



DESIGN AND ACCESS STATEMENT:

NORFOLK STREET PHASE 2 + 3 (LIVER GREASE/CITY SHEDS SITES)

BALTIC TRIANGLE
LIVERPOOL

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1.0 INTRODUCTION

INTRODUCTION
LEGISLATIVE CONTEXT
PROPOSED DEVELOPMENT
DEVELOPMENT TEAM

1.0 INTRODUCTION

1.0 | 01 INTRODUCTION

This Design and Access Statement has been prepared by BLOK Architecture on behalf of PHD1, in support of its full planning application for two mixed use developments that will adjoin and enhance the already approved Norfolk Street Phase 1 scheme (see p17).

The first proposal (Phase 2) lies within the former Liver Grease boundary at the eastern end of the site contains 125 studios and one bed apartments with commercial workshops and gallery spaces on the ground floor.

The second proposal (Phase 3) is situated on the western Jamaica Street end of Norfolk Street and Brick Street and consists of 72 student beds with an adjoining cafe, retail and gallery spaces on the ground and mezzanine floors.

This Design and Access Statement is to be read in conjunction with the following documents:

- Planning Statement (Roman Summer Associates Ltd)
- Architectural Drawings (BLOK Architecture)
- Transport Assessment (DTPC)

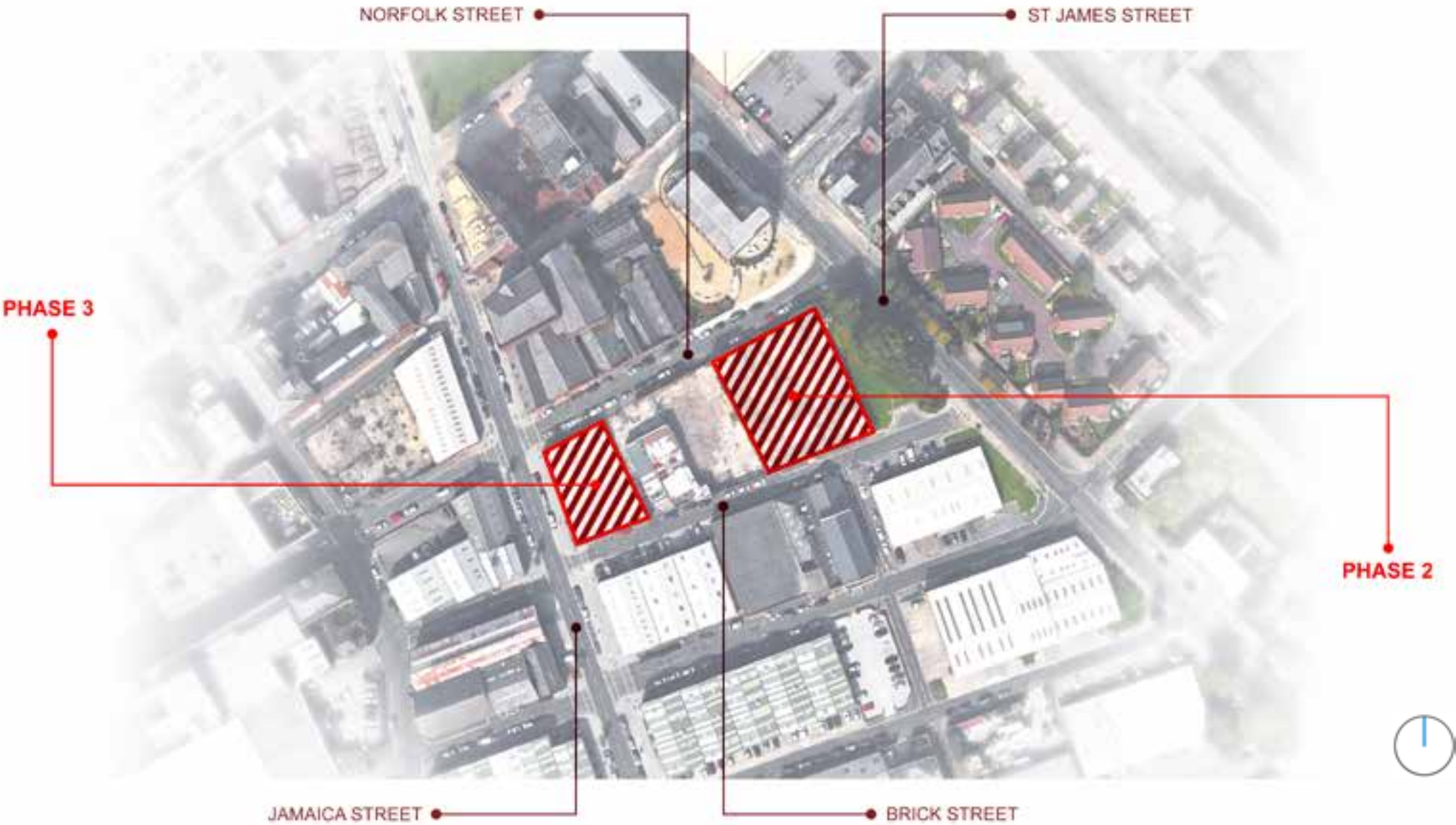


1.0 | 02 LEGISLATIVE CONTEXT

The requirement for Design and Access Statements has arisen in response to the need for better quality and more sustainable design development.

It is therefore submitted as a statutory requirement of the planning process and has been formulated to reflect current advice on design best practice, including CABE's advice on how to produce the Design & Access Statements.

This Design and Access Statement is to be read in conjunction with the supporting drawings and documents, prepared by the design team to accompany the planning permission application submitted to Liverpool Planning Authority. It is intended as a positive and helpful tool for the Council and interested third parties alike, and demonstrates in succinct terms the extent of consideration that has been invested in the scheme layout and design. This statement seeks to provide the contextual background that has informed the design response, describe the evolution of the design in response to consultations and illustrate the key elements of the scheme in terms of both form and function.



1.0 INTRODUCTION

1.0 | 03 PROPOSED DEVELOPMENT

BLOK Architecture has been commissioned to develop a proposal that will provide a high quality student/residential complex including public realm, retail, a cafe workshops and gallery facilities. Through delivering a high quality architectural response, the mixed use scheme aims to positively contribute to the area by enhancing opportunities for creative industry in keeping with the Baltic Triangle planning framework.

It is the aspiration of PHD1 that the development, when completed will be an architectural asset to the area and promote a unique and high quality standard of residential living and working. This will be achieved through a combination of a considered contextual approach and design quality. There will be the provision of a public element incorporated within the provided facilities that promote and enhance the creative industry within the area. The development aims to improve the local area by filling a crucial gap in streetscape and animate the adjacent streets.



1.0 | 04 DEVELOPMENT TEAM

CLIENT: PHD1

PHD1 are a pioneering development and regeneration company active in cities across the UK focusing especially in Liverpool and Manchester. Current projects have a combined Gross Development Value of more than £500 million. PHD1 are setting new standards for design, quality and creativity, and delivering some of the most innovative development projects in the UK in some of the most exciting and prestigious locations. Over the next five years PHD1 will be creating over 2000 construction jobs and providing high quality bespoke work space for hundreds of new businesses. We're helping to renew both the physical the economic fabric of urban communities with various projects acheiving planning permission/ on-site construction works all over the country.

ARCHITECTS: BLOK ARCHITECTURE

BLOK Architecture was founded in September 2009 and is based at the Albert Dock, Liverpool. The practice ethos is to produce innovative inspirational architecture that is deliverable and commercially viable. We have a positive approach to problem solving and believe that innovative architecture, founded on modernist principles has an enormously positive effect on our environment. Our portfolio demonstrates coherent, contextually progressive architecture that is stimulating and inspiring in concept, detail and construction.

PLANNING CONSULTANT: ROMAN SUMMER ASC LTD

Roman Summer Associates Ltd was established in December 2006. With offices in Liverpool and Greater Manchester, we are involved in a range of planning/development projects across the North West and beyond. We have wide experience of planning matters and advise private and public sector clients on retail, leisure, housing, education, office and commercial development projects. We specialise in large scale mixed use regeneration projects, housing, employment, education and Green Belt/Green Space commissions, including input into and coordination of EIA projects. We give evidence at public inquiries and development plan inquiries, and act as lead consultant on complicated planning proposals and instruction of Planning Counsel.

HIGHWAY ENGINEER: DTPC

DTPC is an independent specialist traffic, transport and highway consultancy dedicated to delivering results and solutions for our clients founded in 2009 by Alan Davies (MSc CMILT MIHT MAPM) following 35 plus years in the industry with Local Authorities and a number of consultants in order to provide a more effective means of directing his working commitment towards client needs.

Prior to the formation of DTPC, Alan was a Director of Gifford, was formerly a Technical Director of WSP Development and Head of Traffic, Road Safety and Car Parking for Rochdale MBC. We adopt a 'hands-on' approach to our work which is supported by sound technical knowledge and combined with an unrivalled enthusiasm and commitment to deliver comprehensive, practical and pragmatic solutions to often difficult transport problems and to bring added value to our client.

BUILDING CONTROL: DUNWOODY

Dunwoody Building Legislation are a national Corporate Approved Inspector offering a full range of building control duties and assistance with associated legislation to clients both small and large who need a bespoke tailored solution for their projects.

Dunwoody Building Legislation has been operating as a Corporate Approved Inspector since being granted of one of the first licenses for private building control in 1997. In that time we have developed into a company who offer a high level of service to our clients ensuring that projects are designed and constructed with minimal risk and maximum value for money. Our services are built around early involvement in projects to ensure that any compliance issues are discussed and rectified whilst maintaining the ability to incorporate new ideas and materials. Our staff are trained to advise on value engineering for projects to achieve cost effective solutions to issues while ensuring all legislative requirements are met by embracing new working practices and guidance to ensure flexible design solutions to complex projects.

2.0 SITE CONTEXT

SITE LOCATION
SITE HISTORY
CONTEXTUAL LAND USE
SOCIAL + ECONOMIC CONTEXT
SITE VISTAS
ACCESS AND TRANSPORT
URBAN MASSING

2.0 SITE CONTEXT

2.0 | 01 SITE LOCATION

Site Address: **Phase 2:** Liver Grease Oil and Chemical Company Ltd.
 11 Norfolk St
 L1 0BE

Phase 3: City Sheds
 37 Norfolk St/43 Jamaica St/44 Brick St

Both sites are situated between Jamaica Street and St James Street in the Baltic Triangle area of the city. This location is recognised as an industrial estate that is currently going through a period of regeneration due to factors such as the Liverpool Strategic Regeneration Framework and the Baltic Triangle Framework. The movement of many of the city's digital, artistic and creative companies to the area means that Norfolk Street is now at the heart of Liverpool's creative quarter.

The site itself is approximately 250 metres away from Wapping ('The Dock Road') as well as being about 0.5 kilometres from the Albert Dock and Ropewalks conservation areas (Ropewalks area of the city centre is approximately a 10 minute walk). To the north, St James Street terminates at the Liverpool One development, the city's premier shopping district. Access to the educational quarter is, although slightly further away, situated approximately 1 kilometre to the North-East.

KEY

- Application site:
- Landmarks
- Commercial district:
- Retail district:
- Ropewalk district:
- Education district:
- Albert Dock conservation area:
- Lower Duke Street conservation area:
- Baltic Triangle regeneration area:
- Key routes:
- Main nodal points
- 1: The Three Graces

2: Chavasse Park

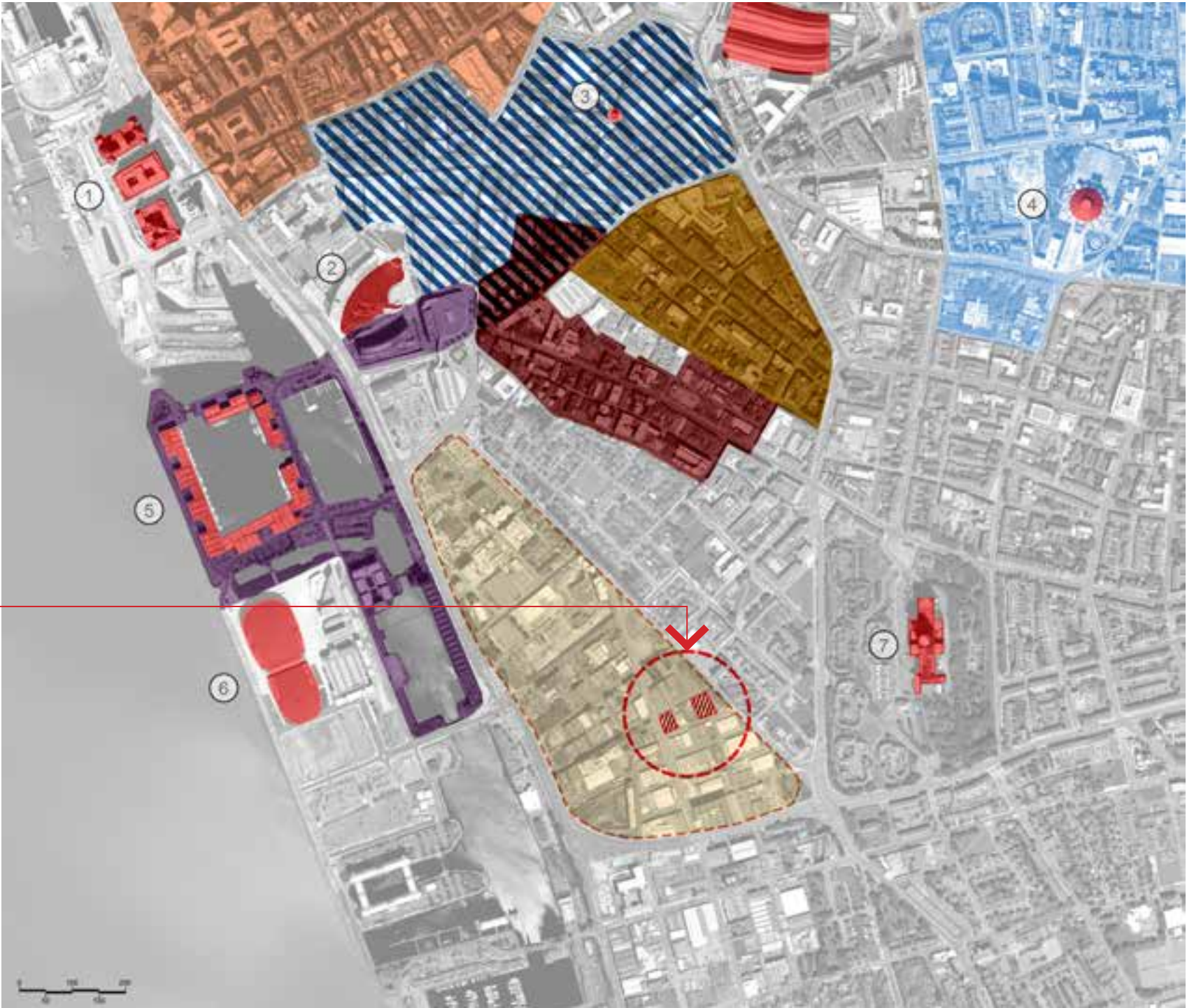
3: Radio City Tower

4: Metropolitan Cathedral

5: Albert Dock

6: Echo Arena

7: Anglican Cathedral
-



SITE CONTEXT:
Contextual analysis of site in relationship to city context.

2.0 SITE CONTEXT

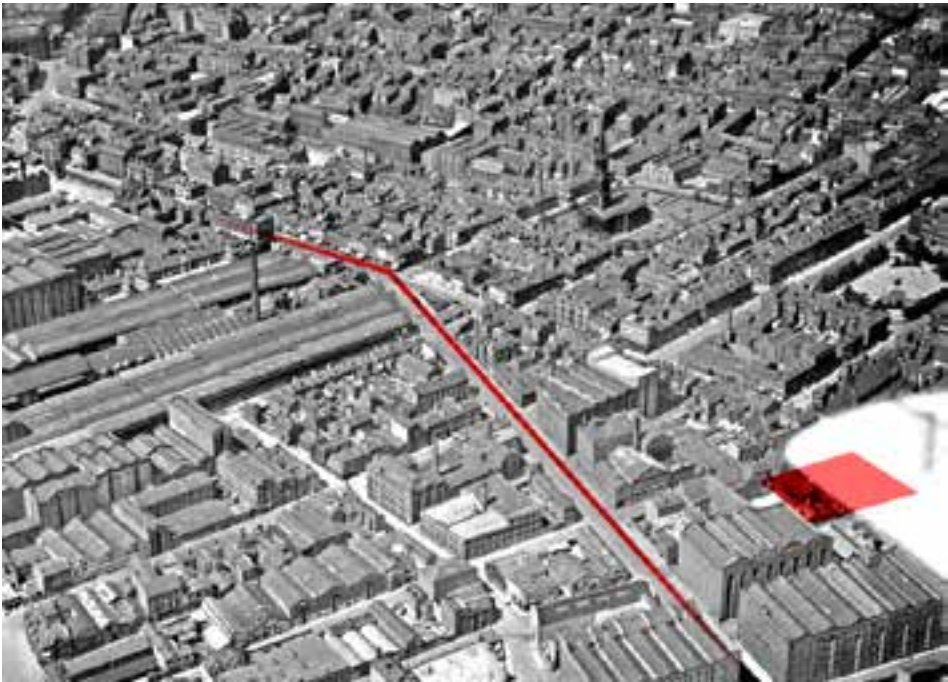
2.0 | 02 SITE HISTORY

Located adjacent to the UNESCO World Heritage Site and residing within the World Heritage Buffer Zone, the area commands a strategically important location within the city. Its proximity to the docks and its impressive architecture tells its own story of the industrial heyday, when 40% of world trade was passed through the city's docks during the 18th and 19th century.

The Baltic Triangle's history is also reflected in its architecture, where numerous Grade II listed warehouses command the skyline, once storing vast amounts of shipping merchant cargo. Along with the iconic warehouses that appear in the area, another landmark is the Gustav Adolph Kyrka, also known as the Scandinavian Seamen's Church. During the latter part of the 19th century, many Scandinavian migrants were passing through Liverpool and a need arose for their spiritual needs. Designed by W.D. Caroe, son of the Anders Kruuse Caroe, (the Danish Consul in Liverpool), building started in 1883 and was completed the following year. Built mainly in red brick, it reflected much of the local area and its industrial context.

Though not constructed in the same material as its neighbours, the Church of St Vincent de Paul, on St James Street is another important landmark and an integral part of the local history. Built between 1856 and 1857, this stone Grade II* listed building was designed by E. W. Pugin, son of the famous architect A.W.N. Pugin (see p10).

Over the years the derelict and dilapidated buildings of the area have been restored, and refurbished into offices, residential apartments and studio space for the creative community. In the northern part of the Baltic Triangle, developments are mainly residential, the most notable being the Kings Dock Mill.



LIVERPOOL 1930:
Aerial view of Jamaica Street



LIVERPOOL 1995:
Aerial view of Jamaica Street, post industrial



LIVERPOOL 1939 - 1945:
Image of nearby aeroplane factory on Pleasant Hill Street during WW II



LIVERPOOL 1950:
View of neighbouring Strand Street

2.0 SITE CONTEXT

2.0 | 03 CONTEXTUAL LAND USE

The immediate site context consists of mainly industrial units, factories and warehouses that have been adapted over time to suit various functions. Many of the warehouses have fallen into disrepair or are derelict, this has made them attractive to developers and start-up companies.

Many of the buildings have been bought and converted in to small scale leisure outlets, including eateries, bars, clubs and function venues, as well as some office and workspace for creative industries such as digital media, design, arts and music production.

There are two important landmarks to the north of the site and one to the south. To the north there are the the offices of the Women's Organisation and the Church of St Vincent de Paul (see overleaf), which backs on to a residential community. To the south lies the 6 storey Contemporary Urban Centre, which houses many creative studios.

2.0 | 04 SOCIAL + ECONOMIC CONTEXT

The Baltic Triangle Framework identifies the area to be within the City Centre South “Zone of Opportunity” under the Housing Market Renewal Initiative, where the Baltic Triangle represents an important regeneration challenge and opportunity.

The area contains a very mixed pattern of land use, lacking any sort of definition that characterises adjacent areas, such as the Ropewalks. This is the result of decades of economic decline as port related activities have moved elsewhere resulting in lower economic output in the area. This has led to a reduction in property value in the area, therefore increasing appeal. Much of the uses within the Baltic Triangle remain under the bracket of light industrial or warehousing, with a current movement towards space provision for the creative industries.

