Liverpool
City Council

PUMPFIELDS & LIMEKILNS



SUPPLEMENTARY PLANNING DOCUMENT | JUNE 2026

PLANNING FOR A FAIRER, CLEANER, STRONGER CITY

Foreword

I am pleased to present this Supplementary Planning Document for Pumpfields & Limekilns; a place with a proud industrial heritage and a pivotal role to play in Liverpool's future growth.

This SPD provides a clear framework to guide comprehensive, high quality regeneration, strengthen neighbourhood identity and ensure that new development delivers meaningful benefits for communities across North Docks, Liverpool North and the wider city.

The Pumpfields & Limekilns area sits at the point where the city centre meets long established neighbourhoods and will play a pivotal role in connecting the city centre with the north of the city.

As Liverpool continues to grow, the Council's vision is for this area to become a highly sustainable extension of the city centre, a vibrant, inclusive and high quality residential led mixed use district that supports new homes, jobs, learning opportunities, green spaces and cultural activity.

Our ambition is to shape comprehensive change in a way that is inclusive, resilient and respectful of the area's unique character.

The SPD is built around three key threads that reflect both the area's past and its future potential:

- **Nature**, restoring green infrastructure through Kingsway Park, a new canal side park, and a network of reimagined neighbourhood spaces enriched with high quality greening.
- **Industry**, celebrating the area's heritage by supporting creative industries, small businesses and maker spaces; and
- **Connectivity**, improving movement and accessibility through safer streets, better crossings, enhanced walking and cycling routes, and stronger links between the city centre, Liverpool North and the waterfront.

This SPD has been shaped through extensive positive and proactive engagement with residents, businesses, landowners, developers, community organisations and education partners.

Their insight has been invaluable in refining the priorities and proposals set out in this SPD, and this collaborative approach will continue as we move into delivery.

Pumpfields & Limekilns is already changing. With the right guidance, investment and partnerships, it can become one of Liverpool's most distinctive, vibrant and inclusive neighbourhoods, a place that reflects our city's ambition and provides opportunities for all.



Councillor Nick Small
Cabinet Member for Growth & Economy



Councillor Nick Small



Fig 1 SPD site boundary

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Levitt Bernstein
TurnerWorks
MONTAGU EVANS
ARUP

PART A

Introduction

1.1 The opportunity in Pumpfields & Limekilns

Where is Pumpfields & Limekilns?

Pumpfields & Limekilns, sitting at the northern edge of the city centre, is a critical part of the jigsaw linking the heart of Liverpool to the established residential communities to the north and the emerging regeneration areas along Liverpool's waterfront.

Pumpfields & Limekilns today consists of a mix of employment uses, residential buildings, surface car parking and vacant land. Neverthless, the area has a rich and culturally significant history. This Supplementary Planning Document (SPD) will embrace the site's past and establish a framework to connect and harmonise new and existing development opportunities, ensuring each development within the area extends beyond its immediate boundaries to transform this vital but neglected district into a sustainable, vibrant, mixed-use new neighbourhood delivering new homes, along with improved infrastructure and community facilities.

This SPD will ensure that the area is developed in a comprehensive and co-ordinated way to achieve:

- A new and vibrant high-quality mixed-use neighbourhood, a place that is active throughout the day and evening and fosters a strong sense of identity and belonging.
- Delivery of new and improved infrastructure to support growth and ensure that development is sustainable in the long term.
- Enhanced biodiversity and new blue and green infrastructure for well-being, amenity and climate resilience.
- Safe, attractive streets and active travel links connected to a high quality public transport network that make walking, cycling, and wheeling the first choice for getting about.
- High-quality sustainable and affordable homes supported by the infrastructure needed for residents to lead healthy, happy, fulfilled lives.
- A strong and vibrant local economy with good jobs and cultural and community amenities, supporting the Council's social value objective for a strong and inclusive economy.

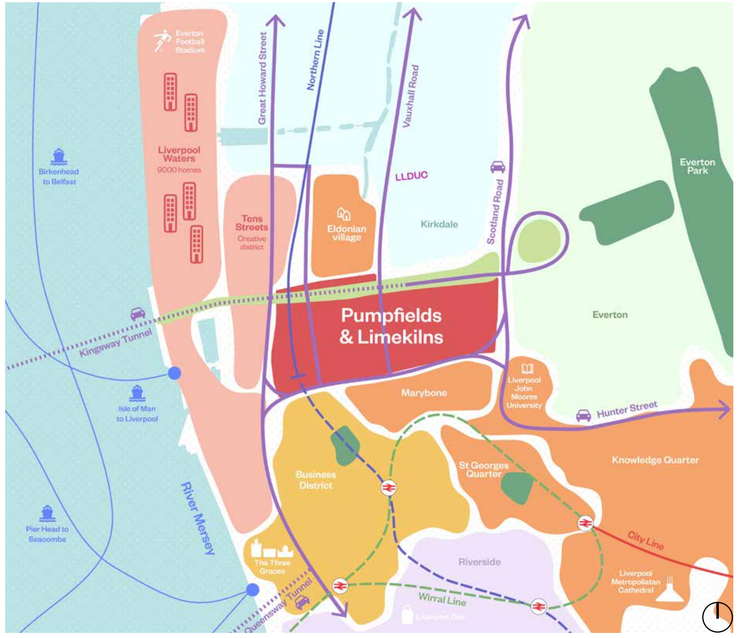


Fig 2 Pumpfields and Limekilns in the city context

1.2 Purpose of this SPD

Scope of the SPD

A Supplementary Planning Document (SPD) is a technical document that Local Planning Authorities can produce to provide guidance on planning policies in a Local Plan. The Pumpfields & Limekilns SPD supplements the Liverpool Local Plan by setting out more detailed guidance in respect of Pumpfields & Limekilns proposals.

The Liverpool Local Plan (2013 – 2033) provides a positive policy framework to guide the use and development of land within the City to 2033. The Council is currently in the process of updating the current Local Plan (2013 - 2033), with a new Local Plan which will support Liverpool's growth and regeneration until 2041. This SPD will supplement the new Local Plan once adopted.

Liverpool City Council is determined that all new development in the city is of exemplary design quality. This means considering quality and deliverability from the start of a proposal through to completion and beyond.

This SPD sets the long term vision for Pumpfields & Limekilns and provides guidance to ensure high quality, cohesive development. This SPD provides an updated baseline analysis. It sets a spatial and economic vision for Pumpfields & Limekilns and suggests how this might be delivered over the next 20 years, beyond the Local Plan period.

This SPD will be a material consideration in the determination of planning applications within the Pumpfields & Limekilns area, and as per Policy CC2: Pumpfields of the Local Plan, proposals should demonstrate how they align with this SPD.

This SPD builds on the core design policies within the National Planning Policy Framework (NPPF), the National Design Guide and the Liverpool Local Plan (2013-2033). This SPD aligns with the other key city-wide place making documents including the Public Realm Strategy (adopted December 2022) and the Tall Buildings SPD (adopted October 2023), as well as key corporate documents including the Council Plan 2023-2027 and the Net Zero Carbon Plan.



Fig 3 Planning Policy and guidance hierarchy

Who is this document for?

The Pumpfields & Limekilns SPD is intended for use by landowners, applicants, architects, landscape architects, planners, developers and all those involved in the planning and design of the development sites within the SPD area, and to provide clarity on requirements for planning applications.

The document also helps local communities understand what they can expect to come forward in the area, and to influence the SPD through engagement and consultation on the document before it is adopted.

Council Officers and Members will use the document to help determine planning applications for sites within the SPD area, and it will be used by Planning Inspectors when considering any appeals.

How was the document produced?

Liverpool City Council employed a professional team, led by Levitt Bernstein, to help write the guidance. The team consisted of Levitt Bernstein, Turner Works, Arup and Montagu Evans.

Turner Works supported Levitt Bernstein in the place vision and engagement process leading to the development of a microplan and meanwhile strategy for Pumpfields & Limekilns to enliven and invigorate the area in the short and medium term to generate interest and momentum in the site. This process will generate an authentic and distinct place vision that is firmly rooted in stakeholder engagement.

Arup have provided strategic and transport planning support and Montagu Evans have provided economic analysis, and viability and delivery support.

Throughout the process, Levitt Bernstein worked with Liverpool City Council departments to understand the issues and opportunities they see. The team engaged with local people and key stakeholders throughout the process to ensure this guidance represents what residents want and need for Pumpfields & Limekilns. The team also held meetings with developers and existing businesses and institutions, to understand design constraints and opportunities within the area.

Further information on the stakeholder engagement strategy can be found in the Consultation Statement.



Fig 4 SPD structure

Using the document

The document is structured in 6 parts and an Appendix.

The document has been designed for ease-of-use and navigation. It has been drafted with the aim of being understood by a wide range of different people, with consistent graphic elements.

Pages within Part C and D have been structured using the following criteria:

- Supporting text
- Spatial Guidance (numbered within a green outlined box)

Supporting text
The supporting text forms part of the Supplementary Planning Document, and will have relevance for site-wide masterplans, design codes and planning applications, and will be given weight accordingly.

Spatial Guidance
Numbered paragraphs within a green outlined box throughout the document indicate guidance that has been carefully drafted to assist with decision making, with thought given to the wording used.

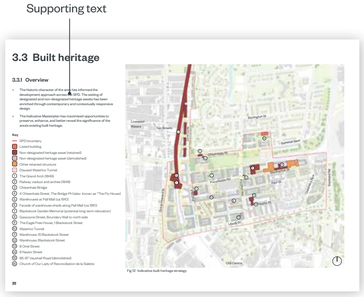
- A 'must' is mandatory and represents an essential requirement to be met in order to comply with guidance;
- A 'should' is advisory or requirement that is strongly encouraged to be met in order to comply with guidance.

The Council has released this SPD on a 'comply or justify' basis, meaning any deviation from the SPD needs to be demonstrated through robust evidence-based reasoning for LCC to review.

- Comply: Applicants are required to demonstrate how the design of their project complies with the guidance. Sometimes there may only be one response possible for achieving compliance, in some instances there may be a variety of ways the guidance can be complied with. Evidence may be in formal pre-application information and / or in the Design and Access Statement or other accompanying information.
- Justify: LCC will always encourage innovative and exemplar design solutions and are open to proposals that depart from design guidance with creative solutions. Applicants are able to justify why an alternative design response was taken and how that will result in a better design outcome which provide high quality homes that respect Pumpfields & Limekilns's context and character. Each justification will be assessed on its merits by Council officers so must be accompanied with explanations, plans, drawings, visualisations and models as necessary.

Policy references
Signposts to national, regional and local policies can be found in the Appendix.

The Baseline Analysis mapping can be found in a separate document titled *"Pumpfields & Limekilns - Understanding the context"*.



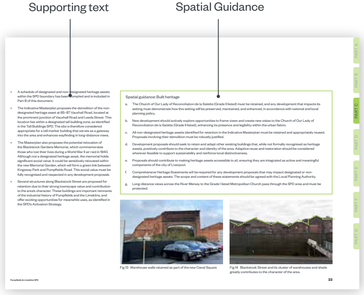


Fig 5 Sample page structure

PART B

Vision and objectives



2.1 Vision statement

Pumpfields & Limekilns will become a highly sustainable extension of the city centre, accommodating substantial housing growth and optimising strategic economic benefits.

It will be an inclusive, resilient and safe community in which people of all genders, abilities and ages have good access to high quality homes that meet housing needs, and to strategic and local employment opportunities; can interact socially in green spaces and in new community facilities; and have the opportunity for independent, healthy and active lifestyles.

Supported by new infrastructure, the revitalised quarter will link the city centre with Liverpool North and deliver high quality exemplar design, low carbon energy solutions and provide climate change resilience.

The area's walking and cycling permeability and its connection to the riverside will be prioritised, while the creative re-use of derelict heritage assets will nurture a distinct sense of place and reference to the area's unique past. The site has the ability to facilitate improved public transport, which will benefit Liverpool North and the city centre.

2.2 Masterplan objectives

Overview

» The Pumpfields & Limekilns SPD provides a transformational opportunity to realise the significant ambitions for economic and housing growth in Liverpool North, as set out in the emerging Liverpool Local Plan.

» The site's excellent location — where the city centre meets the residential neighbourhoods of Liverpool North and sits adjacent to major investment areas along the waterfront — will support the delivery of a well-connected, inclusive and sustainable neighbourhood accessible to all.

» The vision for the masterplan has emerged through collaborative dialogue between Liverpool City Council, landowners, and local stakeholders. It has been informed by public consultation and sets out an ambitious vision for the future of Liverpool North.

» Based on these discussions, six site-wide masterplan objectives have been identified. These provide a high-level guide and reference point against which new development proposals should be assessed.

» All proposals will be expected to demonstrate how they contribute to the overall vision and align with the masterplan ojectives. This approach ensures that individual projects, while varied in form and function, collectively deliver a coherent and successful neighbourhood.

Spatial guidance: Masterplan objectives

a. All development proposals should clearly demonstrate how they contribute to the delivery of the vision and masterplan objectives, in a manner appropriate to their scale and context.



Fig 6 Indicative design proposals for Kingsway Park

Pride & Identity

1

Celebrate Pumpfields & Limekilns' rich industrial heritage by creating a distinctive and high-quality townscape. Reinforce local character through sustainable architecture, public realm and landscape that reflect Liverpool's proud identity and strengthen the area's sense of place.

Industry and Culture

2

Support a thriving local economy by providing flexible, affordable workspaces for creative industries, small businesses and start-ups. Encourage innovation and cultural vibrancy as part of a mixed-use neighbourhood where living, working and making happen side by side.

Connectivity & Infrastructure

3

Create a well-connected, inclusive neighbourhood defined by walkable streets, integrated cycleways, and strong public transport links that enhance east–west and north–south movement—bridging the city centre with Liverpool North and opening up access to jobs, services, and opportunities for all, especially under-represented groups like young people and disabled people.

Health & Leisure

4

Prioritise healthy, active lifestyles through generous and inclusive public spaces, doorstep play and an extensive new park. Embed nature, shade and sustainable drainage to promote wellbeing, biodiversity and year-round enjoyment of the outdoors for people of all genders, abilities and ages.

Community, Homes & People

5

Create a welcoming, inclusive place with a mix of safe and sustainable homes for all life stages and tenures. Strengthen community life through vibrant public spaces, social infrastructure, and opportunities for residents to help shape and sustain their neighbourhood.

Sustainability & Resilience

6

Embed climate-conscious design across all development. Prioritise low-carbon buildings, green infrastructure and future-ready energy systems to reduce emissions, support biodiversity net gain and ensure long-term environmental resilience and affordability for future generations.

Key to LCC Council Plan Strategic Pillars

- A strong and fair economy for all
- High quality and inclusive education, skills and employment
- Thriving communities
- Healthier lives for children and adults
- A well-connected, sustainable and accessible city

PART C

Site-wide masterplan principles

3.1 Masterplan strategy

3.1.1 Overview

» This section of the SPD, provides details on the Indicative Masterplan and the site-wide masterplan principles which will inform every development proposals coming forward within the SPD boundary.

» A masterplan approach is essential to ensure that regeneration within the SPD area happens in a comprehensive and co-ordinated manner. It provides the framework to achieve the vision and objectives of creating an inclusive, resilient, and safe residential-led mixed-use neighbourhood.

» A timeframe for the delivery of the masterplan has been included within the Implementation Strategy chapter. The timeline is highly indicative and subject to change as the landowners coalesce, developers progress schemes and vacancies and occupation vary over time.

» The masterplan is formed of three interwoven threads which shape the framework for development: Nature, Industry, and Connectivity.

» Nature and Industry are interwoven with the history of Pumpfields and Limekilns, leaving traces throughout the area in the form of street names, built heritage, and collective memory. Even the name of the area reflects this connection, bearing witness to a distinct chapter in Liverpool's history.

» The natural landscape that once dominated before the Industrial Revolution was rapidly overtaken by urbanisation, making way for light and heavy industry, water pumps, and lime kilns.

» Water remained present - not as a primarily natural element, but as a channelled force providing essential infrastructure to fuel industrial growth.

» With the decline of industry, nature gradually began to reclaim the area, seeping back into abandoned railway lines and vacant plots of land.

