SMITH . YOUNG
T: 0151 707 6655
W: www.smyo.co.uk

Contents

01 Introduction

1.1 Purpose of the Document

This Design and Access Statement has been prepared on behalf of Smith Young Architecture Ltd to redevelop the sites bounded by Paul Street, Naylor Street, Oriel Street and St Bartholomew Road, Liverpool L3. To provide residential and commercial accommodation.

This document is a Design and Access Statement produced pursuant to the requirements of Section 327(b) of the Town and Country Planning Act 1990.

The document is intended as a positive and helpful tool for the Council and interested third parties, and demonstrates how the design proposals (both function and form) have evolved, having regard to detailed consideration of the site opportunities and constraints, and to feedback received as part of the pre-application consultation process.

1.2 Description of the development

Erection of connected buildings ranging from 6 to 11 storeys containing 240 residential apartments in a mix of studios, 1 and 2 bedrooms (including 5% fully accessible units), cycle parking, car parking at lower and upper ground levels totalling 85 spaces (35% provision for apartments), 645 sqm GEA of lower ground / ground floor mixed commercial uses in 13 units with a variety of proposed uses (A1, A2, A3, A4, B1(a), D1 and / or D2), with green / brown roofs, roof terrace and public realm works with associated hard and soft landscaping and water gardens as part of SUDS drainage

SMITH . YOUNG
T: 0151 707 6655
W: www.smyo.co.uk

1.3 Design Objectives

The vision for the Development is to establish the site as a residential accommodation scheme with an element of commercial use to ground floor, and to improve the general condition and aesthetics of the current site. The Development also aims to acknowledge the established and future residential accommodation on the adjacent sites, and assist in reconnecting the area to the City Centre.

The improved frontages will also aid natural surveillance and will form an integrated part of the wider regeneration of the area.

The key objectives are:

- Develop the cleared site with high quality design
- Re-activate street frontages
- Create high quality residential accommodation

1.4 Summary of Planning Statement

The Planning Statement, prepared by Roman Summer outlines the proposals and explains how the design development has evolved through consultation to comply with relevant national, regional and local planning policy.

The key issues which have been considered as part of the design process set the overall context of the Planning Statement. The planning statement reviews the scheme evolution against key planning policy documents, analysing in detail the proposed design's compliance with relevant planning policies. The Planning Statement also provides a detailed review of how the scheme has addressed all of the issues which have arisen during the consultation process

The main section of the Planning Statement provides a full detailed review of the scheme against all relevant adopted and emerging policies and guidelines which include the NPPF and Liverpool Unitary Development Plan policies;

- GEN1: Economic Regeneration
- GEN3: Heritage and Design in the Built Environment
- GEN9: Liverpool City Centre
- E1: Primarily Industrial Areas
- HD18: General Design Requirements
- HD19: Access for All
- HD20: Crime Prevention
- H3: City Centre Living
- T6: Cycling
- T7: Walking and pedestrians
- T9: Road Safety
- EP:9 Waste Storage
- EP11: Pollution

The Planning Statement concludes that the propsal can be considered to be fully policy compliant, and that the proposal will seek to deliver

02 Site Context and Analysis
2.1 Context

The proposed site is located to the North of Liverpool City Centre within the Pumpfields Regeneration Zone, outside of the World Heritage Site and buffer zone. The City Centre retail attraction of Liverpool One and the historic Albert Dock waterfront is located approximately one mile to the South. The site benefits from good transport and access connections by bus, road, on foot and by bicycle.

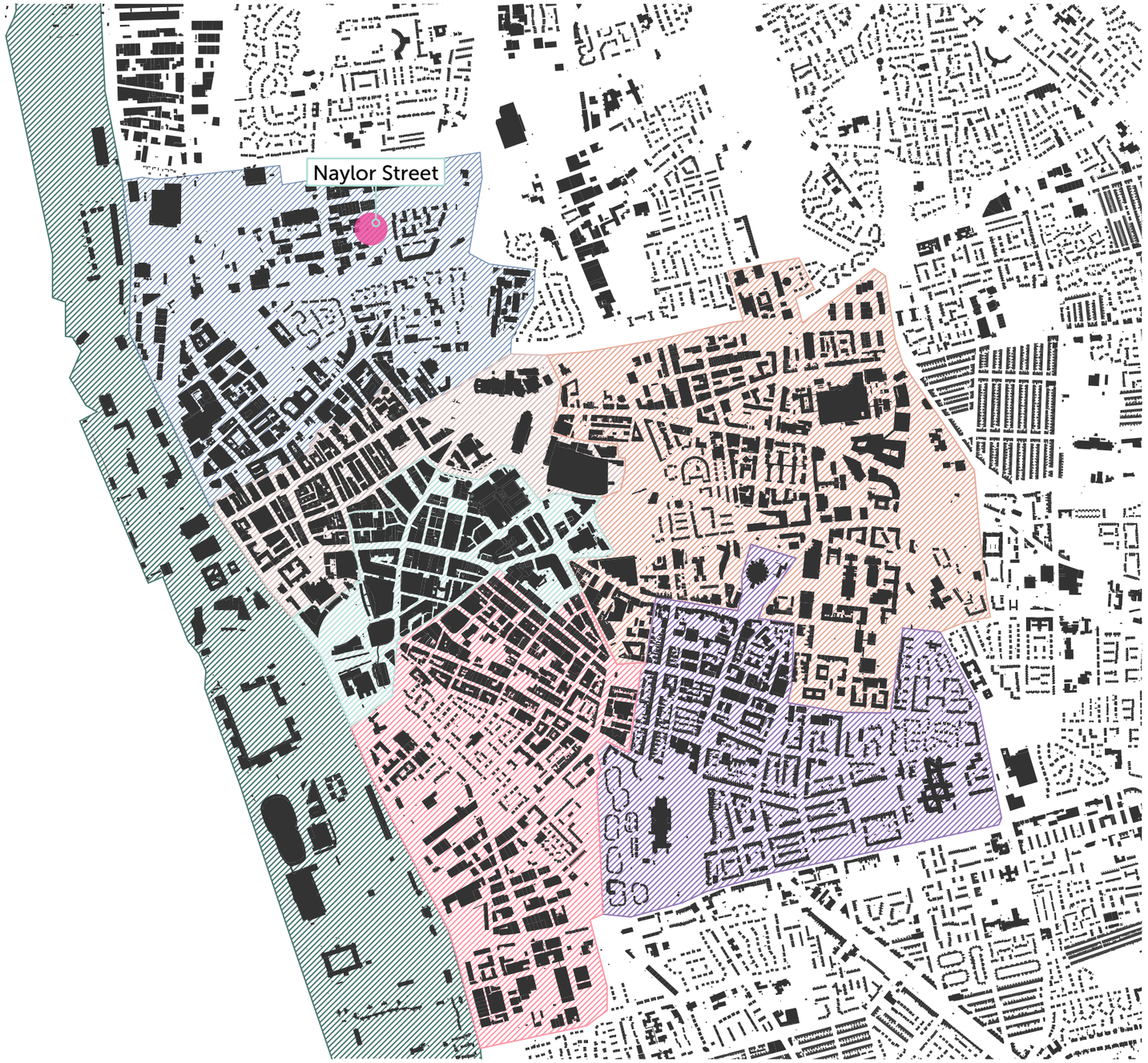
The site is bound by Paul Street, Naylor Street, Oriel Street, and St Bartholomew Road, Liverpool L3.

The area has a wide mix of uses; traditionally a zone for industrial use (the site is within an area allocated as a primarily industrial area in the Unitary Development Plan). Regeneration of many cleared sites over the past decade has seen the character of the area begin to change, and in addition to industrial uses, the site now includes several large scale residential and student accommodation schemes along with some food, drink and entertainment uses.

The Pumpfields Regeneration Zone is currently subject to several planning applications of varying scales between 11 and 39 storeys. It is the objective of this design and access statement to illustrate how the proposal will respond to the existing context whilst being part of a wider regeneration scheme of the area.

Liverpool City Centre can be divided into various zones that distinguish the typology of the area. These areas include;

- Business District
- Historic Downtown
- Knowledge Quarter
- Main Retail Area
- Creative Quarter
- Cultural Quarter
- Waterfront



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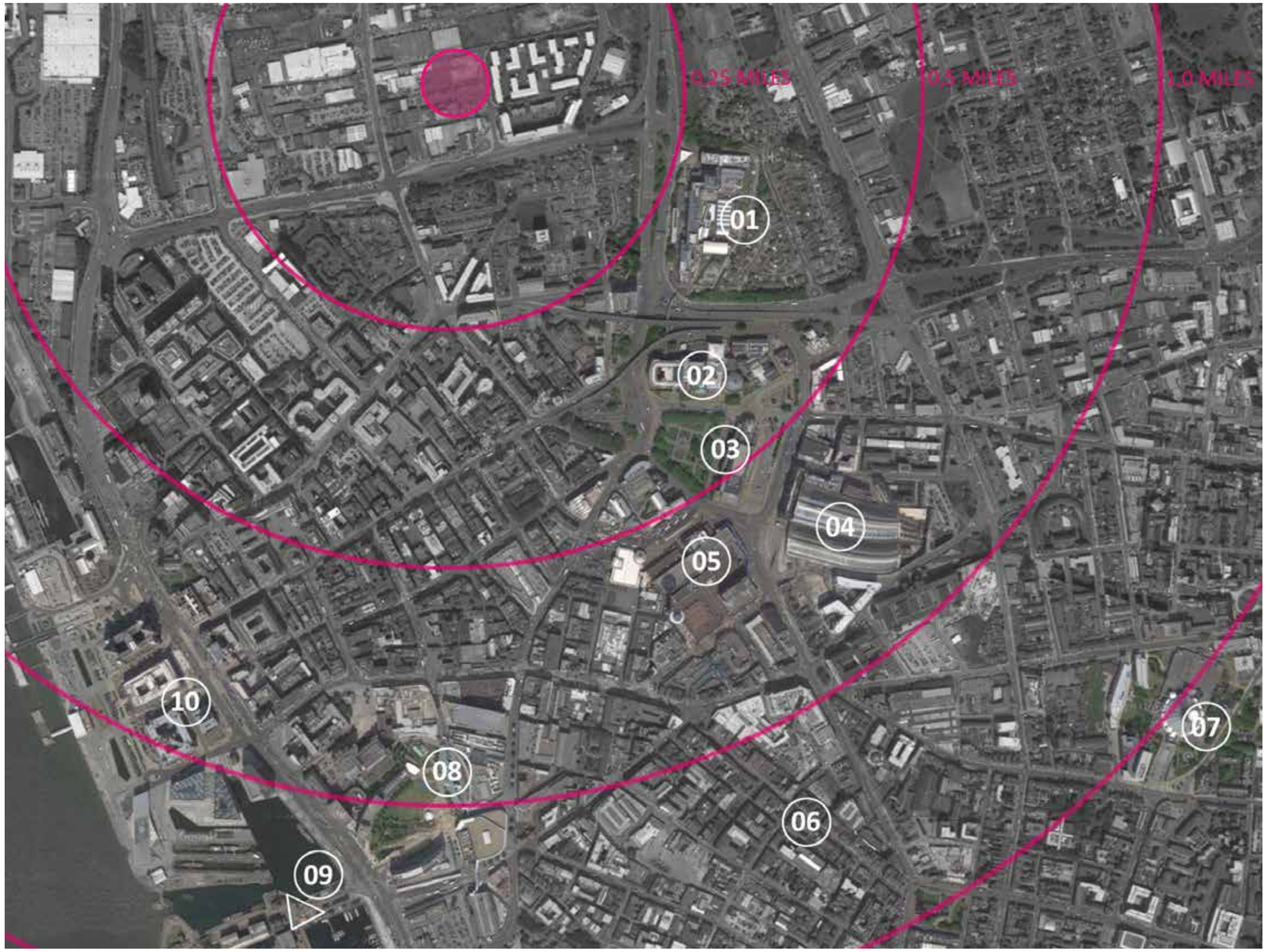
T: 0151 707 6655
W: www.smyo.co.uk

2.2 City Attractions



01 Liverpool John Moores University.
02 Liverpool World Museum.
03 St. George's Hall.
04 Liverpool Lime Street Train Station.
05 St. John's Retail.
06 Bold Street.
07 Metropolitan Cathedral.
08 Liverpool One.
09 Albert Dock.
10 The Three Graces.

Image taken from googlemaps.com.

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W: www.smyo.co.uk

2.3 Location

As previously described the site is located within the Pumpfields area of the city. The specific application area is divided between two adjacent sites divided by Oriel Street as highlighted.

The two individual sites are bound by Paul Street to the North, Naylor Street to the South and St Bartholomew Road to the East. However the application site boundary is divided by the two application The total application site area for this application is of 3599m2 or 0.88 Acres.

Image taken from googlemaps.com.

2.4 History of the Area

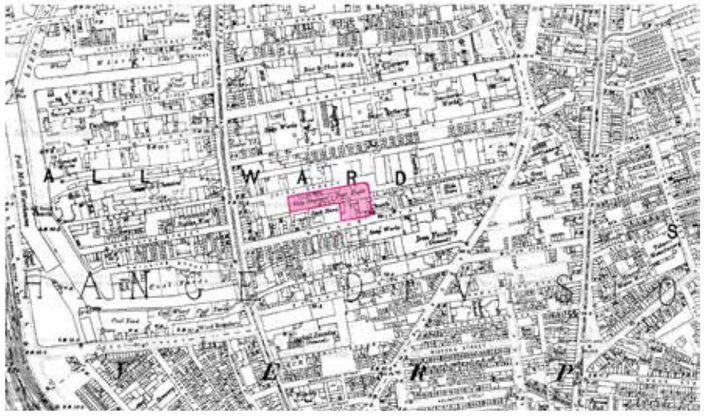
The site is located within the northern fringe of Liverpool City Centre. The area has been subject to rapid change since 1850. It is important to note that the studied site was consistently densely developed since 1850. From 1908 the site has been occupied by multiple small scale buildings which later on were replaced by larger scale buildings or cleared by demolitions. Many of the cleared sites are currently occupied by car parking.