Also outlined in the Baltic Triangle Framework are a number of negative environmental impacts. These include noise and air pollution produced by scrap yards and oil works within the area. It identifies that these functions are no longer deemed appropriate for such an important area of the city centre, therefore positive social change is being encouraged through residential and leisure facility provision.

KEY

- Site boundary:
- Residential:
- Office:
- Religious:
- Leisure:
- Storage:
- Warehouse / Industrial:
- Green space:



NORFOLK STREET:
Contextual land usage

2.0 SITE CONTEXT

2.0 | 05 SITE VISTAS

Image 01: Women's Institution and St Vincent de Pauls R.C Church
Image 02: View of adjacent Baltic CIC and nearby warehouses
Image 03: View of retail unit on Jamaica Street
Image 04: View of the rooflines of surrounding buildings
Image 05: Adjacent site, showing converted existing warehouse



01:



02:



04:



03:



05:



KEY:

Location plan showing viewpoints of site and context

2.0 SITE CONTEXT

2.0 | 06 VIEWS ON TO SITE

Image 01: View on to Phase 2 site facing south west
 Image 02: View on to Phase 2 site facing north west
 Image 03: View on to Phase 3 site facing north east
 Image 04: View on to Phase 3 site facing south east

PHASE 2:



01:



02:

PHASE 3:



03:



04:



KEY:
 Location plan showing viewpoints of site and context







2.0 SITE CONTEXT

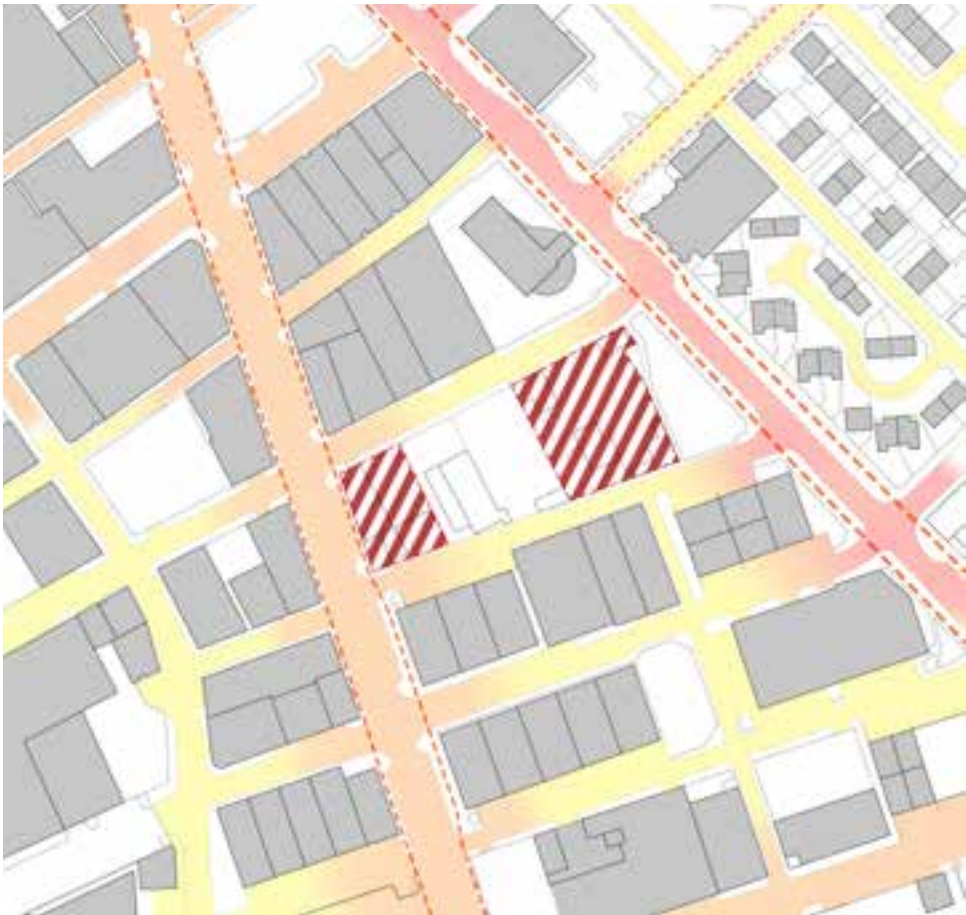
2.0 | 07 ACCESS AND TRANSPORT

The site is located on the edge of the city's central zone, sitting between two primary routes, St. James Street and Jamaica Street, which converge into Park Lane that directly leads into the city centre. There are a number of bus stops located along St. James Street in close proximity to the site. Norfolk Street is also approximately a 5-10 min walk to Liverpool One Bus Station from the site, which provides wide ranging bus services to Merseyside and further afield.

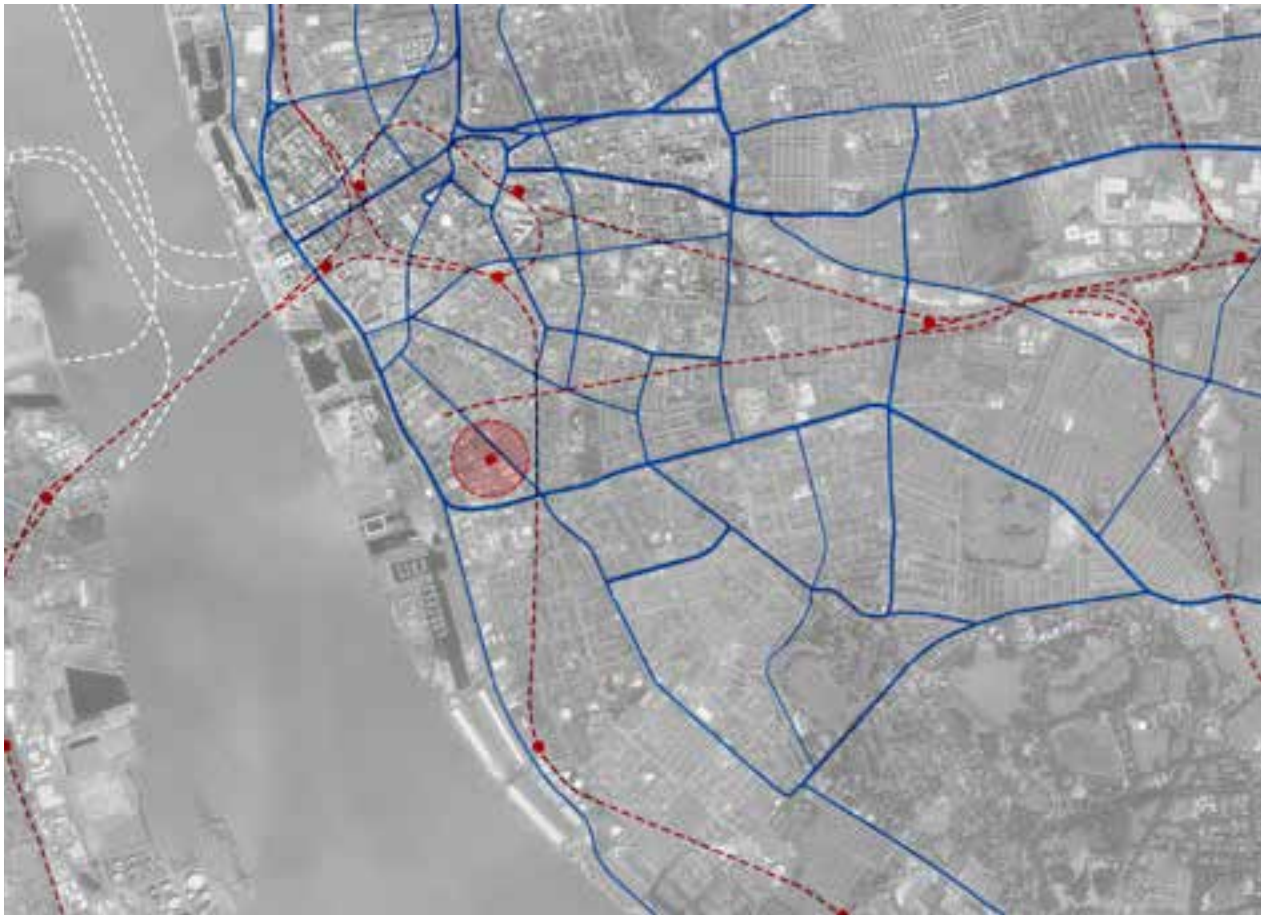
The site is also situated a short distance from Liverpool Central and James Street train stations which are 15 min and 20 min walk respectively. Liverpool Lime Street, the city's main transport interchange is a 20 min walk from the site, and provides national transport links.

KEY

- Main highway links to site: 
- Rail links across Merseyside: 
- Train stations: 
- Marine links via River Mersey: 
- Main pedestrian routes around site: 
- Traffic Intensity: 



LOCAL TRANSPORT:
Study into traffic intensity and pedestrian routes around St James St and Jamaica Street



WIDER TRANSPORT:
Broader study into transport links around Liverpool

2.0 SITE CONTEXT

2.0 | 08 URBAN MASSING

The height and massing of the surrounding buildings can be split into differing groups. Located to the north of the site are a number of taller buildings that gradually increase in height to a maximum of 8 storeys.

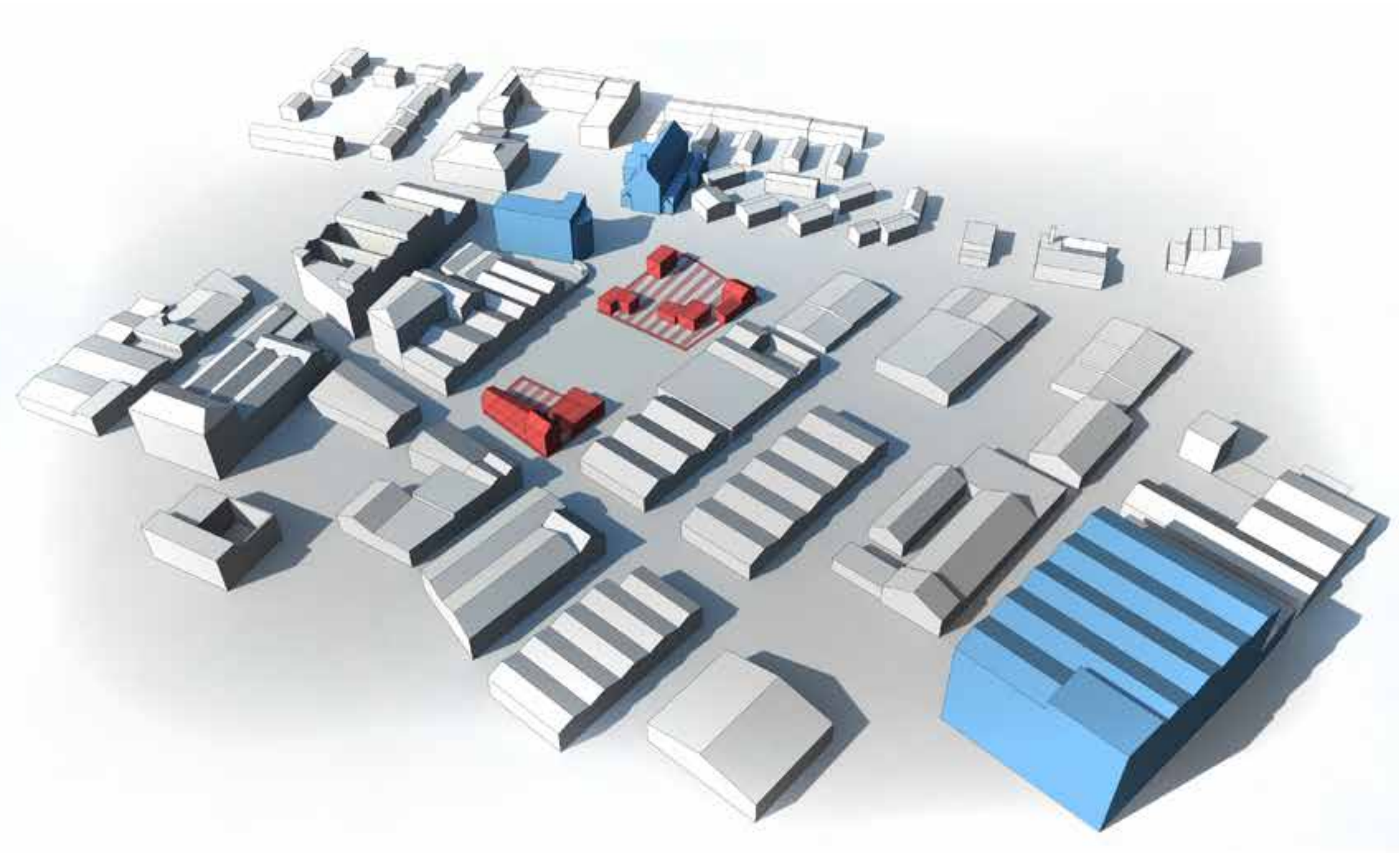
The buildings to the west, south and particularly south east of the site decrease in size, to as low as double storey height. The area does however host an exception with the Contemporary Urban Centre to the south. The CUC is passed by tens of thousands of drivers every day and stands at 6 storeys, acting as a local landmark. Situated to the south west are a series of industrial buildings that progressively rise as they reach the waterfront.

KEY

- Application site:
- Phase 1 planning permission:
- Noteable inhabited structures:
- 1 Storey:
- 2 Storey:
- 3 Storey:
- 4 Storey:
- 5 Storey:
- 6 Storey:
- 7 Storey:



BUILDING STOREY HEIGHT:
Site plan and context showing location of specific building heights



CONTEXT MASSING:
CAD model of the surrounding, and more notable buildings in the area.

3.0 EVALUATION OF CONSTRAINTS AND OPPORTUNITIES

SITE CONSTRAINTS
SITE OPPORTUNITIES
PHASE 1 APPROVAL
RECENT PROPOSALS

3.0 CONSTRAINTS AND OPPORTUNITIES

3.0 | 01 SITE CONSTRAINTS

Based upon analysis of the site and its context, the following constraints have been noted, to be taken into consideration during the development of the design.

TOPOGRAPHY:

There is a gradual gradient across the site that falls from the east to west, this is visible from both Norfolk Street and Brick Street. Level access will be provided at all entrances to residents and the public from both streets.

MASSING:

In Phase 2, careful design must be undertaken regarding the visual impact the proposal has on both the macro (Baltic Triangle Area) and micro (adjacent Buildings) scale. The Baltic Triangle area will influence massing size along with approved Phase 1 development. Consideration must also be granted to the size and scale of the neighbouring properties, which provide retail, office, warehouse storage, religion and residential.

In Phase 3 the site boundary is slightly more narrow than that of Phase 2, whilst also adopting a deck access typology, a sharper drop at street frontage is more successful in terms of a relationship to the boundary edge and the oppositte buildings. Whereas in Phase 2 there is a green buffer zone before the streets edge, Phase 3 is a lot tighter to the pavement, therefore requiring a slightly different strategy. Dropping the main accommodation blocks to a first floor balcony/amentity space resolves this.

KEY FRONTAGES / RELATIONSHIPS:

The most immediate frontages to Phase 2 are the the Women's Institute (adjacent on Norfolk Street), Norfolk Street Phase 1 (adjoining site), St. Vincent de Paul's R.C church (adjacent on St. James street), the residential houses (adjacent on St. James street) and the warehouse and retail units (adjacent on Brick Street). The interaction with these key buildings must be considered in terms of, entrance locations, openings, materials, scale and building language.

The most immediate frontages to Phase 3 are the the Baltic CIC (adjacent on Brick Street), Norfolk Street Phase 1 (adjoining site), Office, retail and commercial unit (adjacent on Norfolk Street), and the warehouse and workshops units (opposite on Jamaica Street). The interaction with these key buildings must be considered in terms of, entrance locations, openings, materials, scale and building language.

ACCESS AND TRANSPORT:

St. James Street and Jamaica St both provide a direct route into the City Centre and the Liverpool One shopping district, with large volumes of vehicular traffic passing in close proximity to the site. Sound impact must be considered in the design process. Vehicular access to the site must be located in a safe position, and the surrounding highway network must be able to accommodate any increase in traffic flow, whilst providing adequate parking provision. As Phase 3 is a student scheme there is no need for the inclusion of parking, however in Phase 2 we have included 41 resident car parking spaces. Input by DTPC will help meet this design criteria.

HISTORIC CONTEXT:

The historic context of the area needs to be considered when developing the scheme. The heritage and existing design principles of the area should be used as a basis for design, and not be too far removed from the final proposed scheme. Size, massing and architectural language should help inform key ideas within the design.

SCALE AND MASS:

The scale and mass needs to address the respective street scenes of Jamaica St and St James St, and the approved scheme of Phase 1 (planning reference: 14F/0829).

Phase 2 faces a busy road and has scope for more height and drama. Phase 3 faces the vibrant Jamaica St and therefore requires more delicate design.

RECENT DEVELOPMENTS:

The massing and scale of current developments in the area that are both on site and in planning also need to be taken into consideration when developing the scheme. The Baltic Triangle area is under constant development meaning the contextual landscape is evolving. Changes in architectural language, material and scale should also be to understood.

3.0 CONSTRAINTS AND OPPORTUNITIES

3.0 | 02 SITE OPPORTUNITIES

Based upon analysis of the site and its context, the following opportunities have been noted, to be taken into consideration during the development of the design.

SITE LOCATION:

The site location provides a key interface with the Liverpool city centre, as stipulated in the Baltic Triangle Planning Framework the LPA are promoting development, bringing more people to the Baltic Triangle area. The proposal will help support local creative businesses and encourage further development. This is also an opportunity to revitalise a under used site in a prominent street location that can help reinvigorate the current streetscape.

KEY ROUTES:

St James Street and Jamaica Street are both key routes into the city centre with high volumes of vehicular and footfall traffic. The site, just off these two key routes located between Brick Street and Norfolk Street will be serviced by these high traffic levels. By providing public function at ground floor level (across Phases 1, 2 and 3) the site as well as Brick and Norfolk Street can become an animated public route, bringing more people through the area, increasing activity and interaction in surrounding streets. St James Street also forms the boundary between the Balic Triangle and Chinatown. In creating the destination we are proposing, this will strengthen key routes through the area.

VISUAL APPROACHES:

There are 2 main visual approaches to the site. When travelling by car, the most common route past the site is on St James St, however there are more businesses and destinations down Jamaica Street, hence a larger footfall follows with more pedestrian activity happening along Jamaica St. These frontages are considered in detail.

ECOLOGY/ LANDSCAPE:

The site is currently a brownfield site, the introduction of a residential scheme provides an opportunity to include landscaping for both the public and building residents, that can create an improved bio-diversity in the area.

FACILITIES:

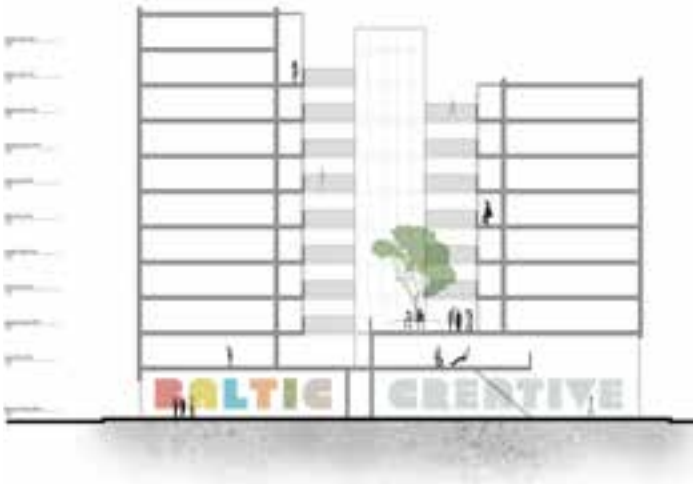
The site location sits in close proximity to the Baltic CIC, after collaboration on the Norfolk Street Phase 1 Scheme, this proposal offers us the opportunity to further build on the existing creative space in the local area and provide more studio space and creative facilities. There are also various bars, coffee shops and eateries located all around the Baltic Triangle area of which to enjoy time socialising.

