



# PRINCES REACH, PRINCES DOCK

## DESIGN AND ACCESS STATEMENT

June 2016





# CONTENTS

<b>1.0</b>	Introduction	4
<b>2.0</b>	Consultation	5
<b>3.0</b>	Context	6
<b>3.1</b>	City Context	7
<b>3.2</b>	Liverpool Waters Context	14
<b>3.3</b>	Princes Dock – Neighbourhood Context	20
<b>4.0</b>	The Princes Dock Neighbourhood – Emerging Picture	22
<b>5.0</b>	The Application Site	29
<b>6.0</b>	Design Development	34
<b>6.1</b>	The Client Brief	35
<b>6.2</b>	Design Inspiration	36
<b>6.3</b>	Form and Function	40
<b>6.4</b>	Accommodating the Brief	43
<b>6.5</b>	Meeting the Ground	44
<b>6.6</b>	Microclimate	46
<b>6.7</b>	The Preferred Option	47
<b>7.0</b>	Design Proposals	49
<b>7.1</b>	The Vertical Story	49
<b>7.2</b>	Proposed plan	60
<b>7.3</b>	Landscape Proposals	70
<b>7.4</b>	Schedule of Accommodation	78
<b>8.0</b>	Access	79
<b>8.1</b>	Vehicles and Parking	80
<b>8.2</b>	Pedestrians and Cyclists	81
<b>8.3</b>	Building Servicing	83
<b>8.4</b>	Accessibility for All	85
<b>9.0</b>	Building Services and Ventilation	86
<b>9.2</b>	Fire Strategy	88
<b>9.3</b>	Structural Strategy	89
<b>9.4</b>	Safer Places	90
<b>10.0</b>	Management	91
<b>11.0</b>	Response to Consultation	95
<b>12.0</b>	Appendix	97



# 1.0 INTRODUCTION

This development is a key component of the Liverpool Waters vision, brought forward by Moda Living and comprising residential accommodation for the private rented sector (PRS). This document sets out the reasoning and dialogue that has led to the design proposals illustrated here and in accompanying drawings. It should be read in conjunction with other supporting documents, namely

PLANNING STATEMENT

STATEMENT OF COMMUNITY INVOLVEMENT

LIVERPOOL WATERS CONFORMITY STATEMENT

HERITAGE STATEMENT

ARCHAEOLOGICAL STATEMENT

TRANSPORT ASSESSMENT

DAYLIGHT AND SUNLIGHT ASSESSMENT

TRAVEL PLAN

LIFETIME HOMES CHECKLIST

PHASE 1 GROUND CONDITIONS AND GEOTECHNICAL REPORT

AIR QUALITY ASSESSMENT

PHASE 1 HABITAT SURVEY AND PROTECTED SPECIES SCOPING STUDY

ENVIRONMENTAL STATEMENT

There have been four rounds of pre-application discussion with Liverpool City Council Planners, which have resulted in a progressive refinement in form and detail that the authors believe amount to a bold and noble design presence, contributing to Liverpool's remarkable regeneration and architectural status.

“Today all seas lead to Liverpool. There is no part of the globe, however remote, whose natives may not be met on the Liverpool landing stage. It is this character of Liverpool as the great traffic exchange of the world that gives the port such a cosmopolitan tone.”

Herman Melville, Redburn - his first voyage, 1849 - Author - Moby Dick



## 2.0 CONSULTATION

Since November 2015, the design team has been engaged in three parallel stages of ongoing consultation.

The first has been the formal pre-application consultation with Liverpool City Council officers, specifically:

- David Hughes, Head of Planning
- Peter Jones, Planning Team Leader and Case Officer
- Rob Burns, Urban Design and Heritage Team Leader
- Sam Campbell, Deputy Team Leader of Urban Design and Heritage

To this point there have been four formal pre-application meetings with Liverpool City Council, with Peter Jones and Sam Campbell being the main sources of communication. In addition to these meetings, there have been regular informal discussions with the team on specific parts of the project and the interfaces both within and surrounding the Princes Dock neighbourhood.

