

## 2.0 SITE CONTEXT

### 2.2 STRATEGIC CONTEXT

With the opening of the world's first commercial wet dock in 1715, the story of Liverpool began. From this point, the lowest in Liverpool, the emerging city expanded outwards, forming straight roads which all converged on the new docklands.

These long streets were perfect for rope-making, and, in addition to warehousing and chandleries, the area became a centre for the manufacture of ropes for shipping. This over-riding typology is what gave the area of the Ropewalks its name.

As the city grew rapidly, the former merchants housing in Ropewalks became less popular and housing courts were built in the area for workers. By the 1830's the merchant class started to move to the top of the sandstone ridge in the newly laid-out Canning area of the city.

In 1850, the height of the dockland's production and exporting, Liverpool had 1,834 registered ships carrying 514,635 tons-worth of cargo. However, a century later, the production of goods and importing rate of products had declined, and by 1972, the South Docks had become silted and abandoned.

No longer required to manufacture rope for the merchants, the warehouses which flanked the Ropewalks' road network fell into sharp decline.

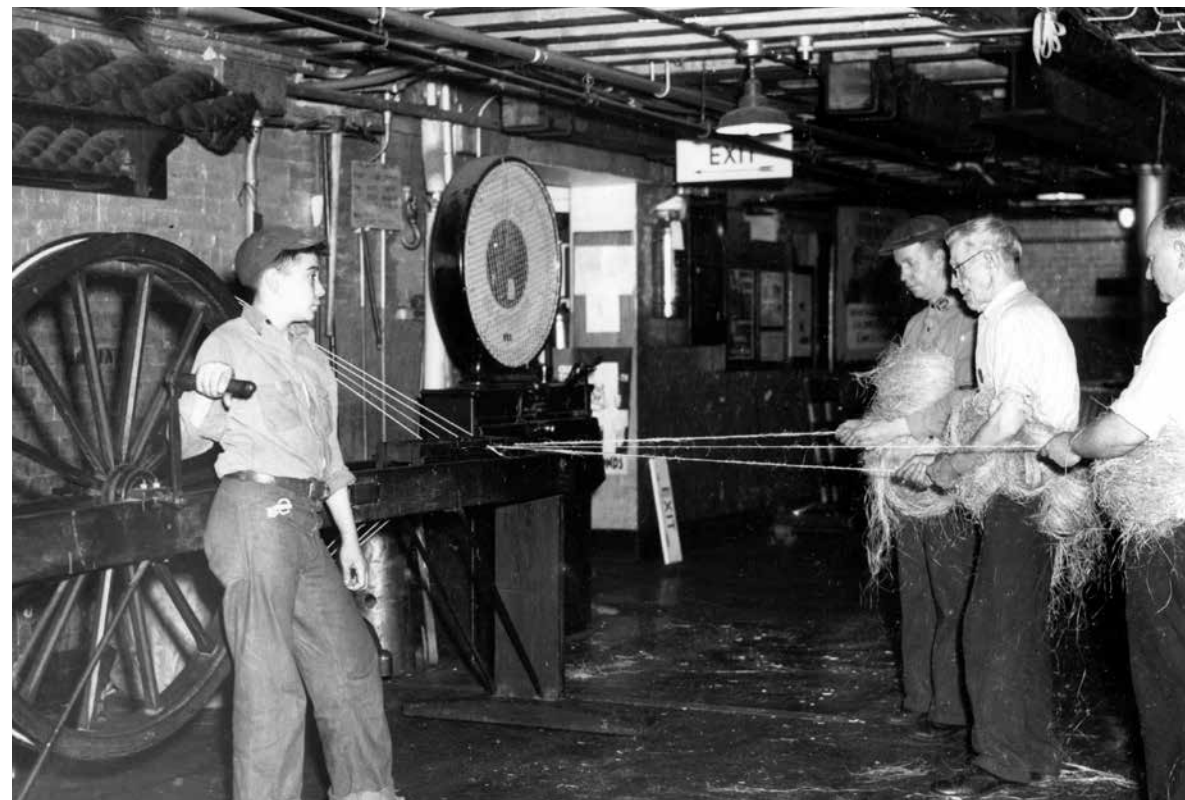
Over the past decade, the area of the Ropewalks has been transformed, with numerous developments created around a revitalised network of streets and public spaces.

Upper:

Interior view of ropery warehouse

Lower:

Workers creating rope on industrial binding machinery



FCH

Design intelligence, commercial flair.



