

4.0 SITE CONTEXT

4.5 RECENT PROPOSALS

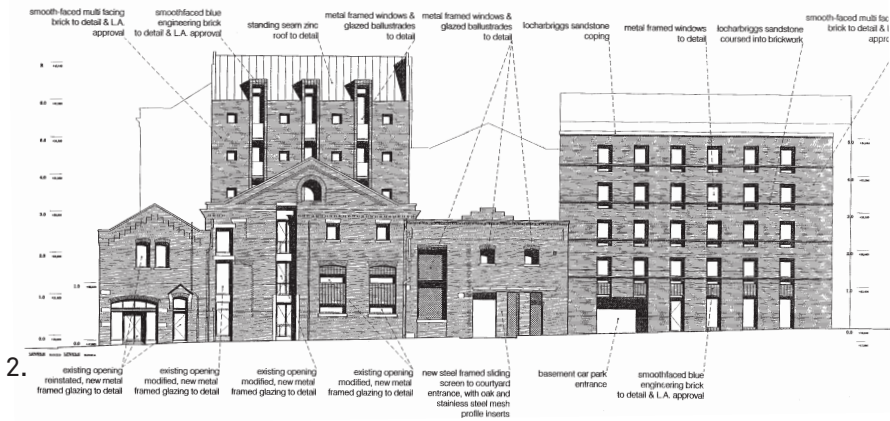
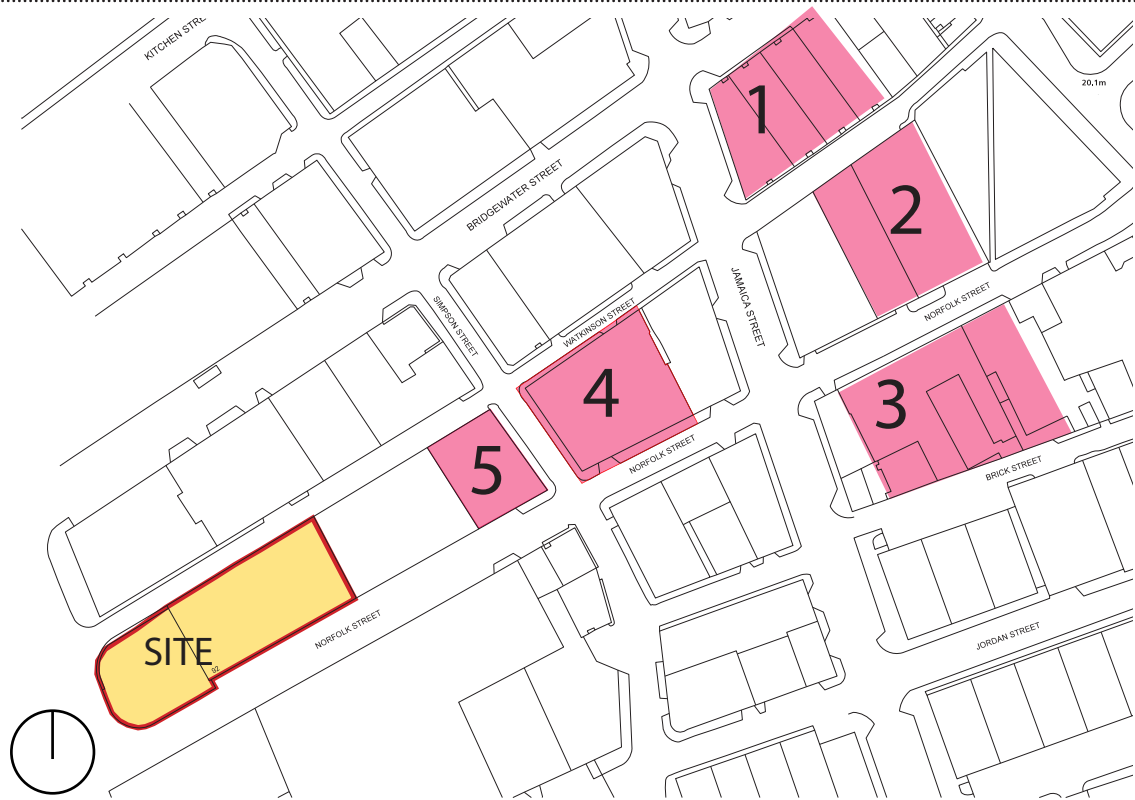
The Baltic Triangle is an up and coming area of the city. It currently lacks any sort of land use definition that characterises other areas of the city, such as the cultural hub of Ropewalks. This is due to the nature of the buildings being intrinsically linked to maritime activity, and as port use declined through the 80s and 90s, businesses folded or relocated to areas offering lower economic challenges.

