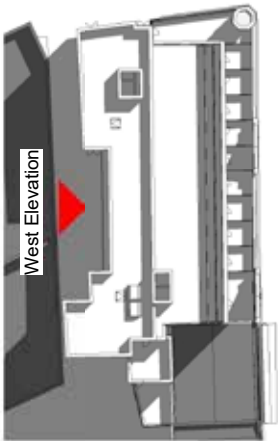


Design Development
Proposed Elevations - Retention of Existing Facades
Planning Issue - November 2016



- Roof 57625
- Level 10 54775
- Level 9 51925
- Level 8 49075
- Level 7 46225
- Level 6 43375
- Level 5 40525
- Level 4 37675
- Level 3 34825
- Level 2 31975
- Level 1 29125
- Level 0 24400
- Level -1 21670



04_West Elevation

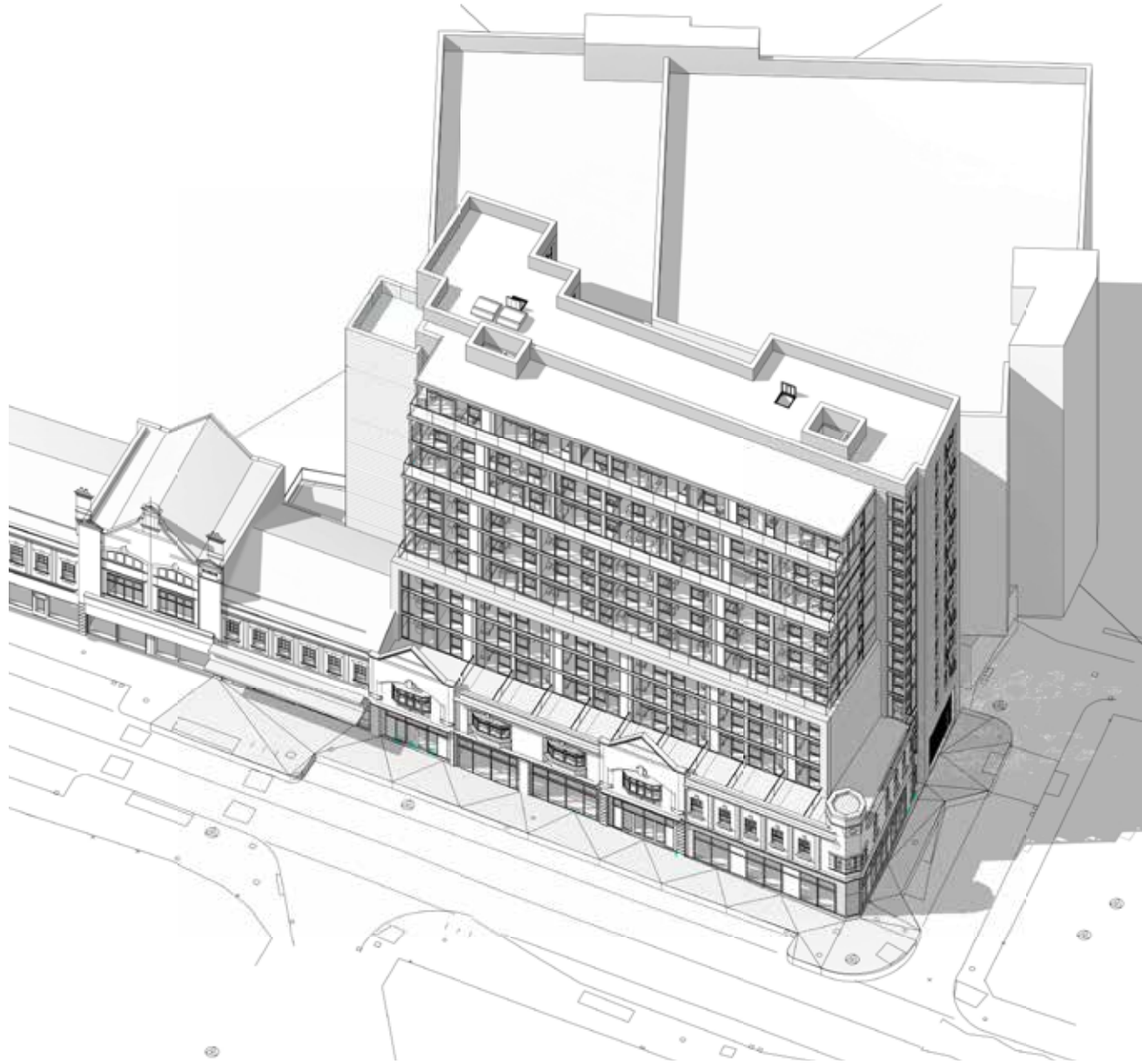
Design Development

Proposed 3D Views - Retention of Existing Facades

Planning Issue - November 2016



Design Development
Proposed 3D Views
Planning Issue - November 2016



4. Design Proposal

Review of Mass and Scale - Reduction of Height

A planning application for re-development of the site was submitted by Yu Property Group on the 08.12.16 and outlined proposals for an 11-storey building delivering 160 residential units. Communal facilities and amenities were located at ground and basement level, together with the offer of self-contained retail units presenting onto Renshaw Street. Further to comments received from Liverpool City Council, as part of the previous application, the existing façade to Renshaw and Heathfield Street was proposed to be retained; with the upper floors set back from the main street scene. The footprint of the upper floors was tiered to mitigate the perceived visual impact of the development from specific viewpoints.

Additional feedback has been received from Liverpool City Council. In a direct response to address the issues raised, the scheme has been reviewed. This principle objective has been to lower the height of the proposed development; and to further articulate the form of the building to address concerns regarding the perceived impact of the upper floors on the existing street-scene. The height of the car park to the rear of the site has been used as a reference point. The car park will be higher than the proposed development.

