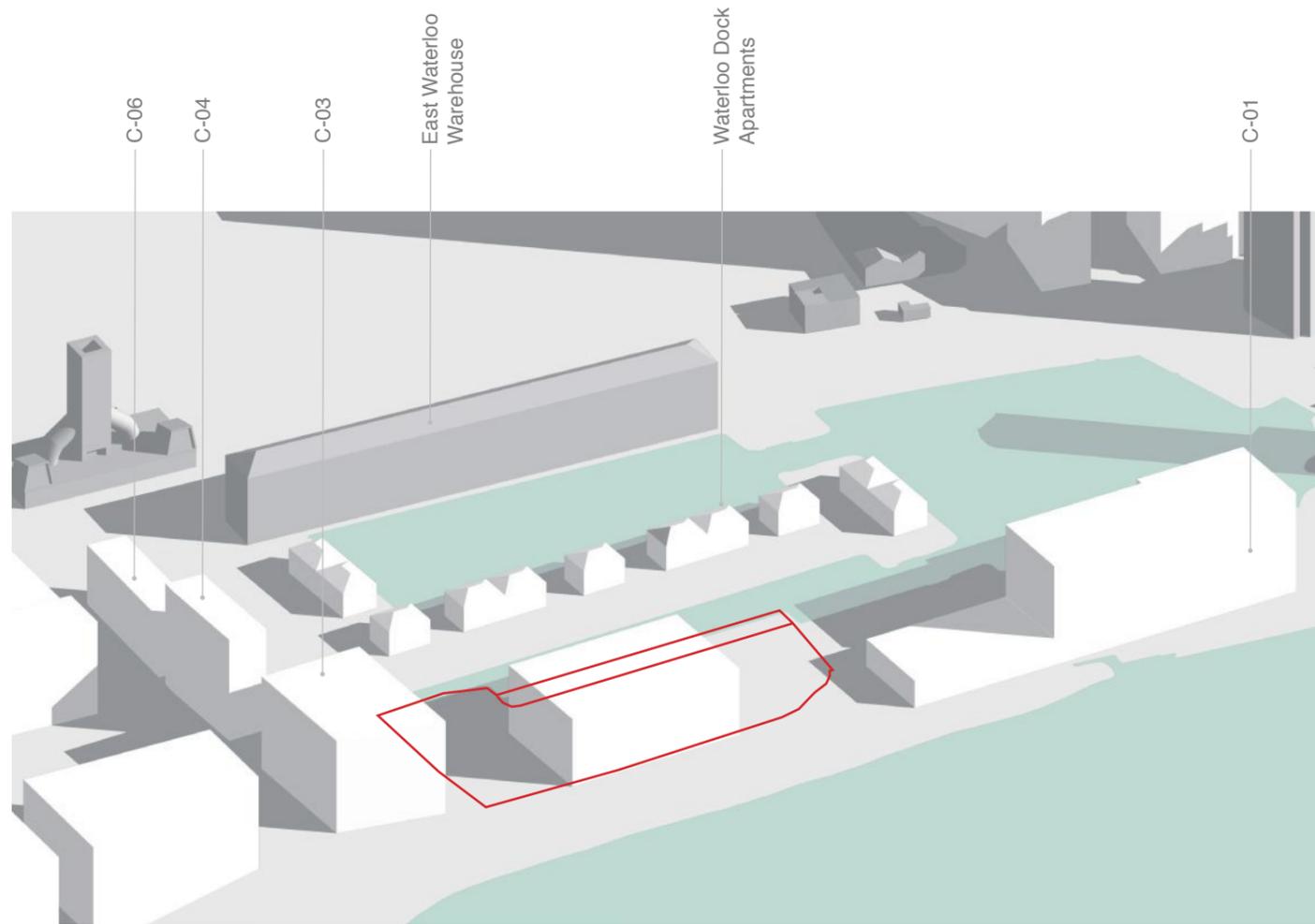


02
Partial infill of the site to approved outline masterplan

The original Liverpool Waters outline application set out a proportion of the C02 to be infilled. This development aims to maintain this amount and not exceed it.

DESIGN STRATEGY

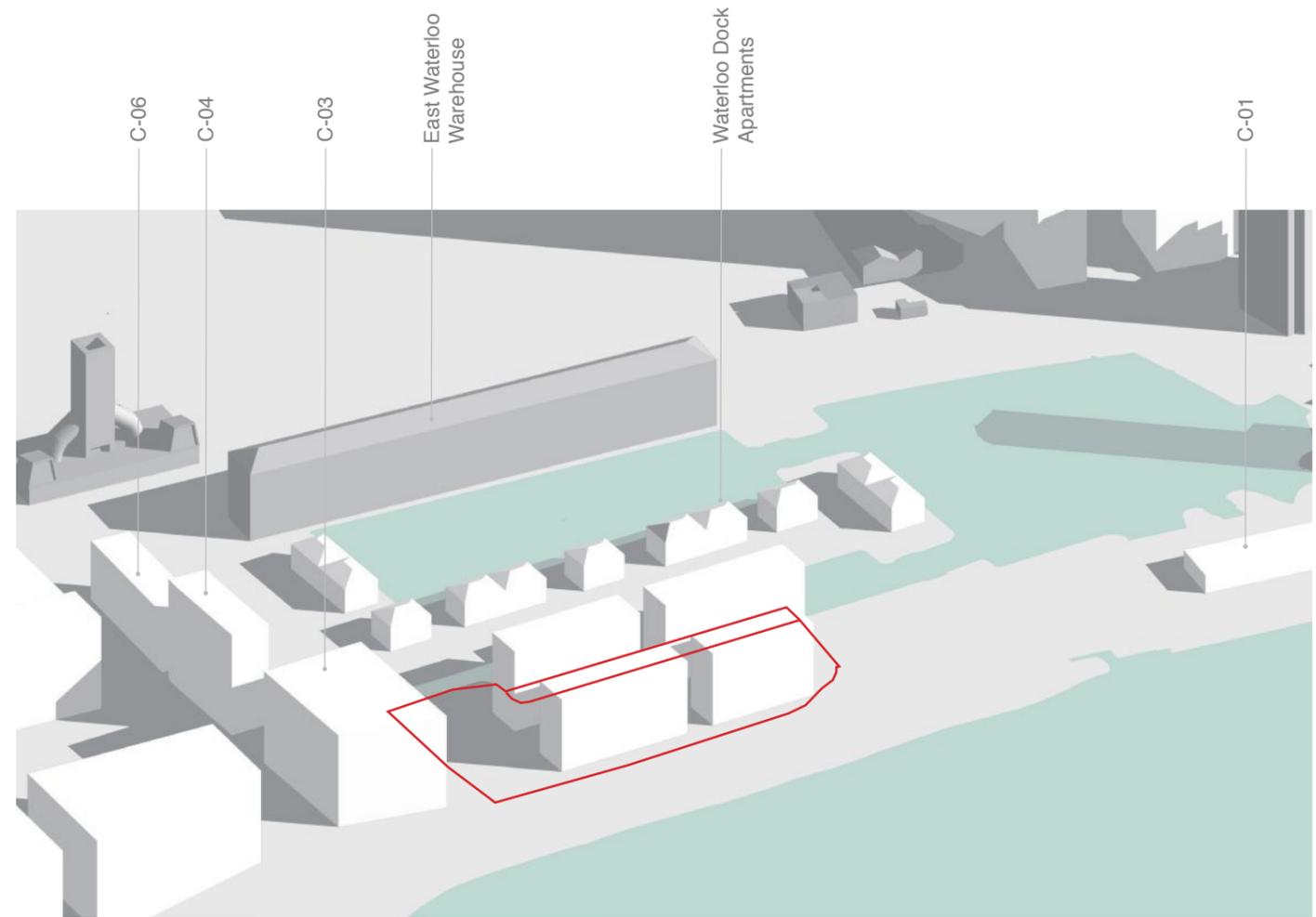
CONTEXTUAL RESPONSE



03

Outline approved massing

The original approved application was for a large commercial building and a Cruise Liner Terminal.

