

FALCONER CHESTER HALL



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ROSE PLACE, LIVERPOOL

—
LEGACIE DEVELOPMENTS

—
DESIGN AND ACCESS STATEMENT

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P15-021-02-006

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OCTOBER 2017

FALCONER CHESTER HALL

PROPOSED RESIDENTIAL DEVELOPMENT ROSE PLACE, LIVERPOOL

DESIGN AND ACCESS STATEMENT

LEGACIE DEVELOPMENTS
OCTOBER 2017



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ROSE PLACE, LIVERPOOL

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1.0 INTRODUCTION

1.1 ROSE PLACE, LIVERPOOL

This Design & Access Statement is to be read in conjunction with:

All plans, sections, elevations and computer generated images prepared by Falconer Chester Hall.

Legislative Context

This document is a Design and Access Statement produced pursuant to the requirements of Section 327(b) of the Town and Country Planning Act 1990 and Article 4(c) of the Town and Country Planning (General Development Procedure) Order 1995.

The approach adopted to produce this Design and Access Statement is in accordance with Circular 01/2006 as well as the guidance produced by CABI entitled 'Design and Access Statements - How to write, read and use them' which was also published in 2006.

This document is intended as a positive and helpful tool for the Council and interested third parties, and demonstrates how the design proposals have evolved, having regard to detailed consideration of the site opportunities and constraints, and to previous planning applications awarded consent.

In preparing the proposals, regard has also been given to national, regional and local planning guidance, including the City Centre Strategic Regeneration Framework.

This Design and Access Statement has been prepared by Falconer Chester Hall Architects on behalf of Legacie Developments to accompany the Planning Application. The document is intended to promote the proposal to develop a residential scheme on the land bound by Rose Place, St. Anne Street and a light industrial unit on the outskirts of Liverpool City Centre. The document will highlight the design considerations of the surrounding site, context and local city developments.

1.1 Site Description

There is an existing light industrial unit within the proposed site boundary with an unused service yard and parking facilities. There is no public activity or access to or through the site. It is situated on the periphery of Liverpool City Centre in close proximity to major transport links.

1.2 Proposed Development

The application seeks full approval for a residential development comprising of high quality Studio's, 1 -Bed and 2-Bed apartments.

The breakdown is as follows:

- 127 no of Apartments
- 51 Resident car parking spaces
- 42 no. cycle parking spaces



1.0 INTRODUCTION

1.2 CREDITS

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1.0 INTRODUCTION

1.3 LOCATION

— City Centre Boundary



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2.0 HISTORY OF THE SITE

2.1 AREA OF PROFOUND CHANGE

Area of profound change

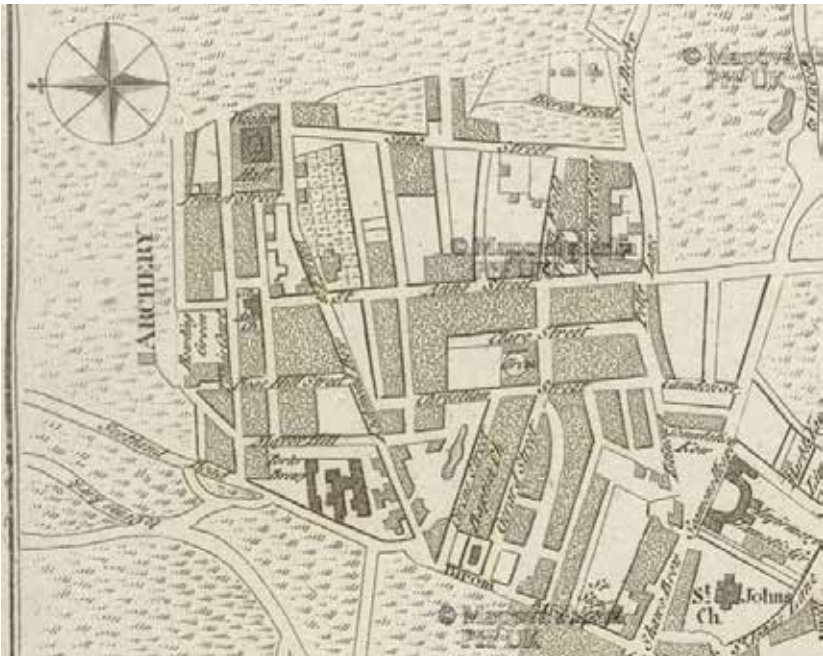
Study of historical maps and further reading reveals a history of change in this part of Liverpool that appears cyclical and is entering a new phase right now. The nature of change has several facets and has far-reaching implications for what will work in terms of new development.

