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## NORFOLK STREET - BALTIC TRIANGLE

LIVERPOOL, MERSEYSIDE, L1 0BE

DESIGN AND ACCESS STATEMENT  
56 NORFOLK STREET,  
STUDENT ACCOMMODATION – REV B

APRIL 2017



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# 1.0 INTRODUCTION

## 1.1 FOREWORD

This document was submitted to meet the requirements of the Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 which came into force on the 25<sup>th</sup> June 2013.

**NS Architects LTD** forms part of a consultant team appointed by the client **Duncan Birch** to carry out the change of use application of this existing garage work shop. Demolition is proposed of the single storey lightweight structure to make way for a commercial and residential development of 171 apartments.

The proposal aims to offer a fully inclusive student accommodation development with supporting functions such as a gym, social hang-out space, cycle store, and a concierge to the front of house. The ground floor will have an enhanced active frontage through the introduction of two commercial units with floor to ceiling glass.



*pic. 1 : The proposed development as seen from the corner of St. James Street and Norfolk Street*



2.0 EXISTING SITE CONDITIONS

2.1 SITE LOCATION AND ACCESS TO PUBLIC TRANSPORT

Site Location

The site is located within the Baltic Triangle fronting Norfolk Street and Watkinson Street.

The Norfolk Street elevation is to be used as the main accommodation elevation. This elevation will also have an active frontage to the ground floor by use of an office unit. Watkinson Street will also have a commercial frontage and house the refuse collection point for the block.

Access to Public Transport

There are a number of bus stops within a 5 minute walk of the building. Furthermore, it is only a 10 minute walk to Liverpool City Centre, which houses the main transport interchange link on Paradise Street.



pic. 2: Perspective view of the scheme



pic. 3: Aerial view of the scheme



## 2.0 EXISTING SITE CONDITIONS

### 2.2 EXISTING SITE DEMOLITION

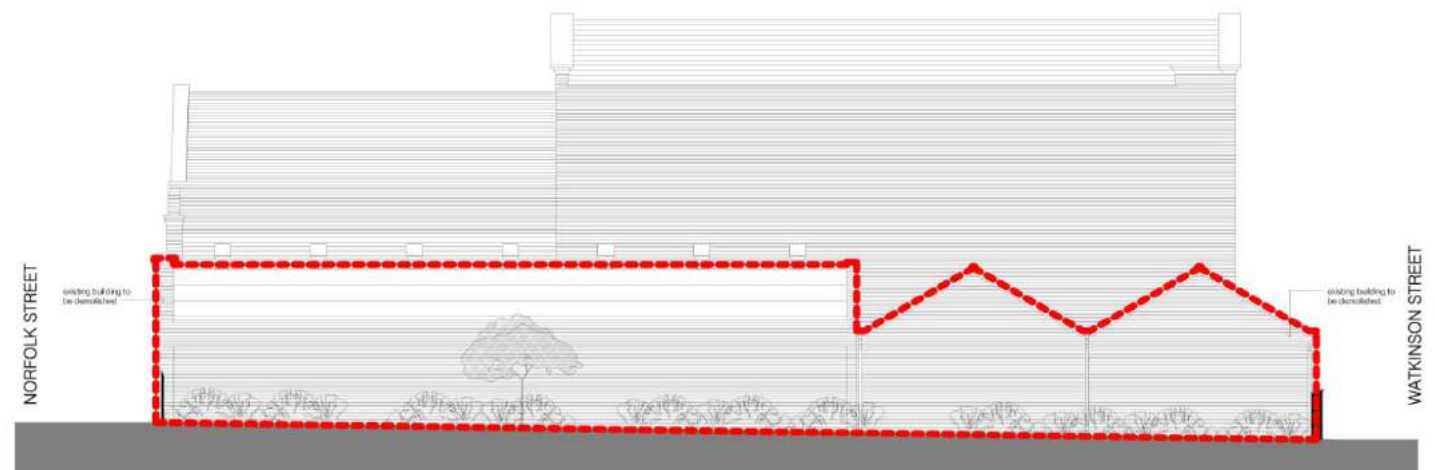
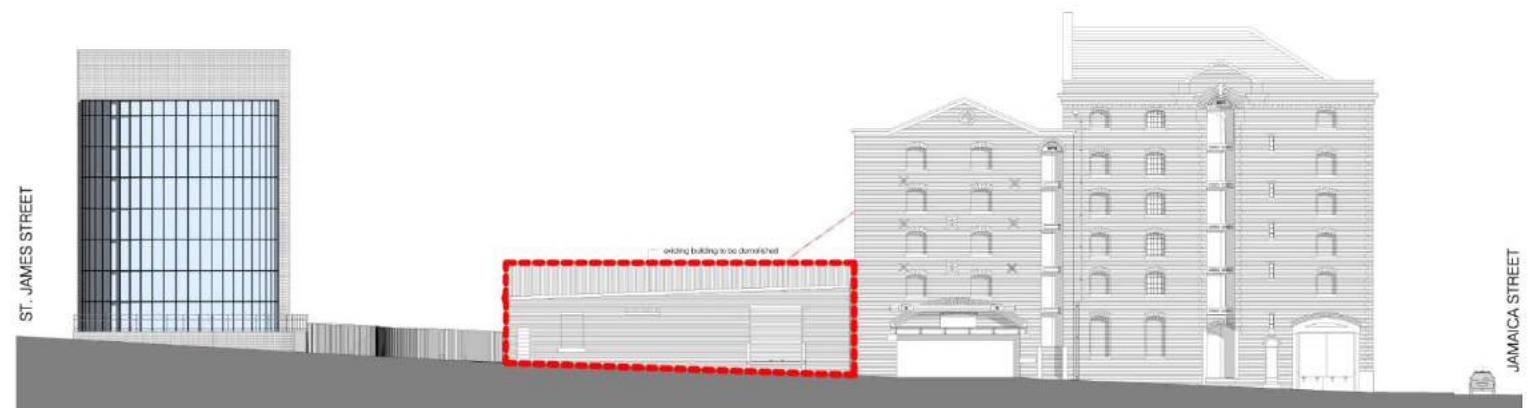
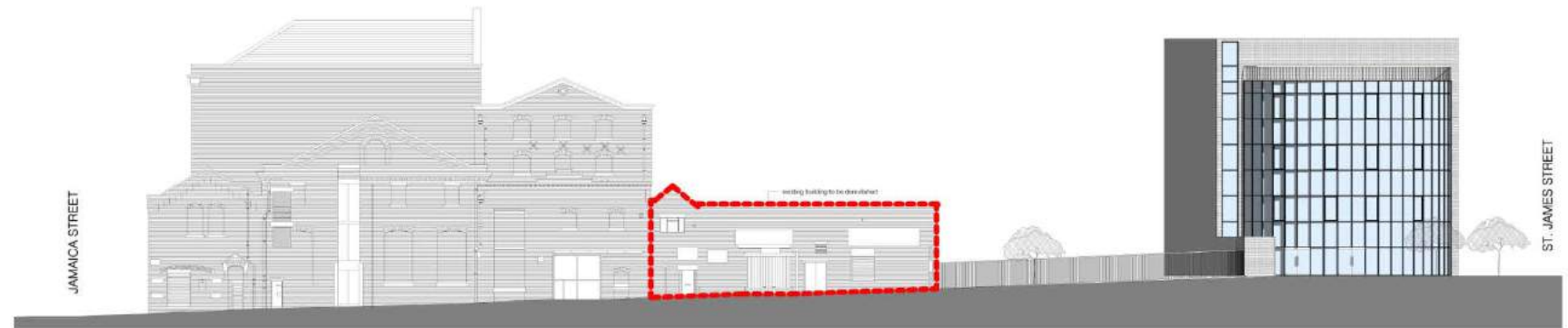
#### Existing Building