Prior to commencement of this formal process, the design team has participated in a series of 'Developer Forums' instigated by Peel Holdings and held on a monthly basis at their offices within Princes Dock. These workshops (of which there have been four in total to date) have been chaired by Peel and their masterplan advisors and have sought to bring together all parties who have emerging interests in the Princes Dock neighbourhood of Liverpool Waters. Alongside the Moda team, the attendees have included other development partners, City Council officers, technical advisors and those involved with the emerging International Cruise Liner Terminal. The purpose of these workshops has been for all parties to share emerging design proposals and to identify potential future conflicts and opportunities, such that they can be designed out or in at an early stage. These sessions have proved fruitful, and the Moda

proposal has benefitted significantly from the dialogue.

The third stage has been our engagement with the wider community, through a formal pre-application consultation exhibition, held over two days between 6<sup>th</sup>–7<sup>th</sup> April at the Raddisson Blu hotel, directly opposite the application site. The two days were well attended by over 150 people and feedback assimilated into the Statement of Community Involvement.

The proposals also went before the Places Matter! Design Review Panel on the 5<sup>th</sup> April, and a commentary to their response is included within chapter 11 of this document.





## 3.0 CONTEXT

Whilst Princes Reach sits within the established city neighbourhood of Princes Dock, it will also have a wider contextual impact.

Given its scale, Princes Reach will have a city-wide impact and therefore it is essential to understand its location and role in a City centre context.

It will also be a new addition to Liverpool's world-class waterfront. The continued development of Liverpool's waterfront is a major objective of the City Council and highlighted within the Strategic Investment Framework. The City Council's desire to improve links across The Strand and establish a permanent home for the International Cruise Liner Terminal brings the Princes Dock neighbourhood, and in turn Princes Reach into sharper focus.

Finally, before assessing the application site and its immediate surroundings, there is the position and scale of Princes Reach in the context of the consented Liverpool Waters masterplan. Princes Reach will be the first residential building delivered within the area of the Liverpool Waters masterplan.



VIEW ACROSS THE RIVER MERSEY - EXISTING LIVERPOOL WATERFRONT



AERIAL VIEW - EXISTING CRUISE LINER TERMINAL



AERIAL VIEW BY NIGHT - EXISTING CRUISE LINER TERMINAL



## 3.1 CITY CONTEXT

The Liverpool City Centre Strategic Investment Framework (SIF) identifies a number of 'districts', defined by a combination of geography, predominant land use and infrastructure. Princes Dock and in turn Princes Reach lies within the 'Waterfront' neighbourhood, but has strong adjacencies with the Business Area (CBD) and Historic Downtown. It is the dynamic between these three key city neighbourhoods that provide the opportunities for long-term success of Build-for-Rent within this area of the city.