Land use: The area developed initially as a mixed neighbourhood but with residential use dominating. The site itself was first occupied by a flower cloth manufactory until the late 1800s when the site was used as a horse repository. In the early 1900s, the site became a furniture depository which was subsequently demolished during world war two. The site was later developed as part of the adjoining bakery, becoming a works in the early 1980s and a depot in the early 1990s. The surrounding area has been occupied by mixed residential and industrial land with mills, timber yards, warehouses, depots, engineering works, builder yards and garages all located in close proximity to the site. This type of industrial use came to dominate in the 20th century but has now begun to decline. Mixed use developments are beginning to return, centred around a residential offering, enjoying a healthy relationship with the cultural and knowledge sectors spilling over from the city centre.

Movement and orientation: In 1842 Rose Place had a strong east-west orientation, feeding into Scotland Road at its western end. This site overlooked the junction with Cazneau Street, which also connected at its northern end with Scotland Road, clearly the principal route into the city centre. Indirect pedestrian connections were possible to the south, past St Ann's Church and via St Anne Street but orientation was generally west and southwest. This changed fundamentally in the 1860s, when St Ann's church was replaced on a new site in order to drive through a connection between St Anne Street and Cazneau Street. Orientation was then clearly south but that changed again subtly when the tunnel was built and the Kingsway gyratory caused St Anne Street to deflect and connect with Great Homer Street in a 'lazy S' bend. This introduced a slightly confused orientation and necessitated a chamfer being taken off the north west corner of this site. The scale and dualling of the new highway strongly resists east-west orientation whilst the clearance of buildings north of the site opens up a strong northward connection to Everton.



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1800



1842



1890



1928

KEY



Site

2.0 HISTORY OF THE SITE

2.1 AREA OF PROFOUND CHANGE

Scale and massing: Early development was predominantly low and finely grained, especially evident in the terraced housing, with occasional larger buildings such as church and factory. Scale increased in the next iteration as factories grew in number and size. Residential accommodation also included larger blocks like that to the south of Great Richmond Street. The second half of the 20th century saw residential buildings in the wider area become much taller, especially as evident in the Everton tower blocks to the north, and recent planning permissions nearby are commonly seven or more storeys high.

Implications of change: The trend toward residential-led mixed use described above is yet to gain full momentum but is clearly stronger than any prospect of a return to manufacturing and distribution or commercial activity. As the trend does mature the neighbourhood can expect to become relatively vibrant and increasingly amenable as a residential environment.

The orientation towards the south is now a given but the S-bend introduces some ambiguity that would benefit from clever resolution. This can be achieved by the new development addressing St Anne Street as its primary frontage whilst exploiting the views to north and south, also expressing the chamfer in a positive way.

There is clearly a case for a larger and especially a taller building than has existed before, reflecting the general trend towards larger massing in the area and to announce the shift in orientation introduced by the S-bend.

KEY
 Site



1946



1961



Present Day



3.0 STRATEGIC CONTEXT

3.1 LOCATION

The site on Rose Place is excellently positioned to the north part of Liverpool City Centre. The site is a short walk to both Liverpool's retail and business districts, as well as primary rail connections. The site lies within a mile radius of many city centre tourist attractions. These include cultural, retail and historic attractions.