The building currently occupying the site is a disused workshop and a substation. The proposed scope of works to the existing building is to be demolished while only the substation is to remain. The building is two storeys high and has a total of three pitched roofs. The façade make-up of it is the red brick used throughout the vicinity and neighbouring buildings.

The roof of the building is full of asbestos, therefore, a specialist demolitions contractor is to be appointed to carry out the safe disposal off site.

The existing building has fallen into disrepair and is in no way enhancing the surrounding area's outlook. It has very little presence and a low impact.

Upon completion and safe disposal of site of the existing building, a site of approximately 972m<sup>2</sup> will be developed to provide the proposed 171 apartments.



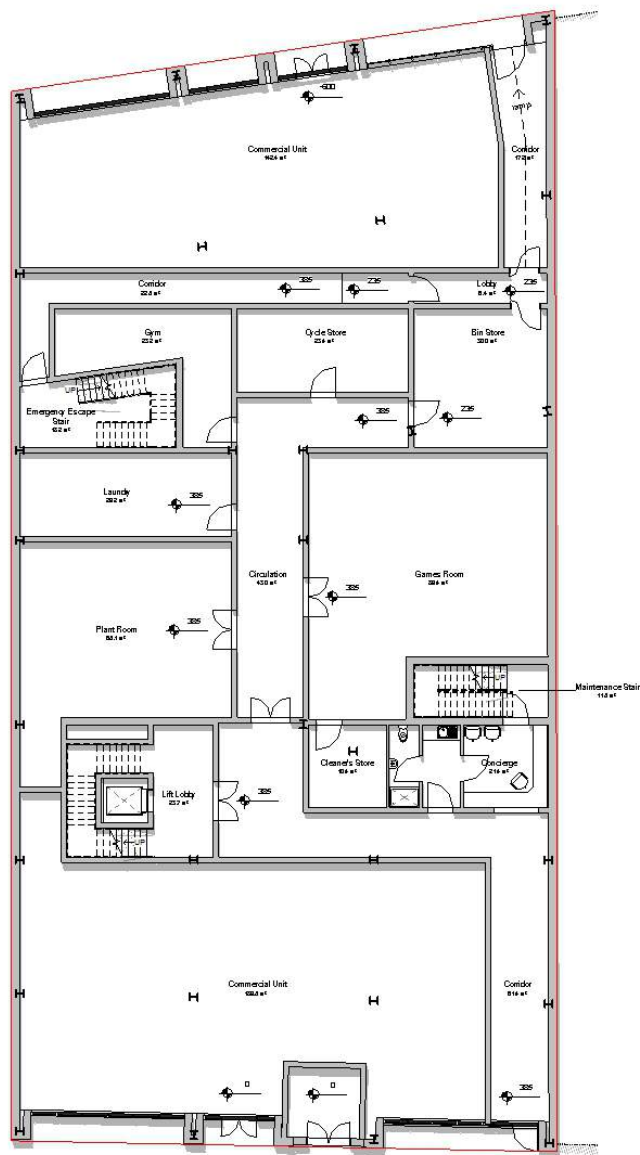
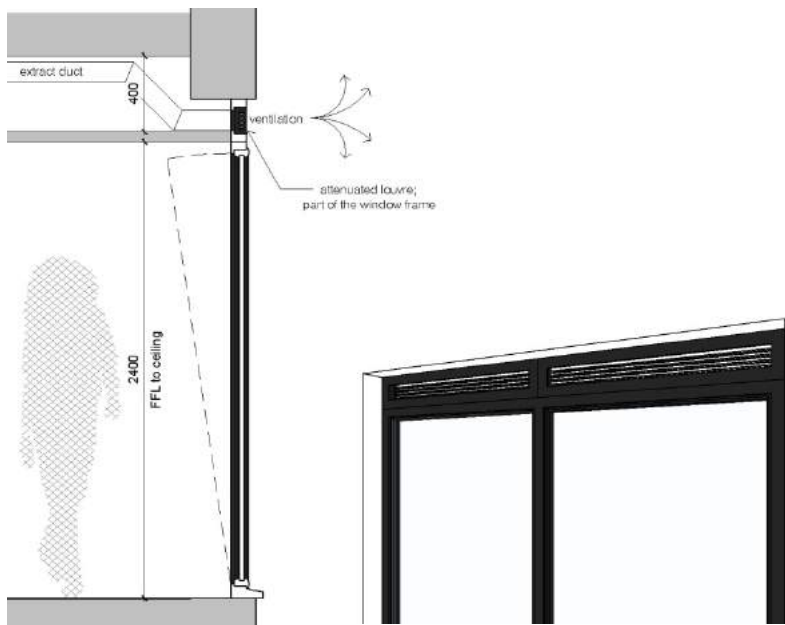
# 3.0 PROPOSED DESIGN