The quality of the urban environment has declined and the area now suffers from a number of problems, including a deteriorated physical environment, limited footfall, and a lack of night-time activity with an increase in antisocial behaviour. It is hoped that a comprehensive re-development of this site could act as a catalyst for regeneration in the local area and beyond.

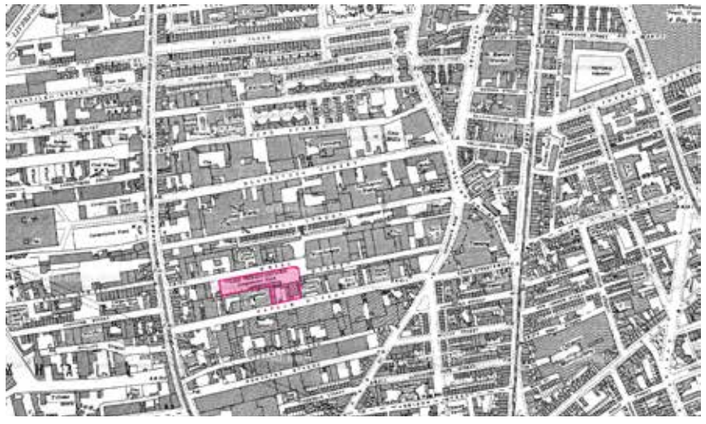
The following images illustrate how the area has changed between 1850 and 1973.

1850

1893

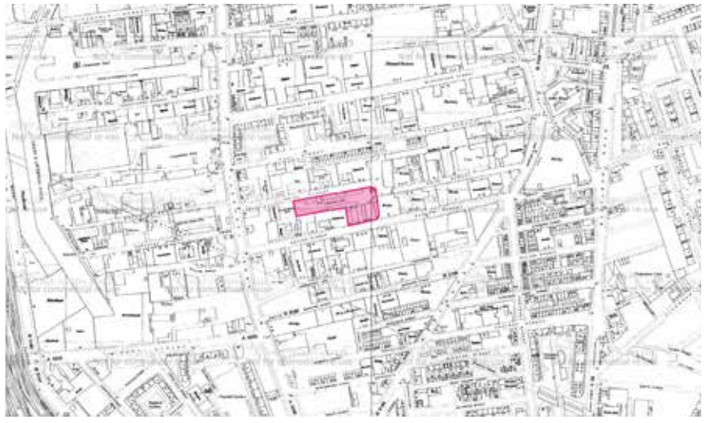


1927



1954

1964



1973

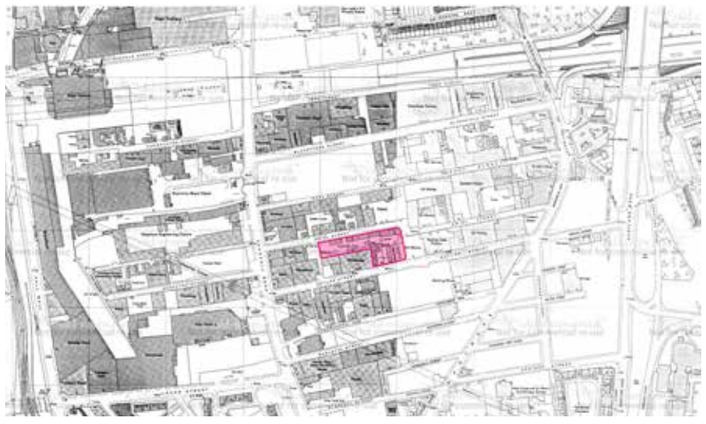


Image taken from www.old-maps.co.uk

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T: 0151 707 6655
W: www.smyo.co.uk

2.5 The Site Today

The site is currently cleared and in a poor condition. The southern site is bound by Oriel Street and Naylor Street is currently being used as car parking. Adjacent sites are currently for a variety of industries. Neighbouring developments comprise of 4 to 8 storey student and residential accommodation.

View 1 - St Bartolomew Road and Paul Street Junction.

View 2 - St Bartolomew Road and Naylor Street Junction.

View 3 - St Bartolomew Road and Paul Street Junction (Rright).

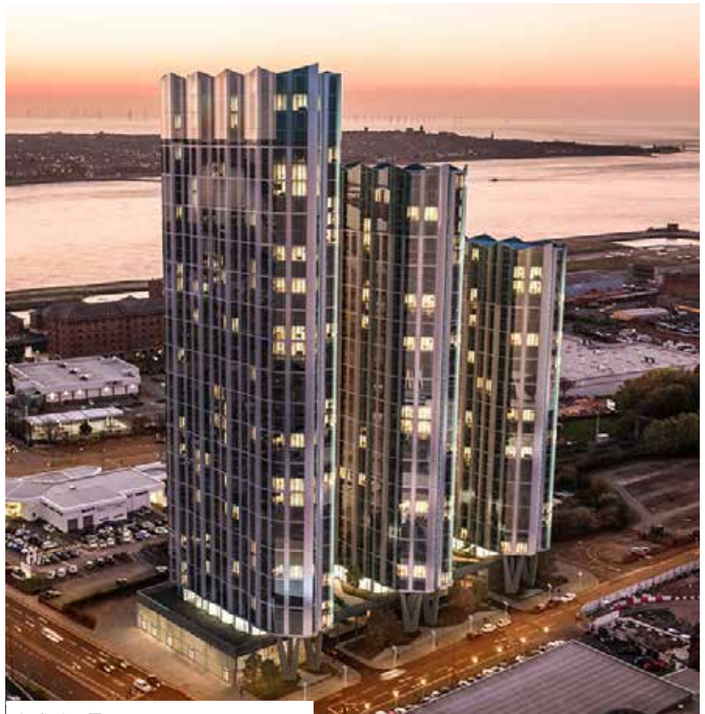
View 4 - St Bartolomew Road and Paul Street Junction (Left).

2.6 Emerging Context

The Pumpfields Regeneration Zone is currently subject to mulptiple planning applications and devlopments. The development sites are of varies heights between 40.05 - 122.25 metres. The following pages show details of some of the developments some of which are under construction at this present time.

1: Infinity Towers
2: North Point Development (currently under construction)
3: Northern Quarter Development
4: Leeds Street Development - The Metalworks (currently under construction)
5: Freemasons Row Development

Image taken from FCH Design & Access Statement for proposed residential development on Freemasons Row



Infinity Towers

Ovatus Towers

The Tannery

The Metalworks (currently under construction)

Freemasons Row

Bevington Bush

2.8 Relevant Site Planning History

Completed

13F/2983
1 Paul Street. Mr Peter Young. To erect a four storey building comprising ground floor commercial unit (Use Classes A1/A2) and 9 no. student houses in multiple occupation (4 no. six bedroom townhouses, 1 no. 4 no. bedroom townhouse, 2 no. five bedroom apartments and 2 no. six bedroom apartments). 29-05-2014.

Anticipated schemes

18F/0216
Land bounded by Vauxhall Road, Freemason's Row, Gladstone Street, Naylor Street and 60 Vauxhall Road. Pumpfields Regeneration Co. To demolish buildings and erect two no. linked blocks (13 and 15 storeys) comprising 323 no. apartments, 475sq.m of commercial floorspace (Use Classes A1, A2, A3, A5 and B1) together with 66 no. car parking spaces. Submitted 26-01-2018.

17F/0874
9-27 Freemasons Row Liverpool L3 2DJ. Vinco Group Limited with John and Elaine Sutch. To demolish existing building and erect four 11-15 storey interconnected blocks of residential apartments containing 656 units (C3 Use) with ground floor commercial units (A1/A2/A3/A4/B1/D2), residential gym and associated access, servicing, parking, works and landscaping. Submitted 31-03-2017.

16F/1739
Land bordered by Vauxhall Road Freemason's Row Gladstone Street and Naylor Street 60 Vauxhall Road. Azure Horizon's Ltd. To demolish buildings and erect 2 no. linked blocks (11 and 13 storeys) comprising 312 no. apartments (280 no. one bedroom, 20 no. studios and 12 no. two bedroom), 407m2 of commercial floorspace (Use Classes A1, A2, A3, A5 and B1) together with 53 no. car parking spaces (39 no. at ground level and 14 no. on the opposite side of Gladstone Street) and associated access, landscaping and external works. Permission granted 15-05-2017.

16F/1088
4 Paul Street. Vauxhall Developments Limited. To erect 20 no. three/four storey town houses with car parking from Oriel Street, following demolition of existing buildings. Submitted 27-07-2016.

13RM/2633
Blackstock Street/Paul Street. W.F. Doyle & Company Limited. To develop site by erecting a five to eight-storey building comprising 200 no. one and two bedroom residential units, together with associated car parking and landscaping. Permission granted 03-02-2014.

03 Movement and Connections

3.1 Vehicular Routes

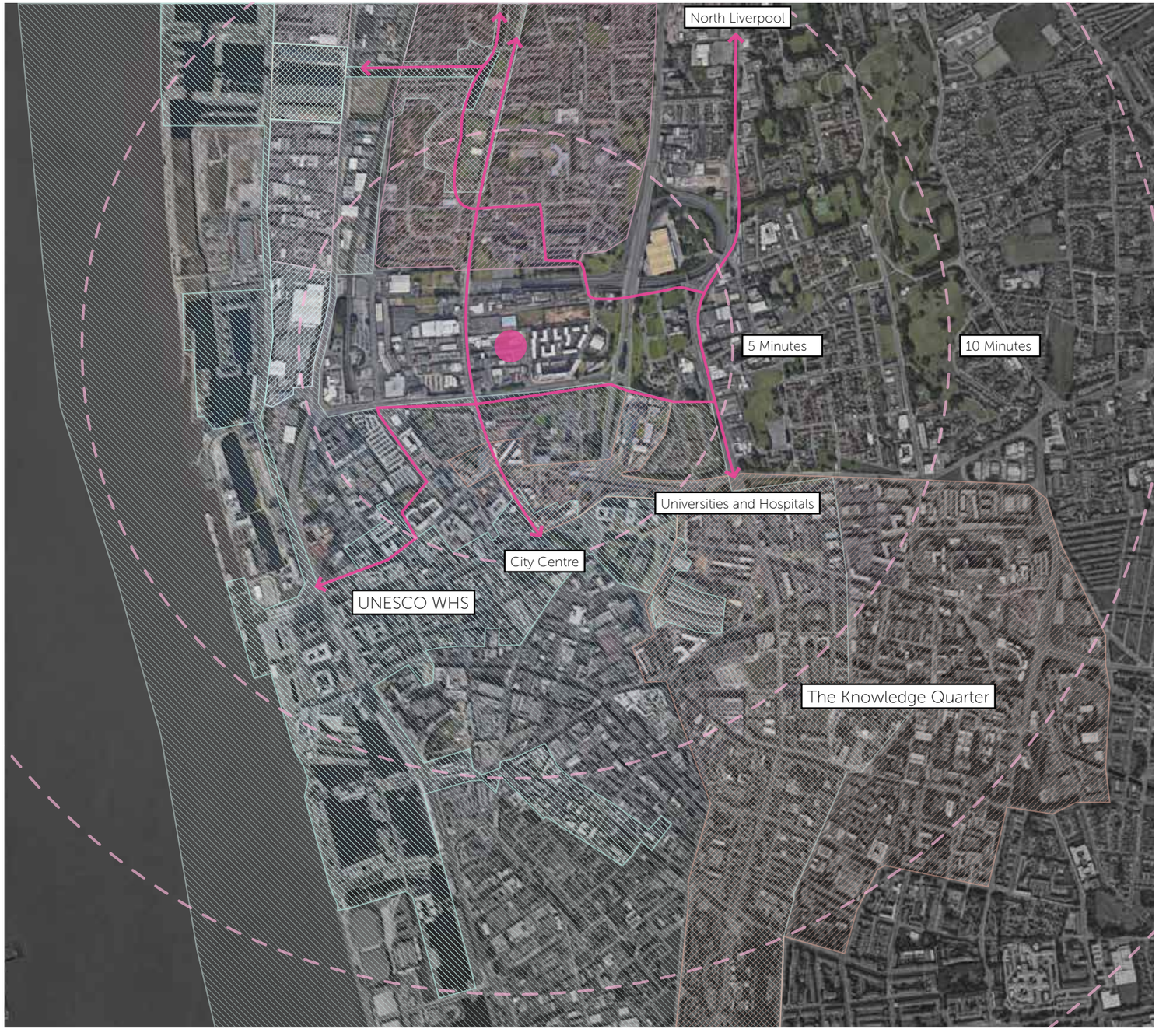
Due to the close proximity of the site to the city centre, there are numerous key roads that connect the site to the city. The site is easily accessible from the city centre to the south via The Buisness District and Vauxhall Road. Leeds street connects the area to Liverpools historical docklands. Islington conects the site to the Knowledge Quarter and Scotland Road provides connections to north Liverpool.

Primary Road
Secondary Road

SMITH . YOUNG
T: 0151 707 6655
W: www.smyo.co.uk

3.2 Cycle routes

There are numerous allocated cycle routes around the site, including both on road and traffic free routes leading in to the city centre and to the Albert Docks and further to Liverpool Business district



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T: 0151 707 6655
W: www.smyo.co.uk

3.3 Public

There are numerous public transport links within close proximity to the site. The primary bus routes surround the site providing access to the city centre and surrounding Liverpool. Bus routes run along Prescot Street into the City centre as well as a route directly to John Lennon Airport. Prescot Street is less than a 5 minute walk away from the proposed site via Moss Street. The nearest train line is located at Lime Street Station further along London Road going into the city centre. This offers transport links to the south of Liverpool and Further afield to Warrington and Manchester.

SMITH . YOUNG
T: 0151 707 6655
W: www.smyo.co.uk

04
Appreciating the Site

4.1 Visual Impact

This report has assessed the potential impact to the significance of visual connections as a result of the proposed application.

The assessment initial began in July 2016 with the first feasibility study which was carried out on the site. This first study was never submitted to the planning department but did start to inform our approach leading up to this full application.