The revised scheme is for a 7-storey building delivering 114 residential units. All existing elevations are to be retained, with the scope and layout of accommodation at ground and basement level remaining as per the previous scheme proposal. This will provide the potential for a vibrant and dynamic street-scene onto Renshaw Street and in part to Heathfield Street.

The proposed ground to first floor height has been reduced from 4725mm to 3925mm (-800mm). This, together with the omission of four upper floors has reduced the height of the top level of the building to be significantly lower than the car park behind (5295mm). The floor to floor dimension between typical upper floors is 2850mm. It is necessary to have projections at roof level to accommodate the required lift over-runs and to facilitate a means of access to the roof level for visual inspection and maintenance. The lift and stair cores have been positioned so that they are centralised within the layout plan to further mitigate their perceived impact from external views. As proposed these are also below the height of the car park.

The upper floor plans are tiered, with the footprint stepping back from the retained façade between levels 2-4, with a subsequent set back from Renshaw and Heathfield Street between levels 5-6. Not only does this provide articulation and punctuation to the proposed elevations, but it also seeks to reduce the perceived scale and height of the proposal. The extent of the footprint to each upper floor is as per the previous scheme; so-as-to not raise any concerns with the Heritage Statement produced by Turley and previously submitted as part of the earlier applications.

The elevations have been further developed to provide a visual prominence on the Renshaw Street elevation to levels 2 – 4. These floors are contained within a metal clad frame which provides a ‘shoulder line’ and a reference point to the existing mass of the wider street scene further south along Renshaw Street. The articulation of this element on the Heathfield Street (north) elevation also provides punctuation and a visual focal point when viewing the building when approaching from the north along Renshaw street. This also references the vertical turret on the corner of Renshaw/Heathfield Street and will provide a contemporary contextual backdrop to the existing (and higher) scale on the opposite site of Renshaw Street.

The use of materials together with the tiered layout of the upper floors will visually render levels 5-6 recessive to those between ground floor to level 4. The scale of the north and south elevations have been further developed to descale the height through the articulation of fenestration and materiality, with a change of material to level 6 to further reduce the perceived scale of the development. Windows have been grouped together within vertical recesses to provide not only visual interest through relief and texture to the elevations but to descale the height of the building, so that two bands are legible compared to between floors 2-6 compared to 6 separate storeys.

The offset of the proposed footprint of levels 2-4 from the retained elevation on Renshaw Street is 4300mm, and levels 5-6 is 5750mm. This set back from the existing street-scene seeks to mitigate any perceived impact on the existing character of the street and to articulate and de-scale the mass of the development. The design intent of the tiered floor plates is for the mass of the upper floors to be collectively viewed and appear recessive from the views on Renshaw Street and from view points further north and south.

The drawings and visualisations of the revised development within this Design and Access statement demonstrate the execution of the design principles and strategies noted above. Service access to the rear of units further south along Renshaw Street will be maintained via the maintenance access route provided to the rear of the development from Heathfield Street.

As part of the development, additional first floor accommodation is proposed to the adjacent commercial unit. Details will be developed to configure these units dependent on occupier requirements. The existing elevation presenting onto Renshaw Street will remain unchanged by these proposals.

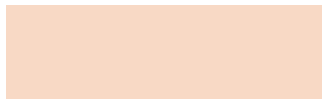
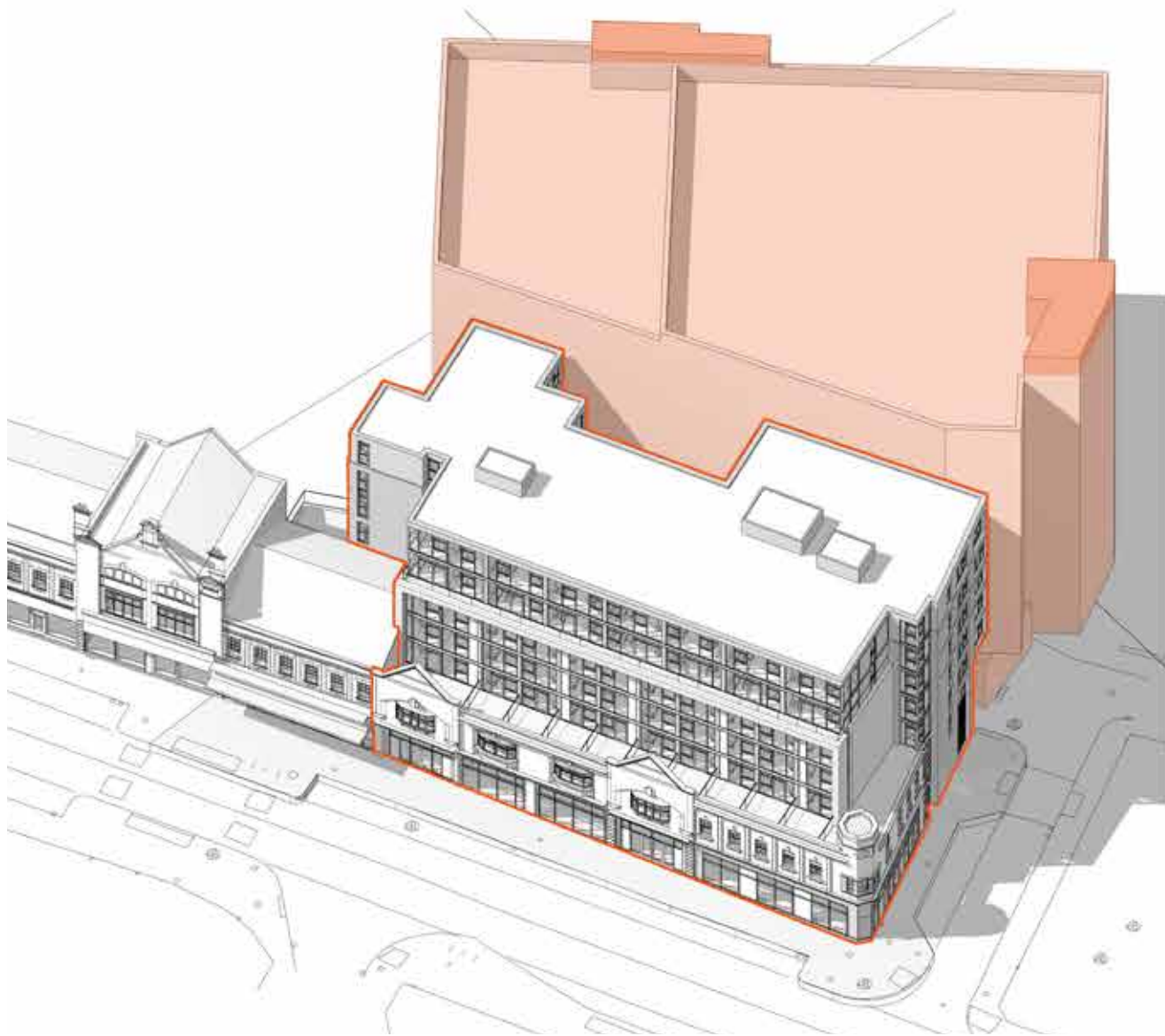
Design Proposals Proposed 3D Views



