

## Planning Statement

Monarchs Quay, Kings Dock, Liverpool

Prepared on behalf of Monarchs Quay Holdings Ltd

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## Contact details

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## Appendices

Appendix 1 - Site Location Plan

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# 1 Introduction

- 1.1 Knight Frank LLP have been instructed by Monarchs Quay Holdings Ltd to coordinate a formal Environmental Impact Assessment (EIA), including the preparation of an Environmental Statement (ES) and Non-Technical Summary (NTS), to support the submission of a full planning application for a *mixed use redevelopment of the site to include Interpretation Centre, offices, residential, car park and retail with associated landscaping and works at Monarchs Quay, Liverpool*
- 1.2 A site location plan has been included at **Appendix 1**.
- 1.3 This Planning Statement seeks to outline the proposal in full and assess the proposal in respect of the Development Plan and other material considerations.

## 2 Site and Surrounding Area

### The Site

- 2.1 This application relates to a site at Monarchs Quay, Kings Dock, Liverpool. A site plan has been included at **Appendix 1**.
- 2.2 The site is located within the administrative boundary of the city of Liverpool, more specifically to the South of Liverpool City Centre. The site forms part of Liverpool's waterfront and is one of the remaining key sites to be developed along the former docks.
- 2.3 The site is 3.87 acres / 1.57 hectares and is bounded by the Exhibition Centre to the West, by the Echo Arena and BT Convention Centre to the North, the by The Keel to the South and by the Queens Dock and Wapping to the East.
- 2.4 The site is has a relatively flat topography and is currently in use as a two flat surface car parks, for car parking and coach parking for visitors to the City. Also within the site, there is a small amount of landscaping with trees and grassed areas.
- 2.5 The site itself does not fall within the World Heritage Site but is within the Buffer Zone. There are a number of listed buildings within close proximity to the site, including the Hydraulic Tower (Grade II listed), the Gatekeepers Lodge (Grade II listed) and the Warehouse at Wapping Dock (Grade II\* listed).
- 2.6 The site has a number of points of access but can be most directly accessed from Wapping / Chaloner Street (A5036) via Queens Wharf. The site is also well served by public transport, with Central Station and Liverpool Lime Street both within walking distance. There are a number of bus stops within the site and a major bus terminal located at Liverpool One. The Mersey Ferry Terminal at Pier Head is also within walking distance to the site.

### The Surrounding Area

- 2.7 There are a number of uses in the immediate and wider surrounding area. Immediately surrounding the site there are a number of residential blocks, including The Keel and Wapping Warehouse. These take the form of apartments converted from former warehouse buildings.

- 2.8 Also within the surrounding area are a number of tourist attractions including The Echo Arena, the BT Convention Centre and the Exhibition Centre Liverpool. These are large venues providing music and cultural events as well as conferences and exhibitions. Further tourist attractions can be found within close proximity at Albert Dock, Liverpool One and the Baltic Triangle. There are also a number of hotels in the surrounding area, including the Pullman Hotel, to serve the leisure and commercial uses.
- 2.9 The building heights in the surrounding area vary from one storey up to twenty four storey apartment blocks. Within the immediate surrounding area, the industrial and residential buildings are between two and ten storeys. Within the docks, the buildings range in height from 24m (Albert Dock Apartments and the Exhibition Centre Liverpool) to 40m (The Pullman Hotel).
- 2.10 The site is in a mixed use and sustainable location, within close proximity to the City Centre and well served by public transport.

### 3 Background

- 3.1 In 2012, Liverpool City Council published a Strategic Investment Framework (SIF) which aimed to guide economic growth within the City Centre over the next 15 years. The SIF identified the culture and visitor economy as one of four key economic sectors to drive growth. The Waterfront in particular was identified as an area that will continue to drive visitor numbers through focused investments.
- 3.2 The SIF identified King's Dock for a 'destination' leisure facility, supported by the previous success of ACC and the growth of Liverpool's visitor economy. Since it opened in 2008, Arena and Convention Centre (ACC) has attracted 5 million visitors to 1,700+ events and generated £1 billion in economic benefit for the local economy.
- 3.3 Considering the City Council's aspiration to create a leisure destination at the site, a Masterplan (prepared by BDP) was published in 2012. The Masterplan covers the wider site, an area covering 4.6 hectares and previously owned by the HCA.
- 3.4 The Masterplan is based on the success of the surrounding area including The Echo Arena, BT Convention Centre, the Exhibition Centre Liverpool, three hotels, a multi-storey car park, apartment blocks, two restaurants and areas of public realm.
- 3.5 Following the publication of the SIF, the original Masterplan of 2012 was revisited in 2016 to fully express the opportunities for destination leisure at King's Dock. The site is one of the final development plots along the waterfront and therefore presents an opportunity for investment, whilst supporting the regeneration of the city including the Baltic Triangle and Docks.
- 3.6 A Planning Brief and Masterplan were published in May 2016, which set out the vision and development framework for the site. The King's Dock Masterplan and Planning Brief have been informed by consultation with key stakeholders that have an interest in the site and its operation.
- 3.7 The Masterplan stated that;
- King's Dock will be an important destination within Liverpool's waterfront, offering an exciting mix of leisure attractions with year round appeal and associated shops, bars, restaurants, hotels, offices and homes. It will deliver outstanding design within an historic dockside setting and improve the connectivity of the waterfront with the wider city.*
- 3.8 This application site forms part of the scope of the King's Dock Masterplan. A Masterplan for the site has been developed in line with the aspirations of the 2016 Masterplan to create a leisure destination at the site, whilst also creating a place for people to live and work.

3.9 This application is one of a number of applications, which will be submitted over the coming months in respect of the wider masterplan for Kings Dock. These applications will all reflect the Council's Planning Brief and Masterplan to create a leisure destination, and will comprise the following:

Application 1 which has been submitted in full (LPA reference: 17F/2490) and includes;

- TCC office building (building 1).

Application 2 (i.e. this planning application) to be submitted in full and including;

- Interpretation centre (building 2);
- Carpark with ground floor retail (building 3); and
- Apartment block (building 4).

Application 3 to be submitted in outline (with details of access) and including;

- Ice Rink and Leisure Uses (building 5);
- Bowling Alley including Restaurants and Bars (building 6);
- Apartments blocks (building 7) and;
- Hotel (building 8).

3.10 The above approach has been agreed with Liverpool City Council.

## 4 The Proposal

4.1 This application seeks full planning permission for a mixed use redevelopment of the site to include Interpretation Centre, offices, residential, car park and retail with associated landscaping and works at Monarchs Quay, Liverpool. Full details are set out below and can also be found in the accompanying Design & Access Statement.