The Pumpfields area is historically an industrial zone comprising of industrial buildings of varying heights between 1 and 5 storeys. The emerging context of mixed use and residential schemes outlined in the previous pages vary in heights between 11 and 39 storeys.

This process has shown that there would be a minor to negligible impact upon the surround context. However given the amount of proposed redevelopment in the area our concern with the area was not relating to visual impact but with the distinct lack of place making and public space.

05
Design Principles

5.1 Design Opportunities and Constraints

The design evolution of the development in respect of use, layout, scale, appearance and access has been directly influenced by existing opportunities and constraints placed on the site and the surrounding area and the approved planning applications.

This section of the Design and Access Statement reviews sets out the opportunities and constraints imposed on the sites development proposals.

Opportunities:

- Create new high quality residential accommodation
- Enhances the surrounding built heritage and 'Liverpool-ness'
- Genuine place making with high quality public realm
- New commercial facilities
- Improve connections and permeability to the city centre. Re-enforcing and activating frontages
- Improve an area that is currently derelict

Constraints

- Neighbouring access to light and daylight

06
Design Proposal

6.1 Brief

The brief was to produce a high quality residential accommodation of significant architectural merit. To inform the wider concept of place making within the area, with significant improvements to public realm. Working in conjunction with the client we have designed the project based on viable potential occupancies, while maintaining the aspirations of LCC that the development has its own sense of place.

6.2 Design Considerations & Pre Application Advice

Due to the proposed developments location outside the city centre UDP boundary and the nuimber of recent planning applications we felt it was important to establish the underlying principals for the scale, massing and type of development appropriate to the location. As with any commercial development there is always a viability threshold that needs to be addressed, however our approach is always to start analysing the site from an urban design perspective before considering the underlining commercial issues.

Taking the above into consideration we engaged with the planning department throughout the following process. We have always felt an invaluable part of the design process and particularly in this case due to the sites location outside the city centre UDP and World Heritage Site SPD. The following pages give a outline of the design process that has taken place on the project.

07
Key Design Development Process.

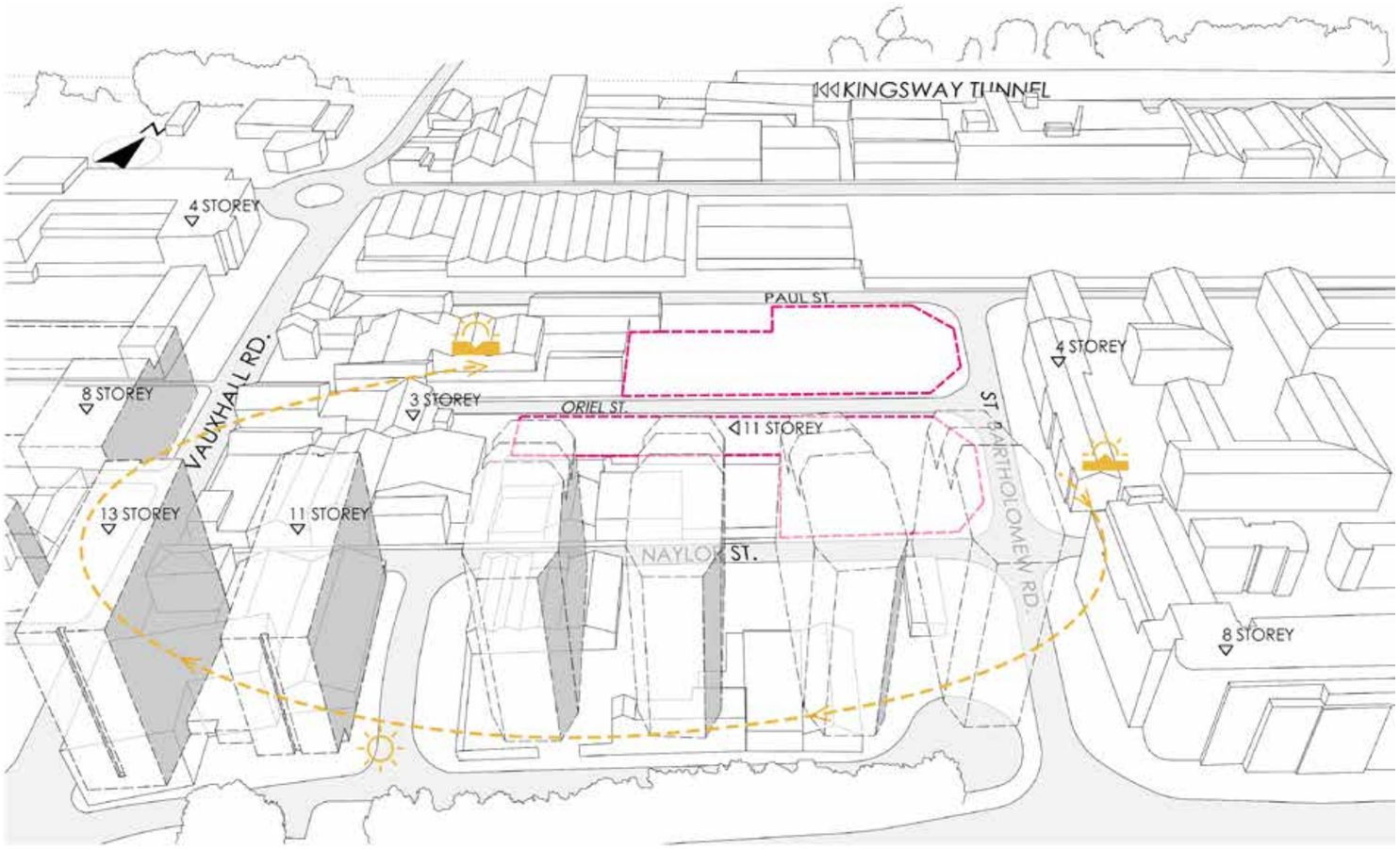
7.1 Design Evolution

Taking into account the recent approved and under construction developments in the area, an initial study was undertaken to determine the suitable scale and massing for the site. Key areas of consideration were the recently approved Freemasons site and its impact with regards to daylight

In consideration of the impact these proposals will have on the character and scale of the area, a 1:500 model was constructed. This model was used to investigate; the massing and scale of the proposal, shadow analysis of the anticipated schemes, interface distances, key views to and from the development and the visual impact the proposal will have on the surrounding area.

After working on a number of different options, the first pre application submission was tabled with the LCC development team.

Whilst the project is subject to two separate planning applications (North and South of Oriel Street) the design process undertaken considered both sites in working in conjunction. The reasoning for this is quite simply to create a symbiotic relationship between the two developments, when place making in a City it is vital that the immediate built and unbuilt context is considered. In this case the opportunity to design both sides of the street simultaneously offered a genuine opportunity for place making. The following pages of the document record this process, whilst each application is submitted individually.



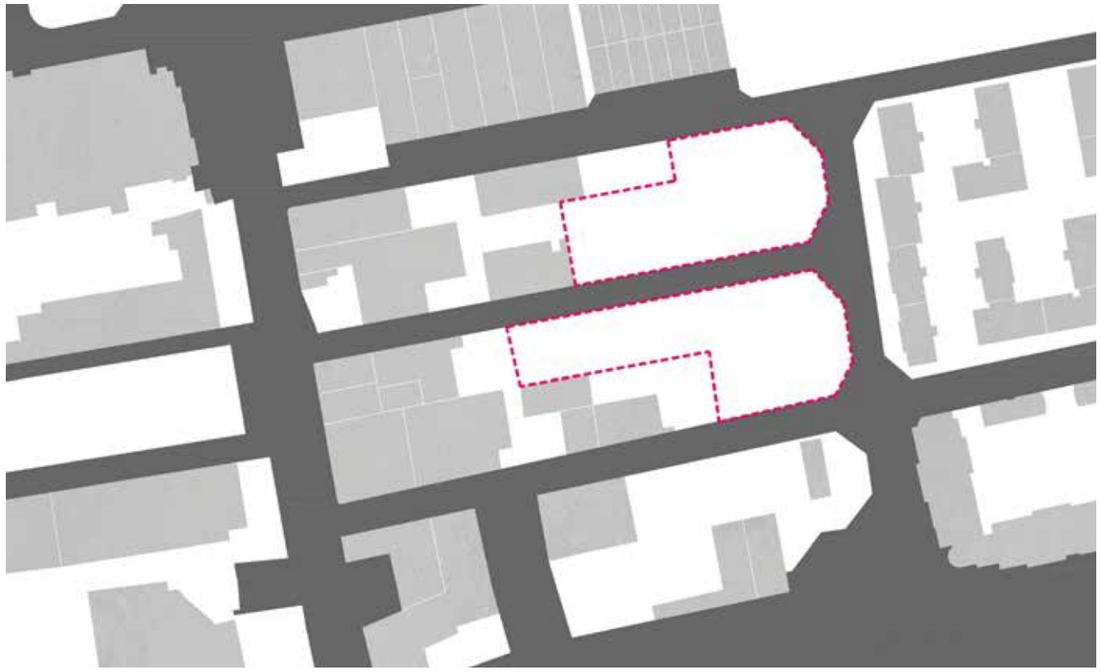
Early anaylsis drawing

SMITH . YOUNG
T: 0151 707 6655
W: www.smyo.co.uk

7.2 Nolli Diagrams & Massing Models

The following pages show the design develop process which initially undertaken on the project. As previously mentioned in this report this iterative design process highlighted a number of concerns regarding the relationship of public to private space. Whilst the first study was based on the existing site condition the main body of work allowed for the future context of the area, as the impact of the approved surrounding application creates a significantly different context.

The most definite method of analysis used for this design process is a combination of Nolli diagrams and 1:500 physical massing models. The images below and to the right show the first stage of this process.



1:500 model including anticipated developments.

1:500 model existing

7.3 Nolli Diagrams & Massing Models Revision A

The first design iteration proposed the erection of new mixed use building of varying heights between 4 and 7 storeys. The proposal comprised of 4 independent building developments generated from interconnected blocks forms. The proposal contained a total of 320 units. With 18.7% public space.

It was felt this Revision A didn't offer the correct balance between public and private space, courtyards which didn't give an open feeling to the public. No consideration towards daylight penetration and a lack of hierarchy in the street scene.

Nolli diagram - Revision A

1:500 model- Revision A

7.4 Nolli Diagrams & Massing Models Revision B

The second design revision responded to Vinco Group's proposal for four 16 storey blocks on Freemasons Row that neighbours the site across Naylor Street. Revision B varied the heights of the scheme and incorporated a larger tower at the centre at 15 storeys. The increased building height allow for an increased amount of public realm generated at street level to 36.6%, and in turn improved the interface distances across the scheme.

Whilst this revision has a number benefits with regards the generation of public realm. The overall massing of the scheme is inconsistent with the area. A more subtle approach in the stepping of scale is required to address the street level condition.

Nolli diagram - Revision B

1:500 model- Revision B

7.5 Nolli Diagrams & Massing Models Revision C

The third design revision reduced the tallest element of the scheme to 13 floors in response to the 'stepping down' form of the proposal on Freemasons Row by Vinco group. The design further improved its relationship with its context by reducing the height of the northern blocks to compliment the industrial units neighbouring the site across Paul Street. This revision provides a total of 27.7%

This revision has a much stronger concept and relationship to the site. By addressing the issues of the initial revisions i.e. stepped massing, correct amount of public space etc.. We felt this revision should be the basis for the proposal moving forwards.

At this stage the scheme was submitted for a pre application with LCC as we felt input from the develop team would help inform all design development moving forward. Whilst the first set of comments are informal this early stage engagement with the planning department is vital in our design process. Please see the first set of comments on the following page which relate to the previous design development pages in this document.

Nolli diagram - Revision C

1:500 model- Revision C

7.6 informal inital planning comments

Hi Michael

Thanks for your email.

It's not a problem! My apologies for not managing to get around to finding a spare moment to send you the email we discussed at the end of last week. Unfortunately my committee report deadline was brought forward by a day and a half so I had a lot less time available than I had hoped for report writing.

Anyway, as advised during our conversation last week I write to confirm that:

- Work on furthering the new Local Plan has confirmed that the proposed loss of employment land on the site won't now be an issue given the advised future proposed change of desig nation. It is understood that land to the west of Vauxhall Road will be retained as employment land. The site which is the sub ject of this pre-app advice is located to the east where it is understood that a mixed use approach will be accepted.

- Given the future mixed use designation the scheme should include employment uses. It would be acceptable to provide these commercial uses at ground floor to enliven and activate frontages and create a sense place / community.

- The revised layout includes some good design approaches, but the scheme's density / urban grain is considered to be too great, despite the creation of acceptable interfaces. It is suggested that attempts are made to reduce overall density and introduce further relief into the all elevations of the proposed forms so as to enable each of the blocks to breathe. The creation of part of the central avenue (Oriel Street) could be pursued as it would assist this aim, however, the highways impacts would need to be fully evaluated and managed within the design.

- The physical model images detailing other schemes in the area have been useful in understanding as to how the site should be configured, particularly in terms of height. It is con sidered that the scheme shouldn't show an increase in height above the lowest elements of the adjacent approved schemes fronting onto Leeds Street, in order to ensure the pro vision of an appropriate scale of development away from key strategic routes. It is likely that buildings generally in excess of 6 storeys are unlikely therefore to viewed favourably in order to ensure an acceptable scale is established for the area.

- Consideration of the impact of the development on the adja cent buildings should also be further explored. The Council would wish to see any smaller adjacent incompatible industrial uses included with the development proposals so as to ensure as comprehensive re-development of the area as possible.

I trust that these comments are of some assistance in progressing this scheme. If you can confirm a few dates when your team would wish to meet for a 2nd pre-app meeting to progress design, then I will liaise with Sam to get a date in the diary.

Kind Regards

Paul Vertigen I Planning Officer

7.7 Post inital planning comments
Nolli Diagrams & Massing Models Revision D

The fourth design revision developed following the initial feedback from LCC the basis of this revision whilst fundamentally following the same principal removed the undercroft car parking in favour of the development of a basement level to accommodate car parking, and reduce the proposal over density. This iteration proposed a total percentage of public realm of 35%

The permeability of the scheme was addressed by the introduction of cuttings in the blocks to allow north/south movement across the site. In conjunction with the removal of the undercroft the commercial potential of the ground floor was increased and the quality of public realm improved.