Orange area identifies mass and height of car park to rear of site. The roof line of proposed building is significantly below the parapet of the car park.

Design Proposals

Proposed 3D Views - Comparative Studies



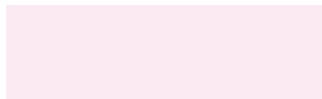
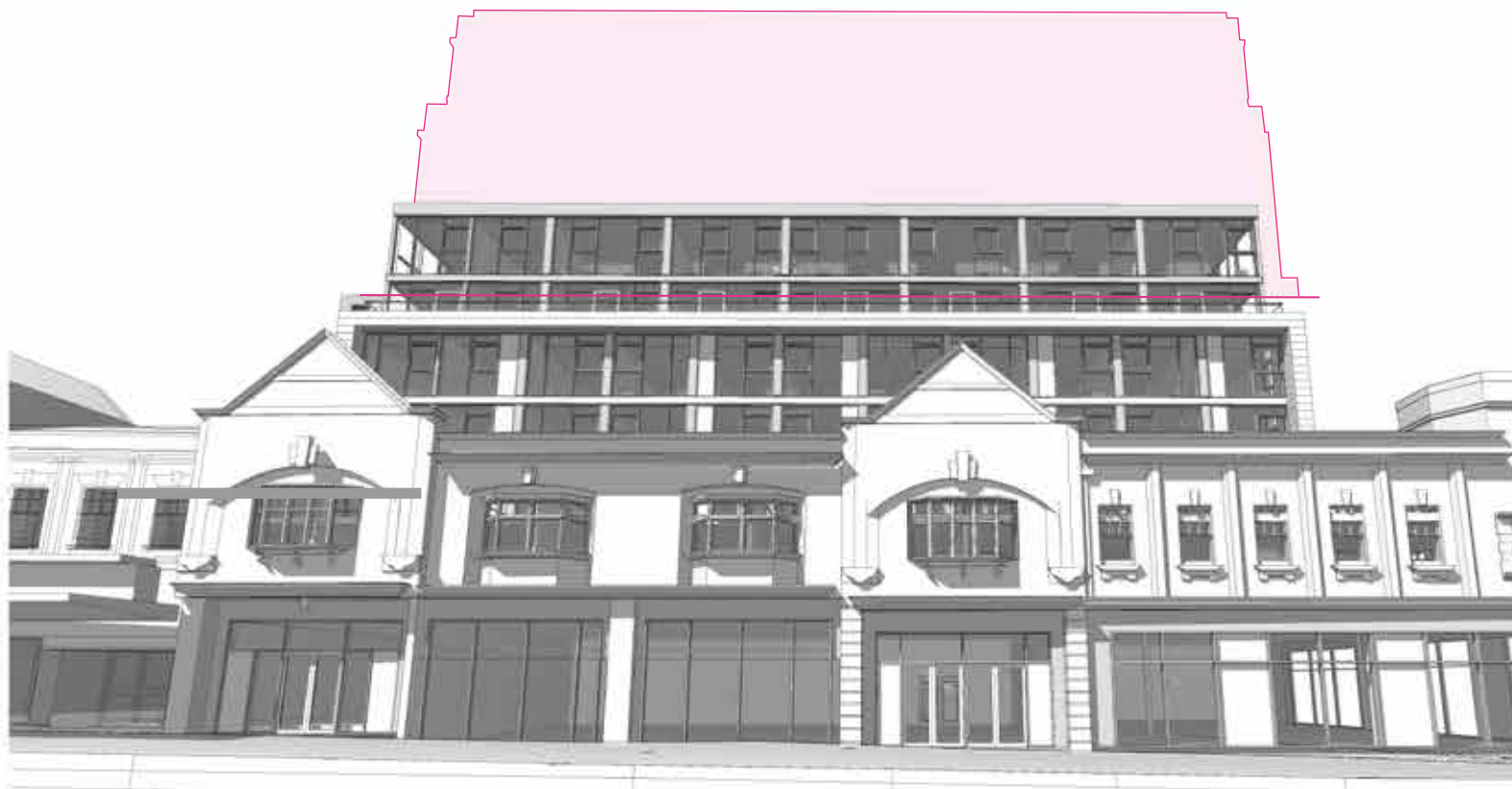
Orange area identifies mass and height of car park to rear of site. Roof line of proposed building is significantly below the car park.



Existing car park stair and lift cores (identified by darker orange areas).



Proposed development outline shown in orange to demonstrate relationship between revised proposal and existing car park.



The previous mass of the development is identified on the following graphics in magenta. This demonstrates the reduction in scale and mass of the current proposals. This is as a direct response to comments received from Liverpool City Council.

The elevations have been further developed to descale the upper floors and to confidently articulate the building.

Design Proposals

Proposed 3D Views - Comparative Studies



The previous proposed mass of the development is identified by the magenta outline and colour wash.

