

BRAMLEY MOORE  
DESIGN & ACCESS STATEMENT  
JUL 2023



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# INTRODUCTION

## 1.1 Executive Summary

This Design Access and Heritage Statement has been prepared by Atelier 2 Architects on behalf of the applicants Mr Rohan Hughes the landowner and developer.

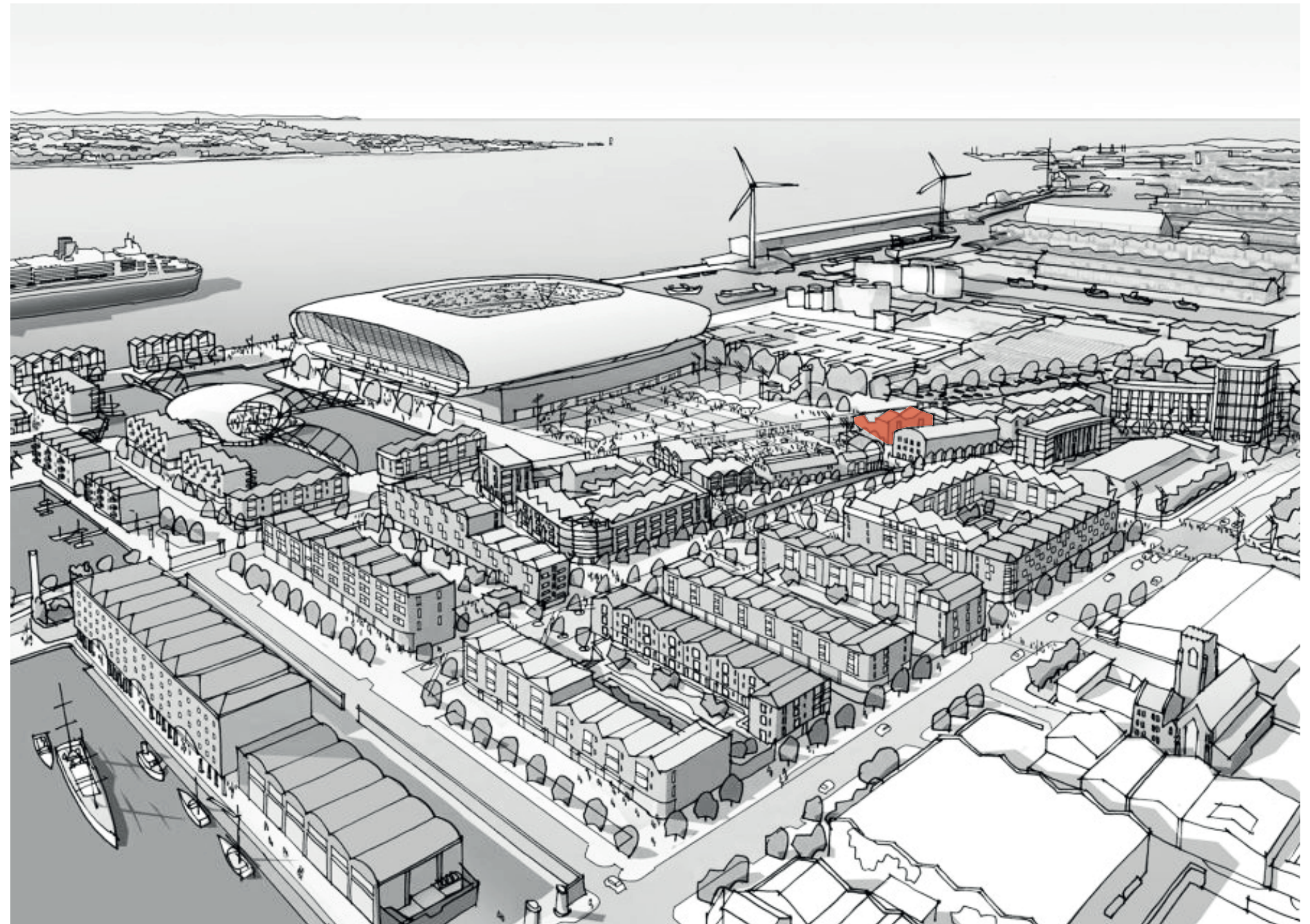
It is a supporting document to the full planning application for the conversion of the Grade II listed Mill along with a new build element on an empty corner plot. It will comprise of a 80 bedroom hotel, associated front and back of house and parking.

## 1.2 Supporting Documents

This Design and Access Statement represents information derived from various supporting documents, submitted together with this Statement to provide complete technical information of the project.

The application includes the following documents:

- Application Form and Certificate
- Application Covering Letter
- Planning Statement
- Full set of planning application drawings
- Heritage Impact Assessment



ABOVE: Early Masterplan Sketch by Stride Treglown Architects



# INTRODUCTION

## 1.3 Masterplan

Stride Treglown Architects were appointed to undertake a feasibility study to help understand the possible regeneration potential of the surrounding area to support the planning application for the Club's new stadium at Bramley Moore Dock in Liverpool.



ABOVE: Early Masterplan Sketches by Stride Treglown Architects



# INTRODUCTION

## 1.4 Everton FC Stadium

Everton FC Stadium at Bramley Moore Dock is well underway and will become a catalyst for attracting further investment in the area.



ABOVE: Proposed CGIs for Everton FCs Stadium by Meis Architects



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# CONTEXT

## 2.1 Site Location

Blackstone Street and Fulton Street  
Kirkdale  
Liverpool  
L5 9TG

The site is located amongst Liverpool's North Docks adjacent to the proposed Everton FC stadium at Bramley-Moore Dock within what was once the Liverpool Maritime Mercantile City, UNESCO World Heritage Site (WHS) and still remains part of the Stanley Dock Conservation Area (SDCA).

This area is currently industrial buildings, new and old, but with many new proposals coming forward as development spreads out of the city (Ten Streets and PEEL Waters). The Titanic Hotel and Tobacco Warehouse development are the first of many in this area.

- 1 - Bramley Moore Dock (Everton Stadium Site)
- 2 - Ten Streets
- 3 - Sandhills Station
- 4 - Stanley Dock and Tobacco Warehouse
- 5 - Northern Gateway
- 6 - North Eastern Corridor
- 7 - South Eastern Corridor







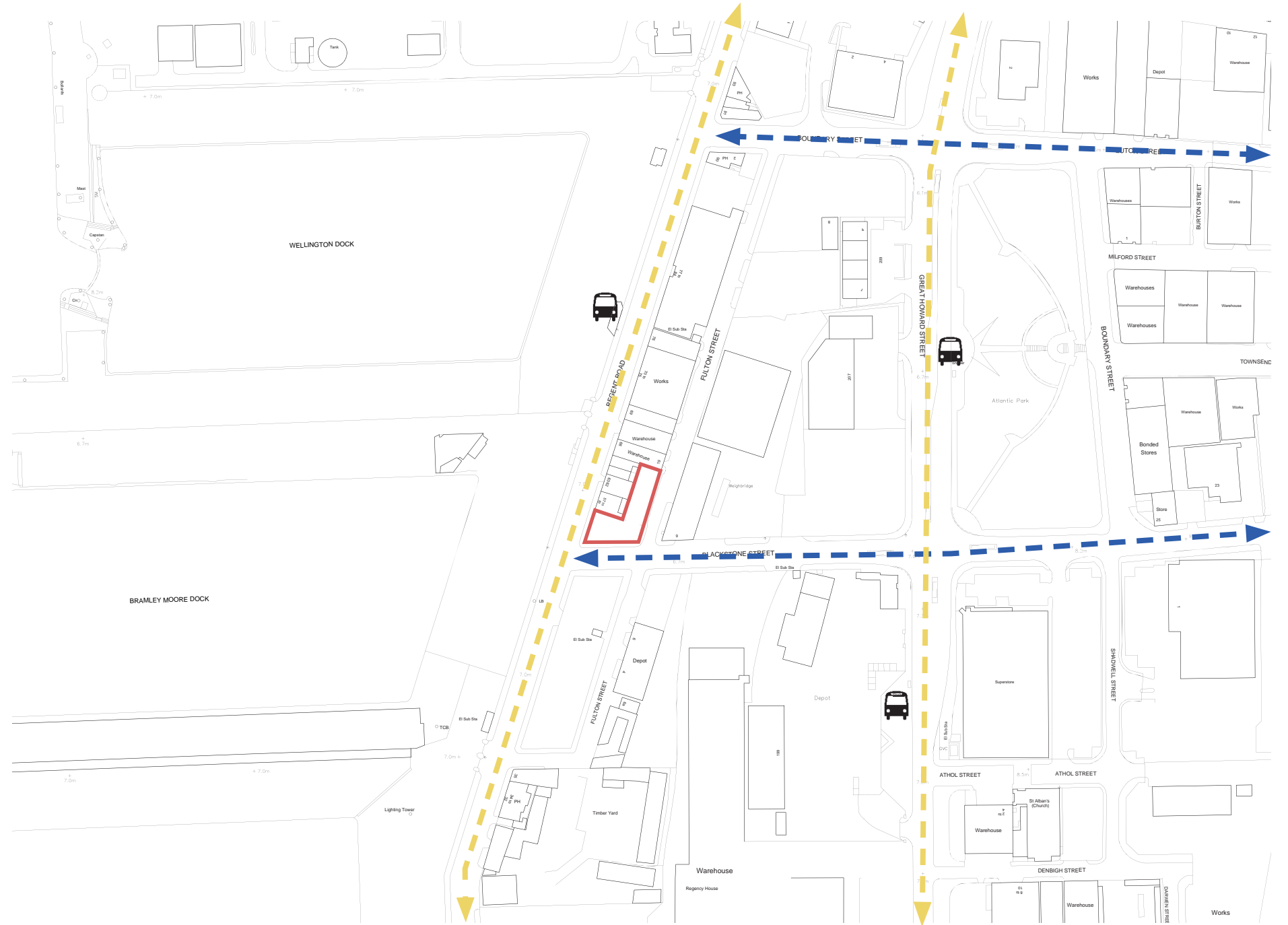
ABOVE: Site Location



# CONTEXT

## 2.2 Movement & Connections

-  Primary Vehicular Route.
-  Secondary Vehicular Route.
-  Bus Stops
-  Site Boundary