» The Connectivity thread will bring together the threads of Nature and Industry Connectivity. It will reinforce and re-energise both, shaping a vibrant future that honours the past while reinforcing Pumpfields & Limekilns' role within the City of Liverpool.

Spatial guidance: Masterplan strategy

a. All development proposals should demonstrate how they contribute to the principles of the three masterplan threads: Nature, Industry and Connectivity, in a manner appropriate to their scale and context.

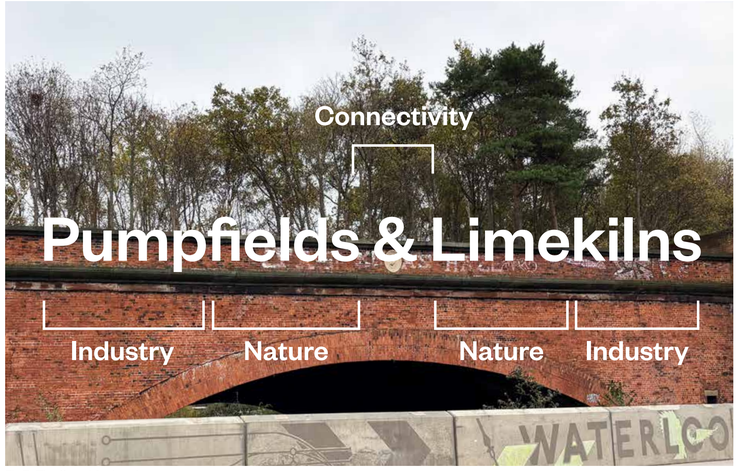


Fig 7 The Grand Arch today

3.1.2 Nature

» Following the original vision of the Liverpool Waterfront SPD, a new 0.5km long green corridor, named Kingsway Park, is introduced restoring the natural element to the area.

» The park forms the green backbone of the masterplan strategy, reintroducing nature and biodiversity to a place that, since the Industrial Revolution and rapid urbanisation, has experienced a near-total loss of its natural character and open green spaces. Only faint echoes of this pastoral past remain, hinted at in street names such as Summer Seat and Bevington Bush.

» Running along its east–west axis, the park connects the existing green space of Ennerdale Park with the larger expanse of Central Park within the emerging Liverpool Waters masterplan. The corridor branches northward to link with the residential neighbourhoods of Liverpool North, weaving through the Eldonian Village and its Canal Park.

» To the south, it brings meaningful biodiversity enhancements into the city centre through tree-lined streets, new neighbourhood parks, and a reimagined Pall Mall, transformed into a SuDS corridor. These southern green branches connect with Marybone Park and the landscape proposals within the emerging Pall Mall SPD, reinforcing vital links south of Leeds Street and supporting the Council Plan's Strategic Pillar for "A well-connected, sustainable and accessible city".

» Kingsway Park will contribute to the Council Plan's Strategic Pillar for "Healthier lives for children and adults" and will offer spaces for play, recreation, and leisure for residents and visitors alike.

» The park will enhance east–west connectivity - taking into account the specific needs of underrepresented groups such as young people and disabled people - linking Pumpfields & Limekilns with the waterfront and wider green infrastructure networks, including Everton Park.

» Water returns to the neighbourhood along the historic route of the Leeds & Liverpool Canal, where integrated SuDS and water features revive this once-crucial industrial artery.



Fig 8 Concept diagram illustrating the Nature masterplan thread

3.1.3 Industry

» The rich industrial past of the area is celebrated and renewed through an east–west thread that branches out from the warehouses and sheds of Blackstock Street, linking to the Grand Arch of the lost Waterloo Station, and extending further into the creative hub of Ten Streets.

» This route re-energises the area, connecting the City College and its construction hub with existing businesses, while creating fertile ground for new workshops, maker spaces, and enterprises, supporting the Council Plan's Strategic Pillar for "A strong and fair economy for all".

» Its branches enhance north–south permeability, introducing new pedestrian routes along the reactivated railway arches, now repurposed with retail and employment uses, and reinforcing links to Ten Streets.

» Another branch introduces a new pedestrian, wheeling and cycling bridge over the Kingsway Tunnel, strengthening connections between Pumpfields & Limekilns and the residential neighbourhoods to the north, supporting the Council Plan's Strategic Pillar for "A well-connected, sustainable and accessible city".

» To the south, the industrial thread weaves through City College, activating its frontages and culminating in Canal Square - a new public space where a cluster of heritage elements converge to celebrate the area's rich history and identity.

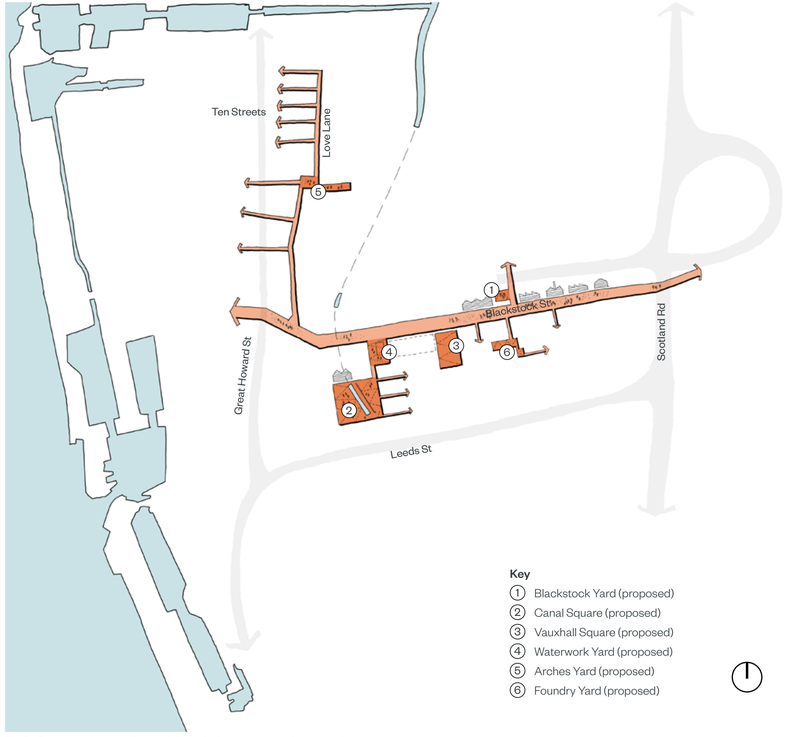


Fig 9 Concept diagram illustrating the Industry masterplan thread

3.1.4 Connectivity (bridges and crossings)

» The key features of improved connectivity support the supporting the Council Plan's Strategic Pillar for "A well-connected, sustainable and accessible city" and will take into account the specific needs of underrepresented groups such as young people and disabled people. These features include:

- Enhanced pedestrian, wheeling and cycling crossings along major routes such as Leeds Street, Scotland Road, and Vauxhall Road.
- Upgrades to the pedestrian, wheeling and cycling experience on existing bridges, including Limekiln Lane Bridge and Chisenhale Bridge.
- Opportunities for new bridge connections, such as the proposed Kingsway Bridge over the Kingsway Tunnel, and smaller bridges crossing new water features that trace the route of the lost canal.
- Improved pedestrian, wheeling and cycling routes through the railway arches, from Love Lane to Ten Streets, and through the Grand Arch, linking Pall Mall to Ten Streets.



Fig 10 Concept diagram illustrating the Connectivity masterplan thread

3.2 Indicative Masterplan

3.2.1 Overview

- The Indicative Masterplan is informed by the SPD's vision and objectives set out in the preceding sections. These principles form the basis of the masterplan, from which a variety of streets, spaces, and homes are arranged to create a diverse and distinctive neighbourhood.
- The Indicative Masterplan has evolved through extensive analysis of the site and its wider context, as well as engagement with the local community and key stakeholders.
- The Indicative Masterplan, albeit not prescriptive, illustrates how the site's key opportunities and the SPD's guiding principles should be delivered and demonstrates how the area should come forward in a way that is contextually responsive, deliverable, and aspirational.
- Respecting the site's historic context and heritage assets, the masterplan will deliver a mix of safe and sustainable homes for all life stages and tenures. A rich mix of uses will help establish a sustainable, inclusive, and healthy 20-minute neighbourhood.
- Pumpfields & Limekilns is currently an island site, severed by Scotland Road to the east, Leeds Street to the south, Great Howard Street to the west, and the Kingsway Tunnel to the north. The proposed development seeks to unlock and reintegrate the site through the creation of new and improved connections with the surrounding neighbourhoods and wider city.
- The masterplan will be a safe place for children to play out, young people will feel welcome and included and people of all genders, abilities and ages will enjoy spending time outside. This will benefit the community as a whole, allowing people to get to know their neighbours, feel safer from traffic, experience less pollution, having more places to rest and enjoy green space and nature and know that the next generation will grow up in a friendly and supportive environment.
- At the heart of the masterplan is a network of green open spaces, connected by pedestrian, wheeling and cycling routes that promote active and healthy lifestyles.

Key

- SPD boundary
- Heritage assets
- Existing / retained buildings
- Pipeline development
- Proposed SPD buildings
- Sport/play within park
- Water
- Adjacent SPDs and emerging visions
- (1) Kingsway Park
- (2) Canal Square
- (3) Liverpool City College
- (4) Vauxhall Square
- (5) Waterworks Yard
- (6) Grand Arch
- (7) Waterloo Green
- (8) Arches Yard
- (9) Foundry Yard
- (10) Church Green
- (11) Church of Our Lady of Reconciliation of La Salette
- (12) Blackstock Yard
- (13) Kingsway Bridge
- (14) Memorial Gardens
- (15) Limekiln Lane Bridge
- (16) Marybone Green
- (17) Chisenhale Bridge and The Bridge Public House
- (18) Eldonian Village
- (19) Leeds and Liverpool Canal
- (20) Ten Streets



Fig 11 Indicative Masterplan

3.3 Built heritage

3.3.1 Overview

» The historic character of the area has informed the development approach across the SPD. The setting of designated and non-designated heritage assets has been enriched through contemporary and contextually responsive design.

» The Indicative Masterplan has maximised opportunities to preserve, enhance, and better reveal the significance of the area's existing built heritage.

Key

- SPD boundary
- Listed building
- Non-designated heritage asset (retained)
- Non-designated heritage asset (demolished)
- Other retained structure
- Disused Waterloo Tunnel
- (1) The Grand Arch (1849)
- (2) Railway viaduct and arches (1848)
- (3) Chisenhale Bridge
- (4) 4 Chisenhale Street, The Bridge PH (also known as "The Fly House)
- (5) Warehouses at Pall Mall (ca 1910)
- (6) Facade of warehouse sheds along Pall Mall (ca 1910)
- (7) Blackstock Garden Memorial (potential long-term relocation)
- (8) Gascoyne Street, Boundary Wall to north side
- (9) The Eagle Free House, 1 Blackstock Street
- (10) Waterloo Tunnel
- (11) Warehouse, 15 Blackstock Street
- (12) Warehouse, Blackstock Street
- (13) 8 Oriel Street
- (14) 9 Naylor Street
- (15) 85-87 Vauxhall Road (demolished)
- (16) Church of Our Lady of Reconciliation de la Salette



Fig 12 Indicative built heritage strategy

» A list of designated and non-designated heritage assets within the SPD boundary has been compiled and is provided on the previous page.

» The Indicative Masterplan proposes the demolition of the non-designated heritage asset at 85–87 Vauxhall Road, located at the prominent junction of Vauxhall Road and Leeds Street. This location lies within a designated tall building zone, as identified in the Tall Buildings SPD. The site is therefore considered appropriate for a tall marker building that serves as a gateway into the area and enhances wayfinding in long-distance views.

» The Masterplan also proposes the potential relocation of the Blackstock Gardens Memorial, which commemorates those who lost their lives during a World War II air raid in 1940. Although not a designated heritage asset, the memorial holds significant social value. It could be sensitively relocated within the new Memorial Garden, which will form a green link between Kingsway Park and Pumpfields Road. This social value must be fully recognised and respected in any development proposals.

» The warehouse buildings on Blackstock Street are identified as a Non Designated Heritage Asset. Although not of national significance, they exhibit architectural and historic interest consistent with the criteria set out in Historic England's Local Heritage Listing guidance (HEAN 7). The buildings are a representative example of mid 20th century industrial warehousing constructed in response to wartime bomb damage and form an important remnant of the area's former industrial character. Their retention and positive integration within future development will be supported where feasible; they also offer exciting opportunities for meanwhile uses, as identified in the SPD's Activation Strategy.

Spatial guidance: Built heritage

a. The Church of Our Lady of Reconciliation de la Salette (Grade II listed) must be retained, and any development that impacts its setting must demonstrate how this setting will be preserved, maintained, and enhanced, in accordance with national and local planning policy.

b. New development should actively explore opportunities to frame views and create new vistas to the Church of Our Lady of Reconciliation de la Salette (Grade II listed), enhancing its presence and legibility within the urban fabric.

c. All non-designated heritage assets identified for retention in the Indicative Masterplan must be retained and appropriately reused. Proposals involving their demolition must be robustly justified.

d. Development proposals should seek to retain and adapt other existing buildings that, while not formally recognised as heritage assets, positively contribute to the character and identity of the area. Adaptive reuse and restoration should be considered wherever feasible to support sustainability and reinforce local distinctiveness.

e. Proposals should contribute to making heritage assets accessible to all, ensuring they are integrated as active and meaningful components of the city of Liverpool.

f. Comprehensive Heritage Statements will be required for any development proposals that may impact designated or non-designated heritage assets. The scope and content of these statements should be agreed with the Local Planning Authority.

g. Long-distance views across the River Mersey to the Grade I listed Metropolitan Church pass through the SPD area and must be protected.



Fig 13 Warehouse walls retained as part of the new Canal Square



Fig 14 Blackstock Street and its cluster of warehouses and sheds greatly contributes to the character of the area.

3.4 Movement

3.4.1 Overview

» Ensuring that new development benefits from strong walking and cycling connections and is well served by public transport is a core principle of the 20-minute neighbourhood concept. Sustainable development depends on sustainable transport connectivity.

» Improving access to and between sites within the SPD area is fundamental to the successful regeneration of the area. Enhanced local connections will help integrate the area as a vibrant and connected part of the city of Liverpool.

» The SPD area presents a significant opportunity to deliver strategic access improvements, strengthening connections between the city centre and Liverpool North's residential neighbourhoods. These enhancements will benefit residents, businesses, and visitors alike, while prioritising the needs of under-represented groups, including young people and disabled people.

Key

- City centre boundary
- SPD boundary
- Strategic active cycle routes
- Primary active cycle routes
- Secondary active cycle routes
- Traffic calmed street
- Pedestrian priority street
- Non-segregated cycling routes
- Key pedestrian routes
- Raised table
- New walking/wheeling/cycling bridge over Kingsway Tunnel
- Mobility hub
- Community-scale mobility hub
- Area for potential cut & cover (Waterfront Vision)
- Improved existing pedestrian/cycling crossing or bridge

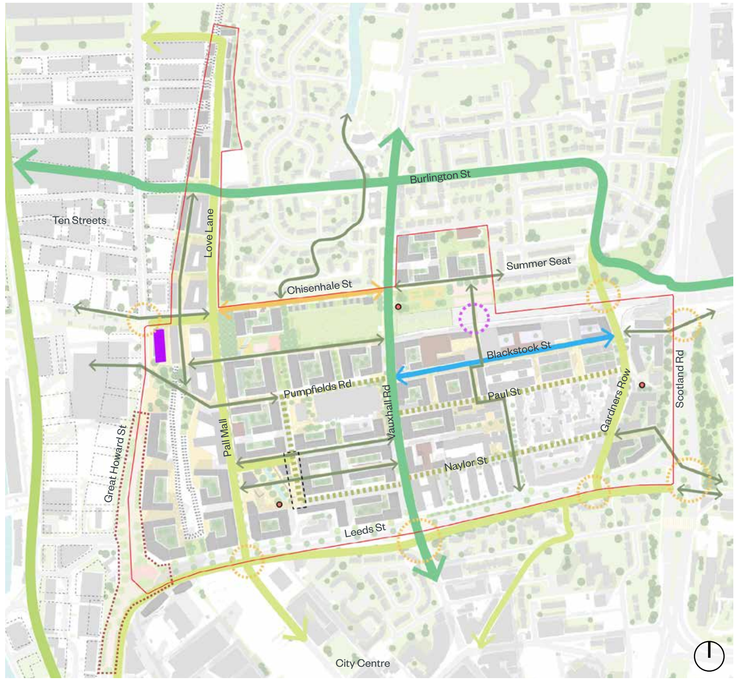


Fig 15 Indicative walking, wheeling and cycling strategy

3.4.2 Bus and rail

» Providing connections to existing bus and rail services is at the heart of the movement strategy for the SPD area; supporting healthier, more vibrant, and less car-dominated streets.