Liverpool accommodates over 30.5 million tourists every year, and has become increasingly prominent over the past decade with the delivery of the most successful European Capital of Culture ever staged. Within the City Centre the following areas will continue to drive visitor numbers through focused investment:

- The Waterfront
- Hope Street
- St George's Quarter
- Retail Core
- Ropewalks and the Baltic Triangle

Site Location

01

The Three Graces

07

Chavasse Park

02

Liverpool Central Library

08

Bold Street

03

St John's Gardens

09

Liverpool John Moores University

04

St George's Hall

05

St John's Retail

06

Liverpool One

10

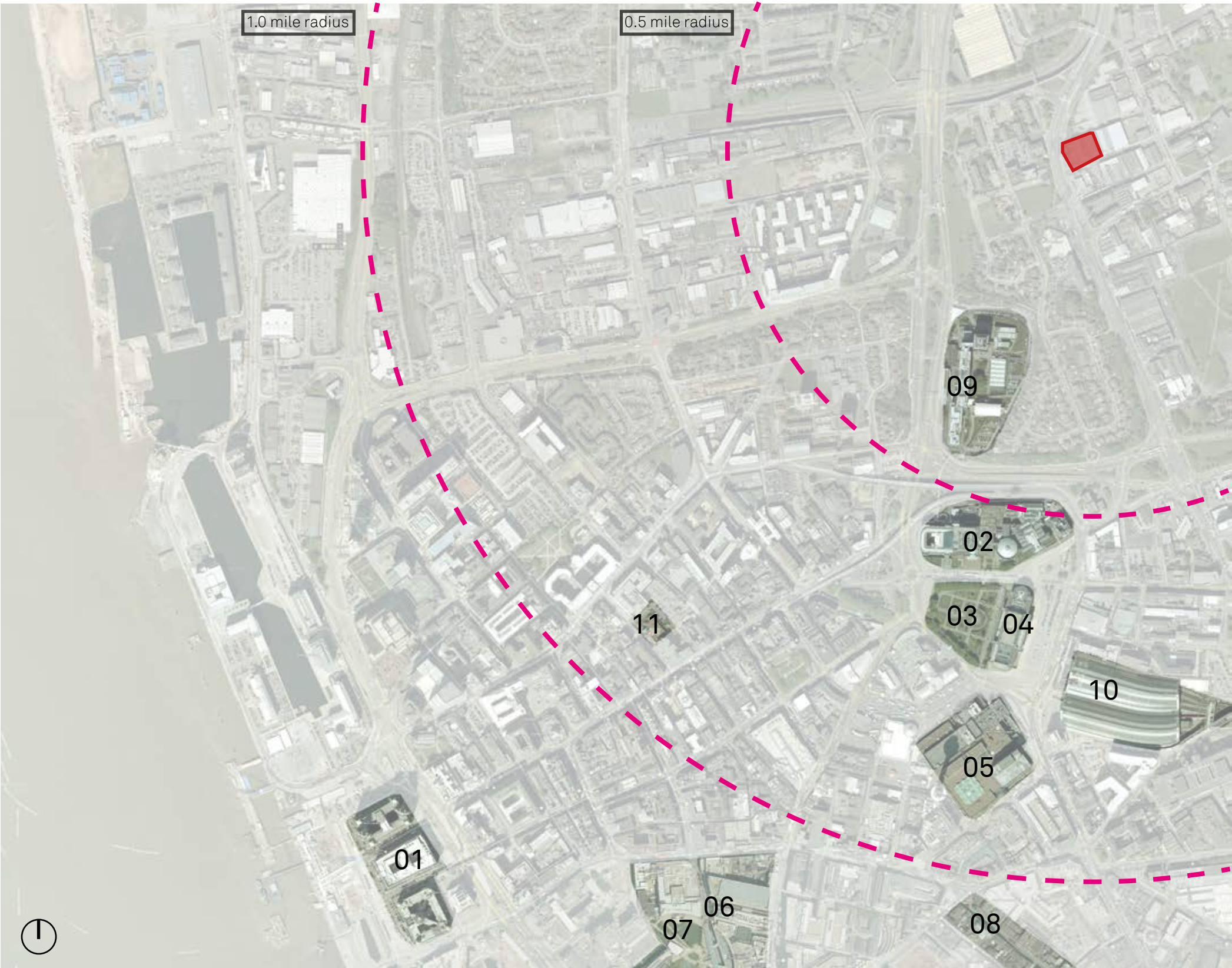
Lime Street Station

11

Moorfields Station



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3.0 STRATEGIC CONTEXT

3.2 LOCATION - CITY ZONING

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

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

The site is extremely well situated in terms of connections, sitting as it does close to the convergence of the city's knowledge quarter, business area and historic downtown: influences of the first two are already permeating into the area and enriching the residential push from the north. This mixture will not only shape the cultural personality of the area over time but also means that it is a convenient living opportunity for people employed in those areas.

For the development to fully exploit the advantages of its situation movement must be convenient, efficient, safe and legible. Much of these qualities already exist in the public realm around the site and more is planned but delivery is largely in the hands of others. The responsibility that remains with this development is to key into the infrastructure in the best way possible.



Key:
● THE SITE

Image taken from Liverpool City Centre - Strategic Investment Framework 2012



3.0 STRATEGIC CONTEXT

3.3 MOVEMENT & CONNECTIONS