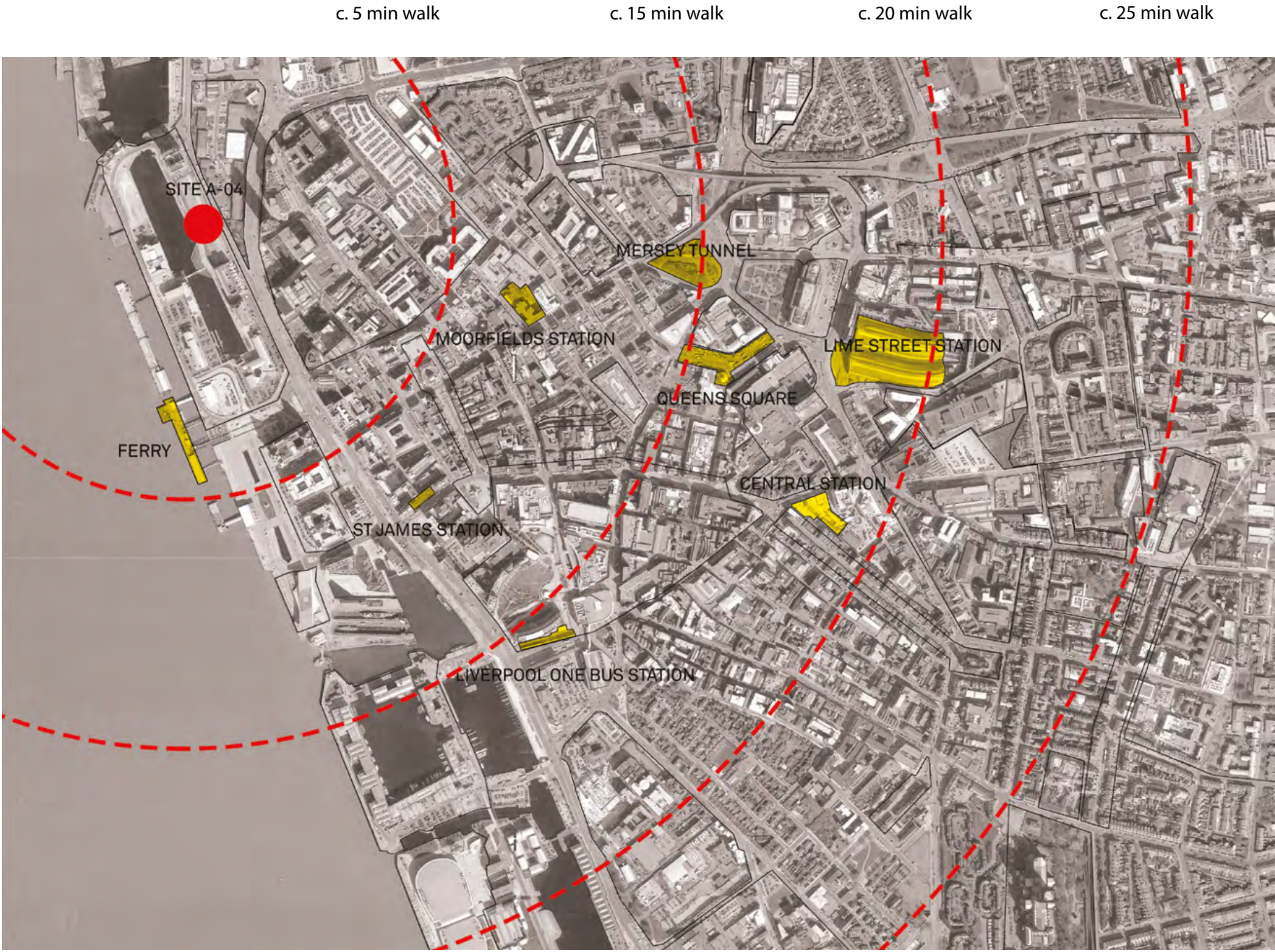




LOCATION

The Application site is well located, within easy reach of the City's key public transport hubs – with both Moorfields and James Street Stations currently within a 15 minute walk.

The Isle of Man and Mersey ferries both lie within five minutes walk of Princes Reach.



AERIAL VIEW - PRINCES DOCK AND SURROUNDING CONTEXT



SURROUNDING USES

The Application site is surrounded by a diverse range of uses. The central business district lies to the east of the site, whilst to the south of the site lies the Pier head and waterfront with its cultural and leisure facilities.

c. 5 min walk                      c. 15 min walk                      c. 20 min walk                      c. 25 min walk

KEY

- Business
- Industry
- Culture, Leisure and Civic
- Retail
- Commercial
- Residential
- Education
- Creative