4.2 This application is one of a number of applications, which will be submitted over the coming months in respect of the wider masterplan for Kings Dock. These applications will all reflect the Council's Planning Brief and Masterplan to create a leisure destination, and will comprise the following:

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### Building 2 – The Interpretation Centre

4.3 Building 2 will be the Interpretation Centre The Interpretation Centre is located at the entrance of the site and is currently set out over two levels, upper road level and lower water side level. The floor space of the Interpretation Centre measures 1,034 sq. m. The Interpretation Centre is conceived as a place where the overall masterplan can be interpreted to the local community, stake holders and end users. The building's proposed use will be as a modern office building with various unique meeting spaces including balcony spaces waterside garden spaces, roof top garden spaces, and casual breakout spaces within the circulation space.

4.4 The Interpretation Centre will form a gateway to the site. Due to the nature and shape of the site, the proposed building is triangular in shape, which can be interpreted as a bow of a ship. The sharp leading edge of the interpretation centre adds a vertical emphasis to the building that compliments the verticality of the hydraulic tower creating a sense of two entrance pillars.



### **Building 3 – Retail & Car Park**

- 4.5 Building 3 will be predominately a car park but with ground floor retail space. The ground floor will accommodate a retail and/or commercial unit which will have a street frontage and main entrance facing Monarch's Quay. Vehicles enter and exit off Half Tide Wharf adjacent to the South core escape stair on a two way traffic managed system. The height of the building is circa 22.24 metres above ground level and the ground floor retail area measures 2465 sq. m.
- 4.6 The carpark will be constructed using a prefabricated steel frame system supported by a concrete frame and substructure up to first floor level. The new building will be a striking addition to the area. It will be seen from a distance when approaching both on foot and by car from all adjoining streets and be identified by its kinetic façade. In total, the car park will provide 900 car parking spaces.

### **Building 4 – Residential**

- 4.7 Building 4 will be apartments with ground floor retail. There are two ground floor commercial units measuring 454 sq. m and 387 sq. m.
- 4.8 The proposed development will be 22.20m in height. At the ground floor level the residential entrance is located on the north corner of the building at a key junction creating interaction with the water. Either side of the building there is a commercial unit, one opening out onto Queens Wharf and the other onto Queens Dock.
- 4.9 Vehicular access is provided off Keel Wharf to a covered car park that provides 33 spaces, 10 of these are DDA. Refuse stores and Plant will also be at ground floor level. Refuse storage is provided for the residents and one for each commercial unit.
- 4.10 In total there will be 102 apartments across 6 floors. This will be a mix of 1 bed (38 no.), 2 bed (53 no.) and 3 bed (11 no.) apartments.

### **Public Realm**

- 4.11 As well as the three buildings, the site will include improvements to the public realm. Primary destination spaces will encourage foot fall with sub-spaces along the key routes; street scenes will incorporate tree planting, seating and encourage ground floor retail to spill out on the street to activate the public realm.
- 4.12 The landscaping scheme is fully explained within the Landscaping Appraisal prepared by Layer.

## Pre-Application Discussions

- 4.13 The submission of this planning application follows extensive pre-application discussions with Planning and Urban Design Officers at Liverpool City Council, namely Paul Vertigen, Chris Ridland and Samantha Campbell. Pre-application discussions have also been held with the Local Planning Authority Highways Department, namely Mike Taylor. These discussions have focussed on the entire Kings Dock site (as defined by the Council's own Planning Brief) and the need for this to be brought forward comprehensively. The approach to the submission, via three separate planning applications, has been agreed with Officers and reflects the likely phasing of the overall master plan.
- 4.14 Through the evolving design, Officers have been supportive of the principle of development of this site, and also the more specific details relating to design and landscaping etc.
- 4.15 The scheme was also presented to the Places Matter! Design Panel on 18 September 2017 at RIBA North, Liverpool. Overall, the design team were commended for the approach with using a number of designers, but the challenge between individuality and cohesiveness, which such an approach brings, was noted. A copy of the feedback received is included at **Appendix 2**.

## 5 Planning Policy Framework

- 5.1 In preparing this statement, reference is made to the following national and local planning policies and guidance documents:
- The National Planning Policy Framework (NPPF) (March 2012);
  - The Unitary Development Plan (UDP) (November 2002); and
  - Supplementary Planning Guidance and Supplementary Planning Documents
- 5.2 Planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. Set out below are the relevant policies in respect of this application site and proposal.

### National Planning Policy

- 5.3 At a national level, planning policy and guidance is contained in the National Planning Policy Framework (NPPF). This document was published in March 2012 and is a material consideration in the planning process.

### Sustainable Development

- 5.4 The Introduction of the NPPF sets out how the Government aims to achieve sustainable development. Paragraph 6 of the NPPF states that, *'The purpose of the planning system is to contribute to the achievement of sustainable development.'*
- Paragraph 7 continues *'there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:*
- *an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*

- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.'

5.5 Paragraph 14 states that, '*At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development... For decision taking this means: approving development proposals that accord with the development plan without delay.*'

5.6 Paragraph 17 notes that there are twelve principles to the planning system. Given the proposed commercial development, it is important to note the following:

- Principle 3 requires that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth;
- Principle 4, which requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Principle 8 requires that planning encourages the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- Principle 12 requires that planning should take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

## **Economic Development**

5.7 Paragraph 18 of the NPPF states that; '*the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths.*'

5.8 Paragraph 19 of the NPPF notes that planning should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth of the planning system.

- 5.9 Paragraph 21 states that *'Investment in business should not be over-burdened by the combined requirements of planning policy expectations.'* It continues to state that *'local planning authorities should:*
- *set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;*
  - *support existing business sectors, taking account of whether they are expanding or contracting; and*
  - *identify priority areas for economic regeneration, infrastructure provision and environmental enhancement.'*

## **Town Centres**

- 5.10 Section 2 of the NPPF relates to ensuring the vitality of town centres. Paragraph 23 states *'planning policies should be positive, promote competitive town centre environments.'*
- 5.11 Paragraph 23 continues *'Local planning authorities should:*
- *retain and enhance existing markets and, where appropriate, re-introduce or create new ones, ensuring that markets remain attractive and competitive;*
  - *allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres; and*
  - *allocate appropriate edge of centre sites for main town centre uses that are well connected to the town centre where suitable and viable town centre sites are not available.'*