3.0 CONSTRAINTS AND OPPORTUNITIES

3.0 | 03 PHASE 1 APPROVAL

The schemes described in this document are situated either side of a proposal that has recently been granted planning approval. The streetscape will comprise of this adjoining structure (Norfolk Street Phase 1 also design by BLOK architecture for the same client) positioned in the centre of Phases 1 and 2. These additional developments will provide some contextual basis for the design with influence taken from the height, mass, materiality and architectural language of the surrounding buildings.

- Image 01: Phase 1 section showing ground floor creative space
- Image 02: Norfolk Street Elevation
- Image 03: Brick Street 3D visualisation
- Image 04: Phase 1 first floor plan
- Image 05: Brick Street 3D visualisation



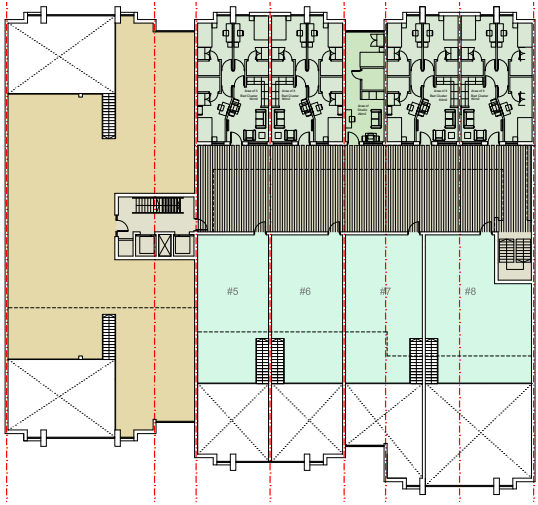
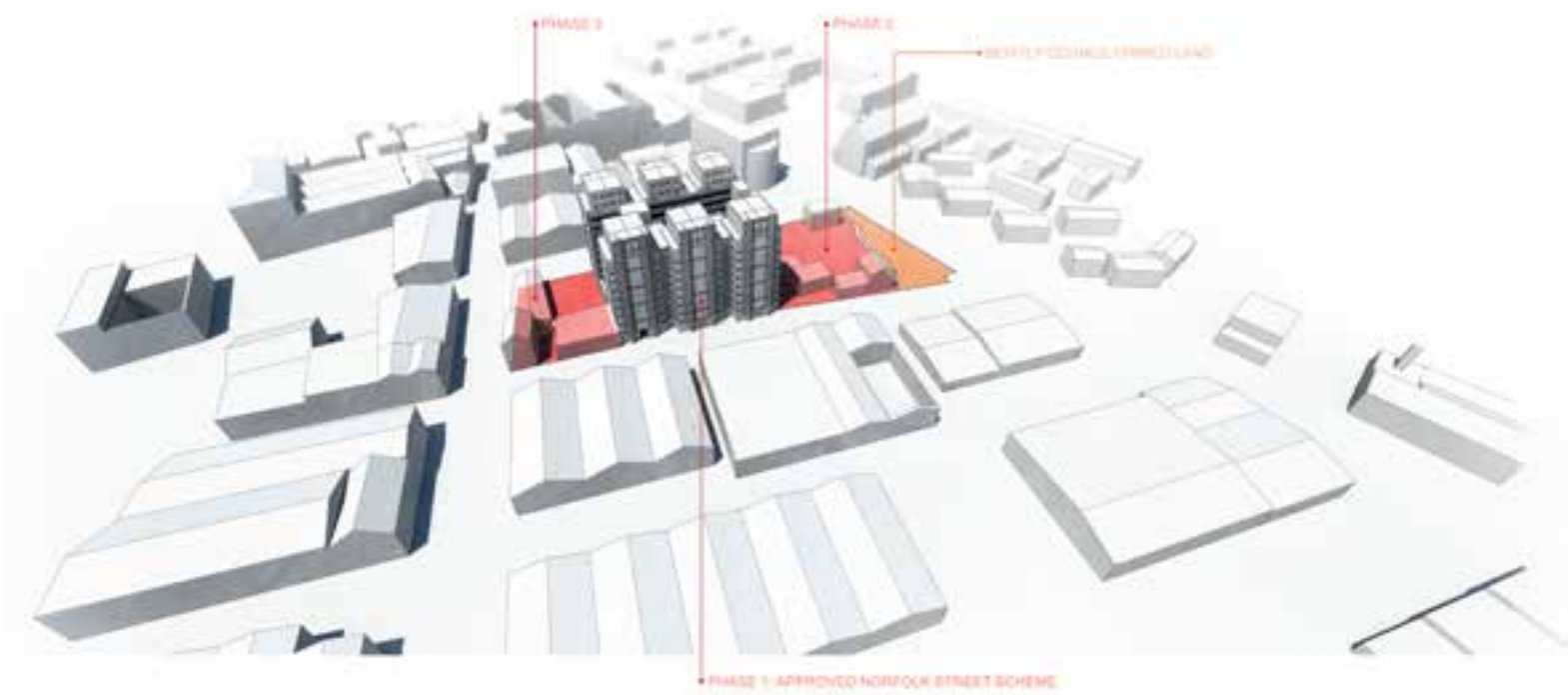
01:



02:



03:



04:



05:

3.0 CONSTRAINTS AND OPPORTUNITIES

3.0 | 04 RECENT PROPOSALS

There are currently a number of proposals for residential developments in the Baltic Triangle area.

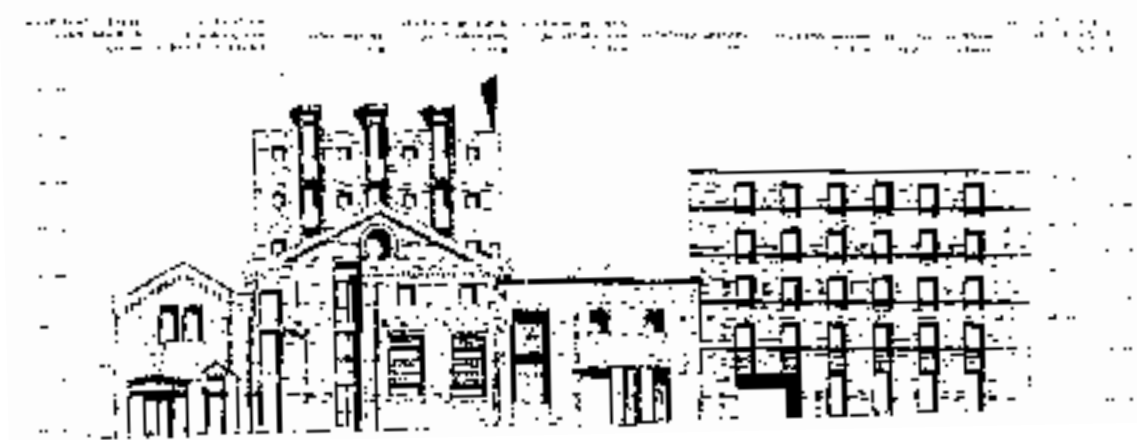
- 9 BRIDGEWATER STREET:**
 A scheme adjacent to the Norfolk Street site, it proposes 58 new student beds over ten levels, and a ground floor gym - 10 Storeys
- 56 NORFOLK STREET:**
 This proposal is to refurbish an existing 7 storey warehouse into 38 self-contained apartments and 4 ground-floor retail units - 7 Storeys
- 70 - 78 NORFOLK STREET:**
 A mixed-use scheme comprising 156 affordable apartments with various ground floor commercial units - 9 Storeys
- NORFOLK / WATKINSON STREET:**
 A residential scheme containing approx. 100 units, mainly consisting of micro apartments circa 26 SqM - 9 storeys



9 BRIDGEWATER STREET:



70 - 78 NORFOLK STREET



56 NORFOLK STREET



NORFOLK / WATKINSON STREET



NORFOLK / WATKINSON STREET



- KEY
- Site Location:
 - 9 Bridgewater Street:
 - 56 Norfolk Street:
 - 70 - 78 Norfolk Street
 - Norfolk / Watkinson Street

LOCAL DEVELOPMENTS:
 Schemes currently under development in the local area

4.0 DESIGN PRINCIPLES AND CONCEPTS

CONCEPTS
PRECEDENTS
DESIGN DEVELOPMENT
DEVELOPMENT PLANS
DEVELOPMENT MASSING
CAD MASSING STUDIES
OVERALL STREET SCENE DEVELOPMENT
PRE-APP CONSULTATION MEETINGS
ELEVATION AND MATERIAL STUDIES
REFUSE STRATEGY

4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 01 CONCEPTS

A number of factors will affect the outcome of the final proposals, but as a starting point a concept for the design has been amalgamated from a number of ideas.

BLOCK FORM:

The site is located in an area with a depth of maritime and industrial heritage. The architectural language seen in vertical extrusions and movements of the industrial warehouses that surround the site will be a basis for which the identity of the strong block forms within the proposed design resinate from.

PRACTICAL DESIGN:

These existing structures in the area also embodied a practical approach to their form and design, incorporating pragmatic, orthogonal and rectilinear shapes that suited there industrial function within. This too will inform the the strong block within the proposed design.

VERTICAL AND HORIZONTAL ELEMENTS:

Within the wider context, vertical and horizontal elements relating to the steelwork that was commonly used during the industrial period will be seen. This is in addition to the former loading bays of the warehouses, which create strong vertical lines in the area, giving a sense of strength to the built forms.

IRREGULARITIES IN SKYLINE OF THE BALTIC TRIANGLE:

With many different structure typologies and functions located within the area being built over a long period of time an eclectic character has been created in the Baltic Triangle. Vast differences in height and scale exist from one building to the next. This undulating skyline will be incorporated into the design proposal.

MODULAR FENESTRATION FORMATIONS:

There is a great sense of practicality utilised in the industrial buildings, where cost management and practicality has created a uniformity and modular pattern within the fenestration. This will influence the structural openings within the proposed design.

CONCEPT:
Local warehouse structure



CONCEPT:
Historic image of industrial warehouse that existed in the area



4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 02 PHASE 2 PRECEDENT IMAGES



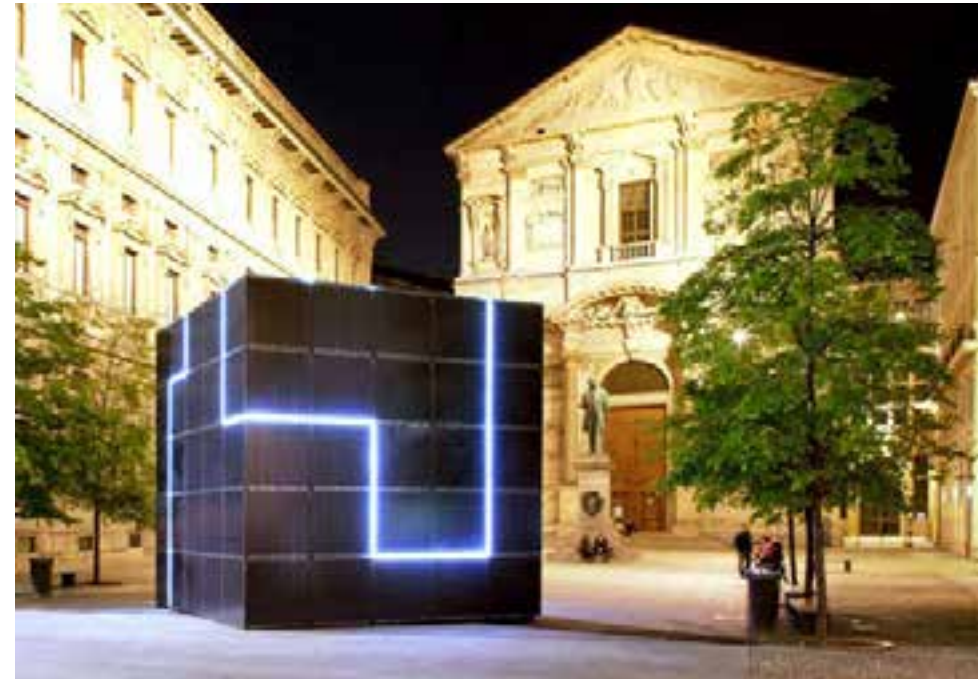
4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 02 PHASE 2 PRECEDENT IMAGES



4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 02 PHASE 2 PRECEDENT IMAGES



4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 03 PHASE 2 DESIGN DEVELOPMENT

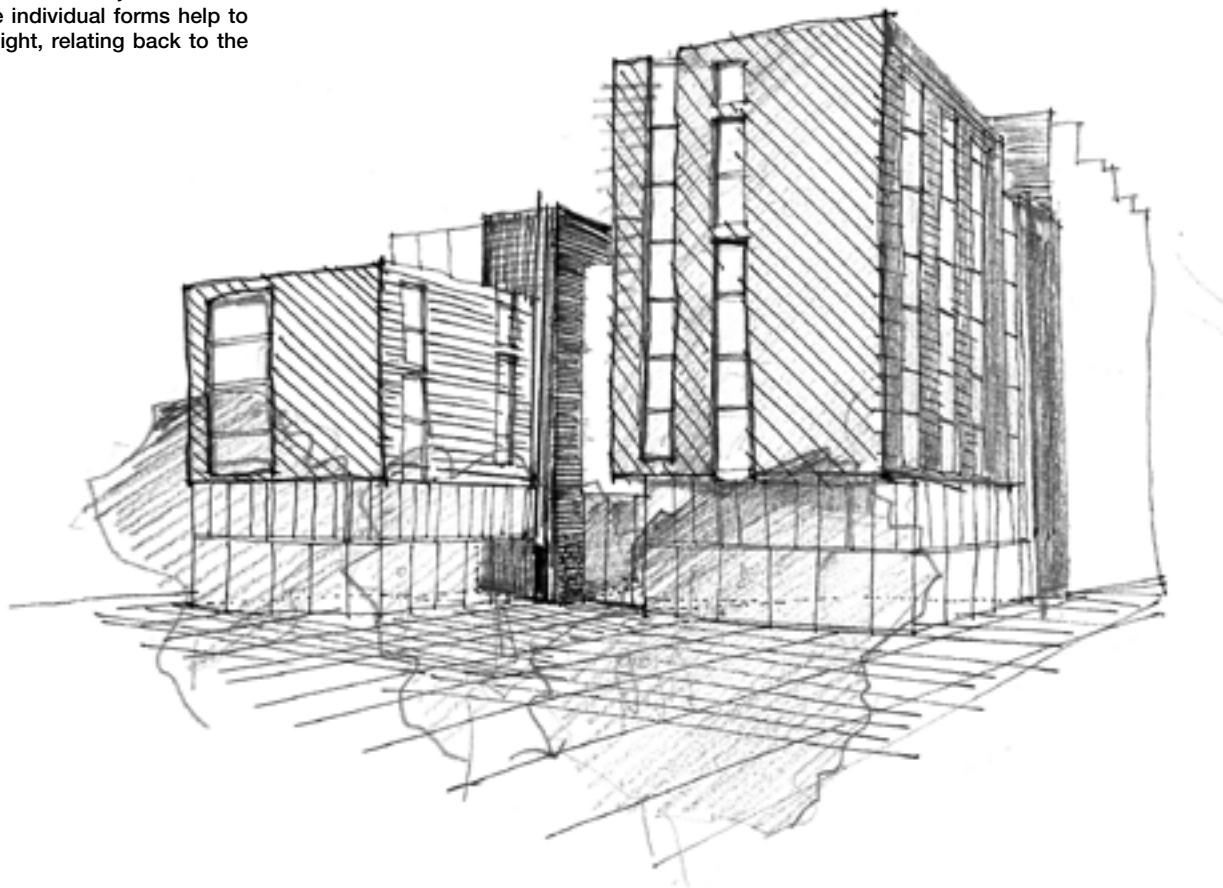
The start of the design process began from bringing together all the information gathered previously - site context, site analysis, site constraints and opportunities and the development of a design concept.

Development of axonometric diagrams and elevations were then made to explore the form and massing of the proposal and how they would relate to Norfolk Street Phase 1 and the massing of the surrounding context. The solid mass of the form undertaken will echo that of the surrounding warehouse typologies, utilising large solid areas as an architectural language.

The layout of the scheme efficiently maximises the area of the site, while affording apartments better access to light through the development of a dual aspect C-shaped plan. The frontage to St. James Street has been lowered from the phase 1 development to provide a better interaction with the adjacent residential houses and the Women's Institution.

Public entrances are located in the landscaped courtyard to promote movement through the site whilst animating the public provision at ground floor. This will create a new route through the site and help revitalise Norfolk and Brick street as well as the surrounding area. The provision of workshops and gallery space at the ground floor will promote creative industry in the area. The exhibition of work in the external courtyard will create public interaction with the artists.

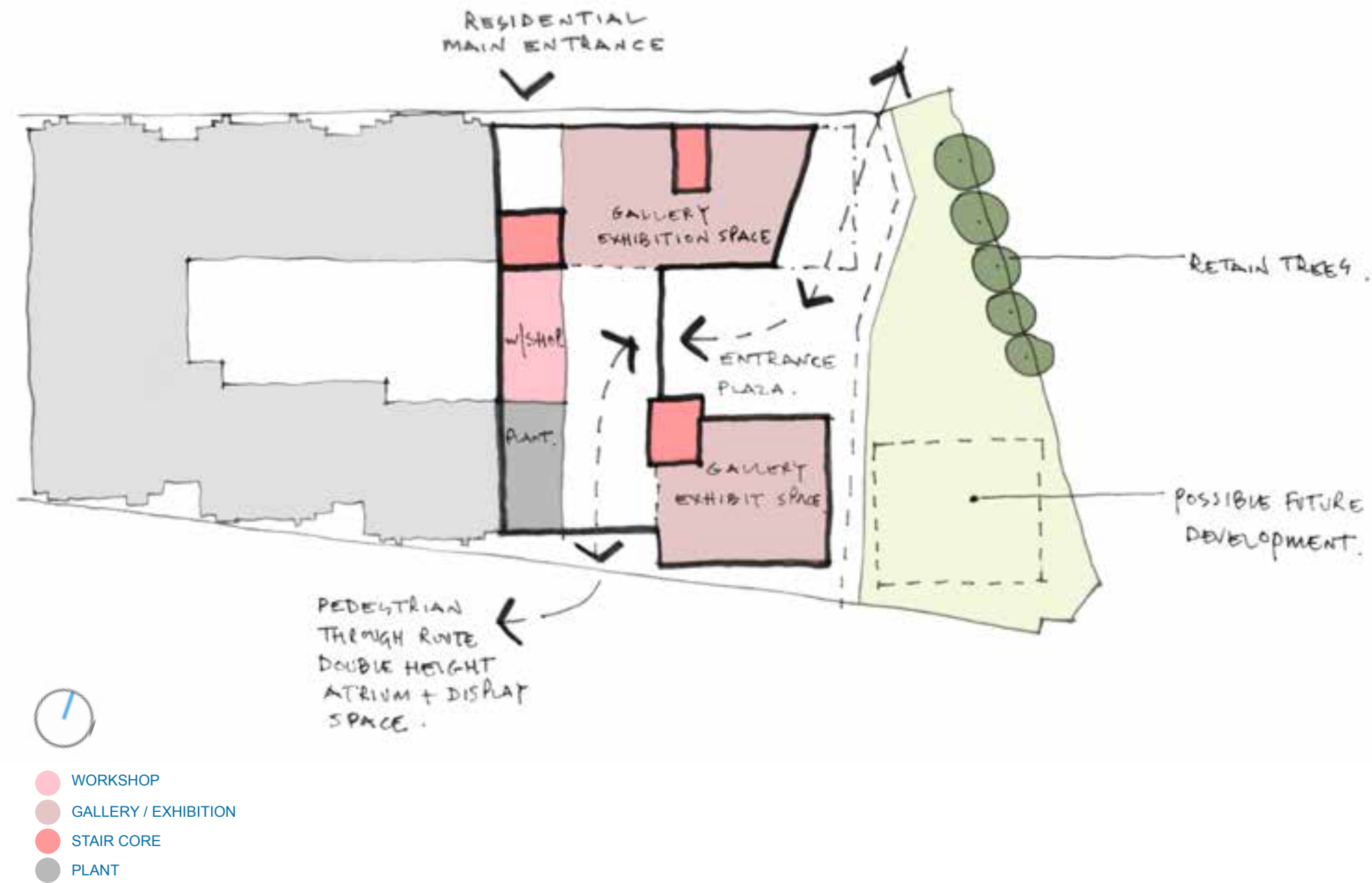
The scheme provides 3 entrances to the residential units. The building is broken into two wings dissected by a smaller block that joins the two together making the C shaped floor plan. These individual forms help to make three powerful objects that all differ in height, relating back to the undulation in the skyline of the Baltic triangle.