# CONTEXT

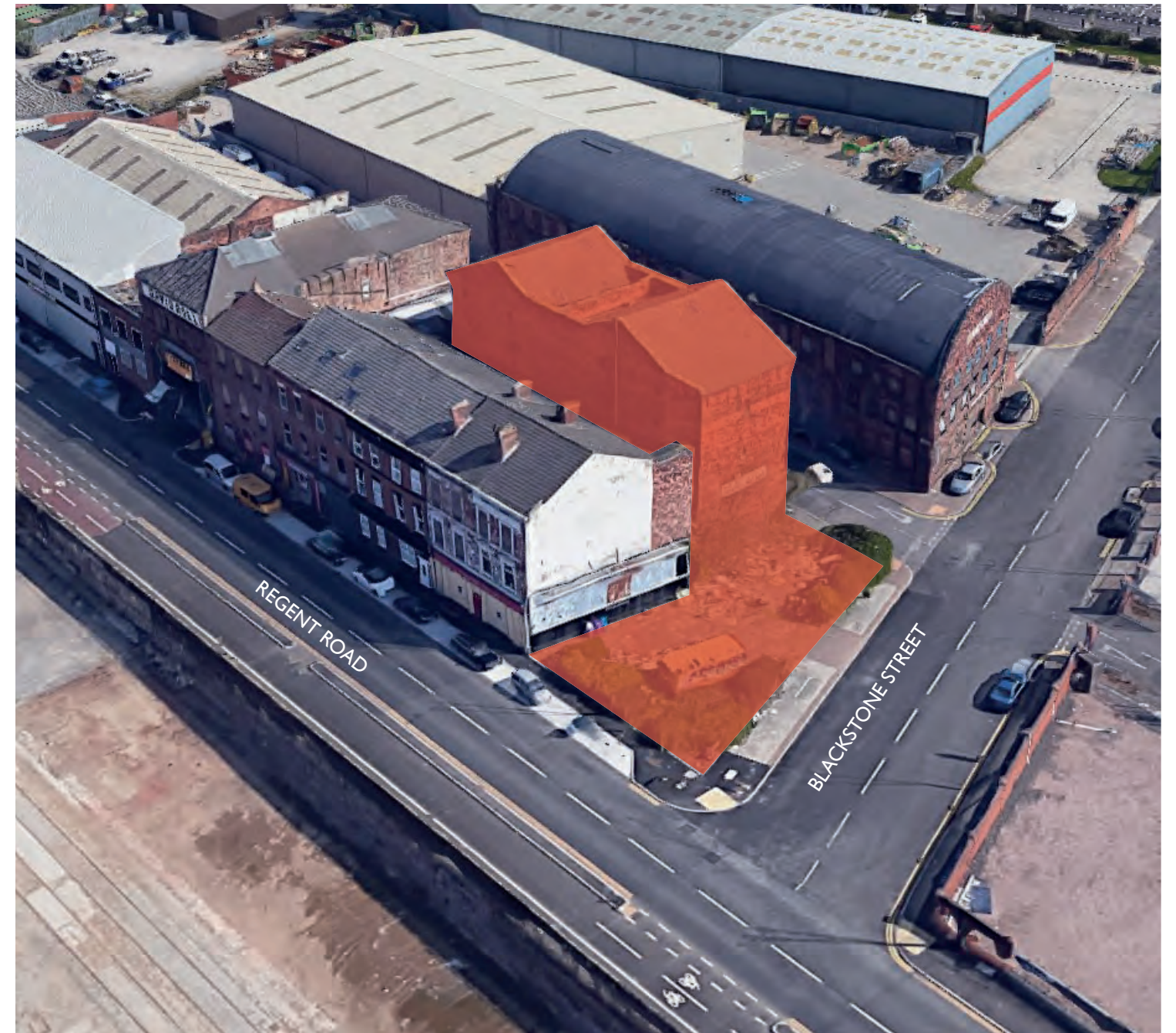
## 2.3 Existing Use

This is an L shaped site bounded to the West by Regent Road, to the South by Blackstone Street and Fulton Street to the East.

The area facing Regent Road was a former Public House but now lies vacant. The Fulton Street portion of the site is occupied by The Grade II listed Mill.



ABOVE: Site Location Plan



ABOVE: Aerial Photograph showing the site in its immediate context



# CONTEXT

## 2.4 Key Site Views

The following images indicate the existing views taken from primary access routes towards the site.



ABOVE - View looking from Blackstone Street



ABOVE - View from Regent Road



ABOVE - View looking down Fulton Street



ABOVE - View of existing Grade II Listed Mill



# CONTEXT

## 2.5 Surrounding Context

Within the Stanley Dock Conservation Area, the following structures/buildings are listed; however, it should be noted that many of these are in the southern section of the Conservation Area and therefore a significant distance from the application site.

1. Stanley Dock Warehouse
2. Victoria Tower
3. Tobacco Warehouse
4. Hydraulic Engine House, Grade II listed
5. Bramley Moore Dock Wall, Grade II listed
6. Stanley Dock South Warehouse
7. Bonded Tea Warehouse
8. David Rollo Warehouses
9. Everton FC Stadium
10. Regent Road Gates
11. Great Howard Street Bridge
12. Dock Masters Office



ABOVE - Aerial view of the site in its surrounding context



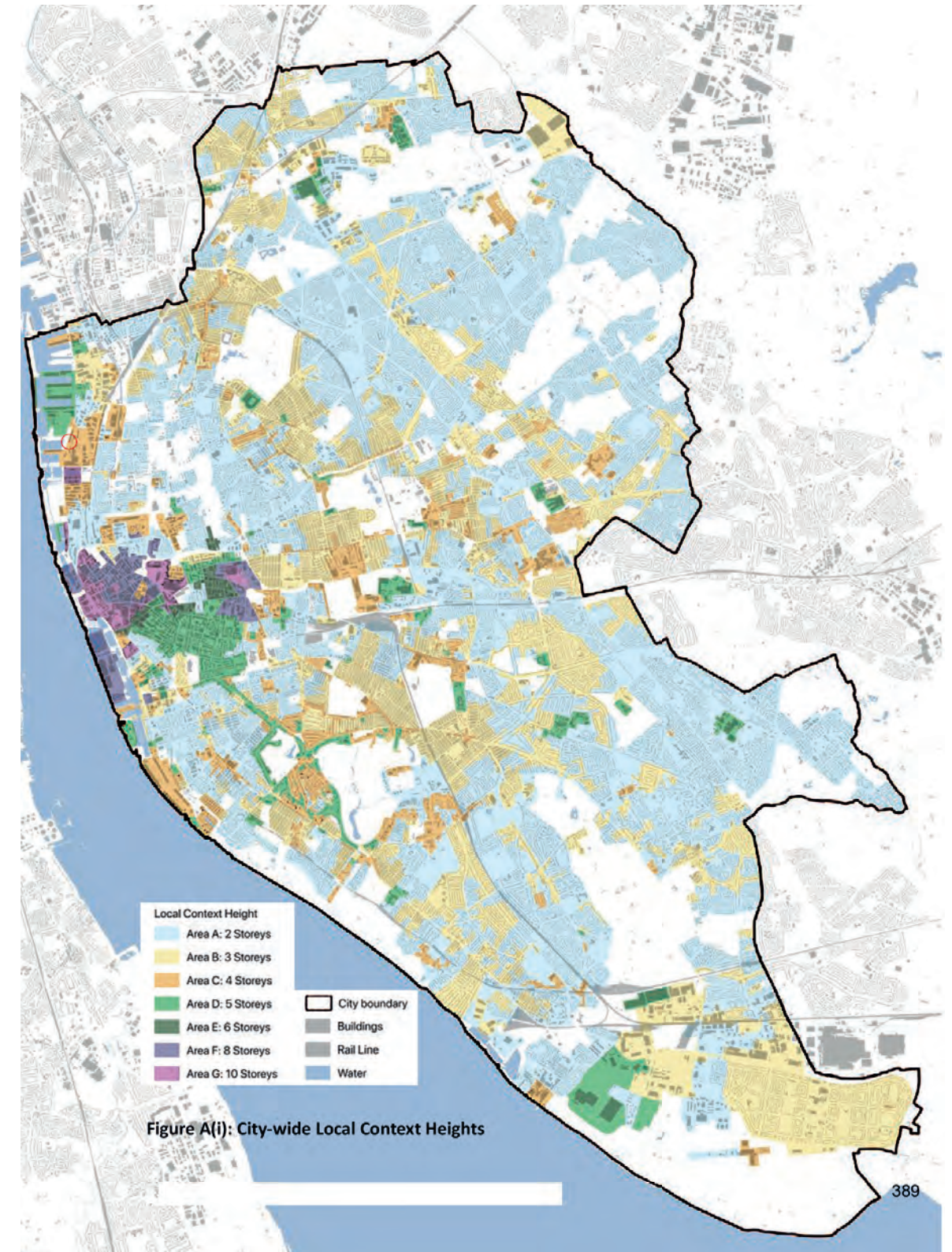
# CONTEXT



# CONTEXT

## 2.6 Surrounding Scale

This is a large scale context view showing the heights of buildings across the city region.

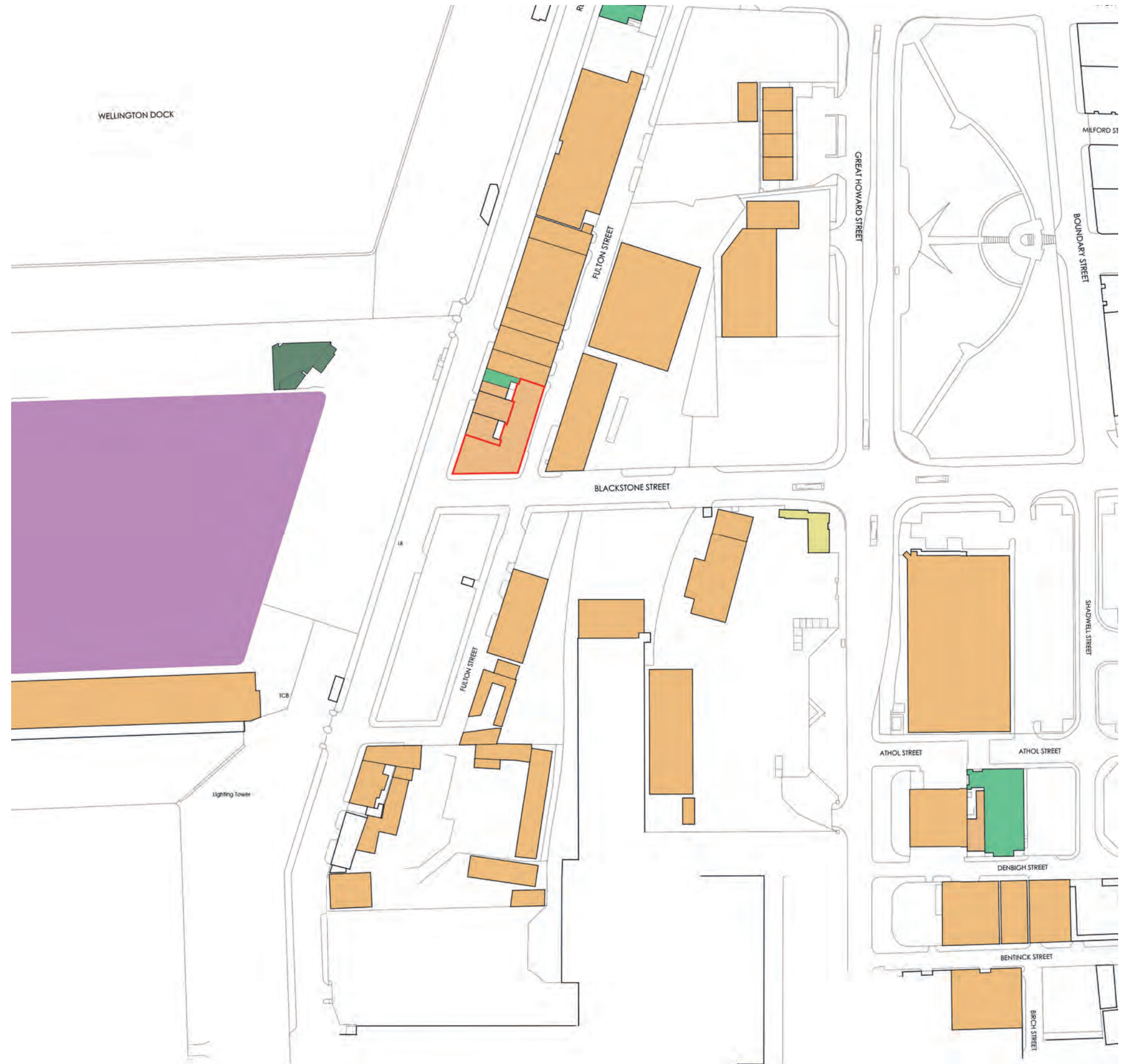


# CONTEXT

## 2.6 Surrounding Scale

The immediate context is predominantly four to ten storey industrial units.