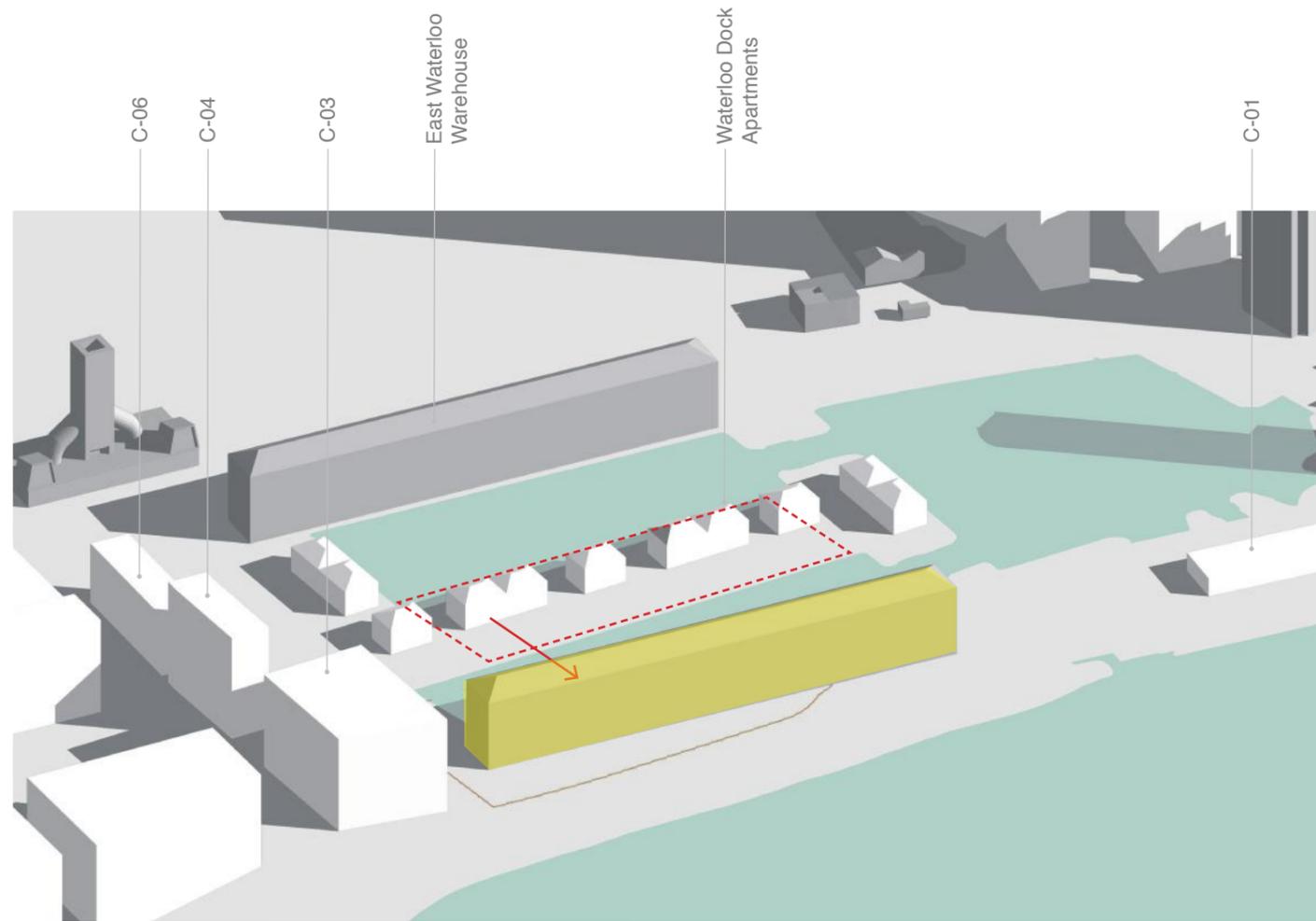


04

Proposed massing

DESIGN STRATEGY

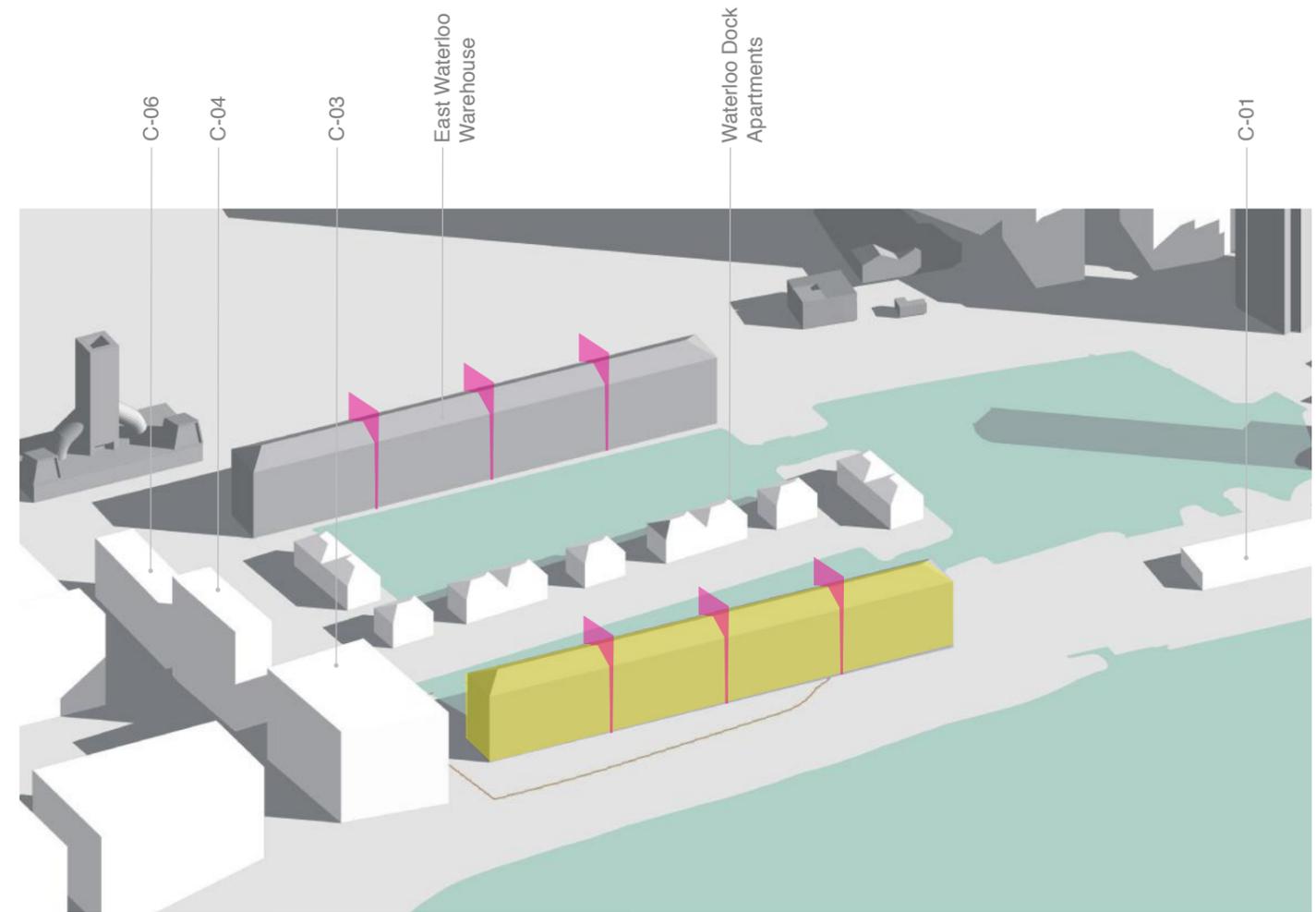
CONTEXTUAL RESPONSE



05

The historic warehouse is re-imagined on the adjacent site

Historically the Waterloo Quay consisted of two identical warehouses. This development starts its design process by re-imagining this warehouse on the C02 plot.



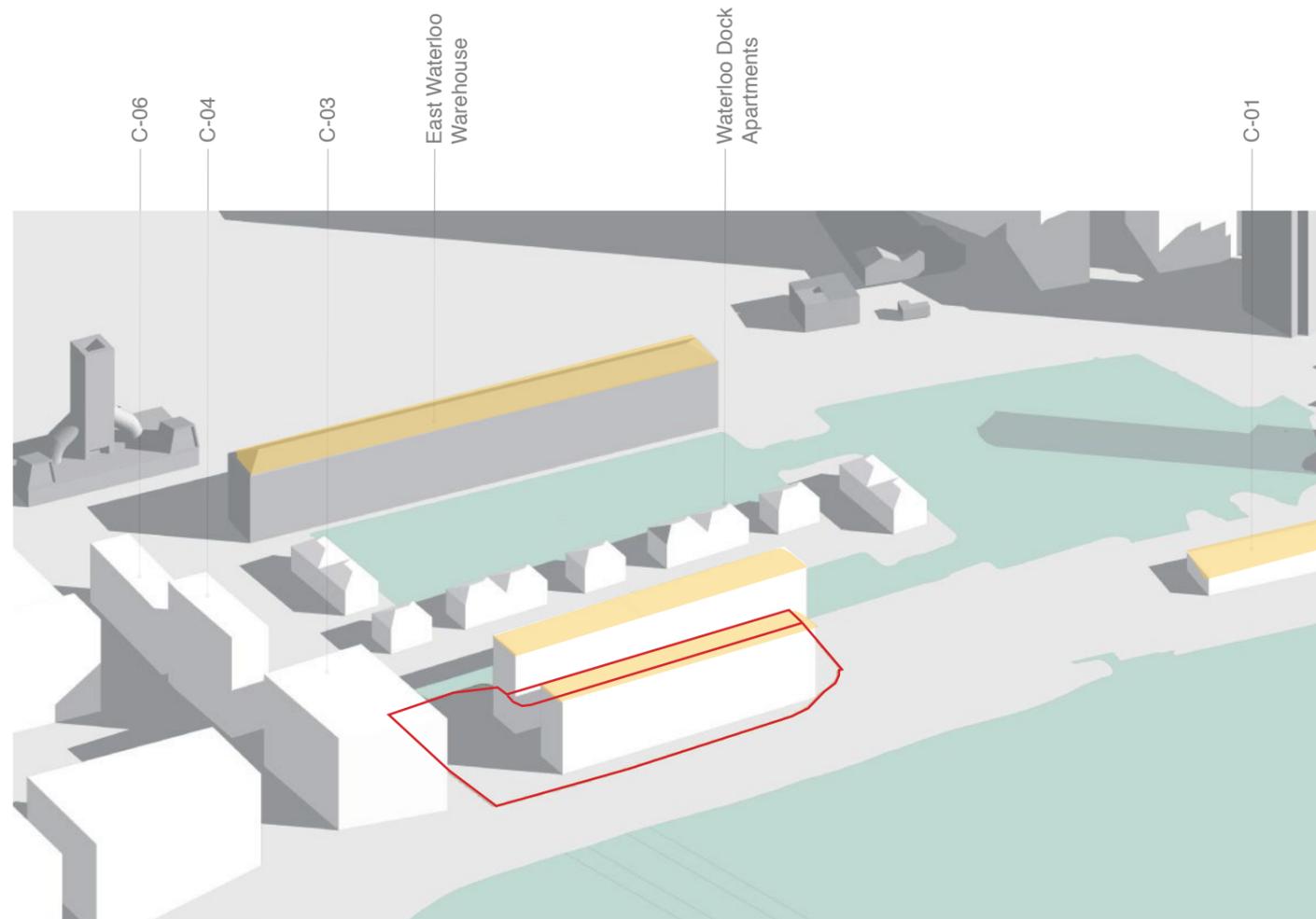
06

The warehouse is divided into bays

The Waterloo Warehouse has a clear division across its principal facade. Making use of vertical piers and larger windows.

DESIGN STRATEGY

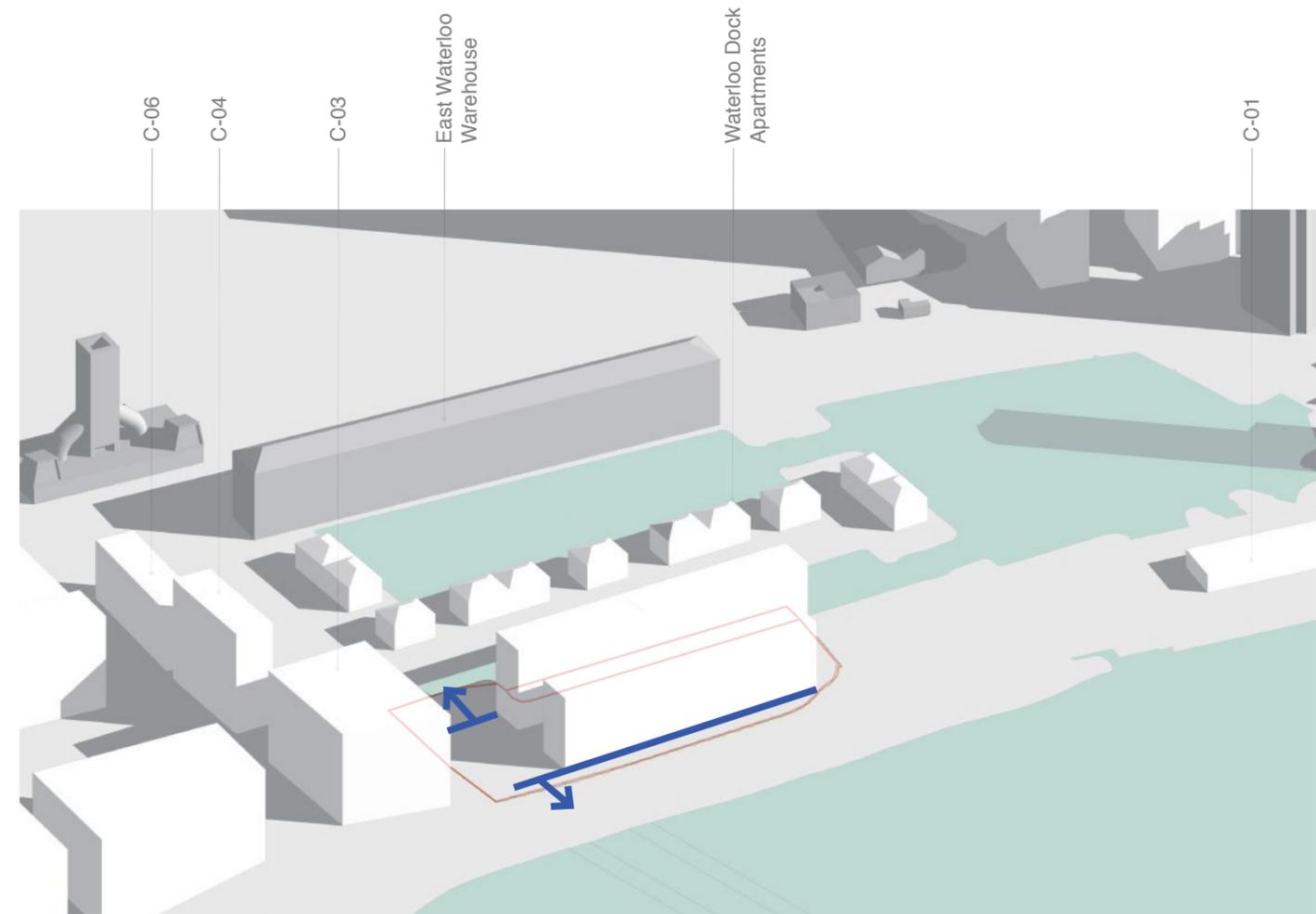
CONTEXTUAL RESPONSE



07

Reinstating horizontality

The proposals are orientated parallel to East Waterloo Warehouse to reinstate a strong sense of horizontality in roovescape, typical of the Liverpool Dock character (there is a consistent sense of horizontality along the river edge).