# 3.0 HISTORY OF THE SITE

## 2.2 STRATEGIC CONTEXT

The adjacent images illustrate the change in typology and aesthetics of the Ropewalks' buildings between the height of the docklands and the present day.



Then: Christians fruit market and warehouses  
Now: Ropewalks Square



Then: The Palatine club, Bold Street  
Now: The Palatine Club



Then: The Yamen cafe  
Now: Leaf cafe



Then: Boots chemist  
Now: Ryan vintage clothing



Then: War damage, Bold Street  
Now: Rebuilt buildings containing shops and cafés



Then: No. 75, Duke Street - mixture of retail spaces  
Now: No. 75, Duke Street - renovation into high-end apartments underway



2.0 STRATEGIC CONTEXT

2.3 SURROUNDING AREA USES

2.3.1 Surrounding area uses

The diagram to the right highlights the diverse mix of uses within the Liverpool City Centre. The city centre brings together a large mix of different uses, providing easy accessibility for tourists, visitors and residents.

The current proposal sits within the commercial/ leisure area of Liverpool which includes the Wolstenholme Square development. This is enhancing the variety of commercial and leisure uses as well as a mixture of residential dwellings.

It boasts an excellent central location due to its proximity to the Main Retail Area, the Historic Downtown and the Cultural Quarter.

KEY:

- Cultural
- Business
- Retail
- Commercial / Leisure
- Residential
- Education
- Health
- Industrial
- Site



City Centre

Maps taken from bing.com





# 2.0 SITE CONTEXT

## 2.4 KEY LANDMARKS

### 2.4.1 Places of Interest

The site lies within a mile radius of many City Centre attractions, including some historically significant features and major landmarks.

- Site
- 01 Albert Dock
- 02 Echo Arena and BT Conference Centre
- 03 Liverpool One
- 04 The Three Graces
- 05 Museum of Liverpool
- 06 Hampton by Hilton
- 07 Liverpool YHA
- 08 Ibis Hotel
- 09 Catholic Cathedral
- 10 Anglican Cathedral

- Walking Times
- 05 minutes
- 10 minutes



City Centre

Maps taken from bing.com





# 2.0 SITE CONTEXT

## 2.5 MOVEMENT AND CONNECTIONS

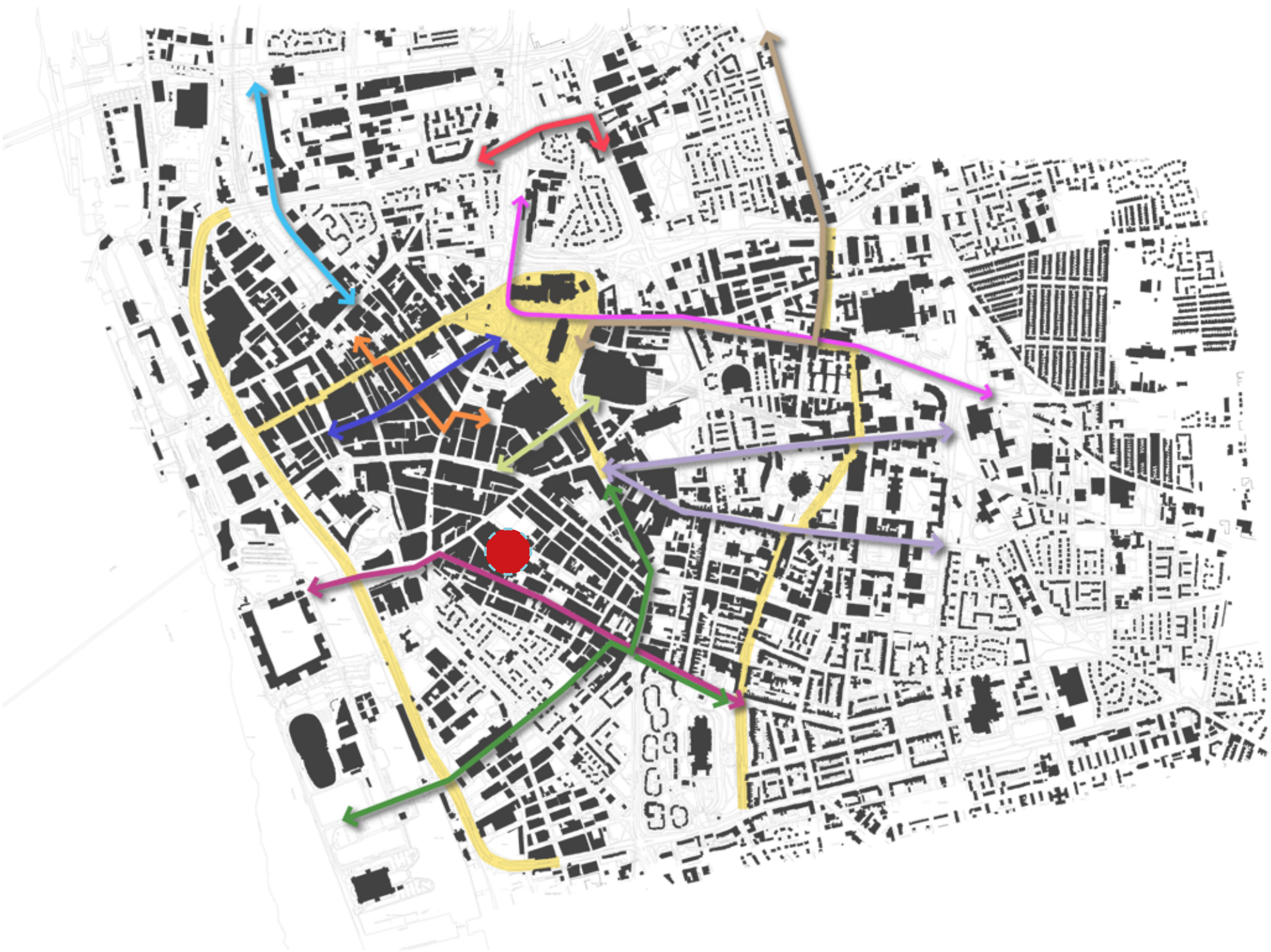
### 2.5.1 'Great Streets'.