» Existing bus services on Great Howard Street and Vauxhall Road will be complemented by improved east-west connectivity, ensuring that those on foot or travelling by bike have direct access to these services.

» Wayfinding throughout the SPD area will communicate routes to these services. Improved infrastructure at existing bus stops will ensure that people feel safe and comfortable, with access to high quality real-time information.

» Opportunities to prioritise bus movements, through junction upgrades or dedicated on-street provision will be supported by the SPD.

» Opportunities should also be sought to develop existing and planned locations into community-scale mobility hubs with access to waiting areas, shelters, cycle parking, and other complimentary facilities such as nearby safe crossing locations will be sought and supported.

» Development should consider planned future routes and ensure that street design considers the geometric requirements of bus services, bus priority measures, and high quality supporting stop infrastructure.

» The SPD recognises the opportunity presented by the proposed Bus Rapid Transit 'Glider' service. Whilst the route(s) and supporting infrastructure are yet to be determined, measures to enhance connectivity from the SPD to this service will be supported.

» Travel plans supporting development within the SPD should identify opportunities to support local bus services and embed sustainable transport measures, through discounted fares, passes and contributions to infrastructure.

3.4.3 Walking, wheeling and cycling

» The following principles relate to walking, wheeling (including scooting, wheelchairs, mobility scooters, and pushchairs), and cycling within the SPD area.

» The SPD will deliver significant north–south connectivity improvements for walking, wheeling, and cycling, re-establishing strong links between the residential neighbourhoods of Liverpool North and the city centre. These improvements will be achieved through a series of interventions, including:

- Provision of wider footways and segregated cycle routes along Vauxhall Road, Pall Mall, and Limekiln Lane/Gardners Row. In particular, pavements along Vauxhall Road and Pall Mall will be widened to 3 metres, where possible, to accommodate the anticipated increase in pedestrian activity.
- Roads and streets within the SPD will be designed to create safe conditions for cycling. This means that where traffic flows and speeds are higher, segregated infrastructure will be required.
- On other streets, levels of provision of parking and the use of traffic calming, will create conditions that mean everyone feels safe cycling in the carriageway.



Fig 16 Example of community scale mobility hub

Spatial guidance : Walking, wheeling & cycling

a. Development proposals should demonstrate how they contribute to the Walking, Wheeling, and Cycling Strategy set out in this SPD and must demonstrate how they align to guidance LTN1/20 or its contemporary.

b. Active travel, including walking, wheeling (e.g. wheelchairs, mobility scooters, pushchairs, scooters), and cycling , should be given the highest priority in the design and layout of all development proposals.

c. Proposals should strengthen connections between new developments and public spaces by ensuring safe, inclusive, and well-designed access - incorporating sustainable travel, adequate footpaths, crossing points, and lighting appropriate to the site's scale and use - while prioritising the needs of underrepresented groups, including young people and disabled people.

d. Proposals located adjacent to pedestrian and cycle crossings should clearly demonstrate how they will contribute to delivering the connectivity improvements outlined in this SPD.

e. All development proposals and public realm enhancements should meet the highest standards of accessibility and inclusion, ensuring they are safe, convenient, and usable for people of all ages, genders, and physical or mental abilities.

f. Where practical, all streets should incorporate continuous footpaths of appropriate width, unless designed as traffic-free or parking-free spaces that clearly provide ease of access for all users in line with inclusive design principles.

g. Proposals must include inclusive cycle access and provide sufficient, secure, and inclusive cycle parking in accordance with the latest Liverpool City Council standards.

- Enhanced pedestrian and cycling crossings at key junctions:
  - Leeds Street / Vauxhall Road
  - Leeds Street / Pall Mall
  - Gardners Row / Leeds Street
  - A new pedestrian and cycle route running alongside the railway arches, activated by non-residential uses.
  - A long-term vision for a new pedestrian and cycle bridge crossing the Kingsway Tunnel, connecting Ford Street with Kingsway Park.

» In parallel, this SPD delivers east–west connectivity improvements, re-establishing links between Pumpfields & Limekilns and the waterfront, in line with the Liverpool Waterfront SPD. These improvements include:

- Improved east–west crossings along Vauxhall Road, including at:
  - Blackstock Street / Pumpfields Road
  - Naylor Street / Pumpfields Road
  - Eaton Street to Oriel Street
  - Chisenhale Street to Summer Seat
- Opening up new routes between Vauxhall Road and Pall Mall through new urban blocks and public spaces.

Key

- City centre boundary
- SPD boundary
- Primary route
- Secondary route
- Local route
- Emergency/servicing only
- Traffic calmed street
- Pedestrian priority street
- Vehicular access gateway
- Mobility hub
- Area for potential cut & cover (Waterfront Vision)

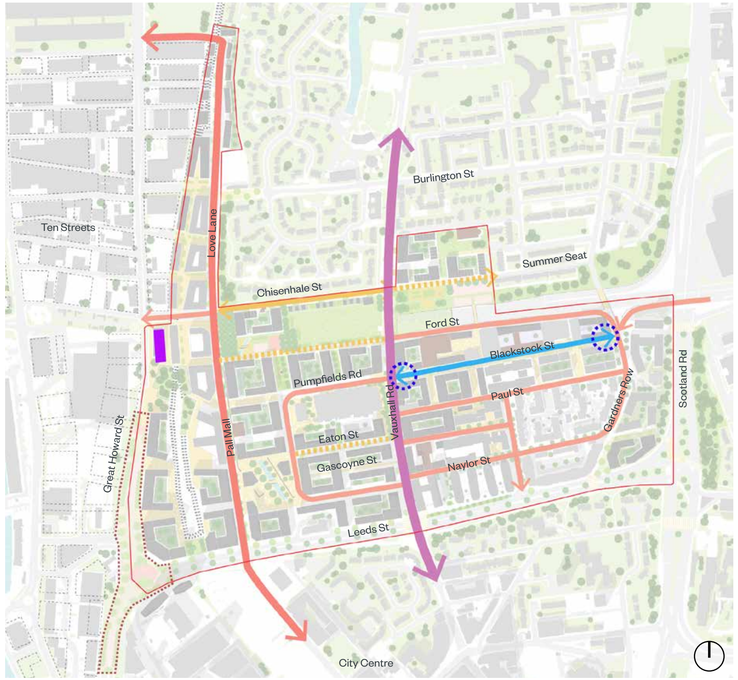


Fig 17 Indicative vehicular movement strategy

- Activation of the Grand Arch, creating a connection to the adjacent Ten Streets SPD area.
- Enhanced crossings along Scotland Road, particularly towards Juvenal Street and Liverpool John Moores University.
- Reduction of the carriageway at Chadwick Street to provide a dedicated archway for walking, wheeling, and cycling.
- Improved connectivity through the railway arches between Love Lane and Ten Streets.

3.4.4 Vehicular movement

» Vauxhall Road remains the primary route through the site (30 miles/hour), providing a strategic connection to and from the city centre. It will be designed as a public transport corridor and active travel route. Safe and segregated cycle lanes will be provided on both sides of the road, accompanied by tree planting and buffer landscaping.

» The Pall Mall carriageway will be reduced to 5.5 metres to better reflect its role within the local street hierarchy — as a secondary road connecting the city centre with Pumpfields and Ten Streets. The space gained from narrowing the carriageway will be dedicated to wider pavements (3 metres), tree planting, and sustainable drainage systems (SuDS).

» Leeds Street, Scotland Road, and Great Howard Street (30 miles/hour) will benefit from wider pavements and tree planting, providing a buffer from traffic noise and air pollution, reducing the severance they create between adjacent communities, and strengthening ties with the SPD area.

» The north–south section of Pumpfields Road will be re-aligned with the surrounding street grid to enable the creation of well-defined urban plots.

» Blackstock Street will be transformed into a pedestrian priority route with vehicular access gateways at either end of the street prioritising pedestrians and cyclists at certain times of the day and allowing local businesses to spill out into the street.

» Traffic calming measures via surface treatments will be introduced on Chisenhale Street to avoid rat-running.

» Chisenhale Street will be extended eastwards to reconnect with Summer Seat, via a new route along the northern boundary of Kingsway Park.

» Ford Street will be extended westwards via a new route bordering the southern boundary of Kingsway Park.

» The existing cobbled streets of Gascoyne Street and Eaton Street will be preserved, recognising their historical value as remnants of the area's industrial past. Gascoyne Street will become a pedestrian-only route, while Eaton Street will remain accessible for emergency vehicles only.



Fig 18 Existing cobbled street (Gascoyne Street)

Spatial guidance: Vehicular movement

a. Transport Assessments must accompany future planning applications within the SPD area. These assessments should take into account not only site-specific requirements but also the wider transport considerations identified in the SPD.

b. Travel Plans must accompany future planning applications within the SPD area. Travel Plans should include clear targets, timescales, monitoring and evaluation procedures, and a set of interventions with timescales and budget costs.

c. Development proposals should demonstrate how they contribute to the Vehicular movement strategy of the SPD.

d. Proposals are expected to contribute to the delivery of wider pavements within the adopted highway along Vauxhall Road, Pall Mall, Leeds Street, Scotland Road, and Great Howard Street. All applicants must engage with LCC Highways during the design process to ensure proposals are aligned with any emerging infrastructure improvements.

e. All development proposal must incorporate tree planting along their street frontage, and should include SuDS where appropriate, enhancing the public realm and supporting the area's greening, air quality and climate resilience objectives.

3.4.5 Parking strategy

» The SPD area, located within walking distance of the city centre and largely within 800 metres of Moorfields Station, presents a unique opportunity to deliver sustainable, high-density, mixed-use, transit-oriented development. This regeneration will make the best use of valuable urban land and existing infrastructure, supporting Liverpool's ambition to grow as a compact and connected city.

» This degree of accessibility to the city centre and a range of non-car modes represents a significant opportunity to create a genuinely sustainable community with thriving, attractive, people-centric streets. Managing vehicular parking both on and off-street is a critical part of achieving this vision, whilst supporting Liverpool City Council's wider parking strategy for the city.

» Vehicular parking within the SPD should therefore be minimised in line with Liverpool City Council's parking standards which identifies the SPD area as City Centre, where reduced parking provision is appropriate.



Fig 19 Indicative parking strategy

» Nonetheless provision should ensure that the essential needs for development is met, including accessible car parking bays and provision of suitable loading and servicing areas.

» The strategy will be supported through the provision of a mobility hub, offering parking for commercial and potentially residential uses, and a series of smaller, community scale hubs offering access to car clubs, cycle parking, and bus stops.

» On street parking will be permitted in selected locations and to a limited extent to minimise the negative impacts on the streetscene, whilst prioritising opportunities for servicing, disabled access, and ride-sharing/ taxi service activities.

» In addition to improvements to public transport services, support for the introduction of new e-car, e-bike and e-scooter hire schemes will help provide new (and nearby existing) residents with viable alternatives to private car ownership.

» With such a wide spectrum of dwelling types anticipated across the SPD from high density apartments to maisonettes, a range of parking approaches are likely to be required which could include the following as considered appropriate for specific housing typologies:

- A limited amount of dedicated on-site parking, within lower-level podiums of apartment blocks.
- On-street parallel parking on selected routes. Parking bays interspersed with tree planting.
- A purpose built but temporary decked mobility hub to provide for shorter-term parking requirements associated with employment (and potentially residential) uses.

» To help manage on-street parking, the introduction of new or revision of existing parking permit schemes will be considered to help enforce appropriate patterns of parking on the SPD area and in nearby residential areas to mitigate against potential impacts of new development on nearby streets.

Spatial guidance : Parking strategy

a. Development proposals should clearly demonstrate how they contribute to and align with the Parking Strategy outlined in this SPD.

b. Development proposals must align with Liverpool City Council's parking standards which identifies the SPD area as City Centre, where reduced parking provision is appropriate.

c. Disable parking and EV charging must be provided in accordance with Liverpool City Council's parking standards.

d. Development proposals incorporating car parking must demonstrate that such provision does not compromise inclusive access to buildings or barrier-free connectivity across the wider area.

e. Development proposals which include car parking should seek to ensure all provision is included within the curtilage of the development site and not within the public highway.

f. Proposals should ensure on-site parking is well incorporated into the design and avoids long sections of inactive frontage.

g. The introduction of car club vehicles is supported to provide access to the car for those in car free developments.

h. When provided, on-street residential parking bays must be located on secondary or tertiary streets, in line with the street hierarchy and design guidance set out in the SPD. These should be designed to minimise visual and functional impact on the public realm.

i. Development proposals should set out a servicing strategy that demonstrates that loading activities and deliveries can be safely accommodated within the site or on the adjacent public highway.

3.5 Public realm, open space & play

3.5.1 Public realm strategy

» The SPD proposes new open spaces and play provision which vary in scale, character and facilities and take into account the specific needs of under-represented groups such as young people and disabled people.

» This includes predominantly green open spaces, areas with biodiversity-rich landscaping, green and blue infrastructure, recreational spaces, new public squares with a more urban character, as well as doorstep play areas, seating, and landscaping integrated throughout the public realm.

Spatial guidance : Public realm strategy

a. Development proposals should follow the requirements of the Public Realm Strategy SPD and should demonstrate how they contribute to the public realm strategy of this SPD.

b. Development proposals must design public realm that is accessible to people of all genders, abilities and ages, in line with highest standards of accessibility and inclusion.

c. Development proposals must design public realm integrated with a surface water management strategy through the inclusion of SuDS.

d. All applicants must engage with United Utilities prior to any detailed design to ensure development is not located in an area at risk of flooding.

Key

- SPD boundary
- Publicly accessible green space
- Residential amenity courtyard
- Public square
- Planted swale
- Semi-private yard
- Water feature (following the lost canal route)
- Blackstock Street (pedestrian priority route)
- Communal growing



Fig 20 Indicative public realm and open space strategy

3.5.2 Tree planting and biodiversity

Spatial guidance: Tree planting and biodiversity

a. Given the low existing biodiversity and current uses of the development sites, proposals are strongly encouraged to deliver the 10% minimum BNG or achieve the relevant Urban Greening Factor.

b. Development proposals should maximise communal residential amenity spaces at ground floor to maximise accessibility, recreational value and biodiversity value, allowing sufficient soil depths for mature trees.

c. Rooftop areas should support biodiversity through the inclusion of green and brown roofs, designed with sufficient substrate depths to sustain healthy plant growth with minimal maintenance. The potential to incorporate blue-green roofs should also be considered.

d. New landscape should be resilient, sustainable, and designed to minimise irrigation and energy demands. Tree planting, slowing the flow of surface water, and rainwater harvesting for irrigation should be integrated as part of a holistic approach to sustainable water management.

e. Development proposals should maximise biodiversity through the inclusion of features such as swift bricks, bat boxes and fence gaps for community wildlife.

f. Development proposals should incorporate tree planting as an integral element of the landscape design and public realm.