The horizontal line of the step back at level 5 has also been lowered to decrease the scale of the elevation.

Mass of existing car park shown in orange.

Design Proposals

Proposed Street Scenes



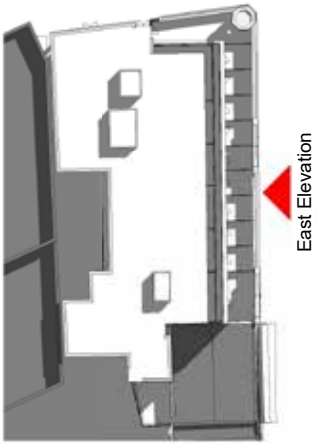
Renshaw Street / East Elevation



Heathfield Street / North Elevation

Design Proposals

Proposed Elevations - Reduced Height



Key Plan
1 : 500

Grey flat metal rainscreen cladding to stair overrun

Dark grey flat metal rainscreen cladding

Red clay facing brick. Mix to be confirmed.

Vertical aluminium frame window units. Powder coated, dark grey.

Upstand 45725
Roof 45575

Level 6 42575
Curtain walling system, dark grey powder coated aluminium frames with spandrel panels

Level 5 39725
Glazed balconies

Level 4 36875

Level 3 34025
Flat metal cladding to feature element CoreTen or similar. To be confirmed.

Existing facade to be retained.

Level 2 31175

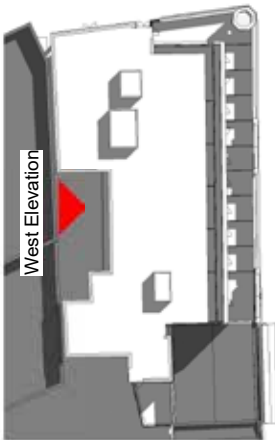
Level 1 28325
Window profiles to be replicated. Materials to be confirmed.

Level 0 24400
Aluminium framed curtain walling system to shop frontages with personnel doors to each unit/ entrance.

Level -1 21670

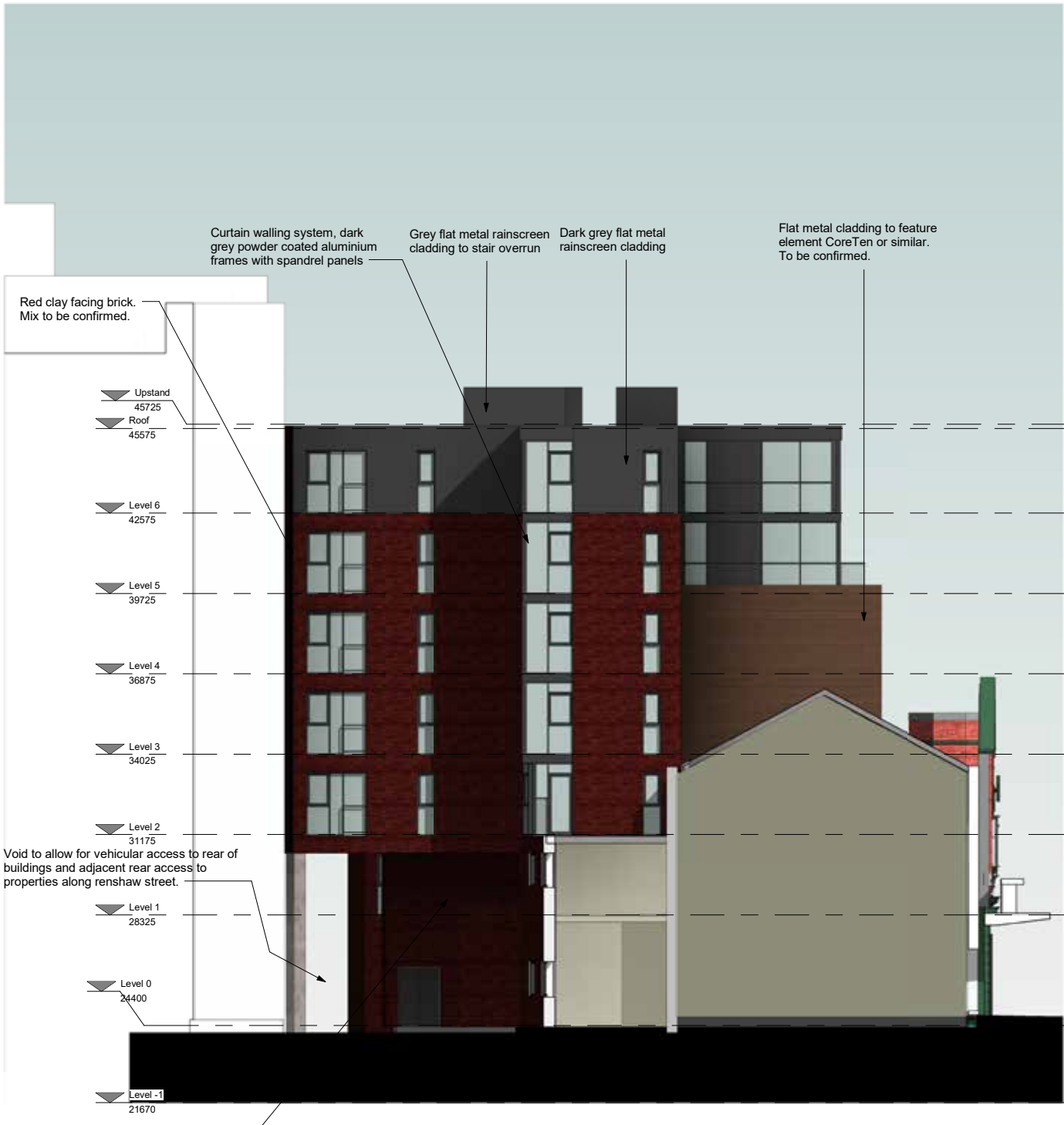
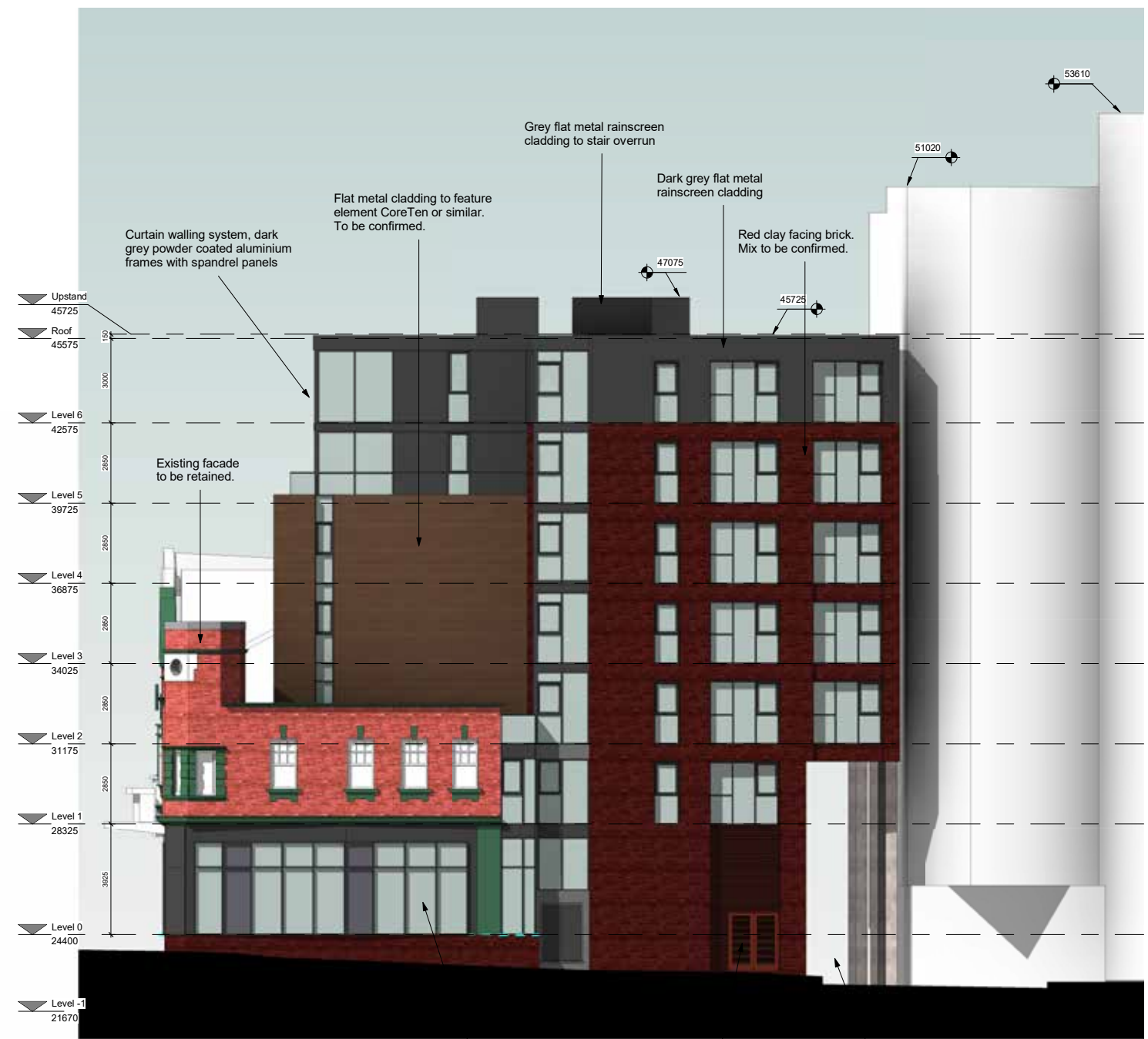
Design Proposals

