

• Positioning car-parking in an adjacent plinth, rather than within the main residential tower, eliminates conflicts between the structural requirements of the two types.



Having established an efficient and elegant basic form, attention could turn to exploring height and massing. This again involved a balance between build cost and aesthetic but the envelope defined by the outline consent gave some elbow room for experimentation.

The adjacent car park and approved scheme were used to establish a base massing level above which our proposal would need to fit in with the surrounding context in a meaningful and logical way. It became clear that a minimum of around 30 storeys would be necessary to avoid the proportions appearing 'dumpy' within the rest of the context.

Shown in white, the massing above car park level. Final judgement concluded with 34 storeys, accommodating 304 dwelling units. Few buildings rise above 78m. At 109m Princes Reach will therfore become one of the tallest buildings in Liverpool.

Establishing a permeable line of buildings when viewed from the river and beyond, permitting the various tall buildings in the neighbourhood to read individually from distant viewpoints.





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## **BEACON AND BAND**







PRCINES DOCK

BATH STREET

SERVICE ROAD



CARPARK

## MATERIALITY

There is a strong case for a solid facing material, based on the abundance of light facing structures in the significant buildings assembled nearby, but this is a contemporary structure that cannot adopt solid masonry with punched windows. The solution is to use cladding to express the principal structural grid of the elevations as described above. Aluminium and glass are the preferred companion materials for window frames and secondary elements of the grid, especially in the central section and beacon that accentuate the vertical geometry.



