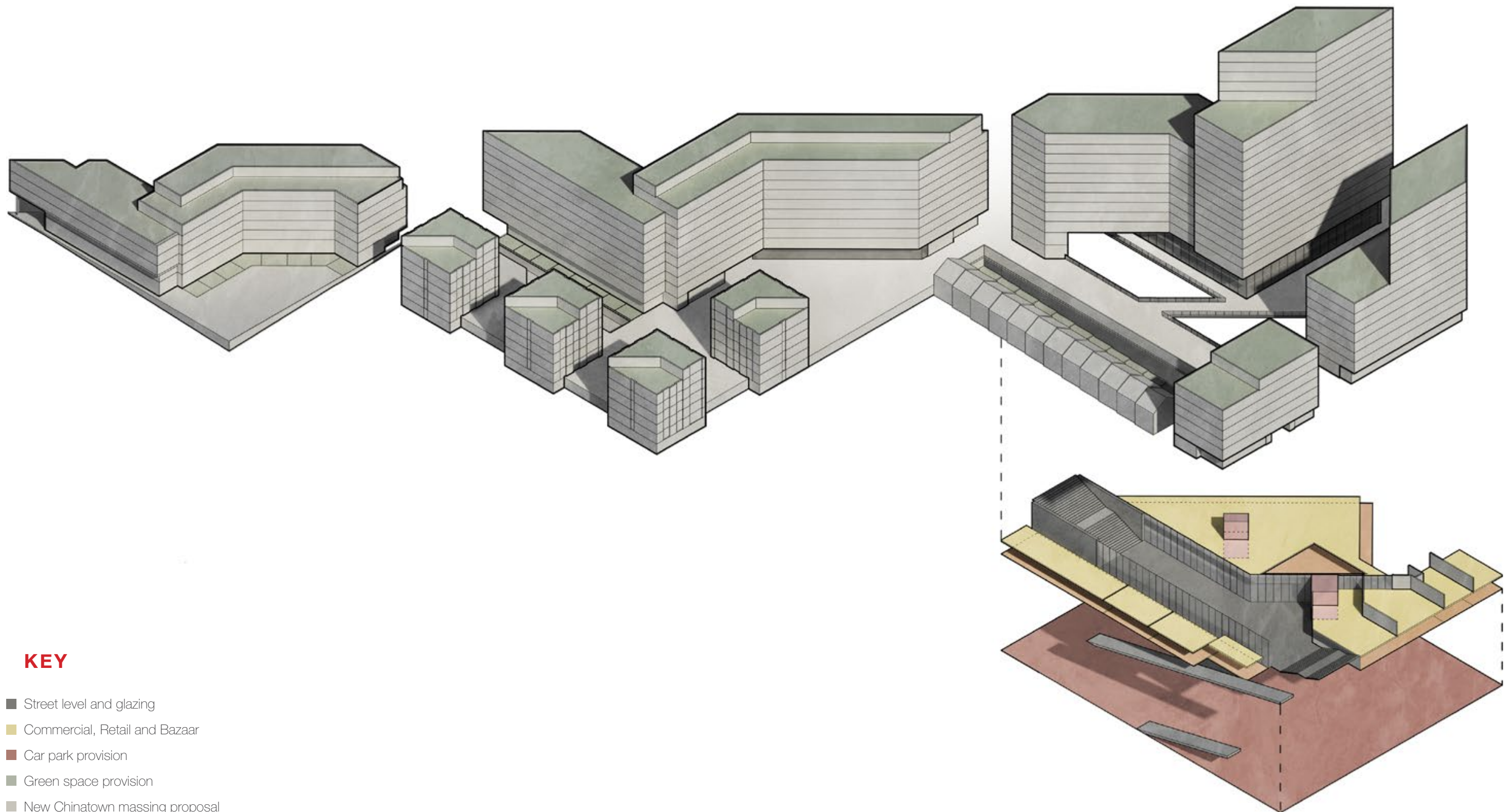


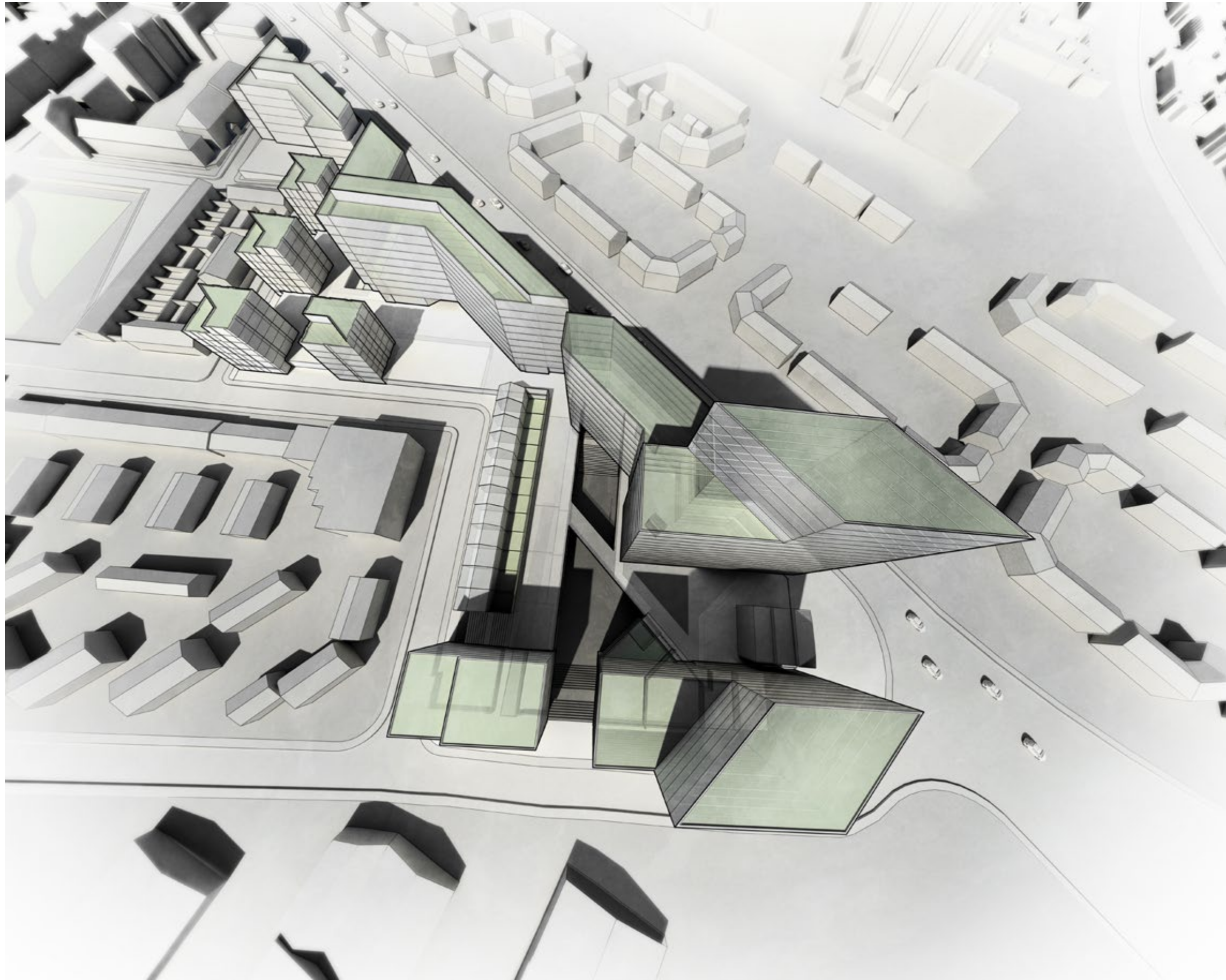
3.9: VOLUMETRIC STUDY

The 3D volumetric study highlights how three sub levels sit below the ground floor level in phase 3. Two street levels are directly accessed from the newly created public realm, creating a new route through the site. This route creates new node points that will become a hub of social activity serviced by retail, commercial and bazaar. Beneath this sits a level of parking.



