





PHASE 2, MONARCH'S QUAY, KING'S DOCK, LIVERPOOL.

DESIGN AND ACCESS STATEMENT REVA

YPG DEVELOPMENTS LTD

P16-144-02-PHASE 1B-001

OCTOBER 2017





CONTENTS.

	Page		Page
1.0 Introduction	04	6.0 MSCP Proposal	
2.0 Site Context		6.1 Key Considerations	53
2.1 Location	05	6.2 Design Proposal	66
2.2 Sits History	07	6.3 Access Statement	68
2.3 Strategic Context	11	6.4 Massing	69
2.4 Surrounding Area Uses	13	6.5 Appendix	71
2.5 Key Landmarks	14	7.0 Residential Proposal	
2.6 Movement & Connections	15	7.1 Design Development	78
2.7 Building Scales	19	7.2 Proposed Plans	86
2.8 Landscape & Public Realm	20	7.3 proposed Elevations	91
2.9 Site Photographs	21	7.4 Design Influences	93
2.10 Existing Site Plan	24	7.5 Materials Precedents	94
3.0 The Vision for Monarchs Quay		7.6 Schedule of Accommodation	96
3.1 Planning Approach	26	7.7 Access Strategy	97
3.2 Masterplan Sketch	27	7.8 Ecology	101
3.3 Phase 1a - Application 17F/2490	28	8.0 Public Realm Proposal	
3.4 Masterplan Phasing	29	8.1 Introduction	105
3.5 Proposed Contextual Strip Sections	31	8.2 masterplan Proposal	106
4.0 Key Considerations		8.3 Material Precednts	107
4.1 Opportunities & Constraints	38	9.0 Ecology Strategy.	109
Proposed Design: Development Stages & Final Proposal		10.0 Drawing Index	131
5.0 Interpretation Centre Proposal		11.0 Consultant List	132
5.1 Design introduction	44		
5.2 Design Development	45		
5.3 Design Proposal	48		
5.4 Visualisation	50		





1.0 INTRODUCTION.

This Design and Access Statement has been produced in support of the Full Planning Application for mixed used masterplan comprising of 3 blocks which follows on for the first phase which was submitted last month (17F/2490). The masterplan contains commercial/leisure, interpretation centre, multi-storey car park with ground floor retail and residential accommodation uses at Monarchs Quay for YPG Developments Ltd. It has been produced pursuant to the requirements of Section 327(b) of the Town and Country Planning Act 1990 and Article 9 of the Town and Country Planning (Development Management Procedure) Order 2015. The approach adopted to produce this Design and Access Statement is in accordance with Paragraph 29 of the 'National Information Requirements' of the National Planning Policy Guidance (NPPG).

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

- All plans, sections, elevations and computer generated images for the residential block have been prepared by Falconer Chester Hall.
- All plans, sections, elevations and computer generated images for the interpretation centre have been prepared by YPG Developments.
- All plans, sections, elevations and computer generated images for the multi storey car park have been prepared by Potter & Holmes Architects.
- Application forms and certificates, Planning Statement and covering letter prepared by Knight Frank;
- Transport Statement prepared by Vectio.
- Heritage Statement by Turley Associates.
- Landscaping and urban design by Layer.
- Archaeology is to be carried out by Salford Archaeology.
- Air Quality Assessment by Wardell Armstrong.

1.1 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 9 of the Town and Country Planning (Development Management Procedure) Order 2015. The approach adopted to produce this Design and Access Statement is in accordance with Paragraph 29 of the 'National Information Requirements' of the National Planning Policy Guidance (NPPG).

This document is intended as a positive and helpful tool for the Council and interested third parties, and demonstrates how the design proposals (both function and form) have evolved, having regard to detailed consideration of the site opportunities and constraints.

1.2 Site Description

The site at Kings Dock is bounded by the Exhibition Centre Liverpool service yard to the West and to the North by the Echo Arena and BT convention Centre. To The South The Keel residential development bounds the site with Wapping and Queens Dock to the East.

The site is surrounded by a number of uses including residential developments such as The Keel, The Wapping Warehouse, The Block and the Royal Quay. A number of leisure facilities are near by such as the ECHO Arena and parts of the Albert Dock. There are also a number of hotels surrounding the site. This diverse mix of uses surrounding the site allows for mixed use development containing leisure, retail, residential and commercial uses.

The Kings Dock site is the final piece of undeveloped land in Liverpool's central waterfront. The site has great potential to flourish as a mixed use development that is leisure lead. The site has great importance within the city as the site falls within the World Heritage Site and the WHS Buffer Zone.

1.3 Description of Development

This application seeks a new full approval for the next phase at Monarch's Quay. The site is located at the Kings Dock, a undeveloped piece of land on the waterfront currently used as ground surface parking. The site is located within the World Heritage Site Buffer Zone.

This document analyses the site, the pre-application design development and goes on to describe the proposed design solution. It should be read in conjunction with the proposed drawings and the accompanying supporting statements.

The brief for TCC3 from YPG Developments Ltd is to produce a masterplan that incorporates high quality architecture on an important landmark site in Liverpool's Waterfront.

1.4 Pre-Application Consultation

Please refer to Planning Statement submitted by Knight Frank for further information regarding the Pre-Application process.



2.0 SITE CONTEXT.

2.1 LOCATION.

2.1.1 City Wide Site Context.

The proposed site is located to the South of Liverpool City Centre, within the City of Liverpool boundary.

The site forms part of Liverpool's waterfront and is one of the remaining key sites yet to be developed along Liverpool's central waterfront. The site sits merely 200 yards from one of Liverpool's key landmarks, The Albert Dock and is bounded by both the Exhibition Centre Liverpool (ECL) and Echo Arena / BT Convention Centre.

The site has a number of residential developments near by such as The Block, recently renovated The Keel and the Grade II* listed Wapping Warehouse.

The proposed site has historical importance in Liverpool. The site is bounded by Wapping Dock and Queen's Dock and included the Grade II listed Hydraulic Tower.



Site location in Liverpool city context



2.0 SITE CONTEXT.

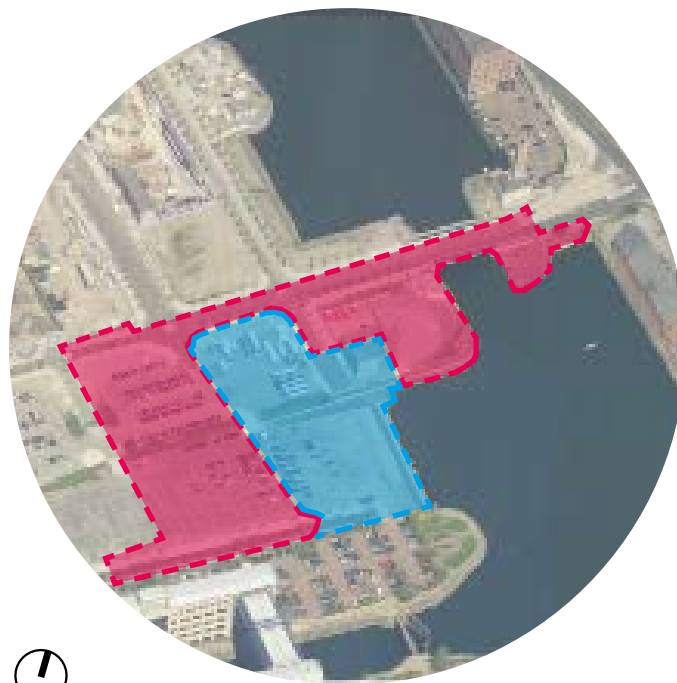
2.1 LOCATION.