4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 04 PHASE 2 DEVELOPMENT PLANS

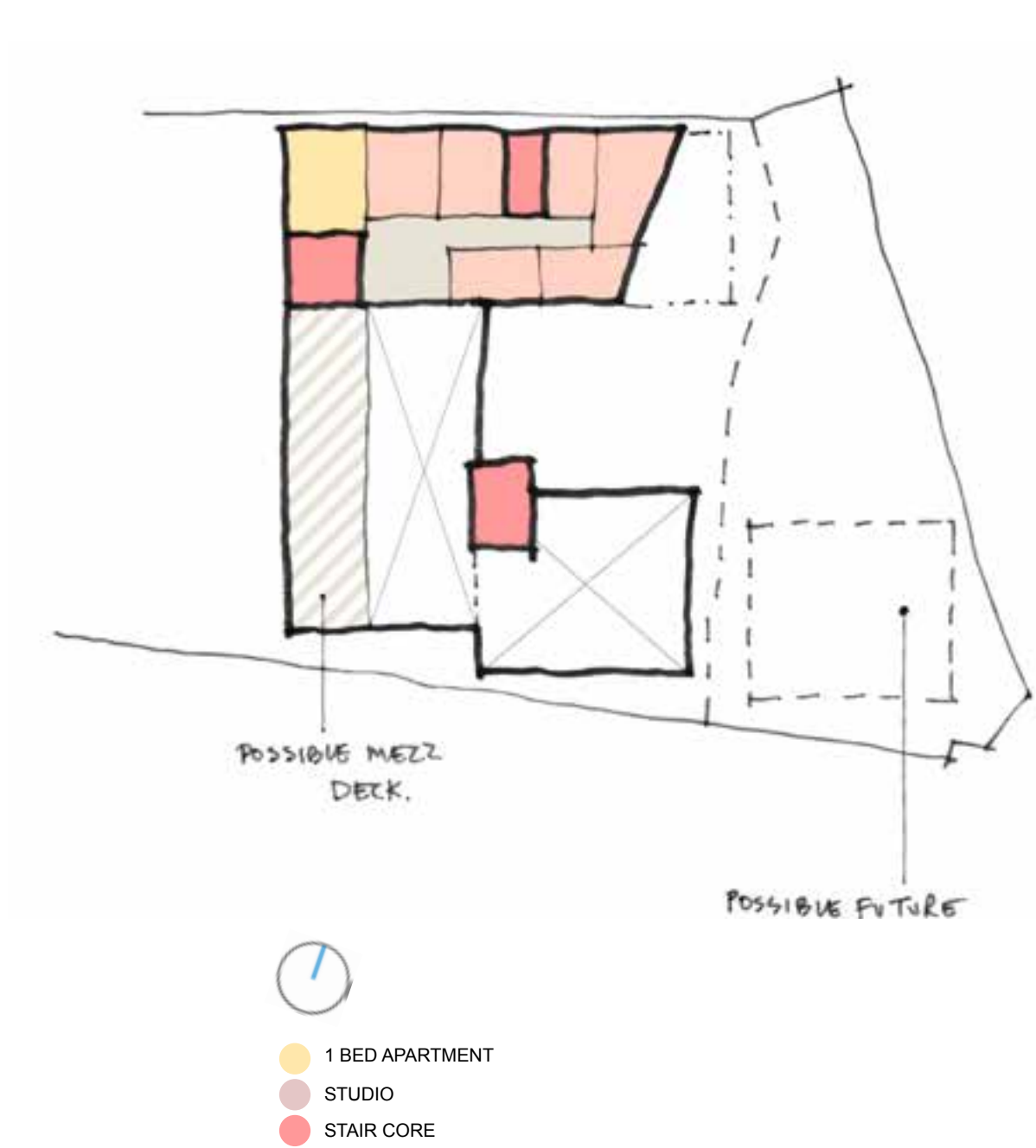
GROUND FLOOR PLAN:



4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 04 PHASE 2 DEVELOPMENT PLANS

FIRST FLOOR PLAN:



SECOND - SIXTH FLOOR PLAN:



4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 04 PHASE 2 DEVELOPMENT PLANS

SEVENTH + EIGHTH FLOOR PLAN:



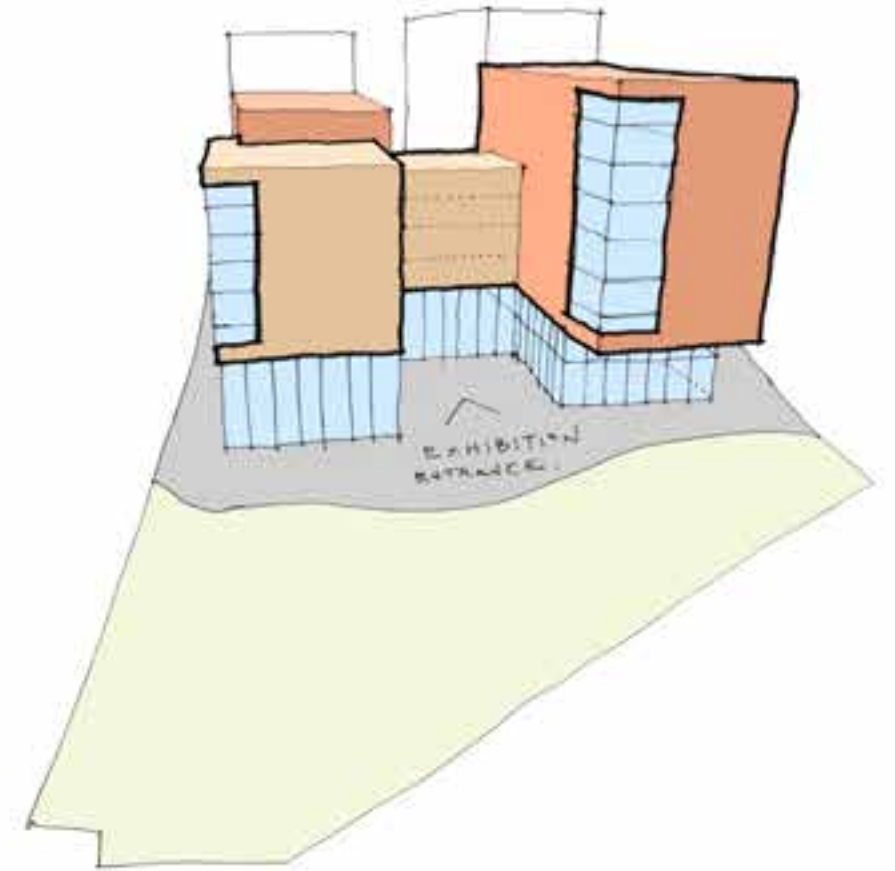
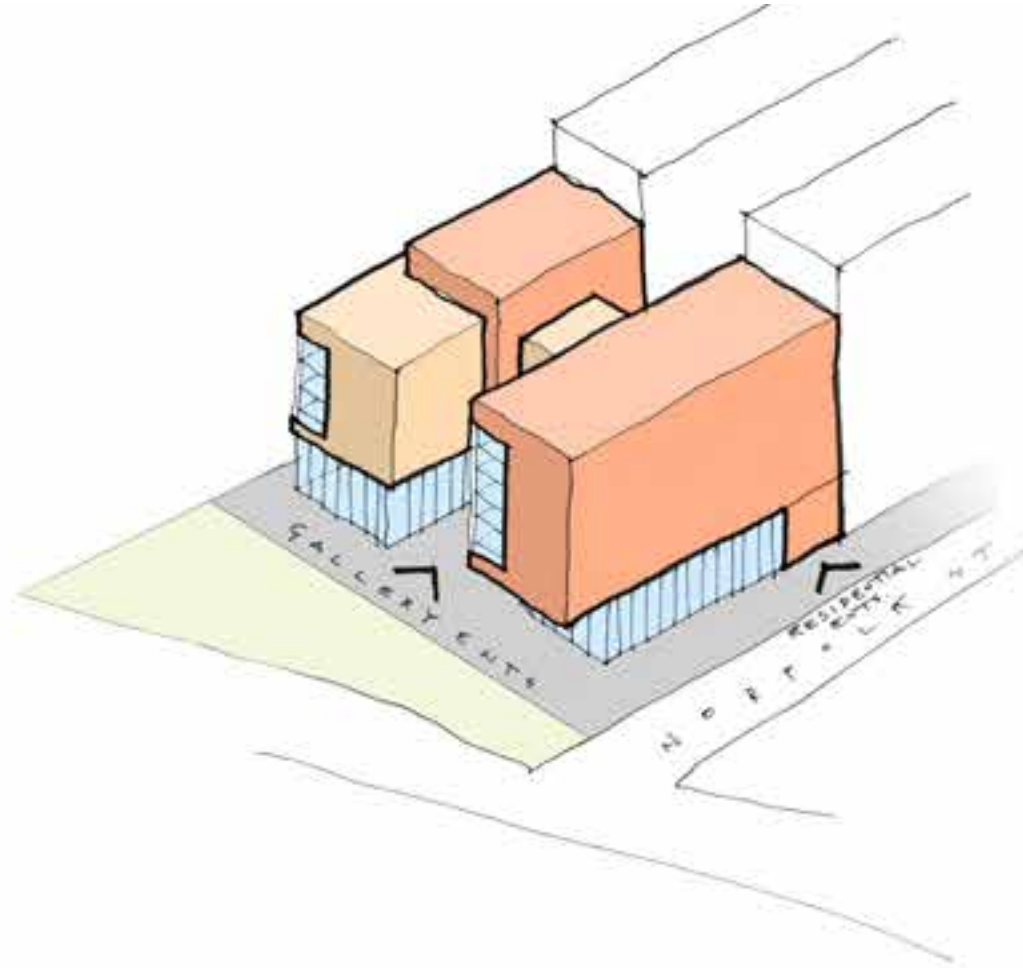
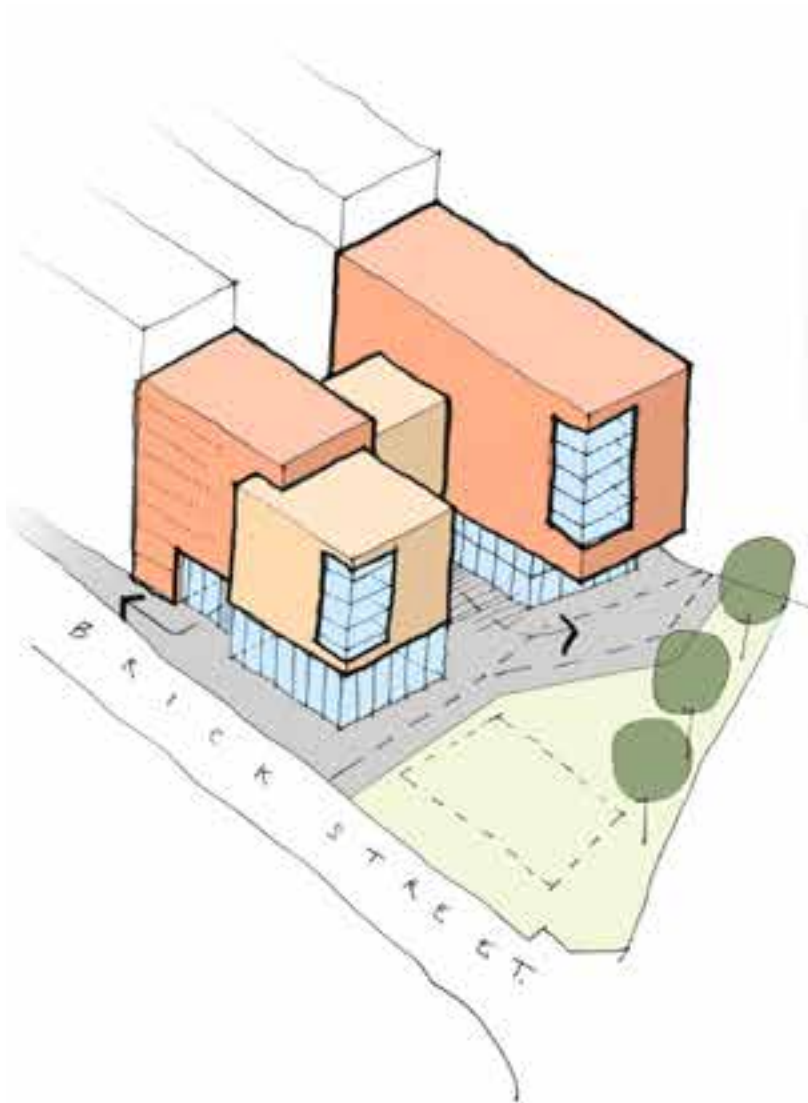
NINTH FLOOR PLAN:



- 1 BED APARTMENT
- STUDIO
- STAIR CORE

4.0 DESIGN PRINCIPLES AND CONCEPTS

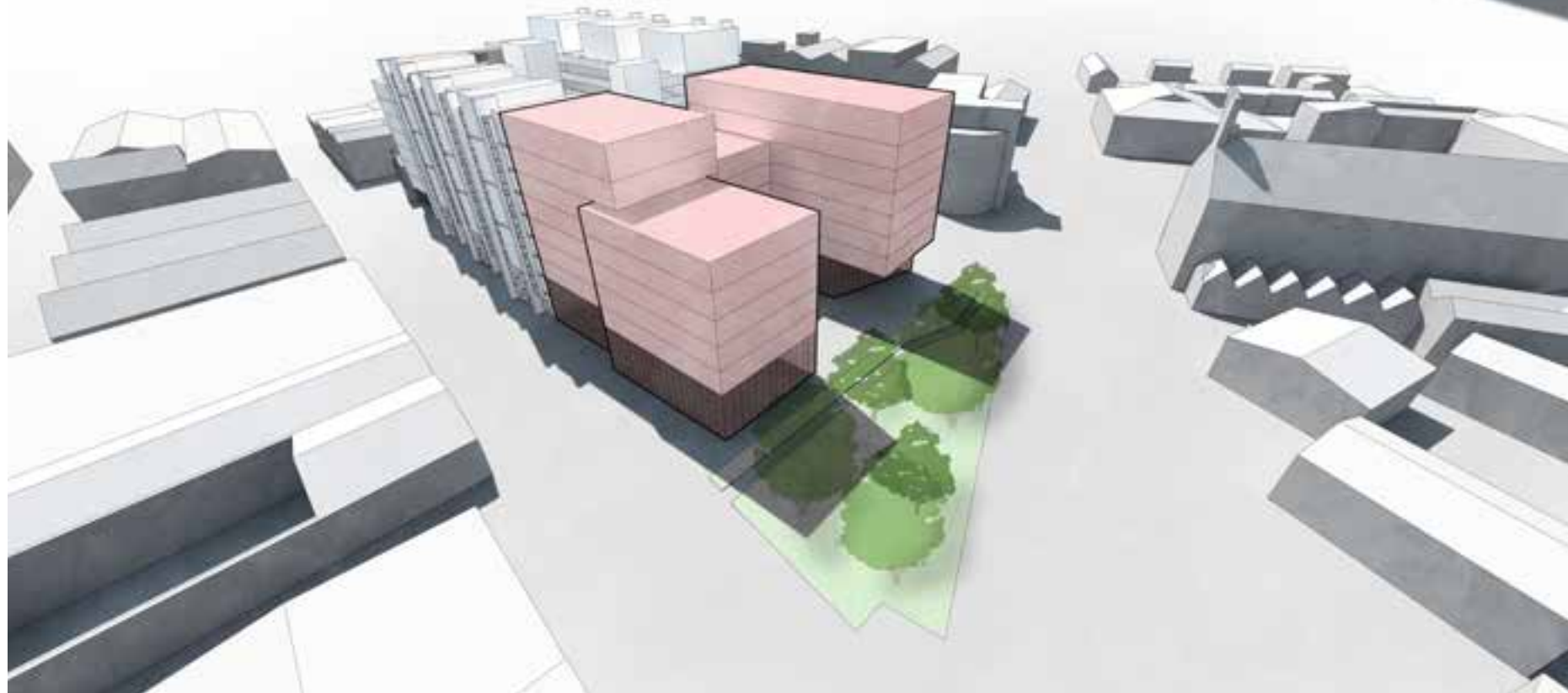
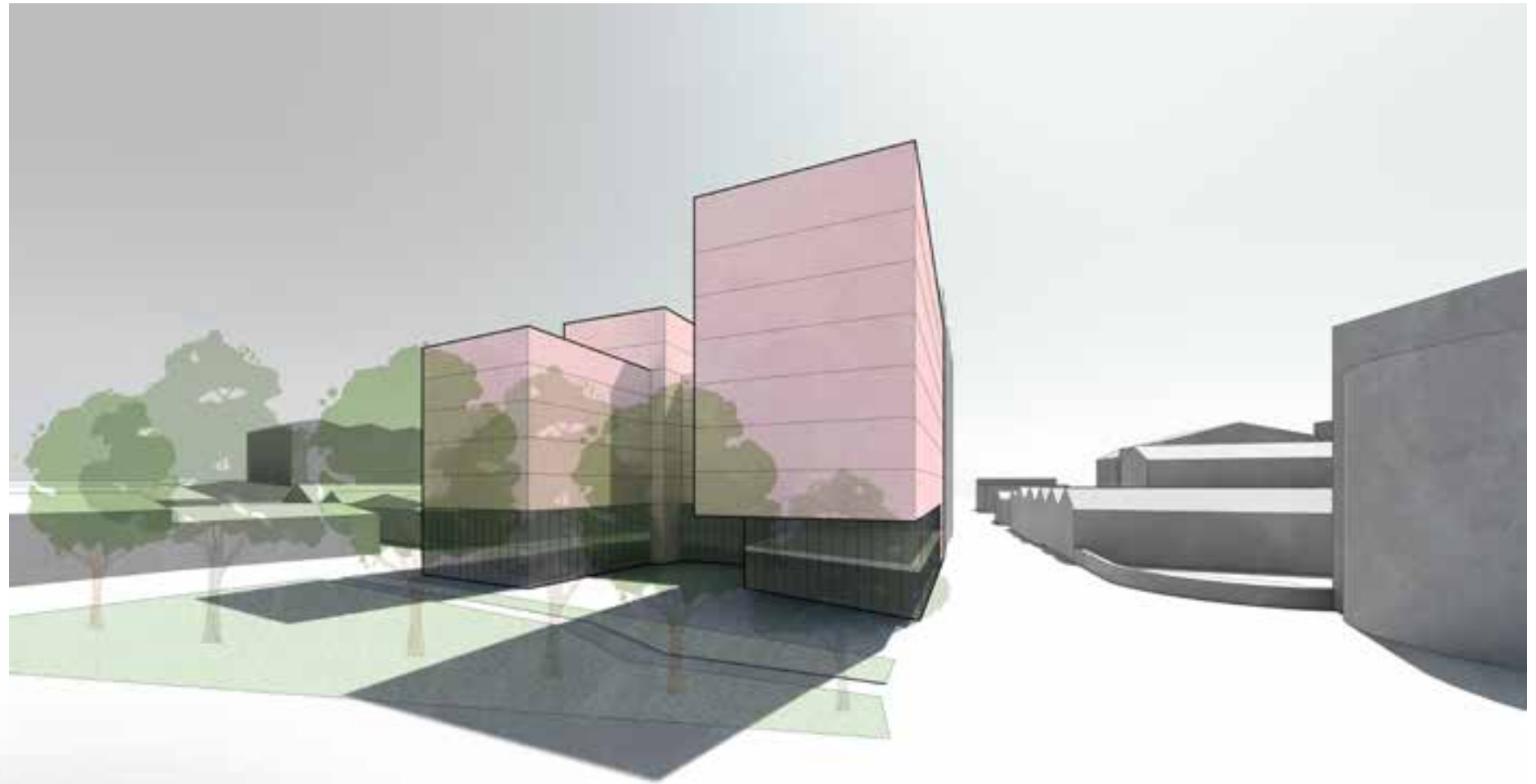
4.0 | 05 PHASE 2 DEVELOPMENT MASSING:



MASSING:
Initial sketch massing to help visualise idea.

4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 06 PHASE 2 CAD MASSING STUDY #1



MASSING:
Accurate CAD model representing storey heights in dimension and context.