KEY

- Street level and glazing
- Commercial, Retail and Bazaar
- Car park provision
- Green space provision
- New Chinatown massing proposal



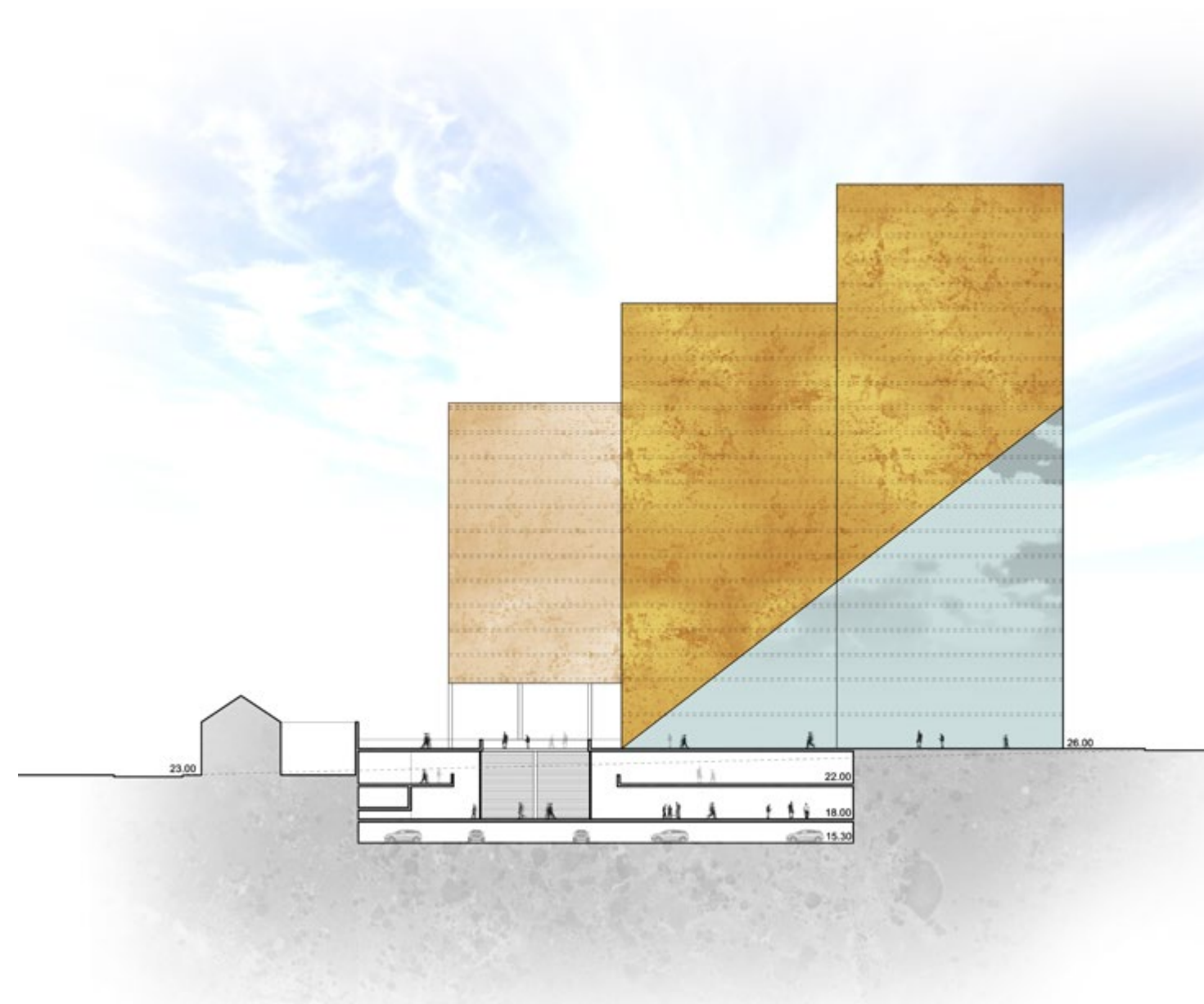
■ Aerial view showing public realm, lower levels and building form and variance in levels across the site