2.1.2 Site Location.

The Application Site is located along Liverpool's iconic waterfront. The site, King's Dock is bounded by Exhibition Centre Liverpool (ECL) to the West, The Keel to the South, to the East Wapping Dock and Queens Dock and to the North The Block apartment building and multistory car park. A number of existing roads bound and run directly through the site, Kings Parade, Halftide Wharf, Monarchs Quay, Keel Wharf and Queens Wharf.

Key

-  Site application boundary
 -  Submitted application site boundary
- Area: 1.57 hectares.



3D aerial view of the site



Map taken from bing.com

2.0 SITE CONTEXT.

2.2 SITE HISTORY.

2.2.1 Heritage of Kings Dock site.

The site at Kings Dock is steeped in history all of which is afforded to Liverpool's rich maritime heritage.





2.2.2 UNESCO World Heritage Site.

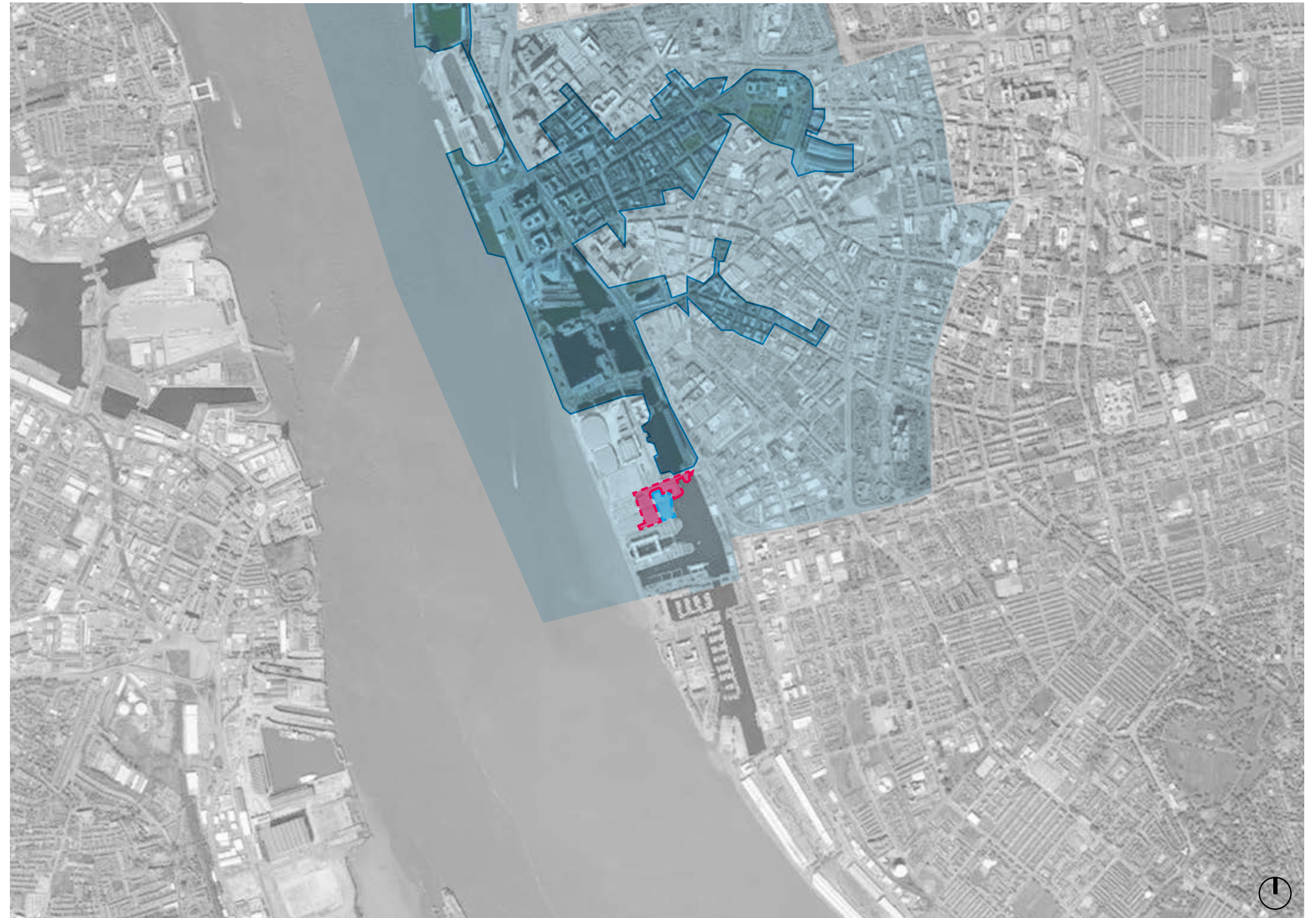
Parts of the application site fall within the World Heritage Site Zone with the remaining parts of the site all within the designated WHS Buffer Zone. A large number of historic and heritage assets exist on and around the site will be an important factor in how the masterplan is developed.

The buried remains of Kings Dock, Kings Dock Branch No1, Kings Dock Branch No2 and Queens Dock Branch No2 are all undesigned assets of archeological and historic potential can be found under large areas of the site and will require special management when excavating the site.

The proposals will actively seek to conserve, reveal and interpret all significant assets on the site to enhance the Kings Dock site and preserve the cities maritime heritage.

Key

-  Site application boundary
-  Submitted application site boundary
-  World Heritage Site
-  WHS Buffer Zone



Map taken from bing.com

2.0 SITE CONTEXT.

2.2 SITE HISTORY.

2.2.3 Kings Dock History.

The Kings and Queen Docks, were constructed in 1785, and are seen in the image to the right from 1797 as a sea of masts. Purpose-built to provide moorings for tobacco and timber, Queens Dock also housed Liverpool's whaling fleet, with facilities nearby for rendering those landed, into oil.

Fitting, then, that the author of Moby Dick, Herman Melville, could describe Liverpool's dock system in 1849 as:

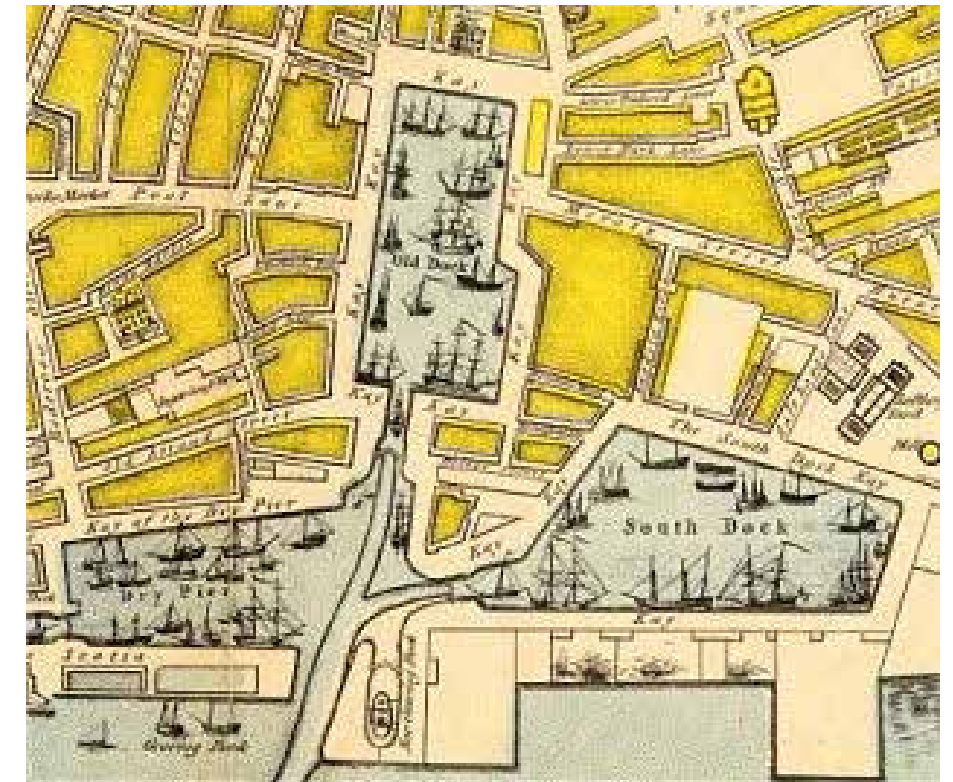
'For more than six weeks, the ship Highlander lay in Prince's Dock; and during that time, besides making observations upon things immediately around me, I made sundry excursions to the neighbouring docks, for I never tired of admiring them. Previous to this, having only seen the miserable wooden wharves, and slipshod, shambling piers of New York, the sight of these mighty docks filled my young mind with wonder and delight...In Liverpool, I beheld long China walls of masonry; vast piers of stone; and a succession of granite-rimmed docks, completely inclosed, and many of them communicating, which almost recalled to mind the great American chain of lakes: Ontario, Erie, St. Clair, Huron, Michigan, and Superior. The extent and solidity of these structures, seemed equal to what I had read of the old Pyramids of Egypt... For miles you may walk along that river-side, passing dock after dock, like a chain of immense fortresses:—Prince's, George's, Salt-House, Clarence, Brunswick, Trafalgar, King's, Queen's, and many more.

The Liverpool Docks, surpassing those of New York in New York according to Melville, were not mere facilities to accommodate ships- they were grand, monumental structures, and a wonder in their own right.

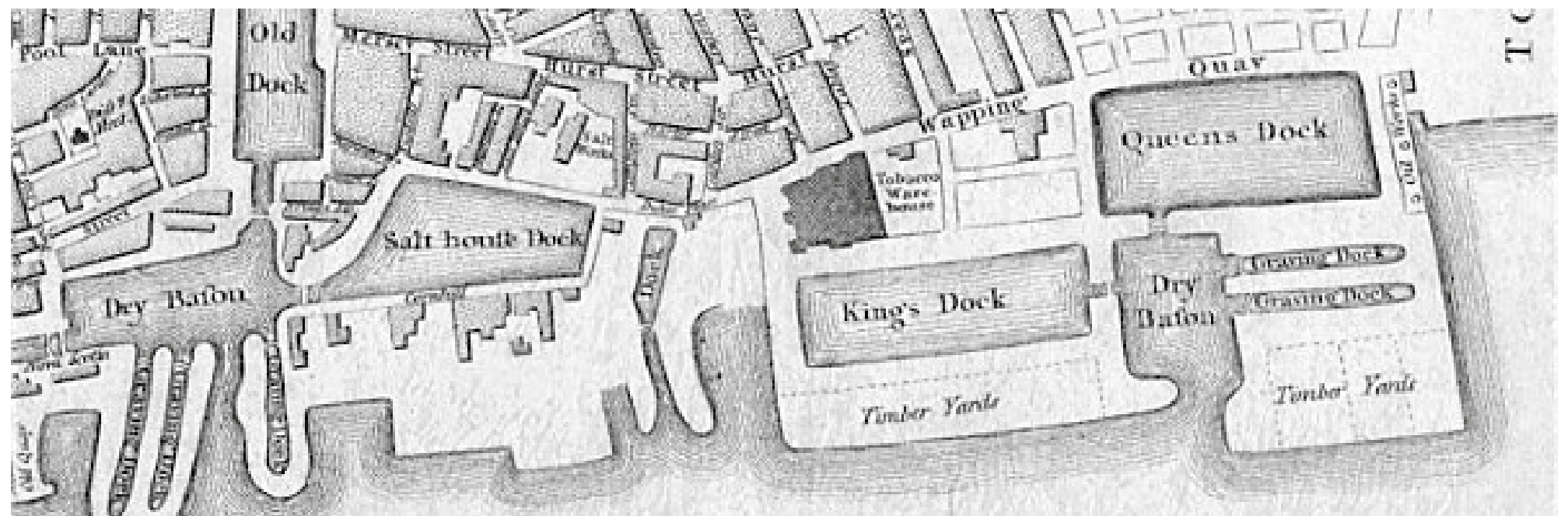
They developed exponentially, despite wars, economic failures, fires and epidemics



Image of Liverpool from 1797.



Early map of the dock network.



A later map of the dock shows the huge expansion.

2.0 SITE CONTEXT.

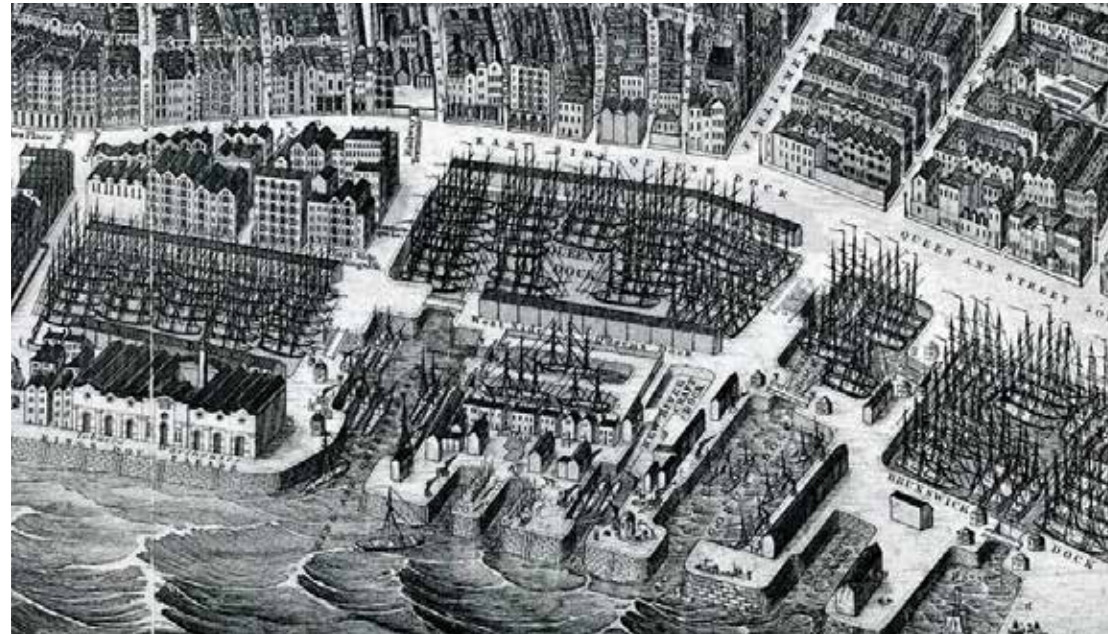
2.2 SITE HISTORY.