## **Sustainable Transport**

- 5.12 Paragraph 35 states that;
- "planning should protect and exploit opportunities for the use of sustainable transport roads in the event of goods or people, therefore, development should be located and designed where practical to;*
- *Accommodate the efficient delivery of goods and supplies;*
  - *Give priority to pedestrians, cycle lanes and have access to high quality public transport facilities;*
  - *Consider the needs of people with disabilities by all modes of transport."*

## High Quality Homes

5.13 Paragraph 49 states that;

*'Housing applications should be considered in the context of the presumption in favour of sustainable development.'*

5.14 Paragraph 50 sets out the requirements for local planning authorities in delivering a wide choice of high quality homes and states that they should;

- *'plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);*
- *identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and*
- *where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.'*

## Design

5.15 Paragraph 58 sets out the design requirement for proposed development and seeks to ensure that;

- *"They establish a strong sense of place, using street schemes and buildings to create attractive and comfortable places to live work and visit;*
- *Optimise the potential of the site to accommodate development, create and sustain and appropriate mix of uses and support local facilities and transport networks;*
- *Respond to local character and history and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;*
- *Create safe and accessible environments where crime and disorder and the fear of crime do not undermine quality of life or community cohesion; and*
- *Are visually attractive as a result of good architecture and appropriate landscaping."*

5.16 With reference to design, Paragraph 59 goes on to state that design policies should avoid unnecessary prescription or detail, should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and the access of the new development.

## Community

- 5.17 Paragraph 69 of the NPPF focuses, amongst other matters, on healthy communities and supports planning decisions that promote opportunities for meetings between members of the community who might otherwise not come into contact with each other, including some mixed use developments, active frontages, which bring together those who live, work and play in the vicinity.

## Historic Environment

- 5.18 Paragraph 137 of the focuses on heritage assets and states;  
*“Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.”*

## Local Planning Policy

- 5.19 At a local level planning applications are currently determined using the ‘saved’ policies of the Unitary Development Plan (UDP) which was adopted in November 2002. The UDP will gradually be replaced by the Liverpool Local Plan but, until this time, the UDP policies will, where they are considered to be consistent with the NPPF, still be used to determine planning applications.
- 5.20 Within the UDP Proposals Map, the site is allocated as being within;
- A Site for Various Types of Development (Policy E6).
  - A Developed Coastal Zone (Policy OE4)
- 5.21 The following ‘saved’ policies of the UDP are considered relevant to the proposal.

## GEN1 – Economic Regeneration

- 5.22 The Plan aims to reverse the decline in economic activity, investment and employment which Liverpool has experienced in recent years through:
- i. the identification of Regeneration Areas in which available resources for regenerating the City's economy will be concentrated. These are:

- City Centre, and in particular the Main Retail Area and the Paradise Street Development Area (PSDA)
  - Waterfront, Docks and Hinterland
  - Eastern Corridor
  - Speke/Garston
  - Gillmoss/Fazakerley/Aintree.
- ii. the provision and servicing of sites for economic development and investment, and the protection of adequate reserves of industrial/business land from other types of development;
  - iii. encouraging small scale economic development in appropriate locations throughout the City;
  - iv. strengthening the commercial role of the City Centre;
  - v. promoting and enhancing the role of Liverpool Airport and the City's docks;
  - vi. promoting the principle of mixed use development in appropriate locations;
  - vii. maximising the contribution of telematics to the securing of economic regeneration;
  - viii. promoting the role of Liverpool as a regional retail, cultural and tourism centre;
  - ix. encouraging leisure developments in locations which complement the economic functioning of existing shopping centres, or in other highly accessible locations where there will be no significant harm to vitality and viability elsewhere; and
  - x. promoting regeneration within the City's most deprived communities by seeking, through policies within the Plan, to facilitate the work being undertaken by the Local Partnerships.

## **GEN2 – Open Environment**

5.23 The Plan aims to protect and enhance a network of open space throughout the City, with emphasis placed on the following:

- i. protecting the City's strategic open land (Green Belt and Green Wedges) from inappropriate development;
- ii. protecting areas of intrinsic landscape value;
- iii. protecting ecologically important sites in the City;
- iv. protecting the City's undeveloped coastal zone;
- v. enhancing open areas with potential for the development of countryside environments and pursuing opportunities to fulfil this potential;
- vi. protecting open space for recreational use and maintaining the standards of provision set out in the Plan, whilst recognising that the nature of recreational activity may change;
- vii. designating a hierarchy of public open space to ensure that there is a convenient and accessible network of quality open space for all residents of the City;
- viii. protecting and enhancing the recreational, ecological and amenity value of green space in the City;
- ix. encouraging community involvement and promoting educational opportunities in the protection and management of the open environment in the City;
- x. protecting and improving linear recreation routes through the City; and
- xi. Protecting and enhancing the landscape, heritage and wildlife value of the water courses in the City.



### **GEN3 - Heritage and Design in the Built Environment**

5.24 The Plan aims to protect and enhance the built environment of the City by:

- i. preserving and enhancing historically and architecturally important buildings and areas and, where appropriate, improving them through the leveraging of available funds;
- ii. encouraging a high standard of design and landscaping in developments;
- iii. improving accessibility for people with mobility and sensory impairments; and
- iv. creating an attractive environment which is safe and secure both day and night.

### **GEN6 - Transportation**

5.25 The Plan aims to provide a balanced provision of transport infrastructure which:

- i. provides access to employment, leisure, retail and other facilities for all of the City's residents;
- ii. meets the transport needs of people who are economically and socially disadvantaged;
- iii. allows for the safe, efficient and easy movement of goods into and throughout the City, in order to help secure the regeneration of the local economy;
- iv. protects & enhances the environment through reducing the reliance on the private car;
- v. promotes, in conjunction with the Passenger Transport Authority, investment in the public transport network and associated facilities;
- vi. improves facilities for cyclists and pedestrians;
- vii. provides a framework for investment in the efficiency of the road system; and
- viii. reduces the availability of car parking facilities which would attract car borne commuters.

### **GEN8 - Environmental Protection**

5.26 The Plan aims to protect and enhance Liverpool's environment by:

- i. promoting the recycling of land for productive use through the treatment of vacant, derelict and underused land;
- ii. controlling uses which can contribute to the incidence of land, air, water pollution and light spillage;
- iii. seeking to secure the efficient disposal of waste and to encourage recycling, reclamation and reuse of waste wherever possible;
- iv. protecting land drainage and preventing flooding;
- v. investigating and promoting the concept of renewable energy; and
- vi. ensuring that all developments (including minerals operations) are carried out with due consideration for the environment and public health

### **E2 - Office Development**

5.27 **1.** Within the Main Office Area in the City Centre, and on the sites identified in Schedule 6.2 and on the Proposals Map, planning permission will be granted for Use Classes A2, 81 and complementary service uses (such as Classes A1 and A3). **2**

2. In parts of the City outside the Main Office Area, planning permission will be granted for appropriate Use Classes A2 and B1, subject to consideration of residential amenity, traffic generation and other Plan policies.