Proposed Elevations - Reduced Height



Design Proposals

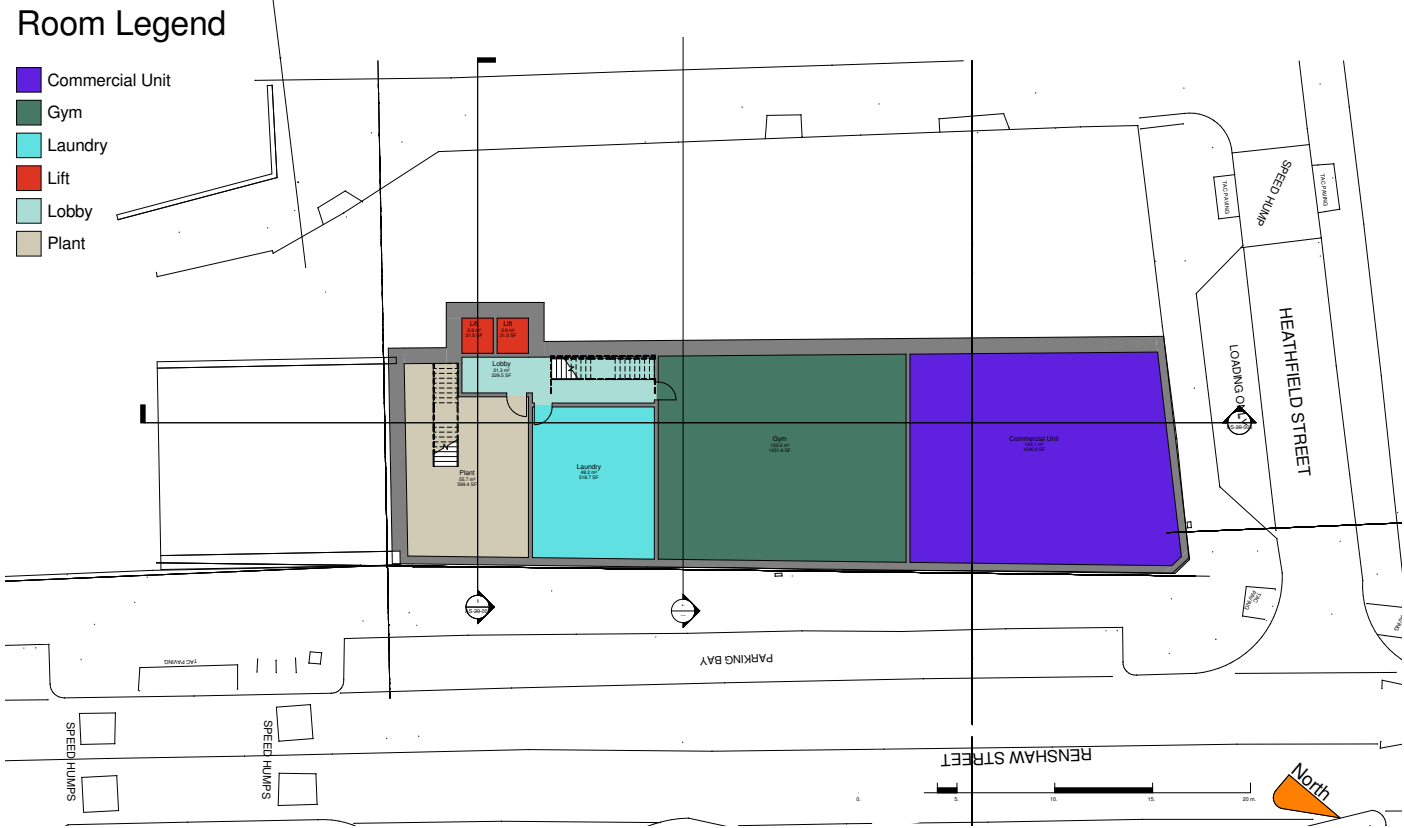
Proposed Elevations - Reduced Height



Design Development
Proposed Plans

Room Legend

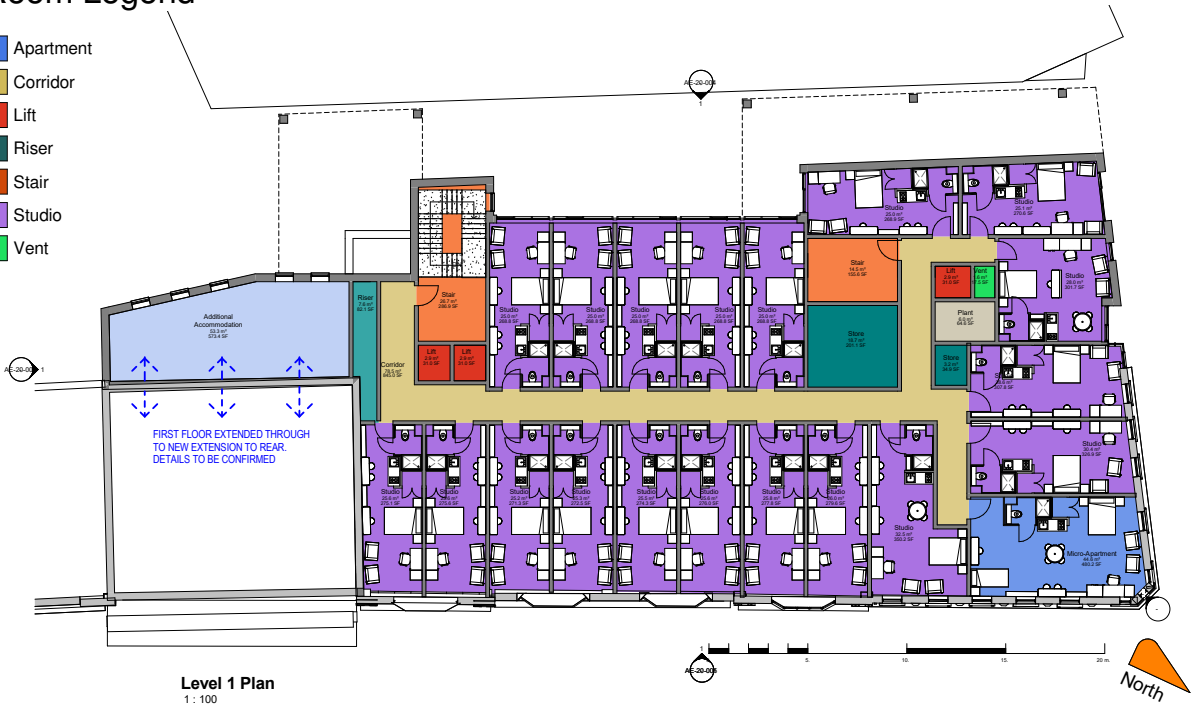
- Commercial Unit
- Gym
- Laundry
- Lift
- Lobby
- Plant