## 3.1 KEY DESIGN CONSIDERATIONS

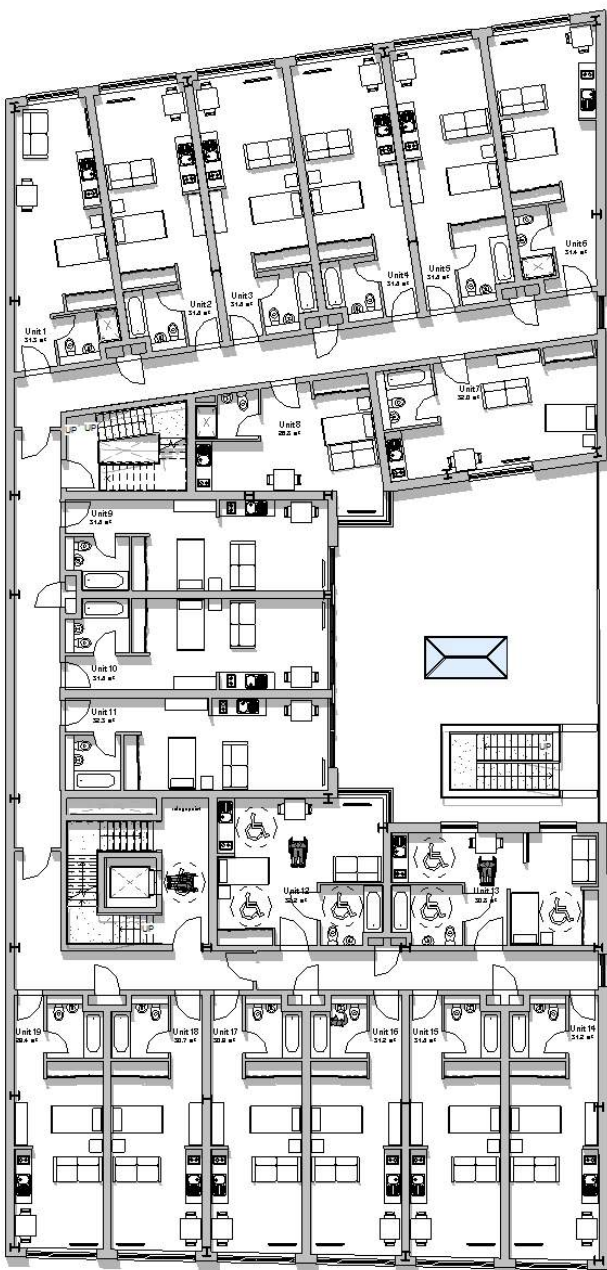
### Key Design Considerations

Design is to be sympathetic to the industrial vernacular through the use of brick. The windows are to be large, however classically and proportionally ordered to reflect that of the industrial past.

The fenestration will be of dark anthracite grey PC aluminium and restricted from fully opening. Each apartment is to be mechanically vented to assist the sound mitigation strategy, however, the windows can open for rapid ventilation if the need arises. The window design is illustrated below showing the attenuated louver as part of the window frame.



pic. 4: Proposed Level 0 GA



pic. 5: Proposed Levels 1-9 GA



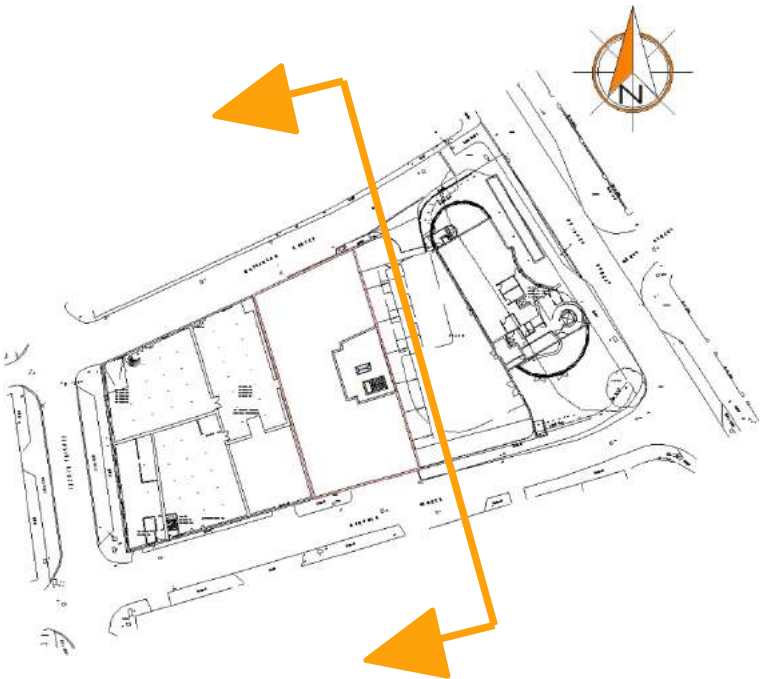
# 3.0 PROPOSED DESIGN

## 3.2 CONTEXT

### Context and Scale

The proposed development's proportions and scale are in keeping with the surrounding buildings facing towards both Norfolk Street and Watkinson Street. An 11 storey development is currently being built opposite the site facing Norfolk Street. An existing 7 storey building with high floor to floor datum is facing the site from the Watkinson Street end. The proposed building is shown in relation to the neighbouring properties on the image below.

The proposed development is also very much in keeping with the general colour scheme and façade materials within the vicinity.



pic. 6: Proposed contextual cross-section





3.0 PROPOSED DESIGN

3.2 CONTEXT

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Context and Street View

The buildings within the area are characterised by the brick façade and the warehouse style elevations. Many of them incorporate bricked up windows. Most of the buildings reach heights of more than 20 meters and are 7 storeys and more.