#### **E6 - Mixed Use Areas and Sites for Various Types of Development**

- 5.28
1. In Mixed Use Areas, as designated on the Proposals Map, planning permission will be granted for those uses specified in the Mixed Use Area profiles subject to the provisions of other relevant Plan policies.
  2. On Sites for Various Types of Development as identified on the Proposals Map, planning permission will be granted for the uses specified in Schedule 6.3, subject to the provision of other relevant Plan policies.
  3. In assessing development proposals within those Mixed Use Areas and on Sites for Various Types of Development, which are located in the City Centre, the City Council will promote the principle of mixed use development whereby a range of complementary uses will be encouraged, subject to the provision of other relevant Plan policies.

#### **HD5 - Development Affecting the Setting of a Listed Building**

- 5.29 Planning permission will only be granted for development affecting the setting of a listed building, which preserves the setting and important views of the building. This will include, where appropriate:
- i. control over the design and siting of new development;
  - ii. control over the use of adjacent land; and
  - iii. the preservation of trees and landscape features.

#### **HD18 - General Design Requirements**

- 5.30 When assessing proposals for new development, the City Council will require applications to comply with the following criteria, where appropriate, to ensure a high quality of design:
- i. the scale, density and massing of the proposed development relate well to its locality;
  - ii. the development includes characteristics of local distinctiveness in terms of design, layout and materials;
  - iii. the building lines and layout of the development relate to those of the locality;
  - iv. external boundary and surface treatment is included as part of the development and is of a design and materials which relate well to its surroundings;
  - v. all plant machinery and equipment are provided within the building envelope or at roof level as an integral part of the design;
  - vi. the development pays special attention to views into and out of any adjoining green space, or area of Green Belt;
  - vii. the development has regard to and does not detract from the city's skyline, roofscape and local views within the city;
  - viii. the satisfactory development or redevelopment of adjoining land is not prejudiced;

- ix. there is no severe loss of amenity or privacy to adjacent residents;
- x. in the case of temporary buildings, the development is of a suitable design and not in a prominent location;
- xi. adequate arrangements are made for the storage and collection of refuse within the curtilage of the site and the provision of litter bins where appropriate;
- xii. the exterior of the development incorporates materials to discourage graffiti; and
- xiii. adequate arrangements are made for pedestrian and vehicular access and for car parking.

#### **HD19 - Access For All**

- 5.31 **1.** In accordance with its equal opportunities policy, and in order to achieve a fully accessible environment for everyone, the City Council will ensure that:
- i. all new non-residential development proposals provide suitable provision for disabled people, both as employees and customers;
  - ii. access to and egress from existing buildings and their surroundings is improved as opportunities arise through alterations, extensions and changes of use; and
  - iii. consideration is given to the need to ensure ease of access and movement for disabled people between and within public areas by the careful provision, siting and design of parking areas, paths, dropped kerbs, pedestrian crossings, street furniture and open space.
- 2.** Where the City Council considers there to be evidence of local need, it will negotiate with developers for an element of housing to be accessible to disabled people to facilitate independent living where this is reasonable and realistic.

#### **HD23 - New Trees and Landscaping**

- 5.32 All new development proposals should make proper provision for the planting and successful growth of new trees and landscaping, including any replacement planting provided as compensation for the loss of any trees due to development and in particular should:
- i. provide high quality landscaping and boundary treatment including the submission of such details as part of any full planning application; and
  - ii. promote nature conservation through the use of native species and the creation of wildlife habitats where appropriate.

#### **OE4 – The Mersey Coastal Zone**

- 5.33 **2.** Within the Within the Developed Coastal Zone, the City Council will support proposals which further the restructuring and regeneration of the zone and enhance its environmental quality, tourism potential and recreational facilities, particularly those which would lead to improvements in the accessibility of the coast.

### **H3 – City Centre Living**

- 5.34 1. The City Council will encourage and support proposals which improve the City Centre housing stock, through:
- the full and part conversion of existing buildings and the development of new housing in the Primarily Residential and Mixed-Use Areas;
  - the full or part conversion of long-term vacant buildings, particularly in the Main Office Area and Bold Street/Duke Street area;
  - the conversion of upper floors within the Main Retail area and London Road area; and
  - the inclusion of housing within mixed-use development schemes.
2. Appropriate residential proposals in non-residential areas will be supported where the development:
- will not prejudice or harm the character, viability or functioning of the area's predominant land use or that of adjacent areas, in terms of its scale, density and design;
  - forms an integral part of the City Centre, and is not planned and designed as distinctly separate or self-contained zones; and
  - provides adequate safeguards for the amenity and health of future residents.

### **H5 – New Residential**

- 5.35 1. Planning permission will be granted for new residential development which accords with the following criteria:
- i. the density, design and layout respects the character of the surrounding area, and maintains levels of privacy and amenity for existing and future residents ; and
  - ii. the highway and parking provision ensures a safe, attractive, convenient and nuisance-free highway environment for pedestrians, cyclists and drivers.
2. Proposals for new residential development will be expected to comply with the provisions of policies HD18 on General Design Requirements, and OE14 regarding the provision of new open space.
3. The City Council will welcome residential schemes which include an element of local community facilities , particularly where existing facilities would be rendered inadequate as a result of an increase in population arising from the development.

### **T12 - Car Parking Provision in New Development**

- 5.36 1. All new developments including changes of use, which generate a demand for car parking will be required to make provision for car parking on site, to meet the minimum operational needs of the development. Additional space for non-operational car parking will be permitted up to a maximum

standard. This will be determined by:

- the nature and type of use;
  - whether off-site car parking would result in a
  - danger to highway and pedestrian safety;
  - whether the locality in which the proposed
  - development is located is served by public car
  - parking facilities;
  - whether off-site parking would result in
  - demonstrable harm to residential amenity; and
  - the relative accessibility of the development
  - site by public transport services.
2. The City Council will investigate the feasibility of levying commuted sums from developers in lieu of car parking provision for developments within the City Centre controlled parking zone.