Many of the buildings now stand vacant or continue to be used as storage and for light industry. The area now offers lower property values than elsewhere in the city centre, and as such has an increasing appeal.

The Baltic Triangle framework identifies various environmental impacts present in the area, such as noise and air pollution, attributable to the light industry, scrap yards, and energy works which comprise a portion of the area. It deems they are no longer appropriate operations for this increasingly important City Centre area, and encourages a positive social change on the area through increased residential and leisure facilities.

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

- 1
- 9 Bridgewater Street - 10 Storeys
- 2
- 56 Norfolk Street - 7 Storeys
- 3
- Norfolk Street - 11 Storeys
- 4
- 70 - 78 Norfolk Street - 9 Storeys
- 5
- Norfolk & Watkinson Street - 9 Storeys



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Design intelligence, commercial flair.



4.0 SITE CONTEXT

4.6 OPPORTUNITIES AND CONSTRAINTS

The site is highly accessible by public transport and boasts a range of local shops, services and facilities. Baltic Triangle is bounded by Rope Walks to the north east, Liverpool One to the north and the Kings Dock waterfront to the west.

The site is currently vacant, and there is no public activity or access to its immediate location. Current land uses around Baltic Triangle are primarily light industrial – scrapyards and oil works, as well as storage. This gives no sense of over-riding identity to the area, unlike adjacent areas such as Ropewalks, and without this the area will not be able to flourish.

With regard to the above, it is considered that the site provides the opportunity to:

- Provide a key interface with the City Centre, as stipulated in the Baltic Triangle Planning Framework,
- Bring people into the Baltic Triangle area, supporting local businesses and encouraging further redevelopment of the area,
- Provide new high quality accommodation within close proximity to Liverpool City Centre,
- Follow a design approach that embraces diversity and allows individual expression and create a design solution that is environmentally responsive and appropriate to its context,
- Augment a revitalisation of the area.
- Facilitate disabled access to the building where possible within the framework of the site constraints,
- Form a building that has a clear visual and spatial concept which determines the design along with considering the historic past of the area,
- Comply with the relevant Building Regulations, all other statutory requirements and Liverpool City Council's particular design requirements.

Key:

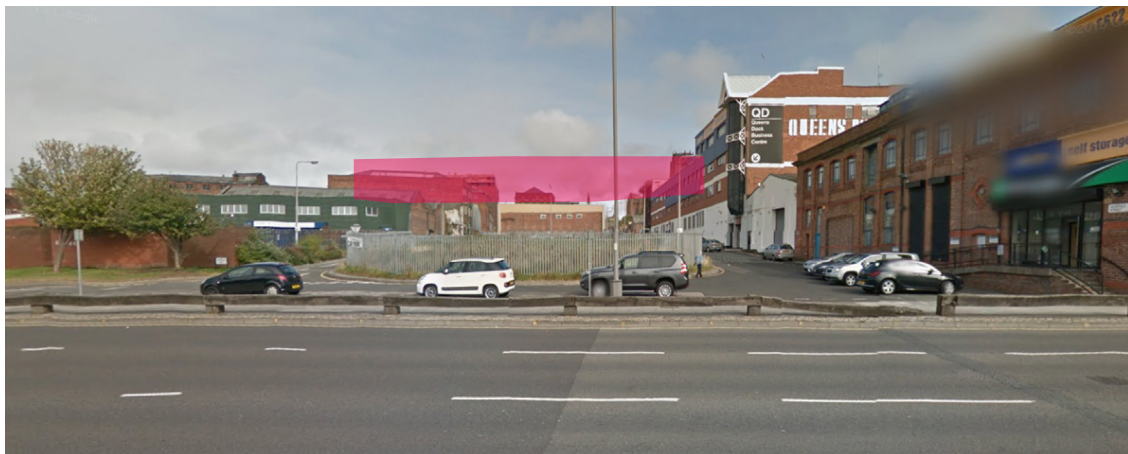
- Site Boundary
- Extent of area to which the Baltic Triangle Planning Framework applies.



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Aerial view of existing site.



View north east towards Norfolk Street

5.0 DESIGN PRINCIPLES

5.1 KEY DESIGN PRINCIPLES

Our aim is to provide a high quality development in the Baltic Triangle area of Liverpool.

The design intention is to provide residential accommodation that will add to the vitality and viability of future development.

Along with residential accommodation on the upper levels, a ground floor entrepreneurial hub will offer young entrepreneurs a place to socialise and meet to discuss ideas and offer advice to one another.

The proposal aims to provide a scale of development appropriate to the local area which will act as a catalyst for further regeneration.

The appearance of the development will be refreshing and modern, designed to be thermally efficient, taking advantage of pioneering techniques to deliver a high quality finished product.

It will also increase security on and around the site, by providing passive surveillance and avoiding the creation of concealed or hidden recesses within the building.

5.0 DESIGN DEVELOPMENT

5.2 DESIGN CONCEPT AND FORM EXPLORATION

As mentioned before, the site is located in an area with deep maritime and industrial history, with a significant amount of the entire world's trade passing through during the 18th and 19th Centuries.

The concept of vertical extrusions and movements of the industrial warehouses that surround the site has informed the form and materiality of the design. The loading bays used within the warehouses, create strong vertical elements, into which the windows are inserted.

5 Significant elements that we wanted to reflect:

1. Verticality

The former loading bays for warehouses create strong vertical lines, giving a sense of strength and majesty to the building that is associated with industrial buildings.

2. Irregularities in roofline

The eclectic character of the surrounding buildings offer a diverse and multi-levelled roofscape.

3. Regular window pattern

There is a great sense of practicality utilised in the industrial buildings of old, where a sense of cost uniformity has created a grid pattern of regular windows.

4. Horizontal detailing

There is a repetition generated that can be seen in the formation of the horizontal facade elements, creating a regular rhythm to the buildings.

5. Protrusions and recesses

The structure creates protrusions and recesses in and out of the building, which in turn presents a series of levels, layering the building facade.