3.11: INDICATIVE SITE CROSS-SECTIONS

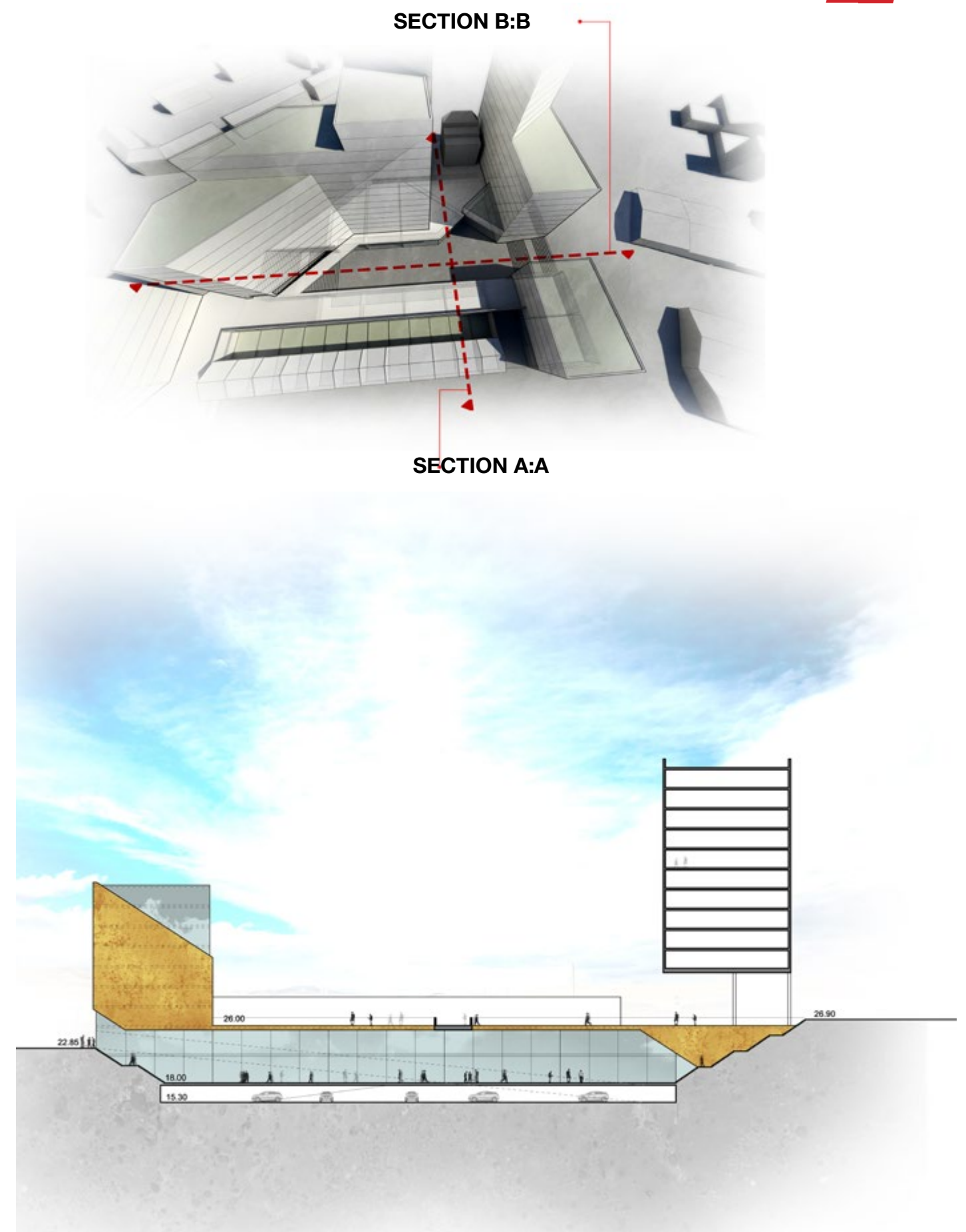
The sections below highlight the subterranean levels within the proposals. The street has been designed to maximise light, create definition within the site and provide a new access route which will encourage social interaction. The street elevations utilise glass frontages to service the retail and commercial uses, maximising natural light.