Each one better than the last.....grander, larger, more efficient, in a constant push to make the Liverpool dock system the best in the world. Civic pride and ambition coupled to create a legacy that can still be seen today. These were immense undertakings, expensive to build and maintain, and they were designed and constructed with a panache and aesthetic seen nowhere else in the UK. Not surprising for a city described in 1795 as:

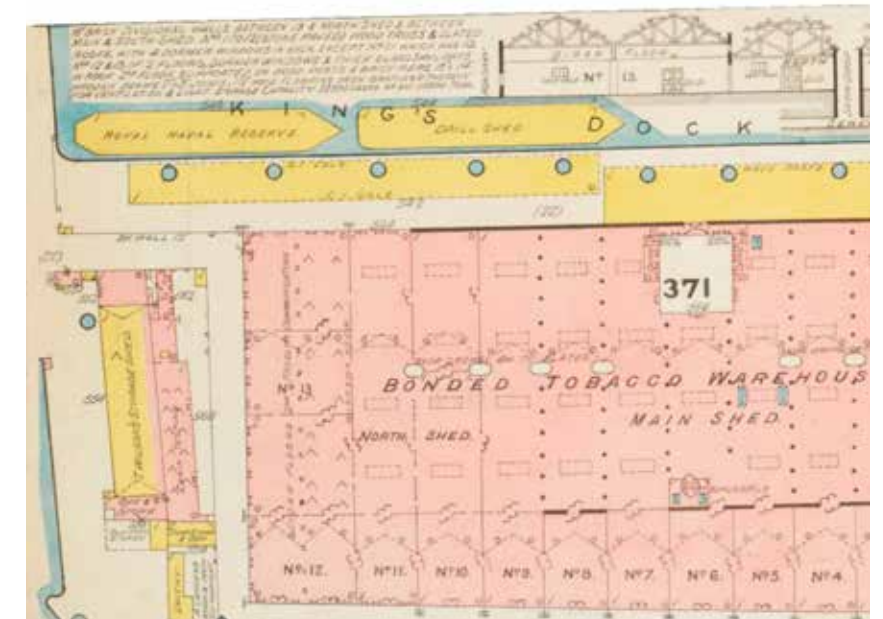
It has been remarked of the taste and genius of the inhabitants of Liverpool, that they extend more to the glare of external splendour and magnificence, than to internal convenience and general utility...(A General and Descriptive History of the Ancient and Present State of the Town of Liverpool. James Wallace).

Ostentation, showiness, and any opportunity to demonstrate that it was better than anywhere else. Despite the poverty, the diseases, the slums of the Courts houses, civil unrest, thousands of impoverished migrants, the poisoning of the river through toxic waste, and the constant sounds and smells of industrial activity operating cheek by jowl with houses. Liverpool's purpose was commerce and trade, and its outward expression was to be found in the magnificence of the dock structures themselves. Quality and appearance matter in Liverpool- the description by Wallace from 1795 is as true now as it was then. These days it may be called 'bling' or just 'showing off'- but it amounts to the same thing, and it is part of Liverpool's DNA. Functionality and aesthetics combine to form a well-dressed and considered whole.

But Liverpool could also embrace a pragmatism that ensured adaptation and flexibility were needed to meet the needs of commerce- effectively discarding that which was no longer working and replacing it with something else. The docks themselves were constantly altered- each dock extended, enlarged, narrowed, reduced, demolished, filled-in or replaced if an economic advantage could be made. Kings and Queens Docks are prime examples of this, with an evolution that saw them changed almost beyond recognition. Their functions changed too- from tobacco, to whaling to timber import and the construction of ships.



Artist impression of the Dock complex.



Ackermans Plan, 1847.

2.0 SITE CONTEXT.

2.2 SITE HISTORY.

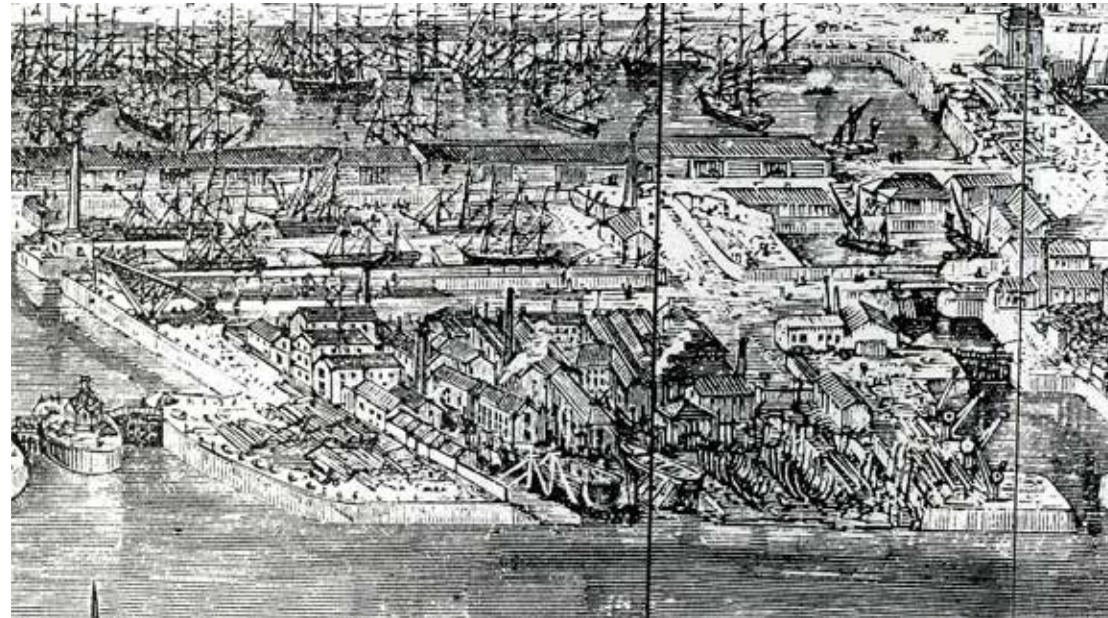
A detail from Ackermans plan of 1847 shows the two docks with facilities for tobacco storage. The whaling fleet had disappeared by this time, and timber handling had largely been acquired by Brunswick Dock to the south. Kings Dock Parade had been provided with a huge tobacco warehouse, which was still operating at the time of Gores Insurance Plan of 1890.

But by 1865, Queens Dock had been expanded to the south, and the western quays had been taken up by ship-builders. They can be seen in the foreground of the image bottom left, with direct access for launching into the Mersey, and with the larger basin of Queens Dock to the east.

In 1972, Kings Dock was made redundant and closed, leading to its in-filling, and became a car-park. Queens Dock- changed again in the late 19th century, with two Dock Branches and a Graving Dock, and was also unusable for river-going traffic from the early 1970's.

But this was not the end for King and Queens Docks. At the end of the 20th century, further adaptations were to secure their future, with the adaptation of Kings Dock at the centre of re-inventing the landscape of the south docks. Following a masterplanning exercise, the Arena and Convention Centre opened in 2008, along with a hotel, apartments and bars and restaurants. In 2015, the Exhibition Centre and Pullman Hotel were added to the mix.

The adaptation and constant changes are part of what makes the docks a special place. Flexibility, change, re-modelling, and re-imagining are all central to the distinctiveness of Liverpool. Inventing new uses for older spaces is part of the character of the city, and one of the intangible assets that sets it apart from elsewhere.



Artist impression of the Dock complex.



Kings Dock Complex prior to closing in 1972.



ECHO Arena & BT Convention Centre.



Liverpool Waterfront.










Kings Dock today.

2.0 SITE CONTEXT.



2.3 STRATEGIC CONTEXT.

2.3.1 City Centre Zoning.

Liverpool City Centre can be divided into zones which identify areas of opportunity:

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

The site at the King's Dock is considered to be included within the Waterfront Area of Liverpool.