## **EP15 – Environmental Impact Assessment**

- 5.37
1. All planning applications and development proposals should include sufficient information to enable the City Council and consultees to assess potential environmental impacts accurately.
  2. If the City Council believes that the scheme may have significant environmental impacts by virtue of the size, location or type of development, the applicant must provide the City Council with the results of an Environmental Impact Assessment prior to the determination of the application.

## **Supplementary Planning Guidance**

### **Car and Cycle Parking Standards Supplementary Planning Guidance (April 1996)**

- 5.38 The purpose of this guidance note, which was adopted by the City Council in April 1996, is to set out the Council's standards for car parking, including layout and design, in relation to proposals for new development. This guidance note also supplements Policy T12 (Car Parking Provision in New Developments) and Policy T6 (Cycling) in the Liverpool Unitary Development Plan.

### **Refuse Storage and Recycling Facilities in New Developments Supplementary Planning Guidance (March 2005)**

- 5.39 The purpose of this guidance note is to provide advice on the Council's recommended standards for refuse storage and recycling in all new developments. This includes residential developments, whether conversions or new build, houses, flats, student or sheltered accommodation and also commercial developments. The guidance note also covers the provision of recycling facilities at all developments.

## Supplementary Planning Documents

### Ensuring a Choice of Travel Supplementary Planning Document

5.40 Supplementary Planning Document (SPD) has been developed in partnership with the Merseyside Local Authorities and Merseytravel in order to provide consistent guidance to developers on access and transport requirements for new development across the wider Merseyside area. Its overall objectives are:

- Ensure a reasonable choice of access by all modes of transport to new development;
- Reduce the environmental impact of travel choices, by reducing pollution, and improving the local environment;
- Improving road safety;
- Promote healthier lifestyles by providing opportunities for people to walk or cycle for work or leisure purposes;
- Reduce the level of traffic growth and congestion on the strategic and local road network; and
- Encourage opportunities to improve the quality of development proposals by better use of space through the provision of less car parking spaces where appropriate.

### Design for Access for All Supplementary Planning Document

5.41 This Supplementary Planning Document (SPD) is designed to highlight the most important principles in designing inclusive buildings, which meet the needs of all users including disabled people. The purpose of this document is:

- To advise developers how to integrate inclusive design principles into their planning proposals, promoting a high quality and inclusive environment for all, irrespective of age, gender, mobility or impairment;
- To set out the Local Planning Authority's requirements in respect of provision for disabled people in new development;
- To enable the needs of disabled people to be taken into account at the earliest stages of planning a development (e.g. from concept; prior to planning application stage);
- To indicate likely requirements arising from Building Regulations and Highways legislation which may influence the design and layout of proposed developments in respect of their provision for disabled people; and
- To draw attention to best practice in the design of the internal and external environment in terms of making buildings and external spaces accessible to, and useable by disabled people.

## Kings Dock Masterplan and Planning Brief (2016)

- 5.42 In 2012, Liverpool City Council published a Strategic Investment Framework (SIF) which aimed to guide economic growth within the City Centre over the next 15 years. Considering the City Council's aspiration to create a leisure destination at the site, a Masterplan (prepared by BDP) was published in 2012. The Masterplan covers the wider site, an area covering 4.6 hectares and previously owned by the HCA. The original Masterplan of 2012 was revisited in 2016 to fully express the opportunities for destination leisure at King's Dock.
- 5.43 The Planning Brief and Masterplan haven't been through the examination in public process and therefore are not formally adopted by Liverpool City Council. However, the document has been subject to consultation and has been endorsed by the Council and therefore is a material consideration in the process and represents the most up to date policy for the site.
- 5.44 The Vision, Objectives and Development Principles in Section 4 states; 'The proposals for King's Dock need to be of the highest quality, offering an alternative to other hot-spots in the city. The development should not be ancillary to the ACC and ECL, but a destination in its own right with a critical mass of uses that enrich the waterfront experience and animate this area of the city centre. At the same time the development should provide a pleasant place for existing and future residents, making the dockside waterspace and riverfront more accessible to the local community and visitors.'
- 5.45 The objectives for the King's Dock site, as stated in Paragraph 4.3 are;
- To create an outstanding leisure led mixed use destination that attracts visitors to, and residents of the City, delivering a major leisure / commercial use in the first phase of development;
  - To form a distinctive waterside setting that enhances the City's special architectural and cultural value that positively contributes to the wider urban landscape, particularly the topography and established building heights of the dock estate;
  - To strengthen pedestrian and cycle links to improve both north-south and east-west permeability and better connect King's Dock with the wider waterfront and city centre, in particular Baltic Triangle, Ropewalks, Chinatown, Albert Dock, Pier Head and the marina;
  - To contribute to the growth and success of local areas, thereby enhancing the living, working and visitor offer of the City as a whole;
  - To establish a series of functional and engaging public open spaces that connect with the water;
  - To respond to the WHS and Buffer Zone, in terms of design, height, and massing through high quality sensitive building and public realm design that meets the highest environmental standards;
  - To understand the significance of the relative heritage assets at an early stage in order to bring forward creative development that adds to the distinctiveness of the historic waterfront; and
  - To carefully consider archaeological constraints, in particular buried dock structures.
- 5.46 With regard to development of offices, Paragraph 4.6 states that '*whilst the City's Commercial Business District is the focus for future office developments, some commercial office uses may be appropriate in King's Dock as part of a wider mix of uses.*'





## 6 Planning Appraisal

- 6.1 Having considered the Development Plan and other relevant policies, there are a number of considerations that are material in determining the acceptability of the proposed development.

### Principle of Development

- 6.2 The site is currently occupied by surface car parks. The proposed development will increase the economic activity in the area, and through the investment, will increase footfall and employment opportunities in accordance with **Policy GEN1**.
- 6.3 The site is within the Waterfront and Docks Regenerations Area and therefore, the proposal is in accordance with the aspirations of **Policy GEN1** to concentrate the City's regeneration in this area.
- 6.4 Through redevelopment, the proposal will regenerate the area and enhance the environmental quality in accordance with **Policy OE4**.
- 6.5 It is the objective of this proposal to redevelop this brownfield site, by providing high quality commercial and residential development which will make a positive contribution to the immediate and the surrounding area in accordance with the **NPPF**. The site has been earmarked by LCC to come forward for development as per the Kings Dock Masterplan and Planning Brief.

### Principle of Proposed Uses

- 6.6 It is proposed to develop the wider site for leisure and commercial uses. The proposed use, including retail, commercial and residential development, will generate jobs for the area and will therefore contribute to economic activity in Liverpool in accordance with **Policy GEN1**.
- 6.7 The site specifically will encourage economic development in an appropriate location and, as part of the wider masterplan, will promote the mixed use development principle in accordance with **Policy GEN1** and **Policy E6**.
- 6.8 It is not considered that the proposed use would have a negative impact on existing residential amenity or generate significant amount of traffic in accordance with **Policy E2**.