1. Verticality



2. Irregularities in rooflines (9 Bridgewater St scheme before planning)



3. Regular window patterns

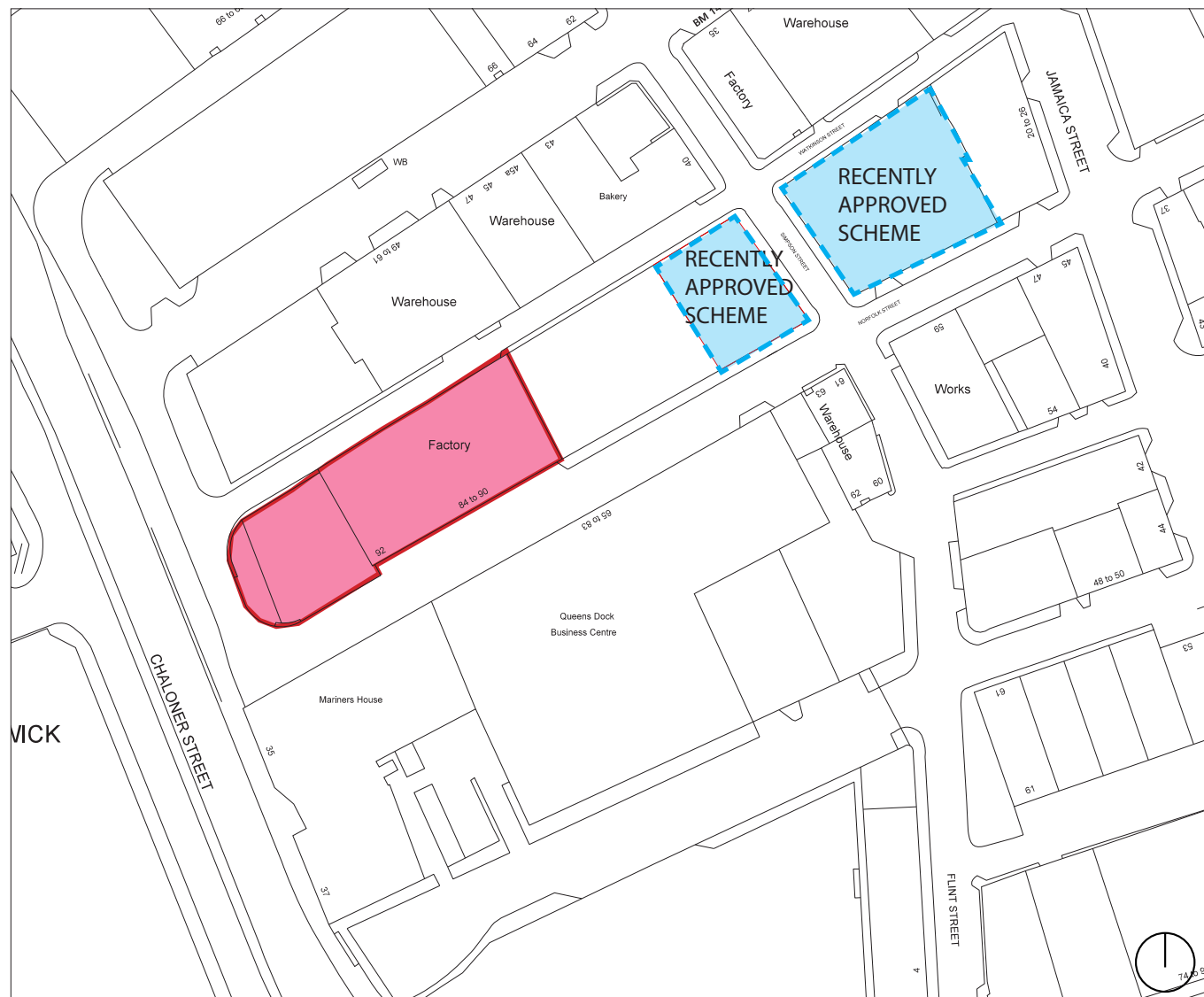


9 Bridgewater Street scheme after planning consent

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5.0 DESIGN DEVELOPMENT

5.3 SITE ANALYSIS



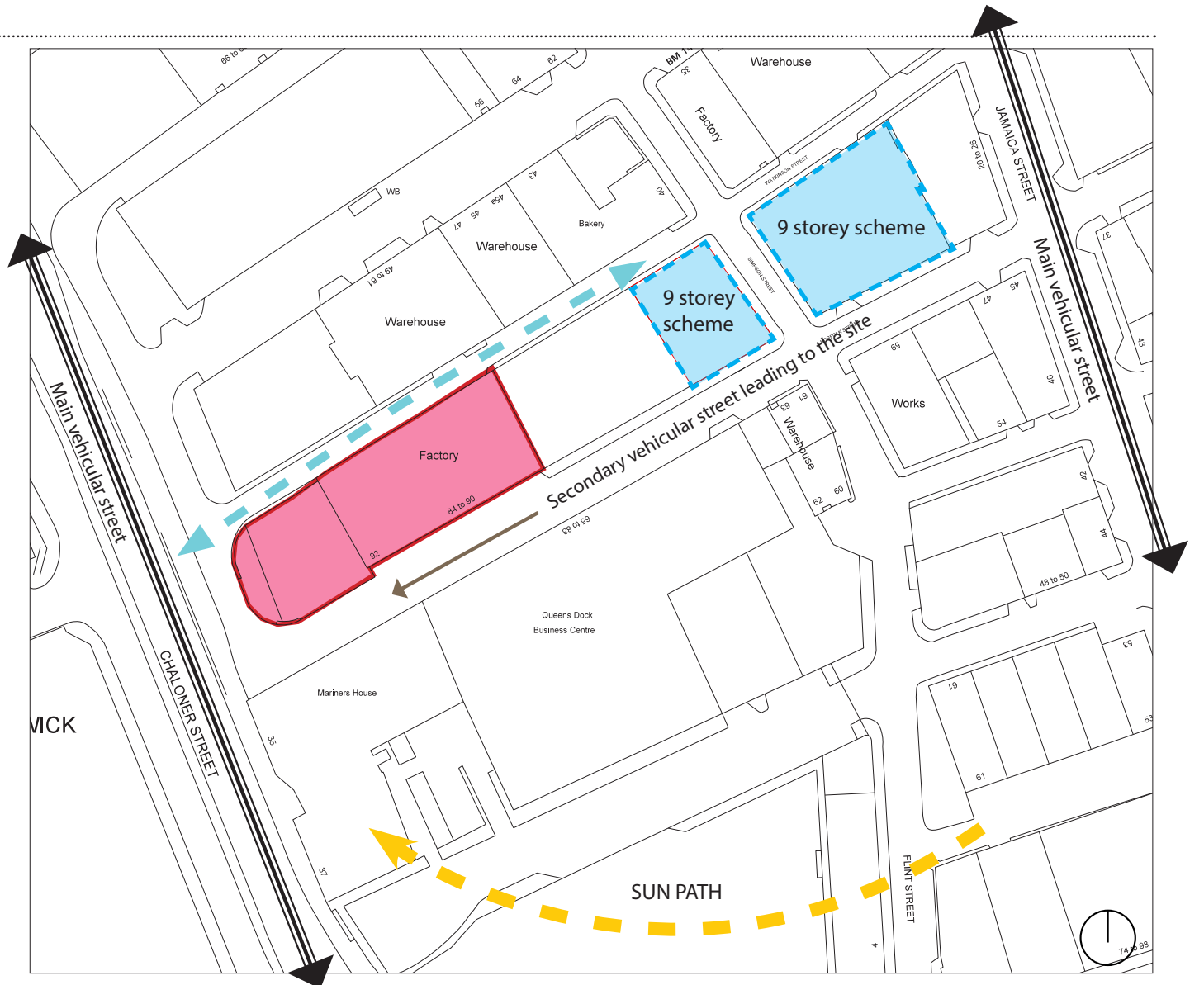
Existing Site

The site covers the extent of 1862 sq. m / 20042 sq. ft and is situated on the junction of Norfolk and Chaloner Street. This brownfield site is currently vacant flat land which offers nothing to contribute to the area's identity.

It is surrounded by some brick warehouses with gap sites filled with the new built contemporary buildings. These are in a state of general disrepair and have an eclectic mixture of uses and businesses that all give it a distinct feel and ambiance. On the east side of the site, across from a small car park, are 2 approved schemes for 9 storey buildings. Our proposal aims to follow the main architectural principles of the approved schemes in order to be integrated with its surroundings and keep the architectural character of the area.