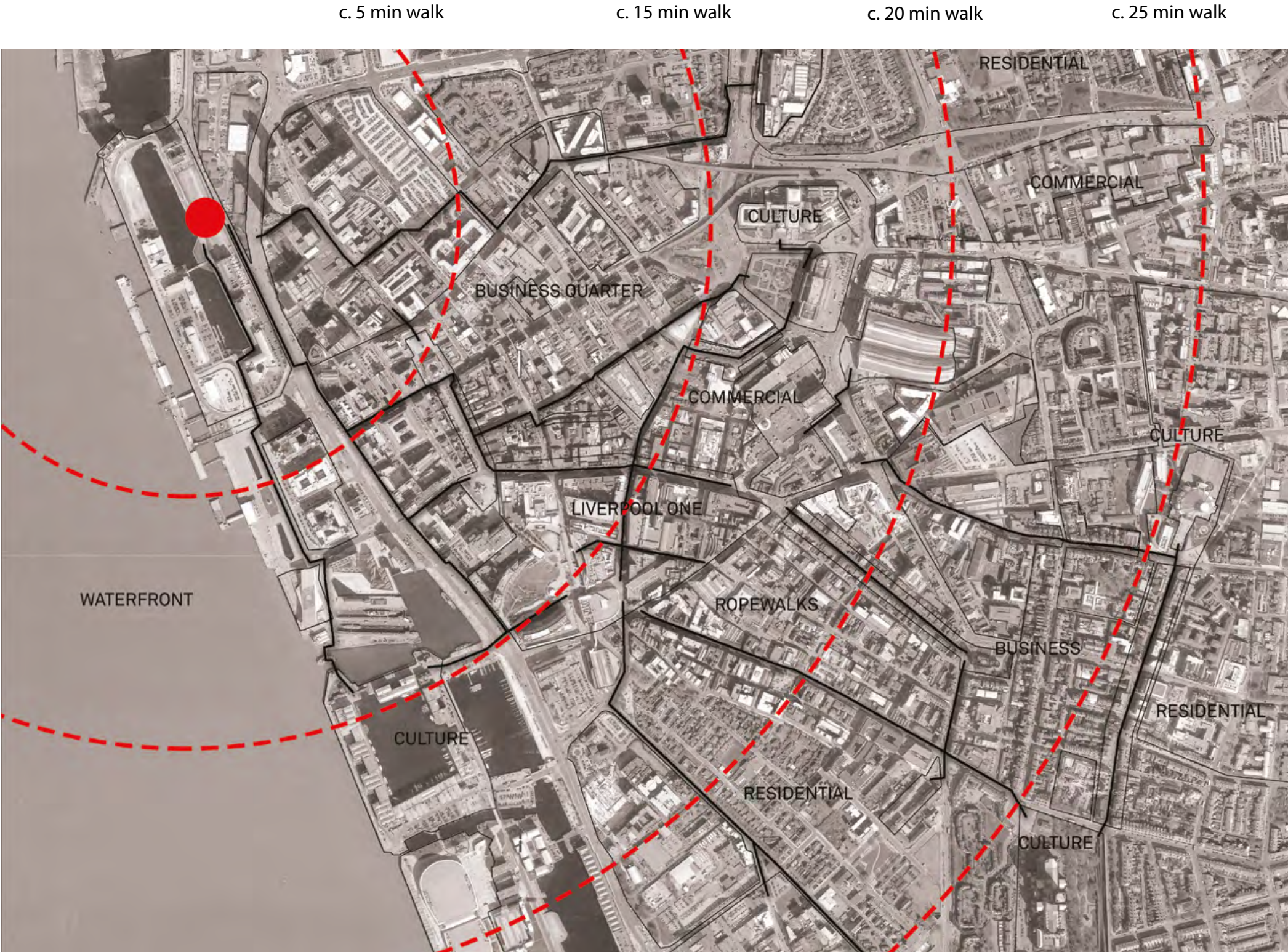


SURROUNDING LANDMARKS



KEY ROUTES AND LINKS

Whilst the application site is well connected by private car and public transport to the City centre and beyond, The Strand severs Princes Dock from the centre for pedestrians and cyclists.



KEY ROUTES AND LINKS



CITY ATTRACTIONS AND LANDMARKS

A wide range of key city centre landmarks are within walking distance of the site.