- 6.9 The proposed residential use will contribute to the delivery of a choice of high quality homes in the Liverpool area and meet the demand for apartments within the City Centre area in accordance with the **NPPF**. The proposed residential development would represent the inclusion of housing within a mixed-use scheme and improve the diversity in City Centre housing stock in accordance with **Policy H3**. The density, design and layout respects the character of the surrounding area, and maintains levels of privacy and amenity for existing and future residents in accordance with **Policy H5**.
- 6.10 The proposed development will generate a demand for car parking. The proposed car park will make adequate provision for car parking on site in accordance with **Policy T12**.
- 6.11 The proposed retail element within the ground floor of both the car park and the apartments will have an active frontage and will increase footfall to the area. The retail will add to the mixed use nature and would encourage small scale economic development in an appropriate location in accordance with **Policy GEN1**.
- 6.12 The proposed use would support the economic development and regeneration of the site in accordance with the Kings Dock Masterplan and Planning Brief.

## Environment

- 6.13 The proposed development incorporates public realm and landscaping surrounding the buildings. In accordance with **Policy GEN2**, the proposal will designate a hierarchy of public open space to ensure that there is a convenient and accessible network of quality open space for all residents of the City.
- 6.14 The development aims to create a place where the spaces around the buildings are as important as the buildings themselves. It is considered that the public realm has a successful relationship with linking the built form to the water's edge in accordance with the Kings Dock Masterplan and Planning Brief.
- 6.15 The proposed public realm will also form part of a wider landscaping plan as part of the overall Masterplan which will be brought forward in the subsequent planning applications. This will create a linear recreation route through the City in accordance with **Policy GEN2**.
- 6.16 The site is currently a brown field site which is used as surface car parks. The redevelopment of this underused land will enhance the environment in accordance with **Policy GEN8**.
- 6.17 The proposal will make provision for planting and successful growth of new trees and landscaping in accordance with **Policy HD23**.

## Design

- 6.18 The design implications of the scheme are fully explored within the Design and Access Statement. However, in summary, the proposed building will be constructed from brick with recessed glazing to reflect the former warehouses in the surrounding area.
- 6.19 It is considered that the scale, density and massing of the development relates well to its locality and the external materials chosen for the development relate well to the surroundings in accordance with **Policy HD18**.
- 6.20 The proposed plant and machinery required are provided within the building envelope and bin storage has been included within the design in accordance with **Policy HD18**.
- 6.21 The proposed height of the development, 20.5m, does not detract from the city's skyline and local views within the City in accordance with **Policy HD18**.
- 6.22 The building has been designed so as not to result in loss of amenity or privacy to existing and future adjacent residents in accordance with **Policy HD18**.
- 6.23 The proposed building has been designed to incorporate level access and has a lift to all floors providing suitable provision for disabled people, both as employees and customers in accordance with **Policy HD19**.
- 6.24 The proposed development contributes positively to making places better for people and has been well designed as a key aspect of sustainable development. The development is of a high quality and has an inclusive design as per the **NPPF**.
- 6.25 The proposed development creates a compact urban environment with a network of high quality exterior and the public spaces within the proposed landscaping encourages public access to the water in accordance with the Kings Dock Masterplan and Planning Brief.

## Heritage

- 6.26 The proposed development has been designed to complement the surrounding buildings including the heritage assets (i.e. Wapping Warehouse). The proposed development, both building and surrounding landscaping, is of a high standard of design which creates an attractive and safe environment in accordance with **Policy GEN3**.

- 6.27 The Proposed Development will result in change within the setting of the assets but their significance will be sustained in accordance with the **NPPF**.
- 6.28 It is considered that the proposed development will not have a negative impact on the setting of the listed buildings which are in close proximity to the site, including the Hydraulic Tower (Grade II listed), the Gatekeepers Lodge (Grade II listed) and the Warehouse at Wapping Dock (Grade II\* listed), in accordance with **Policy HD5**.

## Transport

- 6.29 The proposed site is within in a sustainable location which is already well served by public transport. Central Station and Liverpool Lime Street both within walking distance and there are a number of bus stops within the site and a major bus terminal located at Liverpool One. The Mersey Ferry Terminal at Pier Head is also within walking distance to the site. This sustainable location will protect the environment through reducing reliance on private car in accordance with **Policy GEN6**.
- 6.30 Within the development, dedicated cycle parking has been included within the apartment building and car park. This will improve the facilities for cyclists in accordance with **Policy GEN6**.
- 6.31 The development is in a highly sustainable location with high quality public transport facilities in close proximity in accordance with the NPPF.

## Policy Summary

- 6.32 All tiers of planning policy encourage the redevelopment of brownfield land, particularly in an urban and sustainable location. The redevelopment of previously developed land is supported at both national level and at a local level.
- 6.33 The proposal complies with national policy contained within the **NPPF** and at a local level with the UDP and supporting planning policy in terms of the principle of development, the proposed use, the design and other technical matters.

## 7 Summary and Conclusion

7.1 Knight Frank LLP have been instructed by Monarchs Quay Holdings Ltd to coordinate a formal Environmental Impact Assessment (EIA), including the preparation of an Environmental Statement (ES) and Non-Technical Summary (NTS), to support the submission of a full planning application for a *mixed use redevelopment of the site to include Interpretation Centre, offices, residential, car park and retail with associated landscaping and works at Monarchs Quay, Liverpool*

7.2 This application is the second of a number of applications, to be submitted in respect of the wider masterplan for Kings Dock. These applications will all reflect the Council's Planning Brief and Masterplan to create a leisure destination, and will comprise the following:

Application 1 previously submitted in full and including;

- TCC office building (building 1).

Application 2 (i.e. this application) to be submitted in full and including;

- Interpretation centre (building 2);
- Carpark with ground floor retail (building 3); and
- Apartment block (building 4).

Application 3 to be submitted in outline (with details of access) and including;

- Ice Rink and Leisure Uses (building 5);
- Bowling Alley including Restaurants and Bars (building 6);
- Apartments blocks (building 7) and;
- Hotel (building 8).