Key

- SPD boundary
- Primary tree palette
- Secondary tree palette
- Kingsway Park tree palette
- Canal Square tree palette
- Vauxhall Square and other square/garden's tree palette

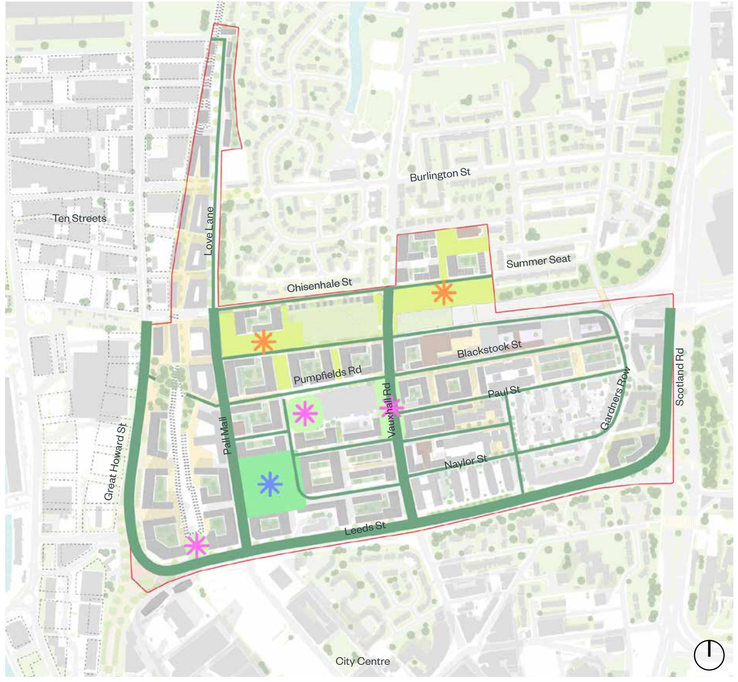


Fig 21 Indicative tree planting strategy

Spatial guidance: Tree planting and biodiversity

g. New landscape and tree planting must consider the impact on existing underground utilities, must not compromise access to utility assets and must not result in root ingress.

h. All streets must be tree lined.

i. Tree species in pedestrian areas must ensure a minimum of 2,500mm clear stem height for unobstructed pedestrian access.

j. Tree species selection must be predominantly native or naturalised to the UK, aid legibility and subtly reinforce the street hierarchy, using variations in tree size, shape, flowering character, and stem height. Where species are identified as non-native, the selection is reflective of the change in climate conditions within the UK and providing future resilience. Species chosen will provide a nectar resource for invertebrates, where possible.

k. Species should be selected from the indicative tree palettes provided in the SPD. While this list is not exhaustive, any alternative species should reflect the spirit and intent of the palette and be appropriate to site-specific conditions including soil type, exposure, and micro-climate.

l. Trees must be planted with a clear understanding of their mature size, form, and growth potential, in relation to their context and the scale of surrounding buildings. Sufficient space must be allocated between tree planting and building footprints to allow for healthy root development, canopy growth, and to minimise long-term maintenance requirements.

m. Species must be resilient to moisture variation and periodic flooding, particularly where they are integrated into rain gardens or swales.

n. Fruit bearing trees will provide biodiversity benefits by providing winter food for birds and summer nectar resources for insects and should be encouraged to be incorporated into planting plans. Tree species producing excessive sap or large fruits or berries should be avoided within the streetscape.

Primary palette





Fig 22 Top: Acer Campestre
Fig 23 Bottom: Pyrus calleryana

Secondary palette





Fig 24 Top: Tilia Cordata
Fig 25 Bottom: Prunus cerasifera

Kingsway Park palette





Fig 26 Top: Prunus serrulata
Fig 27 Bottom: Cercidiphyllum japonicum

Canal Square palette





Fig 28 Top: Ginkgo biloba
Fig 29 Bottom: Cercis siliquastrum

Vauxhall Square/other square palette





Fig 30 Top: Sorbus torminalis
Fig 31 Bottom: Acer freemanii

Blackstock Street





Fig 32 Top: Betula utilis 'Jacquemontii'
Fig 33 Bottom: The Malus 'Evereste'

3.5.3 Play strategy

» The SPD sets out to create a safe, welcoming and inclusive environment where children can play freely and people of all genders, abilities and ages feel valued and included.

» The Indicative Masterplan has been informed by an extensive engagement process with children and young people, ensuring their needs and aspirations meaningfully shape the vision for the area.

» The Play Strategy proposes a diverse mix of dedicated play areas alongside incidental playable elements woven throughout the public realm, encouraging informal and spontaneous play experiences integrated into everyday life, supported by safe connected routes and spaces to support free and independent movement of children and young people.



Fig 34 Indicative play strategy



Fig 35 Doorstep play



Fig 36 Urban play



Fig 37 Play street



Fig 38 Local area of play



Fig 39 Neighbourhood area of play with adventure playground



Fig 40 Sports facilities

Spatial guidance: Play strategy

a. Development proposals must embed play throughout the public realm, providing inclusive, safe, and accessible opportunities for recreation and social interaction for people of all genders, abilities, and ages, in line with the highest standards of accessibility and inclusion.

b. Doorstep play for children aged 0–4 should be integrated within residential communal courtyards, located on plot and designed to be overlooked, secure, and within close proximity to homes.

c. Play and recreational activity provisions for 5–11 year old should be included within Kingsway Park and Canal Square and play streets.

d. Play and recreational activity provision for 12+ play (including adventure playground) should be included within Kingsway Park.

e. Sport facilities (i.e. basketball court, paddle courts, MUGA) should be provided within Kingsway Park.

f. The design of all play spaces should incorporate native planting as an integral element, not only to enhance sensory play opportunities but also to provide shade, shelter, and seasonal interest, contributing to a greener, more climate-resilient public realm.

Key

- SPD boundary
- Play trails through parks and squares
- Play-on-the-way through swales
- Playful detailing along streets
- Crossings



Fig 41 Indicative play loop strategy

3.5.4 Hard landscape strategy



Key

- SPD boundary
- Streetscape palette (Vauxhall Road, Pall Mall and local roads)
- Pedestrian priority route (Blackstock Street)
- Other pedestrian priority routes
- Cobbled streets
- Furniture seating zones
- Bridge crossing over canal
- Public space
- Semi-public yard

Fig 42 Indicative hard landscape strategy

Spatial guidance: Hard landscape materials

a. Hard landscape materials must be carefully selected and applied to create streets and spaces that are accessible, safe, and comfortable for all users.

b. Materials should be selected from the indicative hard landscape materials palette provided in the SPD. While this list is not exhaustive, any alternative species should reflect the spirit and intent of the palette.

c. Materials must be high quality, robust and selected from the relevant palette.

d. Materials should be sustainably sourced and manufactured, for both the finishes and build-ups, and promote sustainable design including materials that have a low carbon footprint and preferably manufactured in the UK.

e. To respond to future climate resilience challenges, permeable surfaces should be used wherever feasible to support sustainable drainage and mitigate flood risk.

f. Building entrances and commercial thresholds must be clearly defined through the use of contrasting or complementary materials to reinforce wayfinding, legibility, and a sense of arrival.

Streetscape palette

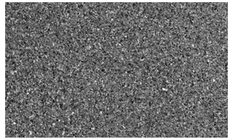




Fig 43 Top: Carriageway; asphalt
Fig 44 Bottom: Cycleway; coloured asphalt

Pedestrian priority route





Fig 45 Top: Paving , Linear clay paver
Fig 46 Bottom: Metal industrial detailing

Blackstock Street palette





Fig 47 Top: Paving, Heritage paver
Fig 48 Bottom: Small square paving to mark entrances

Play streets palette





Fig 49 Top: Carriageway; asphalt with chippings
Fig 50 Bottom: Robust timber doorstep play pieces

Public space palette





Fig 51 Top: Mixed sized paving with aggregate
Fig 52 Bottom: Play surface, Bonded rubber mulch

Permeable alternatives





Fig 53 Top: Permeable linear paving
Fig 54 Bottom: Permeable cobbles with built-in nibs to ensure sufficient joint width

3.6 Building heights

3.6.1 Overview

» The proposed townscape strategy has been developed in response to key site-specific constraints and opportunities, including:

- The location and maximum heights identified in the Tall Buildings SPD (2023)
- The setting of designated and non-designated heritage assets
- The proximity to low-rise residential neighbourhoods in Liverpool North
- The potential impact on Liverpool's Key Views and City Image Views

» There is a clear need to strengthen legibility, local identity, and a sense of place within the SPD area. In this context, tall buildings, when appropriately located, can act as visual markers, support wayfinding, and help articulate a coherent townscape strategy as part of a carefully considered masterplan.

Key

- SPD boundary
- Max. 9.5m (3 storeys)
- Max. 13.5 (4 storeys)
- Max. 17m (5 storeys)
- Max. 20m (6 storeys)
- Max. 23m (7 storeys)
- Max. 26m (8 storeys)
- Max. 29.5m (9 storeys)
- Max. 32.5m (10 storeys)
- Max. 35.5m (11 storeys)
- Max. 42m (13 storeys)
- Max. 45m (14 storeys)
- Max. 57.5m (18 storeys)
- Max. 89m (28 storeys)
- CL3b - max. 30m (10 storeys)
- CL3a - max. 45m (15 storeys)
- CL2d - max. 60m (20 storeys)
- CL2c - max. 90m (30 storeys)
- CL2b - max. 120m (40 storeys)
- CL2a - max. 150m (50 storeys)

Please note: heights within the Indicative Masterplan consider a 4m height for non-residential ground floor and 3.15m height for upper floors.

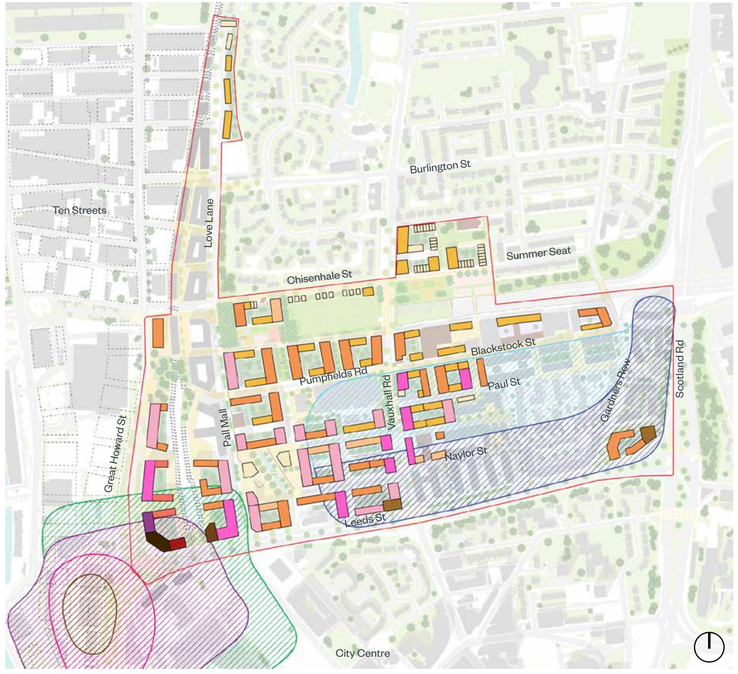


Fig 55 Indicative building heights strategy



» The SPD area intersects with two tall building clusters identified in the Tall Buildings SPD (2023):

- City Centre Cluster (CL2) – the principal tall building cluster within Liverpool city centre. The SPD area falls partly within:
  * CL2c – Cluster Outer Core allows for heights between 60–90m (20–30 residential storeys)
  * CL2d – Cluster Edge allows for heights between 30–60m (10–20 residential storeys)

- Leeds Street Cluster (CL3) – a tertiary cluster where tall buildings should remain exceptional rather than dominant. The SPD area includes:
  * CL3a – Leeds Street Edge allows for maximum heights of 45m (15 residential storeys)
  * CL3b – Inner Area allows for maximum heights of 30m (10 residential storeys)

» The SPD's proposed building heights align with the guidance and sub-zones set out in the Tall Buildings SPD (2023). The height strategy supports a clear hierarchy and delivers a gradual transition in scale across the site, responding sensitively to surrounding contexts.

» The tallest proposed building, reaching up to 28 storeys, is located at the prominent junction of Leeds Street and Great Howard Street within CL2c. This marks the outer core of the City Centre Cluster and corresponds with a potential new public space, identified in the Waterfront Vision (long-term cut-and-cover infrastructure project).

» Buildings up to 13 storeys can be found along Leeds Street and Scotland Road, with a landmark building at the junction Leeds Street/Scotland Road defininng the city centre gateway when approached from the low-rise neighbourhoods to the north.

» Pall Mall is defined as a valley between tall building clusters, and will feature varied heights between 5–8 storeys. This lower scale is essential in maintaining a clear break between the CL2 and CL3 clusters, preventing them from merging into a single larger cluster and supporting a more human-scaled street environment.



Fig 56 Key plan

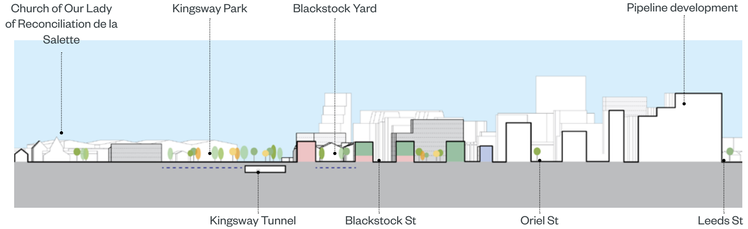


Fig 57 Indicative section AA

Key

- Proposed employment
- Proposed residential
- Proposed commercial
- Proposed community / culture

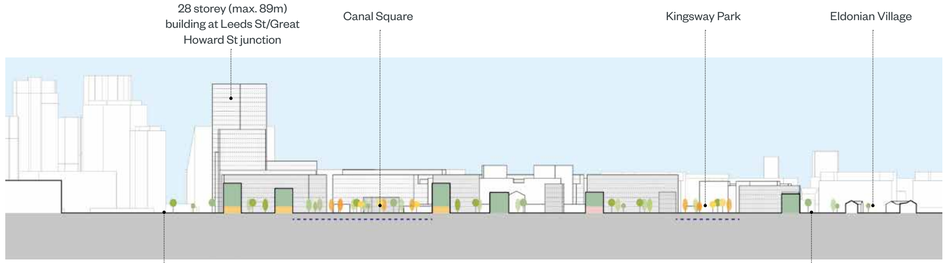


Fig 58 Indicative section BB

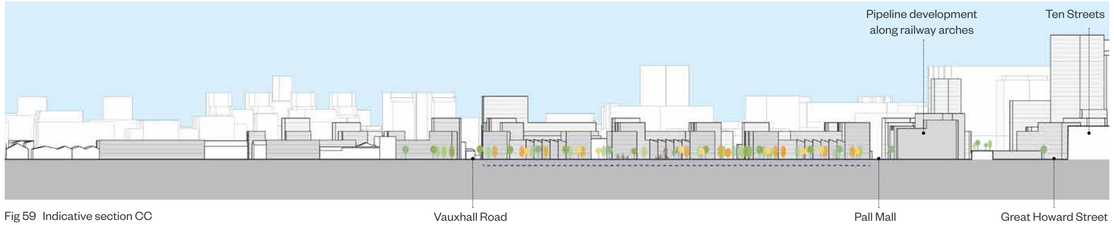


Fig 59 Indicative section CC

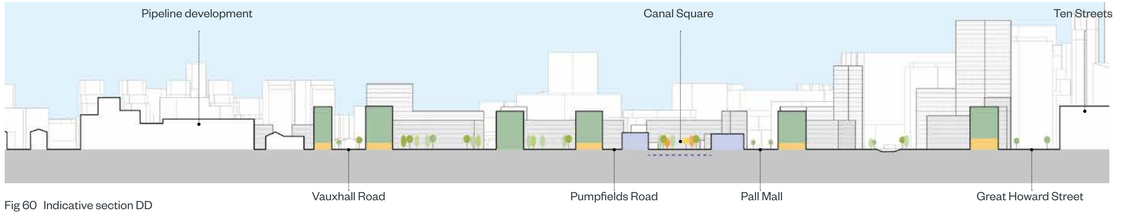


Fig 60 Indicative section DD

- Along Love Lane, heights reduce to 3–4 storeys, transitioning into the low-rise character of the Eldonian Village. This ensures a sensitive response to the existing residential neighbourhoods and minimise overshadowing/overlooking.
- Chisenhale Street represent another threshold between the SPD and the Eldonian Village. Proposed development here will take the form of low-rise apartment buildings, offering a sympathetic intermediary scale between the higher density areas to the south and the low-rise houses to the north.
- Development surrounding the listed church will be limited to a maximum of 3 residential storeys to preserve its setting. 4 storeys will be permitted to the west along Vauxhall Road and to the south along Kingsway Park, where they do not adversely impact the church's setting.

Spatial guidance: Building heights

a. Development proposals should follow the SPD massing and building heights strategy and must aligned with the Tall Buildings SPD (2023).

b. Proposed heights, within each cluster sub-zone, should vary in scale and avoid creating continuous 'walls' of development that obstruct views, daylight, or natural ventilation.

c. A number of extant planning permissions have been granted for buildings exceeding the maximum heights recommended in the Tall Buildings SPD. While these permissions remain valid, this SPD establishes the height strategy for all new or revised proposals, which must comply with the recommended maximum heights for their respective cluster sub-zones.