Consideration to the aesthetic and fenestration remains conceptual, however the main ambition will remain the same, to use a bold architectural language with elements of folded wall plains.

The scheme will also incorporate an extensive external lighting scheme, including reference to Chinese street advertising and low-level, decorative lighting. This will create an attractive night-time ambiance, promoting evening use of the public and communal spaces, as well as contributing to safety and security.



■ Section A-A showing phase 3 Sub-level street, tower and car park provision



■ Section B-B showing phase 3 Sub-level street, tower levels and car park provision







3.12.4: VISUALISATION #3

The concept behind the massing aspirations was influenced by a number of factors.

The existing, listed wedding shop was to be framed and celebrated as 'the pearl within the dragons mouth'. The bold scale of the proposals offer a strong juxtaposition between the wedding shop and the tallest building form, providing a positive tension that ultimately acknowledges this important corner as a gateway into the city centre.

The visualisation as indicated to the right highlights the initial massing and scale, however the facade design and general aesthetic will be the subject of a further detailed planning application.



■ Phase 3 has been designed in outline detail. The visualisation shows the main residential tower, hotel and some of the commercial / leisure offering

3.13: INITIAL VISUAL IMPACT STUDY

A Visual Impact Report was compiled by Wardell Armstrong LLP and submitted as a separate document as part of the planning application. From this document a selection of the visual impact studies have been shown. The locations are specifically chosen in the SPG and show the impact of New Chinatown massing (highlighted in green) on the surrounding context. Also included in the images is the massing of schemes which have been recently approved (highlighted in blue). The result of the visual impact report reinforced that the proposals do not adversely affect key views as highlighted in the SPG. **See separate report associated with this planning application for further details.**



■ 'Kinetic' view from Jamaica Street



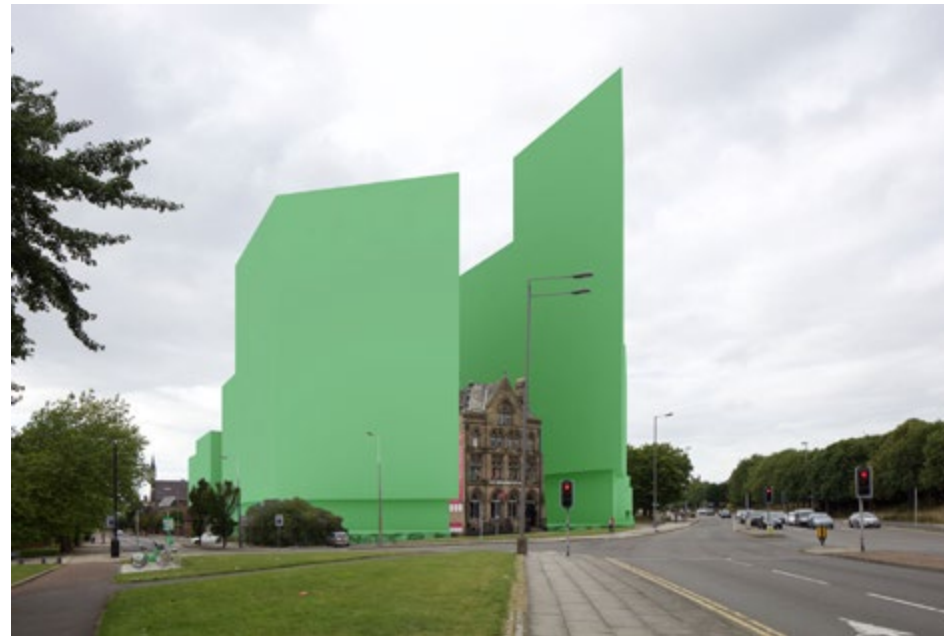
■ Museum of Liverpool - Latitude: 53°24'12.45"N / Longitude: 2°59'42.52"W