The proposed Liverpool developments include improvements of the city's connectivity, specifically pedestrian and cycling accessibility. The diagram to the right indicates the key areas of consideration to help improve pedestrian access throughout the City.

The site sits adjacent to the Anglican Cathedral-Waterfront connection. The proposed development helps to provide a coherent density of high quality urban grain which will provide points of interest to explore along the main artery

Key

- Site
- ← Great Streets
- ← Jamaica Street
- ← 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





# 2.0 SITE CONTEXT

## 2.5 MOVEMENT AND CONNECTIONS

### 2.5.2 Public Transport

There are numerous public transport options in close proximity to the site; Liverpool Central railway station is only a 5 minute walk away, as is the Liverpool one bus station. The site is a short distance away from both Liverpool's shopping district and business district.

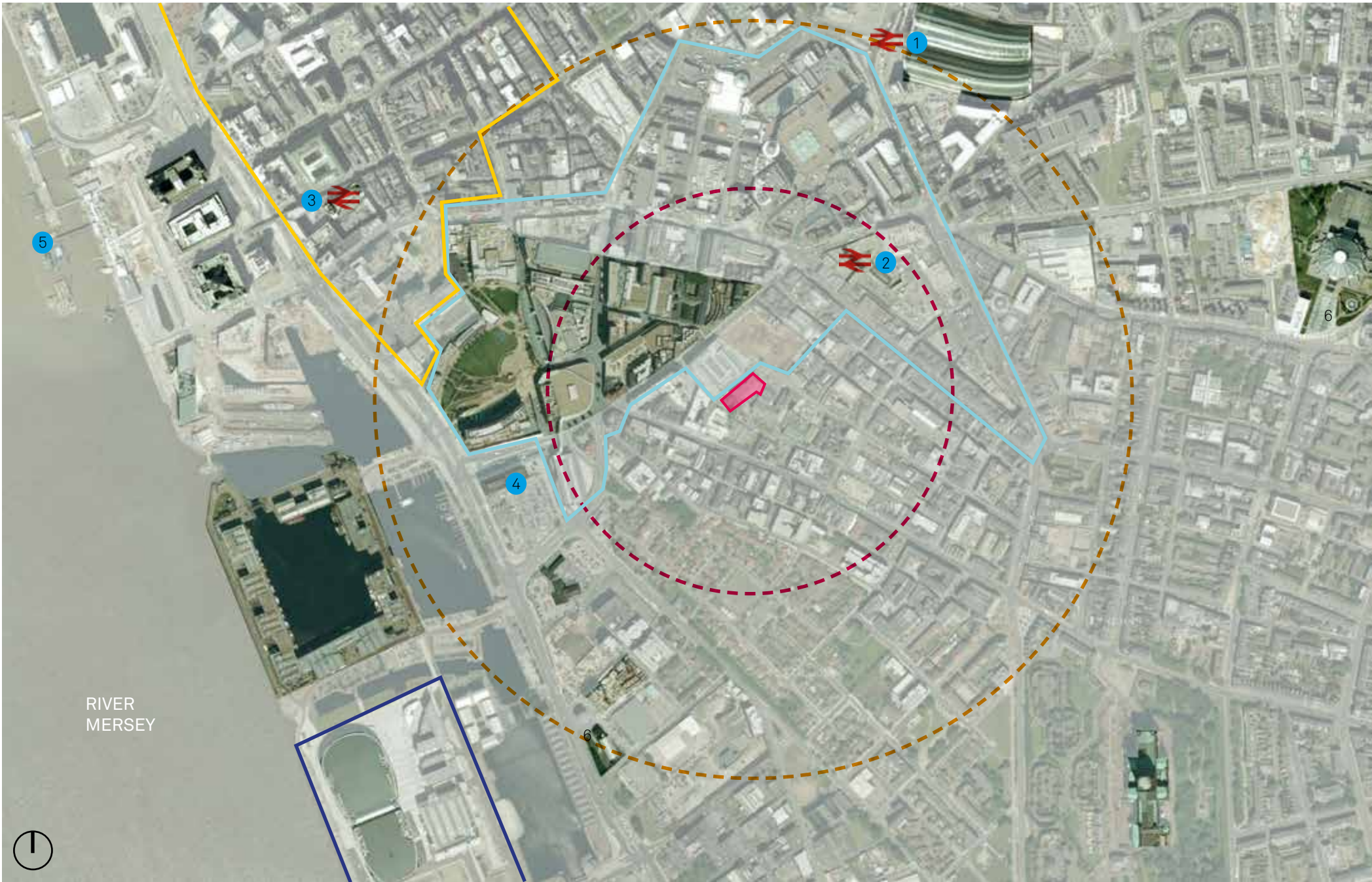
Key:

- Site
- Kings Dock Development
- Shopping District
- Business District

Transport Links

- 01 Lime Street Station
- 02 Central Station
- 03 James Street Station
- 04 Liverpool One Bus Station
- 05 Mersey Ferry Terminal

- Walking Times
- 05 mins
  - 10 mins



City Centre

Maps taken from bing.com





## 2.0 SITE CONTEXT

### 2.5 MOVEMENT AND CONNECTIONS




#### 2.5.3 Pedestrian.

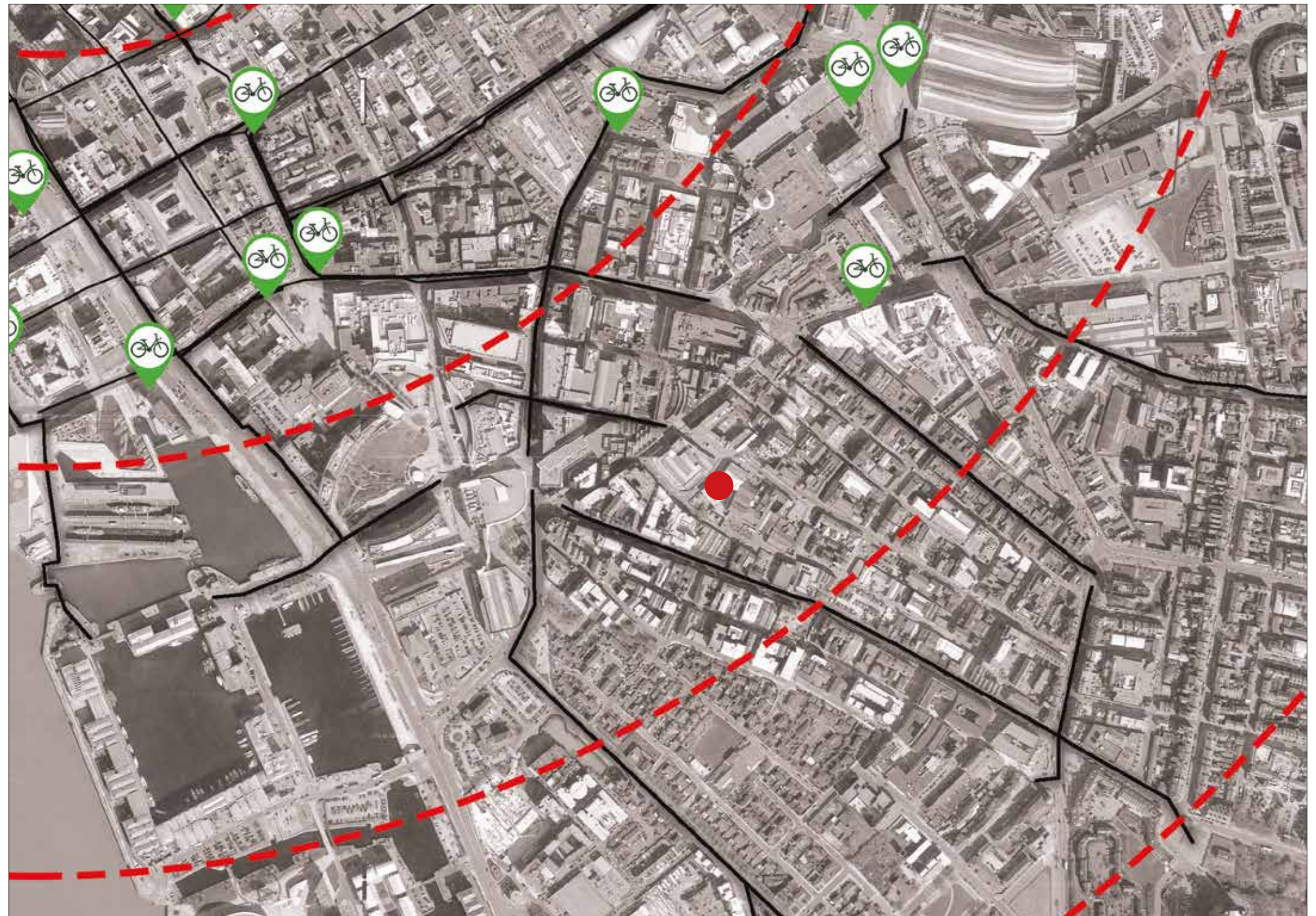
For the development to fully exploit the advantages of its situation movement must be convenient, efficient, safe and legible. Much of these qualities already exist in the public realm around the site and more is planned but delivery is largely in the hands of others. The responsibility that remains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