- 1-2 Storey Buildings
- 3-4 Storey Buildings
- 4-5 Storey Buildings
- 5+ Storey Buildings
- Site Boundary



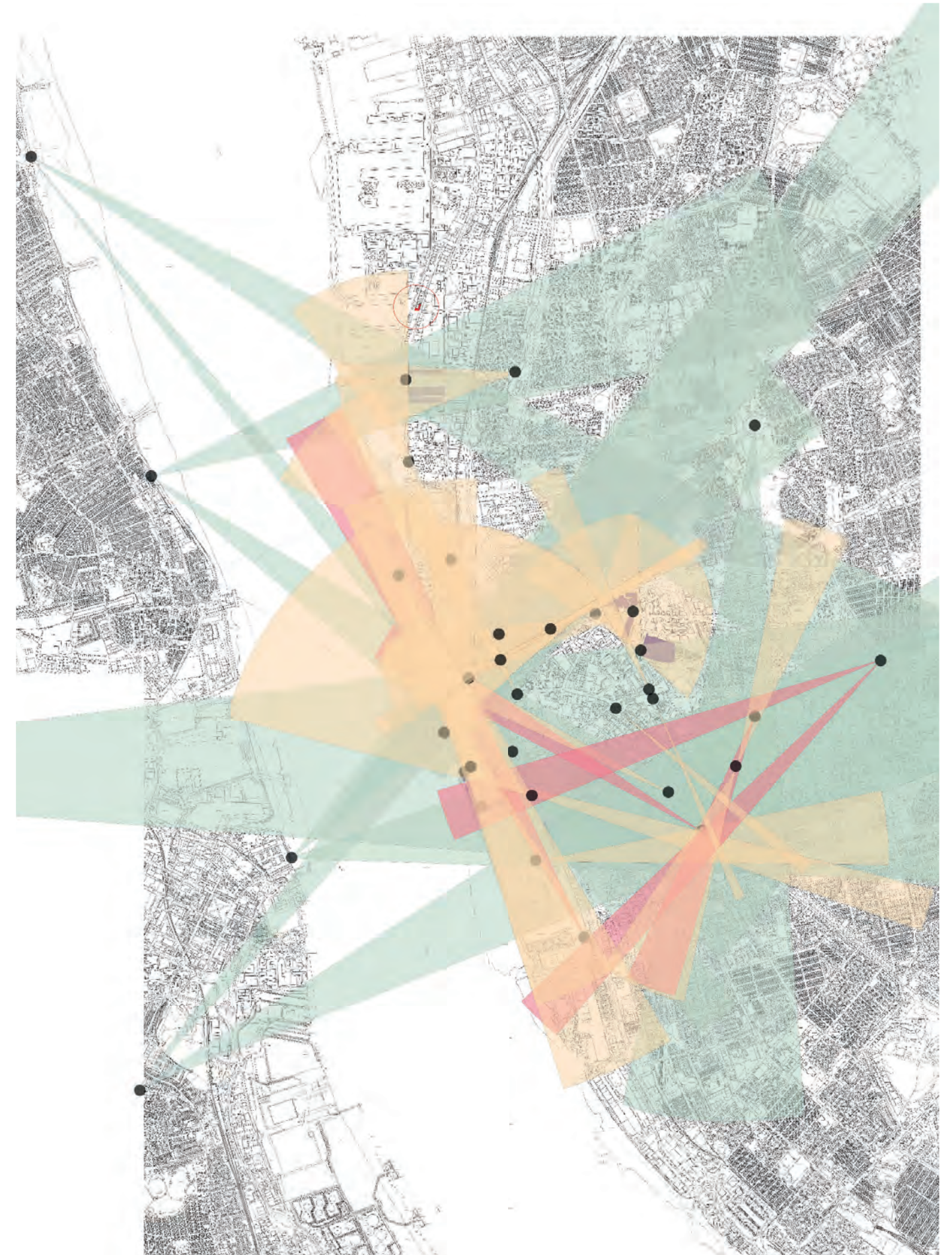
# CONTEXT

## 2.7 City Wide Context

Key views are identified in the World Heritage Site SPD. These are key views of the city's skyline and heritage. Views are split into three categories:

- Local: Direct views with a local focus, for instance a view terminating on a particular building or set of buildings;
- City-scale: Viewpoints that offer a wide view over an area; and
- Panorama: Views from the periphery looking over the skyline of the city.

As part of the analysis of views set out in the Tall Buildings Study -Evidence Base, the main focus of each view has been established and illustrated as view cones. The following pages provide a Map and photo of each view cone and a table summarising the importance of each view and its sensitivity to tall buildings

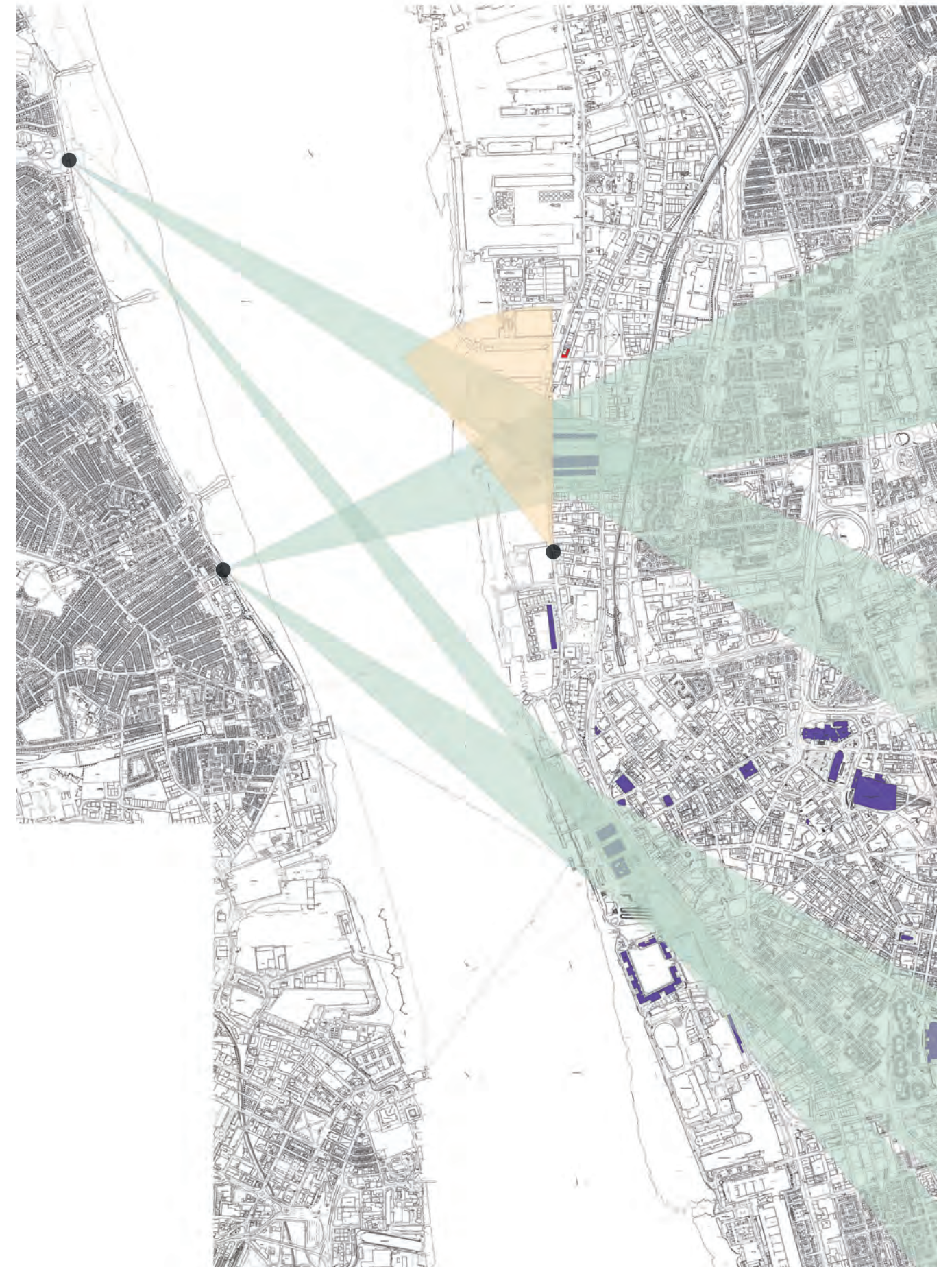


# CONTEXT

## 2.7 City Wide Context

This Site does not interfere with any of the key views laid out in the Key Views plan.