Fig 61 Indicative Masterplan impact on Key View 1: Magazine Promenade Shelter



Fig 62 Indicative Masterplan impact on Key View 3: Near Woodside Ferry Terminal

3.6.2 Respecting key views

- Development proposals within the SPD will fall within several Key Views and City image Views, as identified within the Tall Buildings SPD.
- Key Views:
  - View 1: Magazine Promenade Shelter
  - View 3: Near Woodside Ferry Terminal
  - View 4: Bidston Hill
  - View 5: Everton Park
  - View 11: Lime Street Station
  - View 17: Pier Head
  - View 36: St George's Hall from Lewis's along Renshaw Street
- City Image Views (cones to city landmarks that are sensitive to tall buildings):
  - A1: Unobstructed view to Anglican Cathedral
  - M1: Unobstructed view to Metropolitan Cathedral
  - TG1: Intact backdrop to Three Graces river prospect view

Spatial guidance: Respecting key views

a. The impact of proposed tall building massing and location within the SPD must be rigorously tested against the Key Views and City Image Views identified in the Tall Buildings SPD (2023). Development proposals must demonstrate, through accurate visual and townscape assessments, that the proposed massing will not harm the composition, setting, or legibility of these important views and that it contributes positively to the city's skyline and townscape character.

Key

- Indicative Masterplan
- Pipeline (consented)
- Pipeline (under construction)
- Existing landmarks



Fig 63 Indicative Masterplan impact on Key View 4: Bidston Hill



Fig 64 Indicative Masterplan impact on Key View 5: Everton Park

3.7 Land use

3.7.1 Overview

» The existing land uses within the SPD boundary largely comprise employment, industry, surface car parking, and isolated residential plots.

» Several extant planning applications can be found within the SPD area. These are at various stages of the delivery process - some are already under construction, while others are still awaiting planning permission. This pipeline of development will introduce residential uses, with a small provision of non-residential uses at ground floor level.

» The SPD aims to rebalance this emerging context to create a truly sustainable, residential-led, mixed-use neighbourhood.

» The area's employment and industrial character is reinforced by maximising the retention of existing warehouses and sheds along Blackstock Street, and by introducing new employment uses along Ford Street, Blackstock Street, Pumpfields Road, and Love Lane.

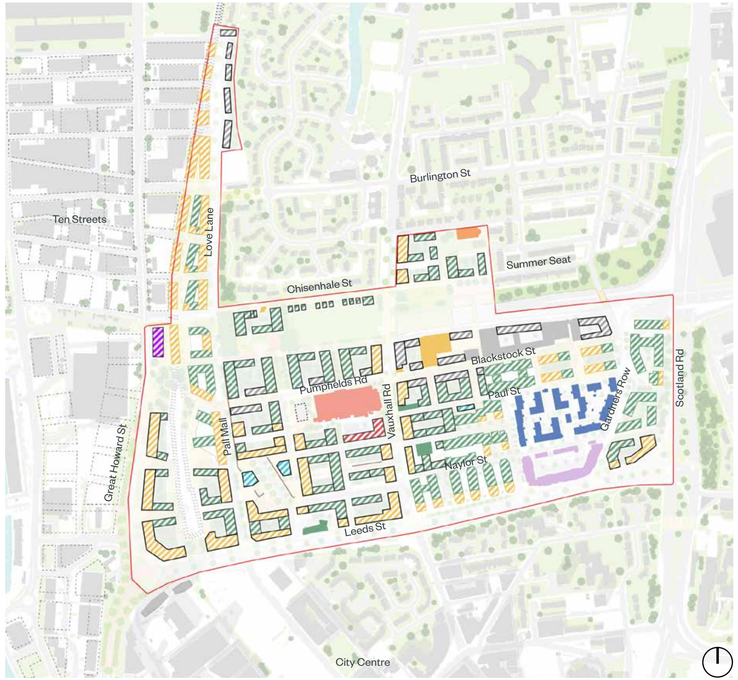


Fig 65 Land use (Ground floor)

» These proposed employment uses are integrated with upper-floor residential. The frontage along the Kingsway Tunnel (i.e., Ford Street) remains solely for employment and light-industrial uses, creating a buffer zone between the tunnel and the residential areas within the rest of the masterplan.

» Proposed employment space along Love Lane will take the form of affordable workspaces and creative studios, supporting and connecting to the creative industries cluster in the nearby Ten Streets area.

» Ground-floor retail will be located along Vauxhall Road, Leeds Street, and Great Howard Street, and will be clustered around key public spaces.

» The tallest tower, located at the junction of Great Howard Street and Leeds Street, is proposed for employment use, fronting the Business District (Primary Office Area).

» The masterplan reinforces the role of the City College as the educational heart of the SPD. The College has the potential to expand into a new building fronting Vauxhall Road, forming a new working yard in conjunction with the existing structure.

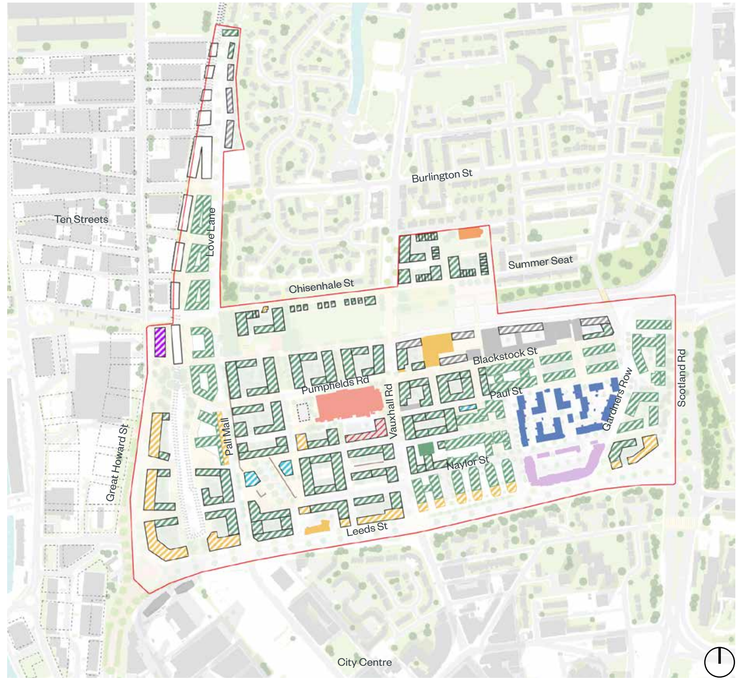
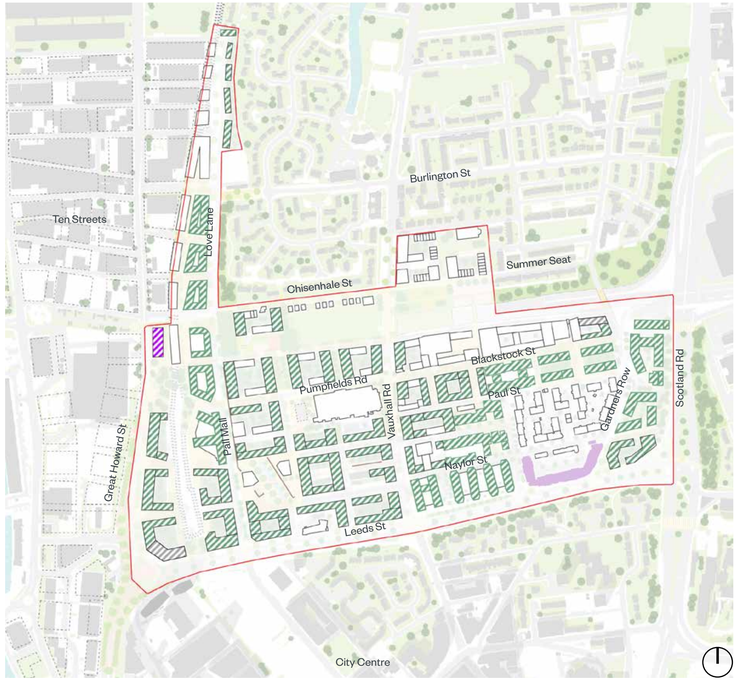


Fig 66 Land use (First floor)

Key

- SPD boundary
- City centre boundary
- Residential (existing)
- Residential (proposed)
- Commercial (existing)
- Commercial (proposed)
- Hotel / Residential (existing)
- Student accommodation (existing)
- Education (existing)
- Education (proposed)
- Culture / community (proposed)
- Places of worship
- Employment (existing)
- Employment (proposed)
- Mobility hub (proposed)

- Two pavilion buildings for cultural and community uses are also proposed within Canal Square. These could include a library, heritage archive, and flexible study rooms to support the student population in the area.
- The northern boundary of the masterplan remains largely residential, indicating the transition from the city centre to the residential neighbourhoods of Liverpool North.
- There is no net loss of employment use across the SPD area. While some large existing warehouses and sheds are proposed for demolition in support of the vision for a residential-led mixed-use neighbourhood, these will be replaced by new employment space.



Key

- SPD boundary
- City centre boundary
- Residential (proposed)
- Hotel / Residential (existing)
- Employment (proposed)
- Mobility hub (proposed)

Fig 67 Land use (Typical upper floor)

Land use	GIA (sqm)
Existing employment - Demolished	31,485
Existing employment - Retained	11,556
Proposed employment	44,958
Total employment (proposed + retained)	56,514
Proposed commercial (including retail, food/drink)	30,362
Proposed residential	322,236
Proposed education	4,713
Proposed culture / community	3,556
Proposed mobility hub	5,173

Spatial guidance: Land use

a. Development proposals must demonstrate how the proposed uses support the realisation of the vision set out in this SPD.

b. Developers should work together toward the realisation of the vision in a comprehensive and joined up approach.

c. Non-residential uses should be clustered along key routes and key public spaces as indicated in the SPD.

d. Proposed uses around Canal Square and along Blackstock Street should positively contribute to the night-time economy.

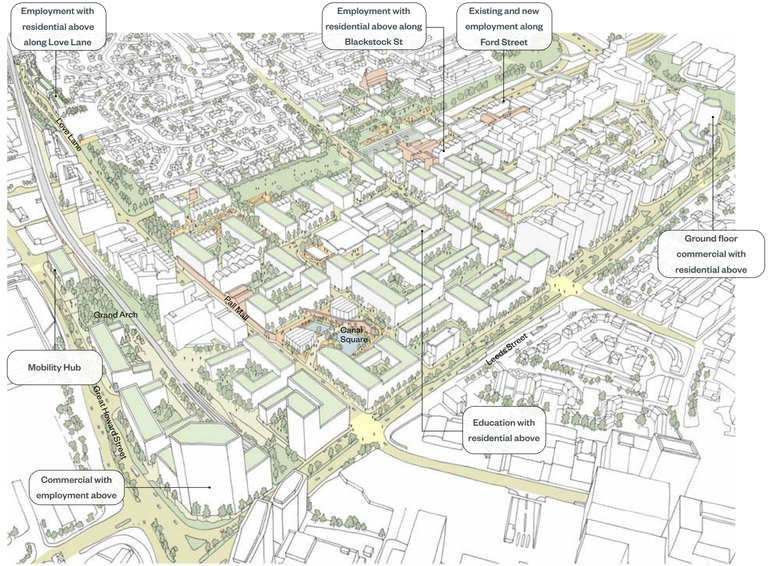


Fig 68 Aerial view of the Indicative Masterplan

3.8 Housing typologies and dwelling mix

3.8.1 Overview

» The existing housing typologies within the SPD boundary consist exclusively of apartment buildings.

» Across the SPD area, several extant planning applications are at varying stages of the development process- some are under construction, while others remain subject to determination. The existing pipeline is heavily weighted toward smaller dwellings (predominantly one- and two-bedroom apartments), with limited provision for family housing.

» The SPD seeks to rebalance this emerging housing mix by introducing a broader range of housing typologies, in line with the findings of the strategic Housing Market Needs Assessment. These include high-density city centre apartments, maisonettes, and townhouses. The intention is to maintain and increase residential density while promoting long-term sustainability and supporting mixed, resilient communities across all tenures.

» Housing surrounding the listed church to the north of the Kingsway Tunnel will be modest in scale, consisting of townhouses and low-rise apartment buildings. Maisonettes along the Kingsway Park will deliver much-needed family homes, enabling a sensitive transition from the low-rise residential character of Liverpool North to the higher-density urban forms located south of Kingsway Park.

» Apartment buildings oriented east–west will typically be double-loaded, while north–south buildings will be single-loaded to maximise the number of dual-aspect dwellings and avoid north-facing single-aspect homes.

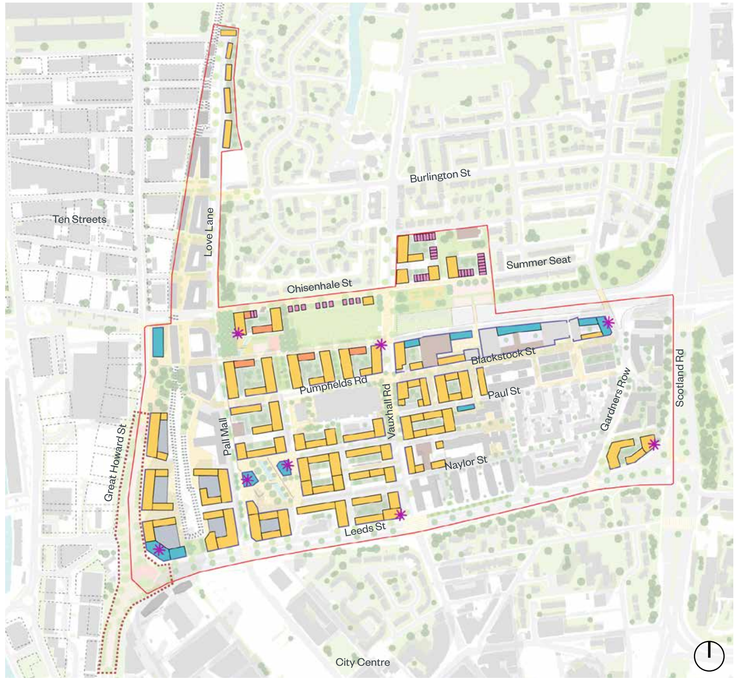


Fig 69 Housing typologies

Key

- SPD boundary
- Townhouses
- Maisonettes with apartments above
- Apartment building
- Non-residential
- Ground floor non-residential frontage
- Potential for podium
- Landmark building
- Area for potential cut&cover (Waterfront Vision)

» Larger plots located at the junction of Leeds Street and Great Howard Street present opportunities for integrated podium parking solutions with residential amenity spaces located above.

» While the masterplan included in the SPD is indicative, the development framework it proposes has been tested for alignment with the adopted Liverpool Local Plan and the evidence base for the new emerging Local Plan.

» The SPD masterplan provides a capacity estimate of approximately 7,283 new homes (including extant planning permissions and pipeline figures).

Spatial guidance: Housing typologies and dwelling mix

a. Development proposals should adhere to the principles set out in the housing typologies diagram in the previous page and must promote sustainable, mixed and resilient communities.

b. Applicants must demonstrate a clear understanding of the SPD area as a transitional density zone - shifting from the high-rise, high-density character of the City Centre Inner Core to the low-rise, low-density residential neighbourhoods of Liverpool North.

c. Development proposals must actively explore opportunities to maximise the delivery of family-sized dwellings (three bedrooms or more) to support long-term community sustainability.

d. Development proposals should actively explore opportunities to deliver older people's housing to support the creation of intergenerational communities.

e. North-facing single-aspect dwellings must be avoided.

f. Where development proposals deviate from the housing typologies identified in the SPD, a robust and clearly evidenced justification must be submitted with the planning application. This justification must demonstrate that the proposal will not result in any significant adverse impact on the character of the area - both existing and emerging.