2.3.2 Cycle Routes

Walking and cycling routes are the most important of all in terms of convenience, sustainability and lifestyle quality and this site is extremely well served. A residents' entrance very close to St Anne Street ensures immediate access to a well used and well lit footpath leading directly into the city centre, with cycle provision accompanying the route. East-west movement is relatively compromised by the design of the highways on St Anne Street, Great Homer Street and Scotland Road but good provision is already provided albeit with slight deviation.

KEY

Existing Site Boundary

Cycle Routes: north - south
(On Road)

Cycle Routes: across town
(On Road)

Cycle Routes
(Traffic Free)

Cycle stand



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3.0 STRATEGIC CONTEXT

3.3 MOVEMENT & CONNECTIONS

2.3.3 Public Transport

An existing bus stop is located directly adjacent to the site affording excellent convenience for city centre and connections to farther afield. Intercity rail is available little more than half a mile away at Lime Street, with local services almost as near as Moorfield Station.

- KEY
- Existing Site Boundary

Local Bus Stops

Bus Routes

Railway Stations
-
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-

3.0 STRATEGIC CONTEXT

3.3 MOVEMENT & CONNECTIONS

2.3.1 Vehicular Routes

Vehicular connection to the wider highway network could not be better, with immediate access to St Anne Street connecting in a short distance to arterial routes to the north, into the city centre and onto the ring road. Further improvements to the highway network are planned which will benefit the development in the longer term.

KEY

Existing Site Boundary

St Anne street- connects the site with the city centre and to the Wirral via Scotland Road.

Primary vehicular route to City Centre (Vauxhall Road)

Primary route leading to the Wirral and northern Liverpool (Byrom Street)

Strand Street (John Lennon Airport)