This image shows the closest view cones to the site









# CONTEXT

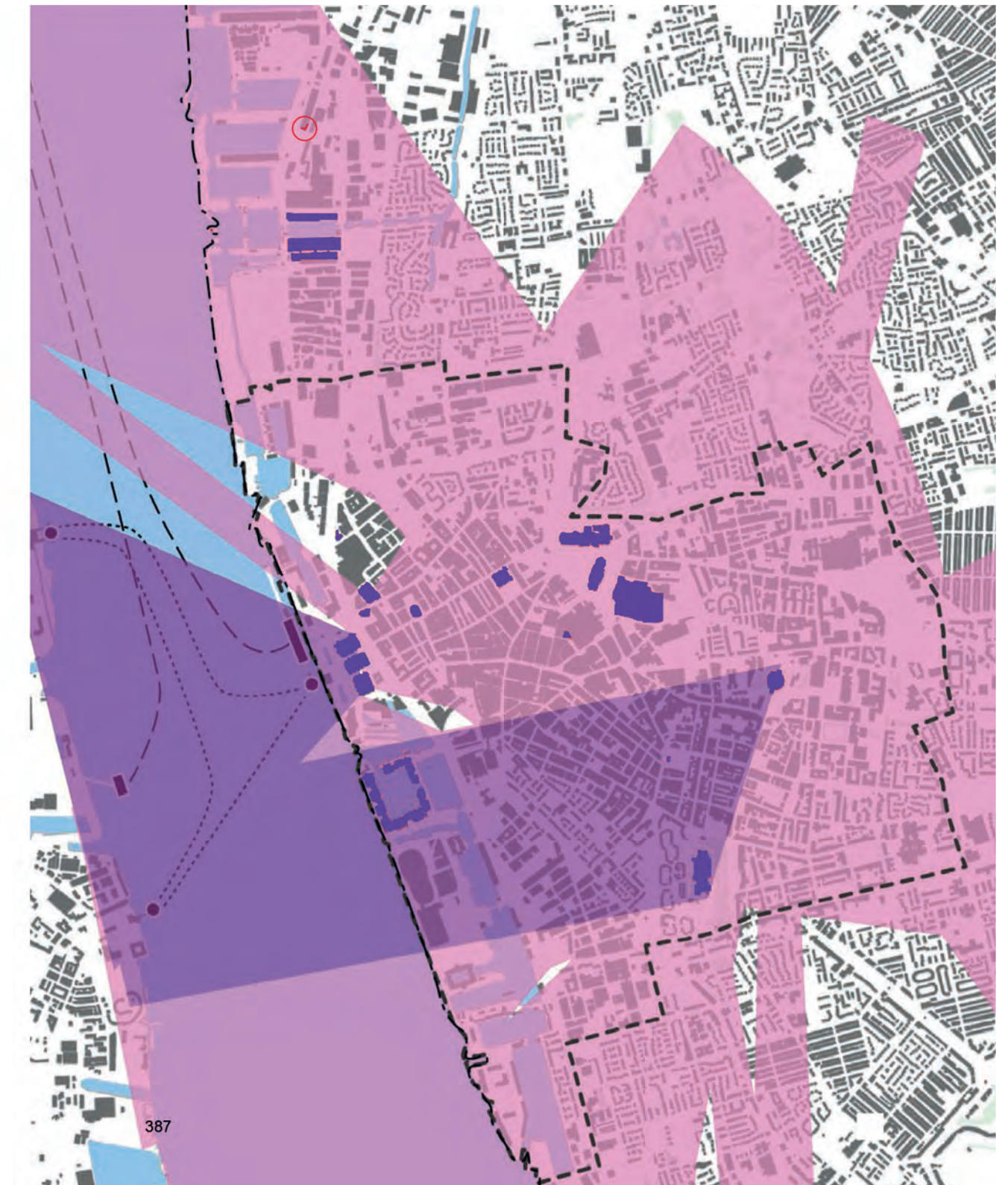
## 2.7 City Wide Context

The figure opposite shows areas with a sensitivity to tall buildings for views and the backdrops to key landmarks. The direct views of the Three Graces and towards the unimpeded relationship between the two Cathedrals from the Mersey and western riverside are Highly Sensitive to tall buildings.

Other identified views of the individual cathedrals plus the backdrops to these landmarks are categorised as Sensitive.

The proposed site is shown in red

-  Liverpool City Boundary
-  City Centre
-  City Landmarks
-  View cones Highly Sensitive to TB
-  View Cones Sensitive to TB
-  Site



# HISTORIC ANALYSIS

## 3.1 Historic Context

This images show the site from above in 1946. The density is far greater with taller buildings fronting Regent Road and beyond.



ABOVE: Enlarged image of the surrounding area from above, 1946



ABOVE: Historic image of the surrounding area from above, 1946



# HISTORIC ANALYSIS

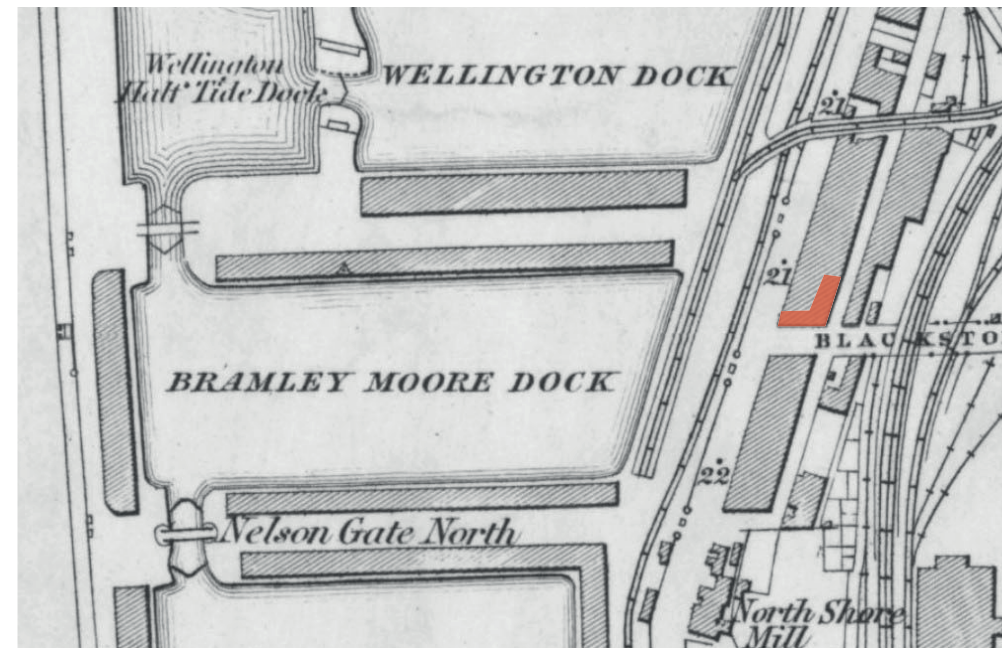
## 3.2 Historic Maps

1845 - This map shows that the built form on the site is part of a large block opposite Bramley Moore Dock.

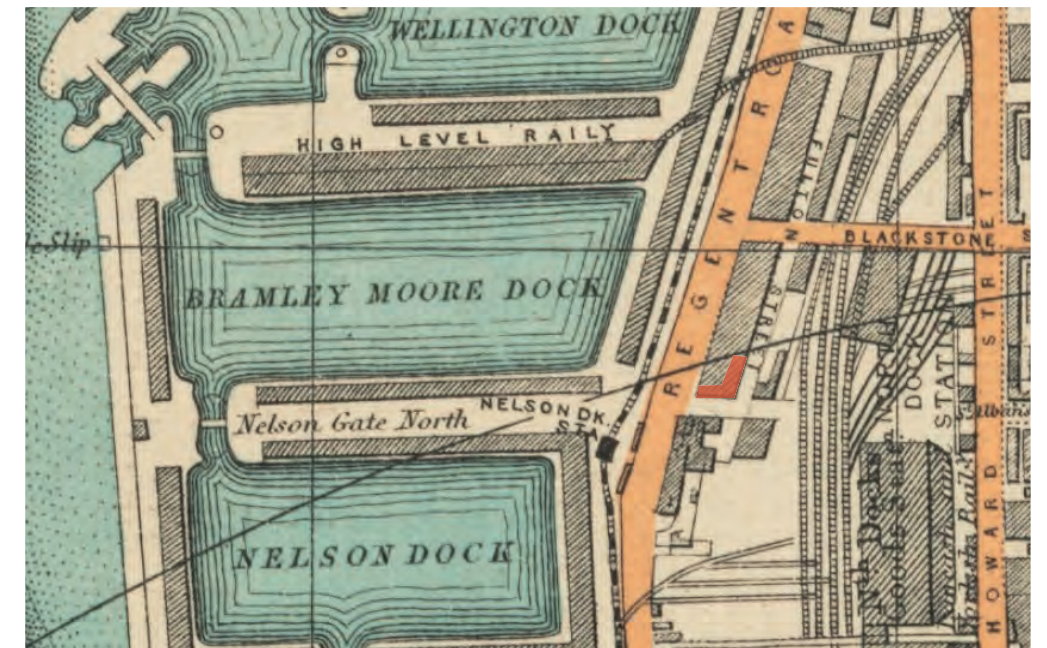
1900 - This map shows a little more detail regarding the Street names and the High Level Railway and the many railtracks leading to the North Docks Goods Station immediately to the East of the site further along Blackstone Street.

1925 - It is apparent there has been little to no change occurred between these years apart from the appearance of the Hydraulic Engine House and the Wellington Half Tide Dock now becoming The Sandon Half Tide Dock.

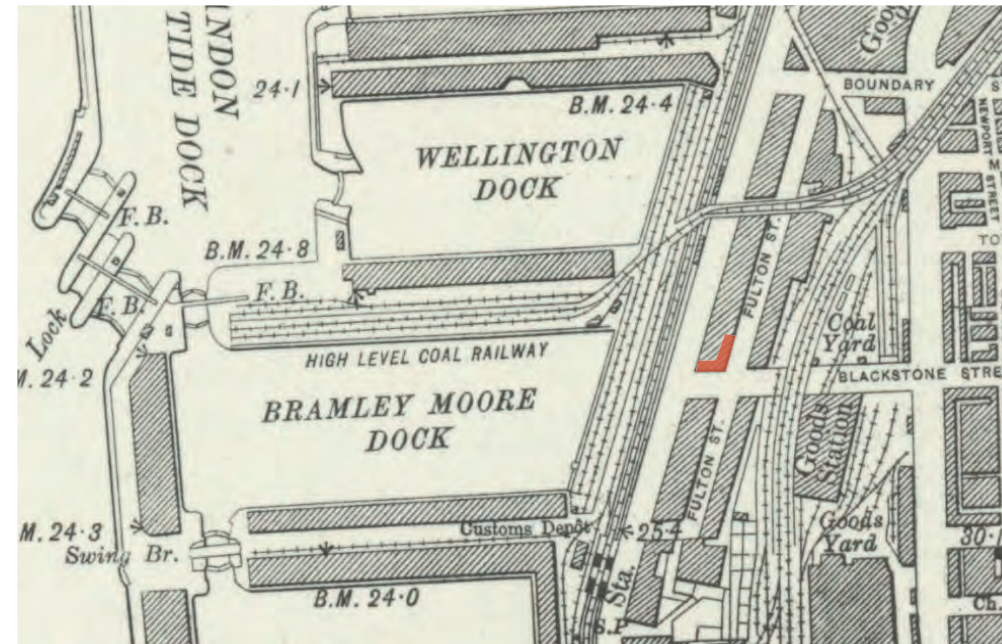
1938 - Again there has been little to no change between these years. The density remains very compact around this Dock area and the Goods station and Coal Yard are prominent features to the East of the site.