4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 07 PHASE 2 CAD MASSING STUDY #2

- 1 BED APARTMENT
- 1 BED STUDIO
- COMMUNAL / PUBLIC



MASSING:
Axonometric drawing to show uses.



MASSING:
Sketch elevation drawing in context.

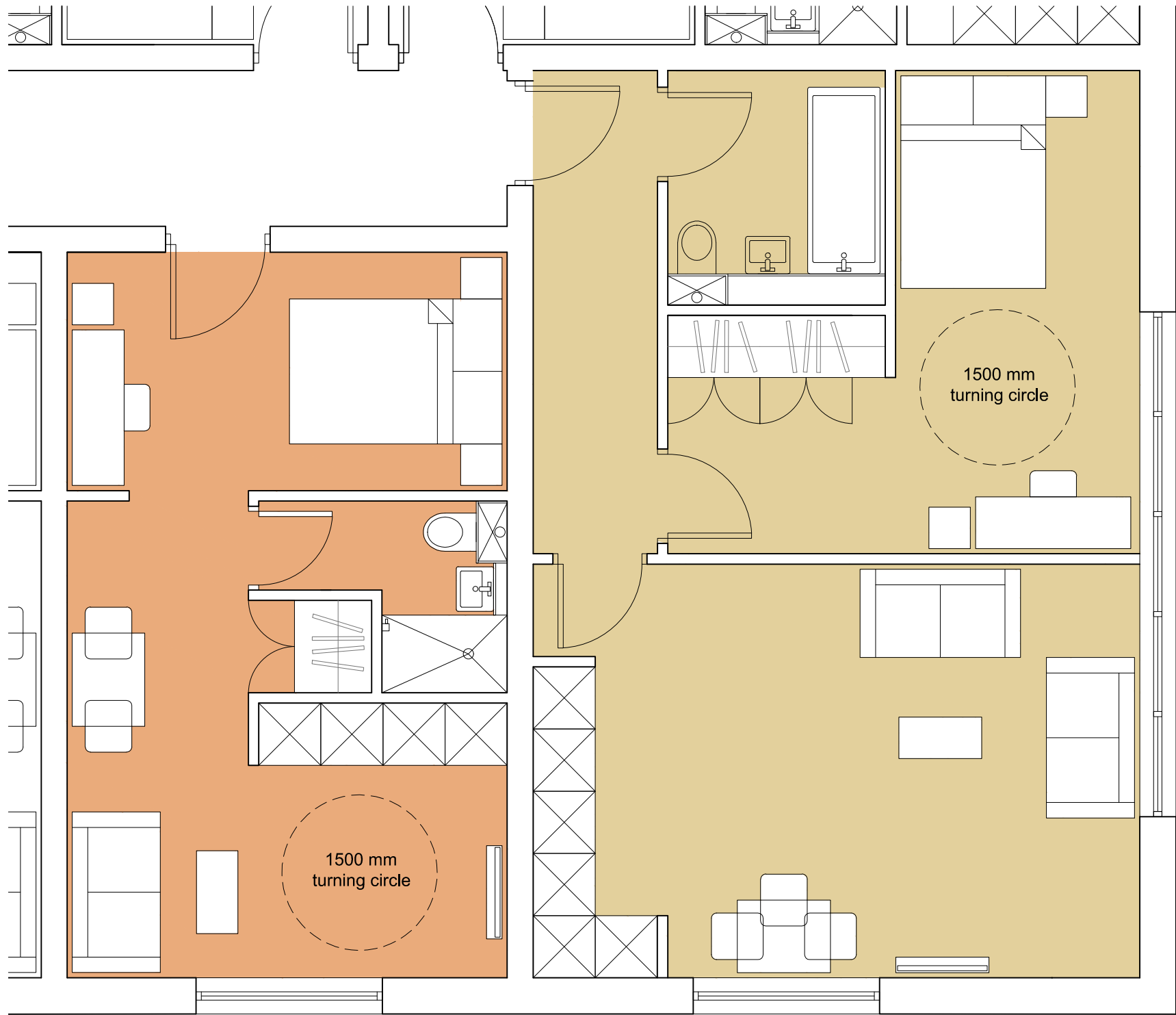
4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 08 PHASE 2 DESIGN DEVELOPMENT

The choice of apartment types and layouts have been based on design efficiency and market research by the client on residential sales in both Liverpool and other major cities around the country. The scheme is made up of one bed and studio apartments and in total contains 125 units. These unit areas are circa 28m² for the studios and circa 45m² for the one bed apartments. There is also parking provision provided at basement level.

There is a variety of differing layouts, but the most common 1 bed and studio are highlighted across. (Window positions may vary).

- STUDIO
- 1 BED APARTMENT



4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 09 PHASE 3 PRECEDENT IMAGES



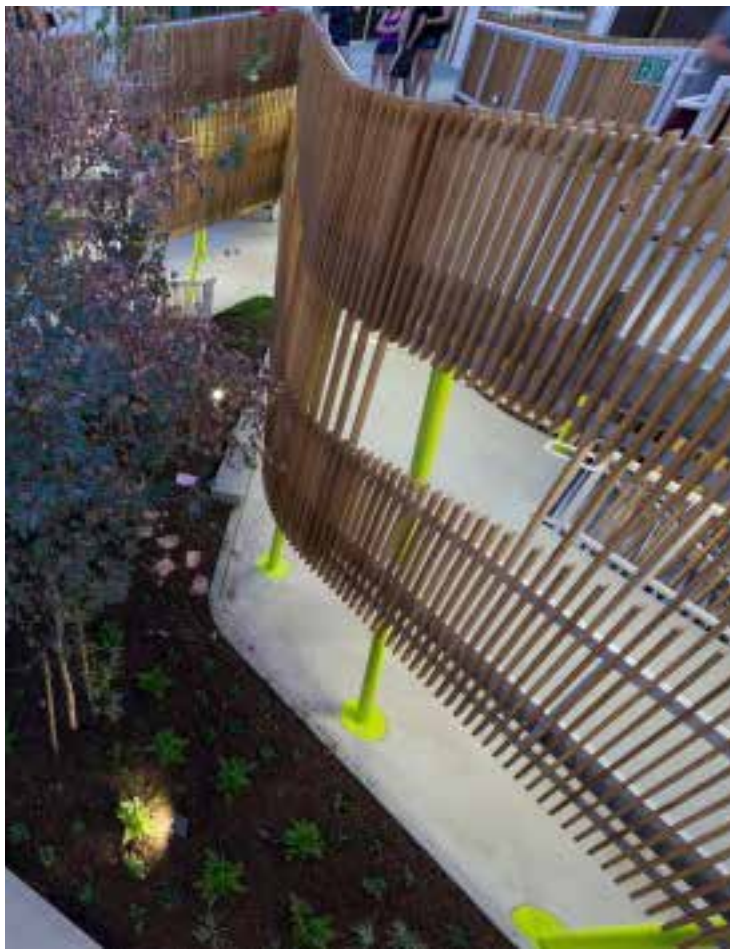
4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 09 PHASE 3 PRECEDENT IMAGES



4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 09 PHASE 3 PRECEDENT IMAGES



4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 10 PHASE 3 DESIGN DEVELOPMENT

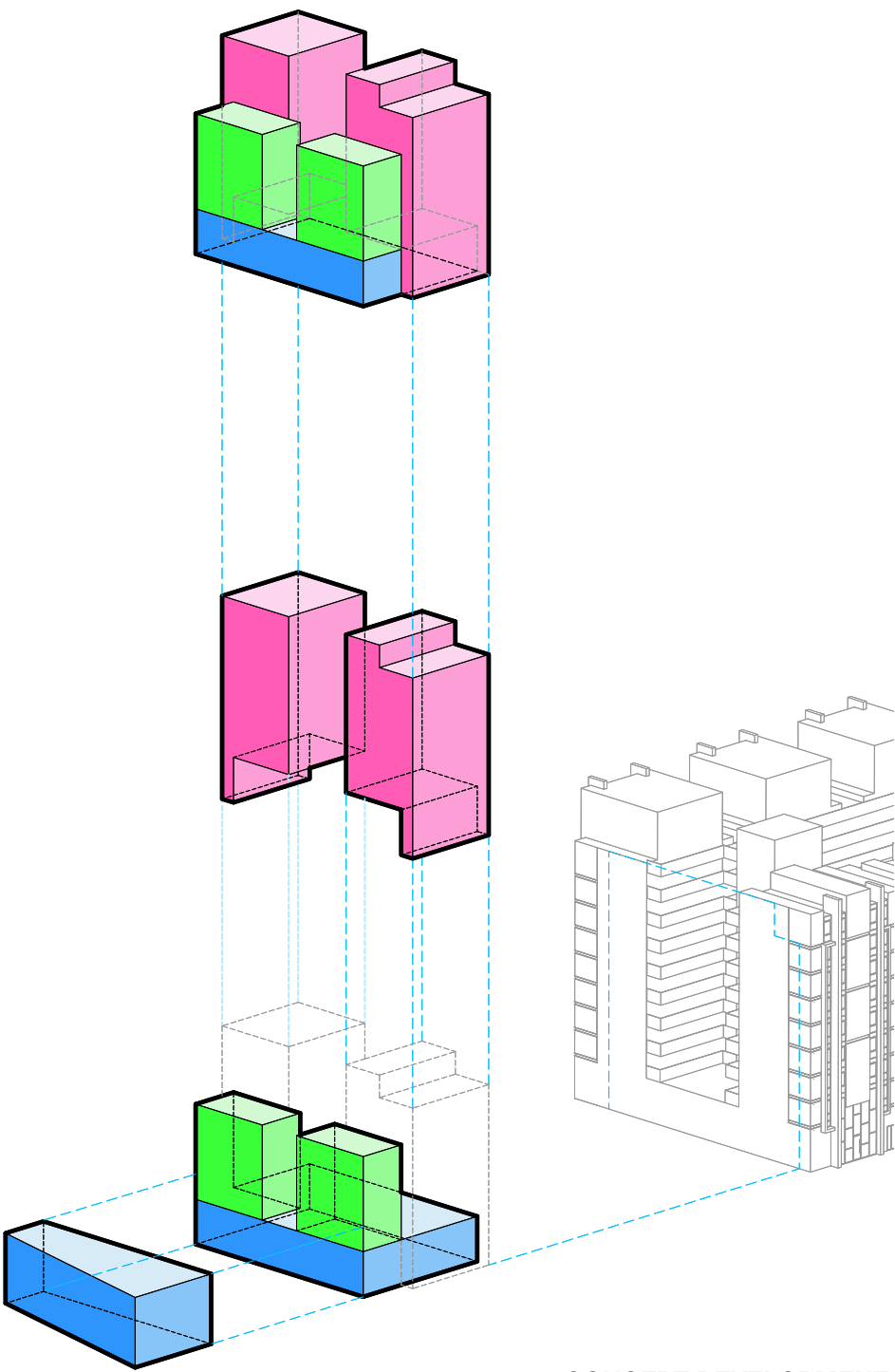
The start of the design process began by bringing together all the information gathered previously. Site context, site analysis, site constraints and opportunities and the development of a design concept.

Development of axonometric diagrams were then made to explore the form and massing of the proposal. These proportions related to the three bed student cluster utilised in Norfolk Street Phase.

The layout of the scheme efficiently maximises the area of the site and the deck access increases opportunities for material choice, while affording apartments better access to light. The frontage to Jamaica street has been kept the same height as the existing, at 2 storeys so as not to overpower the street scene and creates a strong link to the opposite side of Jamaica Street, while entrances to the public facilities animate the street. The existing 3 storey house on the junction of Brick Street and Jamaica Street is also to be retained, creating a juxtaposition between the new and the existing.

The scheme provides entrance to the student accommodation from Norfolk Street. The forms sit in 4 vertical blocks, 2 are 10 storeys that each drop down to another 2 that are 5 storeys in height. This drop runs towards Jamaica street, reducing the appearance of the building mass from street level. These Both sit on top of a external landscaped roof deck at first floor level, made available to the student residents.

At ground floor level there is provision for gallery, cafe and retail spaces. This is an opportunity to solidify the building's interaction with its surrounding context, creating constant activity on both sides of the building. These spaces offer a creative zone that will attract more of the same innovative vibrancy that the Baltic Triangle has already done so well to achieve.



CONCEPT DEVELOPMENT:
Exploded diagram showing development of block massings and function



DESIGN DEVELOPMENT:
Location of scheme showing local massing and adjacent approved Phase 1.

4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 11 PHASE 3 DEVELOPMENT PLANS

GROUND FLOOR PLAN:



FIRST FLOOR PLAN:



SECOND AND THIRD FLOOR PLAN:



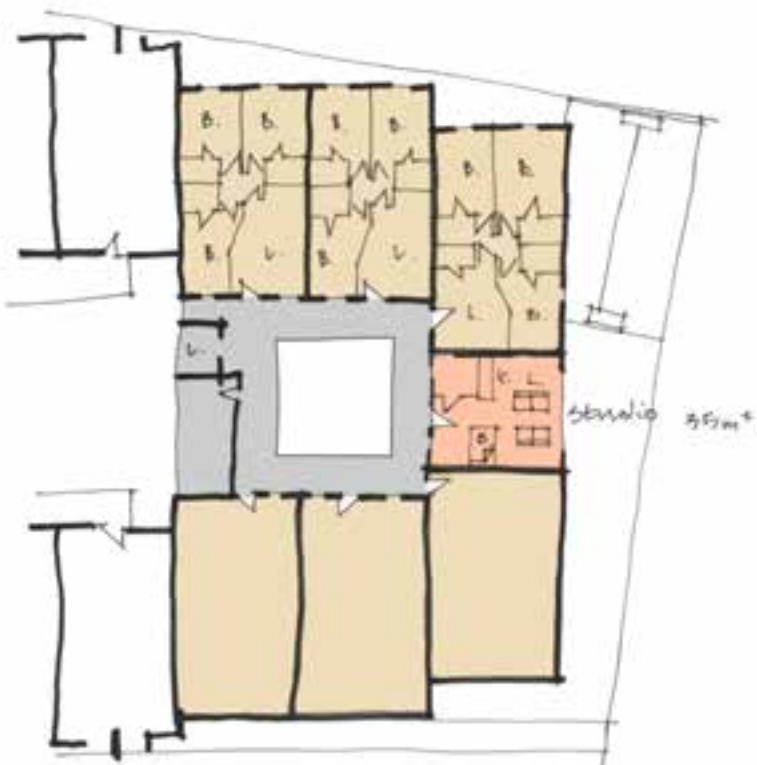
KEY

- Retail: ■
- Cafe: ■
- Gallery: ■
- Amenity space: ■
- 3 Bed student cluster: ■
- Circulation: ■

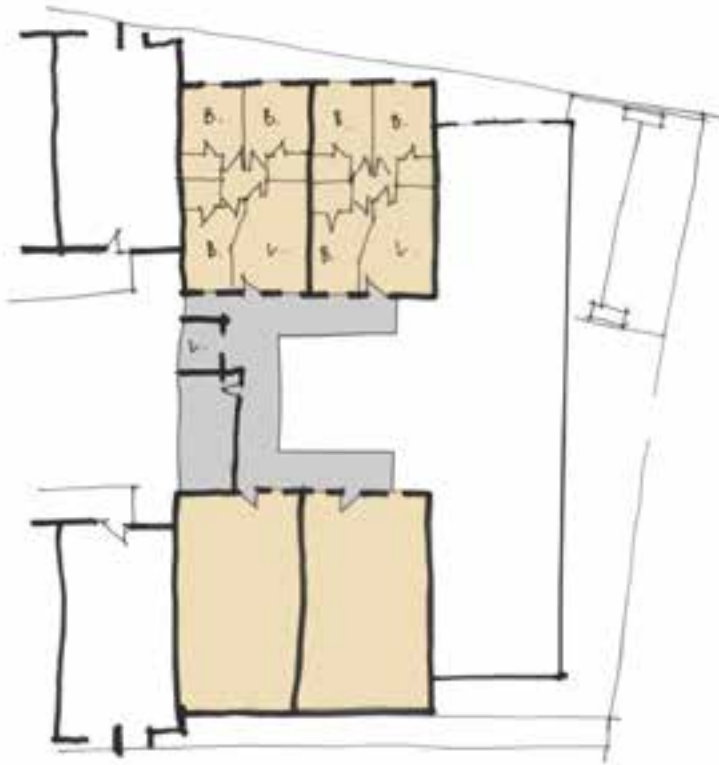
4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 11 PHASE 3 DEVELOPMENT PLANS

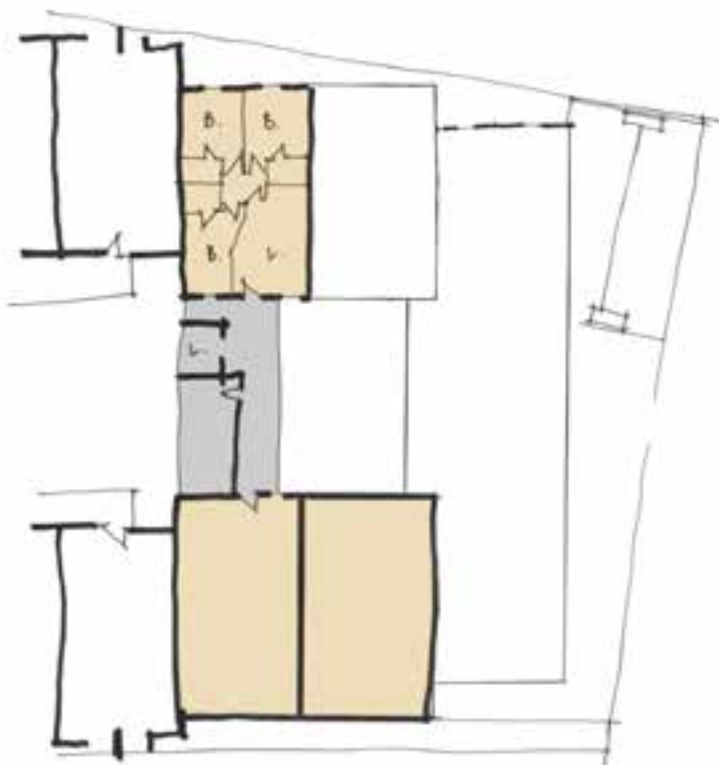
FOURTH FLOOR PLAN:



FIFTH TO SEVENTH FLOOR PLAN:



EIGHTH FLOOR PLAN:

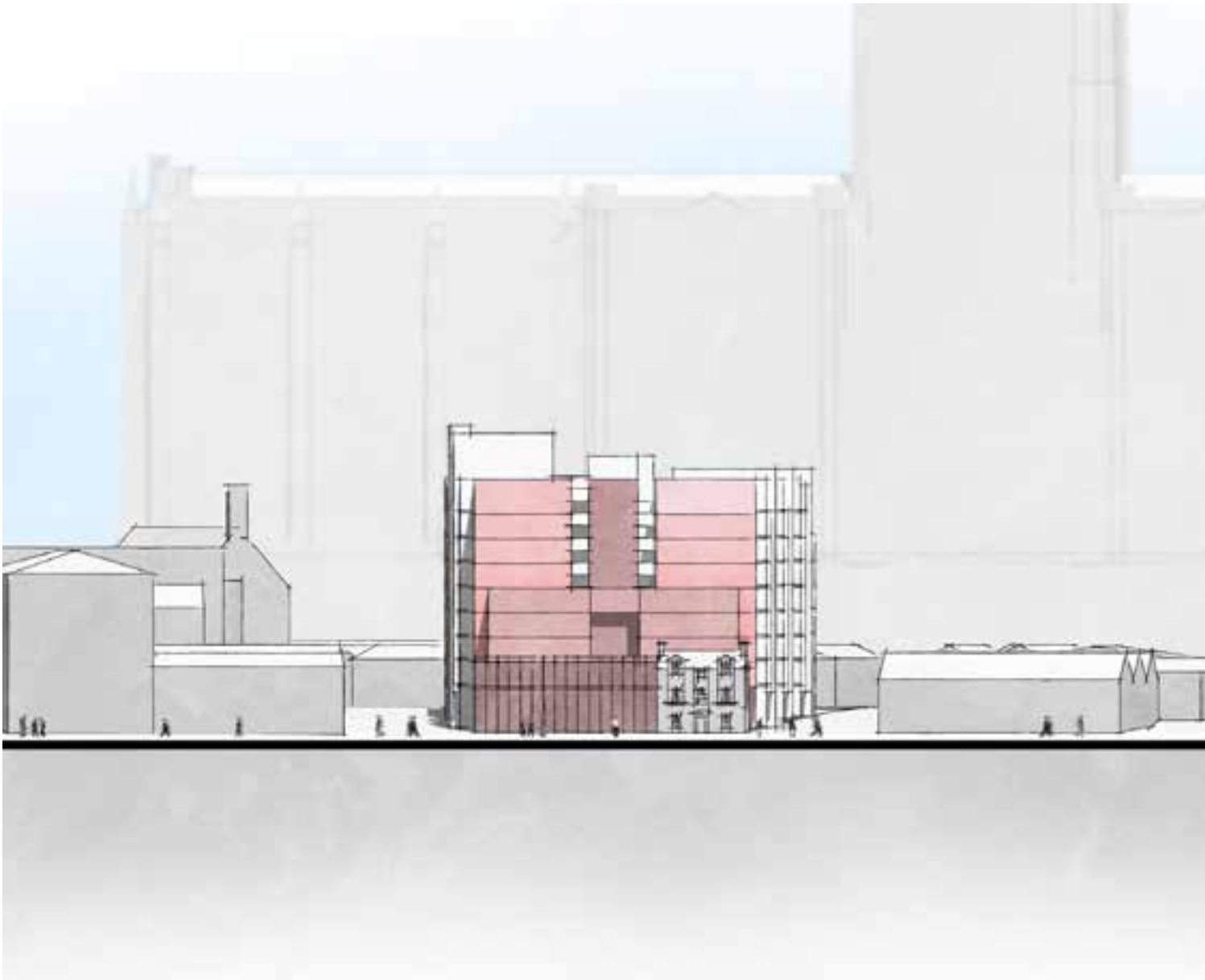


KEY

- Retail: ■
- Cafe: ■
- Gallery: ■
- Amenity space: ■
- 3 Bed student cluster: ■
- Circulation: ■