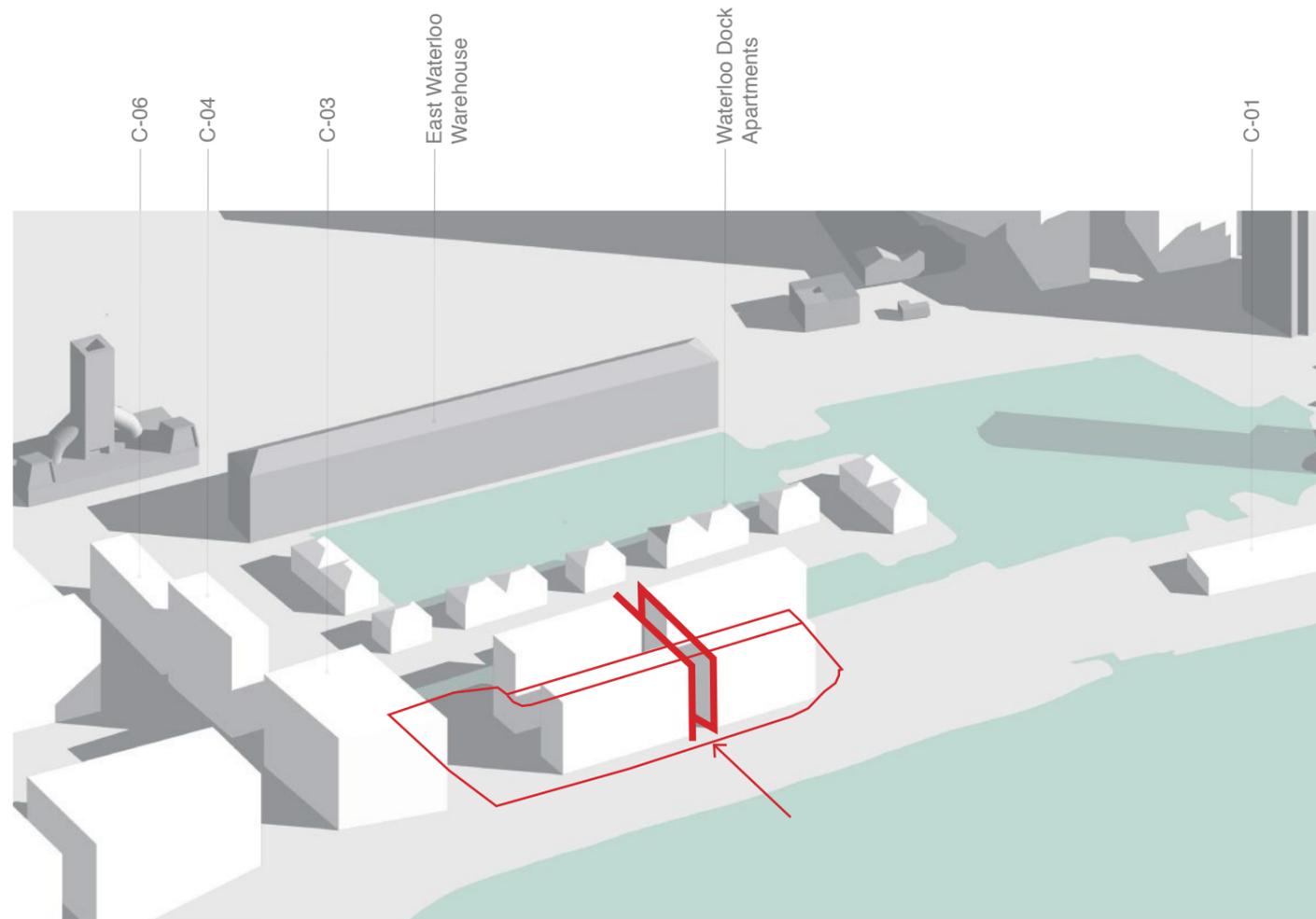
08

Aligned with canal and fronting river

An aspect that gives the docks their special character is the orientation of buildings to the water's edge. The proposals reintroduce a level of enclosure over the West Waterloo dockside which was and is typical of the character and appearance of Liverpool's historic docks.

DESIGN STRATEGY

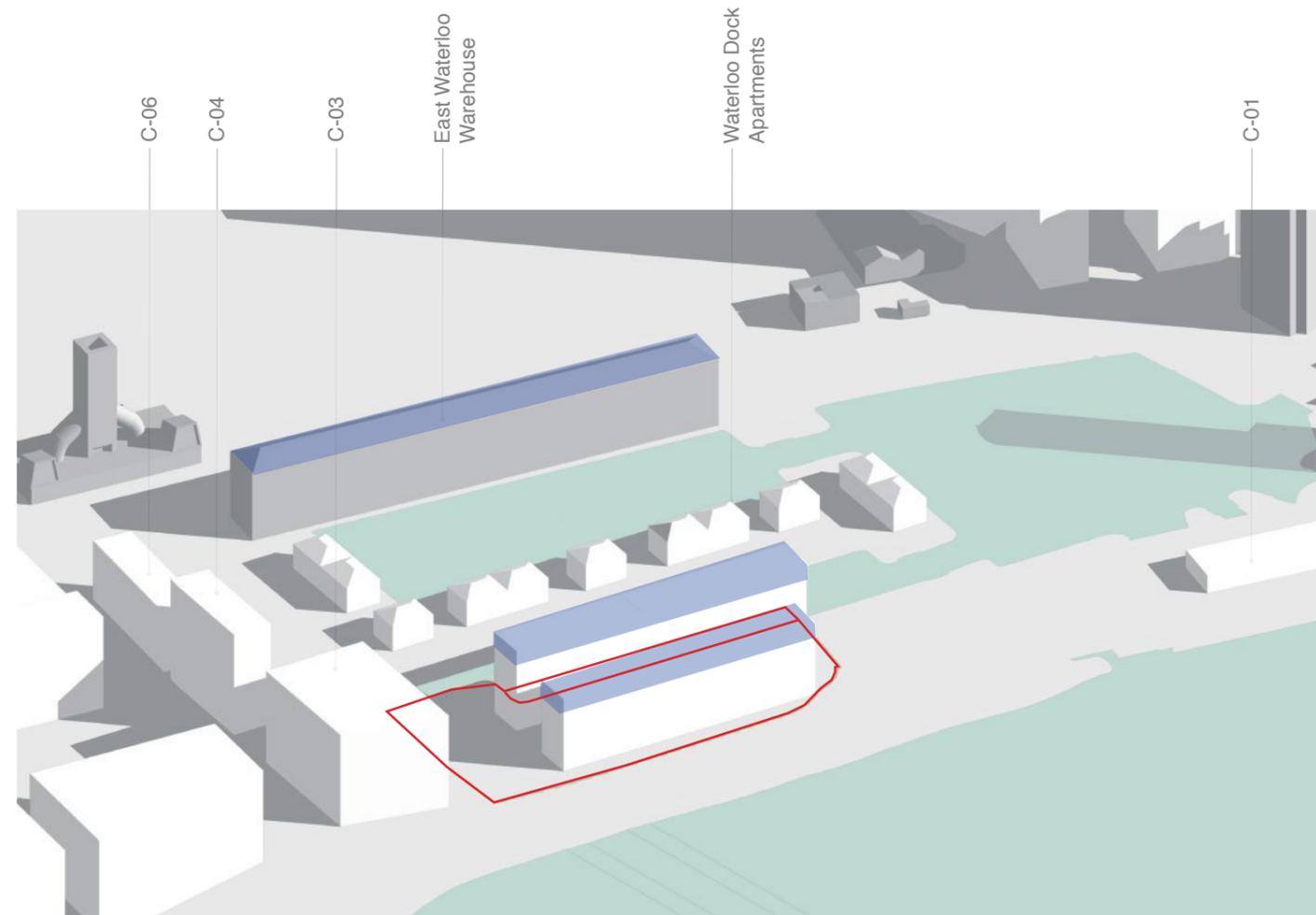
CONTEXTUAL RESPONSE



09

Connecting to the River Mersey

A pedestrian cut-through is proposed to connect the main pedestrian route (outlined in the Liverpool Waters Parameter Plan) to the river mersey. Whilst the buildings should be linear in form to reference the warehouse vernacular and therefore enhance the setting of the Waterloo Warehouse, retaining glimpses of the Warehouse from the river is also key.



10

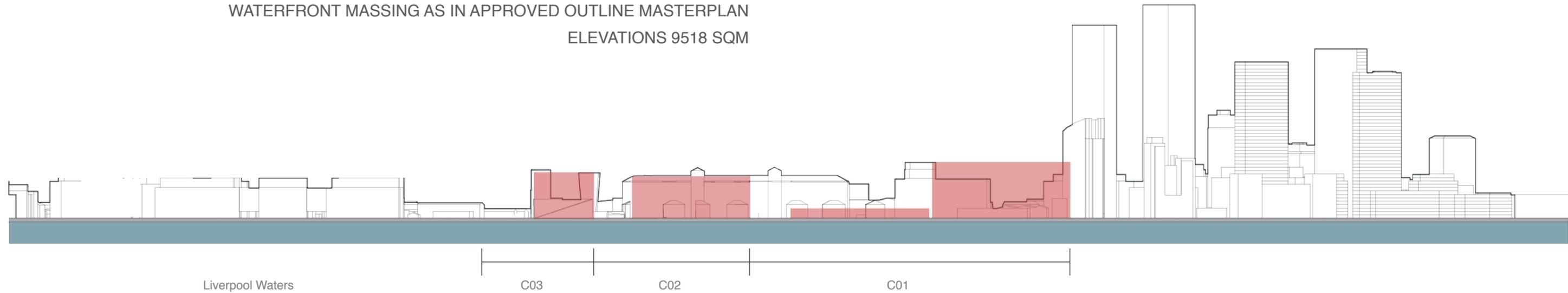
Roof profile

Lightweight roof to rear blocks to reflect the Waterloo Warehouse.

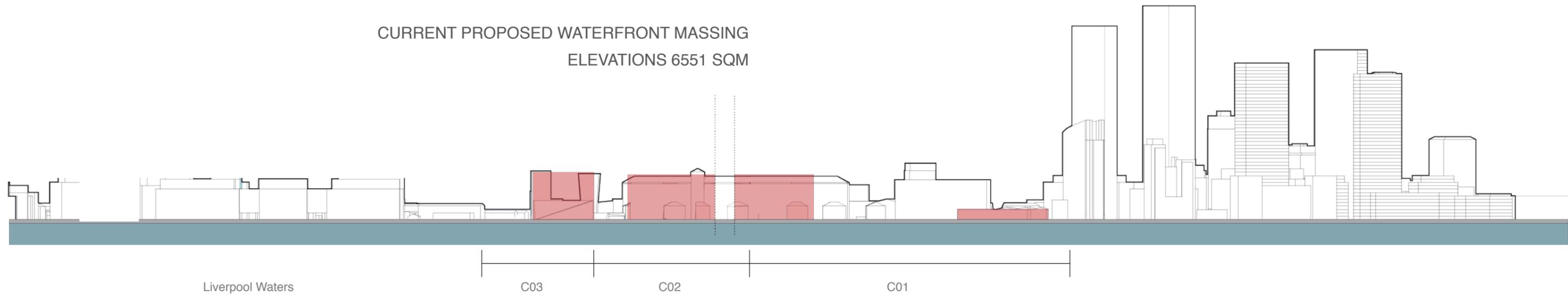
DESIGN STRATEGY

APPROVED OUTLINE MASSING RE-CONFIGURED

WATERFRONT MASSING AS IN APPROVED OUTLINE MASTERPLAN
ELEVATIONS 9518 SQM



CURRENT PROPOSED WATERFRONT MASSING
ELEVATIONS 6551 SQM



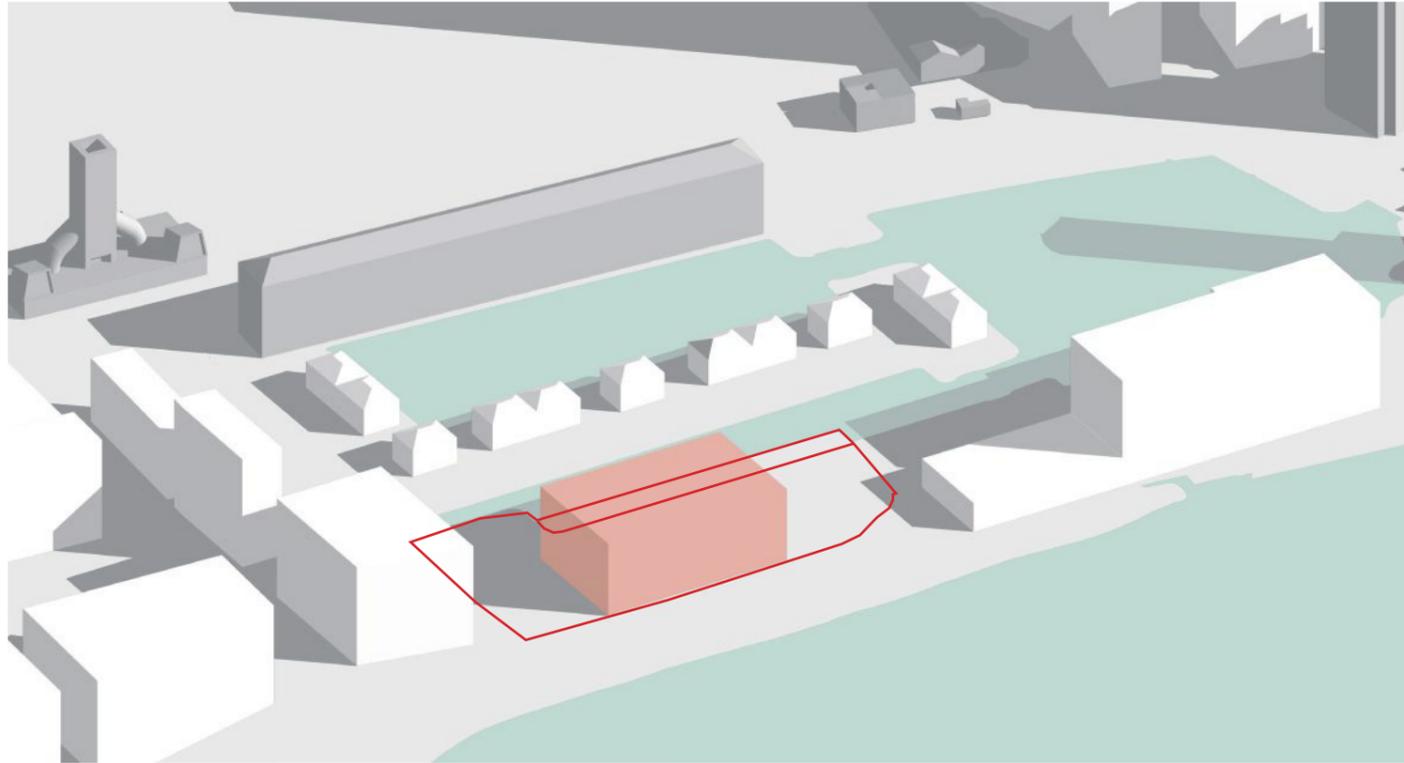
The above diagrams illustrate how the original massing of the Liverpool Waters Master plan has been re-formulated to accommodate the new development proposed for the site.