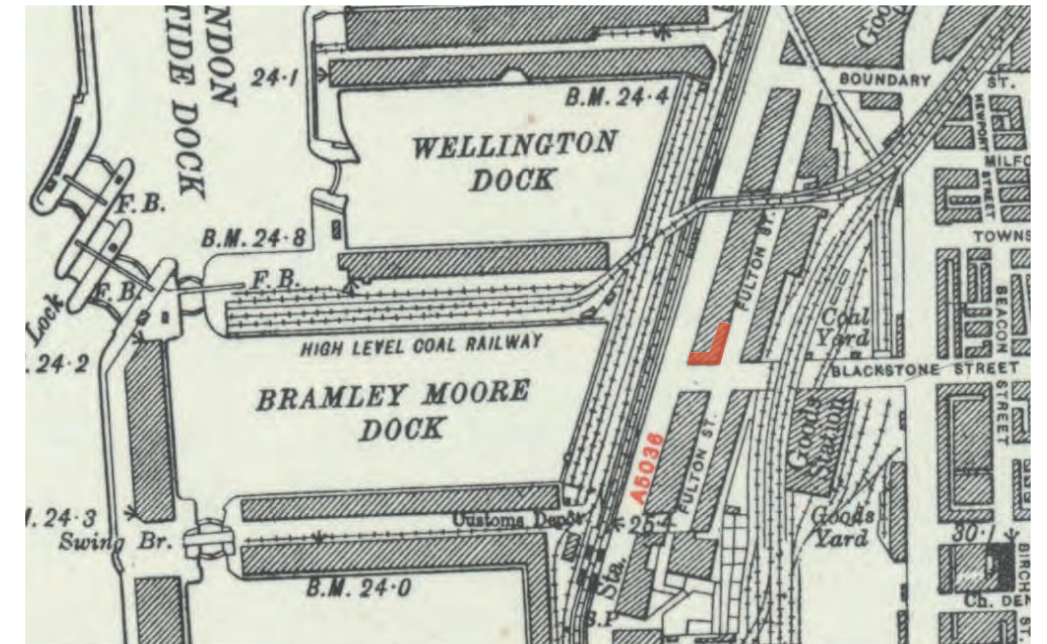
1845



1900



1925



1938



# HISTORIC ANALYSIS

## 3.3 Goads Insurance Map

This Insurance map of 1890 clearly shows the building names and uses that occupied the site at the time.

The corner building being that of the American Hotel Public House with what appears to be a terrace of smaller buildings behind fronting Blackstone Street.

The mill is shown as the Provender Mills Warehouse and David Rollo & sons Engineers occupied the adjacent building and the warehouse on the opposite side of Fulton Street.



1890



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# HISTORIC ANALYSIS

## 3.4 The American Hotel



ABOVE: American Hotel as seen from the Overhead Railway, undated.



ABOVE: American Hotel from Regent Road in the mid 1960's.



ABOVE: American Hotel following a fire, 1980



# HISTORIC ANALYSIS

## 3.5 The Mill



ABOVE: The Grade II listed Mill



ABOVE: Internal features of the Grade II listed Mill



# HISTORIC ANALYSIS

## 3.6 Listing Details

Heritage Category: Listed Building

Grade: II

List Entry Number: 1469878

Date first listed: 22-Apr-2020

Statutory Address - 15-17 Fulton Street, Liverpool, L5 9TG

Warehouses, dating to around 1850, later used for a variety of industrial purposes, including as a corn and provender mill and warehouse, converted into artists' studios/living accommodation in the early C21.

**MATERIALS:** mellow red brick and cast iron with some pressed-brick and sandstone dressings.

**PLAN:** 15-17 Fulton Street lies to the east of Bramley Moore Dock and Wellington Dock, and is composed of two warehouse units grouped together within a single building. It is bounded by Fulton Street to the east side, neighbouring buildings to the north and west sides, and a cleared site to the south.

The former warehouse is of four-storeys plus jigger lofts (mezzanines that would have originally housed hoist machinery) and basement. It has a rectangular plan with a solid central dividing wall internally that separates the interior into two halves, and a stair at each north and south end. An additional early-C21 stair has been inserted to the centre.

**EXTERIOR:** the front (east) elevation facing Fulton Street is of a very wide, symmetrical eight-bays, with two

gabled units each of four-bays with central loading bays. The ground floor is raised, and at each end of the front elevation are narrow recessed doorways with segmental-arched heads and original sheet-iron entrance doors set within cast-iron frames that each lead onto an internal stair lit by narrow stair windows.

The doorways are each accessed via a flight of altered steps. To the centre of the elevation is a later inserted doorway, which is similarly styled and also has a sheet-iron door, and is accessed via a steel stair.

The original sheet-iron loading doors to the loading bays have mostly been removed (the basement level doors on the south loading bay survive) and the openings are now glazed, but the cast-iron floor ends survive, along with semi-circular domed cast-iron hoods to the top of the bays, cast-iron hoists and some cast-iron tethering rings.

The loading bays are flanked by later tie bars and small windows with segmental-arched pressed-brick heads and sandstone sills set to each floor, most of which retain their original cast-iron bars. Internal sheet-iron shutters have been removed and the windows are now glazed. Basement windows have been bricked up and two openings have been altered and widened with replaced lintels.

The building's gables, which each have a small oculus (round window) to the apex, are linked by a brick parapet, all with sandstone copings. Both units have their own pitched roof, which incorporate a number of small modern velux windows, and the dividing party wall rises above the roofline to form a fire break. Downpipes have been replaced in uPVC, but a cast-iron hopper survives.



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# HISTORIC ANALYSIS

The side elevations have a single window to the centre of the upper floors in the same style as those to the front; at least one retains original cast-iron bars, but some are now just glazed. The rear elevation has similarly detailed window openings, some of which have been blocked up, and flues have also been inserted through the rear wall. The south-west and north-west corners of the building are canted.

INTERIOR: internally the building is subdivided into two halves by a brick spine wall that incorporates a doorway on each floor providing access between the two areas; the doorways' sheet-iron doors have been removed and replaced by modern timber doors, but their cast-iron frames survive. There are heavy softwood-timber floor joists and a mixture of concrete floors and softwood-timber floors; the latter are in the southern half of the building and incorporate trapdoors. Cast-iron columns provide support in the basement and on the ground floor, and in the southern half of the first floor, with substantial softwood-timber posts and brick piers elsewhere. Internally the windows have very deep reveals and have lost their sheet-iron shutters.

At each north and south end of the building is a fireproof stair bay comprised of an enclosed brick compartment containing a cast-iron spiral stair with sheet-iron doors off onto each floor level; one of the doors off the north stair has been removed and replaced by a timber door. An additional early-C21 stair has been inserted to the centre front of the building and further timber stair flights have been inserted between some of the floors. The basements' sandstone stairs survive.

The building's formerly open-plan spaces were partitioned on each floor in the early C21 to create artist's studios and heating stoves and flues have been inserted, along with kitchen areas and bathrooms. Later tie rods pass through the building just below the ceilings, and an original hoist hook has been attached to one of the rods.

Both warehouse units retain their original roof structures, including massive Queen-post trusses and side purlins. At the east end of each warehouse is a mezzanine jigger loft (now with later access stairs).

Machinery has been removed, but pulley lines and beams survive. The lofts are now (2020) used as sleeping platforms and the base of that in the southern half of building has been extended on one side to the tip of the roof truss.



# POLICY AND GUIDANCE

## 4.1 Statutory Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990 requires planning applications should be determined in accordance with the statutory development plan, unless material considerations indicate otherwise. The statutory development plan for Liverpool comprises the Unitary Development Plan (UDP), which was adopted in 2002. The following design policies are relevant to the proposed development:

- Policy GEN3 Heritage and Design in the Built Environment aims to protect and enhance the built environment, including through preserving & enhancing historically important areas and improving them where appropriate; encouraging a high standard of design and landscaping; improving accessibility; and creating an attractive environment which is safe and secure.
- Policy HD11 New development in Conservation Areas establishes that planning permission will be prevented for development which fails to preserve or enhance the character of the area. Development must have a high standard of design and materials, be appropriate to the setting and context, respect the character and appearance of the area, protect important views and vistas within, into and out of the conservation area and conserve essential elements which give the area its special character.

- Policy HD18 General Design Requirements states that the scale, density and massing of proposed development should relate well to its locality. Developments should include characteristics of local distinctiveness e.g. design, layout, materials. New development should not detract from the city's skyline and local views within the city. There should be no severe loss of amenity or privacy to adjacent residents. External boundary and surface treatment should be included as part of the development and should be designed to relate well to its surroundings.

- Policy HD19 Access for All establishes that developments should include suitable provision for disabled people, giving consideration to ensuring ease of access and movement through public areas.

- Policy HD20 Crime Prevention encourages the incorporation of measures to provide for personal safety and crime prevention, including increasing overlooking, discouraging provision of hiding places, ensuring well designed public spaces (e.g. car parking, entrances) and making a clear distinction between public and private space.



# POLICY AND GUIDANCE

## 4.2 National Material Considerations

The following considers design based policies at a national level. A detailed appraisal of national policies, including those relating to heritage, is provided in the Planning Statement. The National Planning Policy Framework (2019) includes a section on 'Achieving well-designed places'. This chapter establishes that the development of high quality buildings and places is fundamental to the planning and development process. The link between good design and the acceptability of development to local communities is established. Design is also noted as being key in establishing sustainable development

Paragraph 127 of the NPPF states that decisions should ensure that development:

- Will function well and add to the overall quality of the area;
- Is visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Is sympathetic to local character and history;
- Establishes / maintains a strong sense of place;
- Optimises the potential to accommodate and sustain an appropriate amount and mix of development; and
- Creates places which are safe, inclusive and accessible, which promote health and well-being and minimise crime and the fear of crime.

In accordance with paragraph 131, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in an area, so long as it accords with the overall form and layout of its surroundings. Planning Practice Guidance (PPG) (2014 and updated) establishes the role of Design &

Access Statements in setting the narrative for the design approach and design rationale for the scheme. These statements demonstrate how the local character of an area has been taken into account and how design principles will be applied to achieve high quality design.

Concisely, the statements should set out how proposals are a suitable response to the site and its setting, taking account of baseline information. PPG references the National Design Guide (2019), which sets out the key principles of good design.

The National Design Guide provides details of the ten characteristics of well-designed places, which work together to create a physical Character, sustain a sense of Community and address environmental issues affected by Climate. The ten characteristics are:

- Context – enhancing the surroundings
- Identity – attractive and distinctive
- Built Form – a coherent pattern of development
- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public spaces – safe, social and inclusive
- Uses – mixed and integrated
- Homes and Buildings – functional, healthy and sustainable
- Resources – efficient and resilient
- Lifespan – made to last

The Government has also issued an interim report on its Building Better, Building Beautiful Commission. The interim report, Creating Space for Beauty was published in July 2019.

The purpose of the Commission is to address the challenge of poor quality design and build of places across the country. Beauty should be seen in Buildings (windows, height, space and materials); Places (nature of streets, squares and parks) and being Beautifully Placed (sustainable settlement patterns and siting).

There are 30 proposed policy directions with more engagement due before the Commission reports further.



# POLICY AND GUIDANCE

## 4.3 Local Material Considerations

Liverpool is preparing a new Local Plan, which was been submitted for examination in May 2018. The following policies of the Submission Draft (May 2018) are relevant to the design of the proposed development:

- Policy CC10 Waterfront Design Requirements establishes that development on the waterfront must be of a high quality design which respects its historic surroundings, whilst making adequate provision for access, parking and servicing. This includes protecting the character, setting, distinctiveness and Outstanding Universal Value (OUV) of the World Heritage Site (WHS).

- Policy UD1 Local Character and Distinctiveness establishes that development proposals should demonstrate that several aspects have been taken into account, including local grain and pattern of development; means and pattern of enclosure; patterns of movement and street character; materials, colours, tones and textures; relationship to topography; the need to preserve and improve views into and across development; heritage assets; and focal buildings and landmarks.