Basement - Communal / Commercial

Room Legend

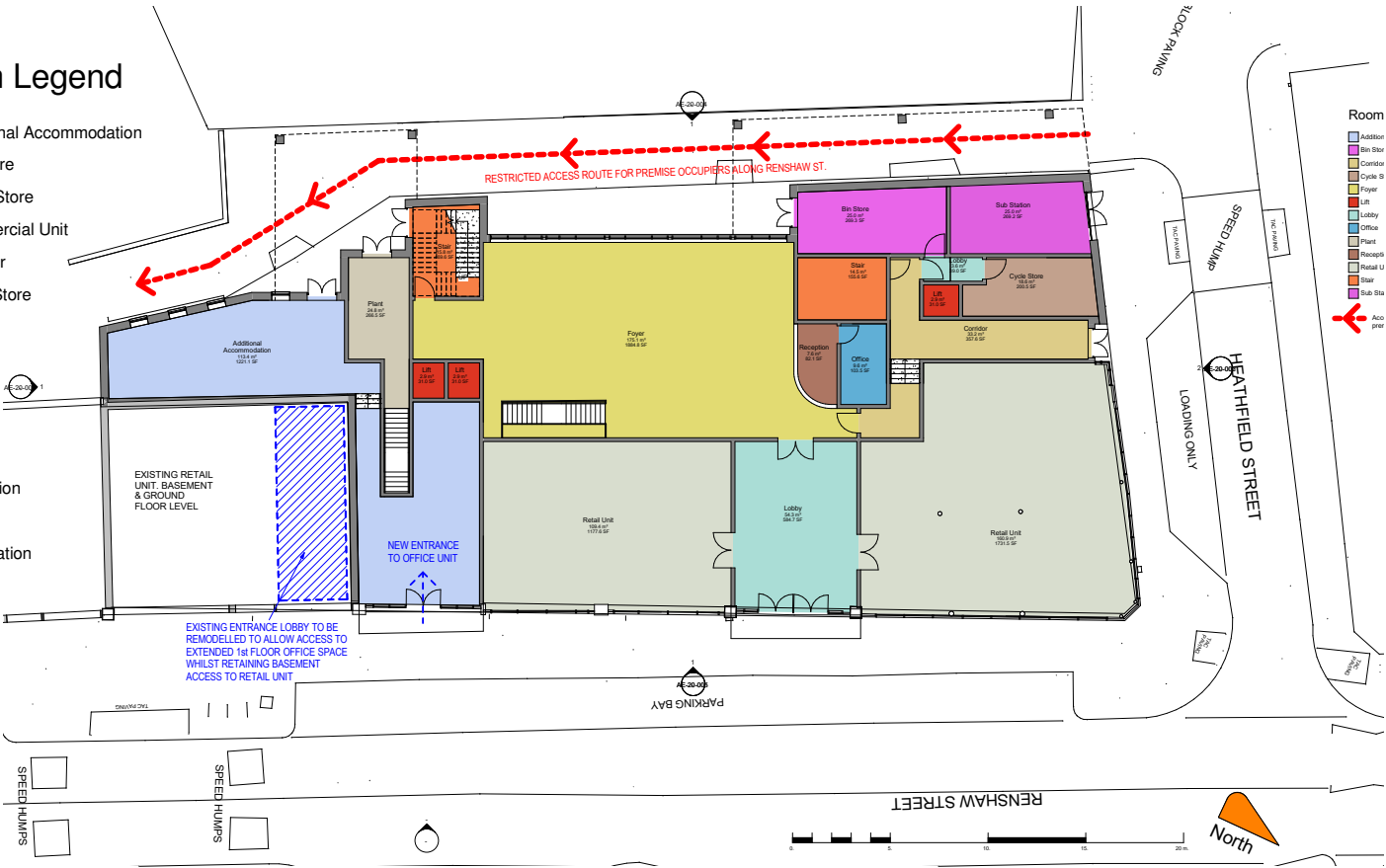
- Apartment
- Corridor
- Lift
- Riser
- Stair
- Studio
- Vent



First - Apart - Hotel

Room Legend

- Additional Accommodation
- Bin Store
- Clean Store
- Commercial Unit
- Corridor
- Cycle Store
- Foyer
- Lift
- Lobby
- Office
- Plant
- Reception
- Stair
- Sub Station