-  Site application boundary
-  Submitted application site boundary



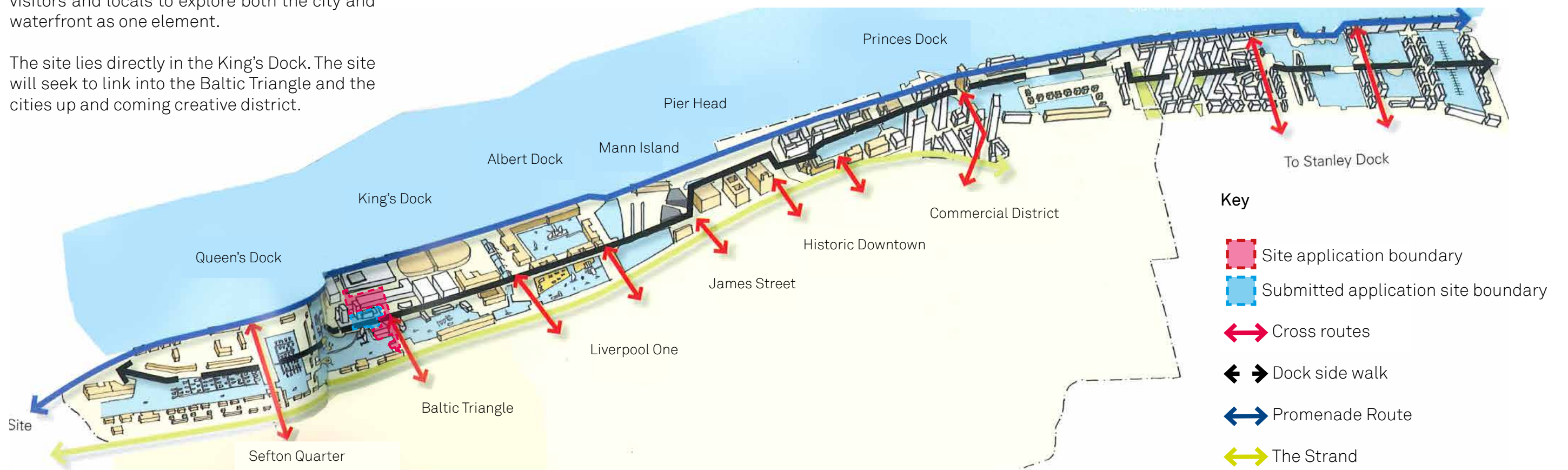
2.0 SITE CONTEXT.

2.3 STRATEGIC CONTEXT.

2.3.2 Waterfront Connections.

The diagram below indicates the relationship of Liverpool City with the Waterfront. Within the Council's Strategic Investment Framework for Liverpool City Centre, One key element is the importance of binding the historic and modern city to the iconic waterfront. Each zone of the city will be directly connected to the adjacent dockland or waterfront with the use of pedestrian crossings and 'bridge' access between the two. These connections will improve pedestrian access and encourage visitors and locals to explore both the city and waterfront as one element.

The site lies directly in the King's Dock. The site will seek to link into the Baltic Triangle and the cities up and coming creative district.



Map taken from Liverpool City Centre - Strategic Investment Framework 2012

2.0 SITE CONTEXT.











2.4 SURROUNDING AREA USES.

2.4.1 Surrounding Uses.

The proposed site has a variety of uses in the surrounding area. A number of residential buildings exist in the form of The Keel, Wapping Warehouse and The Block. The Echo Arena, BT Convention Centre and Exhibition Centre Liverpool (ECL) provide the city foremost venues for music, cultural events and conferences. Further cultural and tourist uses can be found at the near by Albert Dock.

The mix of uses around the site mean the development provides a great location with a number of key employment zones near to the site including the cities defined creative quarter found at the Baltic Triangle.

Key

-  Site application boundary
-  Submitted application site boundary
-  Business
-  Industry
-  Tourist
-  Retail
-  Commercial
-  Residential
-  Education
-  Creative



c. 20 min walk



2.0 SITE CONTEXT.

2.5 KEY LANDMARKS.

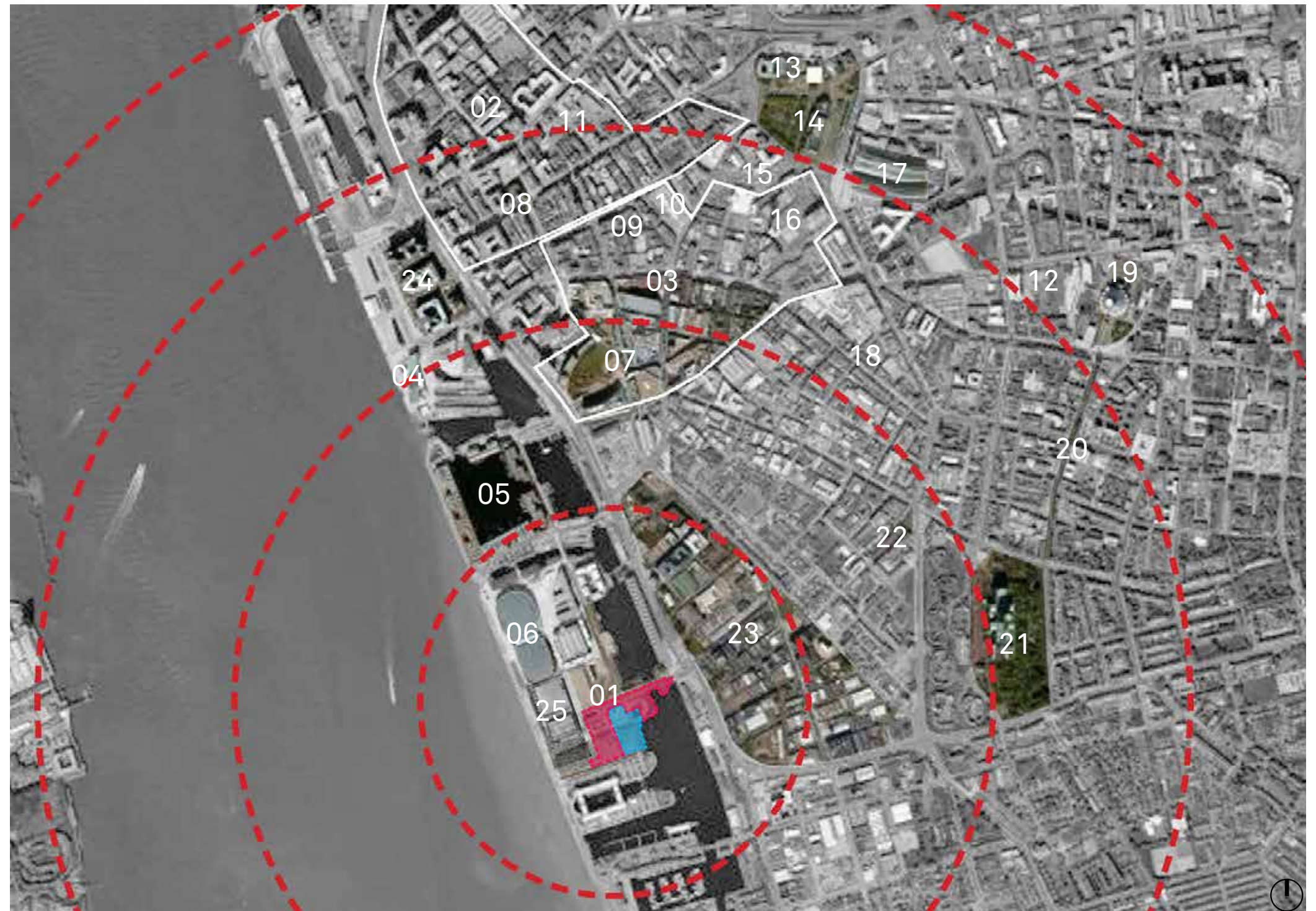
2.5.1 Places of Interest.