In addition we developed a rule for the interface of the proposed buildings, each proposed building must have an interface of a minimum of 15 metres. This rule applied to both proposed buildings within the scheme, existing buildings and future context of approved planning applications.

Nolli diagram - Revision D

1:500 model- Revision D

SMITH . YOUNG
T: 0151 707 6655
W: www.smyo.co.uk

7.8 Design Development Post inital comments

The following pages show the process undertaken with regards to each particular building interface. Multiply cross sections were produced to explore the correct width the height ratios for each building and the surround context. To help further illustrate this a 1:200 sketch model was used in the development of the public realm space and investigate the scheme in terms of place making.

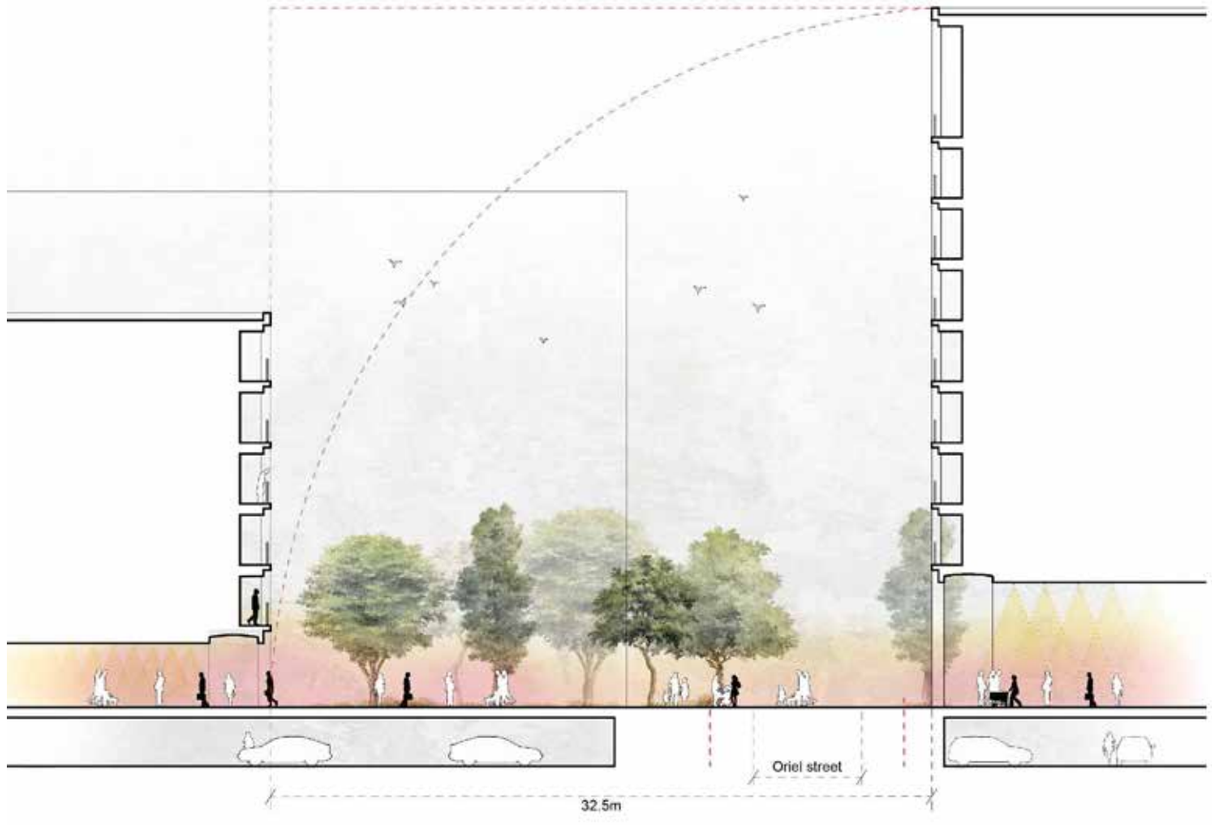
Ground floor plan - post inital planning feedback

SMITH . YOUNG
T: 0151 707 6655
W: www.smyo.co.uk

7.9 Design Development Post inital comments

The images below show a selection of the urban design cross sections produced to help understand the scheme massing and building interfaces.

Typical cross section
Urban Analysis



Typical cross section
Urban Analysis

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7.9.1 Design Development Post inital comments

Whilst at this stage the detailed building design hadn't been developed a number of different mediums were used to explore the building massing and urban design. To help better illustrate this typical window fenestration was used, however this is not a building design and purely a method to help understand the scale of the scheme. The images below are of the 1:200 physical model showing the street elevation relationship as shown in the cross sections earlier.

Elevation A-A

Elevation B-B

7.9.2 Design Development Post inital comments

In addition to the physical model, at this stage given the increase in scale of the analysis a CGI study of key views was produced. As with the physical model the building at this stage are not designs and are representative of the massing surround the public spaces and the interrelationship between building and public realm.

.

View 1

View 2

7.9.3 Design Development Post inital comments

Following the submission and second pre application meeting as seen on the previous pages. Detailed formal feedback was received from all members of the development team. A copy of this feedback can be seen in the appendices.

At this stage in the project over 18 months had elapsed since the initial design study, whilst all of the previous design development into multiple iterations was still of value. We felt the proposal required a degree of design reflection and further exploration to realise the best possible design solution.

The image to the right shows the evolution of the massing studies which were undertaken up to this point.

1:500 Massing Models

SMITH . YOUNG
T: 0151 707 6655
W: www.smyo.co.uk

08 Key Concepts
8.1 Breaking down the mass

Given the scale of the proposed project and the iterative process in which we work. At each increase in scale it is important we revisit the proposal and question the decisions made, meaning our design process effectively starts again. The following pages highlight the next stage design development which was undertaken.

The starting point at this stage was to investigate how we could breakdown the massing of the individual buildings. Initially drawing inspiration from the neoclassical building of Liverpool we developed a method of analysing individual sections of the proposal and began by breaking and shifting the scale and massing. What are traditionally seen as breaks in materially and fenestration in neoclassical buildings e.g. 'rusticated base' 'piano nobile' 'loggia' etc...

Our interpretation of this classical architectural language developed in the series of sketch images and models as can be seen to the right and of the following pages.

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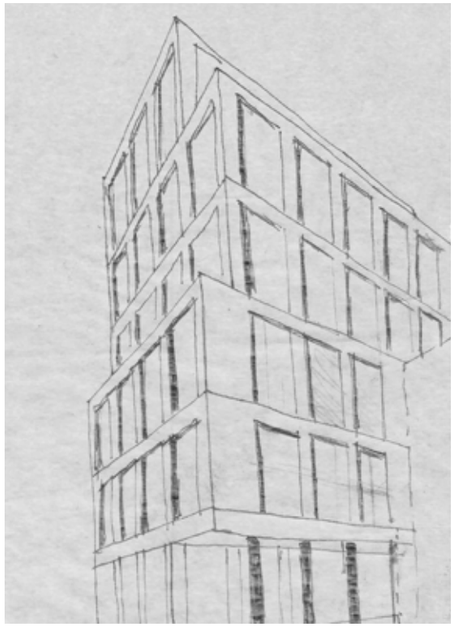
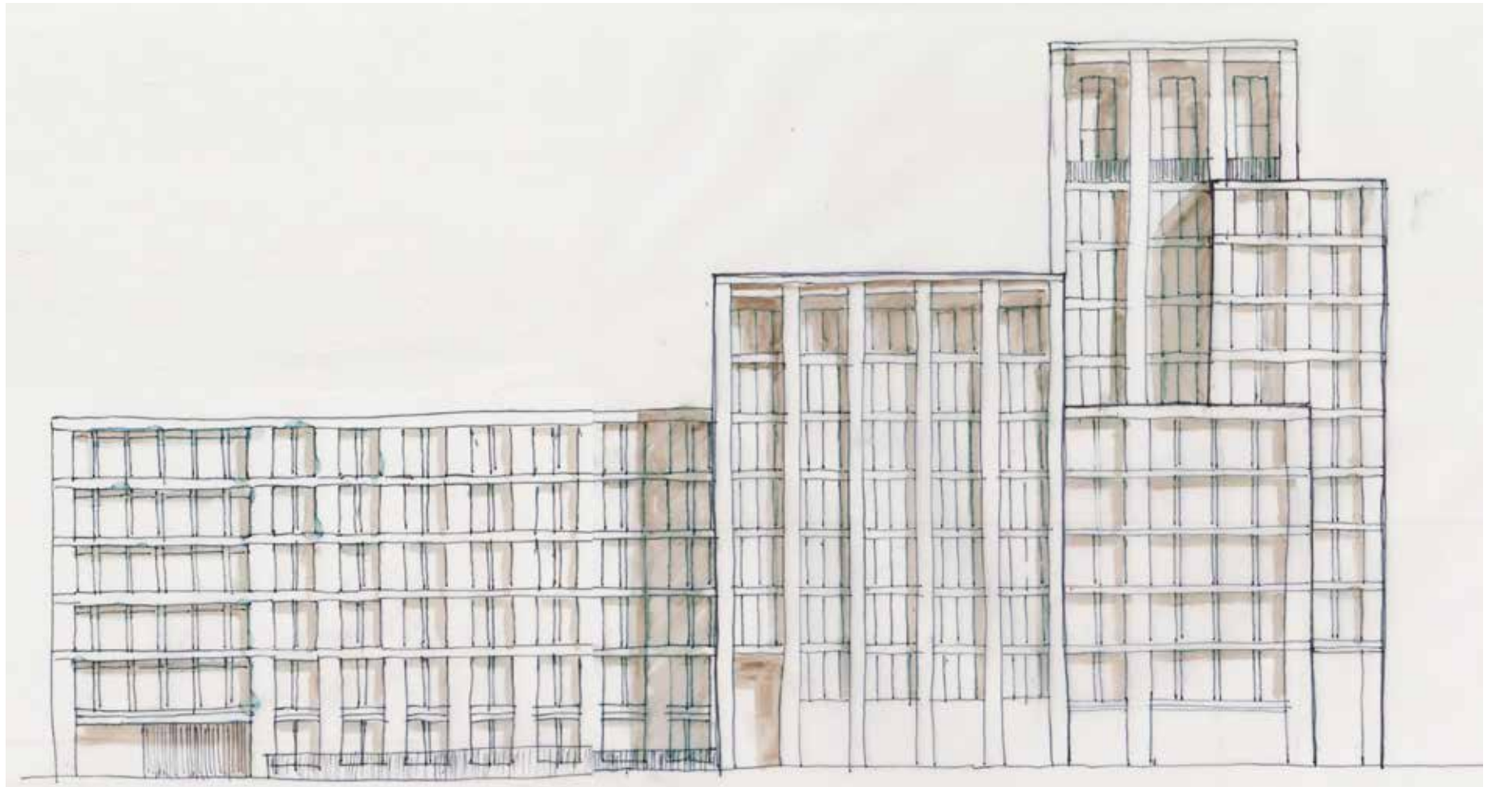
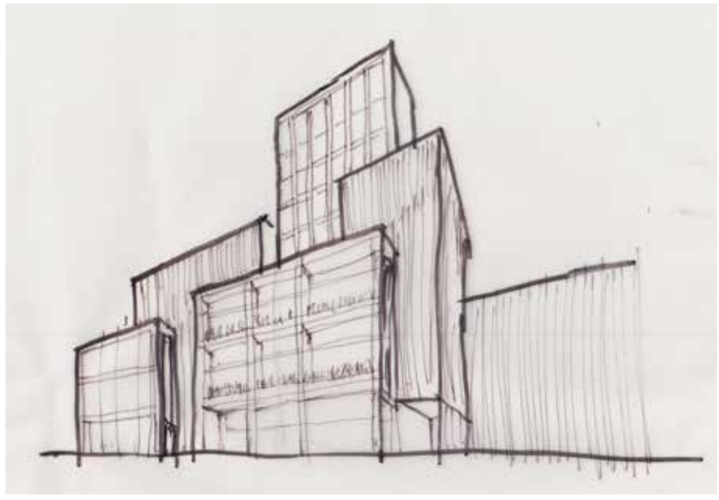
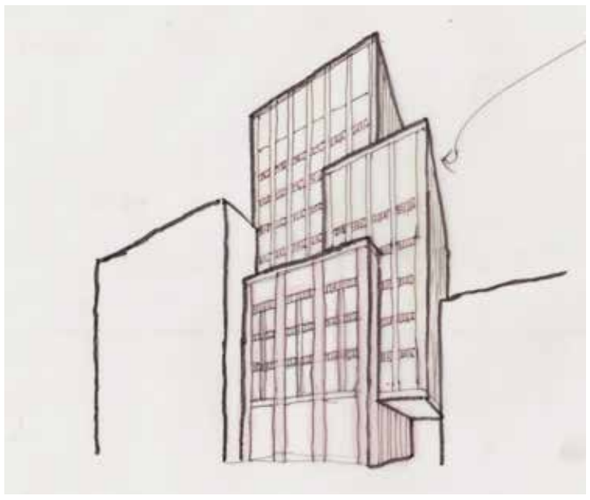
Rough design sketches of how the massing of the street could be potentially broken down