Ground - Communal / Commercial

Room Legend

- Apartment
- Corridor
- Lift
- Riser
- Stair
- Studio
- Vent



Second - Apart - Hotel

Design Proposals

Proposed Plans



Third & Fourth - Apart - Hotel



Fifth & Sixth - Private Residential Apartments

Design Development
Proposed Materials inc. Options



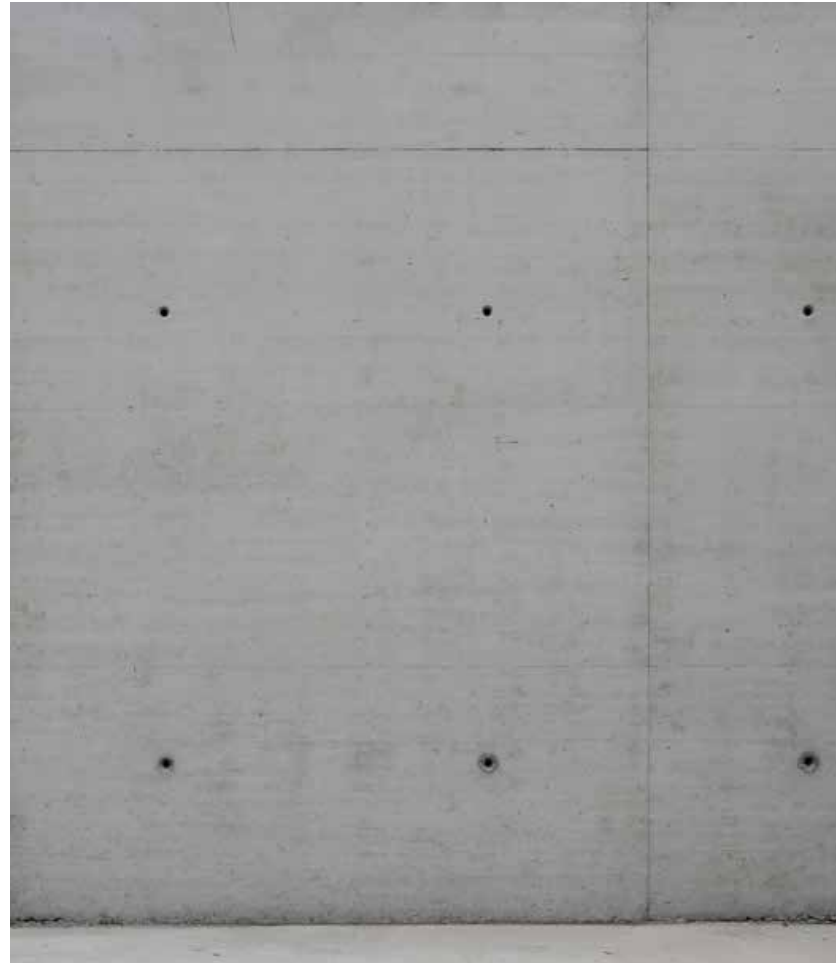
Red Brick



Glazing



Aluminium Cladding



Fair Faced Concrete



Corten Steel



Corrugated Metal



Zinc Cladding




Painted Render

5. Historic England & Heritage



Historic England
Pre-application Advice
21 June 2016



NORTH WEST OFFICE

Ms Emily Roberts
Knight Frank
11th Floor
No 1 Marsden Street
Manchester
M2 1HW

Direct Dial: 0161 242 1416
Our ref: PA00430408
Your ref: AM/er 539
21 June 2016

Dear Ms Roberts

Pre-application Advice


48-54 RENSHAW STREET, LIVERPOOL

Located within the heart of Liverpool, Renshaw Street runs up hill from St George's Hall to the junction of Leece Street and Berry Street, with the soaring structure of St Luke's forming the visual termination point of the road.

The street itself appears to have been established in the mid 18th century and whilst its line remains unaltered, the buildings that flank the roadway have changed over the centuries with structures of various dates remaining; as a consequence the quality of the built environment along Renshaw Street itself is mixed. The plot of land subject to the present pre application enquiry was formally the site of St Andrew's Church; however between the dates of the 1st edition ordnance survey maps and the 2nd edition, approximately around the turn of the century, the church has been replaced by the red brick run of commercial properties which remain today.


Renshaw Street forms part of the setting of the Grade II* listed St Luke's Church and the street as a whole is located in the buffer zone of the World Heritage Site. The importance of the key view along Renshaw Street towards St Luke's Church is recognised in the Liverpool Maritime Mercantile City World Heritage Site, Management Plan and Supplementary Planning Document.

It is the termination of the road at the grade II* listed St Luke's Church which helps to elevate the importance of the street, as part of the wider setting of the church. Described as an example of early 19th century perpendicular gothic and sat at on an elevated plinth, the church dominates its surroundings and provides the focal point at a conversion of a number of principle roads. But it is perhaps best known as the 'bombed out church,' as it has been left as a symbolic, roofless ruin and is of considerable importance to the public of Liverpool as an accepted, yet unofficial,



SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW
Telephone 0161 242 1416
HistoricEngland.org.uk

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NORTH WEST OFFICE

memorial to those who lost their lives in the wars.


The present pre application enquiry relates to a proposal to construct a 12 storey mixed used development to the rear of 48 to 54 Renshaw Street, whilst retaining the façade of part of the existing buildings. Historic England's remit for consideration with regard to the proposals put to us, is to determine the likely level of harm which could occur to the setting of a grade II* listed building. We also offer advice on the impact of the proposed development on the Outstanding Universal Value of the World Heritage Site.

The fundamental issue to consider in both these points is whether the proposed new development will negatively impinge on the key view of St Luke's from along Renshaw Street.

With regard to the design of the proposed building itself, we consider the drawings provided to be massing concepts as opposed to a fully worked up scheme. Within the submitted Heritage Statement it is recognised that the re-development of the site does have the potential to affect the setting of St Luke's and as a consequence the statement recommends that a number of verified views are produced which would demonstrate the potential impact and recommends which views should be considered. We agree with this way forward which would also establish the impact on the OUV of the proposed development and are happy to advice further when these have been provided. We would also recommend to the local authority to request that any application should be supported by heritage Impact Assessment in line with UNESCO's guidelines in order to fully understand any impact on the OUV of the WHS.


The suitability of the proposed scale of development in this location will depend on the impact of the structure on the identified key view from Renshaw Street up to St Luke's and until verified views of the proposals are proposed, it is not possible to accurately establish the likely level of harm in order to advise accordingly. We would, however, welcome sight of the visualisations once they have been produced and could provide further more detailed comments at that point.

We would also like to take the opportunity to provide some additional advice on the proposed part-facade retention in the scheme. We are not convinced of the success of the retention of a small section of the existing building as proposed and would like to understand the reasoning behind this decision better. In our view it is questionable



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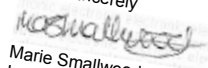
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whether this element will be understood when not three dimensional. The hierarchy of massing in the proposed building needs to be further addressed and more successfully executed and we wonder whether it would be a more honest approach to fully redevelop the site.

Next Steps
The next steps for the proposal will be the production of verified views of the proposed development.


Yours sincerely

Marie Smallwood
Inspector of Historic Buildings and Areas
E-mail: marie.smallwood@HistoricEngland.org.uk



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Historic England
Pre-application Advice
23 June 2016

**Historic England**
NORTH WEST OFFICE

Ms Emily Roberts
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No 1 Marsden Street
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Direct Dial: 0161 242 1416
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Dear Ms Roberts

Pre-application Advice

48-54 RENSHAW STREET, LIVERPOOL

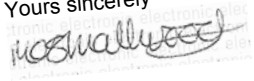
Thank you for contacting us on 21st July 2016 seeking our pre-application advice on proposals for the above site. We do not wish to comment in detail, but offer the following general observations.


Advice
Following on from our letter dated the 21st June, a number of visualisations have been produced which depict the massing of the proposed new building, within the streetscape of Renshaw Street. In reviewing these visualisations, we can confirm that we do not believe the development will impact on the view along Renshaw Street to St Luke's Church; as a consequence no harm will be caused to the setting of the church or the identified key view, which forms part of the buffer zone of the World Heritage Site. We would therefore raise no objections to the proposal, were it to be submitted in its present form, as a formal planning application.

You do not need to consult us again on these proposals at pre-application stage unless, as the scheme develops, there are material changes to the proposals which would have an impact on the historic environment.


It may be appropriate to seek the advice of the local planning authority and/or the relevant amenity societies on your proposals.

If you have questions regarding any of the above, please do contact me.

Yours sincerely




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**Historic England**
NORTH WEST OFFICE

Marie Smallwood
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