## 3.0 PROPOSED DESIGN

### 3.3 DEVELOPMENTS CURRENTLY ON SITE

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*Site on the corner of St. James Street and Norfolk Street*



*Site opposite 56 Norfolk Street*

#### Other Developments in the Area

Within the immediate vicinity of the proposed site there are numerous residential projects being built. All of them are either of the same scale and proportions to the proposed development or bigger in both height and impact.

All of the aforementioned in addition to our proposal will be beneficial to the rejuvenation of the area within the Baltic Triangle and will have a positive impact on the city of Liverpool.



*Site opposite 56 Norfolk Street*



# 3.0 PROPOSED DESIGN

## 3.3 APPEARANCE

### Appearance

The design of the building is very much in keeping with the character of the area with the facades being predominantly red brick with industrial style anthracite grey windows. The facades overlooking Norfolk Street and Watkinson Street are the with almost identical design since most of the apartment units are based in those two ends of the building. The existing substation onto Norfolk Street is to be incorporated into the main elevation.

Ground floor commercial units are benefitting from a floor to ceiling curtain wall allowing for maximum light and presence in the area.

The façade overlooking the neighbouring Train 2000 building is characterised by a courtyard forming the shape of the letter ‘U’ with a total of 7 units per level overlooking that area.

The elevation facing Jamaica Street has no windows incorporated into it allowing future development of the site next door to increase in height. In order to break up the elevation, a 40mm step in brick is introduced in order to mimic the buttress location of the building next door’s facade and bricked up windows.



Norfolk Street Elevation



Watkinson Street Elevation



St James Street Elevation



Jamaica Street Elevation

pic. 7: Proposed elevations



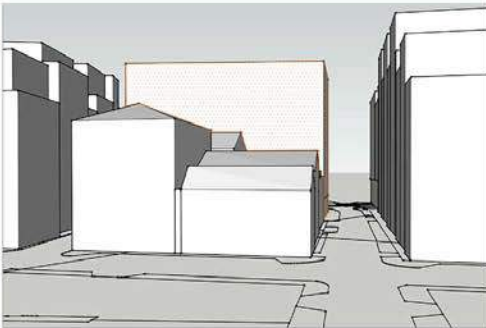


3.0 PROPOSED DESIGN

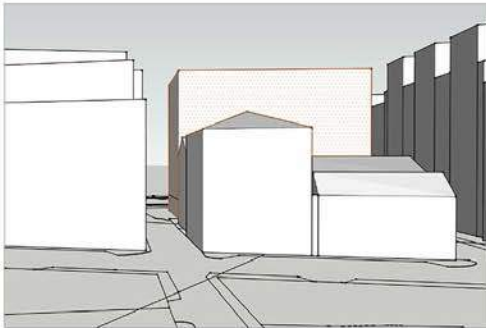
3.4 MASSING

Massing Study

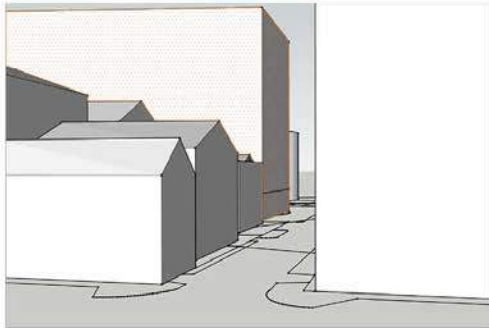
The various views of the massing model shows the proposed scheme is very much subservient to the existing buildings on Bridgewater St / Watkinson, and the scheme currently under construction on Norfolk St / Brick Street, and it's scale is very much in keeping with the surrounding buildings.



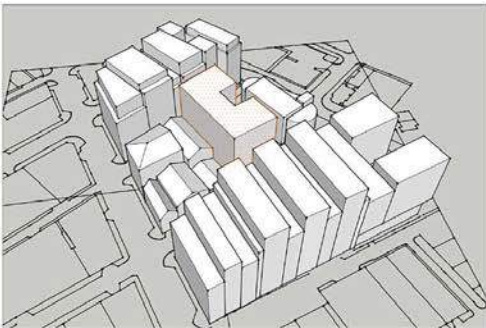
View 1. Jamaica Street



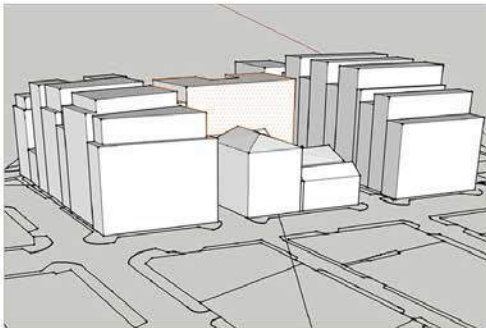
View 2. Jamaica Street / Watkinson Street



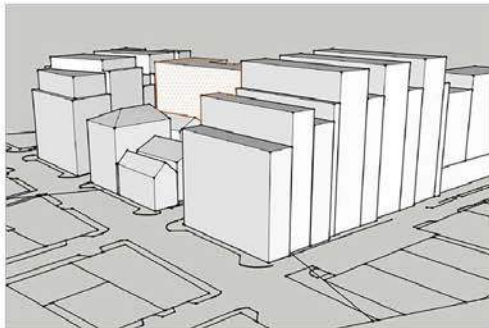
View 3. Jamaica Street / Norfolk Street



View 4. Aerial View showing context of proposal to neighbouring schemes from Jamaica Street



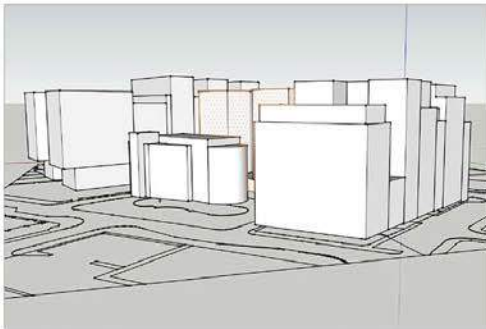
View 5. Aerial View showing context of proposal to neighbouring schemes from Jamaica Street