A commercial building, Cruise Liner Terminal and a hotel were proposed for plots C01 & C02, and cultural building for C03.

The proposed waterfront massing shows an overall reduced massing compared to the approved waterfront when considered in combination with C01.

DESIGN STRATEGY

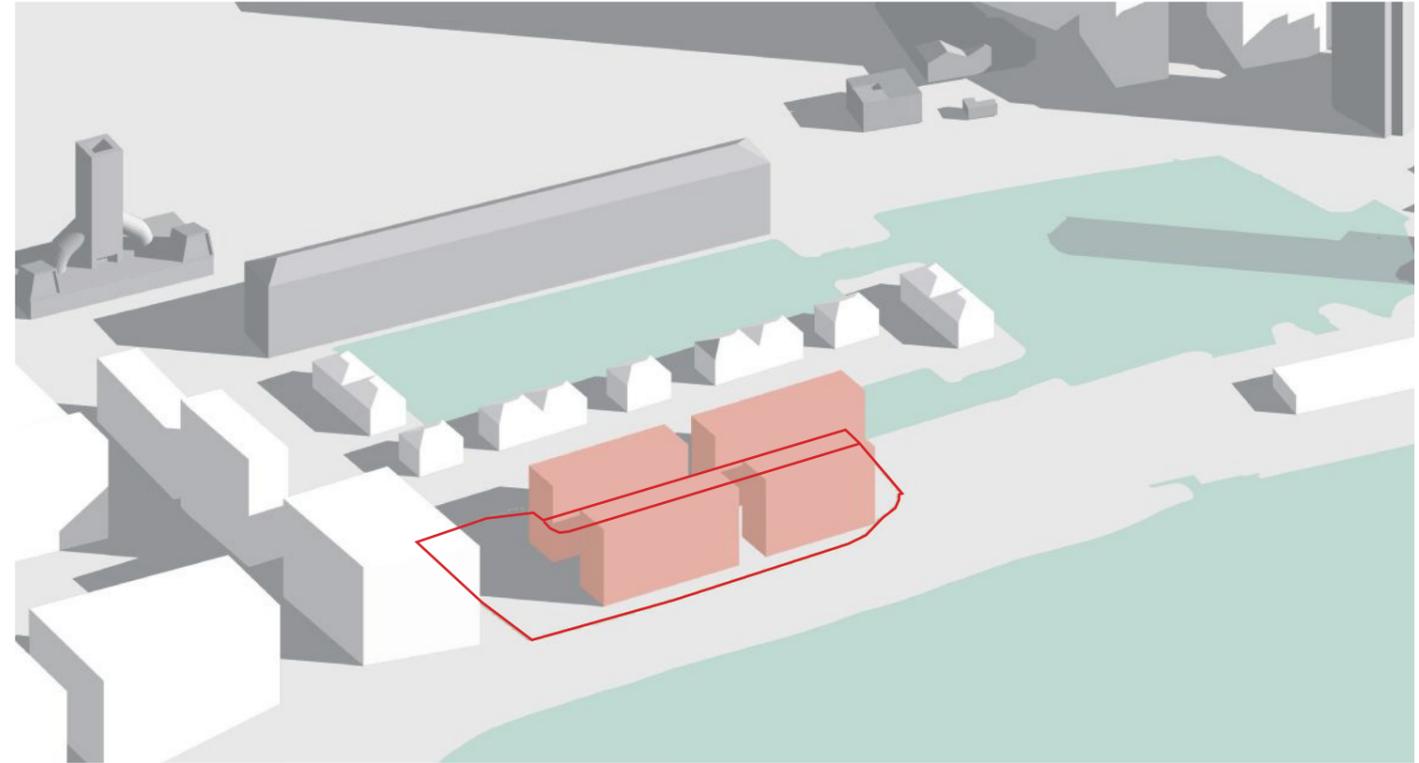
APPROVED OUTLINE MASSING RE-CONFIGURED



34,193 m²

GIA as per approved outline masterplan

The GIA approximated from the massing outlined in the approved LW parameter plan is 34,193 m². In a single block, this massing would be unsuitable for residential use.



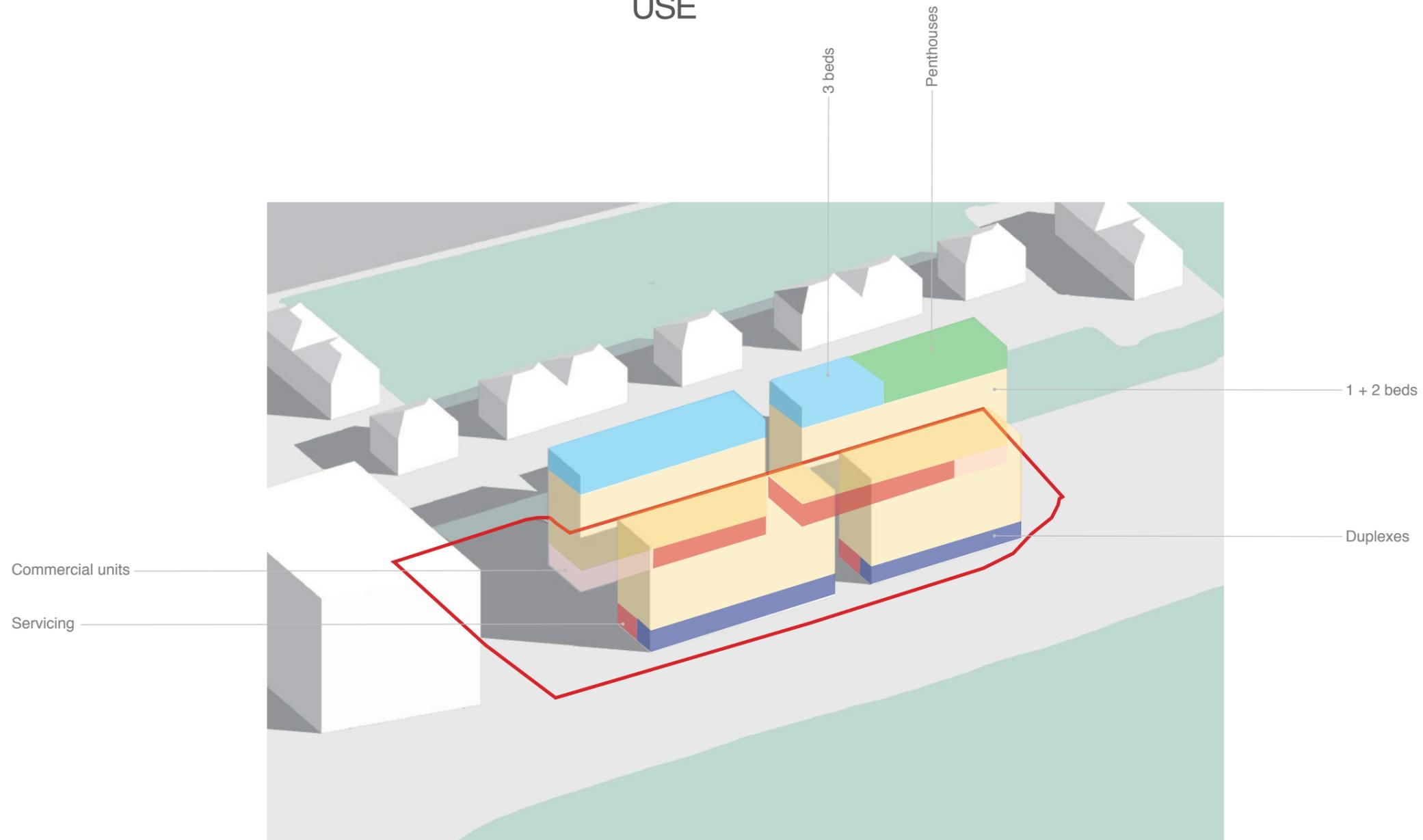
32,834 m²

Proposed reduced GIA

Dividing the mass into 4 separate blocks creates a shallower floor plan to allow natural light into all residential units. It also increases the amount of street frontage which can be activated at ground level to improve the public realm. Although the GIA is reduced, the form becomes more suitable for residential use.

DESIGN STRATEGY

USE



The development has taken a new approach to regeneration development in an ever changing environment.

In order to cater for a variety of different demographics and market needs, the building footprint is designed on a modular system.

A base module was created using a structural grid and comfortable living spaces. From this a one bed consists of two units, and two bed of three, and a three bed of four units.

This allows flexibility within the development to up-scale the dwellings and change the development mix without structural problems. Because the elevation has taken its inspiration from the warehouse, it means that it has a rational rigor to it aswell. This lends itself to a module style apartment system.