- Policy UD2 Development Layout and Form states that development proposals should demonstrate that the following are taken into account: the hierarchy of streets and spaces; form, height, scale and massing; the need to reduce opportunities for crime; the need to promote physical activity; the creation of active frontages; and the establishment of sufficient sunlight and daylight.

- Policy UD3 Public Realm requires public realm design to reinforce and complement local distinctiveness; be based on a clear rationale of the function of an area; establish a primacy of pedestrians and cyclists over vehicles; incorporate historically important features; incorporate strong inclusive design principles; minimise physical barriers and visual clutter; minimise risk of criminal activity and perception of insecurity; incorporate appropriate street lighting and signage; and encourage physical activity.

- Policy UD4 Inclusive Design states that development proposals should meet the highest standards of accessibility, safety and inclusion to ensure development can be used safely and easily. The principles of inclusive design, including the specific needs of disabled people, should be integrated into the development.

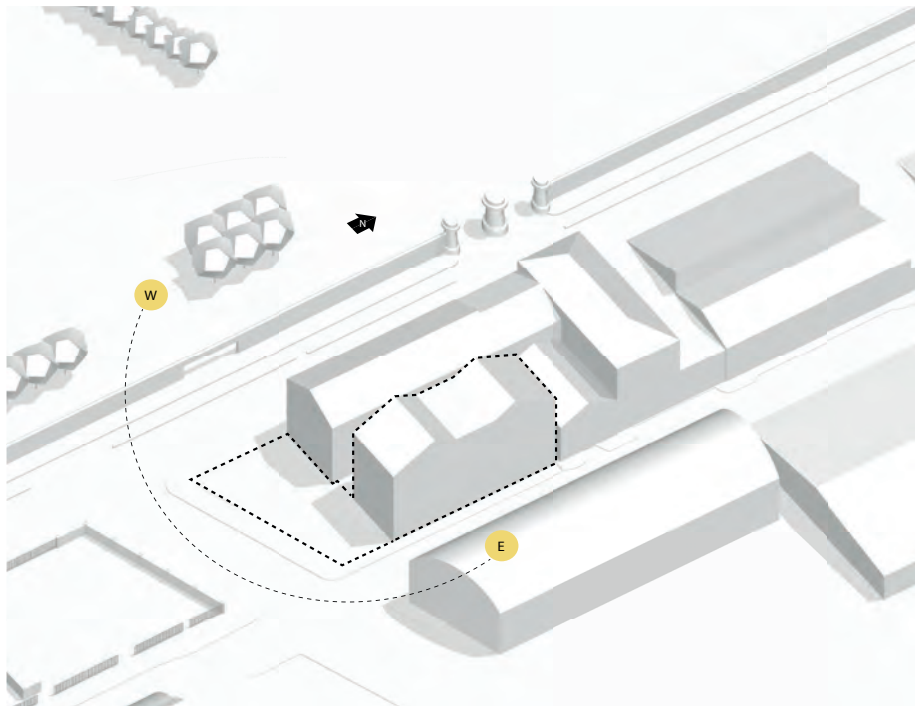
- Policy UD5 New Buildings lists a series of criteria for new design proposals, including that buildings are robust and adaptable; orientation and micro-climate issues have been considered; materiality, tone and texture of an area are reflected in the design; the building aids legibility; adequate sound attenuation is provided; building design is resource and energy efficient; and it provides appropriate levels of car and cycle parking and servicing provision.

- Policy TPE Walking and Pedestrians seeks to ensure that design development layouts are fully accessible and designed to encourage walking by providing direct pedestrian routes following future and existing desired lines.

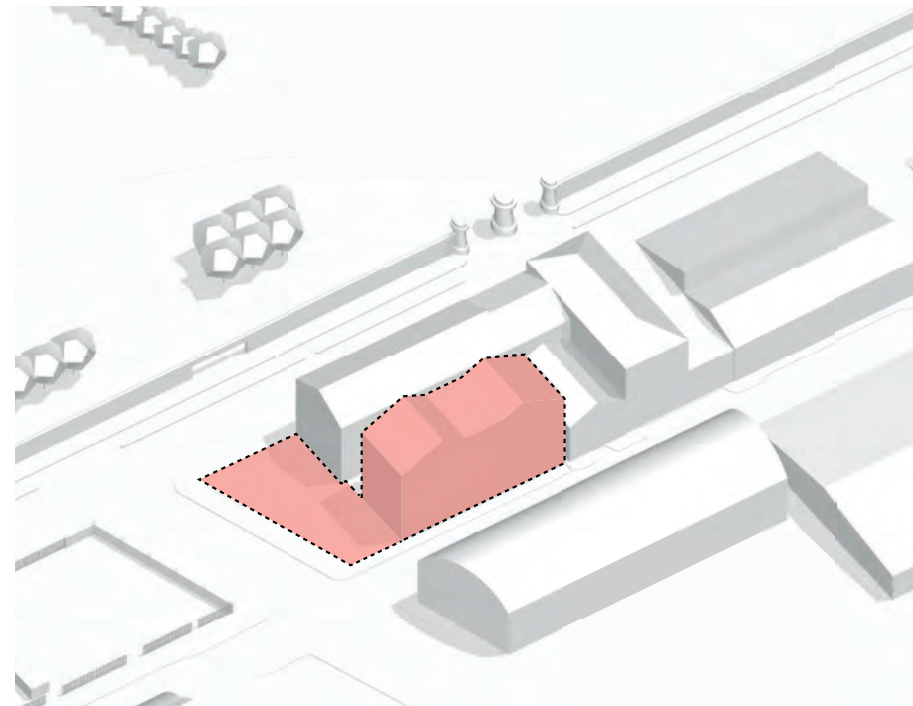


# DESIGN PRINCIPLES

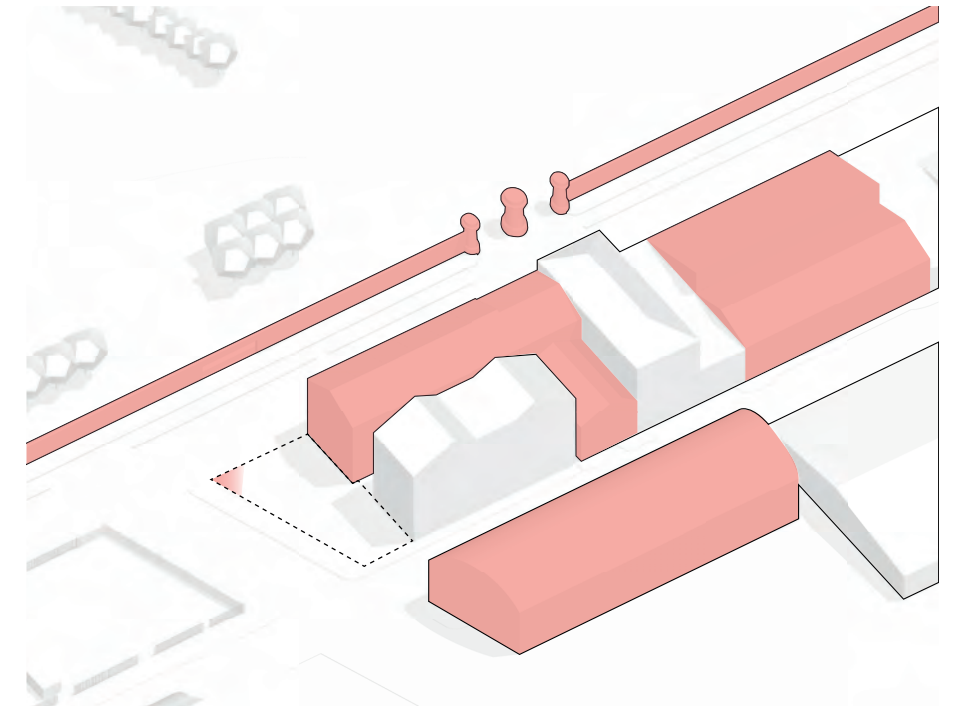
## 5.1 Massing & Scale



The Sun Path shows the openness along Regent Road and Blackstone Street



Existing footprint with surrounding buildings

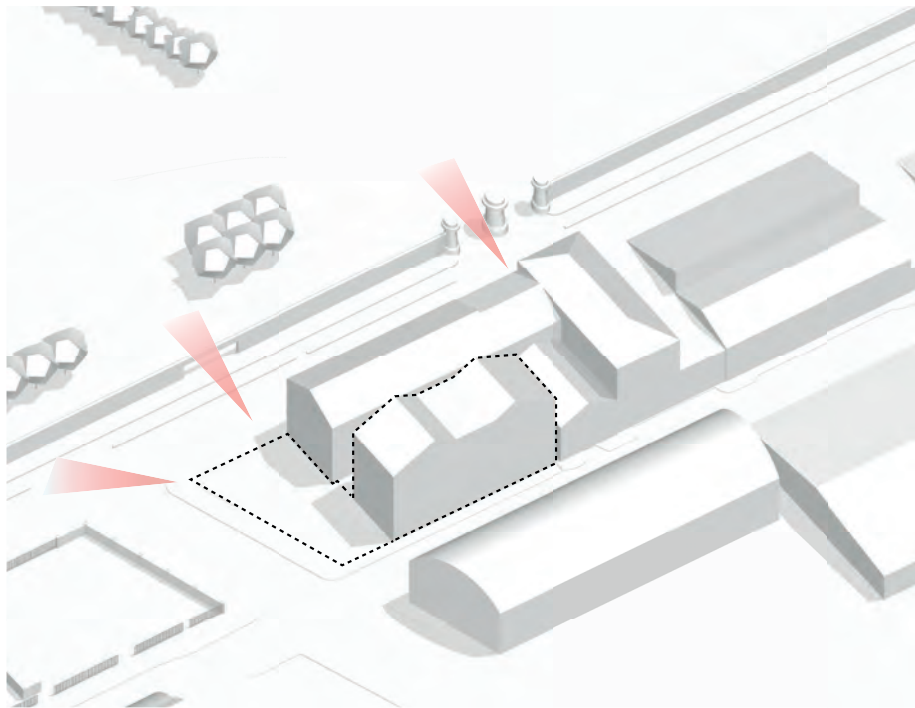


The site constraints are that the existing Mill is landlocked by the Georgian terrace that fronts Regent Road. The immediate context is characterised by the Grade I Listed Dock Wall that spans to the Western part of the site.