Walking routes are the most important of all in terms of convenience, sustainability and lifestyle quality and this site is extremely well served. It will have two equal status residential main entrances with immediate access to safe and attractive pedestrian routes.

Public transport services are excellent in the immediate vicinity and its location affords very good accessibility to bus stops, with rail termini little more distant.

#### Key

-  Site
-  Key pedestrian routes and links
-  CityBike Station



Map taken from bing.com



2.0 SITE CONTEXT

2.5 KEY MOVEMENT AND CONNECTIONS

2.5.4 Vehicular

The site lies in a strategic position to the south of Liverpool City Centre. Hanover Street, which passes west of the site, leads both to Strand Street, (connecting the site with the Waterfront and direct links to Bootle in the north) and to Liverpool Central Station (connecting the site to Liverpool Airport in the south and as far as Southport in the north).

Due to the close proximity to the city centre, there are numerous routes to the site, including Seel Street and Duke Street which connects the site with the southern portion of Liverpool One.

- KEY:
- Existing Site Boundary
- Hanover Street (connects the site with Strand Street and Liverpool Central Station)
- Strand Street (direct routes to Liverpool Airport and Bootle)
- Paradise Street (*partially pedestrianised* - direct route north through Liverpool One)
- Whitechapel (*partially pedestrianised* - direct route north towards World Museum & Walker Art Gallery)
- Lord Street (*partially pedestrianised* - connects James Street to Paradise Street)
- Church Street (*fully pedestrianised* - connects Lord Street to Hanover Street)