Dale Street

Chapel Street

London Road

P

Public Car Park

Transport Links

01

Lime Street Station

02

Central Station

03

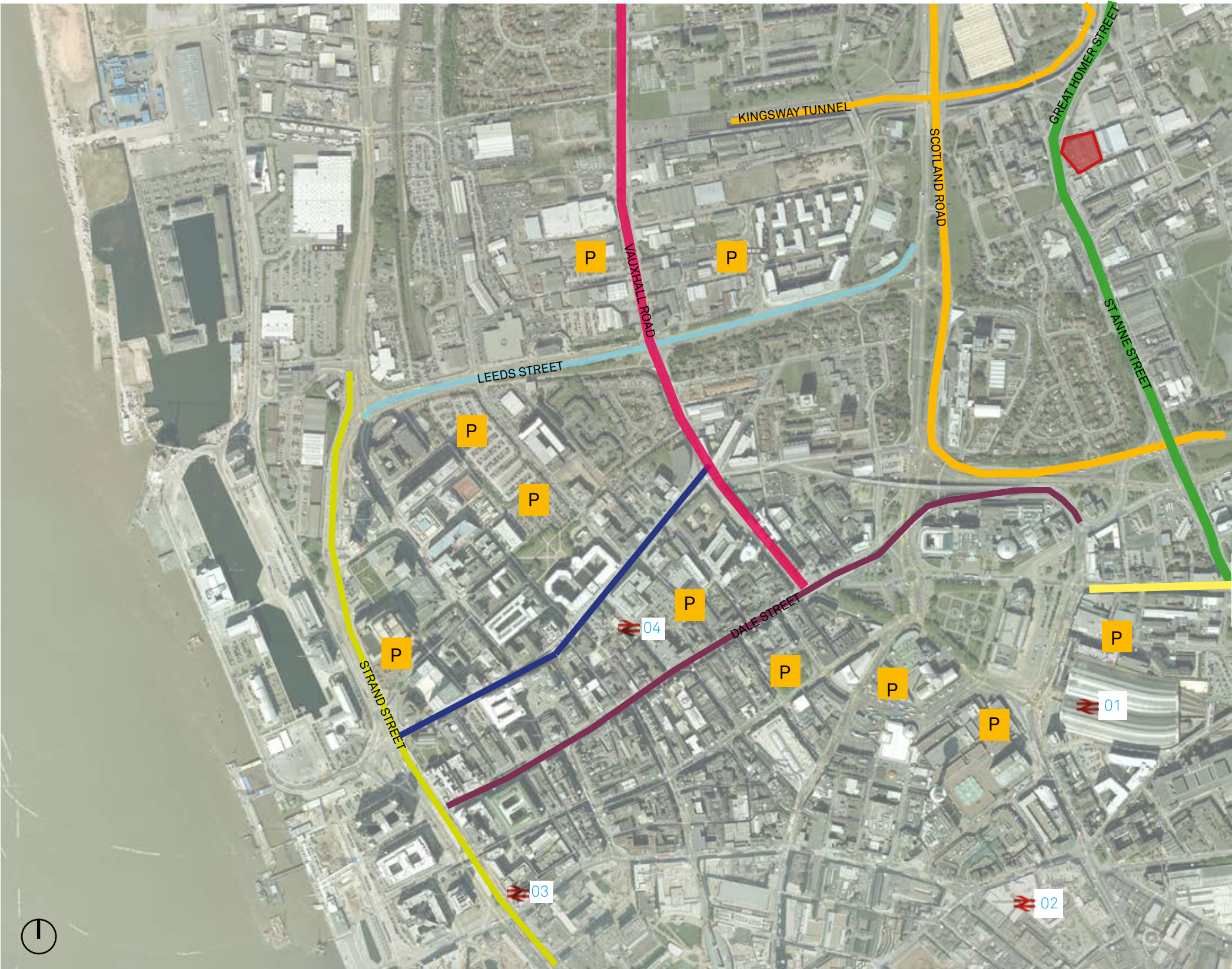
James Street Station

04

Moorfields Station



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3.0 STRATEGIC CONTEXT


3.3 MOVEMENT & CONNECTIONS


2.3.4 Road Enhancements


These are city wide plans to improve city connectivity, specifically pedestrian and cycling accessibility. The diagram to the right indicates the key areas of consideration to help improve the pedestrian access throughout the City.


- KEY
- 


SITE
- 


Byrom Street Route (leads to Kingsway tunnel entra
- 


Great Streets
- 


Pumpfields - Commercial District
- 


Moorfields - Williamson Square
- 


Anglican Cathedral - Waterfront
- 

Knowledge Quarter - Lime Street
- 

Everton Park - Lime Street
- 

LJMU - Knowledge Quarter
- 

Waterfront - Lime Street Via Baltic Triangle
- 

St George's - Waterfront
- 

Lime Street - Liverpool One



3.0 STRATEGIC CONTEXT

3.4 SITE USES

ZONING DIAGRAM

- Existing Site Boundary
1. LIVERPOOL JOHN MOORES UNIVERSITY
2. LIVERPOOL WORLD MUSEUM
3. LIVERPOOL CENTRAL LIBRARY
4. WALKER ART GALLERY