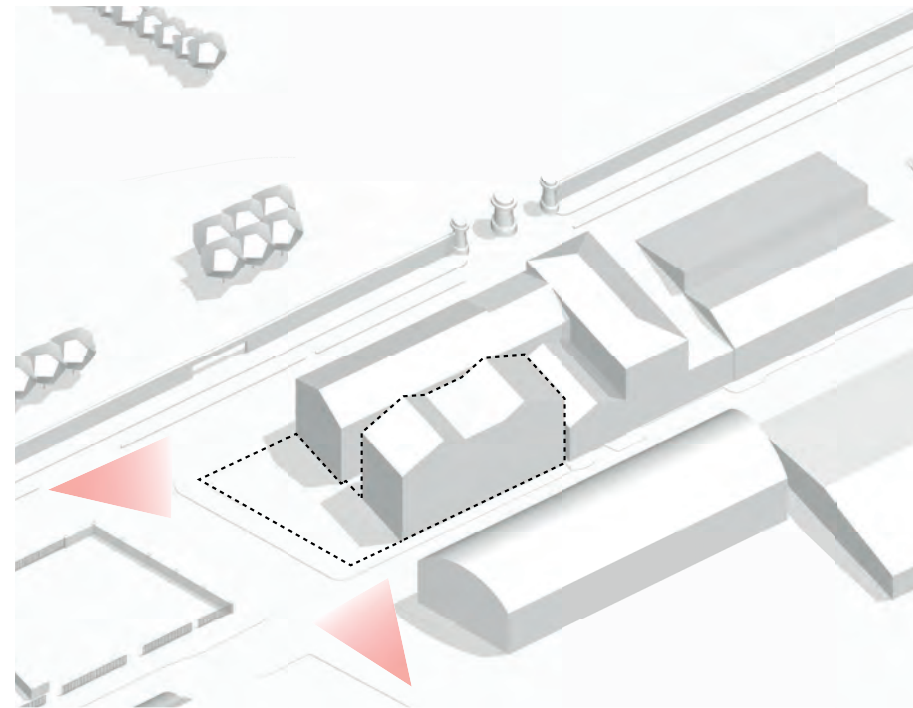


# DESIGN PRINCIPLES

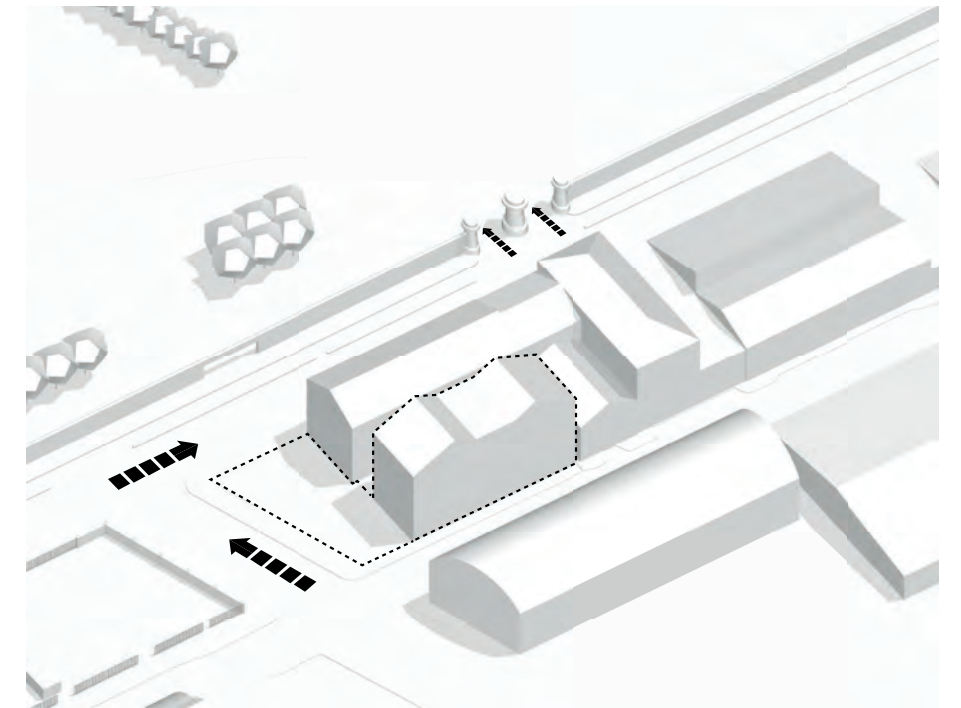
## 5.1 Massing & Scale



Waterfront vistas are identified on this prominent corner



Street Vistas are identified down Regent Road and up Blackstone Street



Pedestrian routes are shown along Blackstone Street and Regent Road and through the Bramley Moore Gates



# DESIGN PRINCIPLES

## 5.1 Massing & Scale



Extruded footprint establishing mass of proposed element



Indentations were made to break up the mass and orientate views



A plinth level was established to further emphasise this layering along with a setback to the upper floors reducing the proposal.

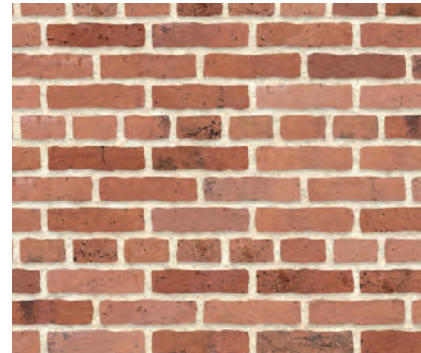


# DESIGN PRINCIPLES

## 5.2 Elevation & Materiality



Powder coated windows



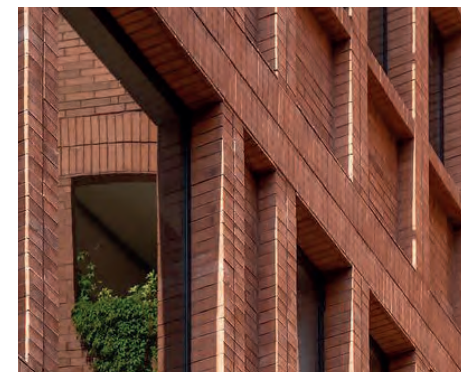
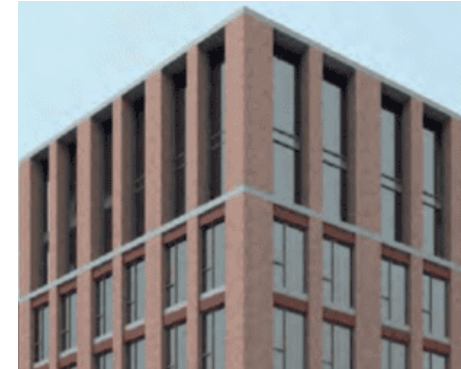
Red hand made brick



Fluted Stone



Stone Parapet



ABOVE: Regent Road Elevation

ABOVE: Material Precedents

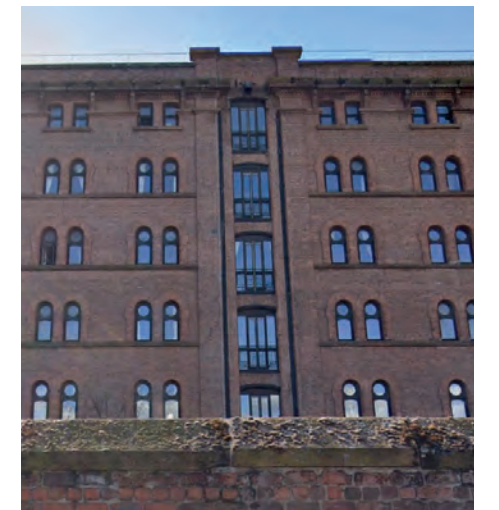
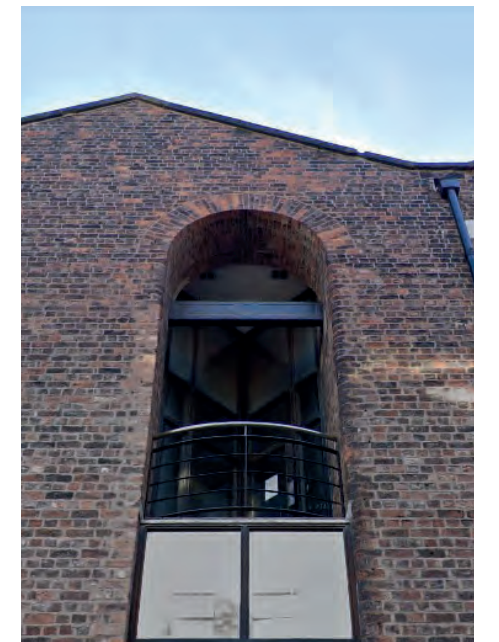


# DESIGN PRINCIPLES

## 5.2 Elevation & Materiality



ABOVE: Fulton Street Elevation



ABOVE: Material Precedents



# DESIGN PRINCIPLES

## 5.3 Building Schedule

### Basement

Back of House	-	198sqm
Lobby & Core	-	40sqm
Spa Reception	-	85sqm
Spa Pool	-	131sqm
Treatment Rooms	-	109sqm

### Ground Floor

Reception Bar	-	80qm
Car Park	-	166sqm
Commercial Unit	-	28sqm
Lobby and Cores	-	110sqm
Mill Conversion Keys	-	18-24sqm x8

### First Floor

Lobby and Cores	-	154sqm
Mill Conversion Keys	-	18-24sqm x8
New Build Keys	-	19-26sqm x10

### Second Floor

Lobby and Cores	-	154sqm
Mill Conversion Keys	-	18-24sqm x8
New Build Keys	-	19-26sqm x10

### Third Floor

Lobby and Cores	-	154sqm
Mill Conversion Keys	-	18-24sqm x8
New Build Keys	-	19-27sqm x10

### Fourth Floor

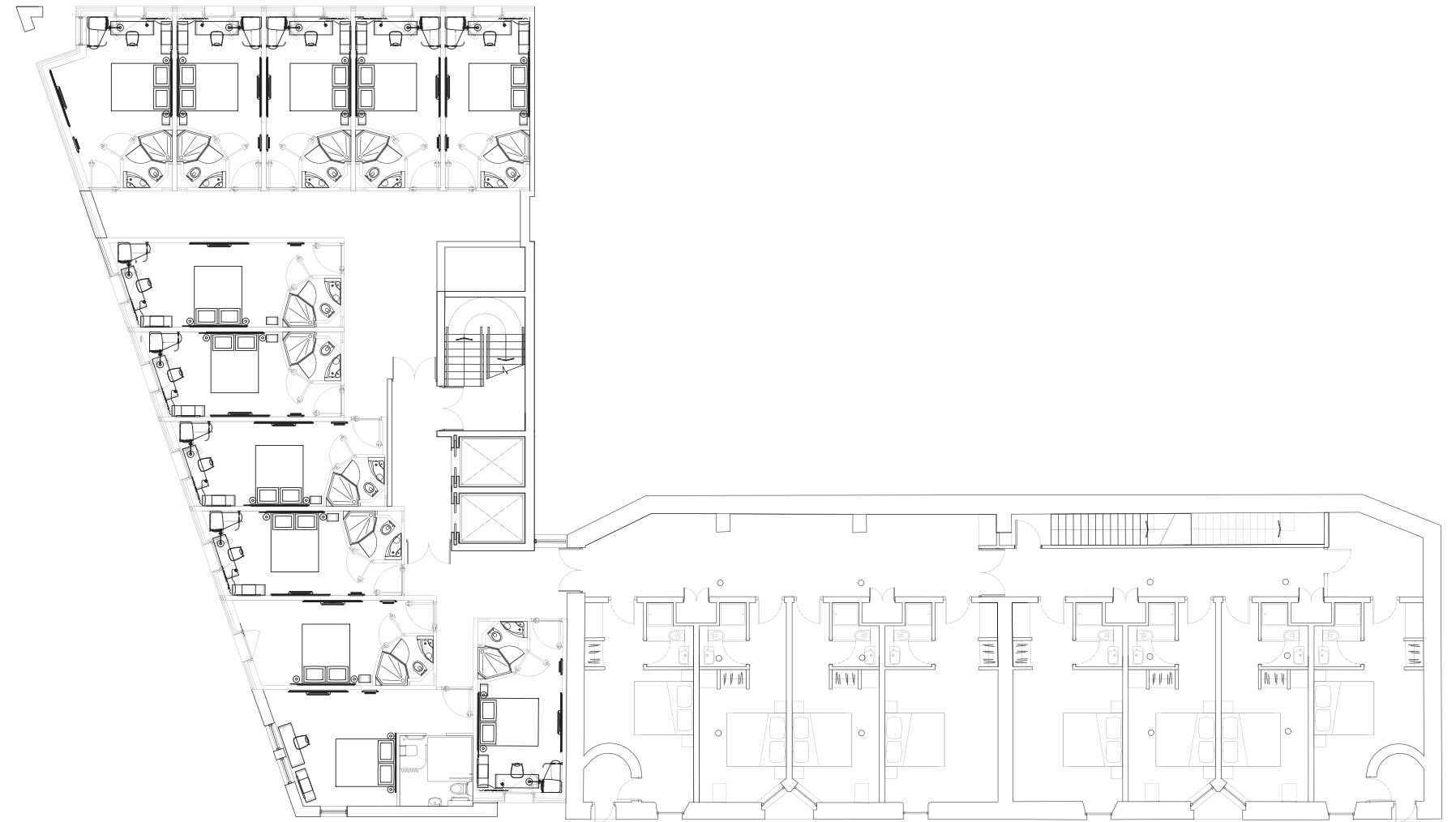
Lobby and Cores New	-	86sqm
Build Keys	-	20-26sqm x10