Typology	1 bed	2 bed	3 bed	4 bed	%
Townhouses	0	0	0	40	1.2%
Maisonettes	0	3	72	45	3.6%
Apartments	984	1,315	610	260	95.2%
Totals	**984**	**1,318**	**682**	**345**	**100%**
TOTAL			**3,329**		

Fig 70 Proposed dwelling mix (Indicative Masterplan only)

1 bed = 30%
2 bed = 40%
3 bed = 20%
4 bed = 10%

Typology	1 bed	2 bed	3 bed	4 bed	%
Apartments	2,274	1,437	262	-	100%
TOTAL			**3,973**		

Fig 71 Dwelling mix of pipeline

1 bed = 57%
2 bed = 36%
3 bed = 7%
4 bed = 0%

Typology	1 bed	2 bed	3 bed	4 bed	%
Townhouses	0	0	0	40	0.6%
Maisonettes	0	3	72	45	1.6%
Apartments	3,258	2,752	872	260	97.8%
Totals	**3,258**	**2,755**	**944**	**345**	**100%**
GRAND TOTAL			**7,302**		

Fig 72 Proposed dwelling mix (Indicative Masterplan and pipeline)

1 bed = 44%
2 bed = 38%
3 bed = 13%
4 bed = 5%

3.9 Indicative long-term vision

3.9.1 Overview

» The Indicative Masterplan on the following pages sets out the potential long-term vision for the SPD area.

» As the area transforms into a vibrant, residential-led mixed-use extension of the city centre, there may be opportunities for currently occupied plots to come forward for redevelopment. This would be facilitated by improvements to the surrounding public realm and the arrival of new uses and residents.

» One such example is the Unite Student Accommodation, which currently acts as an island within an island — surrounded by walls, largely impenetrable, and accessed only through a gated entrance. In the short term, improved permeability and better integration with the surroundings could be achieved by opening up sections of the perimeter wall to create new pedestrian routes. In the longer term, there is potential for the site to be comprehensively redeveloped. This could provide an opportunity to reinstate the long-lost Cherry Lane, which once bisected the plot. The reinstated lane could be designed as a pedestrian priority route leading to Cherry Gardens — a proposed neighbourhood park along Gardners Row, acting as a stepping stone between Ennerdale Park and the city centre.

» The YMCA building is another site that could come forward for redevelopment in the future. This plot presents an opportunity to introduce new dual-aspect dwellings with active ground-floor uses along Leeds Street. The YMCA could potentially be relocated elsewhere within the masterplan area, into a newly built facility that is better integrated with the wider development.

Key

- SPD boundary
- Heritage assets
- Existing / retained buildings
- Pipeline development
- Proposed SPD buildings
- Sport/play within park
- Water
- Adjacent SPDs and emerging visions
- Long term development opportunities
- (1) Kingsway Park
- (2) Canal Square
- (3) Liverpool City College
- (4) Vauxhall Square
- (5) Waterworks Yard
- (6) Grand Arch
- (7) Waterloo Green
- (8) Arches Yard
- (9) Foundry Yard
- (10) Church Green
- (11) Church of Our Lady of Reconciliation of La Salette
- (12) Blackstock Yard
- (13) Kingsway Bridge
- (14) Memorial Gardens
- (15) Limekiln Lane Bridge
- (16) Marybone Green
- (17) Chisenhale Bridge and The Bridge Public House
- (18) Eldonian Village
- (19) Leeds & Liverpool Canal
- (20) Ten Streets



Fig 73 Indicative Masterplan (long term vision)

3.9.2 Building typologies

» The long-term development plots will predominantly comprise apartment buildings, with potential to introduce ground floor maisonettes featuring direct, street-facing entrances to support active frontages and a finer grain of residential typologies.

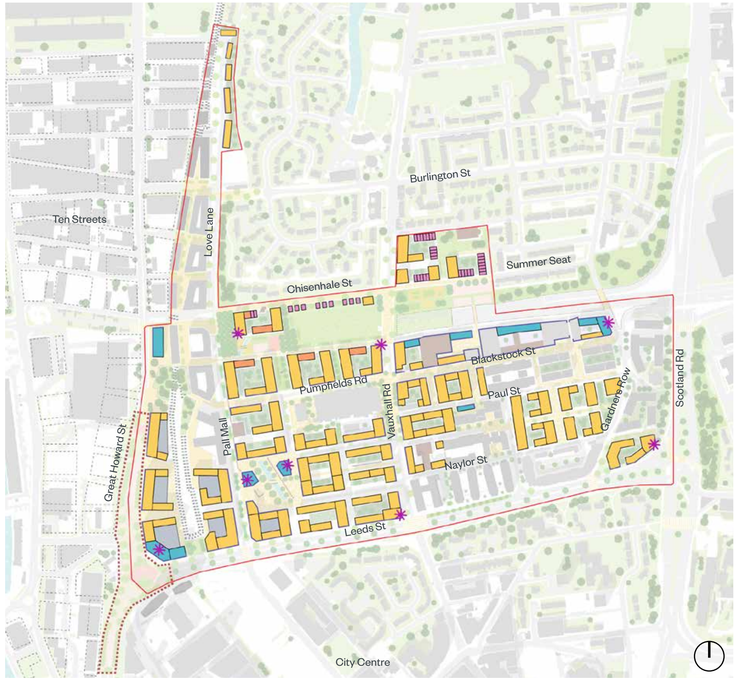


Fig 74 Building typologies

3.9.3 Building heights

» The long-term redevelopment plots predominantly fall within designated tall building cluster zones, offering significant opportunities to optimise development potential and deliver new homes at appropriate densities.

Key

- SPD boundary
- Max. 9.5m (3 storeys)
- Max. 13.5 (4 storeys)
- Max. 17m (5 storeys)
- Max. 20m (6 storeys)
- Max. 23m (7 storeys)
- Max. 26m (8 storeys)
- Max. 29.5m (9 storeys)
- Max. 32.5m (10 storeys)
- Max. 35.5m (11 storeys)
- Max. 42m (13 storeys)
- Max. 45m (14 storeys)
- Max. 57.5m (18 storeys)
- Max. 89m (28 storeys)
- CL3b - max. 30m (10 storeys)
- CL3a - max. 45m (15 storeys)
- CL2d - max. 60m (20 storeys)
- CL2c - max. 90m (30 storeys)
- CL2b - max. 120m (40 storeys)
- CL2a - max. 150m (50 storeys)

Please note: heights within the Indicative Masterplan consider a 4m height for non-residential ground floor and 3.15m height for upper floors.

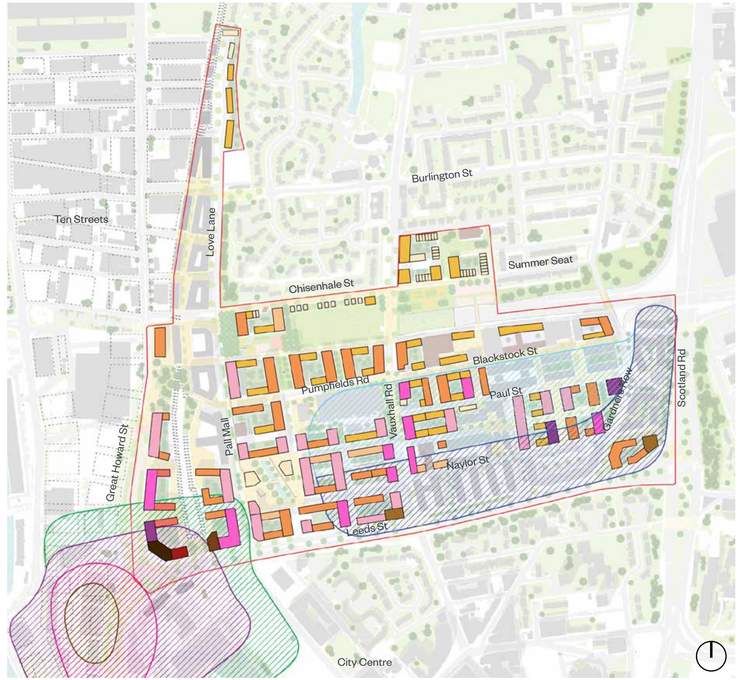


Fig 76 **Building heights** (long term vision)

PART D

Character areas

4.1 Character Areas

4.1.1 Overview

» This section of the SPD provides more detail on the various character areas that will be created through its delivery.

» Six distinct, discrete but connected character areas emerge. Buildings and landscape play a critical role in establishing character. But it is people and their activities – living, playing, working, making, learning – which will bring life to these areas. Six character areas have been identified, as follows:

- Blackstock Street
- Kingsway Park
- Canal Square & City College
- City fringe and gateway
- Railway edge
- Oriel Street & Cherry Lane

» For each character area, plans, views, artist's impressions, and precedent images are provided to illustrate the opportunities available. Grounded in the site-wide masterplan framework outlined in the previous chapter, they establish the key design principles which development proposals should align with.

» Each character area has been explored and illustrated through the key characteristics of the National Model Design Code: Vision & Identity, Movement, Public Space and Nature, Built Form and Uses.

Spatial guidance: Character Areas

a. Applicants must demonstrate a good understanding of the character area where their site is situated in the Design and Access Statement.

b. Development proposals must enhance the character and identity of the character area in which they are located and should reflect the design guidance set out in this SPD.

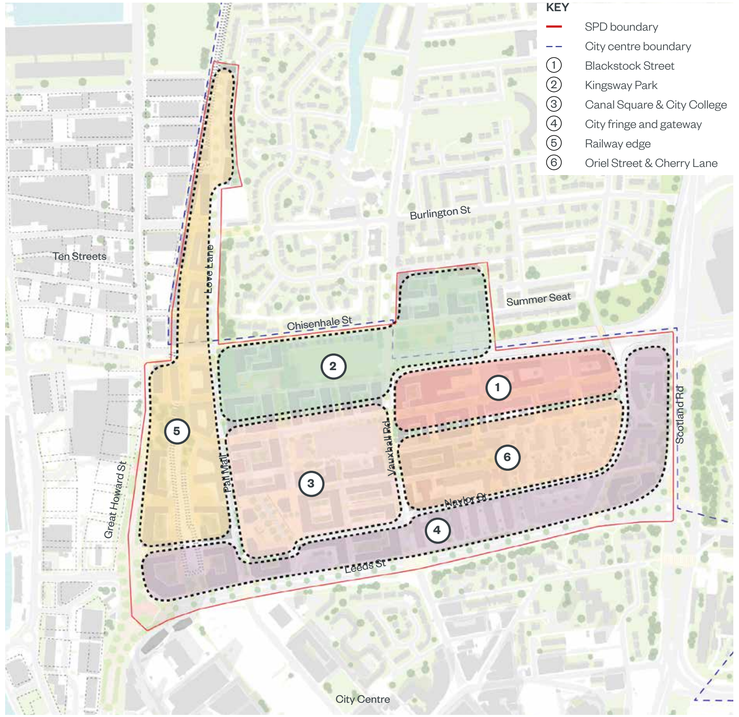


Fig 77 Character Areas

4.2 Blackstock Street

4.2.1 Vision & identity

» Blackstock Street will become a vibrant, employment-led mixed-use area, retaining its distinctive warehouse character through a combination of conversions and new infill development.

» Existing employment uses will be integrated with new businesses, occupying restored warehouses and sheds, alongside new buildings with non-residential ground floors and residential uses above.

» The public realm will reflect the area's activity and energy, enabling businesses to spill out and activate the street.

» A new pedestrian, wheeling and cycling bridge connection will enhance access between Blackstock Street, and the new Kingsway Park and residential neighbourhoods north of the Kingsway Tunnel.

Spatial guidance: Vision & identity

a. Development proposals within the Blackstock Street Character Area must demonstrate how they contribute to the vision for the area, as set out in this SPD.

KEY
- SPD boundary
- Heritage assets
- SPD proposed buildings
- Non-residential frontage
- Inset balconies
- Landmark building
- Planted swale
- 1 Blackstock Yard
- 2 Limekiln Lane Bridge (existing)
- 3 Kingsway Bridge (proposed)

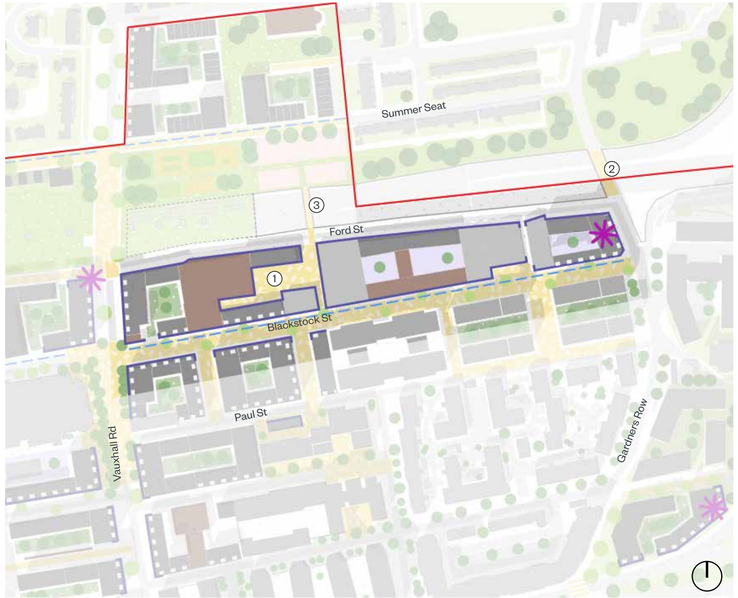


Fig 78 Blackstock Street Character Area

4.2.2 Movement

Blackstock Street

- Blackstock Street will be transformed into a pedestrian priority route with tree planting and Sustainable Drainage Systems (SuDS) running along its entire length.
- On-street parallel parking and loading/servicing bays will be integrated alongside the trees to ensure parked cars do not dominate the streetscape.
- Vehicular gateways at either end will allow the street to function as a pedestrian-priority route at certain times of the day, supporting spill-out activities from non-residential ground-floor uses.

Ford Street

- Ford Street will retain its role as a servicing road for the employment uses fronting the Kingsway Tunnel.
- Two-metre-wide footways will be provided on either side of the road, ensuring safe east–west pedestrian permeability.

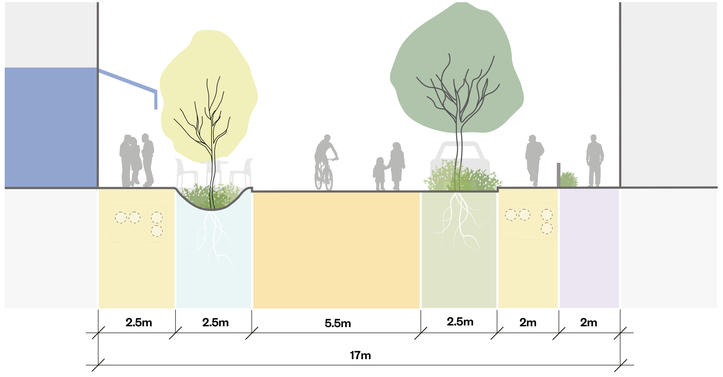


Fig 80 Blackstock Street proposed section

Spatial guidance: Movement

a. Development proposals within the Blacktock Street Character Area must demonstrate how they respond to and contribute to the design principles set out in this SPD for Blackstock Street and Ford Street.



Fig 79 Blackstock Street today

KEY

- Carriageway
- Footpath with underground service corridor
- Tree/ planting/ SuDS zone with on street parking
- Building zone
- Planted swale

4.2.3 Public space and nature

Blackstock Yard

- Blackstock Yard will act as a catalyst for regeneration in the area, enclosed by revitalised warehouses and sheds reimagined for employment uses, with infill development delivering employment spaces along Ford Street and mixed-use buildings—employment at ground floor and residential above—along Blackstock Street.
- The yard will function as a well-overlooked, semi-public space, with the potential to be secured at night after business hours.
- In the longer term, it will become a key stepping stone towards Kingsway Park, connected via a new Kingsway Bridge over the Kingsway Tunnel.

Spatial guidance: Blackstock Yard

a. The existing warehouses and sheds should be retained, forming a defining framework for the yard and contributing to its identity and character.

b. Non-residential uses surrounding the yard must ensure a continuous and vibrant active frontage at ground floor level, with the potential to spill out into the courtyard.

c. The yard should incorporate tree planting, lighting, high-quality seating and cycle parking, fully integrated into the public realm design.

d. Development proposals around Blackstock Yard must not prejudice the long-term vision for a pedestrian link connecting Blackstock Street, Ford Street, and the future Kingsway Bridge.