Within a short walk from the proposed site are a large number of Liverpool's best attractions and landmarks. The site is within the city's waterfront making the location attractive to professionals whilst Liverpool's shopping district is just a short walk away.

Key

-  Site application boundary
-  Submitted application site boundary

- 01 - King's Dock
- 02 - Business District
- 03 - Shopping District
- 04 - Liverpool Museum
- 05 - Albert Dock
- 06 - Echo Arena
- 07 - Liverpool One
- 08 - Castle Street and Town Hall
- 09 - Matthew Street
- 10 - Met Quarter
- 11 - Moorfields Train Station
- 12 - LJMU Campus
- 13 - Museum and Walker Art Gallery
- 14 - St Georges Hall
- 15 - Queens Square Bus Station
- 16 - St Johns and Clayton Square
- 17 - Lime Street Station
- 18 - Bold Street
- 19 - Catholic Cathedral
- 20 - Hope Street
- 21 - Anglican Cathedral
- 22 - China Town
- 23 - Creative Quarter / Baltic Triangle
- 24 - Three Graces
- 25 - Exhibition Centre Liverpool (ECL)



c. 15 min walk

c. 10 min walk

c. 5 min walk

Map taken from bing.com

2.0 SITE CONTEXT.















2.6 MOVEMENT AND CONNECTIONS.

2.6.1 'Great Streets'.

The proposed Liverpool developments include improvements of the cities 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 existing connection linking together Lime Street and the Waterfront runs directly through the proposed site. The connection to Lime Street also provides a link to the Baltic Triangle. The Strand route also runs past the edge of the site boundary.

Key

-  Site application boundary
-  Submitted application site boundary
-  Leeds Street - City centre
-  Wapping / The Strand
-  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.





2.6 MOVEMENT AND CONNECTIONS.

2.6.2 Public Transport.

The site location has a number of accessible public transport options. For rail, Central Station is the nearest station to the site, just a 10 minutes walk away and has links to the North & South of the city and Wirral. Lime Street Station is accessible by foot in around 15 minutes and has train routes covering all corners of the UK.

A number of bus stops are located within close proximity of the site. One major bus terminal, Liverpool One can be easily reached by foot. The Mersey ferry Terminal at the Pier Head is also close enough to be accessed by foot.

Key

-  Site application boundary
-  Submitted application site boundary
-  Bus stops
-  Public Transport Terminus



c. 10 min walk

c. 5 min walk

Map taken from bing.com

2.0 SITE CONTEXT.

2.6 MOVEMENT AND CONNECTIONS.





2.6.3 Pedestrian.

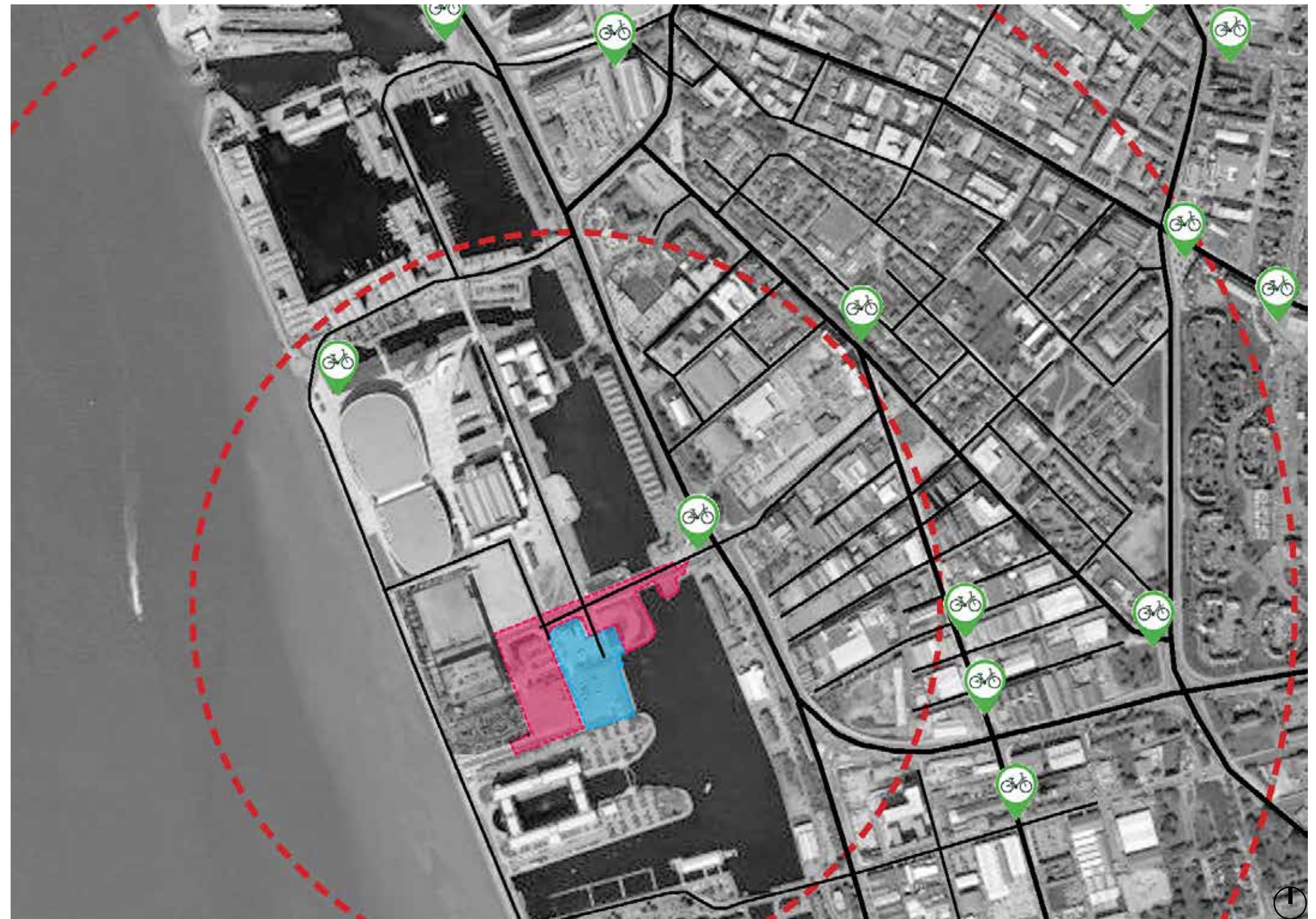
For the development to fully exploit the advantages of its location movement must be convenient, efficient, safe and legible. Much of these qualities already exist in the public realm around the site and more is planned but delivery is largely in the hands of others. The responsibility that remains with 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. The masterplan proposes to enhance the current pedestrian experience by creating a diagonal pedestrian route connecting the ECHO Arena to the waters side at the Queen's Dock.

Public transport services are excellent in the immediate vicinity and its location affords very good accessibility to Liverpool's CityBike stands with two located just outside the site boundary.