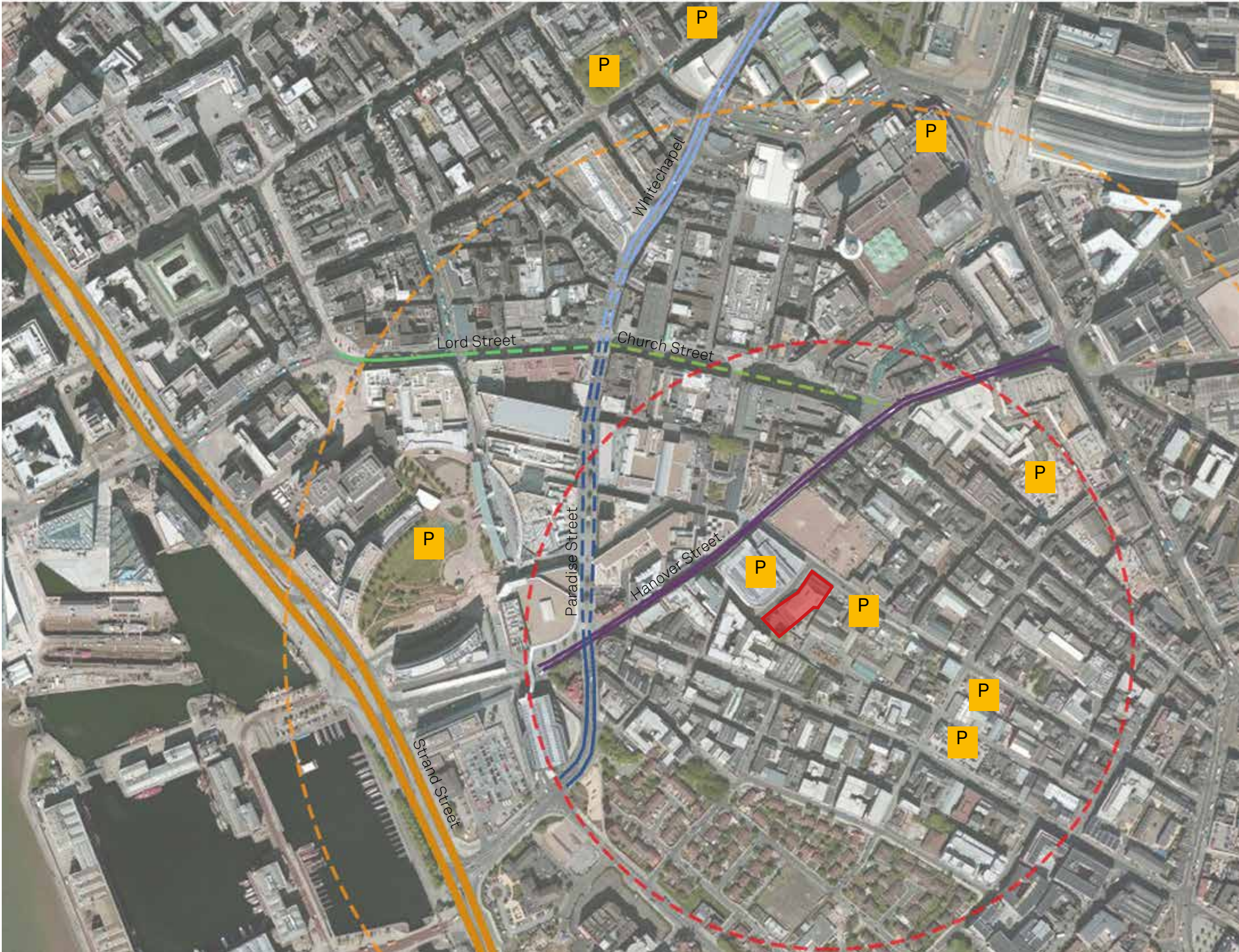
P

 Car Park

Walking Times

05 mins

10 mins





# 2.0 SITE CONTEXT

## 2.6 BUILDING SCALES

### 2.6.1 Surrounding Building Heights

The diagram to the right indicates the range of building scale located within close proximity to the site. The scale varies greatly from one storey warehouses to 11/12 storey hotels. The area shows a large percentage of residential and commercial buildings between three - five storeys surrounding the site.



City Centre

Maps taken from bing.com





# 2.0 SITE CONTEXT

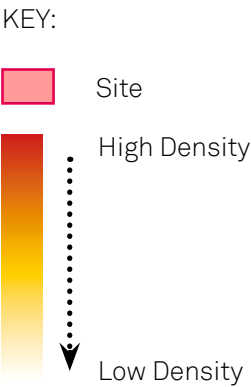
## 2.6 BUILDING SCALES

### 2.6.2 Building Density

The highest density within Liverpool is predominantly within the City Centre and Business District area. These areas consist of a mix of historical and new-build properties of a larger scale and quantity.

The density of the city decreases as you move away from the retail and commercial areas and towards the residential and waterfront zones.

The site is situated within a relatively high density area due to its close proximity to the retail zone and the movement of shoppers returning to the residential zones to the south and east of the site.