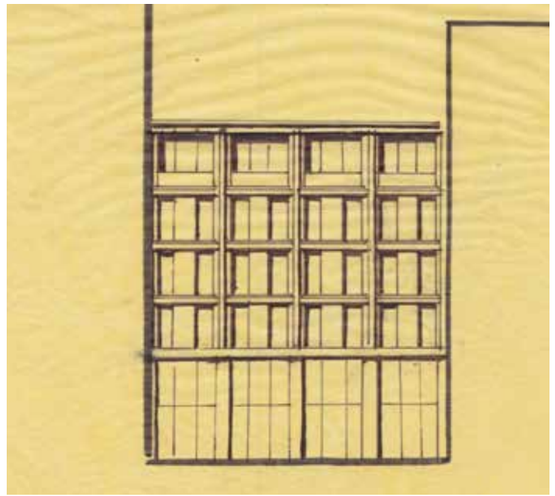


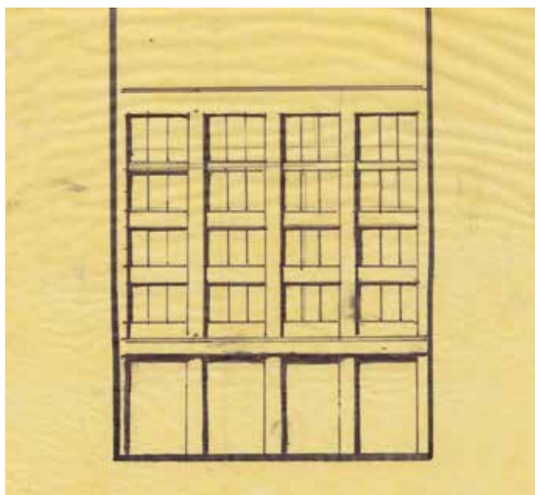


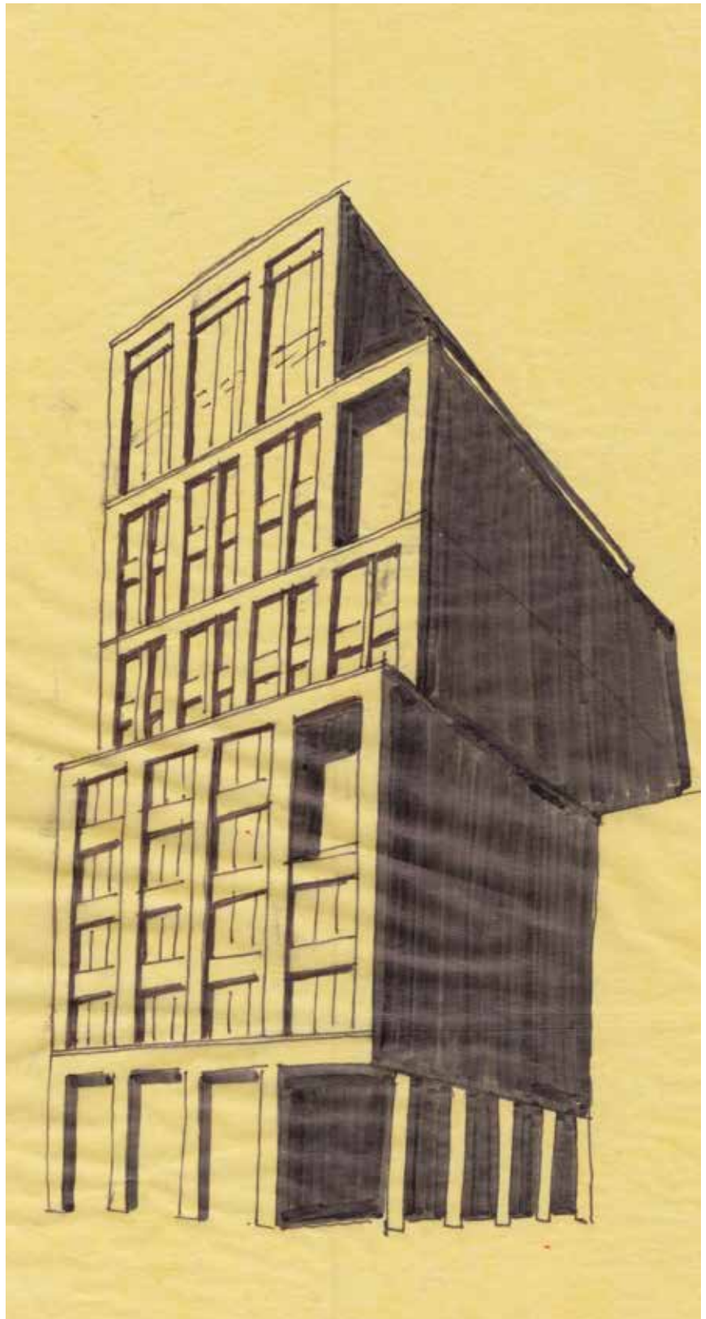




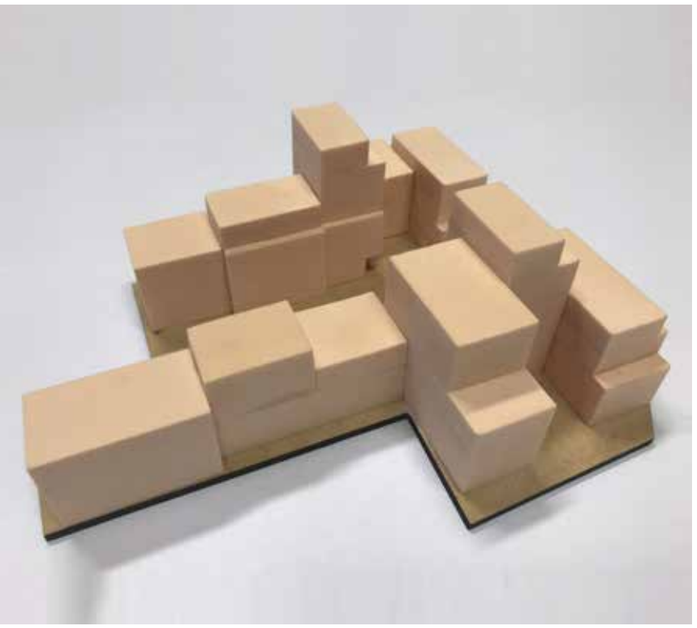
The images shown on this page give a snap shot of the design development process undertaken to breakdown the massing at the 1:500 scale. What we learnt from this process is the proposal became too complicated for the scale of each building individual building, further design development was required.







1:500 Massing Models



1:500 Massing Models

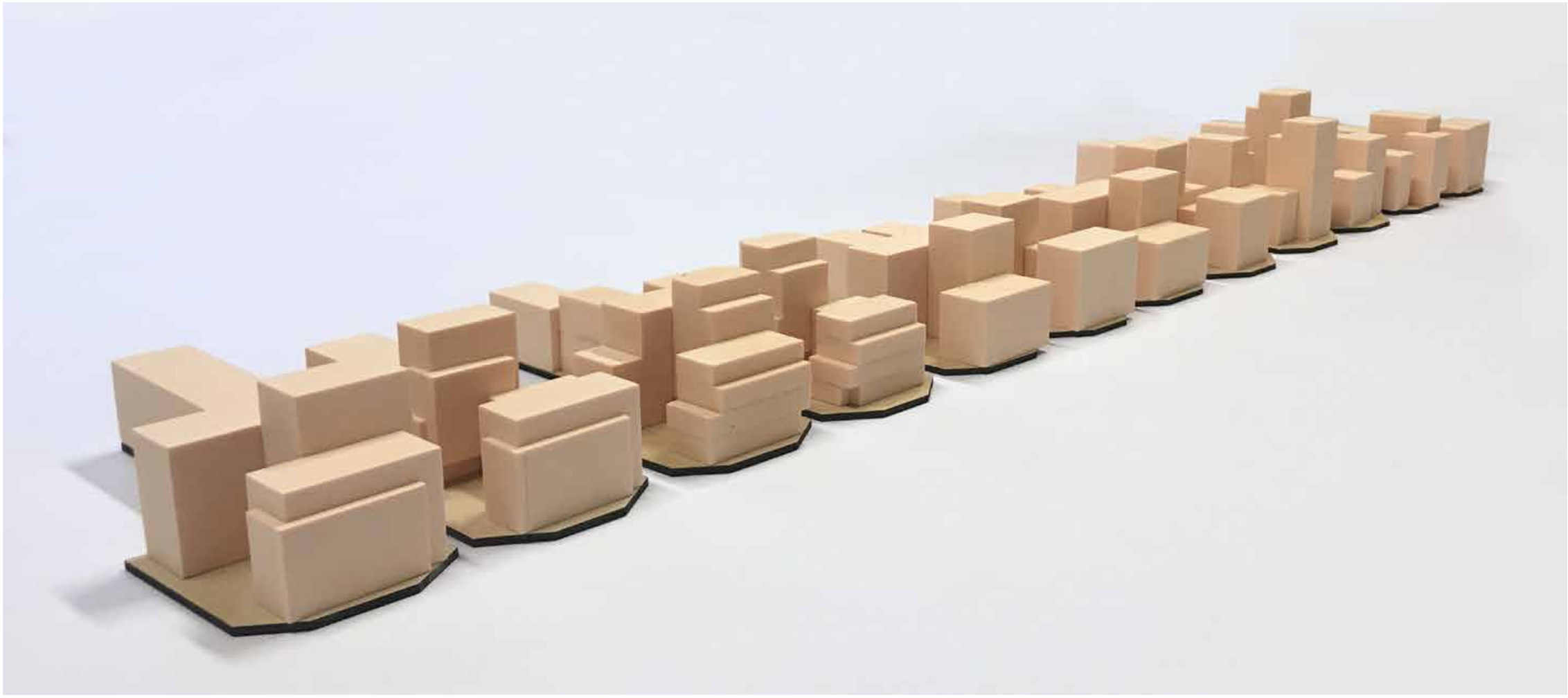
08 Key Concepts
8.4 Breaking down the mass

The images shown on this page show the completed final massing proposal for the scheme at 1:500 scale. The constant refinement of the proposal at multiply scales helps clarify the design, leading to a distilled iteration which is informed by each process.

1:500 Massing Models

08 Key Concepts
8.5 Breaking down the mass

To help illustrate how exhaustive this method of design is, the images below show the multiple stages of design development. Whilst certainly not a liner design process the massing models show the outcome of numerous investigations.



1:500 Massing Models

Following the resolution of the massing at the previous design stage, we moved on to the analysis of facade. As with each subsequence stage our first design instinct is drawn on the architecture of the City.

Given the areas historic industrial nature the research and design process started with the identifying buildings of merit in the direct context of the site. Whilst limited due to decades of post war development there are hidden gems of architectural delight, albeit veiled with a rustic patina which at first masks the architectural character. The following images show when one looks more closely what how the Pumpfields area must have originally appeared.

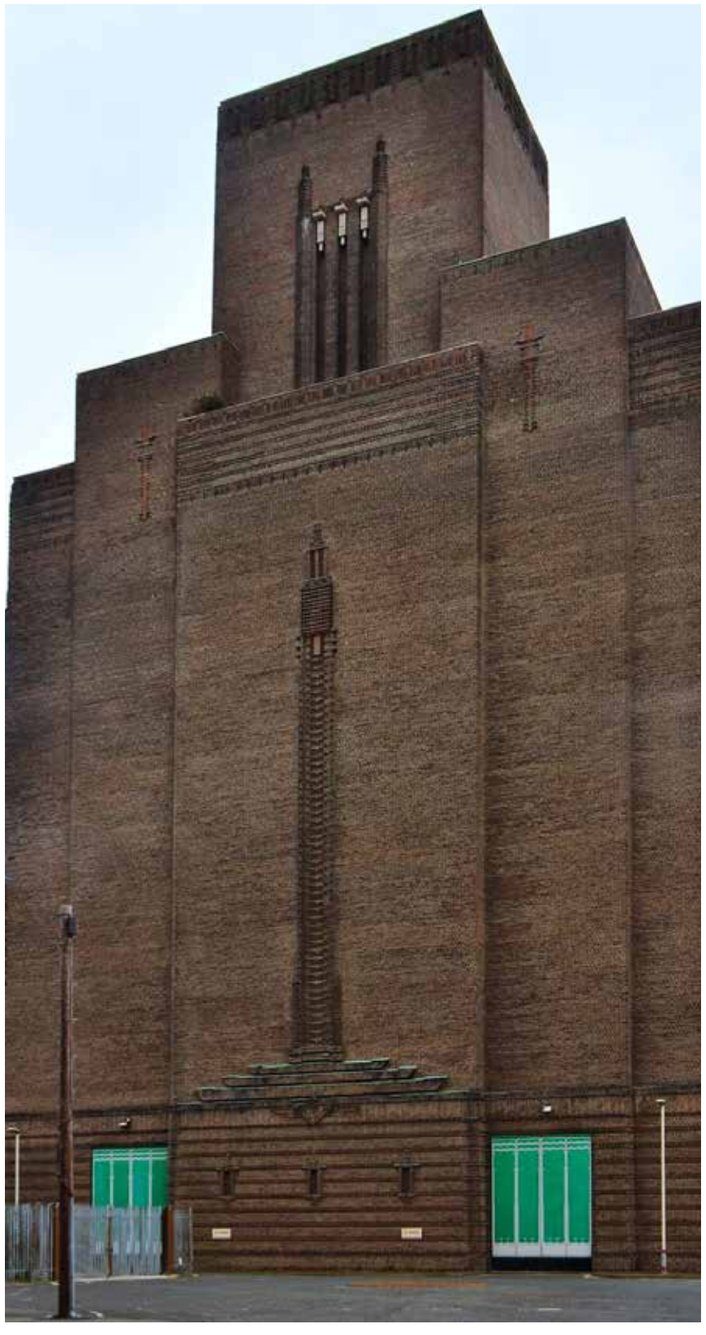
08 Key Concepts
8.7 Facade Development Studies

Taking our research a little further afield from the direct site context it is impossible not to drawn comparisons from the industrial grandeur of the dockside warehouses.

By systematically dissecting each architectural element we begin to test very specific conditions ‘ground floor’ middle section’ and top floor’ in layman’s terms we began to produce an amalgamation of Liverpool’s greatest building both civic and industrial.

Although this process produced a series of interesting results as an academic exercise, architecture must speak of its time place. An amalgamated pastiche simply doesn’t reflex our time and as primarily residential development our contemporary interpretation required more work.

The drawings and images on the following pages shown extracts from this process.