Key

-  Site application boundary
-  Submitted application site boundary
-  Key pedestrian routes and links
-  CityBike Station



c. 5 min walk

c. 10 min walk

Map taken from bing.com

2.0 SITE CONTEXT.















2.6 MOVEMENT AND CONNECTIONS.

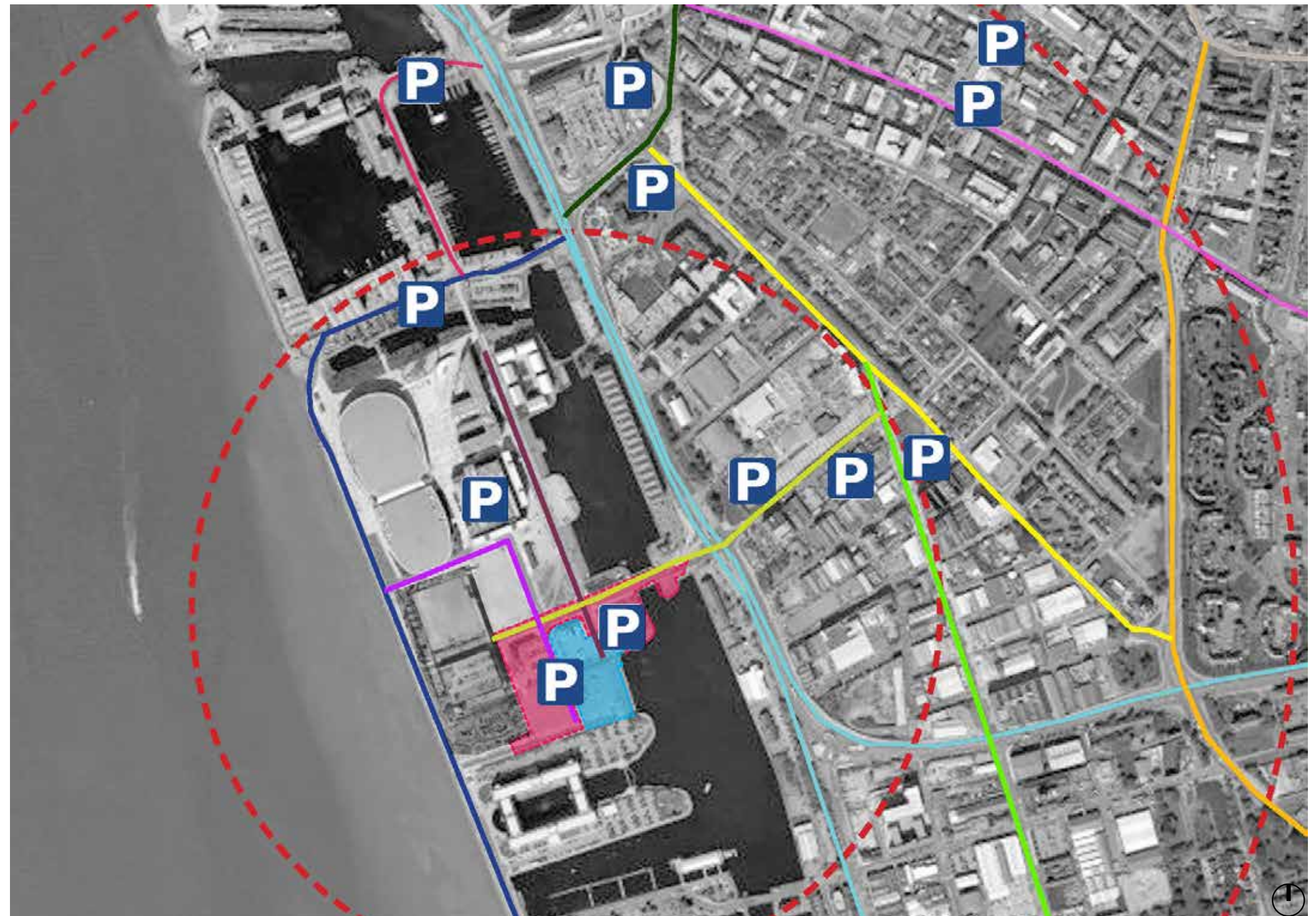
2.6.4 Vehicular.

The proposed site has a number of routes running through it, some of which provide access to the ECHO Arena and ECL to articulated vehicles for operational needs as well as the access to the multi-storey car park. The existing road network at King's Dock serves The Keel and The Block residential developments and The Jurys Inn hotel.

The proposal will use the existing infrastructure at the site, primarily Queen's Wharf and Monarch's Quay.

Key

-  Site application boundary
-  Submitted application site boundary
-  Strand St / Parliament St / Sefton St
-  Salthouse Quay
-  Park Rd / Great George St / Berry St
-  Park Lane
-  Grafton St / Jamaica St
-  Kings Parade
-  Monarch's Quay
-  Keel Wharf
-  Queen's Wharf / Blundell St
-  Duke St / Upper Duke St
-  Liver Street
-  Public Car Park



c. 10 min walk

c. 5 min walk

Map taken from bing.com








2.0 SITE CONTEXT.

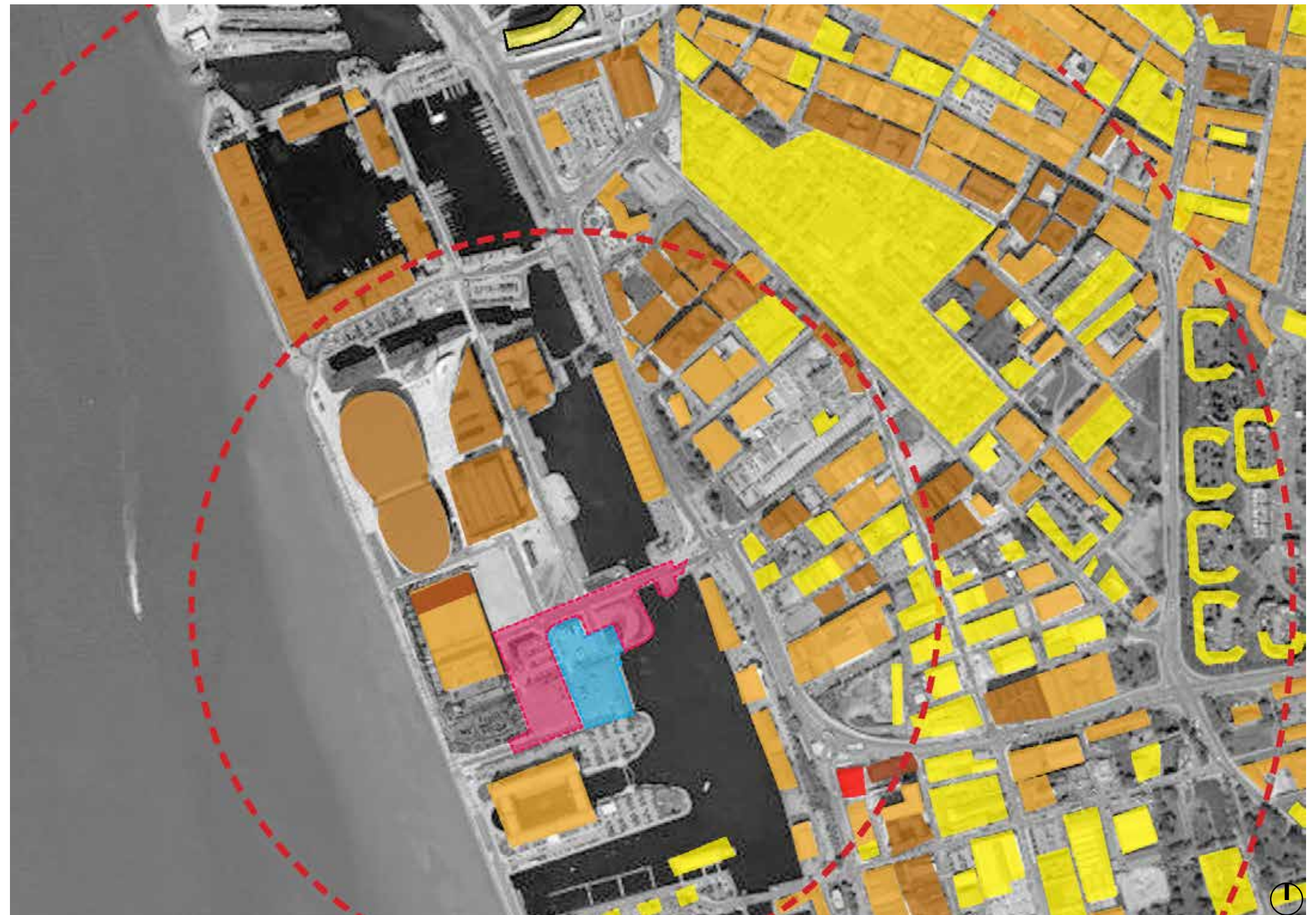
2.7 BUILDING SCALES.