- KEY
- OFFICE / COMMERCIAL
- RESIDENTIAL
- RETAIL
- EDUCATION
- INDUSTRIAL
- RELIGIOUS

(Dashed line indicates approved scheme)



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Project Jennifer



3.0 STRATEGIC CONTEXT

3.5 CITY SCALE

The diagram to the right indicates the range of building scales located within close proximity to the site. The scale varies from two storey residential dwellings to 15 storey residential apartment blocks.

The area shows a large percentage of smaller scaled residential and industrial buildings to the north of the site.

The scale increases to the west towards the waterfront and to the south towards the city centre.

KEY

-  Approved scheme 7+ Storeys
-  7+ Storeys
-  5-6 Storeys
-  3-4 Storeys
-  1-2 Storeys
-  Site



4.0 SITE CONTEXT

4.1 LOCATION



— Site Boundary



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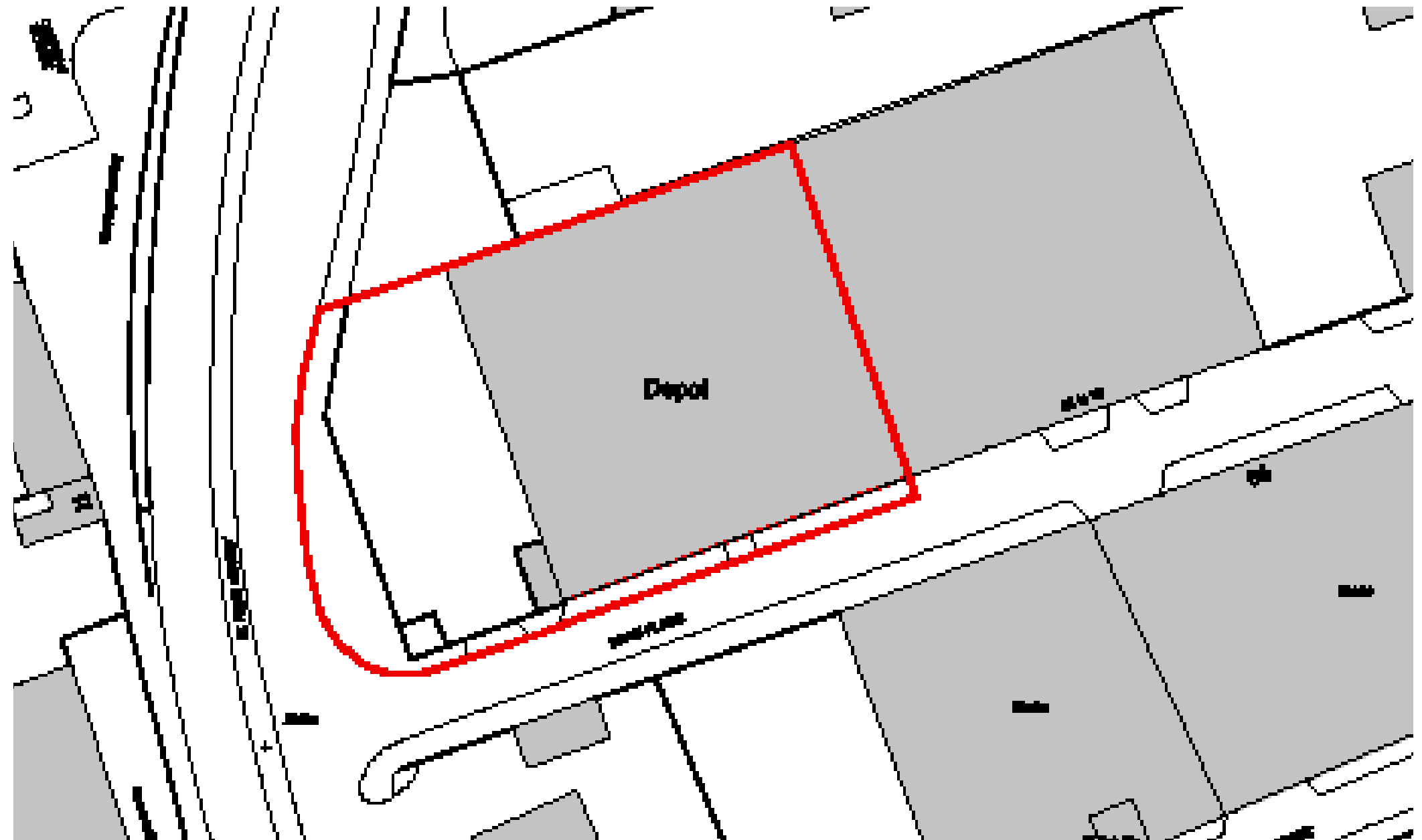
4.0 SITE CONTEXT