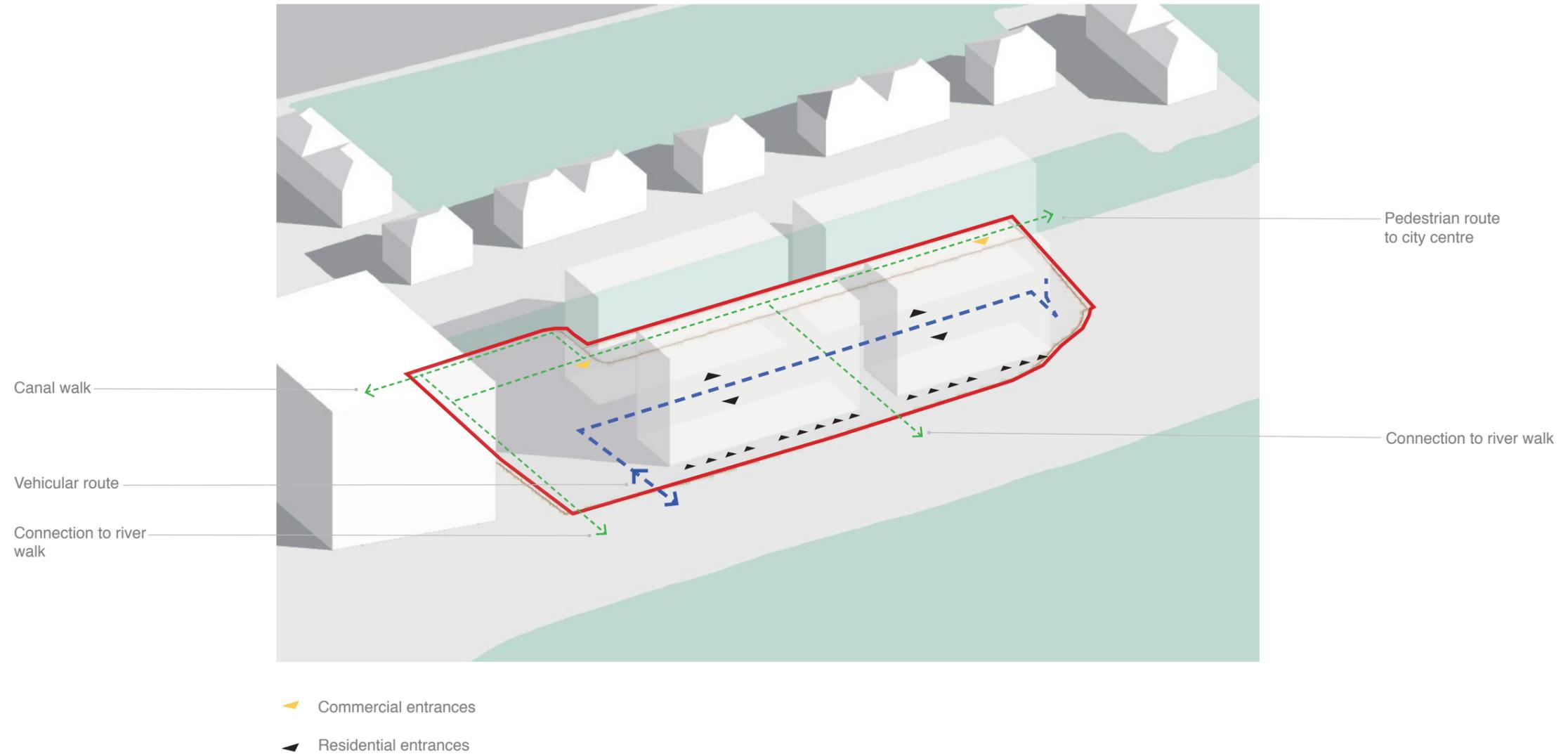
DESIGN STRATEGY

LANDSCAPING



DESIGN STRATEGY

VEHICULAR AND PEDESTRIAN ACCESS



DESIGN STRATEGY

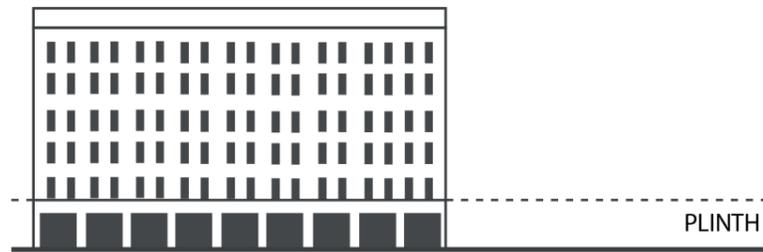
CREATING URBAN FRAMEWORK

WAREHOUSE

A new form of urban block is proposed that draws inspiration from the warehouses in the area. This urban block has voids cut through to provide landscape walkways and pedestrianised site entrances and to appropriate volumes creating spaces between the buildings.

A new house type is offered that is a new take on the typical mill conversion

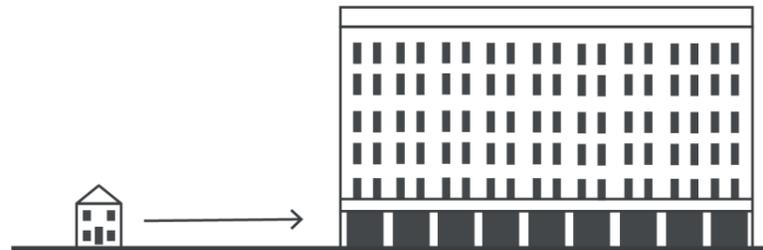
WAREHOUSE, TOWNHOUSE, TOWER



TOWNHOUSES

A new form of urban housing is proposed that draws inspiration from the two storey traditional terrace housing in the area. The traditional terraced street and footpath is also incorporated with front gardens.

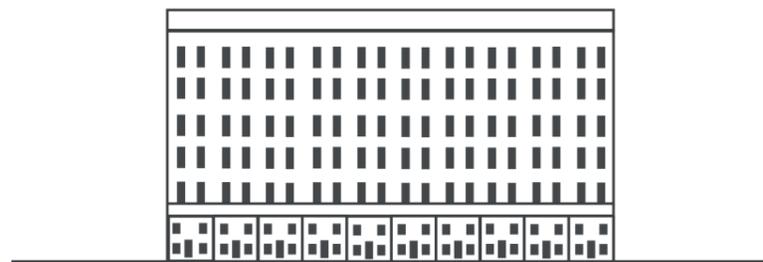
Every duplex house is accessible individually though front doors from the public terrace on the top level.



APARTMENTS

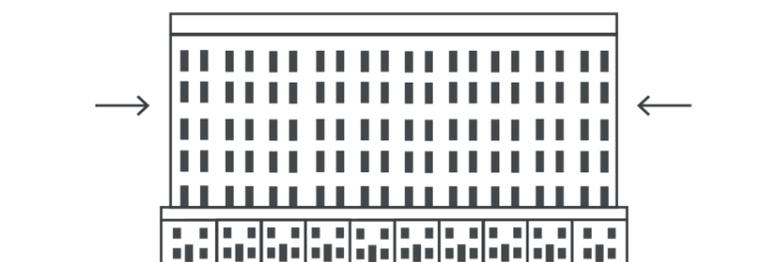
Vertical schemes provide dense urban living accommodation with increased access to sunlight and river views.

New dwellings are provided which include winter gardens providing covered amenity for use all year round at high levels



COMMUNAL

A landscape ground floor area and other communal pockets will allow for more chance meetings with neighbours



DESIGN EVOLUTION

Pre-Application Meeting One

Design comments:

The extent of the infill exceeding the amount outlined in the Liverpool Waters Master Plan raised concern and the development would be advised to re-visit this solution.

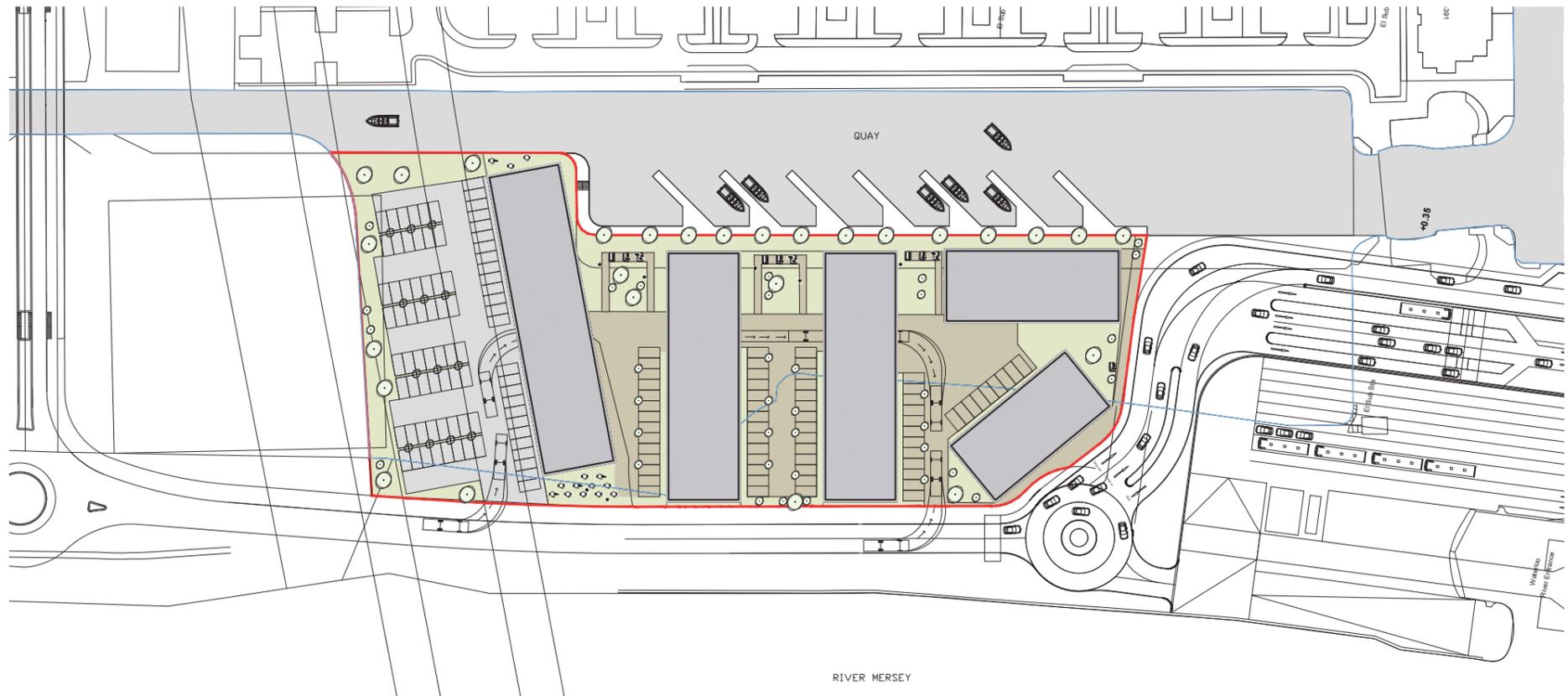
That it would also be helpful if you present your proposals to Places Matter Design Review at an early stage so that any points raised can be duly considered.

The rationale for the proposed form & massing needed further investigation and the contextual justification for the concept proposed needs to be explored further.

Ensure that all servicing is undertaken off-street, whilst not undermining landscaping at the front of development, which may require that the public footway is taken through part of the site.

Provision of amenity space, contribution to public routes across the wider LW scheme and connections to neighbouring plots and will need to be agreed in line with the proposals emerging within the Central Docks Master plan.

Highways & levels and nature of parking will also need to be agreed Public consultation. As well as Make provision for sustainable means of travel, including a minimum of 50% secure, covered cycle storage.



DESIGN EVOLUTION

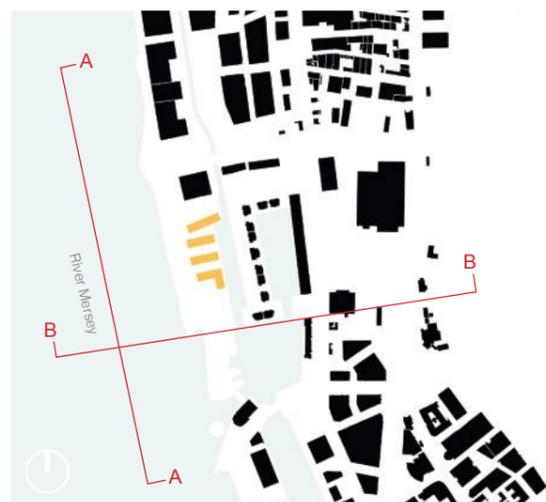
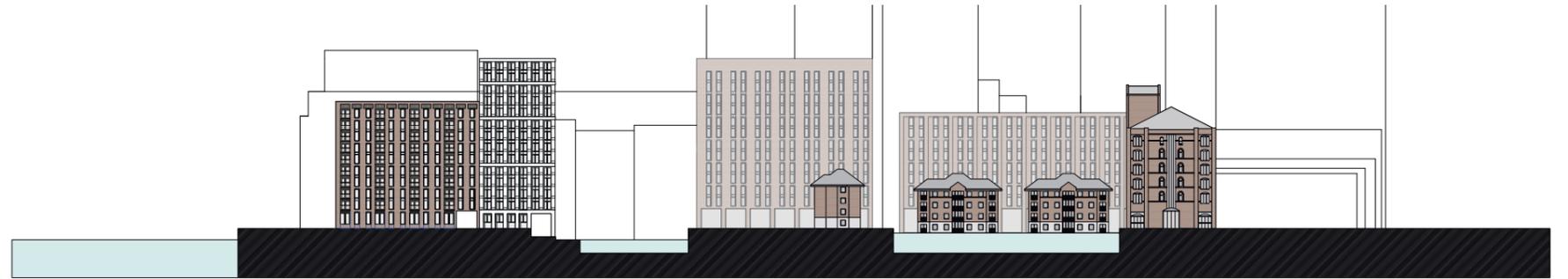
Historic England Meeting One

As stated in the initial pre-app with LCC, Historic England also queried the extending of the infill further than the outline application.

Furthermore, HE noted that when the proposal is considered in light of Historic England's statutory remit, the surrounding high grade heritage assets, the development is considered to be unlikely to result in notable harm to the setting of these structures, due to the proposed scale and mass being contextual with the existing dock landscape.

The public benefit of the development would also need to be clearly stated. These had very distinct public benefits, which the development would also need to state what public benefit the development is introducing as a response to the infill.

The massing and design concepts for the scheme were historically routed and clearly understood.