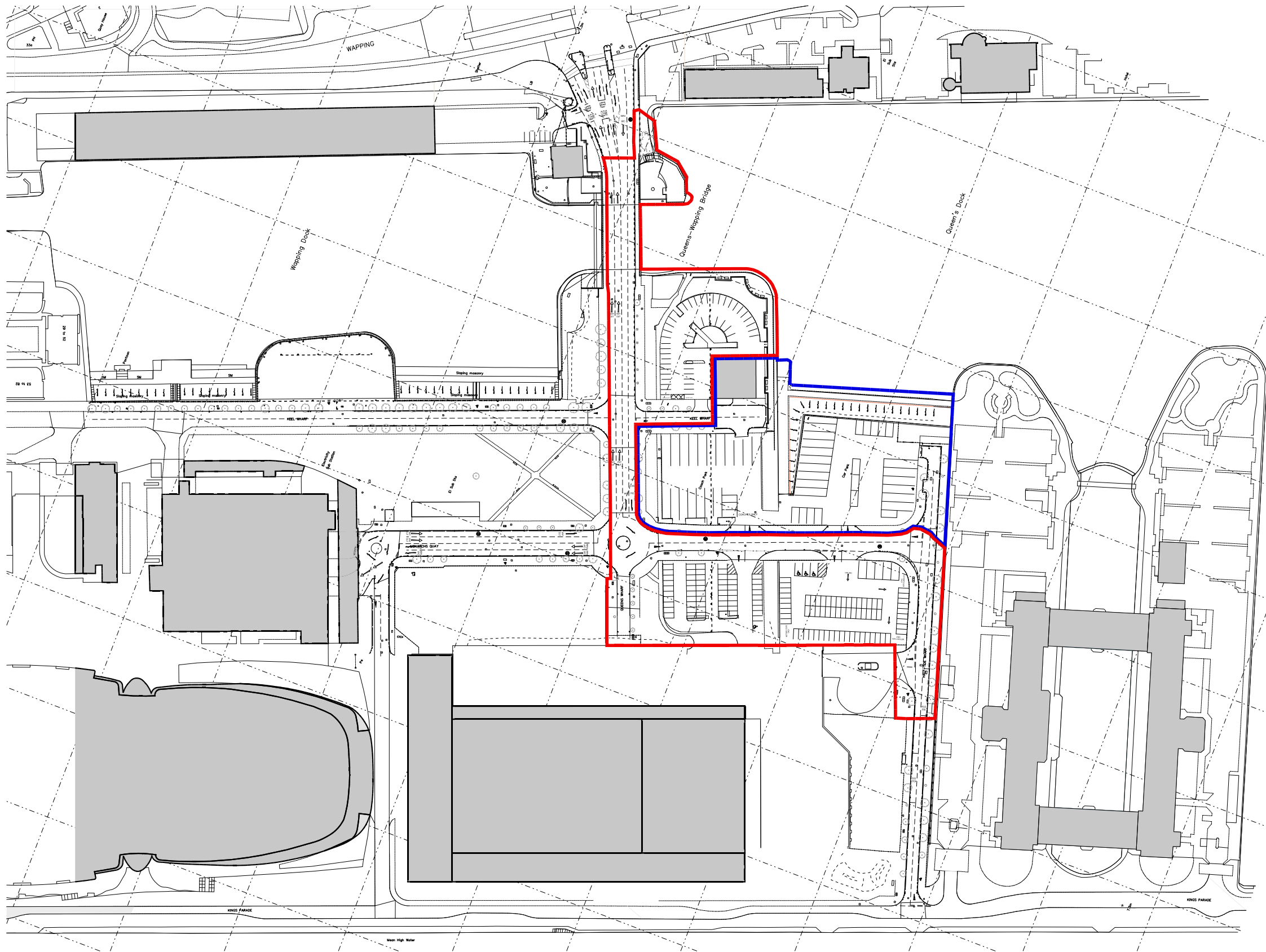
7.3 This Planning Statement has set out the material considerations relevant to the proposal and demonstrates that:

- The site is located within the administrative boundary of the city of Liverpool, more specifically to the South of Liverpool City Centre. The site forms part of Liverpool's waterfront and is one of the remaining key sites to be developed along the former docks.
- In 2012, Liverpool City Council published a Strategic Investment Framework (SIF) which aimed to guide economic growth within the City Centre over the next 15 years. The SIF identified the culture and visitor economy as one of four key economic sectors to drive growth. The Waterfront in particular was identified as an area that will continue to drive visitor numbers through focused investments. Considering the City Council's aspiration to create a leisure destination at the site, a Masterplan (prepared by BDP) was published in 2012. The Masterplan covers the wider site, an area covering 4.6 hectares and previously owned by the HCA.

- This application site forms part of the scope of the King's Dock Masterplan. A Masterplan for the site has been developed in line with the aspirations of the 2016 Masterplan to create a leisure destination at the site, whilst also creating a place for people to live and work.
- This application is the one of a number of applications, which will be submitted in respect of the wider masterplan for Kings Dock. These applications will all reflect the Council's Planning Brief and Masterplan to create a leisure destination.
- The site is currently occupied by surface car parks. The proposed development will increase the economic activity in the area and increase footfall.
- It is the objective of this proposal to redevelop this brownfield site, by providing high quality retail, residential and commercial buildings which will make a positive contribution to the immediate and the surrounding area.
- It is not considered that the proposed use would have a negative impact on existing residential amenity or generate significant amount of traffic. The proposed use would support the economic development and regeneration of the site in accordance with the Kings Dock Masterplan and Planning Brief.
- The scale, density and massing of the development relates well to its locality and the external materials chosen for the development relate well to the surroundings.
- The proposal complies with national policy contained within the **NPPF** and at a local level with the UDP and supporting planning policy in terms of the principle of development, the proposed use, the design and other technical matters.

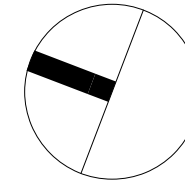
7.4 In view of the above, the proposals align with the **NPPF** guidance and local planning policies and we see no material consideration which could justify a refusal of permission, we therefore respectfully request that planning permission is granted.

## Appendix 1 - Site Location Plan



## KEY

- APPLICATION SITE**  
15667 sq.m / 3.87 Acres / 1.57 Hectares
- PREVIOUS APPLICATION  
ALREADY SUBMITTED**



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rev b 27.09.17 - application site updated  
rev a 31.08.17 - north arrow added

Project Title  
Monarch's Quay

Drawing Title  
Site Plan - Application 1b

Client  
YPG Developments

Drawn By Date  
SLF 18.01.2017

Scale  
1:2000@A3

Project No.  
P16-144

Drawing No.  
01-01-005B

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## **Appendix 2 - PlacesMatter! Feedback**

Ming Yeung  
YPG Developments  
Unit 1F, Columbus Quay  
Riverside Drive  
Liverpool  
L3 4DB

27 September 2017

Dear Mr Yeung,

**Monarch's Quay,  
Liverpool**

Thank you for bringing this scheme to Places Matter! Design Review and for giving a very clear presentation. The proposals form part of the wider masterplan area for Monarch's Quay, a leisure-based destination with mixed uses. The approach has been to engage a number of designers to work on the different buildings and public realm.