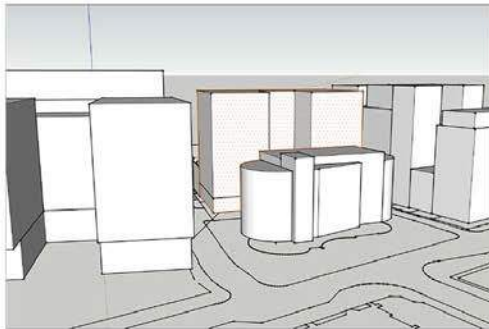
View 6. Aerial View showing context of proposal to neighbouring schemes from Jamaica Street



View 7. Aerial View showing context of proposal to neighbouring schemes from St. James Street



View 8. Aerial View showing context of proposal to neighbouring schemes from St. James Street



View 9. Aerial View showing context of proposal to neighbouring schemes from St. James Street

Massing Contextual Study

pic. 8: Proposed Massing

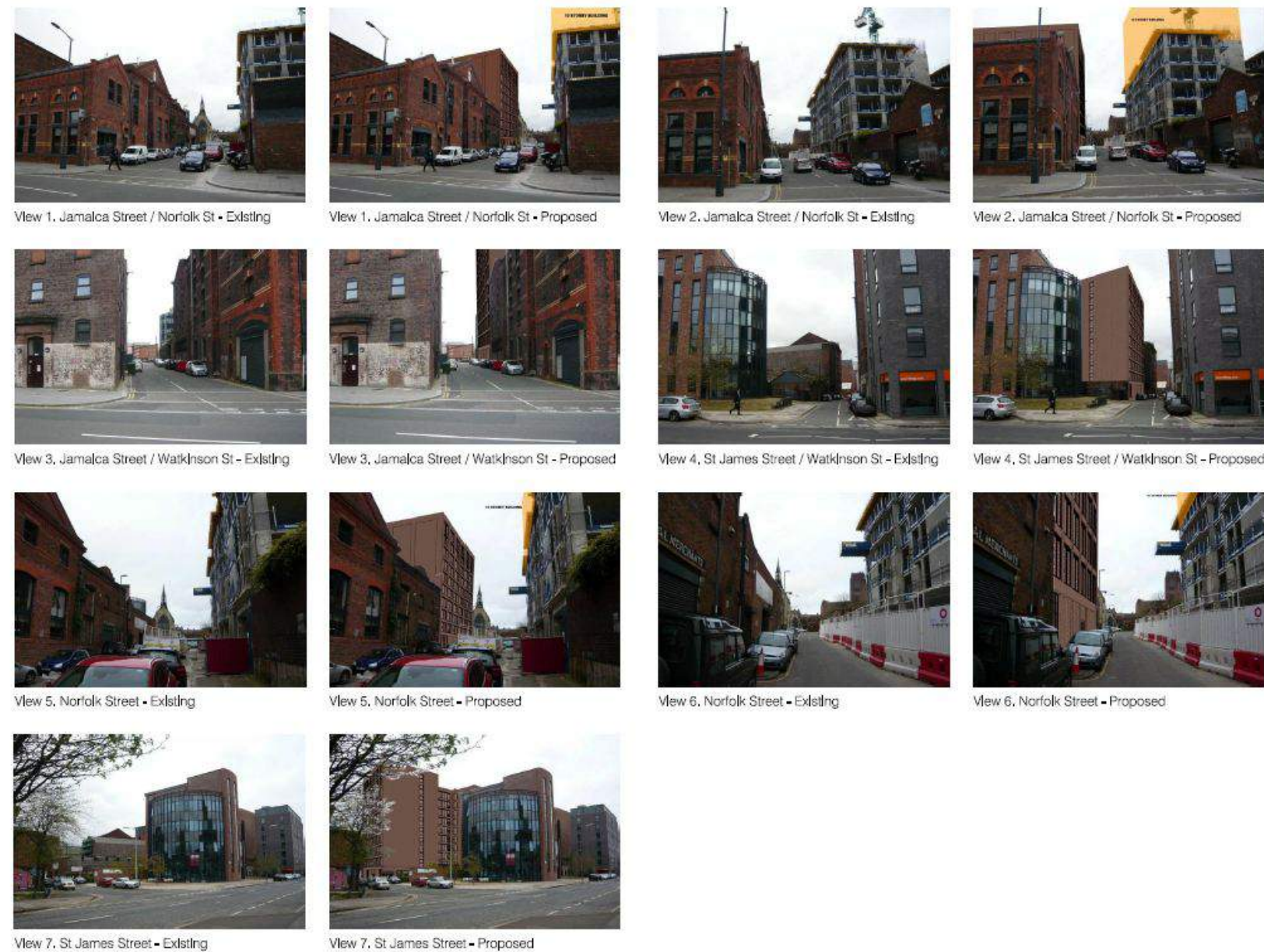


3.0 PROPOSED DESIGN

3.5 CONTEXT

Photo Context Study

The accompanying photo study shows the context views around the application site, and demonstrates the proposed development does not block any of the existing views up to the cathedral., and that views up towards St Vincent de Paul's church are only marginally interrupted from a very few specific locations, and these views are restored by travelling only a few metres.