08 Key Concepts
8.8 Facade Development Studies

The image to the right shows a section of façade we developed in more detail to test our ideas of what the vernacular of the buildings should be. The following series of pages show the elemental breakdown of each section of building. Testing the idea of what is the new Liverpool vernacular?

Part detailed facade study

The Images to the right show an interpretation of the ground floor conditions of two distinctly different building types. How can we combine the vernacular of industrial architecture with traditional residential?

Planted defensive space in front of every residential unit on ground floor.

Detail 1

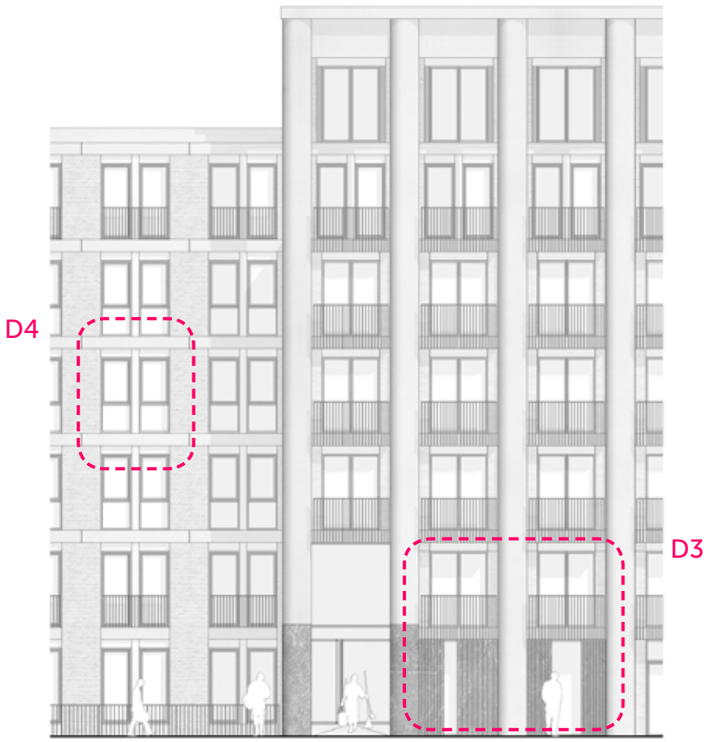
Cast iron bumper guards will be used at the base of the concrete/brick columns to emphasize buildings' access.

Detail 2

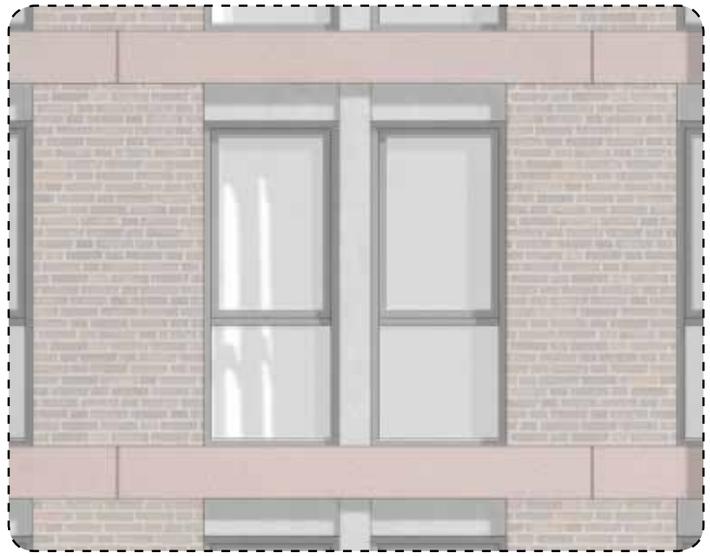
SMITH . YOUNG
T: 0151 707 6655
W: www.smyo.co.uk

8.9.1 Facade Development Studies

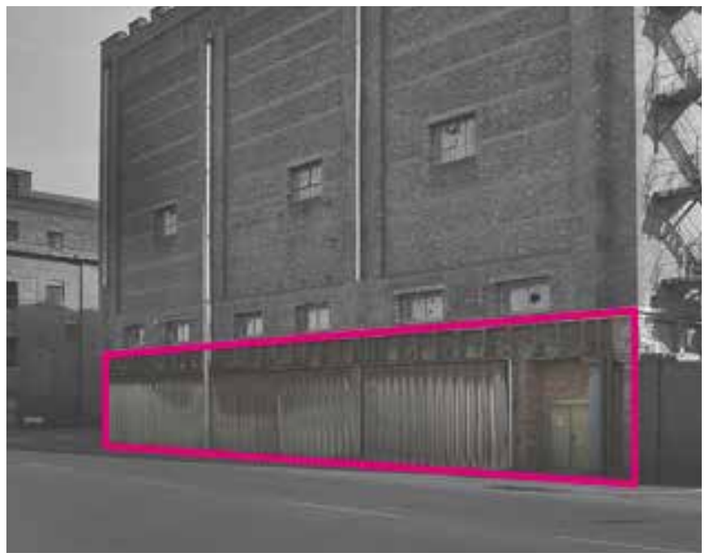
Changes in material across a façade, can the use of robust cast iron at the base of a building potentially define threshold from public to private?



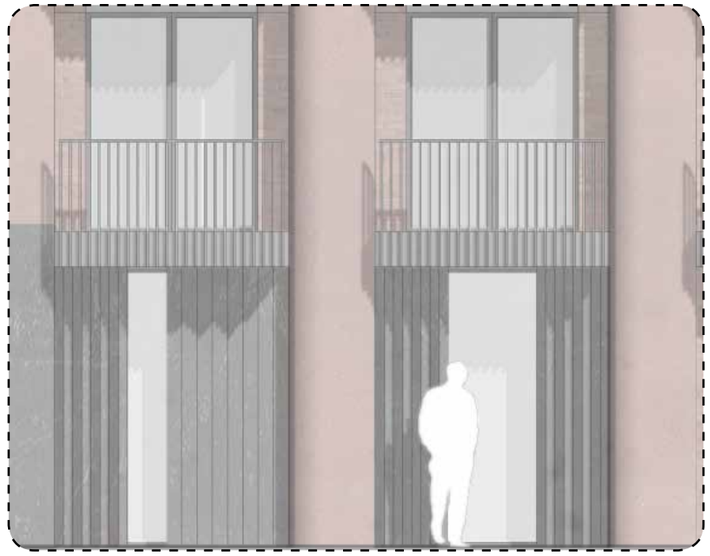
Precast concrete lintels and mullions.



Detail 4



Cast iron concertina shutters to commercial units and plant.



Detail 3

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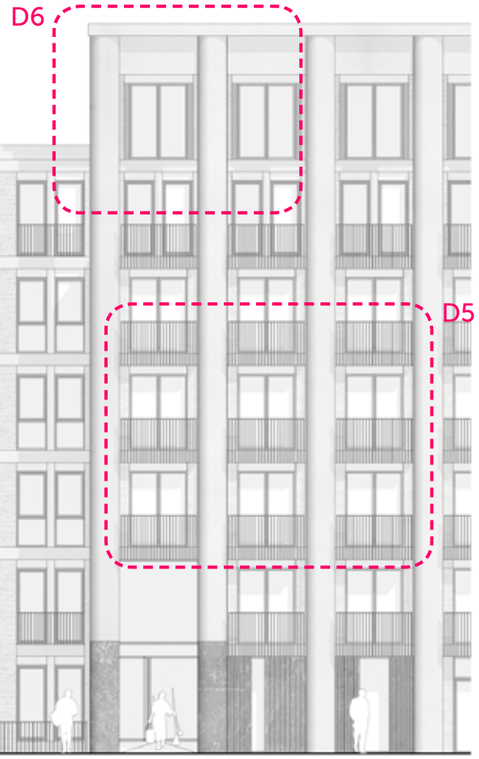
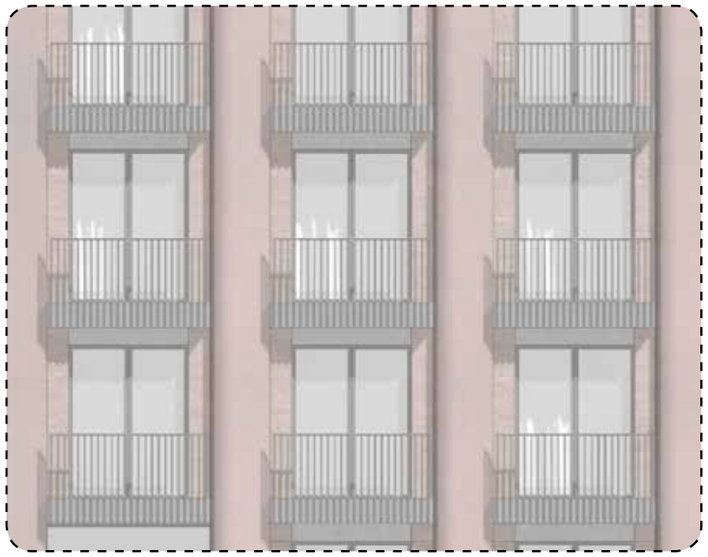
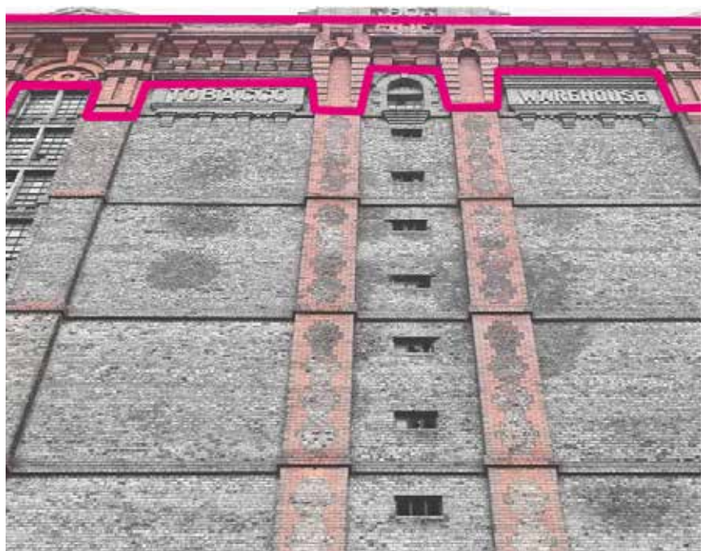
Classical motifs such round columns and cornice details combined with an industrial vernacular architecture. Should we move away from the predictable modernist architecture of new development in the city? This could be the defining manifestation of a new Liverpool vernacular for the city?



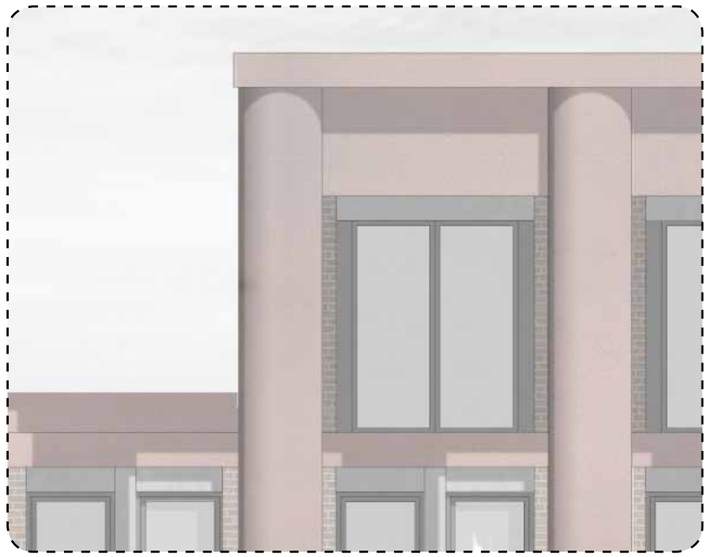
Round pigmented concrete columns as a reference to Albert Dock's cast iron columns and lifting bay rounded corners.



Detail 5



Robust cornice detail in every building,



Detail 6

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Red Pigmented Concrete.

Red Sandstone banding at floor slab level and parapet and Dark Brown Brick.

Precast concrete lintels

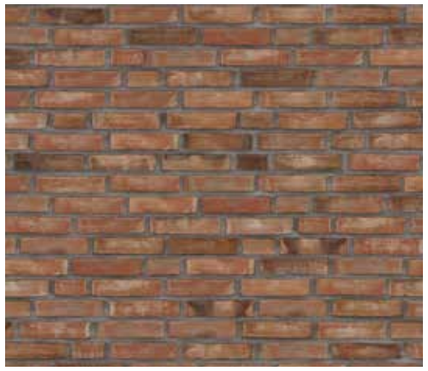
Red brick mass

Cast iron base to ground floor

Projecting balconies

09 Detailed Design Development
9.1 Detailed Facade & Materiality

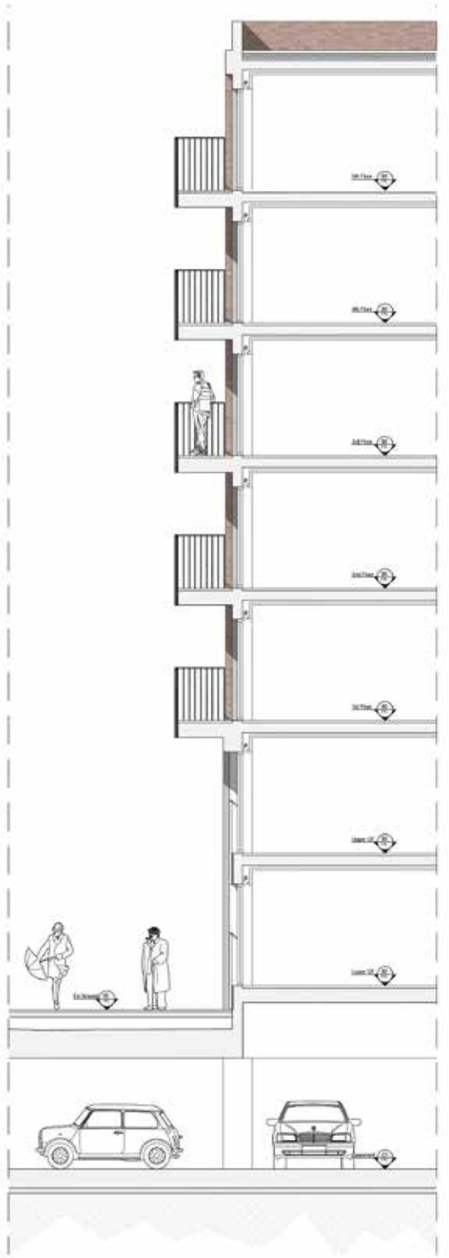
The following pages identify the different uses of the limited palette of material choices and specifically how each material is used in different approach. Through the use of the same limited palette of materials the overall scheme has a cohesion and sense of place, yet each building has its own identity.