City Centre

Maps taken from bing.com





## 2.0 SITE CONTEXT

### 2.7 SITE CHARACTER

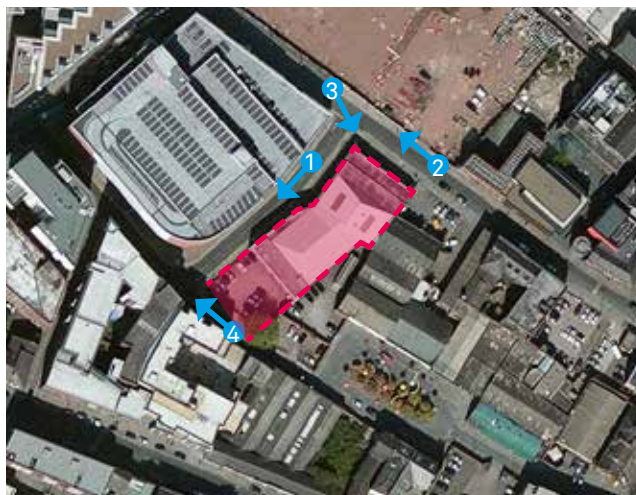
#### 2.7.1 Site Photographs



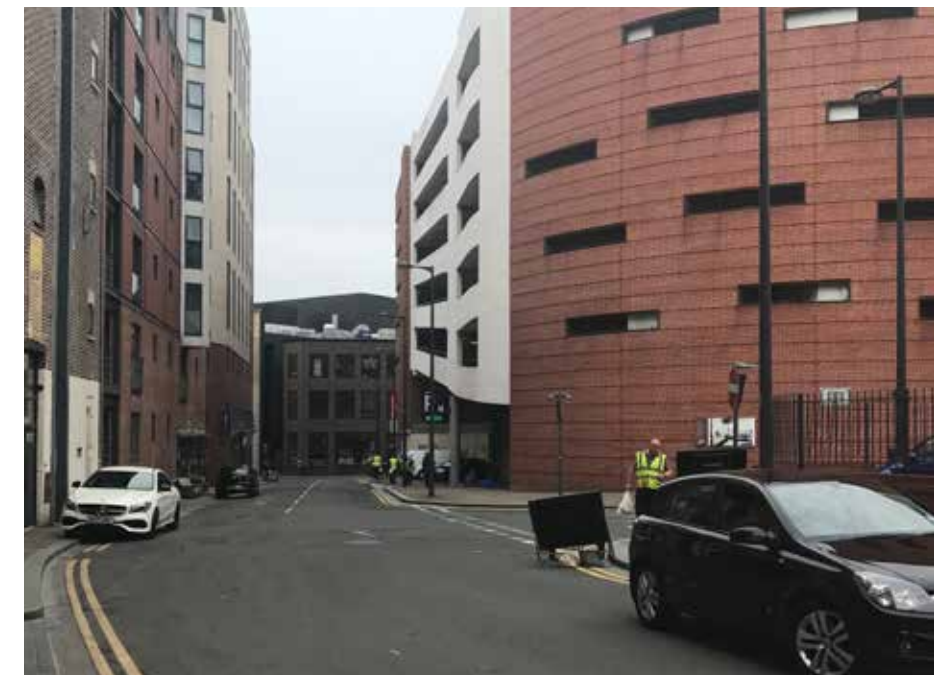
01. View from the site looking up along David Lewis Street.



02. View looking up along Seel Street (existing building to be demolished dotted red).



03. View looking towards site on Seel Street (existing building to be demolished dotted red).



04. View from the site looking towards Gradwell Street.

FCH



## 2.0 SITE CONTEXT

### 2.7 SITE CHARACTER

#### 2.7.2 Changing Site Character

Old low rise warehouses are being replaced by mid-rise residential and mixed use developments which have dramatically changed the character of the area. The proposed development will complete the regeneration of the city block bound by Seel Street, Hanover Street, Gradwell/ Park Street, and Slater Street.



Aerial view of Wolstenholme Square Area



Past: Wolstenholme Square with low rise warehouses.