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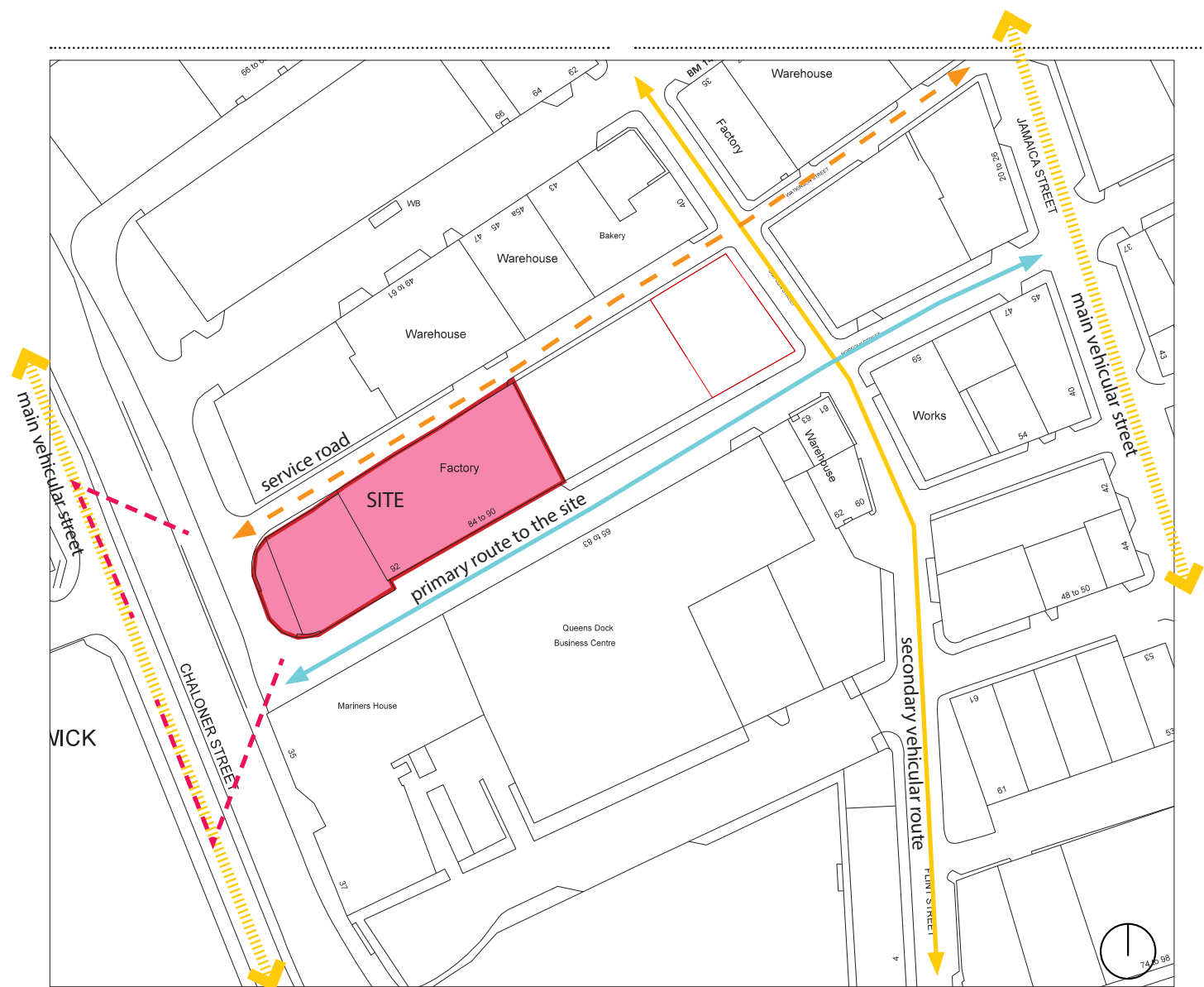
Opportunities and Constraints