Red stock brick

Concrete columns and floor slabs

Cast iron base to ground floor



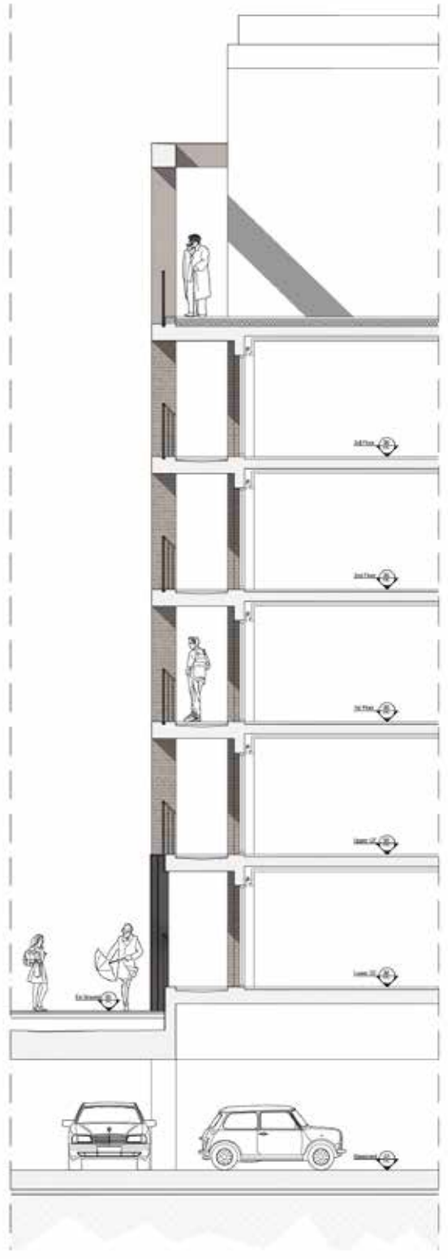
09 Detailed Design Development
9.2 Detailed Facade & Materiality

Groups of Brick Objects, it is important that the facade relates to the urban grain and material character of the surrounding area. The underlining principal to the projects materiality is to reflex the character to the city

Brown stock brick

Red sandstone floor slabs

Cast iron base to ground floor



SMITH . YOUNG
T: 0151 707 6655
W: www.smyo.co.uk

09 Detailed Design Development
9.3 Detailed Facade & Materiality

Concrete and cast iron and brick grouped together, in the main buildings of the square. Setting a material character of the new defined area of the city.

Glass Curtain Walling

Concrete columns and floor slabs

Cast iron base to ground floor

10 Access Strategy

10.1 Access Statement

This section of the statement has been complied to illustrate that we have taken care to ensure that the development as a whole does not discriminate against disabled people within the context of the constraints of the existing site and buildings within the framework of the Building Regulations. It is not intended to be a detailed assessment of the detailed design of the development in relation to surfaces, lighting etc but instead to clarify the approach taken towards movement around the site and the general guidelines adhered to in providing a non-discriminating environment.

The development proposes the creation of an inclusive environment, which caters for diverse users, including disabled and visually impaired. The proposal is informed by a belief in inclusive design- the design approach believes that access should take in to account a wide range of needs and not be limited to specific types of disability. In adopting this broad approach, the development aims to promote the provision of an environment that is safe, convenient and enjoyable for us by everyone.

The environment for pedestrians will be improved along the Naylor Street and Oriel Street frontages. Wayfinding and signage to assist pedestrians and disabled people will be installed where necessary and appropriate in consultation with the relevant local authorities.
Cycle spaces will be assigned at a 1:1 ratio, one space per unit, in the ground floor and basement. The development is therefore in line with local policy guidance which promotes sustainable transport choices that will mitigate the impact of proposals on the environment, respond to congestion affecting roads and public transport in the area and promote healthier lifestyles.

The design response when considering all aspects of accessibility has been carried out to the standards as set out in:

-Design for Access For All, Supplementary Planning Document – Liverpool City Council

-Designing for Accessibility – published by the CAE /RIBA Publishing

-BS 8300:2009 Design of Buildings and their Approaches to meet the needs of Disabled People- Code of Practice.

-The Disability Discrimination Act 1995, Parts 2 and 3

10.2 Pedestrian Access

The application site is situated in a location where walking provides a convenient mode of travel to a variety of local facilities and the city centre. Leeds Street links to a fully integrated network of footways, that combine to provide direct and safe links to local facilities in the immediate area and city centre, both of which are important factors in encouraging walk trips.

Pedestrian entrances to the buildings will be provided along Naylor Street and Oriel Street. The entrance to the buildings would be along anticipated pedestrian desire lines. Footpaths within the site will link to all access points within the development.

10.3 Vehicular

In line with LCC planning policy regarding parking provision for residential accommodation in this area. The application provides 140 off street parking spaces, refer to transport statement for further details.

10.4 Access In/Around the Site

The site layout has been arranged in order to provide a dedicated service access for the proposed uses. Service access for the neighbouring sites is unaffected. Emergency service vehicles will be able to access the site from the main accesses roads off Naylor Street and Oriel Street.

10.5 Cycle Storage

Secure cycle storage will be available at ground and basement floor levels. Spaces are allocated on a 1:1 ratio, one space per unit. The bike stores will be installed around the core of the development. These spaces will be available to users who wish to securely store their bicycles.

10.6 Maintenance Strategy

Although a private maintenance company will be contracted to manage the upkeep of the site, the brief from the start has always been to use materials, detailing and services solutions that will require minimum maintenance. In developing the design of the proposal with respect to servicing and maintenances, regard has been made to

- Refuse collection (council and/or private) strategies for the residential uses, access via Naylor Street and Oriel Street idenifed on the floor plans.
- Communal areas are appropriately detailed to ensure they are easily maintained.
- Easy access for maintenance and servicing vehicles.
- Window and façade cleaning, inspection and replacement: Low-level elements can be maintained regularly through arm reach, ladders (up to 9m high) or platform steps (up to 9.5m). Low-level windows or reveals (to 10m) can be cleaned by reach-and-wash extendable poles.
- High level façade elements (first floor and above): the building façade has a maximum height of 34m, and will be reached with cradle system. Cleaning will occur several times a year. In certain circumstances an abseil or temporary cradle system will be accommodated.

10.7 Safer Places

The core principles set out by Secured By Design and Safer Places will be adopted in order to reduce and prevent crime within the proposed development and immediate context.
Measures include:

1. Integral Approach
2. Natural surveillance
3. Access and footpaths
4. Open space provision and management
5. Lighting
6. Environment quality and sense of ownership
7. Security and CCTV

Integral Approach
In order to achieve a scheme that provides a safe and secure environment an integral approach to design has been adopted by considering the layout and arrangement of the block in this application.

Natural Surveillance
The buildings have been designed in such a way to encourage natural surveillance and active frontages. The surrounding street frontages will be overlooked by residents up to 24 hours a day, and frontages facing the neighbouring community will improve the extent of surveillance of the development and reciprocate.

The scheme incorporates residential units and small scale commercial use along Naylor Street and Oriel Street. This use will bring with it a variety of people at different times of the day and along with pedestrian movement through the site, will provide natural surveillance. In addition, extra precaution will; be adopted in areas where higher security is needed. CCTV cameras will be installed at all entrance/exit points for pedestrian access and also at strategic locations around the site.

Access and footprints
Access points and footpaths are both convenient and accessible but at the same time, it has been considered not to over-provide such easy access and means of escape for intruders and burglars.

The residential lift and stair core, as well as the corridors, will be well lit to ensure security to the residents. There are a number of residential units off each corridor, this will encourage a sense of ownership by the homeowners and therefore create defensible space, which will help to deter crime.

Lighting
To help reduce the fear of crime and increase security, lighting will be provided along pedestrian routes. Increased lighting levels mark the main pedestrian entrance to the site.

Security and CCTV
As previously stated the access points will be CCTV monitored.

In summary the nature of the site ensures a degree of natural surveillance for most parts of the day. Introducing appropriate lighting along pedestrian routes will further enhanced security.

11
Design and Access Report Summary

In summary, the quality of the architecture, materials and the cohesive approach to the design of the proposed plans and landscaping will ensure that the development will be an accessible landmark within the area with a long term benefit to the City.

The proposed development will establish new active frontages along Naylor Street and Oriel Street and will increase permeability to the City Centre whilst also acknowledging the neighbouring established residential community to the South of the site, assisting it in reconnecting to the City centre.

The improved frontages will also aid natural surveillance, particularly along Naylor Street and Oriel Street , and will form an integrated part of the wider regeneration of the ares.

12 Appendices

12.1 Pre app feedback

Liverpool City Council

Michael Young
Smith Young Architecture
26 Hope Street
Liverpool
L1 9BX

Date: 14th October 2017

Enquiry ref: 0391/17

PRE-APPLICATION ADVICE

Location
Land at Oriel Street and Naylor Street, Liverpool 3

Description of Proposal
The proposals are outlined within the latest design document which was presented and expanded upon at the last pre-application meeting held on 14th September 2017. It is understood that the proposal would take the form of the following basic elements:

- Block of 5no. conjoined buildings south of Oriel Street (5 – 11 storeys)
- Block of 4no. conjoined buildings north of Oriel Street (6 – 11 storeys)
- 2no. basement car parking areas (totalling 185 spaces)
- Ground floor commercial uses within buildings fronting onto Oriel Street
- Stopping up of Oriel Street to create enhanced centralised area of high quality public realm
- Areas of public realm fronting onto Naylor Street to the south and Paul Street to the north

Site Description
The site consists of L-shaped plots of land located to the north and south of Oriel Street, with frontages onto Naylor Street to the south and Paul Street to the north. They border onto adjacent industrial land to the west and are bounded by St Bartholomew Road to the east. The southern-most site is currently used as a surface car park which wraps around the adjacent industrial use. The northern site is current a vacant plot, cleared of development, which again borders onto an industrial use located adjacent to the west.

Relevant Site History
No recent planning applications have been made in respect of the site.

Planning Constraints
The site constraints below are relevant to the development under consideration but do not constitute a formal response under the Land Charges Act 1975

- Within a Primarily Industrial Area - Policy E1 (UDP Proposals Map, adopted Nov 2002)

Relevant Planning Policies
Section 38(6) of the 2004 Planning and Compulsory Purchase Act states that development should be carried out in accordance with the development plan unless material considerations indicate otherwise. The development plan comprises the Liverpool Unitary development Plan (UDP) adopted 2002 (containing 'saved' policies).

National Planning Policies

The NPPF came into effect on 27th March 2012 and sets out the Government's planning policies for England and how are expected to be applied. The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

The following sections of the framework apply to these proposals:

Chapter 1— Building a strong, competitive economy
Chapter 4 — Promoting sustainable transport
Chapter 6 — Delivering a wide choice of High Quality Homes
Chapter 7 — Requiring good design

Planning Practice Guidance

Planning Practice Guidance: Design

Practice Guidance: Determining a Planning Application

Local Planning Policies

Liverpool Unitary Development Plan Policies

The following saved Unitary Development Plan policies are relevant to these proposals and are considered to align with the principles, aims and objectives of the NPPF. As such, they are considered to carry significant weight.

GEN 1 Economic Regeneration
GEN3 Heritage and Design in the Built Environment
E1 Primarily Industrial Areas

12 Appendices

12.1 Pre app feedback

HD18 General Design Requirements
HD19 Access for All
HD20 Crime Prevention
HD21 Energy Conservation
HD23 New Trees and Landscaping
HD24 Public Art
OE14 Open Space in New Residential Developments H3 City Centre Living
H5 New Residential Development
T6 Cycling
T7 Walking and Pedestrians
EP9 Waste Storage
EP11 Pollution

SPD — Ensuring a Choice of Travel
SPD — Design For Access For All

Draft Liverpool Local Plan
The Draft Liverpool Local Plan was published for consultation in mid-September 2016. The representations received to this consultation are currently being reviewed by the City Council and therefore it is considered that the Local Plan is at a very early stage. Accordingly, it is given very little material weight in the assessment any planning proposals at this time.

Internal Consultations
The following key Council services would be consulted over a planning application. (Please be aware that others may be added during the planning application process)

Environmental Health
Highways Authority
Urban Design Team
Highways Drainage
Regeneration Development Team

External Consultations
The following key external organisations/individuals would be consulted over a planning application. (Please be aware that others may be added during the planning application process)

Places Matter (Design Panel)
Corporate Access Forum
Environment Agency
MEAS (Ecology / Archaeology / Waste Issues)
Neighbouring residents/businesses
Ward Councillors
Local Stakeholder Groups
United Utilities
Merseytravel
Merseyside Fire and Rescue Service

Pre-application advice
The advice given below is as accurate as possible but is an officer's view of your proposal based upon the information you provide and material planning considerations. Advice is given without prejudice to any subsequent planning decision by the City Council.

Principle of Development:
The latest proposal seeks to construct a predominantly residential scheme which includes commercial elements at ground floor.

The UDP identifies the site as a Primarily Industrial Area to which Policy E1 is applicable. Given the proposed use any application would need to be supported by sufficient justification given the evidence contained within the Council's current employment land study figures (2017) and the subsequent general conclusions of need to retain employment land. However, as part of this justification paragraph 21 of the NPPF would support the integration of residential and commercial uses within the same unit whilst paragraph 22 further assists these proposals in respect of current land allocations and the avoidance of the long-term protection of sites allocated for employment use, where there might be no prospect of a site being used for that purpose.