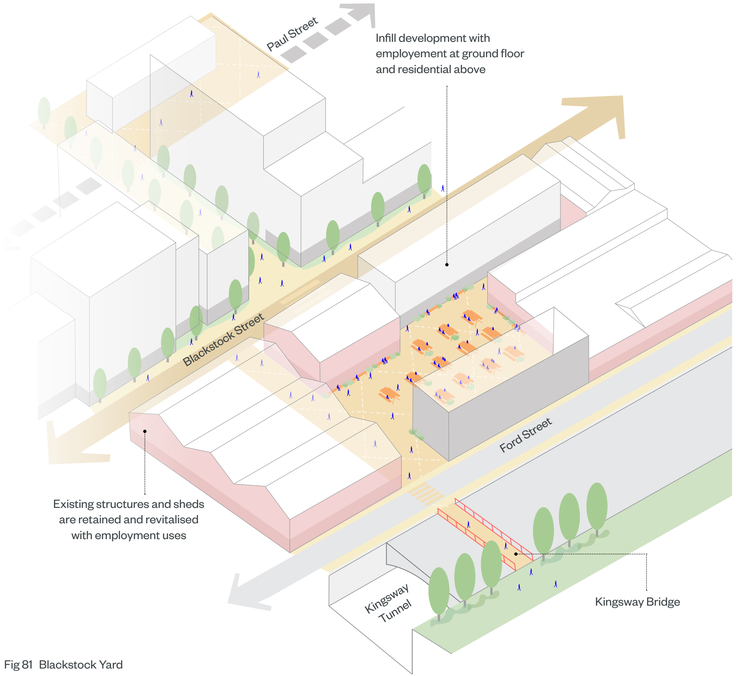


Fig 81 Blackstock Yard

4.2.4 Built form

- Several buildings within this character area have been identified for retention. The retention and re-use of non-designated assets – including the brick chimney and a number of warehouse buildings – will help to deliver sustainable development and contribute positively to placemaking and urban character.
- Brick warehouses have the potential to be re-used by retaining their original brick envelopes, enhanced with interventions such as new openings and roof or side extensions.
- Existing sheds offer the opportunity to be re-used by stripping back to their original steel frame structures and recladding them with contemporary metal materials.
- A mix of building heights, ranging from 3-6 storeys, will create variety to the skyline and maximise daylight and sunlight into the courtyards and public realm.
- The least constrained and sensitive area is considered to be the eastern end of Blackstock Street. This part of the site is appropriate for a marker building.

Spatial guidance: Built form

a. The built form of infill development should respond positively to the setting of non-designated heritage assets.

b. Both residential and non-residential frontages should promote passive surveillance and contribute to a safe and welcoming public realm.

c. For ground floor non-residential uses, internal spaces that generate activity - such as reception areas or meeting rooms - should be located along the frontage to animate the street.

d. Building lines should be brought to the site edge to activate the street, avoiding the use of boundary fencing and maintaining a human scale.

e. Development should feature a varied roofscape and use materials that reference the area's industrial heritage- such as pitched or sawtooth roofs and red brick façades.

f. Roof forms should be designed to maximise photovoltaic (PV) coverage and bring natural daylight into internal spaces.

g. Rooftop plant, lift overruns, and building maintenance units (BMUs) must be set back from main façades and integrated into the overall roofscape to remain hidden from street-level views.

h. Balconies along Blackstock Street must be inset.

i. Single-aspect residential homes facing the Kingsway Tunnel must be avoided.



Fig 82 The mixed-use development draws inspiration from the area's industrial heritage, featuring elements such as a saw-tooth roof and metal cladding.



Blackstock Street will be transformed into a dynamic, employment-led neighbourhood that celebrates its warehouse heritage through adaptive reuse and thoughtful new development, blending vibrant workspaces with homes and a lively public realm that energises the street.



Fig 83 New development incorporating light industry and new dwellings.



Fig 84 Saw-tooth roof to new brick building accommodating employment, responding to the area's rich industrial past.



Fig 85 Yard space with employment and commercial uses.

4.2.5 Uses

» This area will retain its character as an employment-led zone.

» Existing and new infill employment uses will line Ford Street, creating a buffer against noise and pollution from the Kingsway Tunnel and protecting the residential areas to the south.

» Blackstock Street will feature employment uses at ground floor level along both its northern and southern edges, with residential uses above.

» These employment spaces will include workshops, light industry, and studios for creatives and makers.

Spatial guidance: Uses

a. Development proposals should incorporate employment uses at ground floor level along Blackstock Street.

b. Along Ford Street, proposals should provide employment uses only, with residential accommodation permitted on upper floors at the junction of Ford Street and Vauxhall Road.



Fig 86 Flexible workshop spaces to support a range of uses by makers and creatives.

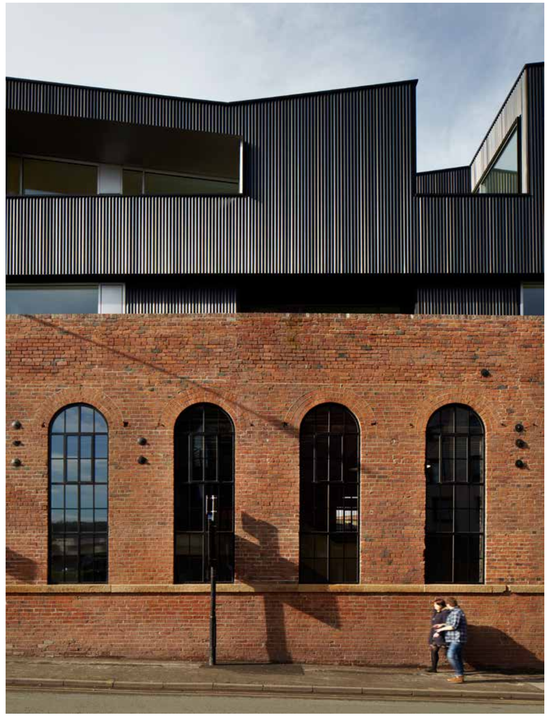


Fig 87 Mixed-use building with upward extension to a Victorian industrial brick building.

4.3 Kingsway Park

4.3.1 Vision & identity

» Kingsway Park will become a vibrant, residential-led area, developing along a new linear park and biodiversity corridor.

» The park will provide spaces for play, sport, rest, and relaxation for both new and existing residents, while also improving east–west pedestrian and cycling movement linking the emerging Central Park (Liverpool Waters) with Ennerdale Park and Everton Park beyond.

» The area will offer a sensitive transition between the larger buildings south of the Kingsway Tunnel and the low-rise residential neighbourhood to the north, bringing them together into a cohesive whole.

» A new pedestrian/cycling bridge will link Kingsway Park and Blackstock Street, improving north-south pedestrian/cycling movement.

Spatial guidance : Vision & idenity

a. Development proposals within the Kingsway Park Character Area must demonstrate how they contribute to the vision for the area set out in this SPD.

KEY

- SPD boundary
- Heritage assets
- SPD proposed buildings
- Non-residential frontage
- Inset balconies
- Landmark building
- Planted swale

1. Kingsway Park
2. Memorial Gardens
3. Chisenhale Bridge & The Bridge PH
4. Kingsway Bridge (proposed)
5. Church of Our Lady of Reconciliation de la Salette
6. Church Green



Fig 88 Kingsway Park Character Area

4.3.2 Movement

Chisenhale Street

» Chisenhale Street will be transformed into a traffic calmed route with tree planting and Sustainable Drainage Systems (SuDS) running along its entire length.

» On-street parallel parking will be integrated alongside the trees to ensure parked cars do not dominate the streetscape.

» Traffic calming measures via surface treatments will prevent rat-running and prioritise pedestrian, wheeling and cycling movement.

Chisenhale Street (extension)

» Chisenhale Street will be extended eastward via an emergency/ servicing only route linking to Summer Seat and allowing east-west pedestrian, wheeling and cycling permeability.

Ford Street (extension)

» Ford Street will be extended westward via an emergency/ servicing only route linking to Pall Mall and allowing east-west pedestrian, wheeling and cycling permeability.

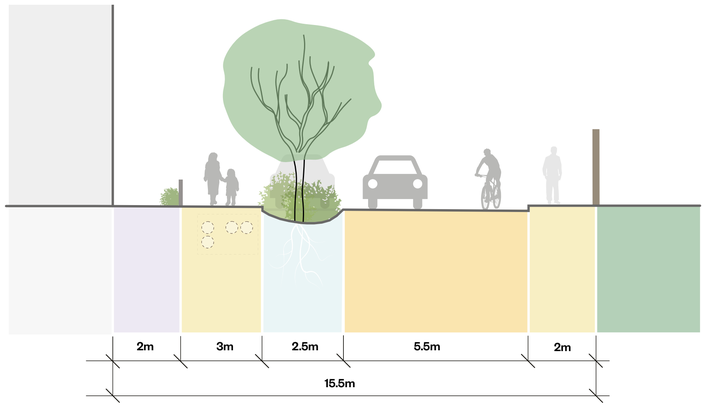


Fig 90 Chisenhale Street proposed section

Spatial guidance: Movement

a. Development proposals within the Kingsway Park Character Area must demonstrate how they respond to and contribute to the design principles set out in this SPD for Chisenhale Street and its extension, and Ford Street extension.



Fig 89 Chisenhale Street today

KEY

- Carriageway (traffic calmed)
- Footpath with underground service corridor
- Tree/ planting/ SuDS zone with on street parking
- Existing rear gardens (Eldonian Village)
- Building zone

4.3.3 Public space and nature

Kingsway Park

- Aligning with the Liverpool Waterfront SPD, Kingsway Park is a new east–west linear park and biodiversity corridor of approximately 2.4 hectares, located above the Kingsway Tunnel and forming the green backbone of the SPD masterplan.
- The park occupies an area historically lacking in open green space - where rural fields were rapidly replaced with factories during the Industrial Revolution.
- Set within a broader network of existing and emerging green spaces, Kingsway Park links the planned Central Park of Liverpool Waters to the established landscape of Ennerdale Park. In doing so, it improves east-west pedestrian/cycling/wheeling movement while also supporting north–south movement, connecting residential neighbourhoods north of the tunnel to new communities in the south, with green spurs extending into the city centre.
- Kingsway Park will function as a multifunctional open space - offering inclusive play for all genders, abilities and ages, sports facilities such as pitches, padel courts, a basketball court, and MUGAs, alongside areas for rest, relaxation, and communal growing.
- The design responds to the constraint of the tunnel beneath by locating tree planting where soil depth allows, primarily along the park's western edge.

Spatial guidance: Kingsway Park

a. There must be shared pedestrian, wheeling and cycling routes through the park, connecting between Chisenhale Street (and its eastward extension to Summer Seat) and the westward extension of Ford Street.

b. The park must include recreational spaces for communal growing, play and picnics as illustrated in the open space and play strategy.

c. The park must allow for Neighbourhood Equipped Area for Play (NEAP) for all ages and Adventure Playground.

d. Tree planting within the park should be maximised and integrated within the landscape design.

e. Tree planting must be appropriately located to avoid impacting the membrane above the Kingsway Tunnel and its retaining walls.

f. Sport provision must be included for 12+ and Youth play including a basketball court, sport pitches and MUGA.

g. Landscape proposals within the park must maximise opportunities for at-scale SuDS.



Kingsway Park will evolve into a green and connected neighbourhood that unites new and existing communities through a biodiverse linear park, seamlessly blending new homes, active travel, play and inclusive public spaces into a cohesive and thriving urban landscape.

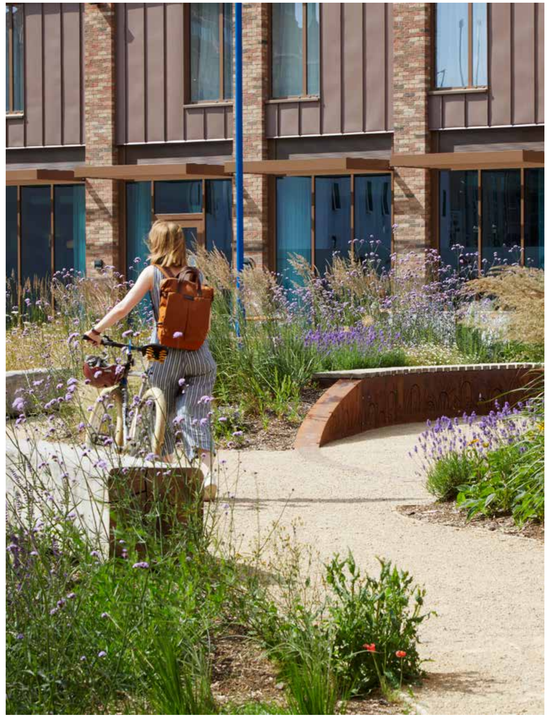


Fig 91 Footpath defined by planting edges, boosting biodiversity



Fig 92 Water feature with integrated seating within a park setting



Fig 93 New park along a railway viaduct, celebrating the rich industrial heritage of the place.



Fig 94 Community garden



Fig 95 Sports court



KEY

1. Water feature and bridge
2. Basketball court
3. Raised planters
4. Sports courts
5. Adventure playground
6. Community growing
7. Memorial Gardens
8. Private courtyard
9. Blackstock Yard
10. Eldonian Village
11. Chisenhale Bridge and The Bridge PH
12. Kingsway Bridge
13. Wildflower meadow

4.3.4 Built form

» Built form and massing within the Kingsway Park Character Area will support the transition from the larger, taller buildings proposed to the south of the Kingsway Tunnel to the low-rise residential neighbourhoods of North Liverpool.

» Typologies within this area will include low-rise apartment buildings, maisonettes, and three-storey townhouses.

» Lower building heights will also help create a more sensitive relationship with the surrounding heritage context, including the listed Church of Our Lady of Reconciliation de la Salette, as well as the non-designated heritage assets of the Bridge Public House and Chisenhale Bridge.

» The focus within Kingsway Park will be on providing larger family housing - three- and four-bedroom homes - arranged around communal courtyards or using a back-to-back layout to help secure the boundaries of rear gardens.

Spatial guidance: Built form

a. The built form should respond positively to the setting of both designated and non-designated heritage assets, i.e. the Church of Our Lady of Reconciliation de la Salette, the Bridge Public House, and Chisenhale Bridge.

b. Development proposals on or adjacent Chisenhale Street/Kingsway Park must be subject to detailed engineering assessment to ensure that loading, foundations, drainage infrastructure and access to the Kingsway Tunnel's operational systems are fully protected. Development proposals will require collaboration with and approval from the Liverpool City Region Combined Authority.

c. Apartment buildings should maximise the number of dual-aspect dwellings, avoid single-aspect north-facing units, minimise internal corridor lengths, and ensure high standards of natural light and ventilation.

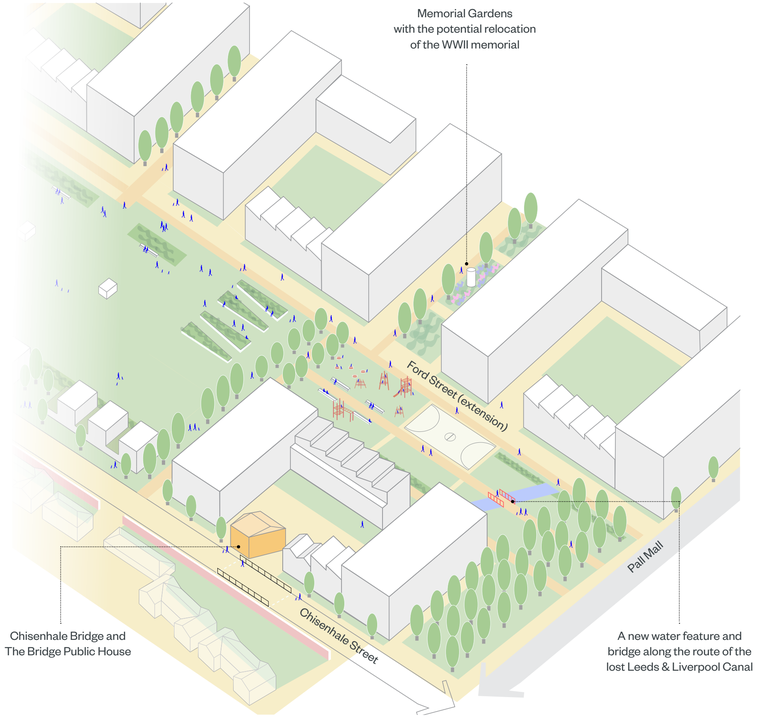


Fig 96 Kingsway Park

Spatial guidance: Built form

d. Buildings should be arranged around communal courtyards that provide secure amenity space for all residents, along with doorstep play.

e. Frontages should promote passive surveillance and contribute to a safe, active, and welcoming public realm.

f. Development proposals along Kingsway Park must engage positively with the park's boundary and should incorporate green thresholds, i.e. front gardens defined by planting and hedges while minimising the use of brick walls.

g. Building heights within this area should range from six to three storeys, with lower heights concentrated around the listed church and a taller building along Pall Mall.

h. Balconies facing Kingsway Park must be projecting, maximising views towards the park and nature.

i. Roofscape forms should take cues from the area's character and industrial heritage. Pitched roofs, sawtooth roofs, and flat roofs will be considered acceptable, while mansard roofs must be avoided.