The orientation is largely defined by shape and constraints of the site, which includes:

- A gradual fall from the east of the site towards the west, which can be visibly seen on both Norfolk and Watkinson Streets;
- Existing road networks surrounding the site;
- Potential to increase pedestrian footfall and public amenities within the area and to activate frontages on both Norfolk and Watkinson Street, creating interaction with both the street and passers-by;
- The site is favoured with an abundance of daylight, however careful consideration must be taken to respect the conditions of the adjacent buildings; however as the typologies of these neighbours are not residential (mostly retail and storage) these challenges are lessened;
- there is an opportunity to allow residents views of key landmarks within the city, as well as framing important views for the public at key points around the site.

5.0 DESIGN DEVELOPMENT

5.3 SITE ANALYSIS



Visual approaches & key routes

There are two main visual approaches, both from Chaloner Street (from its south and north side) which draws you into the site and indicate where the proposed entrance of the building should be positioned. Chaloner Street is the key route at the intersection with Norfolk Street being the primary route to the site and Watkinson Street being a quiet service road. Level access will be offered to the site from each side, where users can access the residential accommodation and entrepreneurial hub with its facilities off the street.



Scale

The height of the surrounding buildings increases to the east towards St. James Street along Norfolk Street where original warehouse buildings step from 5 to 10 storeys.

The height of the proposed building will be proportioned in relation to the existing neighbouring buildings and the street widths. There is an opportunity to increase the height to the west side of the site while the building will step down towards the east (Simpson Street), so as to mimic the roofline of the 2 approved schemes that straddle the Norfolk & Simpson intersection.

- Key:
- 1-2 storeys
 - 3-4 storeys
 - 5-6 storeys
 - 7-8 storeys
 - 9+ storeys



5.0 DESIGN DEVELOPMENT

5.4 PRE APPLICATION MEETING

The pre-application meeting regarding the scheme was held on 31st of July 2015 and was followed up with a formal response on 22nd of September 2015. The outcome of the meeting was positive and the formal response can be summarised as follows.

- Taking into account both national and local policy guidance the principle of residential accommodation with a ground floor workspace and an entrepreneurial hub is considered to be acceptable in principle, indeed the proposed ground floor uses are considered to be a strong aspect of the scheme which fits firmly into the vision for the area as thriving business community.
- The range of residential accommodation sizes is also welcomed as will provide for a range of different types of household size and bring larger units into the area.
- Concerns regarding the height of the proposed development have to be addressed through heritage impact assessment produced by a heritage consultant. In this case Heritage Impact Assessment would need to include, as a minimum, a visual analysis based on the key, agreed views contained in the World Heritage Site SPD (discuss with the Urban Design Manager as necessary).
- The floor plans indicate that the proposed apartments would be of a size and layout which would accord with local and national policy. Furthermore the mix in apartment types is welcomed as both the Planning Framework and SIF promote the concept of the Baltic as a new residential neighbourhood offering accommodation for a sustainable and diverse residential population. Different unit size would allow for different sizes of households and promote longer term residency than development comprises wholly of small studios
- The following key documents should be submitted with a planning application.
 - a) Design & Access Statement;
 - b) Heritage Impact Assessment, including the view analysis detailed above;
 - c) Scaled drawings of all elevations and floor plates, long range views across the site and contextual drawings; plus sections, a roof plan and details of materials.
 - d) Planning Statement;
 - e) Transport Statement;
 - f) Minimum accessibility statement (MASA);



6.0 PROPOSED DESIGN

6.1 LAYOUT

6.1.1 Proposed Basement Floor Plan

The basement level contains 30 Car Parking spaces, including 4 disabled and 3 Motorcycle spaces. The Car Park is accessed via the Car Lift located on the Norfolk Street elevation.

Key:

Residential Amenities

Lift/Stair core

Plant/ Cycle store/ Refuse store

Site