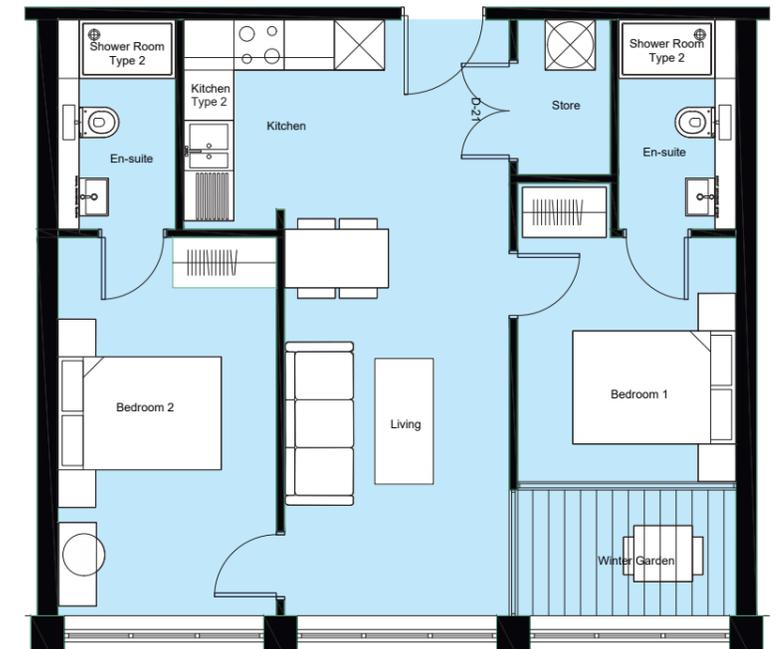
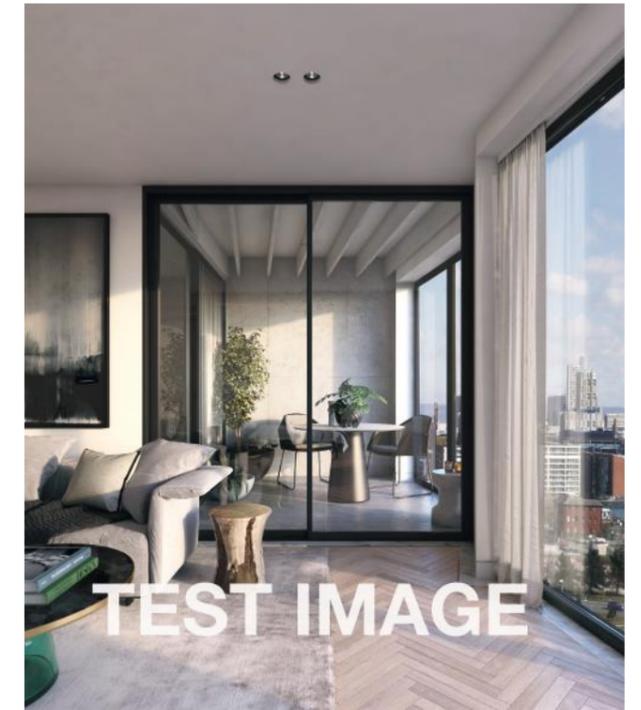
DESIGN EVOLUTION

Places Matter Design Review

Meeting Date: 30th August 2018

Below are some of the points raised by the panel;

- Explore more fully just how it will “feel to live here”.
- The massing on the site was discussed in the context of the relatively close proximity of the blocks, You were asked to test this with daylight analysis and to add this to the urban design analysis to give greater clarity to the narrative.
- The level and form of the car parking was felt to be at odds with creating a place and to be “taking the lions share of the landscaping”. This currently dominates the site and indeed whether so much provision was needed in this location so close to the city centre.
- The current landscape proposal was seen to be schematic and although the ‘pocket parks’ provide external spaces, once in the site you are presented with a matrix of parking spaces.
- Presented a very clear basic diagram of the historic context and the value of the striking projecting campaniles of the Waterloo Warehouse. Overall the architecture is logical and robust, but the panel were of a very clear view that this approach and analysis demands a much stronger central public space fully aligned with the first campanile.
- More work needed on the hierarchy of spaces if new residents and visitors are to be able to come to a place that has true amenity. Consider how by raising the datum you might create a series of car free spaces between the blocks and allow the entrances to the ground floor apartments – which were welcome to provide ground level activity - more immediate amenity space.
- At present, the “3D architecture is not coming off in the place making dimension”. A series of full cross sections are needed to understand what might better be achieved and what is within the capacity to enhance the amenity for new residents.
- Overall the panel accepted your approach to height and scale and felt that the materials and detailing would lead to a robust scheme. Whilst understanding the parameter plan basis of the development, the panel questioned the logic of being entirely restricted by this, given that you have broken the eaves line datum of the Waterloo Warehouse.
- The colonnade to the canal side was felt to be a useful sheltered canopy space, but in architectural terms it suggests that there should be something to do, rather than it being a private residential frontage. If possible, activating the proposed boardwalk then the opportunity to introduce independent amenity retail along this frontage might be explored, alongside ‘live work’ and other play opportunities.
- Once there is a density of population here these facilities should have the capacity to flourish and if water based activity if also introduced, would help to create a much more interesting body of water.
- In summary, the panel felt that the key to this development was to ensure that it has absolutely the correct diagram. Architecturally it has the capacity to handle any diagram, but you must get the place right and then impose that approach on future developments. By getting the ‘place’ and ground plane correct the development will be able to justify the scale of the accommodation.



DESIGN EVOLUTION

MEAS & Natural England Meeting One

Meeting Date: 4th October 2018

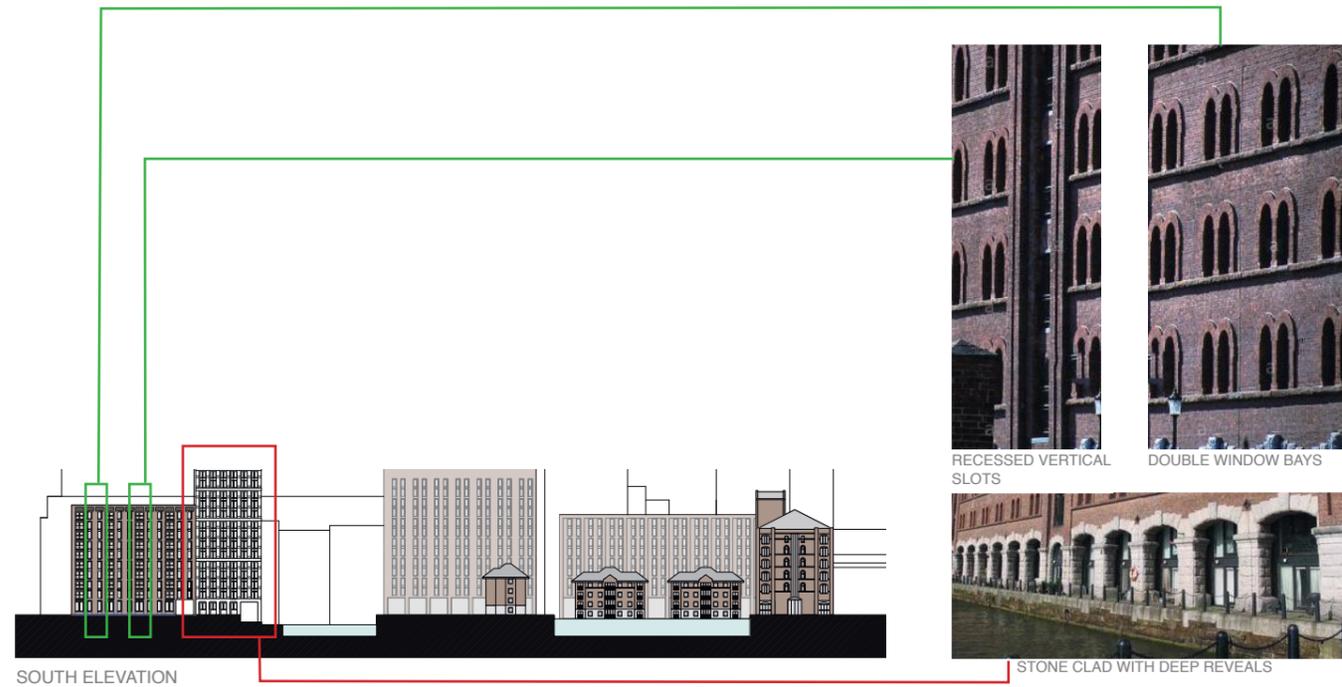
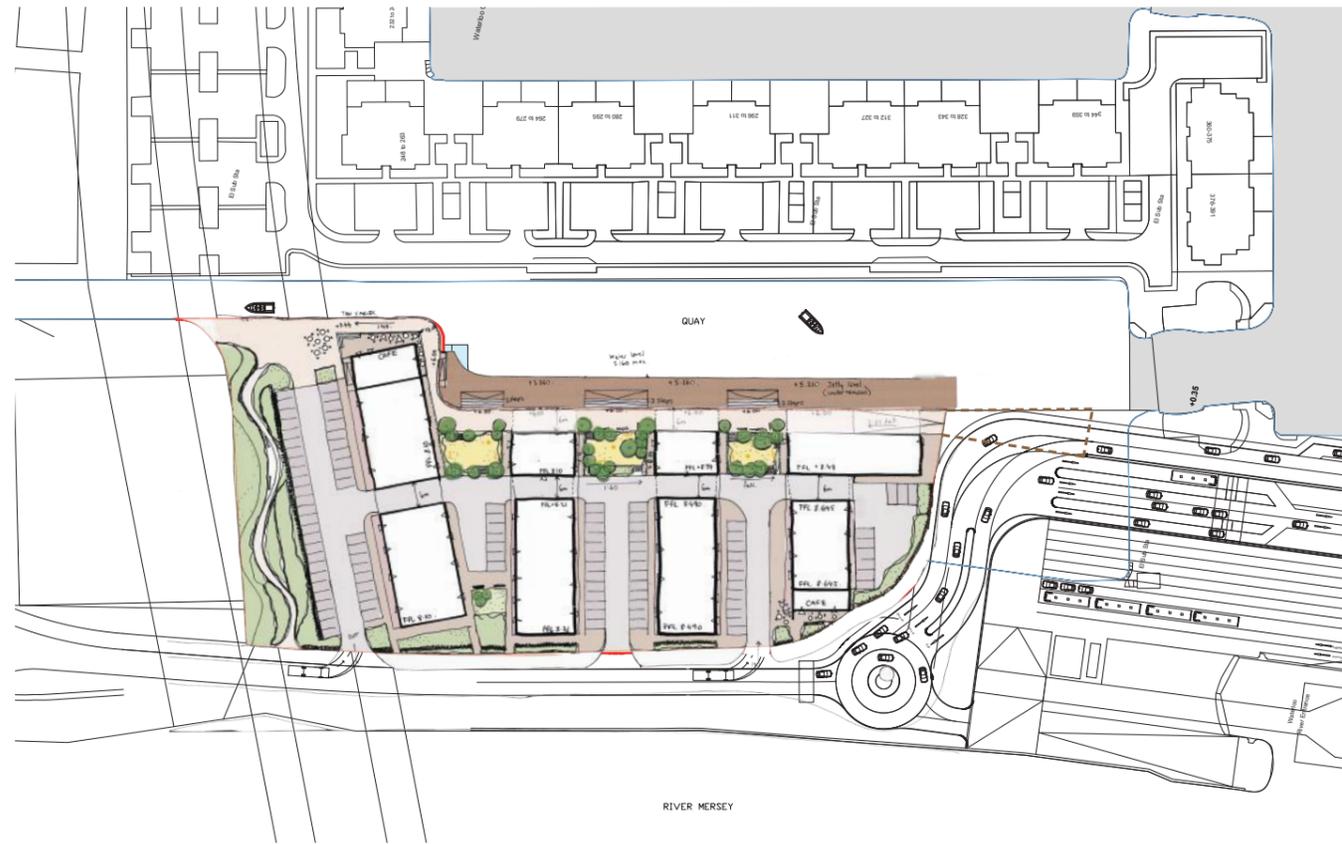
Below are some points raised within the meeting;

It is considered inappropriate for existing water spaces within the docks that survive within the Buffer Zone to be in filled. The exception will be where permission has previously been granted for partial infilling.

The retention of open water is considered by the council to be highly desirable in terms of retaining the character and value of these spaces in both historic and urban design terms. However the activation of the water is a unique feature within Liverpool and this was recognised, but would need to show sufficient Public Benefit.

Non permanent structures within the water space will generally be supported subject to; use, not create nuisance, not dominating water space, water space remaining dominant.