Future: Wolstenholme Square new mixed use, mid rise residential development





# 2.0 SITE CONTEXT

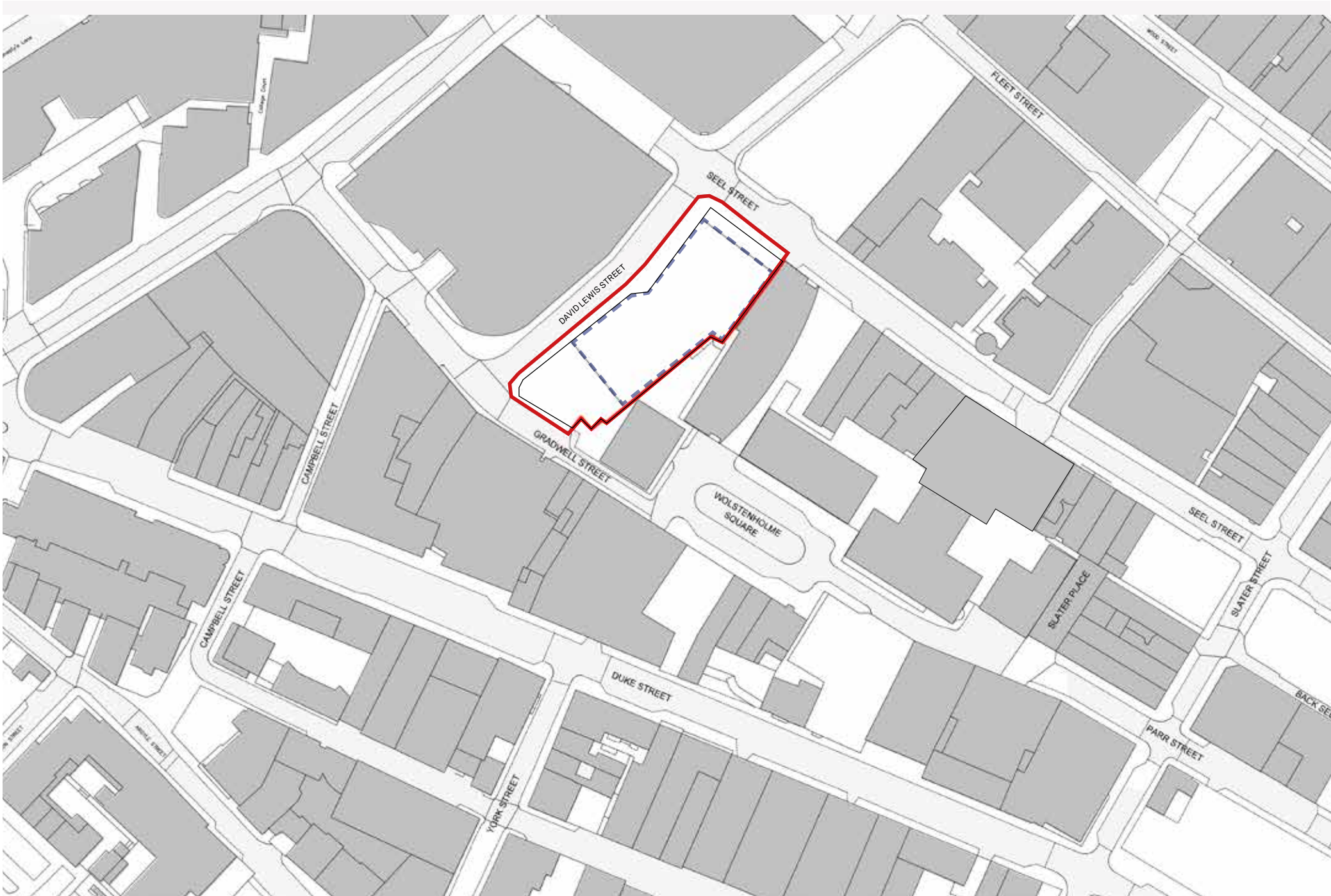
## 2.8 EXISTING SITE PLAN

### 2.8.1 The Site

The application site for the proposed building is currently occupied by an industrial building with a small garage/ car park occupying some of the space.

#### Key

-  Application Boundary
-  Existing Building to be demolished





## 3.0 KEY CONSIDERATIONS

### 3.1 ARCHITECTURAL BRIEF FROM THE CLIENT

#### 3.1.1 Brief from the Client.

HDC0 EPL3 Limited, our client, has brought this site forward as part of their wider city wide development portfolio. Given the changes in market demand, and the renaissance in city centre living, the client felt that the site would be ideal for a high quality residential scheme with mixed uses at the ground floor to help create a vibrant street scene that contributes to the 24 hour nature of the area.

We were asked to create a sustainable residential development which provides a good mix of dwelling sizes with luxury amenity space and communal roof top terraces. Another key client aspiration was to create bright, airy, open plan, modern apartments, adding to the residential provision in the city.

These dwellings will be afforded ample cycle storage to support the scheme's location adjacent to a number of primary public transport interchanges. This residential scheme would be within close walking distance of Liverpool's primary business and retail hub's, ensuring sustainable use of these dwellings well into the future.

The client asked us for a scheme with an attractive, modern exterior which reflects and responds to the context of the Ropewalks.

The client wants to contribute strongly to the urban regeneration of Liverpool City Centre and feels that this site is the next stage in the development of Wolstenholme Square and a key gateway into the Ropewalks area from the City Centre.



Current HDC0 EPL3 Limited schemes under construction.