- KEY
- 01 - Princes Reach

02 - Business District

03 - Three Graces

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

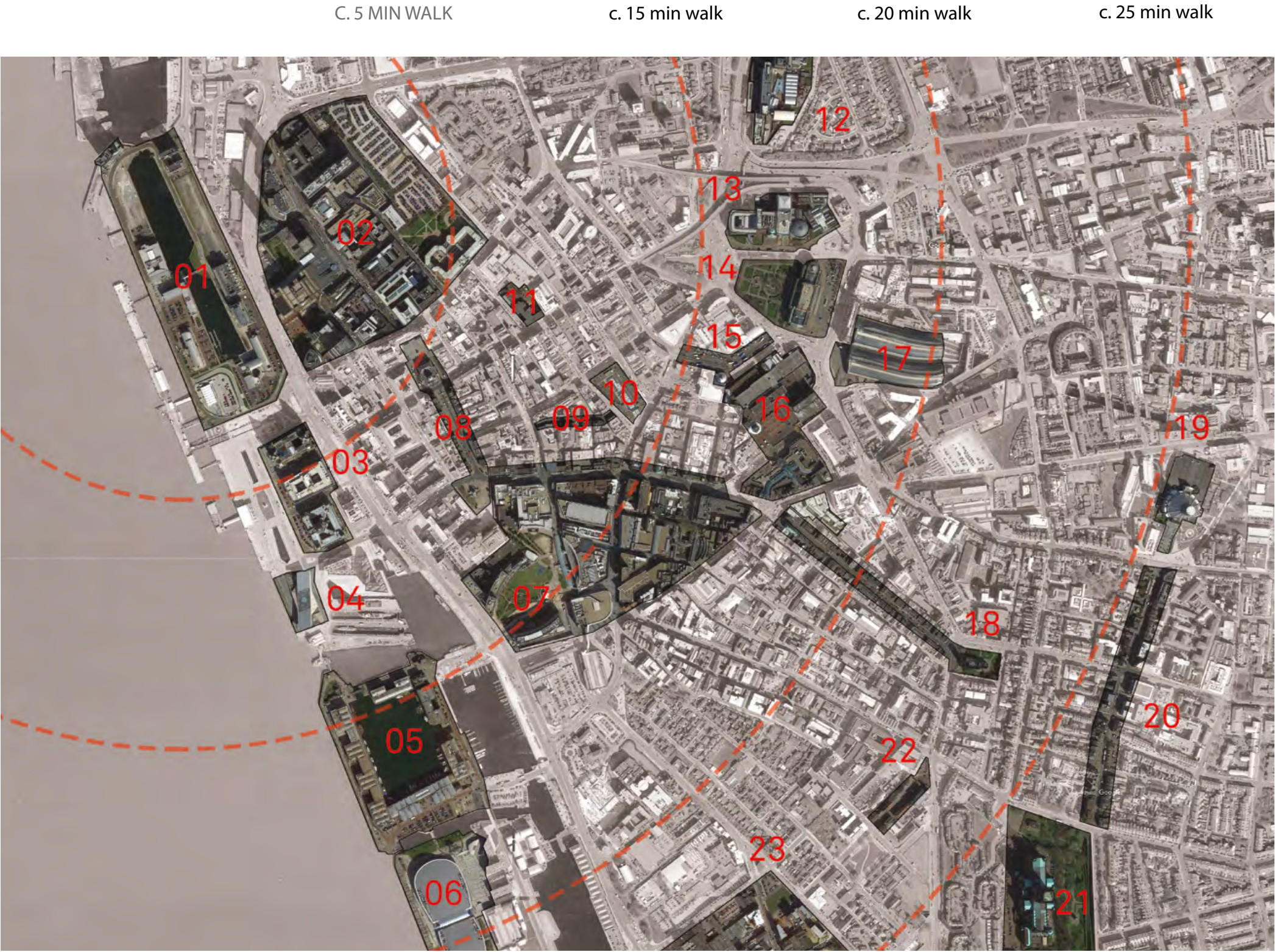
19 - Cathedral

20 - Hope Street

21 - Cathedral

22 - China Town

23 - Creative Quarter / Baltic Triangle



CITY ATTRACTIONS AND LANDMARKS