Permanent structures in the water spaces may also be acceptable subject to; not creating nuisance, not prejudicing water based activity, the role of the docks in demonstrating innovative tech being safeguarded, the community benefits of a new structure being proven to substantially outweigh any disadvantages to the cultural heritage.



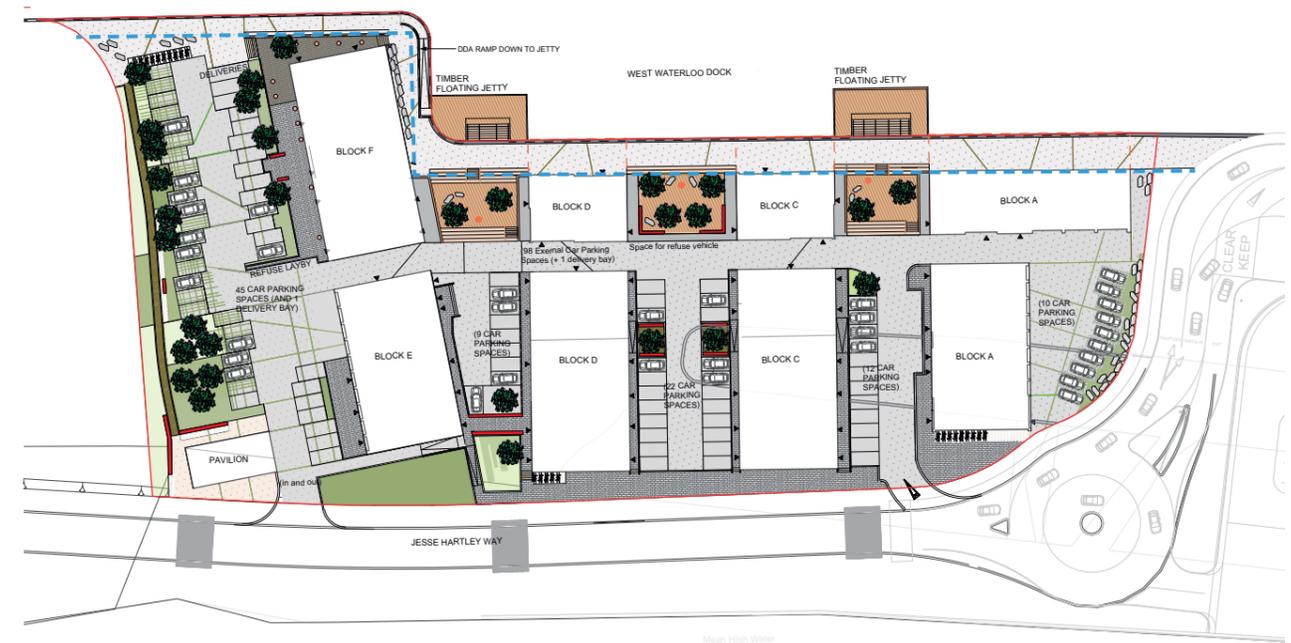
DESIGN EVOLUTION

Pre-Application Meeting Two

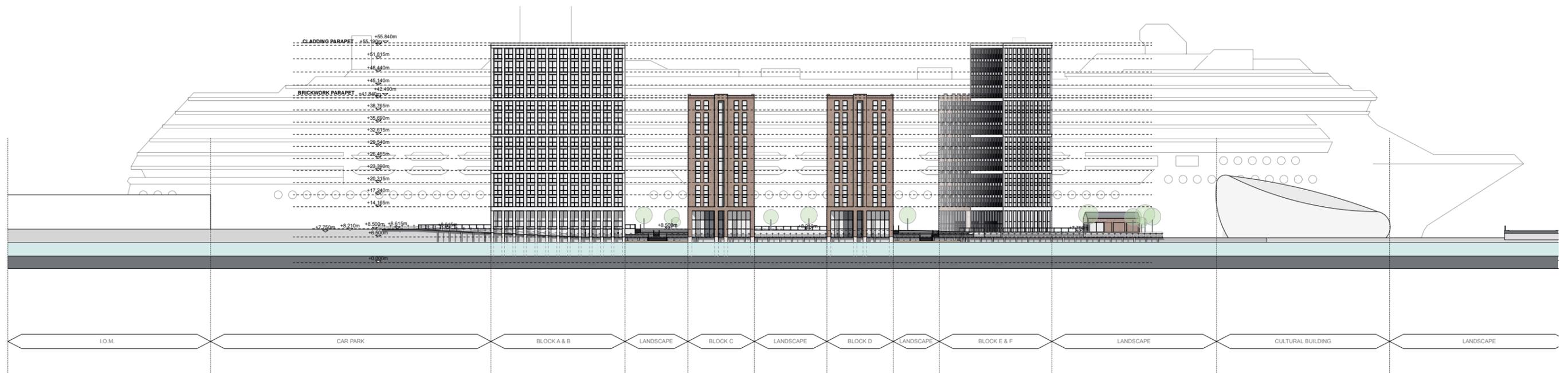
Following meetings and all raising concerns about the extra infill to the dock, the development has pulled the extent of the infill back to the original outline application, however the development team recognised the importance of the connectivity the site provides linking North and South. It has therefore endeavoured to take that risk into its development and overhang the buildings into the water. This allows for a temporary structure to be built above the water creating a covered walk way for both pedestrians and cyclists.

Comments regarding the extent of car parking and creating clearly defined public spaces have been incorporated and also setting back of the buildings from the Northern Link road.

The Ground Floor arrangement was asked if it could be investigated further in terms of movement of people through the site along side vehicular movement.



- Site Boundary
- Extent of infill on Outline Application
- Proposed Scheme



WEST CONTEXTUAL ELEVATION
1:500 @ A1

DESIGN EVOLUTION

PUBLIC CONSULTATION

A public consultation event was held on 7th November 2018 to share the draft proposals with local residents, workers and the general public. The event took place at One Fine Day on Old Hall Street and was promoted through the Liverpool Echo, Engage Liverpool's website and a local leaflet drop. Over 70 people attended the event with comments being left through feedback forms. There were no clear objections made at the event with a lot of comments being positive and supporting the development. Over arching comments picked up on the need for a quality development with materials that suited the waterfront and the marine environment, the need for good connectivity to the site and the overall mix of apartments. Further information can be found in the supporting Consultation Statement.



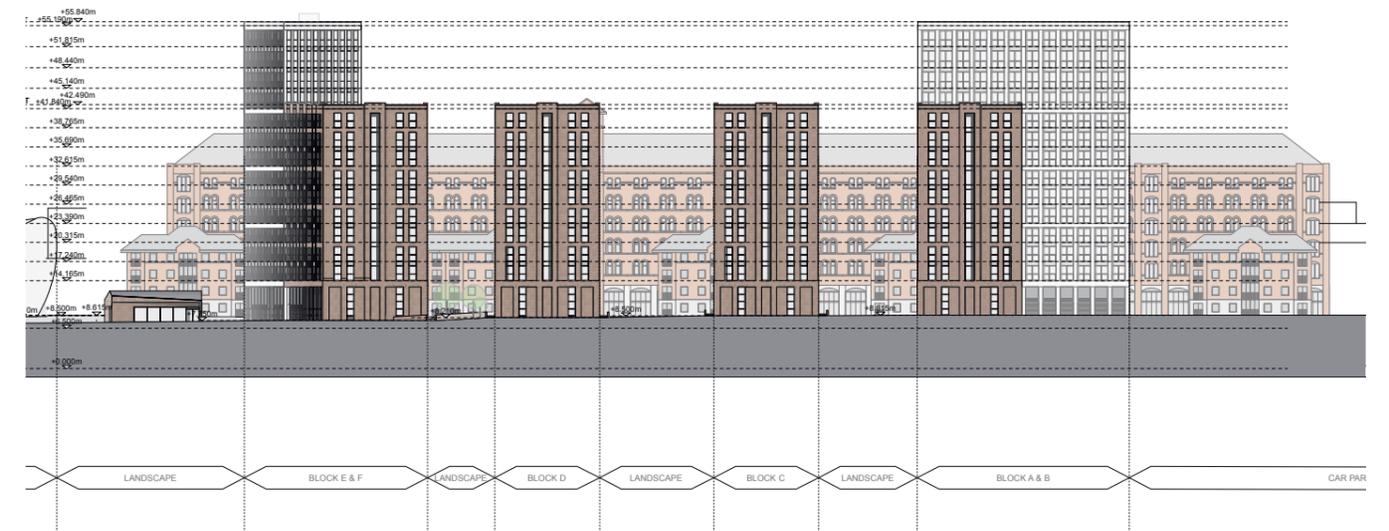
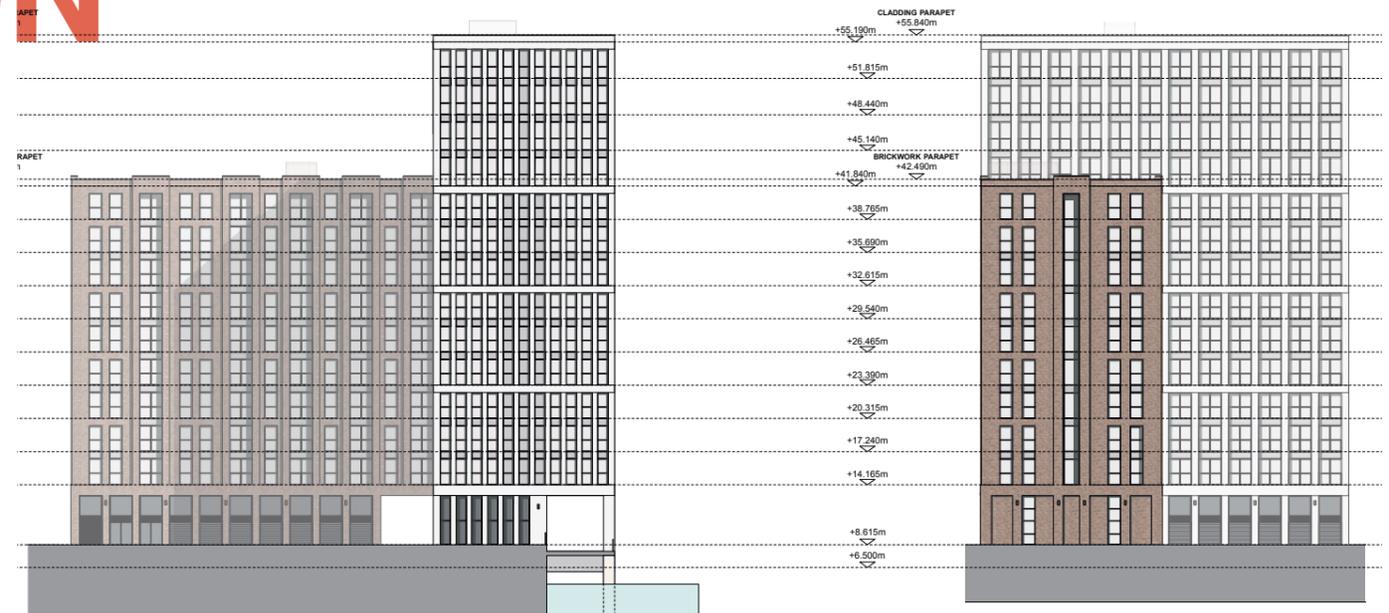
DESIGN EVOLUTION

Pre-Application Meeting Three

LCC pointed out the importance of the Southern end of the site. Currently this portion has been taken up by car parking spaces and garages. It was suggested that the commercial unit could be moved to this end and also the communal lounge. The Southern corner of the site is the first impression of the city a person would have of the City when leaving the Isle of Man Ferry.

The idea; of a single concierge unit at the Northern entrance of the site freeing up space within each block for a communal residents lounge was welcomed. It was also mentioned to look into the elevations in more details and ensure inclusive access to the communal lounges as well as across the development. Stepped access from the front of the development may not prove ideal from a management perspective.

This proposal needs to deal with the proposals for a new link road between Regent Road and the new Isle of Man ferry terminal. As well as the Northern Link Road itself. This scheme will be dependent upon the delivery of this new link road and the pedestrian link is dependent on the delivery of the IOM.