Contextual Photo Study

pic. 9: Photo Study

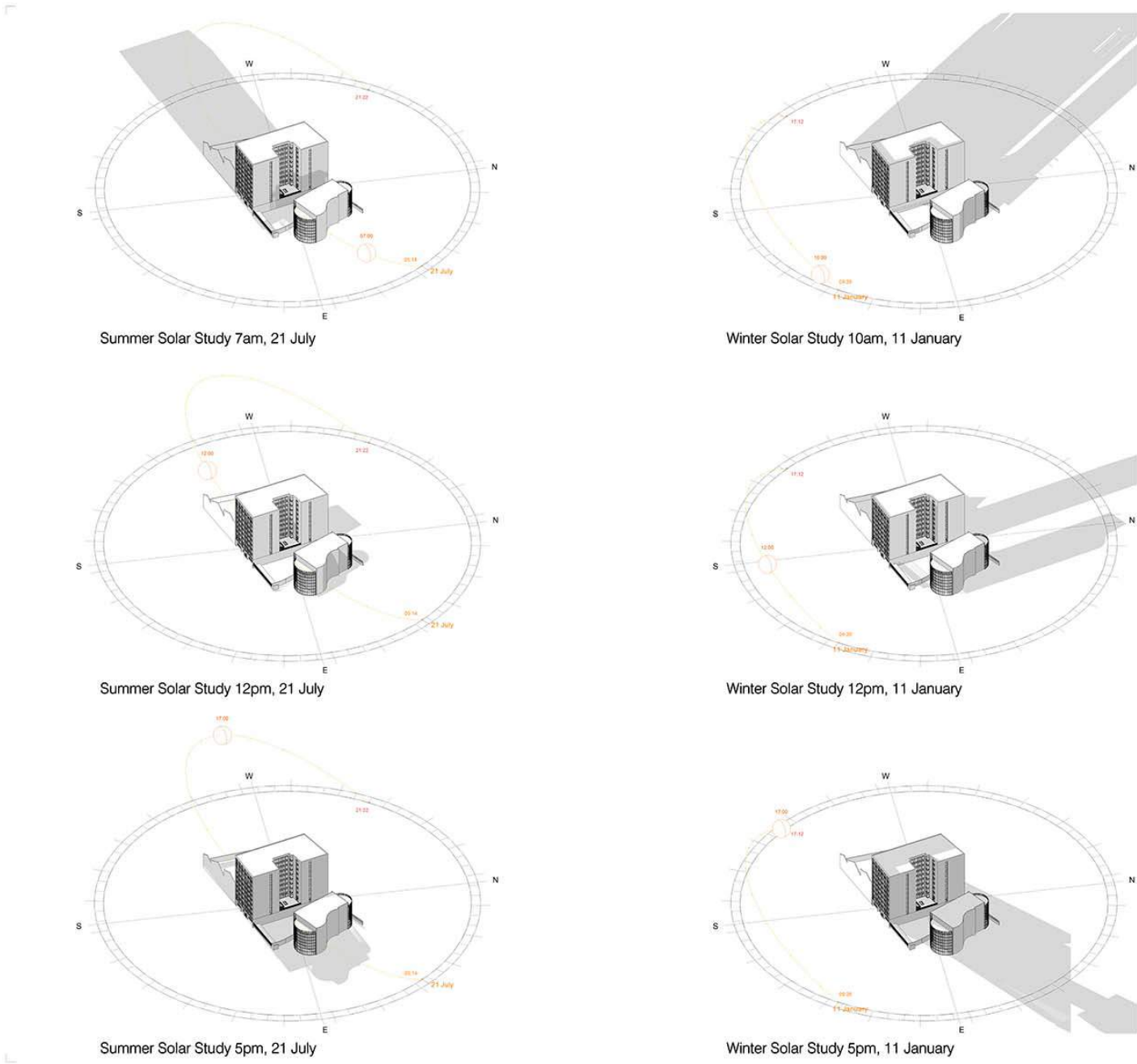


3.0 PROPOSED DESIGN

3.6 SOLAR STUDY

Solar Study

The accompanying study shows the solar paths for both summer and winter scenarios.



pic. 10: Solar Study



# 4.0 ADDITIONAL INFORMATION

## 4.1 SECURITY, SERVICING, AND TRANSPORT

### Security

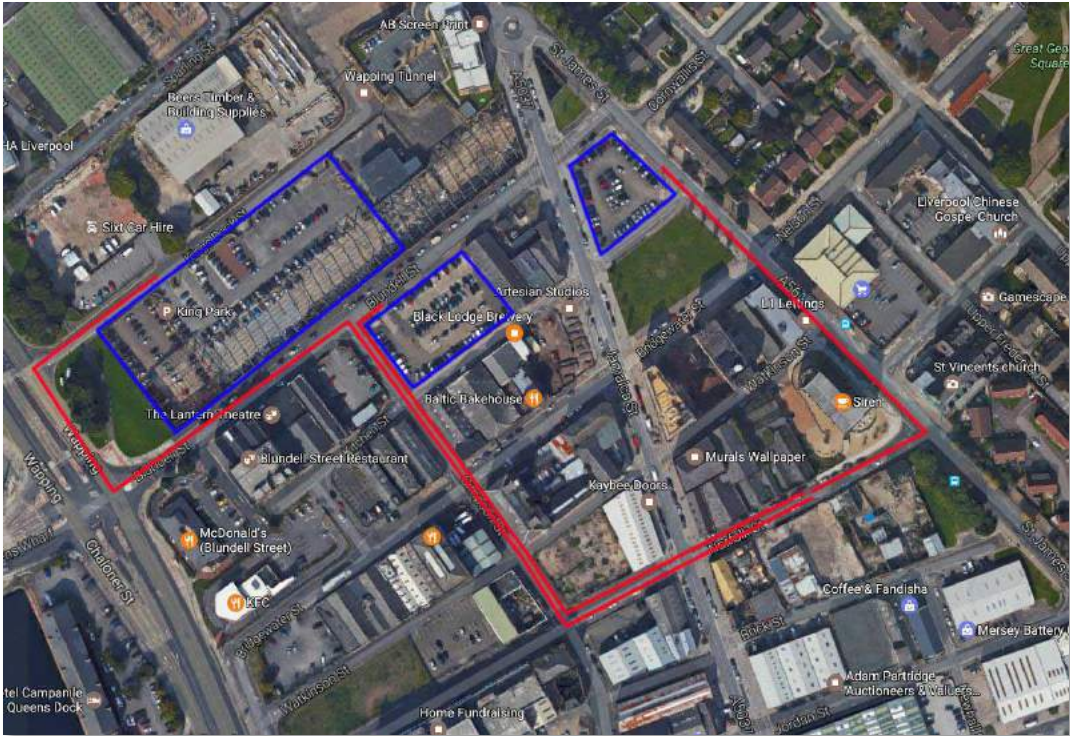
The building will have a concierge to control entry into the building. Each resident will have a security fob, and every door will be fitted with a pin lock system. The building will also be fitted with CCTV cameras.