4.2 EXISTING SITE PLAN

KEY:



SITE AREA = 3531 M2



4.0 SITE CONTEXT


4.3 EXISTING VIEW 1



Street view from location 1



Aerial view from location 1

 Existing Warehouse building on site

FCH

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4.0 SITE CONTEXT


4.3 EXISTING VIEW 2



Street view from location 2

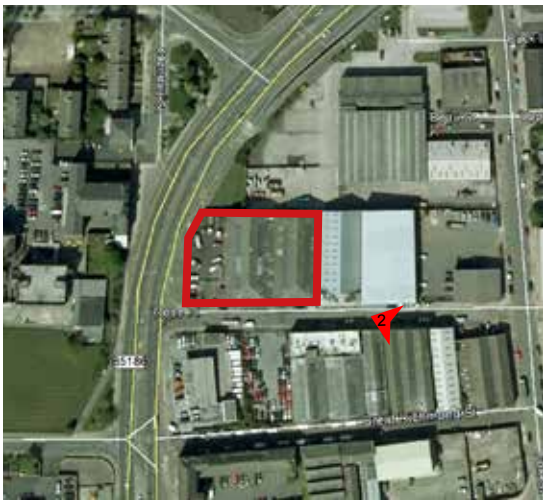


Aerial view from location 2

 Existing Warehouse building on site



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4.0 SITE CONTEXT

4.3 EXISTING VIEW 3



Street view from location 3



Aerial view from location 3

 Site Boundary



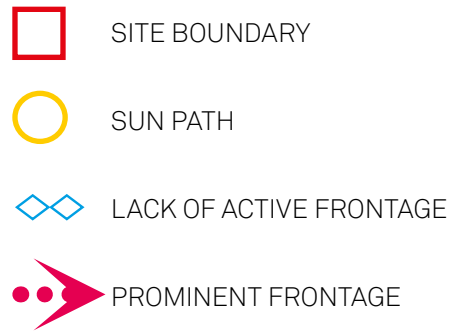