DESIGN EVOLUTION

Pre-Application Meeting Four

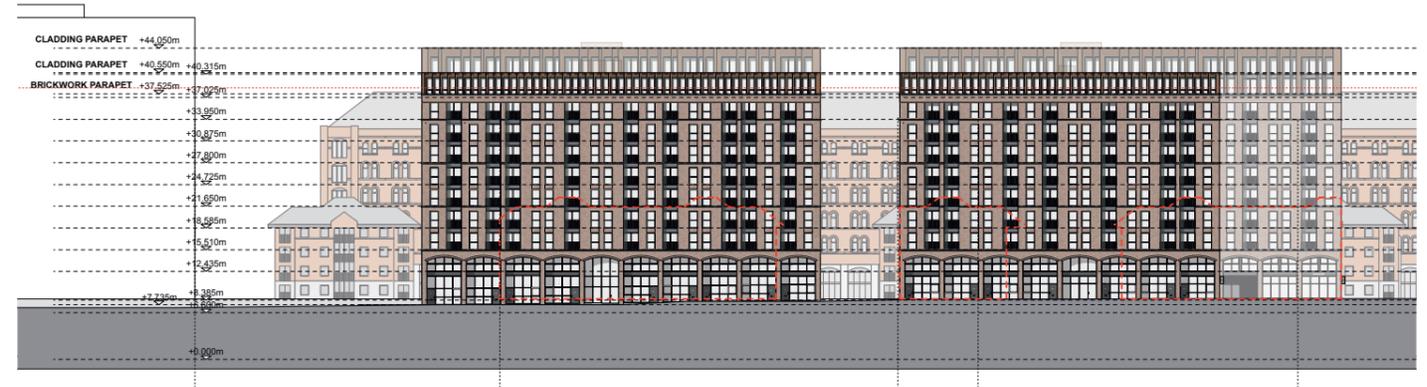
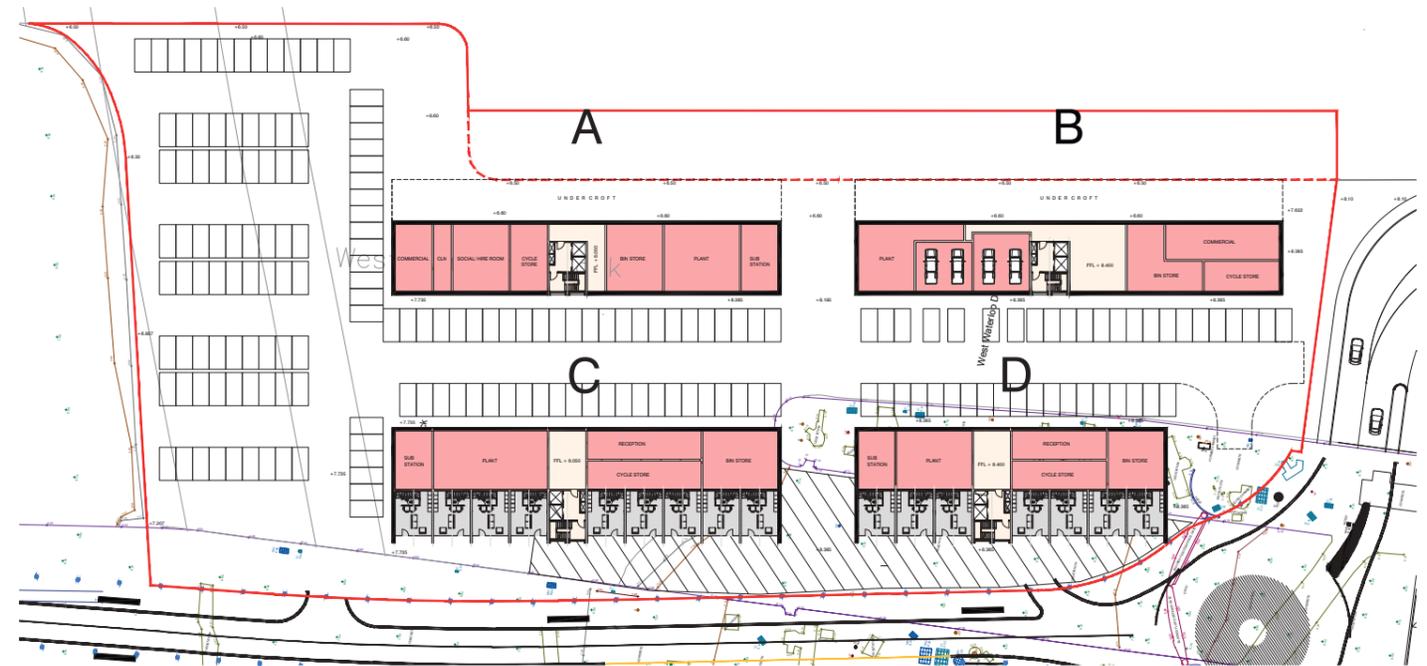
LCC emphasised the importance of the Southern end of the site and it was discussed that the commercial units should be made larger and be positioned at the South ends of blocks B and D. Currently, the South elevation of Block D is occupied by the bin store, and the South elevation of Block B is partly cycle store. The Southern corner of the site is the first impression of the city when arriving via the Isle of Man Ferry terminal, so providing an active frontage on these elevations will be highly beneficial. It was also suggested to increase the activation along the canal edge of blocks A and B.

LCC suggested that consideration should be given to the design of the boundary treatment between the site and Jesse Hartley Way. The updated proposals include a brick boundary wall to conceal the car parking behind, with metal railings and vehicular gates. Planting will be visible through the railings to soften the boundary, as well as to provide further privacy to the duplex dwellings.

The cultural square was also discussed. Although proposed as car parking, careful consideration should be given to materials and landscaping in this area to create an aesthetic for the space which will not read fundamentally as a car park.

The LCC requested that the walkway to the North of the site (along the canal edge) be made wider.

Following the previous pre-app meeting, the design was amended making the upper storeys of the blocks lightweight structures (metal clad as opposed to brickwork). This was to reference the change in material above the brick parapet on the Waterloo Warehouse, as well as reducing the height of the buildings visually. It was suggested by the LCC that blocks A & B be reduced in height to the read in-line with the Waterloo Warehouse and the approved height given in the Liverpool Waters Parameter Plan. Following the meeting, blocks A and B have been reduced by a single storey. The level of the brick parapet has also been altered on each block to reference the parapet height of the Waterloo Warehouse.

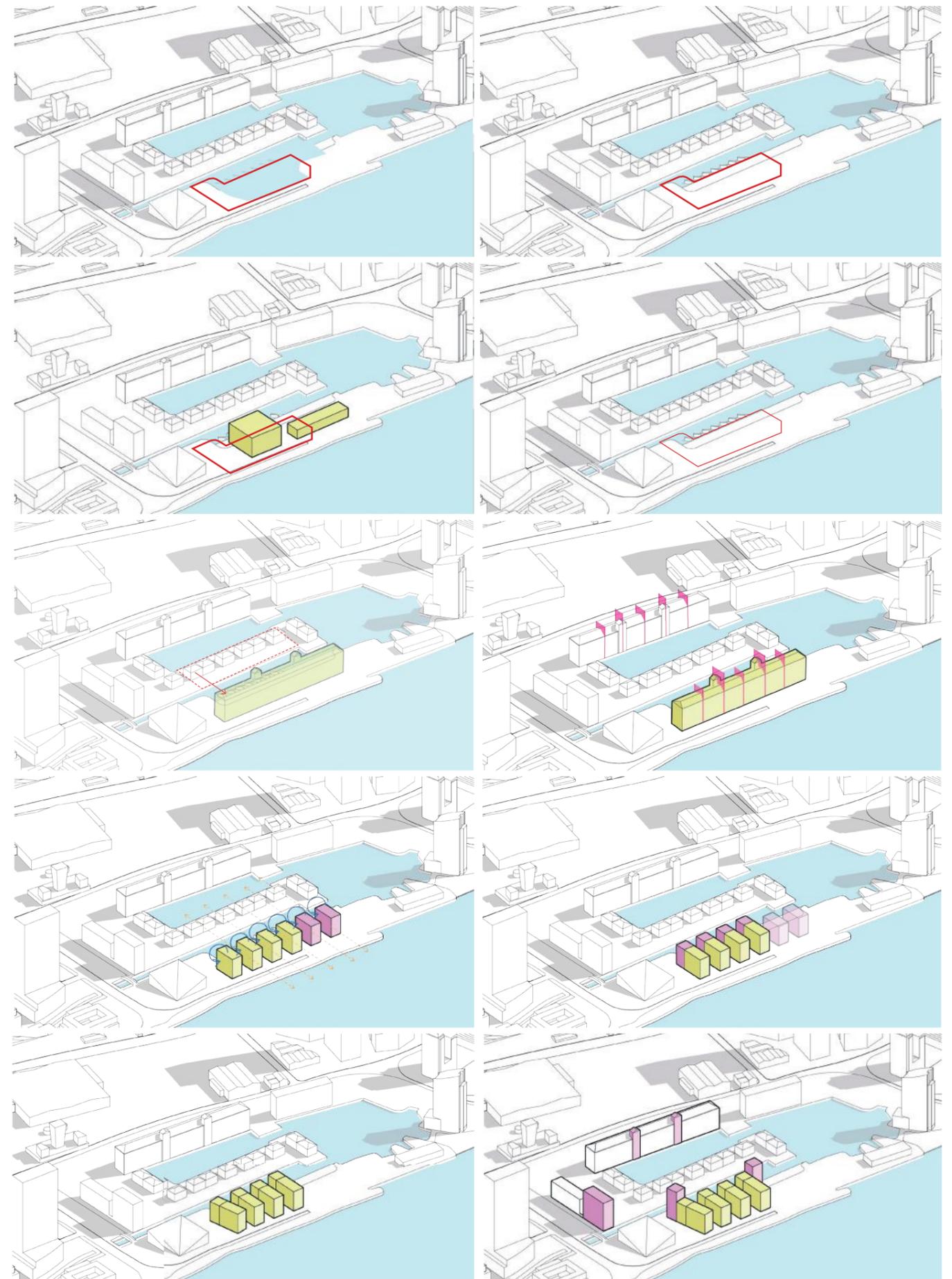


DESIGN EVOLUTION

PREVIOUS DESIGN CONCEPT

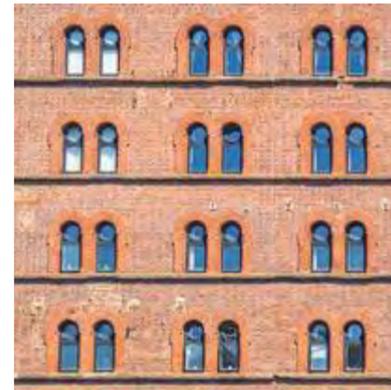
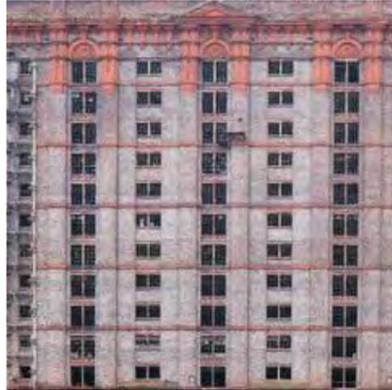
The original Liverpool Waters outline application set out a proportion of the C02 to be infilled. This development aims to maintain this amount and not exceed it.

- The historic warehouse is re-imagined on the adjacent site - Historically the Waterloo Quay consisted of two identical warehouses. This development starts its design process by re-imagining this warehouse on the C02 plot.
- The warehouse has 6 bays - The Waterloo Warehouse has a clear division across its principal facade. Making use of vertical piers and larger windows.
- Rotating the blocks ninety degrees and distributing them evenly across the site provides through views to and from the river - Using the ratio of Waterloo Warehouse, the development then rotates the units to maintain views to and from the Waterloo Warehouse.
- The historic volume is reorganised - The volumes of the re-imagined warehouse that sit outside of the site boundary and re-distributed within the site.
- The blocks are aligned to site constraints - The Kingsway Tunnel runs below the site and is expressed through the alignment of the end block.
- Taller elements are positioned at the edges of the site, mirroring the towers of Waterloo Warehouse - Picking up on the taller elements of the Waterloo Warehouse and the proposed C04 Development, as well as Alexandra Tower. The development seeks to reflect this by creating site edges and focal points.



THE PROPOSALS

ELEVATION PRECEDENTS



Paired windows on Stanley Dock Tobacco Warehouse and Waterloo Warehouse

Vertical window recesses on the demolished Bibby's Warehouse and Albert Dock Warehouse

Segmented arches on the Merseyside Maritime Museum and Waterloo Warehouse

Change in material above brick parapet on Albert Dock Warehouse and Waterloo Warehouse

Horizontal brick banding on Stanley Dock Tobacco Warehouse and Waterloo Warehouse