### Servicing

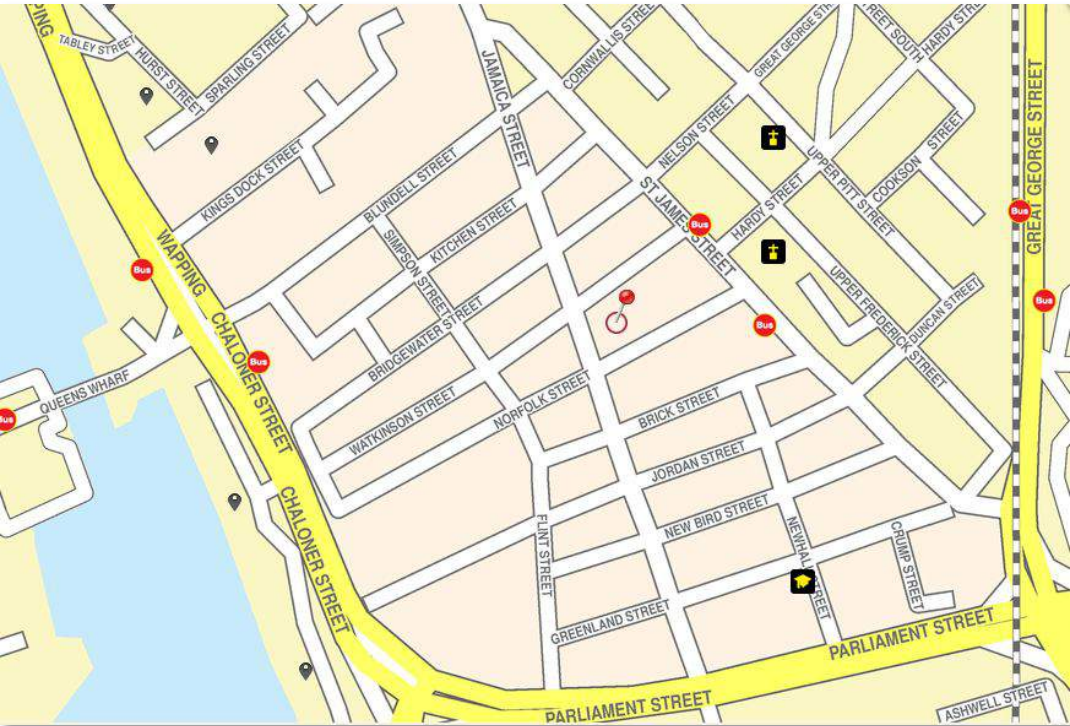
A euro bin store has been incorporated within the design to allow for the concealed storage of rubbish from both the commercial units and the studio apartments. The bins will be collected from the 'rear' of the building on Watkinson St. The bin store will also provide storage for recycling euro bins.

### Transport

A number of car parks are within a 5 minute walk of the site. These are a mixture of both paid and free car parks. These are highlighted in blue. It is envisaged that visitors will use these for short stay. Liverpool 1 can also be used for secure parking and is a 10min walk. There are bus stops within a two minute walk of the site, providing access to the city centre and the south of the city. Internal cycle storage will be provided within the building in an internal secure bike store fitted with two level bike rack system.