4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 12 PHASE 3 DEVELOPMENT MASSING #1



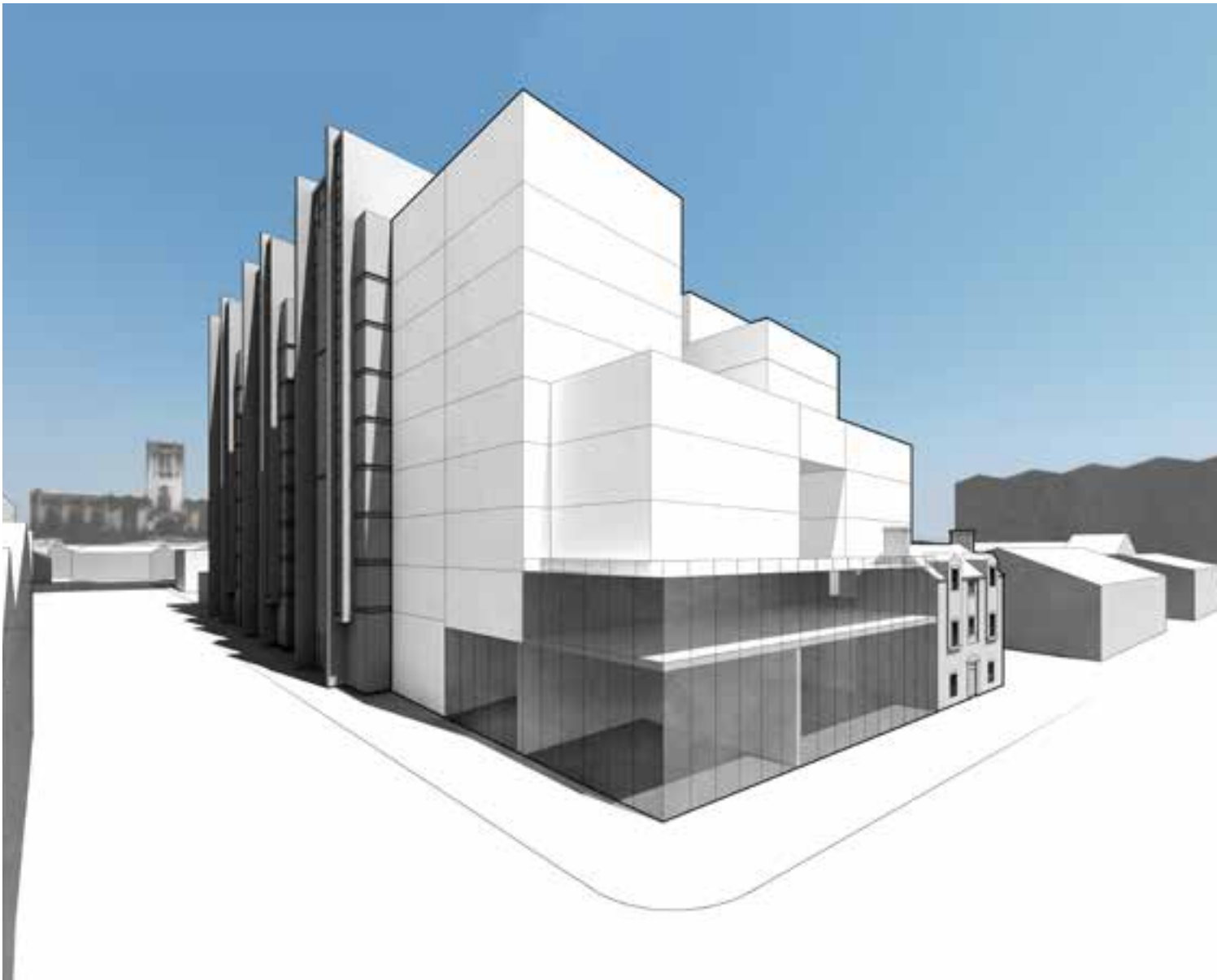
ELEVATION:
Jamaica street scene elevation



DEVELOPMENT MASSING:
Scale of massing in relation to context and phase 1 development

4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 13 PHASE 3 DEVELOPMENT MASSING #2



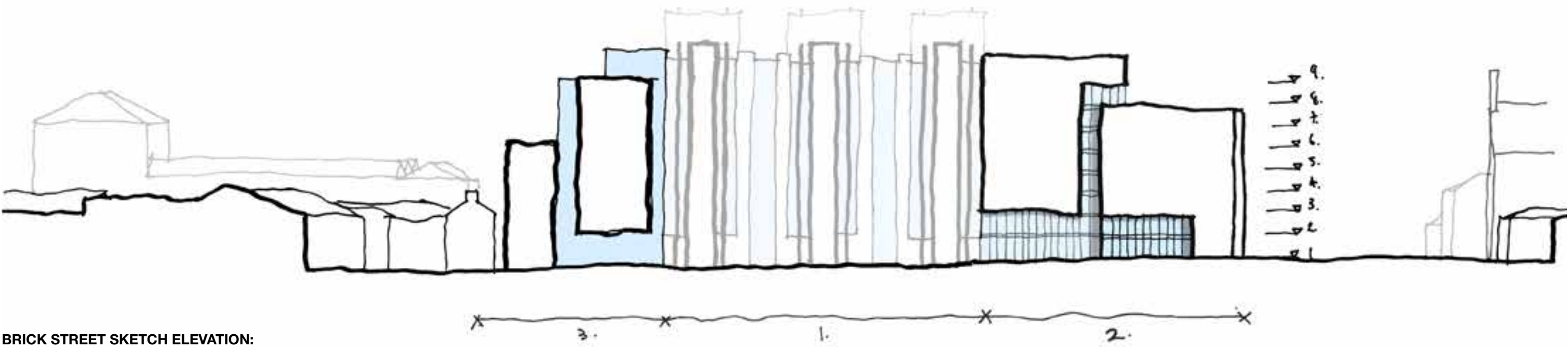
DEVELOPMENT MASSING:
Norfolk street / Jamaica street scene massing



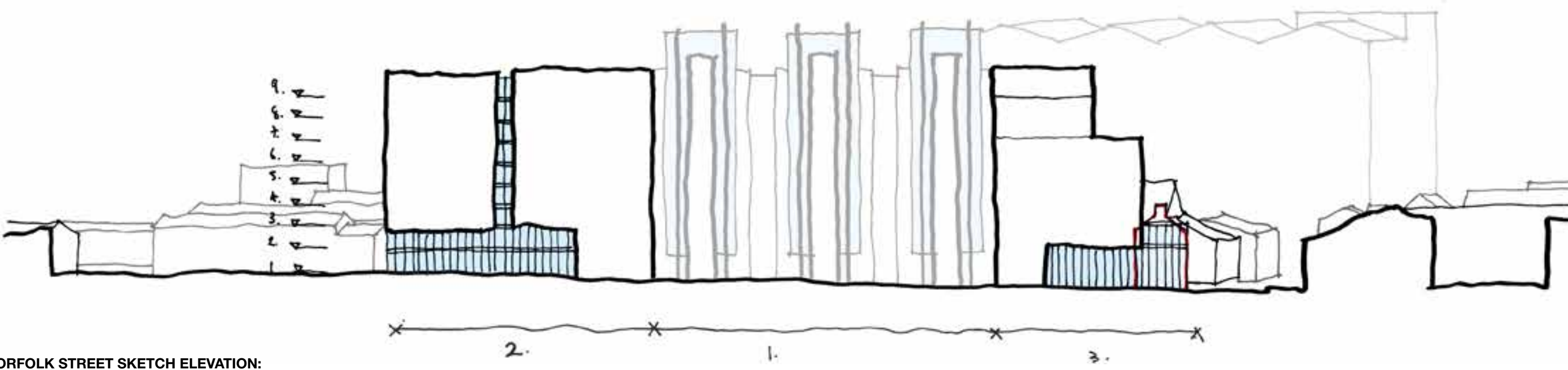
DEVELOPMENT MASSING:
Brick street / Jamaica street scene massing

4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 14 OVERALL STREET SCENE DEVELOPMENT



BRICK STREET SKETCH ELEVATION:



NORFOLK STREET SKETCH ELEVATION:

4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 15 PRE-APP CONSULTATION MEETINGS

THURSDAY 29TH JANUARY 2015:

The first of two meetings was held on the above date with Peter Jones (team leader of the City Centre development team) and Sam Campbell (LPA), of which the following comments were made on the sketch scheme shown in the previous design development stage of this Design and Access Statement.

HEIGHT:
The present scheme is over developed. We would like to see more variation in the roof levels and and a more pronounced drop from the Phase 1 Scheme. Ideally we would be able to see the brick return on Norfolk Street Phase 1.

USE:
The use at ground floor level was well received, and it was suggested that more developments promoting the creative industries in this area would be welcomed.

BUILDING IN A BUILDING:
The idea of having the exposed brick walls of the existing 3 storey terrace inside the public, ground floor space was well received.

EXTERNAL LANDSCAPED AMENITY SPACE:
The proposal for the use of external landscaped amenity space at 1st floor level looking onto Jamaica street was well received. The idea of creating more vibrancy and activity on this street was seen as vital to promote people coming too, and interacting with the area.

STREETSCAPE:
There was a request that the levels of the building facing Jamaica Street be dropped one storey level to be more in keeping with the context of the surrounding buildings with frontages on Jamaica Street.

MATERIALS:
The reaction to the use of industrial materials relating to the heritage of the area was positive.

THURSDAY 2ND APRIL 2015:

Since the previous meeting we took the feedback from this meeting and submitted amended drawings which were discussed at the second meeting on 2nd April. Here is a summary of the main points agreed/discussed:

- The applicant outlined his business model and gave some background on the type of development he is interested in promoting in Liverpool. This combines high quality building design, a mix of uses and accommodation which offers hotel style facilities and management arrangements. It was acknowledged that the recently approved Pall Mall scheme has considerable merit in design terms.
- The funding model works best with a fast turn-around on planning permission and, generally, an immediate start on site following approval. It was agreed that a full pre-application process assists in ensuring all major issues are resolved prior to submission and avoids delays in determination. It was also emphasised that many standard planning conditions require submission and agreement of details prior to a start on site, so it is advisable that details come in with the application if there is an intention to commence on site straight after planning permission is issued. It was noted that there have been delays in discharging contaminated land conditions.
- The design approach was presented. Sam Campbell from Urban Design was unwell and therefore not present at the meeting. It was emphasised that the revised design would need to be considered and discussed with her prior to issuing comments on design. Sam is on leave this week and will be back in the office on 14th April. LB expressed some reservations about the design of Phase 2 but it was agreed that the scheme as a whole would be discussed with Urban Design prior to comment.
- PI indicated that the accommodation is designed with the Chinese market in mind in terms of initial sales and occupation. The property's proximity to Chinatown is seen as positive and he is interested in strengthening links from Chinatown through into the Baltic Triangle.
- The proposed Phase 2 accommodation comprises studios (between 28 and 30sqm) and 1 bedroom flats as standard residential and Phase 3 (facing Jamaica Street) would be 3 bed student units. The first floor living spaces to St James Street show kitchen and bathroom furniture against the glazing – detail on how this is to be workable is needed. Amenity space is provided in the form of roof terraces within Phase 3 and a courtyard within Phase 2.
- RG was passed a copy of the DCLG statutory guidance issued on 27th March, 'Technical housing standards – nationally described space standard'. Link to the document: <https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard> This is clearly a very new piece of national guidance. I have asked RG to let me have his comments on this.
- Public Art was discussed and it was suggested that work by Russell Young maybe incorporated into the scheme along with the suggestion of projections onto faces of the building facing Jamaica Street.
- The current Mayoral review of student housing was briefly discussed. This will take place in April and the likely outcome is at present unclear. There has been a degree of concern about the Baltic area as a location for student accommodation because the area is achieving some considerable success as an area for digital and creative business and a large amount of student accommodation could have a negative impact upon this. However, it was acknowledged that the developer has worked closely to local creative businesses and the scheme offers workspace and gallery space, along with the residential accommodation. RG emphasised that the viability of the scheme depended on the student accommodation.

- Car parking was discussed, AD reported his observations having surveyed the area and made a number of suggestions about traffic management generally, and a possible approach to the 70% guide for car parking (as set out in the transport SPD). The scheme includes a 39 space car park and the option of funding a study of parking requirements was proposed. SW to consider and respond.
- The design of the St James Street section of the development is reliant upon the space to St James Street remaining as open space. This space adds considerable value to the attractiveness of the scheme and given that it is elevated to face an open space it is important that this is within the application. PJ advised that this area should be included within the red line for the application. It was noted that a part of this land is city council owned and part privately owned. RG has subsequently contacted PJ to discuss leaving this area out of the planning application and then adding it in after 21 days (the time required for owner notification). The ownership issues in respect of this land will need to be resolved as part of the application process. There are some large trees on the site which soften this edge.
- This section of green space element could potentially be a reason to reduce s106 contributions.
- Overall the scheme offers an exciting mix of workspace, gallery and leisure uses with residential giving it potential to add significant economic value to the area.
- Timescales for submission were discussed. We recommend that submission is held until final pre-app comments are issued; this would be at the end of next week. It is understood that PI is keen to submit as soon as possible so the application may come in before this. We are willing to work with you whichever route is adopted although the former is our preference, particularly as Urban Design and Highway comments have yet to be issued.

4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 16 PHASE 2 ELEVATION AND MATERIAL DEVELOPMENT

The final development of the design was progressed through consultation with the Liverpool Planning Department, with amendments made on the basis of comments suggested in the Pre-Application Meeting. The changes proposed within the design are briefly outlined below;

- The frontage onto St James Street has been reduced by one level, to reduce the visual appearance and create a more healthy interface with the residential and religious properties opposite.
- The two main block elements adjoining phase 1 have both been reduced. Brick street has been reduced by one storey and Norfolk Street by two storeys. The reasoning behind this is to; one, reduce the appearance of massing on both Norfolk and Brick Street and two, create a larger visual distinction between phases 2 and 1. There is a now a more significant reveal of the brick return on Phase 1 and there is also the creation of a more undulating roofscape, relating to the varied changes in eaves and ridge heights in the area.
- The use of industrial materials in the scheme to help link the building to the areas existing heritage was proposed. We have utilised brick within aspects of the scheme and the design of the building form creates strong gestures.
- Mentioned in the Pre-Application meeting was the strong links the area has with the creative industries. We are to propose that 3D art pieces will be exhibited in both the external courtyard and ground floor gallery route running through the building. This scheme will provide a canvas for local artists.
- A basement level has now been proposed to offer parking for residents of the development, reducing any roadside parking.

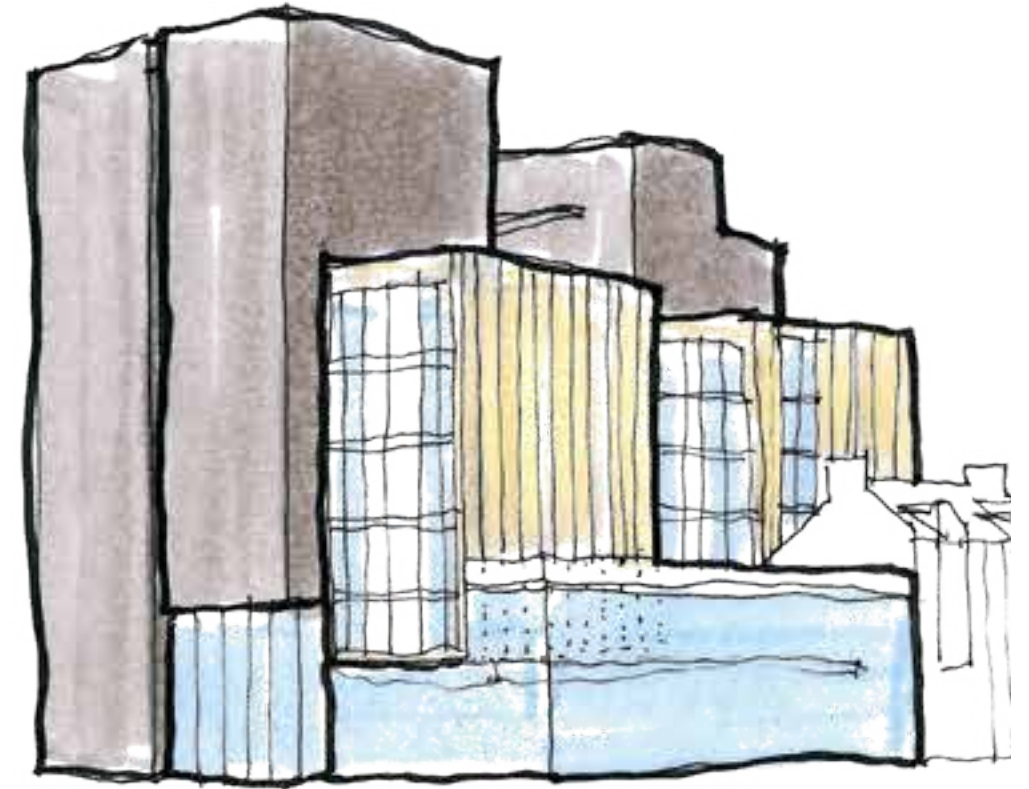
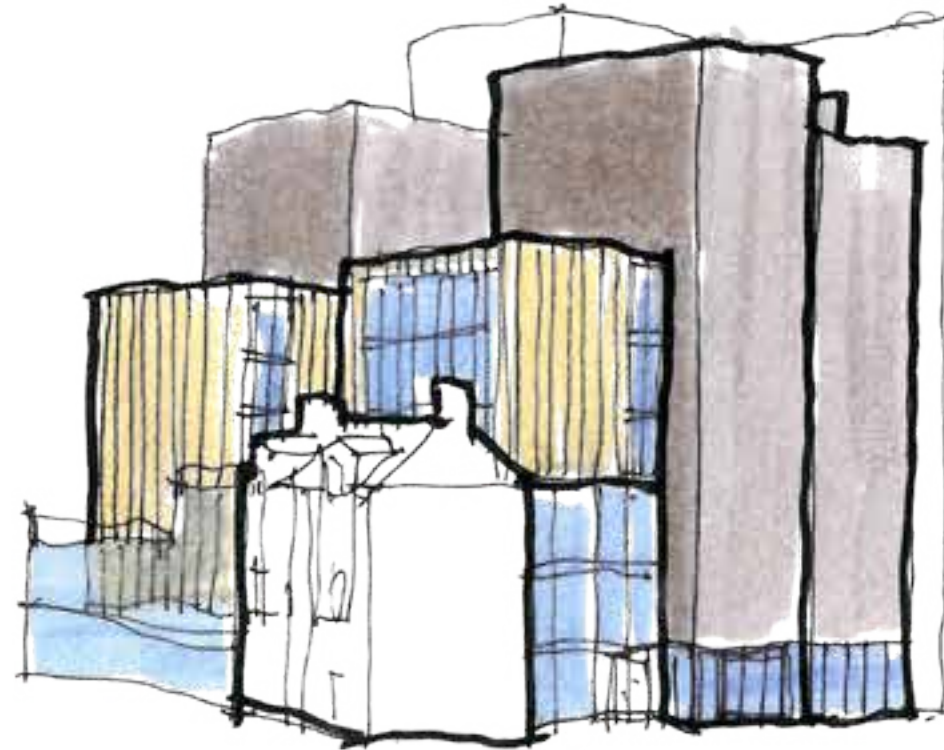


4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 17 PHASE 3 ELEVATION AND MATERIAL DEVELOPMENT

Alterations to Phase 3 are briefly outlined below;

- The frontage onto Jamaica Street has been reduced by one level, to reduce the visual appearance of mass at street level and to fit into the existing streetscape more comfortably.
- The main block elements adjoining phase 1 have both been reduced by one storey. The reasoning behind this is to; one, reduce the appearance of massing on both Norfolk and Brick Street and two, create a larger visual distinction between phases 1,2 and 3. There is also a more significant reveal of the brick return on Phase 1 as well as the creation of a more undulating roofscape.
- The secondary block elements of the design were originally symmetrical. We have now reduced the secondary block on Norfolk Street by one level. This creates more undulation in the roofscape, relating to the varied changes in eaves and ridge heights in the area, while the change in levels also creates a visual illusion that the blocks are less bulky.
- The creation of a building in a building was well received in the Pre-Application meeting. The floor plans have now been amended to highlight and emphasise this architectural language. More void has been created at mezzanine level to reveal larger amounts of the existing brick structure within the public spaces.
- The use of industrial materials in the scheme to help link the building to the areas existing heritage was proposed. We have maximised brick within the strong elements of the scheme for maximum exposure. We have also linked the building to the creative industries in the area and alike to Phase 1 where street art exhibitions on the building are proposed. This scheme will provide a canvas to showcase digital media via projection from local artists and companies.