■ Albert Dock - Latitude: 53°24'5.32"N / Longitude: 2°59'29.19"W



■ Great George Street - Latitude: 53°23'59.29"N / Longitude: 2°58'34.48"W



■ Parliament Street - Latitude: 53°23'41.77"N / Longitude: 2°58'35.15"W



■ Woodside Ferry Terminal - Latitude: 53°23'46.11"N / Longitude: 3° 0'34.44"W

KEY

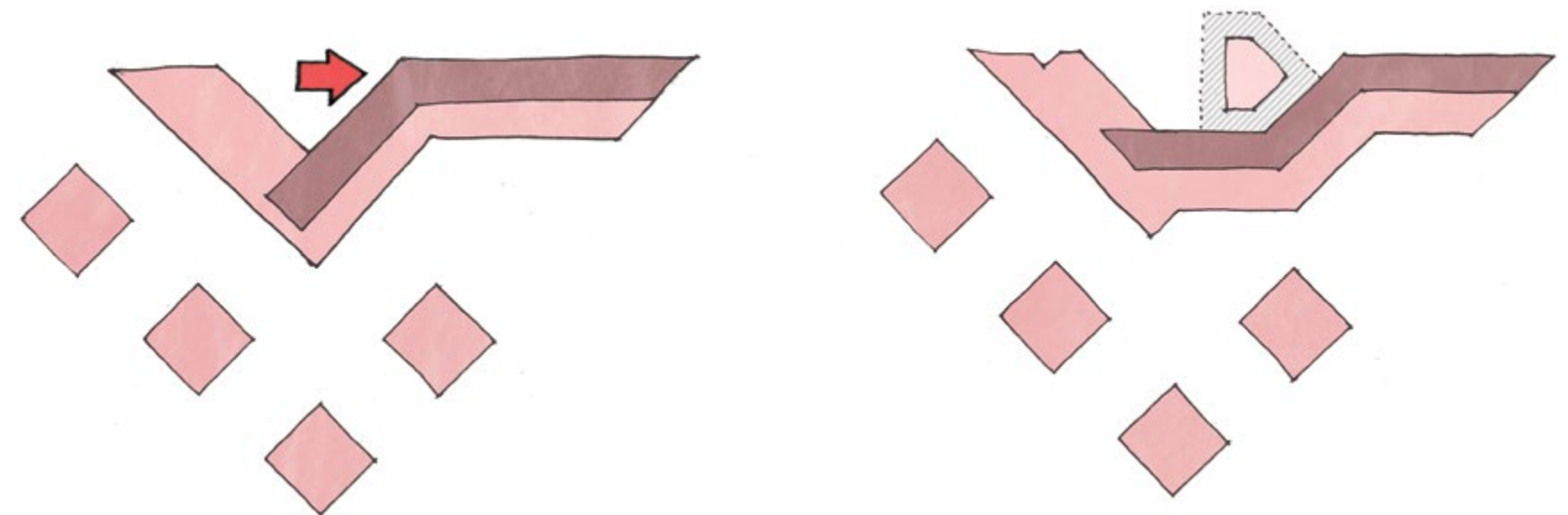
- New Chinatown Massing
- Current schemes in planning process or granted planning permission

3.14.1: PHASE 2 DESIGN DEVELOPMENT - NETWORK RAIL VENT SHAFT STRATEGY

After holding talks with Network Rail and Liverpool City Council, it was expressed that the existing vent shaft on Great George Street in phase 2 will act as a constraint to the current design.