### Total Keys x80



# DESIGN PRINCIPLES

## 5.3 Building Schedule



ABOVE: Proposed First Floor GA



# DESIGN PRINCIPLES

## 5.5 External Study



ABOVE: Blackstone Street Visual



# DESIGN PRINCIPLES



ABOVE: Regent Road Visual



# ACCESS STRATEGY

## 6.1 Access Statement

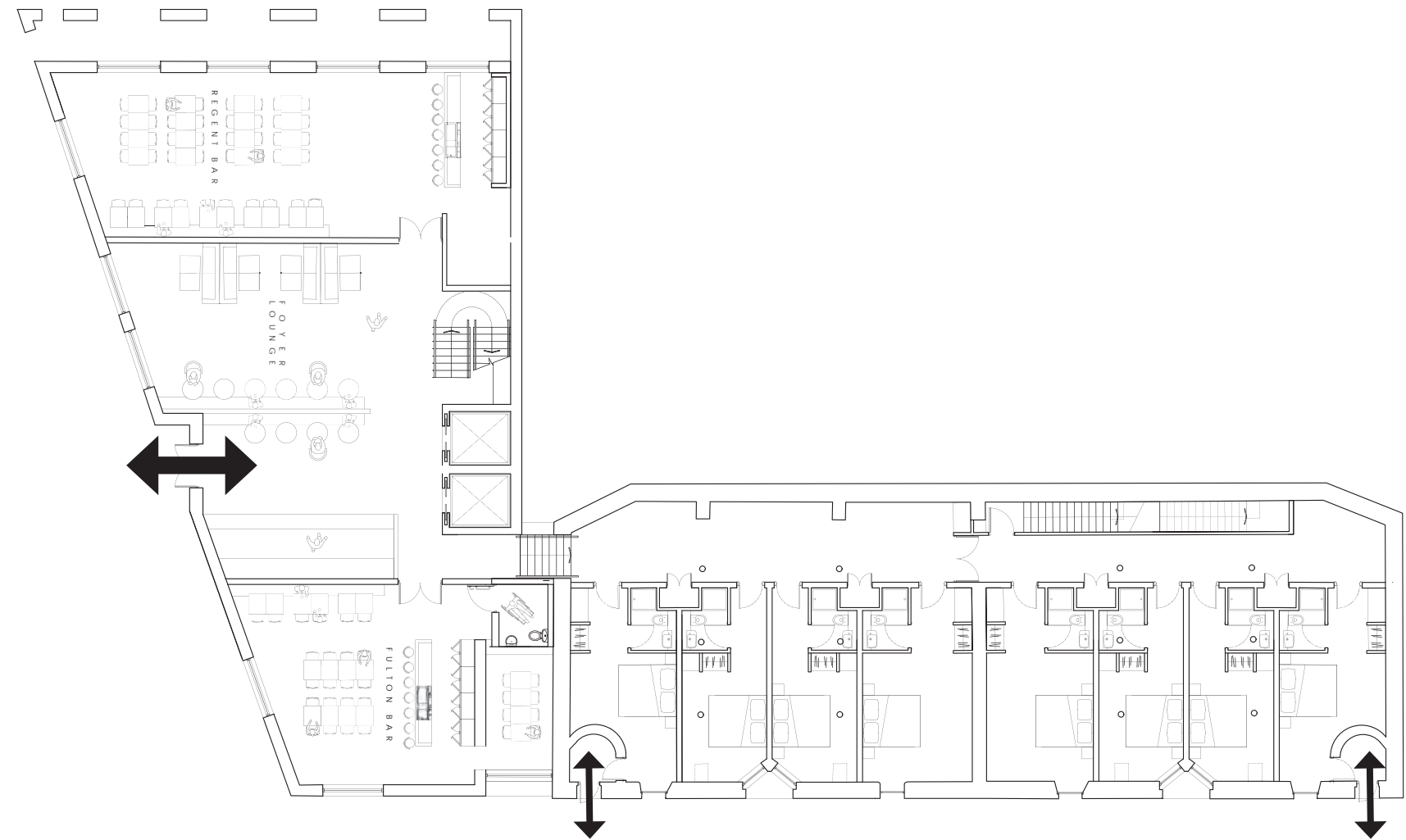
The site is readily accessible to both vehicles and pedestrians via Blackstone Street and Fulton Street . There are two bus stops immediately opposite and behind the site. The area is served by Sandhills Railway Station to the North East of the site.

Part of the site currently lies empty and the Grade II listed Mill is also closed to the public. Our proposal looks to incorporate this vacant building into the scheme and to improve both vehicular and pedestrian access across the site.

The entrance will be renewed and realigned to give better visibility for all pedestrians and vehicles entering or leaving the site. Visibility splays and kerb radii are designed to meet the requirements of the local authority Highway Officer.

Circulation routes will be clearly defined and a fully inclusive environment will be achieved by the careful specification of surface finishes, contrasting colours, external lighting, etc.

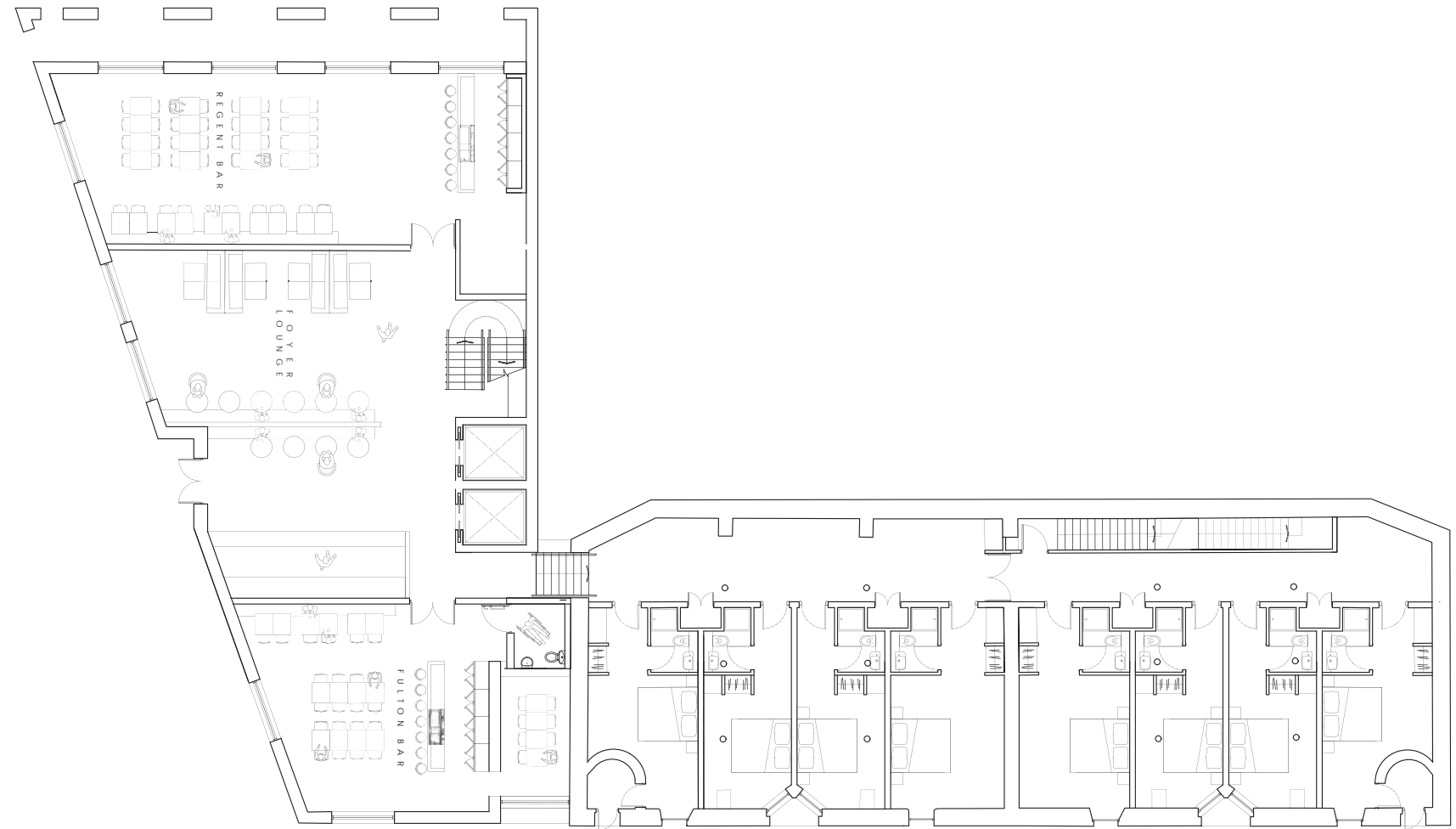
Level access is proposed to all new dwellings. Internally, they will meet the requirements of Building Regulation Approval Document Part M(3) with the accessible units reaching M(4).



# ACCESS STRATEGY

## 6.2 Refuse Strategy

All bins for the proposed apartments will be located in the bin store accessed from Blackstone Street



# APPENDICES

## 6.3 Sources

LAR portal  
[www.liverpool.gov.uk](http://www.liverpool.gov.uk)

Old Maps Online  
[www.oldmapsonline.org/en/](http://www.oldmapsonline.org/en/)

Britain from Above  
[www.britainfromabove.org.uk/](http://www.britainfromabove.org.uk/)

Client archive





ATELIER 2