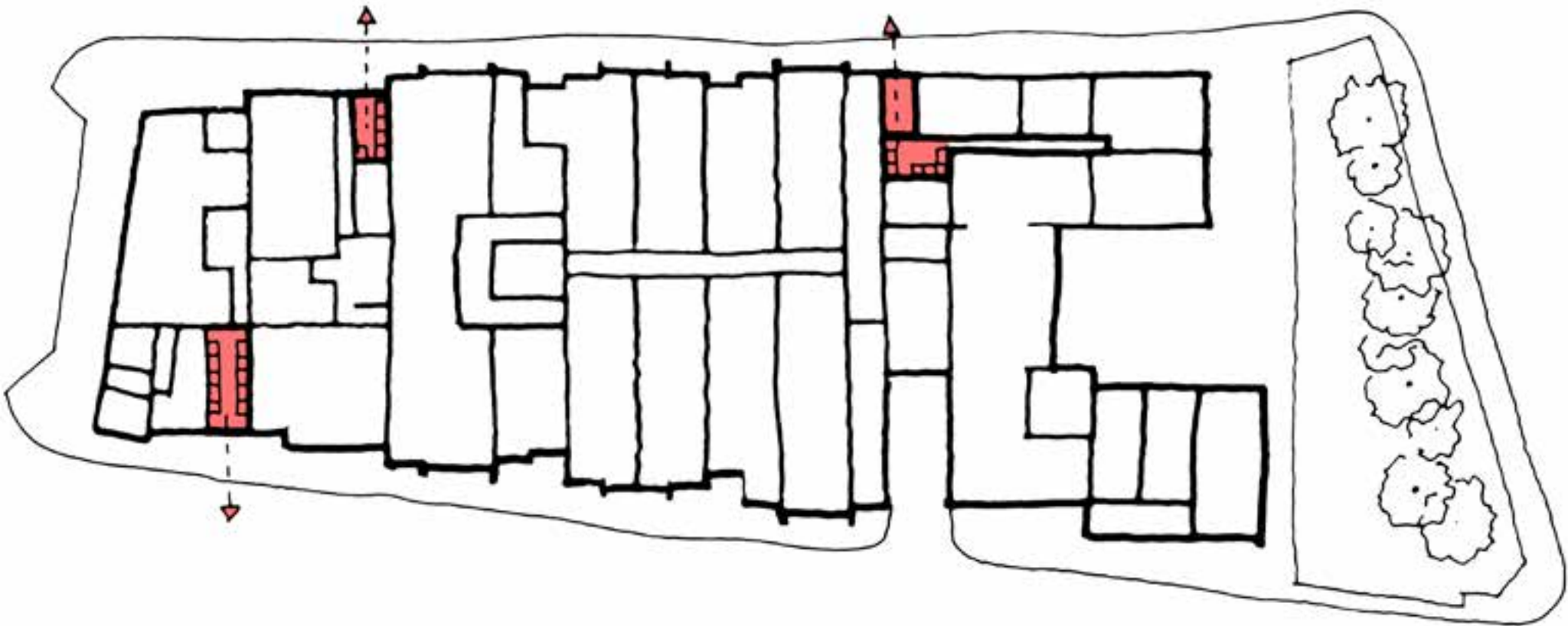


4.0 DESIGN PRINCIPLES AND CONCEPTS

4.0 | 18 REFUSE STRATEGY

Both phases have direct access from the bin stores on to the street for adequate servicing. There is enough space allocated to hold the recommended amount of 1100 litre refuse bins per resident under LPA guidance.

As Phase 3 has a cafe, 2 bin stores have been allocated to accommodate the different uses.



5.0 DESIGN RESOLUTION

USE AND AMOUNT
PROPOSED LAYOUT
APPEARANCE AND MASSING
ELEVATIONAL DESIGN
MATERIALS
SUSTAINABILITY
ACCOMMODATION SCHEDULE

5.0 DESIGN RESOLUTION

5.0 | 01 PHASE 2 USE AND AMOUNT

The application seeks full approval for a mixed use development comprising of residential accommodation consisting of studio and one bed apartments, workshops, meeting and gallery spaces aimed at the creative industries. Each of these elements operate separately to one another. The breakdown is as follows:

- 125 beds
- 41 car parking spaces
- 8000 sq/ft in commercial workshop/gallery spaces



GROUND FLOOR PLAN:
Plan showing facility provision and areas (SqM)



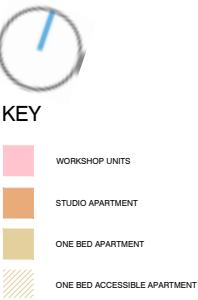
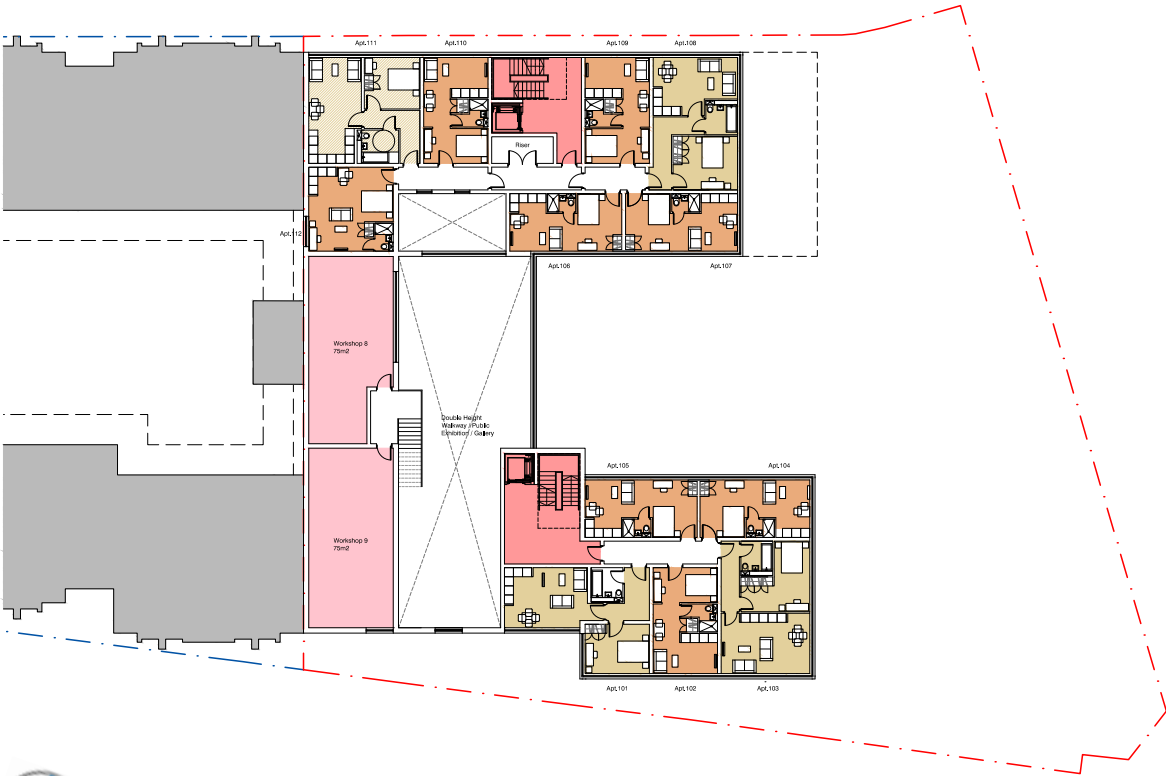
KEY

- WORKSHOP UNITS
- MEETING / OFFICE SPACE
- PLANT / BN STORE
- CIRCULATION

5.0 DESIGN RESOLUTION

5.0 | 02 PHASE 2 PROPOSED LAYOUT

FIRST FLOOR PLAN:
Plan showing facility/cluster provision and areas (SqM)



SECOND FLOOR PLAN:
Plan showing cluster provision and areas (SqM)



5.0 DESIGN RESOLUTION

5.0 | 03 PHASE 2 APPEARANCE AND MASSING

The external appearance of the proposal consists of two solid forms projecting out of Phase 1 joined by a concrete form that backs on to the Phase 1 scheme. The stronger box (on the Norfolk Street corner) dominates the entrance to the site walking from the city centre, projecting over a defined public realm entrance (see right). The second, smaller box sits flush with the glazing to create a clear separation between the two elements of the scheme.

The design emphasises the use of a fabricated matte, non-reflective metal cladding with a natural finish, creating a link to the area's industrial vernacular. The joined punctured openings running vertically up each elevation help to create pattern in the cladding, which itself will be installed using a horizontal cladding system that wraps around the building at different angles.

The ground and first floors will be glazed creating a clear separation between solid and void whilst animating a key site in the Baltic Triangle. With entrances on both streets, the scheme will provide an open, well surveyed, inviting and accessible development, ensuring direct interaction between the building and the surrounding streets.

The C-shaped plan allows for the internal courtyard to be the centrepiece of the scheme, allowing space for public exhibitions and sculptures to be on show and to invite people through the building.

The land in front creates a green buffer zone from the road, allowing for a large open space to improve the public realm. Once all the open space is landscaped with the inclusion of lighting this will offer a generous amenity space for the residents and the public.



ST JAMES STREET VISUALISATION:



BRICK STREET ELEVATION:
Elevation showing the building language, mass and height



ST JAMES STREET ELEVATION:
Elevation showing the building language, mass and height

5.0 DESIGN RESOLUTION

5.0 | 04 PHASE 2 ELEVATIONAL DESIGN

The elevations offer well considered, bold statements, emphasising the cubic forms that sits strong on the Norfolk Street and Brick Street corners.

Whereas the proportions of the fenestration run vertically to echo the design concepts behind Phase 1, the form protrudes out of Phase 1 horizontally, therefore giving merit to a horizontal cladding system. All of the finished floor levels run through all three schemes to keep a consistent banding with regards to blank panels.

The main idea behind the elevational design of both schemes was to echo the forms of warehouse typologies and to create a clear separation from one building to another. We have acheived this by breaking down the mass and changing the materials whilst borrowing certain design concepts from Phase 1 so that the whole scheme flows.



NORFOLK STREET ELEVATION:
Elevation showing the building language, mass and height

5.0 DESIGN RESOLUTION

5.0 | 05 PHASE 3 USE AND AMOUNT

The application seeks full approval for a mixed use development comprising of student accommodation, retail and gallery spaces. Each of these elements operate separately to one another. The breakdown is as follows:

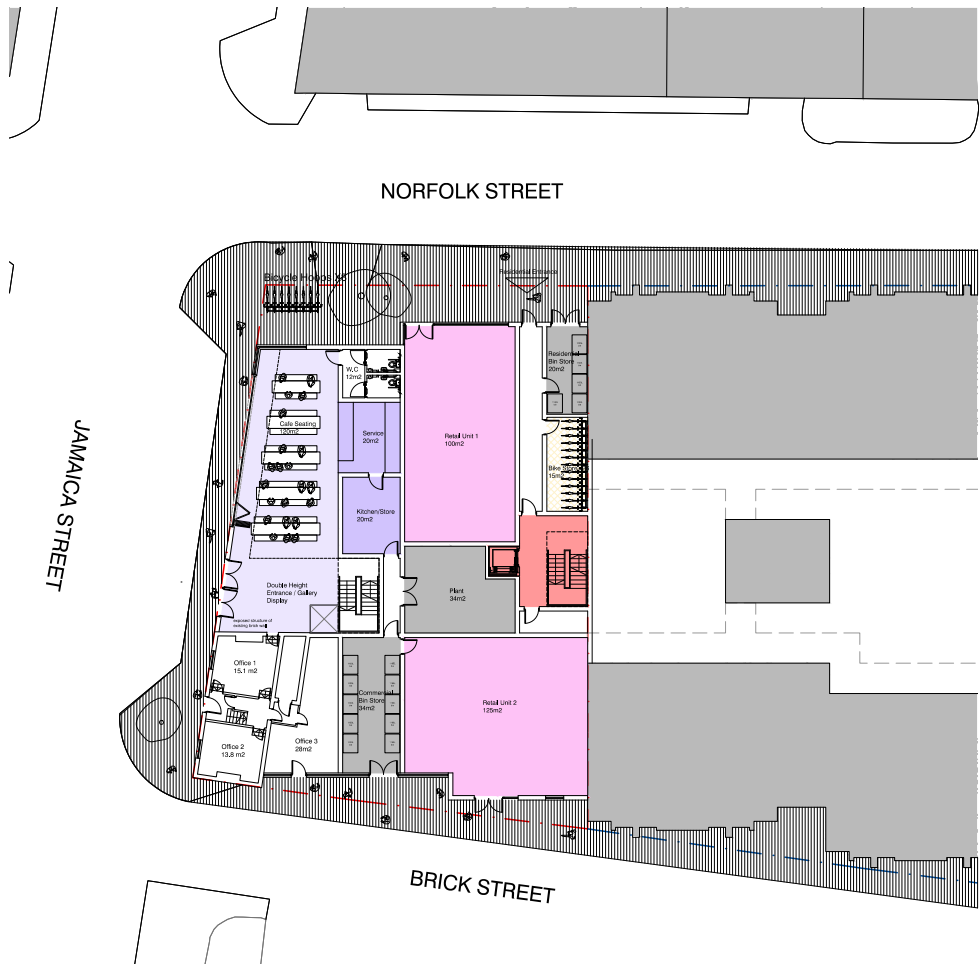
- 72 student beds
- 6210 sq/ft commercial/retail space
- 225m2 of external amenity space

The student complex starts from the Ground Floor, where the students enter the building from Norfolk Street into a reception area. A central core with a lift is provided for travel up to the accommodation which resides from the first to eighth floor.

The Ground Floor separates the students entrance from public facilities. The student entrance will hold a reception with secure postboxes.

Strong links are established with the adjacent streets for the public uses. At ground floor level a cafe services Jamaica Street, whilst at mezzanine level, a set of creative gallery space hover above the cafe, while the retention of the existing structure on the site merges into the interior public spaces.

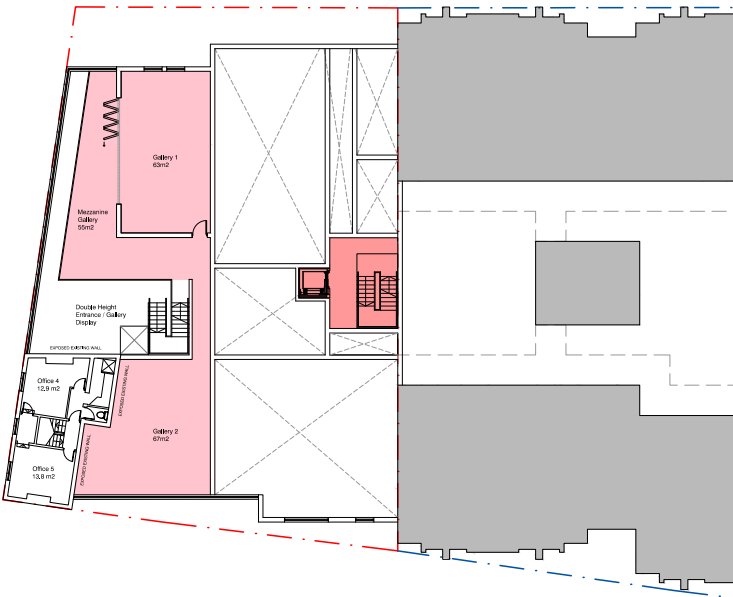
Secure cycle, bin storage and laundry facilities are clustered together on Brick Street with a plant room being located on Norfolk Street. For privacy and security, there is no accommodation at Ground Floor levels.



KEY

- RETAIL
- CAFE KITCHEN / STORAGE
- CAFE SEATING
- PLANT / BIN STORE
- BIKE STORAGE x 26
- CIRCULATION

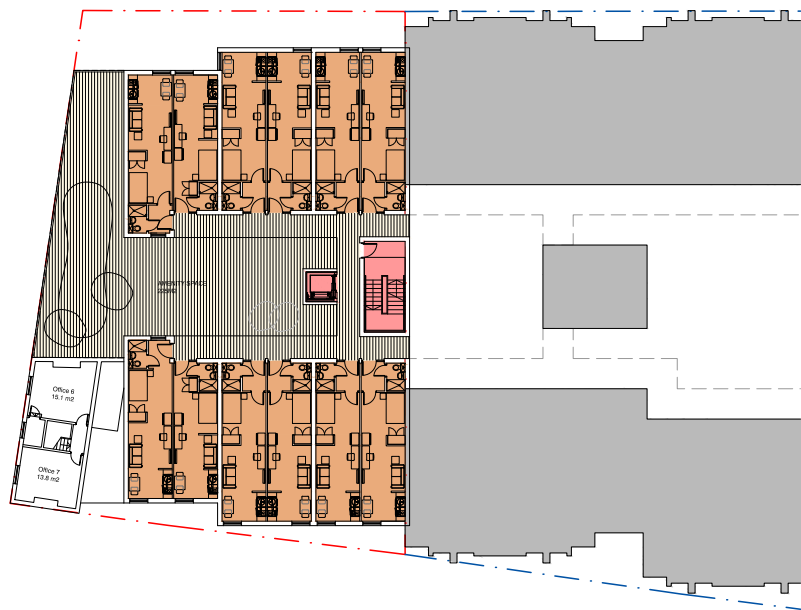
GROUND FLOOR PLAN:
Plan showing facility provision and areas (SqM)



MEZZANINE FLOOR PLAN:
Plan showing facility provision and areas (SqM)

5.0 DESIGN RESOLUTION

5.0 | 06 PROPOSED LAYOUT

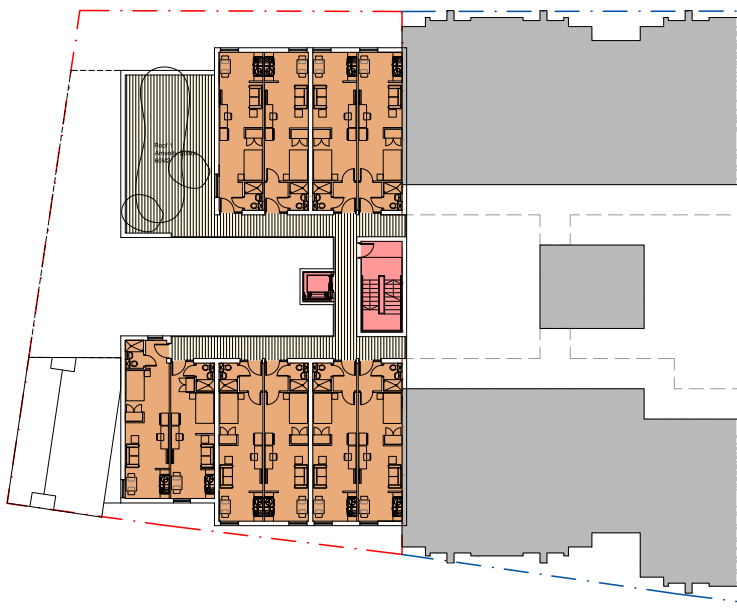


FIRST FLOOR PLAN:
Plan showing cluster layout, access, provision of amenity space and scheme circulation



KEY

- STUDIOS
- DECK ACCESS / AMENITY SPACE
- CIRCULATION



FOURTH FLOOR PLAN:
Plan showing studio layout, access, provision of amenity space and scheme circulation

5.0 DESIGN RESOLUTION

5.0 | 07 PHASE 3 APPEARANCE AND MASSING

The external appearance of the scheme presents a series of towers that relate directly to that of Phase 1, only with a more undulated roof scape. The predominant materials of the scheme consist of red brick, dark brick, concrete panels and metal louvres. The cafe and first floor mezzanine will have a curtain wall glazing system to maximise interaction with the street

The proposal uses red brick to neighbour on to Phase 1 and to ground the building into its context. As we move over to the next vertical element, the height rises and the brick changes to a dark tone that wraps around the building to the front. This element is grounded with a double-height space, glazed retail unit looking on to Norfolk Street.