At this stage, the Design Review is focussed on the first elements of the development: the proposed TCC3 commercial building; an Interpretation Centre; apartment block adjacent to the existing sub-station; multi storey car park; and, the public realm fronting the TCC down to the water edge of Queen's Dock.

The site lies within the World Heritage Site and its buffer zone and is overlooked by the Grade II\* Wapping Warehouse, the Listed Gatehouse, Hydraulic Tower and dock walls to the north.

Review

The panel discussed the importance of the heritage assets and the positive attributes and contributions of the setting. This site originally had transit sheds, rather than warehouses, a continuous single storey form. This is an area of great architectural change and the emphasis should be on creating a new powerful townscape and streetscape, rather than being too literal to the past. The heritage is clearly very important but there is also a need to create a coherent townscape though an open grain, robustness and the use of quality materials.

There are some strong ideas here, in terms of the big picture and framing of key views from the site to the Cathedral and the Albert Dock, but also a sense of a complicated number of building typologies being deployed in one place – a too literal warehouse interpretation; a ‘department store’ pixelated car park frontage and a very creative ‘ship’s bow’ interpretation.

The TCC3 is constrained by the need to respect building datum lines from off site, but there is a feeling that it might usefully need an extra storey. The tenuous relationship to the warehouse typology is really not needed and the gaps and spaces of the open ends present a very ‘leaky’ and weak approach, which would benefit from more shelter and strength. The panel acknowledged that an additional storey may not be favoured by the intended occupier, but urged a review of the position of the roof terraces to provide a more measured rhythm without the two open ends and whether the building could be extended to align with an edge.

This building should be designed to be what it wants to be, rather than reflecting a passed typology from off the site. The primary elevational strategy and brick frames provide some depth to the elevation, but proportionally there is too much glass for a warehouse typology. Whilst the Corten box core should help prevent overheating, you should explore the differential nature of weather effects on either end of this symmetrical building. There is a sense that there is a lot going on with this building, bringing together a number of materials, and the detailing will be very important in making this work, alongside the window pattern and the deep reveals.

The residential block appears to hold the street well, but you were strongly urged to consider the roof of the sub-station at this stage, alongside the ‘wrap’ for the building – a 3D rather than 2D approach is needed. The bottom of this block was felt to be tidy and crisp, but the very arbitrary nature of the proposed roof structure, set back from the parapet, was questioned. You were also asked to consider whether presenting a different face to the waterside would be beneficial.

The panel felt that the overall design development lacked a strong story and therefore presented a rather random approach, given the very plural nature of the blocks. There is a need for a clearer image of how all of these proposals will sit together and you were urged to produce a physical model of the site to test how the materiality of each proposition would work together.

At present, the car park sits least comfortably on the site. The kinetic façade is a potentially exciting idea, but risks feeling really eclectic next to the other buildings. You should be seeking to create a family of buildings, which need not be the same, but must have some sense of community and a vision of place, which creates an impactful spatial experience for visitors and residents alike.

The car park needs to speak to the other buildings more and you should consider pattern and materials as well as movement in the façade treatment approach. You were asked to consider whether the kinetic treatment needed to be applied to all sides, whether it should be just a 'brush stroke' rather than a 'whole canvass'.

The interpretation centre is a true gateway marker and set piece on a very special little site, which demands an amazing response to the brief. There is a need to know more about its content, not just about its skin. This site has an exquisite project potential and you need to communicate the building's usage better, perhaps through a more sculptural quality, such as relating to the image of the ship.

The visual importance of the view containing the Hydraulic Tower from outside the docks needs to be tested and the panel were strongly of the opinion that the trees on the roof were an unwelcome distraction and should be brought to the ground level. The Tower was not however originally a landmark, as it was covered by the warehouse when first built.

You should also consider the animation of the water space in conjunction with the Canal and River Trust strategy for the area. People will want to dwell on the water's edge, so a restaurant use might be preferable at this level, with visitor interpretation higher up the building. The People's History Museum, Manchester, by Austin:Smith-Lord was noted as an example of how to draw people down to the water.

The overall landscape approach was felt to be a "breath of fresh air" and the panel applauded you for this. The desire line to the ACC is clearly recognised but more work is needed to test and proof this further. The use of materials here should set the detailing and approach for future plots. This looks like a very exciting landscape scheme and the quality of materials and construction will be the key as to how you work the changes in levels and material interfaces. The soft landscape needs to connect with the wider scheme and delivery will determine how the whole scheme works together.

There is perhaps a lack of focus though on the people who will live here and you may want to consider how to introduce areas for play and a zoning approach, for what otherwise has a shape and feels strong. You were urged to think a little more about how the landscape works for all of the buildings, not just the frontage of the TCC3. You should also consult those who will manage the landscape in future and set up a dialogue with them about what works best in this location.

In summary, the panel thanked the team for your constructive engagement and dialogue. You were commended for your approach to using a number of designers, but the challenge between individuality and cohesiveness, which such an approach brings, was noted. More work is needed to clearly define the family of materials in this respect.

You should continue to think outside the 'red line' and ensure the connectivity both within and to the site, particularly the public realm junctions. You were urged to simplify roof of the residential block, which is working too hard to be a warehouse and to seek a calmer and more contemporary approach for the TCC3. You should push the ideas for the interpretation centre even further for this amazing opportunity and emphasise its connection to the Baltic Triangle and the city further afield.

The desirability of physical model in testing the cohesiveness of the proposals and materials was noted and you should design the landscape in liaison with those who will manage it in future.

We would very much welcome the opportunity to see this scheme again and subsequent phases of the development, once you have considered the outcome of this review and your subsequent discussions with the Planning Authority have been completed. We have the option to utilise a desk review process if that would help expedite final preparations for your planning submission.

Yours sincerely



Richard Tracey  
Design Review Manager

Cc: Chris Bliss – YPG Developments  
Stephen Fieldsend – FCH  
Simon Tugby – Layer-ing  
Emily Roberts – Knight Frank  
Sophie Watkin – Knight Frank  
Paul Vertigan – Liverpool City Council  
Peter Jones – Liverpool City Council  
Samantha Campbell – Liverpool City Council