Network Rail expressed that due to air rights, and the matter of servicing, we were now unable to build over the vent shaft as it might need to be serviced from above in the future. This called for a remodeling of the main building in Phase 2 to respond to the concerns raised by Hertiage England and LCC.

The strategy was simple, to stretch the building out, using the stated 5m easement boundary of the vent shaft as a building line to work with. In doing this we have given more mass to the main body of the form, whilst taking away from the southern wing. This move enabled us to retain the same width and height as the previous massing, making minimal intervention to the existing floor plan, whilst not compromising any interface distances.

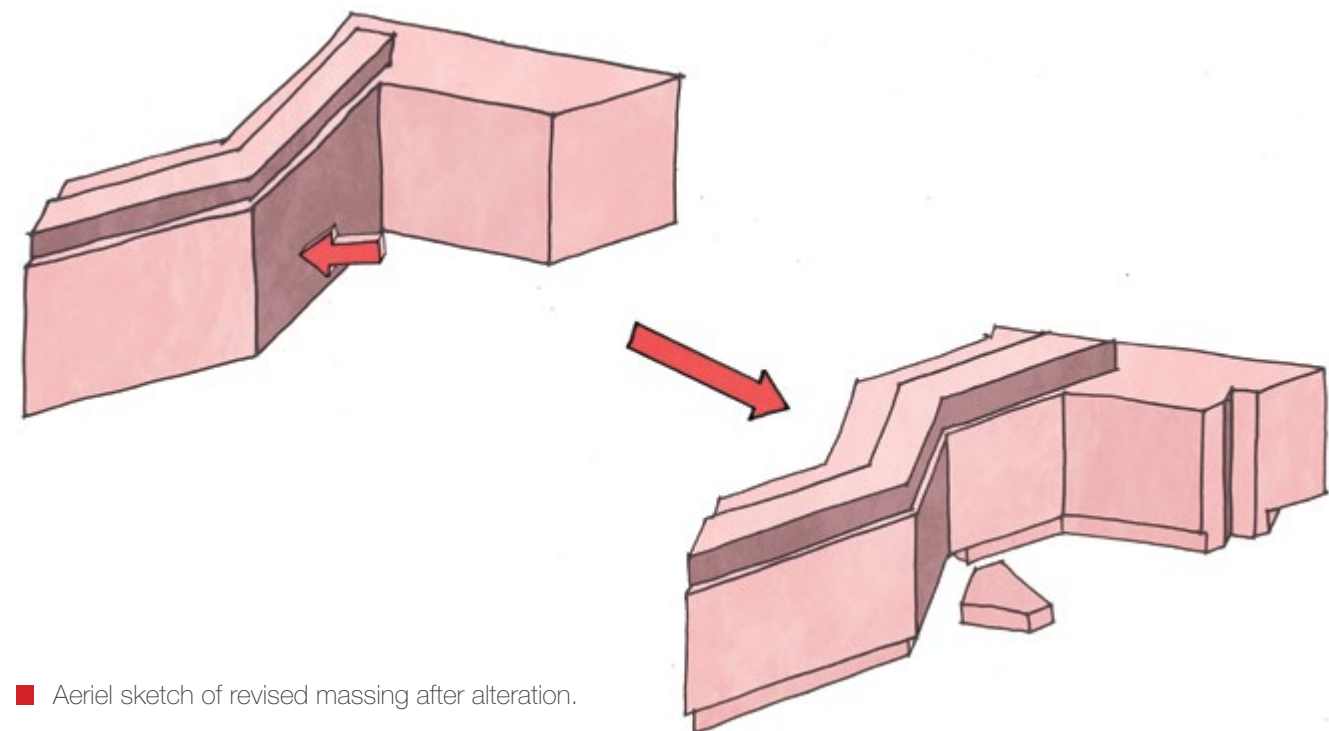


■ Massing as it stood before re-adjustment.

■ Revised massing pushed south over the vent shaft.



■ Key showing initial location of phase 2 building over-sailing vent shaft location.



■ Aerial sketch of revised massing after alteration.