It is understood that the submission version of the Council's Local Plan and its Proposals Map is due to be published early in 2018 and that the sites which form the subject of this pre-application inquiry will be designated for mixed use proposed. However, taking into account both national guidance and future Local Plan designations, the level of commercial space shown may, dependent upon the uses, be excessive and have the potential to impact on local and district centres, contrary to policy. If the proposed level of commercial floorspace is indeed to be provided any application would need to be supported by a sequential test in accordance with Paragraph 24 of the NPPF so as to detail / justify the impact. There is no defined percentage of employment generating to residential uses which would constitute a mixed use. However, the approach taken should be to provide commercial uses within any scheme which function at a level which would exist without impacting on other defined areas of the city, such as district or local centres or the city's Main Office Areas, whilst providing goods and services to the population sought to be introduced.

Scale, Massing and Design
The proposed scale / height of the development has been the subject of dialogue during previous pre-application meetings and has been subject of comment in previous email exchanges. The latest scheme design has responded to those concerns.

In terms of future context, key to the consideration of scale is the most recent approval of planning permission ref 17F/0874 *(To demolish existing building and erect four 11-15 storey interconnected blocks of residential apartments containing 656 units (C3 Use) with ground floor commercial units (A1/A2/A3/A4/B1/D2), residential gym and associated access, servicing, parking, works and landscaping).* Any height further north of this scheme point needs to be fully understood and justified in urban design terms, particularly in relation to this adjacent scheme. Having considered the revised proposals and the visual assessment carried out and submitted as part of the design considerations, it is agreed that the maximum height that the Council could support in this location would be 11 storeys, equal to, but no taller than the adjacent lowest element of the scheme approved adjacent. For obvious reasons, 15

storeys was considered acceptable adjacent to Leeds Street, however, the building transitions down to respect the aspirations for a lower height of general development for the area to the north, so as to create proposals which provide a more human scale and relate acceptably to the form of existing developments, most notably 'Atlantic Point'.

The form of the development has successfully evolved and the amended proposals have taken the previous design comments into account so as to address key density and massing issues. The southern plot contains buildings of 5, 6, 7, 9 and 11 storeys. The northern block proposes height of 6, 7, 8 and 11 storeys. The variance in heights respects the maximum height limitations created not only by the Freemasons Row proposals to the south, but also but the existing 1-3 storey industrial built-form to the adjacent and the 'Reach' and 'Atlantic Point' developments to the east. In any application, the relative heights of these proposed and existing development should be referenced to ensure that the proposal's maximum height is evidenced correctly.

The use of variance in the overall heights proposed also assists in providing both blocks with greater articulation creating increased visual interest to their overall form which better reflects the site and its unique form. Likewise, the positioning within the site of each of the 5no. buildings within both the northern and southern blocks either side of Oriel Road provides further variance and increased visual interest to their general forms, creating a staggered and visually engaging frontage with enhanced areas of public realm including through-routes, to create important nodal points and increased permeability through the site.

The importance of the creation of a respectful urban grain was mentioned in previous pre-application comments. Building interfaces are helpfully provided within the current design documents. The lowest interface distances are shown as being 15m within the development (i.e. new development interface), which is considered to be an appropriate distance. The lowest interface distance in relation to residential developments outside of the site would be the 16m interface with the approved Freemason's Row block, which is shown as reducing to 16m at its closest point. Again, this is considered to be acceptable, particularly given that the majority of interfaces with other existing units would be greater. These increases in interface distances, coupled with the increases in areas of public open space to 35% and the overall reduction in proposed building scale and massing have greatly assisted in addressing density issues resulting in an urban grain with a much looser form. Further encouragement is given to ensuring that building design and its interface with the public realm continues to resolve this issue in future.

The current phase of design considerations doesn't include individual buildings' designs which is understood to be the next set of design elements to be prepared. It is important to mention at this point that the building frontage designs and in particular their relationship with the areas of public realm should continue to be enhanced so that they have direct dialogue with adjacent public realm to link their function as well as their form. Building entrances or their through routes should be designed to prominent and legible, particularly in relation to important areas of public realm. It is noted that some of the buildings may specifically function to allow permeable routes through Naylor Street and Oriel Street at ground floor level. These functions are beneficial to the scheme but must be well-considered in terms of design so as to provide the high quality, legible spaces they seek to create. Double-height ground floors and projecting overhangs are seen as useful devices in achieving such aims. The use of contrasting materials to create interesting and varied solid and void combinations which successfully reduce the overall perceived mass of the blocks should be considered. The interplay with solid and void combinations, through careful use of materials should be explained in the evolution of building facades so as to create articulation and relief to avoid the appearance of monolithic and repetitive elevations.

The further evolution of the design should create good levels of animation at key points within the ground floor frontages. Future uses engaging in increased dialogue with the surrounding areas of public realm will assist this goal. The need to create a cohesive form of development across the site which results in high quality place-making is paramount. The design should be fully informed by microclimate assessments including sun path analysis and wind modelling.

Highway Impact

Areas of public realm have been increased and will greatly assist in quality place-making. The use of high quality materials for public realm works is encouraged. However, consideration should be given at an early stage as to which areas of the scheme will be retained in private ownership and which will be designed for future adoption by the Council. The applicant is encouraged to enter into discussions with LCC Highways concerning the specification proposed for any area sought to be adopted in future, so as to ensure the proposals are capable of meeting adoption standards.

The principle of stopping up Oriel Street is acceptable from a Highway Authority perspective provided that all of Oriel Street remains capable of access by large refuse vehicles, which are likely to be the largest vehicle requiring access. Any submitted scheme showing stopping up would therefore need to include turning heads at the end of Oriel Street supported by tracking drawings demonstrating that large refuse vehicles could safely manoeuvre so as to enter and exit the street in a forward gear. Signage would also be required to advise approaching vehicles that they were approaching 'dead ends'.

The proposal is located within a sustainable location with good external links via public transport (bus and train) and cycle routes. Some 185 parking spaces are proposed in the latest design. In this location the Highways Authority would seek the provision of circa 50% parking provision for residential occupiers (inc 6% spaces for disabled in accordance with Policy T3), supported by adequate secure cycle provision (1 space per unit). The cycle provision should meet the needs of users and be secure, well located, easily accessed and integrated into each building so as to serve occupiers appropriately.

A Transport Statement would need to evidence an acceptable impact on the local highway network, addressing concerns in respect of the potential impact of the development upon surrounding roads in peak hours in particular. Proposed parking bays must meet the Council's standard size/access specification.

Further information in respect of bin stores, refuse collection and servicing proposals would be required by the Highway Authority to further assess the adequacy of any submitted proposals. If any parts of the building oversailed the highway and a licence will be required from the Council as Highway Authority.

Environmental / Amenity

Given the nature of the area and former industrial use, it is highly likely that there would be contamination issues associated with this site that may need remediation. It is very important that the developer understands the need to commission a study of ground contamination and to submit this report prior to any start on site. Planning conditions requiring this ground

investigation work and any remedial measures would be attached to any planning approval of development on this site. As a minimum the ground conditions checklist on the city council's website will need to be supported with any planning application for the site.

Given that ground floor commercial uses are proposed, any air handling or extraction equipment should be fully detailed. Specific sound insulation measures should be specified for residential units, including details of acoustic attenuation between party walls, particularly between residential uses with adjacent commercial neighbours.

Separate waste storage areas with separate access points will be required for the commercial and residential users of the buildings in accordance with the Council's current waste guidance. The guidance advises of the required waste storage space per week / per resident and should be consulted to ensure sufficient and acceptable provision is made. Provisions should be made for recycling as well as non-recyclable waste as part of the collection cycle. Liverpool City Council's 'Recycling and Waste Management Planning Guidance' dated October 2016 should be consulted for further information.

Inclusive Access
The scheme should create an inclusive environment which caters for diverse users, including the disabled and visually impaired. The design should be evidenced within the D & A as meeting the standards set out in the Building Regulations Approved Document M - Design for Access for All, Supplementary Planning Document - Liverpool City Council Access For All and BS 8300:2009 - Design of Buildings and their Approaches to Meet the Needs of Disabled People.

All entrances should be level with the external hard surfaces by gently uplifting the surrounding areas to a slope of around 1 in 30. Main entrance doors should provide a minimum of 1000mm clear opening. Obstructions such as steps, kerbs, street lighting columns and signposts along approach routes should be suitably highlighted with either bands of contrasting colour or tactile hazard warnings to the surrounding ground, to direct those with visual impairments around the obstruction. Footpaths within the site should be a minimum of 1200mm wide and surfaced in a material of a contrasting colour and texture to the access road's surfacing in order to differentiate between the two functions. Suitable lighting levels must be provided for safety and security. All communal areas should benefit from access to the DDA standard. All blocks must be fitted with two lifts with one of them being a fire-fighting lift capable of fire evacuation.

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 aforementioned SPD and its suggested provisions, 5% of the total number of residential apartments proposed should be fitted out to Part M4(3) level (fully wheelchair adaptable/accessible).

Heritage Impact
The site is not located within the World Heritage Site nor its Buffer Zone. Neither is the covered by any Conservation Area designation. Heritage impact considerations will be minimal.

Public Open Space/ Section 106 Contributions in Lieu of Public Open Space
Policy OE14 of the UDP requires that developers make appropriate provision for open space (including areas of public realm) for informal and formal recreation/leisure facilities to meet the needs generated by the development. The Council requires all major developments of 10 or more dwellings including flats, student accommodation and elderly / sheltered housing to contribute towards the provision of open space/public realm and that the contribution to the cost of new or enhanced open space/public realm be £2000 per unit.

If this development wouldn't offer the full required level of open space or public realm (with environmental and or recreational value) for the number of units proposed, the applicant would be required to pay a commuted sum to the City Council in lieu of the provision of public open space, in accordance with Policy OE14 of the UDP. This commuted sum would be spent on upgrading the local environment and public realm works in the area surrounding the application site.

Policy HD23 of the UDP requires developers to make proper provision for the planting and successful growth of new trees and landscaping, including any replacement planting provided as compensation for the loss of any trees due to the development. Although some indicative tree planting is shown within the latest proposals, there appears to be limited scope for tree planting within this proposal; therefore, the applicant would be required to pay a commuted sum, via an s106 agreement, for the planting of street trees to compensate for the lack of full provision on site. The s.106 payment would cover the planting of street trees together with their on-going maintenance and is calculated at a rate of one tree per five dwellings, at a cost of £4000 per tree.

Policy HD24 of the UDP indicates that the council will encourage the provision of appropriate new works of art within new development proposals, and that such works shall contribute to their surroundings and the amenity of the wider area. In accordance with the resolution of the Executive Board in November 2008, the developer would be required to make a contribution to the funding of the council's costs in relation to the implementation of a strategy and programme for the provision of public art. The Council's costs in relation to the implementation of a strategy/programme for the provision of Public Art is calculated at 15% of the application fee.

Finally, 15% of the planning application fee is charged for s106 administration and monitoring fees and £500 towards the Council's costs of updating its city centre 3D virtual model.

Environmental Impact Assessment

Once the design of the scheme is finalised screening will determine whether the proposed development requires an Environmental Impact Assessment (EIA). The regulations confirm that where a proposed development falls within one of the descriptions contained in Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017 ('the EIA Regulations') and:

a) it exceeds the relevant thresholds or criteria; or,
b) is located in, or partly within, a sensitive area, but does not meet the relevant thresholds or criteria, it is necessary to obtain an EIA Screening Opinion from the Local Planning Authority (LPA) to determine whether the proposed development is EIA development.

12 Appendices

12.1 Pre app feedback

It should be noted that the National Planning Practice Guidance makes it clear that development exceeding the thresholds does not necessarily require an EIA, just as development below the thresholds may require an EIA as a result of the sensitivity of the site location. A screening opinion must therefore be sought from the LPA.

Stakeholder Engagement
Early engagement of local stakeholder groups as a key part of the overall design process is encouraged in accordance with the National Planning Practice Guidance.

Application Fee
The fee would be calculated on the following basis:

Where the number of dwellings to be created exceeds 50, a fee of £16,565 is payable + £115 for each unit. The fee for any commercial / retail areas should be added to this sum on the basis of £385 per 0.1 hectare of floor space. Please ensure the plans and forms specify the proposed use classes are being sought for the ground floor units.

Application Requirements
The following key documents should be submitted with a **planning application**. Further documents may be required during the planning application process.

Planning Statement;
Design & Access Statement (including the view analysis);
Location Plan;
Scaled drawings of all elevations and floor plans, sections and a roof plan;
Schedule of materials
Hard and Soft Landscaping (inc materials and furniture)
Transport Statement;
Minimum accessibility statement (MASA);
Draft Travel Plan;
Contaminated land checklist (available on LCC website)
Flood Risk Assessment (with drainage design inc. attenuation)
Archaeological Assessment
Waste Management Strategy — not a validation requirement but will assist in removing the need for this to be conditioned;
Noise Assessment - not a validation requirement but will help in avoiding conditions on this aspect of the scheme.
Microclimate Assessment (inc. wind modelling/ assessment)
Ecological Assessment (inc. bat survey for demolition of structures)
Draft head of terms for s106 agreement
The correct fee

(Further details of the validation requirements for applications may be found on the Council's website and should be reviewed prior to application submission).

I hope you find this response useful but would point out that it is given without prejudice to the consideration of any formal application for advertisement/listed building consent/planning permission/prior approval.

Case Officer: **Paul Vertigen**
Telephone: **0151 233 3021**
Email: **paul.vertigen@liverpool.gov.uk**

Freedom of Information Act
We will generally not preclude access to information on pre-application discussions unless confidentiality is requested in writing. If confidentiality is requested, any request for information will be considered within the "exemptions" provisions of the Freedom of Information Act.

Note: Officers will be sensitive and flexible to the needs of the developer and the nature of any proposals, but will also be guided by the need to secure the best development and design, in accordance with national and local planning policy. There is an expectation that developers will respond positively to advice given when an application is formally submitted.