On the first floor street frontage there is an allocation of amenity space for the students to gather, enhancing activity down the street. There will be a tree line planted along the balcony to contribute towards the green buffer zone on St James Street, creating more visual appeal and a nicer space for students to relax.

The amenity space is imposed by two concrete boxes of which digital projections will lie, creating a feature at night-time which will be in keeping with digital arts and media (see overleaf).



JAMAICA STREET VISUALISATION:



NORFOLK STREET ELEVATION:
Elevation showing the building language, mass and height



BRICK STREET ELEVATION:
Elevation showing the building language, mass and height

5.0 DESIGN RESOLUTION

5.0 | 08 PHASE 3 ELEVATIONAL DESIGN

The elevations in Phase 3 have been based around the three main blocks in Phase 1. These three blocks have been shifted and transformed a little to detract away from the language of Phase 1 but to mimic the same concept whilst creating an identity for this scheme.

Whereas in Phase 1, the composition of each elevation is very ordered, in Phase 3, the fenestration is more randomised, this helps to create a larger 'canvas' by moving windows around corners to allow for large amounts of blank space.



NIGHT TIME VISUALISATION SHOWING DIGITAL PROJECTIONS ON TO FACADE:



JAMAICA STREET ELEVATION:
Elevation showing the building language, mass, height and materiality

5.0 DESIGN RESOLUTION

5.0 | 09 MATERIALS

The palette of materials relates back to the design concept and character analysis of the local area. The primary materials used within the scheme will be:

PHASE 2:

- | | |
|---|------|
| 01: Curtain wall glazing system with blank panels | (01) |
| 02: Fabricated metal cladding panel with natural finish | (04) |
| 03: Concrete | (06) |
| 04: Cor-ten steel | (05) |

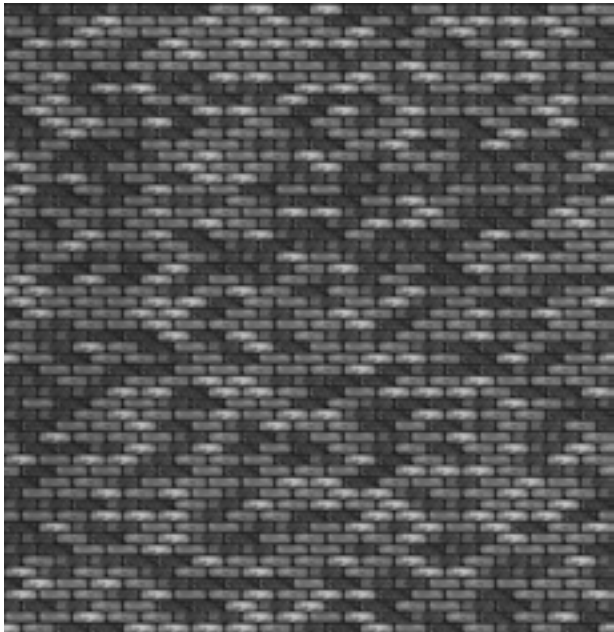
PHASE 3:

- | | |
|----------------------|------|
| 01: Black/dark brick | (02) |
| 02: Red brick | (03) |
| 03: Concrete | (06) |
| 04: Metal louvres | |
| 05: Glazing | |

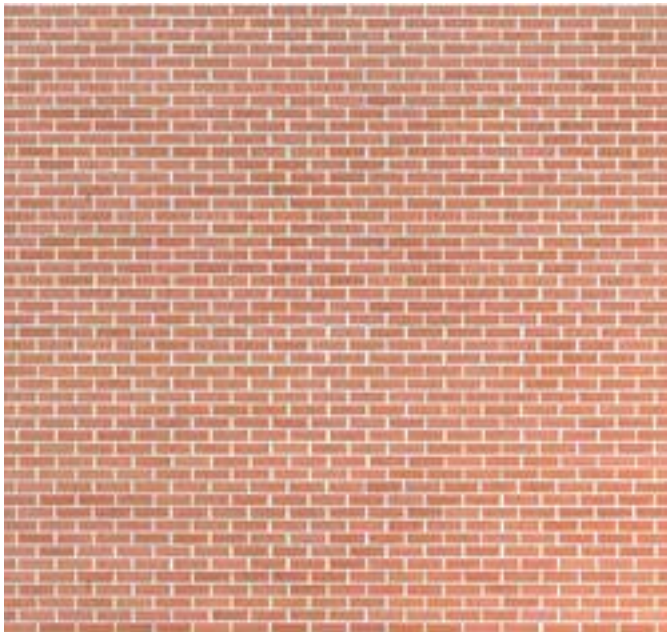
To see the exact extent of material application within both schemes, please refer to planning drawings submitted with this application.



01



02



03



04



05



06

5.0 DESIGN RESOLUTION

5.0 | 10 SUSTAINABILITY

PHD1. as a commissioner of buildings and as a landlord is committed to social, economic and environmental sustainable development. The scheme will exceed the minimum statutory requirements by reducing energy use, CO2 emissions, water use and the production of pollution/waste during construction and use. Materials and construction methods will be chosen for minimum environmental impact and greater durability. Site ecology, the health and wellbeing of residents and visitors will be carefully considered. The construction work will be managed so environmental impact is reduced as much as possible.

The proposed development is in accordance with Liverpool’s sustainable Development Plan 2006-2009 and the Sustainable Development Principles of Strategic Policy 1 of the Liverpool Core Strategy Submission Draft.

These requirements are met by the following:

- The development is located on a brown field site.
- The development reduces the need to travel by motorised transport as it proposes student accommodation within a convenient walking distance of numerous Liverpool academic institutions as well as nearby bus and train stations.

The scheme will deliver high quality design with a ‘fabric first’ approach to sustainability by the following measures:

- Fabric U-values to be better than current Building Regulation requirements; currently proposed as:
 - Walls: 0.2W/m2k
 - Floors: 0.2W/m2k
 - Roofs: 0.15W/m2k
- Building air leakage rates to be better than Building Regulation requirements. The target values will be between 4 m3/hr/m2@50pa.
- Large windows to maximise daylight.
- Low energy light fittings throughout.

Sustainability in design needs to first and foremost meet the buildings required functions while being within the cost parameters. Sustainability and biodiversity will underpin the design philosophy and inform the mass, orientation, building form, services strategy, specification and the approach to the external environment.

The following design principles will be applied to this scheme:

- Passive environmental design principles, using a ‘fabric first’ approach i.e. high levels of thermal insulation and air tightness to the building envelope to minimise heat loss.
- Minimise reliance on energy-using equipment for heating, cooling, lighting and natural ventilation.
- Maximising positions of trees and soft landscaping on and around the development to provide natural shading, private spaces and general ecological value for wildlife etc.
- Site layout and building design principles maximise the use of daylight and passive solar energy, whilst avoiding excessive solar gain in summer. The orientation of the buildings ensure maximum natural light to all the apartments.
- Energy and water efficient appliances and systems will be Water Consumption.
- Low flush wc’s, flow restrictor taps .Water consumption from showers is much less than a bath and therefore there is an inherent water consumption saving to be achieved.
- Materials specification will achieve Green Guide ratings between A+ and D, and will all be sustainably sourced and certified (e.g. FSC/ PEFC/ etc. for timber) where practical.

The redevelopment will endeavour to minimise the quantity of materials exported /imported from site by maximising the potential for achieving a cut/fill balance. Wherever possible hardcore will be retained and recycled as substrate for road bases etc of the new development. Making the best use of natural ventilation and cross ventilation opportunities will be explored.

Environmental responsibility is a core design issue. By designing the building with environmental responsibility in mind from the beginning, we ensure that we do not leave a legacy of problems regarding non-renewable sources and environmental pollution for future generations to solve.

Initial steps to keeping energy consumption to a minimum will be taken in the design process as part of the evolution of the overall design solution. This process will recognise the environmental constraints in conjunction with the associated legislative and regulatory bodies.

5.0 DESIGN RESOLUTION

5.0 | 11 ACCOMMODATION SCHEDULE

Schedule of Accommodation

057 Norfolk Street: Liver Grease

Floor Level
Basement
Ground floor
First floor
Second floor
Third floor
Fourth floor
Fifth floor
Sixth floor
Seventh floor
Eighth floor

Phase 2					
Parking	Workshop	Meeting space	gallery	Apartment	Studio
Spaces	SqM	SqM	SqM	No.	No.
41	0	0	0	0	0
0	395	53	185	0	0
0	150	0	0	4	8
0	0	0	0	4	16
0	0	0	0	4	16
0	0	0	0	4	16
0	0	0	0	4	16
0	0	0	0	2	14
0	0	0	0	1	10
0	0	0	0	1	5

TOTALS					
41	545	53	185	24	101

Total units
125

058 Norfolk Street: City Sheds

Floor Level
Ground floor
Mezzanine floor
First floor
Second floor
Third floor
Fourth floor
Fifth floor
Sixth floor
Seventh floor
Eighth floor

Phase 3				
Café	Retail	gallery	Studios	Commercial
SqM	SqM	SqM	No.	SqM
172	225	0	0	56.9
0	0	185	0	26.7
0	0	0	12	28.9
0	0	0	12	0
0	0	0	12	0
0	0	0	10	0
0	0	0	8	0
0	0	0	8	0
0	0	0	8	0
0	0	0	2	0

TOTALS				
172	225	185	72	112.5

Total units
72

6.0 LANDSCAPE

LANDSCAPE

6.0 LANDSCAPE

6.0 | 01 LANDSCAPE

PHASE 2:

The central courtyard plays an important role in the building. The space will create a central hub of activity that aims to get the public and residents to interact with the buildings creative spaces located at ground floor level. The central atrium will be landscaped and aims to pull the public through the building becoming a refrence point and key route within the local area.

The design of the ground floor offers permeability through a series of glazed elevations which offer glimpses into the creative workshops and galleries. The design of the courtyard will be developed as part of a creative scheme and link in with the building's language. It is hoped that it will eventually become a exhibition space that can host events with 3D exhibits from the workshops houses withing

The courtyard offers a meeting space and a key route as well as forming a public realm and a place of enjoyment.

This creates a sense of intrigue, inviting people into the building and creates a sense of a destination and a welcome reprieve from the busy activities of the world outside.

The courtyard also serves a practically purpose where it provides circulation and escape routes, along with access to cycle, plant and bin stores.

There is also the hope that the land to the east of the site which is currently part owned by the council can be used as a landscaped area to offer some security and seperation from the St James Street road edge.

PHASE 3:

The landscape scheme for phase 3 is mainly about the introduction of a green scape via rooftop gardens to a site with currently little or no bio-diversity. The provision will include roof garden amenity space at 1st floor for the student residents.

Hard landscaping will be utilised with some soft landscaping and tree planting. The landscaped amenity space will provide a place for social interaction between students.

Located above the public elements of the scheme, the space when in use will provide more activity to the frontage on to Jamaica street. The proposal also envisages some interaction between the creatives in the area. Wherein Phase 1 there will be some kind of street art interaction, Phase 3 will propose different types of digital media projected onto the building from the local artists and designers from all backgrounds.

The examples show the materials and kind of design that is expected to be used.



7.0 ACCESS PRINCIPLES AND CONCEPTS

ACCESS PRINCIPLES AND CONCEPTS
INCLUSIVE DESIGN

7.0 ACCESS PRINCIPLES AND CONCEPTS

7.0 | 01 ACCESS PRINCIPLES AND CONCEPTS

This section of the Design and Access Statement highlights the access strategy which is to meet the needs of all users, promoting a high quality and inclusive environment for all, irrespective of age, gender, mobility or impairment and to enable the needs of disabled people to be taken into account, at the earliest stages of development.

By doing so this document assists the processes laid out in the ‘social model of disability’, and aims to be both positive and inclusive in its approach. It demonstrates that the recommendations contained within BS8300:2009, Approved Document M; Building Regulations 2000 and Liverpool City Council’s Design for Access for All – Supplementary Planning Document; will be achieved.

ACCESS POLICY CONTEXT:

The Chronically Sick and Disabled Persons Act 1970

Section 4(1) of the Act requires that “any person undertaking the provision of any building or premises to which the public are to be admitted, whether on payment or otherwise, shall, in the means of access both to and within the building or premises, and in the parking facilities and sanitary conveniences (if any), make provision, in so far as it is in the circumstances practical and reasonable, for the needs of members of the public visiting the building or premises who are disabled.”

Disability Discrimination Act 1995 / 2005

The Disability Discrimination Act 1995 brought in measures to prevent discrimination against disabled people. The Act, which was amended more recently by the Disability Discrimination Act 2005. It requires employers to make reasonable adjustments to removing barriers allowing disabled people’s participation. Providers of goods and services to the public also have a legal duty to take reasonable steps to remove, alter or provide a reasonable means of avoiding a physical feature of their premises, which makes it unreasonably difficult or impossible for disabled people to make use of their services.

The Equality Act 2010 came into force in October 2010 and replaced the existing DDA and other equality legislations with a single Act. It simplifies the law, removing inconsistencies and making it easier for people to understand and comply with it. It provides a framework for simpler, smarter and more streamlined processes. It also strengthens the DDA in important ways to help tackle the discrimination and inequalities which still exist in our society.

7.0 ACCESS PRINCIPLES AND CONCEPTS

7.0 | 02 INCLUSIVE DESIGN

Inclusive Design is key in building design. Accessibility enables people to participate in the social and economic activities for which the built environment is intended. The concept of inclusive design follows the ‘social model of disability’ by focusing on removal of the barriers within the environment rather than the impairment. Inclusive design creates an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment and enables everyone regardless of disability, age or gender to participate equally, confidently and independently in mainstream activities with choice and dignity. In short, inclusive design provides a single solution for everyone.

The proposed development where possible strives to offer inclusivity, it will be safe, predictable, convenient, flexible, sustainable and legible. The proposals seek to offer:

- Equitable use and accessibility for everyone irrespective of ability.
- Appropriate space for people regardless of body size, posture and mobility.
- Ease of use, comprehension and understanding regardless of physical or cognitive abilities.
- A safe, comfortable and healthy environment, minimising hazards.

PHD 1 is committed to a policy of equality, inclusion and accessibility in the delivery of a building which will be used by visitors to the building and habitants. PHD1 fully recognises the diversity of cultural, religious and individual abilities of future users and employees and is active in ensuring that any potential sources of discrimination are addressed.

Ease of use by all potential users, including disabled people, parents and children, older people, and young people is also considered to be an essential element of breaking down language and cultural barriers.

The following design criteria aim to address all these points;

INCLUSIVE DESIGN:

Footpaths and walkways will be even, stable, durable, slip resistant and well lit. The accessible footpath complies with the requirement of no projecting overhead hazards or opening doors or windows. The building will have level access. All of the main entrance doors will be to accessible standards in terms of minimum clear width of 1000mm, vision panels, glass manifestation and location of entry phone and key panel. The doorway will have unobstructed space of at least 300mm on the pull side of the door between the leading edge of the door and a return wall.

ENTRANCE LOBBY:

Will comply with DDA requirements in terms of dimensions and manifestation and the reception will be clearly marked.

DOORS:

Main circulation doors will be designed to provide a minimum of 825 mm clear access width. The doorways will have unobstructed space of at least 300mm on the pull side of the door between the leading edge of the door and a return wall.

CORRIDORS:

Corridors will have unobstructed width of min 1200 mm with level, slip resistant flooring, with no outward opening doors or other projecting hazards

LIFTS:

The lifts will have unobstructed manoeuvring space of 1.5m x 1.5m at the front and will be min 1.1m x 1.4m internally, with the height of keypad, manifestation and signage compliant with Part M and Design for Access for All guidance.

STAIRS:

The stairs will be compliant with Part M and Design for Access for All guidance. The steps will be of clear width of 1200 mm width, max 170mm riser and min 280 mm tread, with min 300 mm projecting handrail to top and bottom of the flight, raised 900 mm above stair pitch.

FINISHES:

Internal finishes will be of the type normally associated with a residential environment. In particular there will be tonal variations between doors and the surrounding walls.

Changes in level will be marked by a tonal variation in the floor finishes, with contrasting nosings on the staircase. Manifestation will be provided on glazed screens to assist the poorly sighted.

LIGHT SWITCHES AND SOCKETS:

These will be provided at the heights described in Design for Access for All. In new building lighting pull cords in accessible bathrooms will have the 50 mm diameter handle.

LIGHTING AND SIGNAGE:

Sufficient lighting will be provided with consideration given to glare and contrast issues. Emergency lighting and signage will be provided as required.

EMERGENCY PROVISIONS:

Accessible Alert and Escape will comply with Part B. A Generic and a Personal Emergency Evacuation Plans will be devised. General fire procedure will be “stay in place”, with double knock warning system, which would help to assist orderly evacuation.

ACCESSIBLE BEDROOMS:

The scheme will endeavour to provide en-suite accessible bedrooms where possible, designed to comply with Part M1/M3. 5% of all studios and one bed apartments will be accessible. The primary cores will incorporate a fire-fighting lift and a wheelchair refuge.

8.0 SUMMARY AND CONCLUSION

SUMMARY AND CONCLUSION
GROUND FLOOR PLAN OVERVIEW

8.0 SUMMARY AND CONCLUSION

8.0 | 01 SUMMARY AND CONCLUSION

This application seeks full planning permission for a mixed use development comprising of residential, student and commercial accommodation. Proposing a high quality layout, careful attention to the massing, form and aesthetic of the building, this development takes a thoughtful approach with the contextual relationships of a challenging, yet opportunistic site.

The context has always been referenced in the scheme's choice of materials, form and mass. The proposal also consciously addresses the streetscapes of both Norfolk St and Brick St, activating all frontages; this not only makes for more attractive viewing, but also addresses any safety issues and enhances the connection for all users and passers-by. The permeability of the ground floor has been designed to allow for interactivity on street level and also offering glimpses into the inner courtyard for the users of the building.

The site's location offers a range of transport options and promotes the use of cycles, establishing it as a sustainable mixed use development.

The overall development of the scheme has continually referenced the surrounding areas and its challenging location, where it proposes a progressive and refined scheme that responds to the industrial heritage of the surrounding area but looks forward to developing the area into one of the city's most vibrant communities.

FULL NORFOLK STREET ELEVATION, ALL THREE PHASES IN CONTEXT:



FULL BRICK STREET ELEVATION, ALL THREE PHASES IN CONTEXT:



8.0 | 02 GROUND FLOOR PLAN OVERVIEW

GROUND FLOOR PLAN SHOWING PHASES 1, 2 AND 3 TOGETHER 1:500