pic. 11 Car parks close to the site

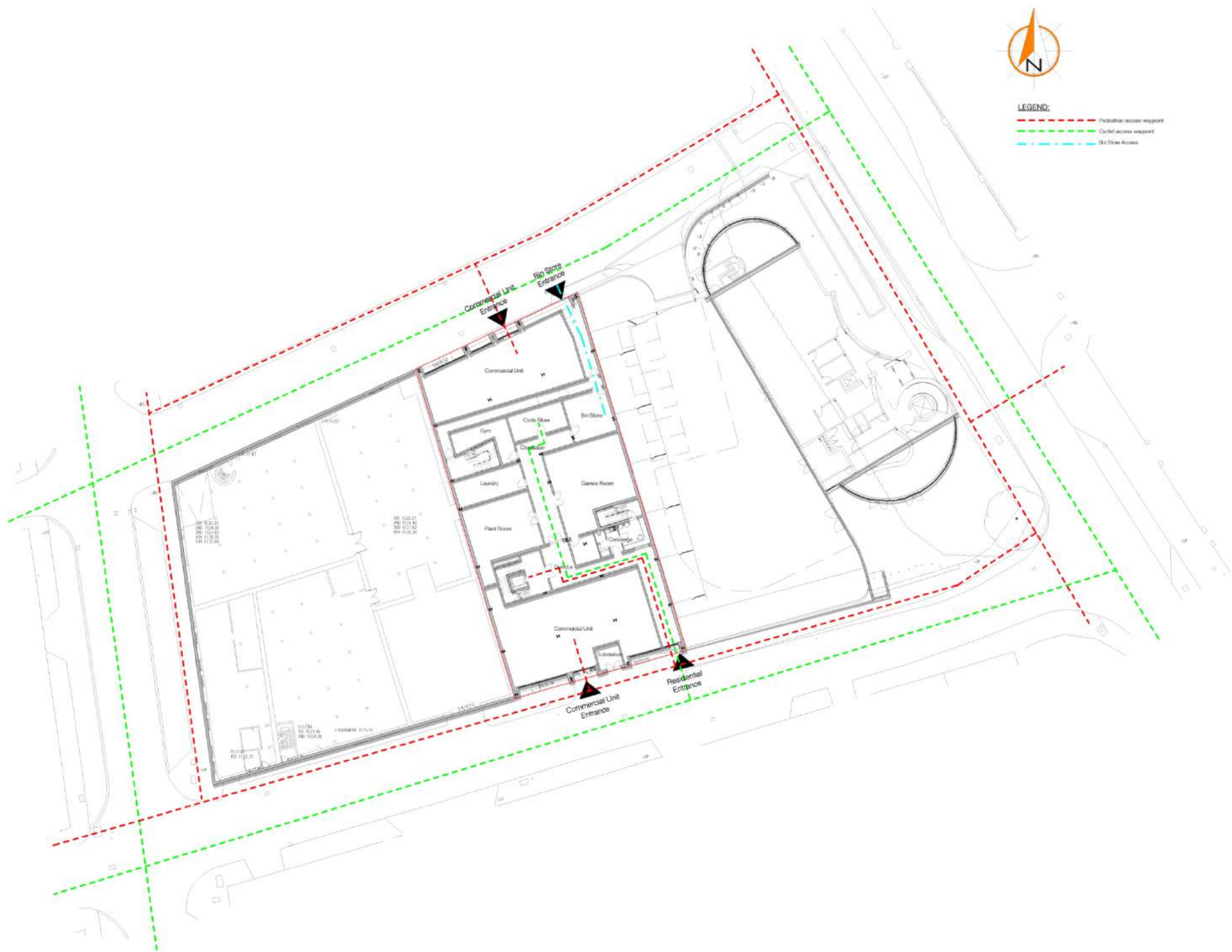


pic. 12: Bus stops close to the site



4.0 ADDITIONAL INFORMATION

4.2 SITE ACCESS STUDY

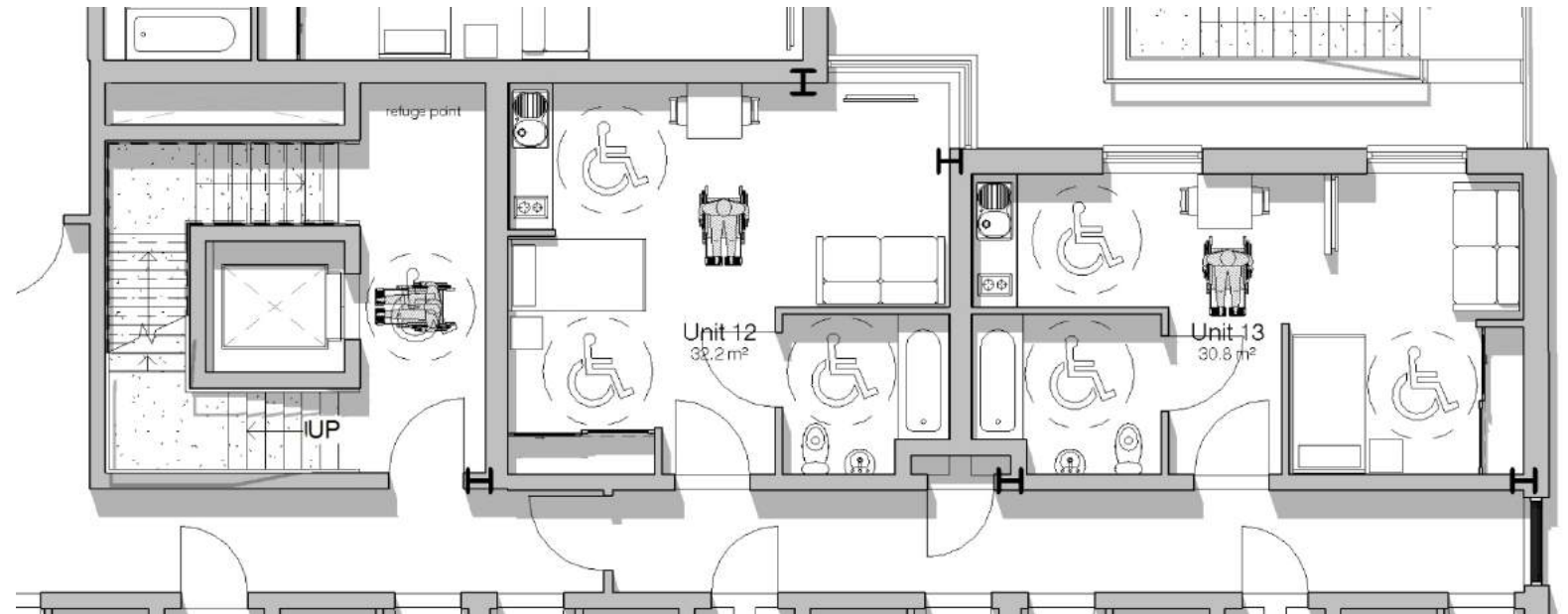


## 5.0 ACCESS

### 5.1 ACCESSIBLE DESIGN

#### Accessible Design

To accommodate for wheelchair users, 1022.5mm wide doors have been put in place as well as a lift shaft which travels to every level of the building. We have used the gradient of both streets to our advantage by placing the respective doors at the highest point to enable level access. The slab levels have also been stepped to allow for this. Corridor widths are minimum of 1400mm wide and a total of 10% of the apartments are fully compliant with BS8300. The building is to have a concierge who can attend to any particular requests of residents or visitors.



*pic. 13:* Accessible flat layouts to levels 1-9 in close proximity to the lift core



*pic. 14:* Slab change of level to Watkinson Street



*pic. 15:* Slab change of level to Norfolk Street



6.0 PRECEDENTS

6.1 PHOTOGRAPHS



Houthaven Blok 0, Amsterdam



Corner House, London



City Mission Building, Glasgow



Constantijn Huygensstraat Building, Amsterdam



Hegeman Brooklyn, New York



# APPENDICES

1. Minimum Accessibility Standard Assessment, **NS Architects**, March 2017
2. Visual Impact Report, **NS Architects**, March 2017
3. Existing Site Plan, **NS Architects**: 0108-P-AL-00-00-001
4. Proposed Site Plans and Sections, **NS Architects**: 0108-P-AL-00-002, 0108-P-AL-00-XX-001, 0108-P-AS-00-XX-001
5. Existing Elevations, **NS Architects**: 0108-P-AE-01-XX-001, 0108-P-AE-01-XX-002
6. Proposed Elevations, **NS Architects**: 0108-P-AE-20-XX-001, 0108-P-AE-20-XX-002
7. Proposed Plans and Axonometrics, **NS Architects**: 0108-P-A3M-20-XX-001, 0108-P-AL-20-XX-001





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