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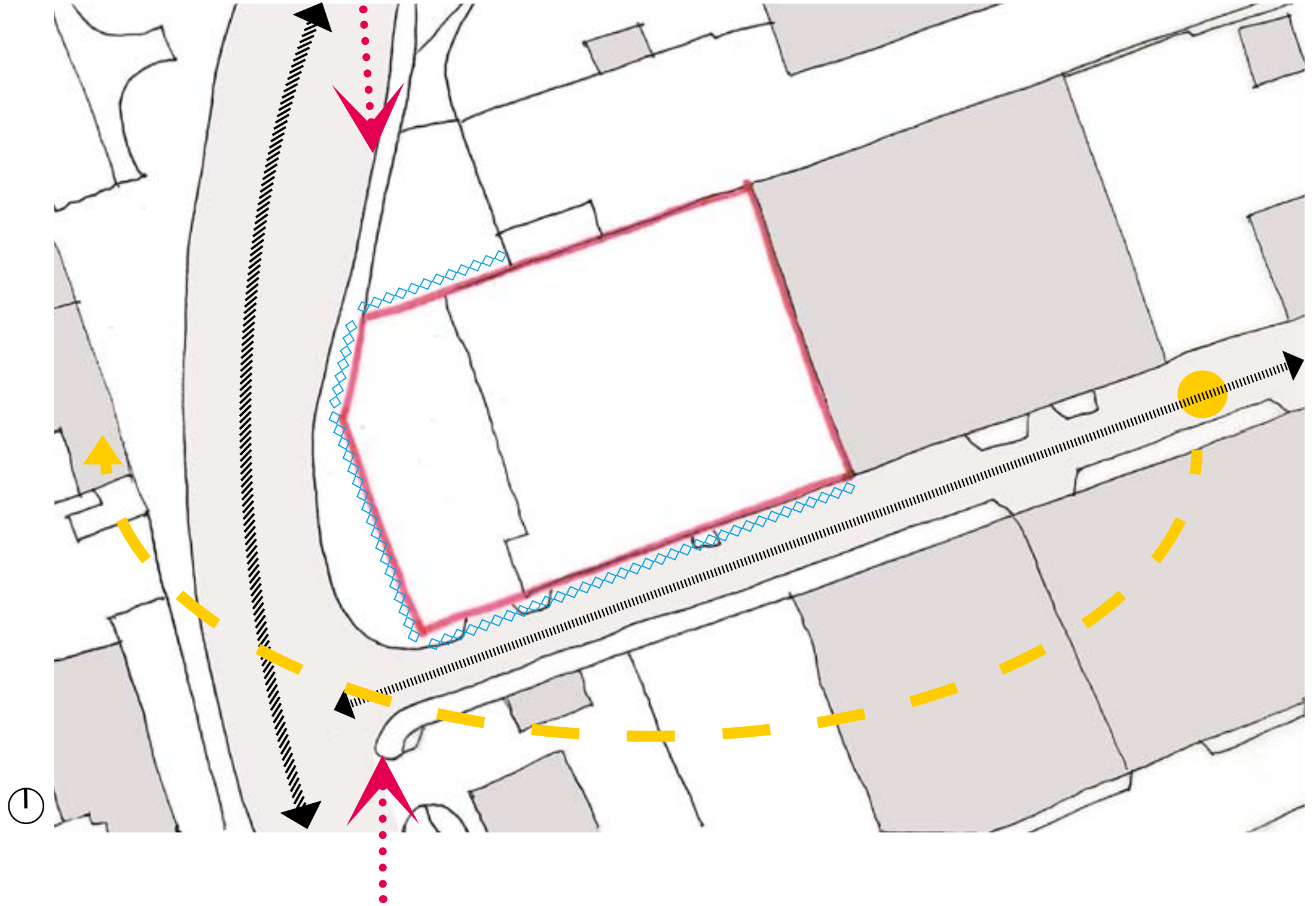
4.0 SITE CONTEXT

4.4 SITE ANALYSIS

KEY:



SITE AREA = 2485 M2



FCH



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5.0 DESIGN PRINCIPLES AND DEVELOPMENT

5.1 DESIGN INTENTIONS/CONCEPT

DESIGN INTENTIONS

- MAXIMISE POTENTIAL OF SITE
- COMMERCIAL/RETAIL UNIT CLOSE TO ROAD
- FIRST FLOOR COURTYARD TO ALLOW FOR GREEN SPACE
- OFF ROAD PARKING
- ACCESS FROM CAR PARK TO LOBBY
- POTENTIAL FOR ACCESS FROM CAR PARK TO COMMERCIAL UNIT. KEEPS COMMERCIAL UNIT SEPARATE FROM RESIDENTIAL
- LINK BETWEEN TWO RESIDENTIAL BLOCKS

-  COMMERCIAL/OFFICE SPACE
-  ENTRANCE LOBBY
-  COURTYARD
-  CAR PARK
-  RESIDENTIAL