2.7.1 Surrounding Building Heights.

The diagram to the right indicates the range of building scale located within close proximity to the site. The scale varies from one storey food outlets to twenty four storey residential apartment block. The area shows a large percentage of residential and industrial buildings between two - ten storeys to the North of the site. The scale generally decreases to the South-West with the exception of the Sefton Quarter Masterplan.

Key

-  Site application boundary
-  Submitted application site boundary
-  20+ Storeys
-  11-19 Storeys
-  7-10 Storeys
-  3-6 Storeys
-  1-2 Storeys



c. 5 min walk

c. 10 min walk

Map taken from bing.com

2.0 SITE CONTEXT.

2.7 LANDSCAPE & PUBLIC REALM.

2.8.1 Surrounding Recreational Space.

The precedents to the right highlight some examples of successful landscape and public realms within Liverpool City Centre and the surrounding areas. They provide open areas where the public feel they can enjoy and relax. The precedents show a combination of both hard landscape and soft landscaping and how they can work within City Centre locations.

The landscaping design has been completed by Layer. More about this design can be found on page 41-42 and in the report submitted alongside the design and access statement.

Pier Head






Liverpool Lime Street



Catholic Cathedral



Key

-  Location of City Landscape and Public Realm
-  Site application boundary
-  Submitted application site boundary



Chavasse Park - Liverpool 1



Echo Arena



Anglican Cathedral

2.0 SITE CONTEXT.

2.9 SITE PHOTOGRAPHS.



View West along Queen's Wharf from the Hydraulic Tower at the entrance to the King's Dock..



View from Queen's Wharf to a historical elements of the King's Dock.



View from Queen's Wharf bridge overlooking the Queen's Dock with The Keel in the distance.



View west towards the exhibition centre from Halftide Wharf.



View north from the existing substation.

2.0 SITE CONTEXT.

2.9 SITE PHOTOGRAPHS.



View East across Wapping Dock towards the Hydraulic Tower.



View from Keel Wharf looking towards The Keel and Exhibition centre Liverpool.



View East looking along Halftide Wharf with The Keel to the right.



View from the Monarch Quay looking towards Wapping Dock and Warehouse.

2.0 SITE CONTEXT.

2.9 SITE PHOTOGRAPHS.



Views south, from east of the site.



View west towards the site looking towards the Keel.



View of the site, looking towards the exhibition centre..



View from the site across the dock, towards the hydraulic tower.



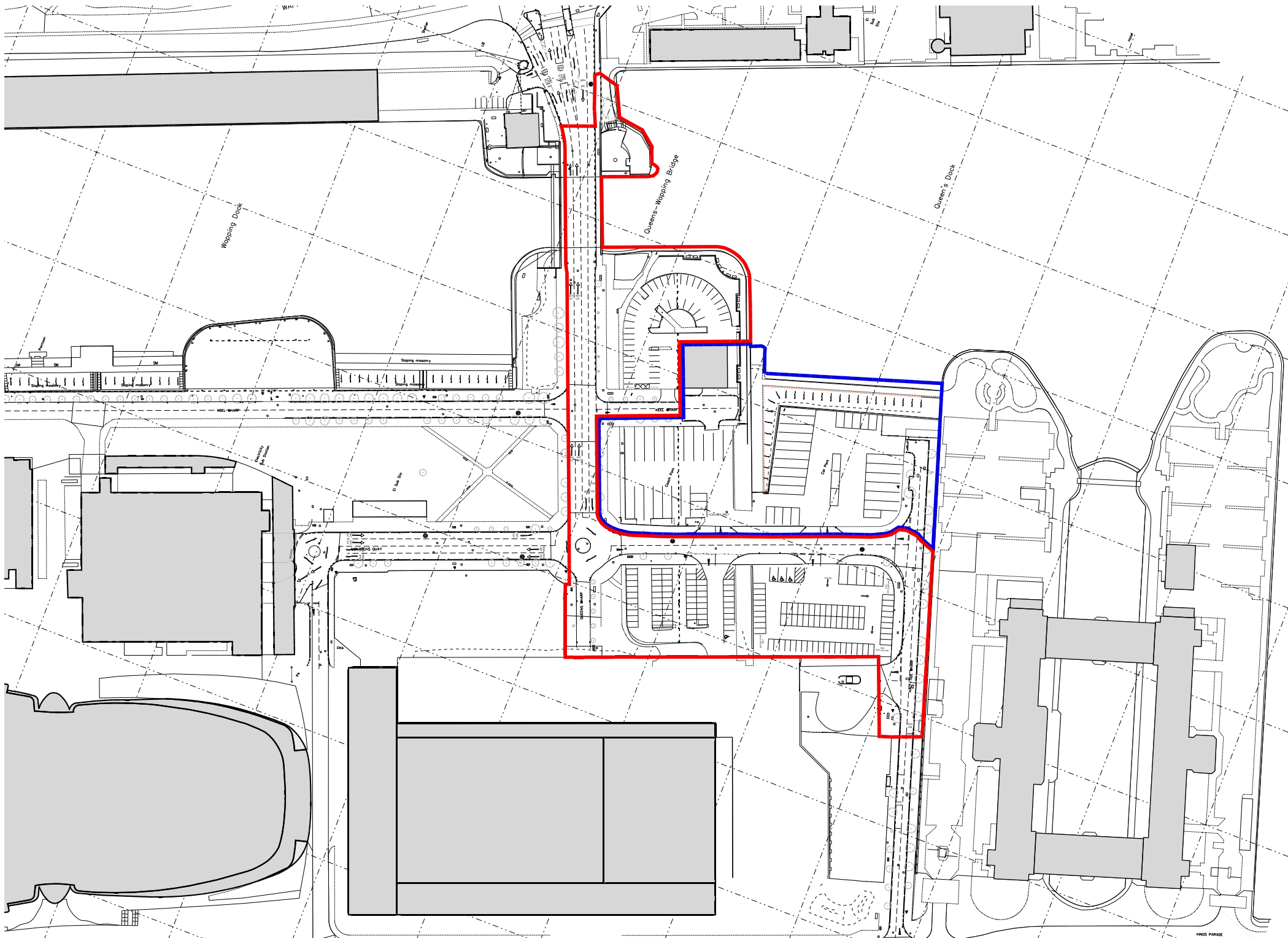
2.0 SITE CONTEXT.

2.10 SITE LOCATION PLAN.

2.10.1 Site Location Plan.

The application site is at Kings Dock. The application relates to the recently submitted application for the Land at Monarchs Quay (ref 17F/2490).

The Application site area is 1.57 Hectares.



- Key
- Application Site
 - Previous Application Already Submitted