Fig 97 Four storey building along a linear park with planting defining front gardens



Fig 98 Low rise apartment building



Chisenhale Street will be reimagined as a green, traffic calmed route, featuring tree planting, SuDS, integrated parking, and traffic calming measures that enhance access for residents while discouraging through-traffic and promoting active travel.

4.3.5 Uses

» Kingsway Park will be a residential-led area with potential for ground floor commercial uses along the Vauxhall Road frontage and ground floor employment uses along Pumpfields Road.

» Along Chisenhale Street the Bridge House PH will be retained to provide commercial uses (Pub).

» Active frontage will be ensured throughout via front doors on street (maisonettes/houses and ground floor flats).

Spatial guidance: Uses

a. Development proposals within the Kingsway Park Character Area must demonstrate how they respond to and contribute to the design principles set out in this SPD for Chisenhale Street and its extension, and Ford Street extension.



Fig 99 Front gardens defined by planting and trees



Fig 100 Planting edge to front gardens with inset railings to maximise passive surveillance from ground floor windows

4.4 Canal Square & City College

4.4.1 Vision & identity

» The Canal Square & City College character area lies between Pumpfields Road to the east and Pall Mall to the west.

» This area will form the civic heart of the SPD, accommodating a mix of educational, community, cultural, commercial, and employment uses, integrated with apartments and heritage structures.

» A truly mixed-use destination, it will serve the new SPD neighbourhoods and the residential area to the north, while also attracting visitors from the city centre.

» Once home to bustling warehouses and canal docks, the area will once again see water flowing - celebrating and reconnecting with its rich industrial past.

Spatial guidance: Vision & identity

a. Development proposals within the Canal Square & City College Character Area must demonstrate how they contribute to the vision for the area set out in this SPD.

KEY

- SPD boundary
- Heritage assets
- SPD proposed buildings
- Non-residential frontage
- Inset balconies
- Landmark building
- Planted swale

1. Canal Square
2. City College
3. Vauxhall Square
4. Waterworks Yard
5. Pall Mall warehouse
6. Community/culture building



Fig 101 Canal Square & City College Character Area

4.4.2 Movement

Vauxhall Road

» Vauxhall Road will retain its role as a primary route into and out of the city centre. Its design will support active travel through the introduction of segregated cycle lanes, wider pavements, and new tree planting.

» Loading and unloading bays will be provided along Vauxhall Road, but on-street parking will not be permitted.

Eaton Street

» Eaton Street will be transformed into an emergency and servicing-only street, prioritising pedestrian movement between Vauxhall Road, Canal Square, and Pall Mall beyond.

» The existing cobbles will be restored, reinforcing the historic character of this route.

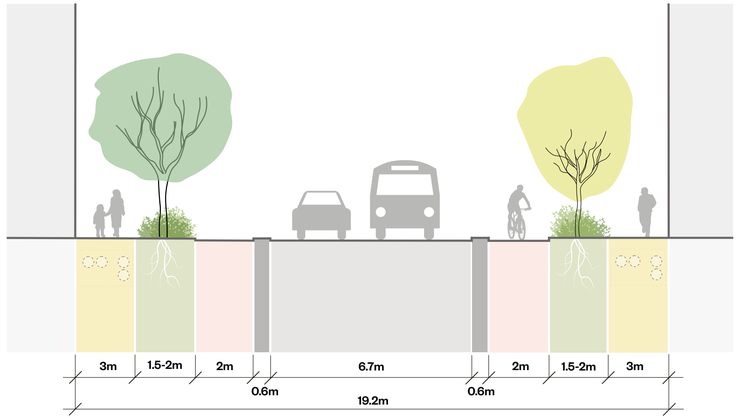


Fig 103 Vauxhall Road proposed section



Fig 102 Vauxhall Road today

KEY

- Carriageway
- Footpath with underground service corridor
- Cycle Lane
- Tree/ planting/ SuDS zone (underground cells will need extending under pavement to provide a 2.5m width to tree pit)

Gascoyne Street

» Gascoyne Street will become a pedestrian-only route. It will remain a public route improving east-west permeability. It will feature restored cobbles and planting to prevent vehicular movement.

Pumpfields Road

» Pumpfields Road is the main local street serving this character area.

» It will feature continuous pavements on both sides and tree planting along its full length.

» Street design will reduce traffic speeds and flows to create an environment where people feel safe to cycle in the carriageway.

» Parallel street parking will be provided, and a new raised table will be introduced where Pumpfields Road borders the new Canal Square, offering pedestrian priority and traffic calming.

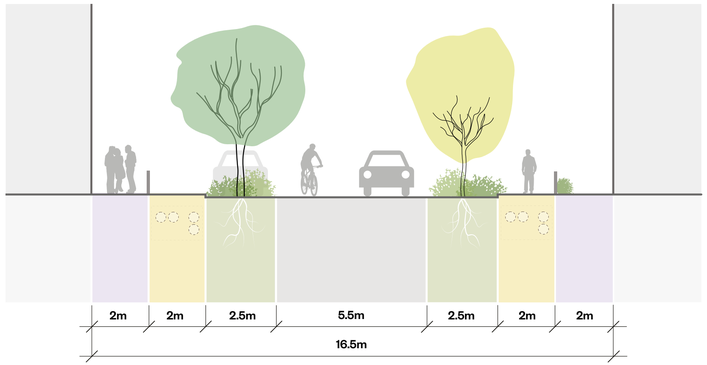


Fig 105 Pumpfields Road proposed section



Fig 104 Pumpfields Road today

KEY

- Carriageway
- Footpath with underground service corridor
- Tree/ planting/ SuDS zone with on street parking
- Building zone

Pall Mall

» The Pall Mall carriageway will be reduced to 5.5 metres to reflect its secondary role compared to Vauxhall Road.

» The space gained will be dedicated to wider pavements, a segregated cycle lane, and a wide planted swale running the entire length of the road , further reinforcing the historic canal route that once ran north-sout through this area.

Spatial guidance: Movement

a. Development proposals within the Canal Square & City College Character Area must demonstrate how they respond to and contribute to the design principles set out in this SPD for Vauxhall Road, Pumpfields Road, Eaton Street, and Gascoyne Street.

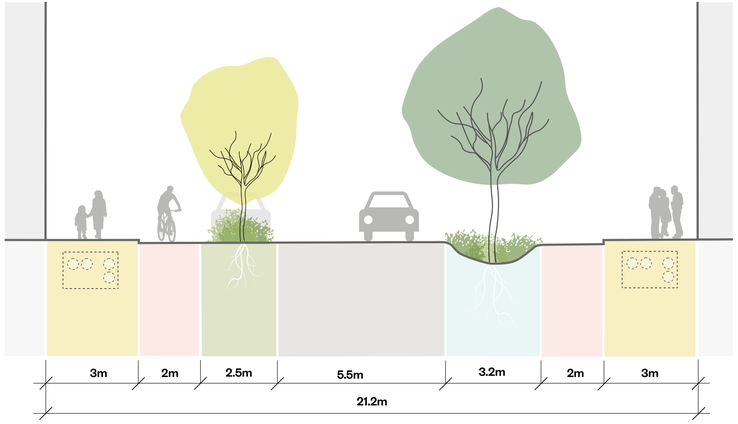


Fig 107 Pall Mall proposed section



Fig 106 Pall Mall today

KEY

- Carriageway
- Footpath with underground service corridor
- Cycle Lane
- Tree/ planting/ SuDS zone with on street parking
- Planted swale

4.4.3 Public space and nature

Canal Square

- Canal Square occupies a location of profound historical significance, where a cluster of retained heritage structures - the Pall Mall warehouse and historic boundary walls - reflect the area's rich cultural and architectural legacy.
- This site also marks the historic terminus of the Leeds & Liverpool Canal, which defined the area's character for centuries until its course was altered during the 1980s construction of the Eldonian Village.
- The Square presents a unique opportunity to reinforce and celebrate the site's heritage through the delivery of a distinctive and inclusive new public space.
- Canal Square is envisaged as a civic heart, acting as a catalyst for regeneration and offering vital open space relief amid the anticipated higher-density developments within the Tall Buildings zone along Leeds Street and Great Howard Street.
- Canal Square will be a flexible, multi-functional civic space that accommodates local retail, informal gathering, and a wide range of community and cultural events;
- The character of Canal Square will be a celebration of heritage, retaining and integrating the existing Pall Mall warehouse walls which help define the square's edges and create smaller, more intimate sub-spaces. A new linear water feature will mark the historic alignment of the Leeds & Liverpool Canal.
- The square will be lined with non-residential ground-floor uses providing active frontages, and enhanced by high-quality tree planting and lighting to support the day- and night-time economy.
- The square will feature two new pavilion buildings sensitively located within the existing heritage walls, intended to house community and educational uses.

Spatial guidance: Canal Square

a. The existing heritage walls must be fully retained and their setting enhanced through sensitive design. These historic structures should form a defining framework for the square, contributing to its identity and character.

b. A water feature must be incorporated into the square, aligned with the historic route of the Leeds & Liverpool Canal, to evoke the site's industrial past and create a strong narrative connection to local history.

c. Non-residential uses must be clustered around the square to ensure a continuous and lively active frontage at ground floor level. Uses should include community, cultural, food & beverage, and retail supporting both daytime and night-time economy activity.

d. The square must include tree planting, high-quality seating, cycle parking and SuDS features (e.g. linear rain gardens) integrated into the public realm design. The layout should include shaded areas to promote comfort and encourage rest and social interaction throughout the day and seasons.



Canal Square will become the civic heart of the SPD - a vibrant, mixed-use destination where education, culture, community, and commercial converge, seamlessly integrating heritage and new homes to serve local neighbourhoods and draw visitors from the city centre.

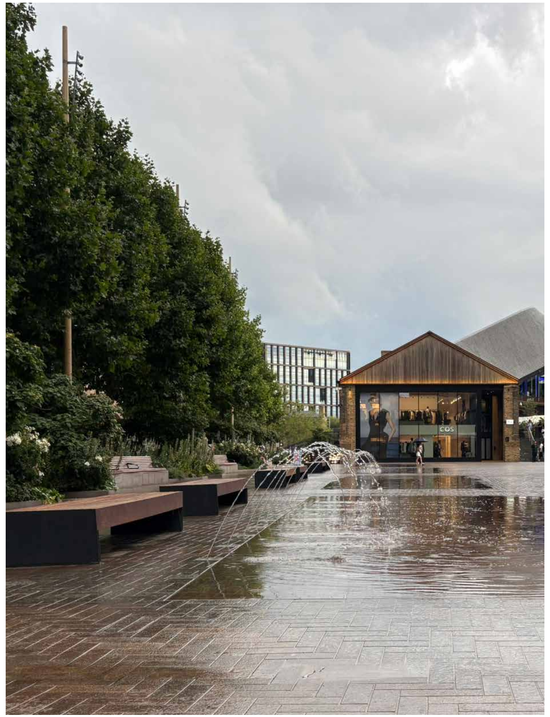


Fig 108 Example of water feature for Canal Square



Fig 109 Example of planted swales for Pall Mall



Fig 110 Example of water feature for Canal Square

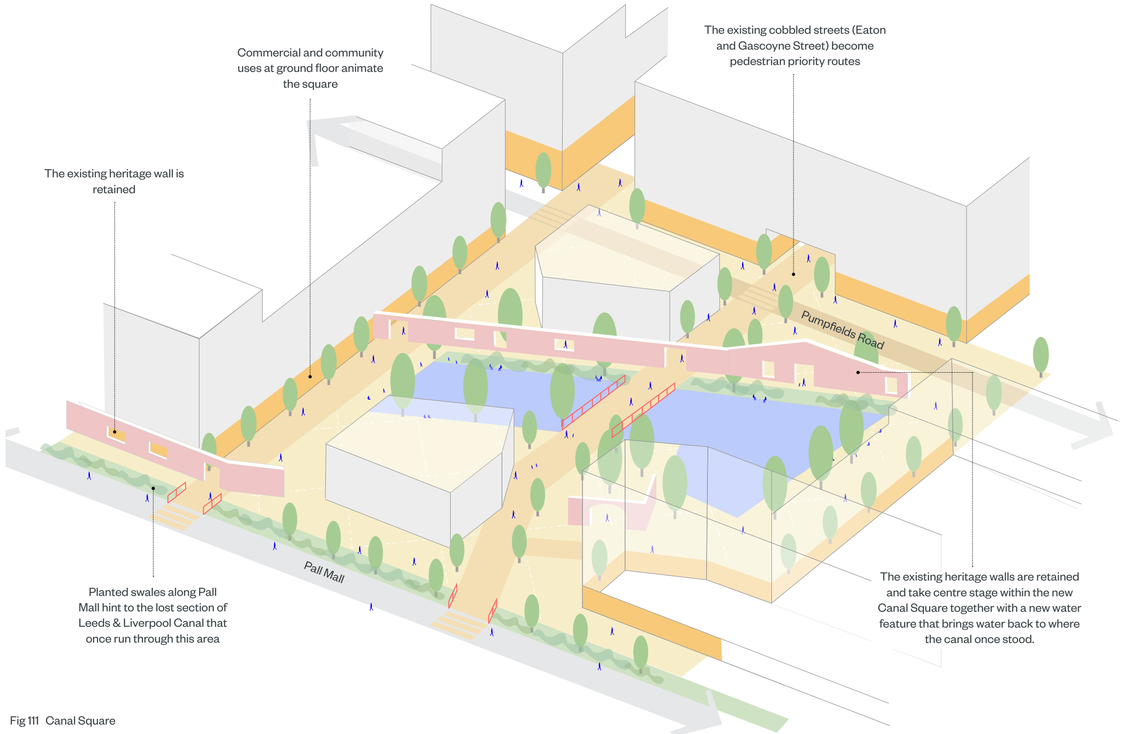


Fig 111 Canal Square

Vauxhall Square and Waterworks Yard

- Vauxhall Square is a new public space which improves the setting of the City College within the area and its relation with Vauxhall Road.
- The public realm fronting the City College with planting, seating and lighting will provide a welcoming and safe entrance space for students and visitors.
- Tree planting within Vauxhall Square is intensified providing a buffer from the noise and increasing the feeling of protection from the road.
- The design proposals also aim to reactivate the College's frontage along Pumpfield Road by opening up new entrances into the college building which will help reactivating the frontage.
- The Indicative Masterplan also identifies the potential opportunity to open up City College's working yard, Waterworks Yard, to the public.
- Waterworks Yard, named after a historic structure that once stood in the area, will become a new public space, helping the College re-establish a connection with Pall Mall, the western part of the masterplan, and providing a direct link to Canal Square.
- The existing college shed could be repurposed as a canopy, offering shade and shelter for activities in all kinds of weather.

Spatial guidance: Vauxhall Square and Waterworks Yard

a. Vauxhall Square should incorporate seating and lighting to create a welcoming environment where students and visitors can socialise and relax.

b. Tree planting and landscaping should be intensified to form a natural buffer against traffic noise and contribute to improved air quality.

c. To ensure the space remains active and vibrant throughout the day, Vauxhall Square must be fronted by non-residential uses, such as retail, community, or leisure functions, that support street-level activation.

d. Design proposals should incorporate a new entrance and public space along Pumpfields Road, (i.e. Waterworks Yard), establishing links to Pall Mall and Canal Square.

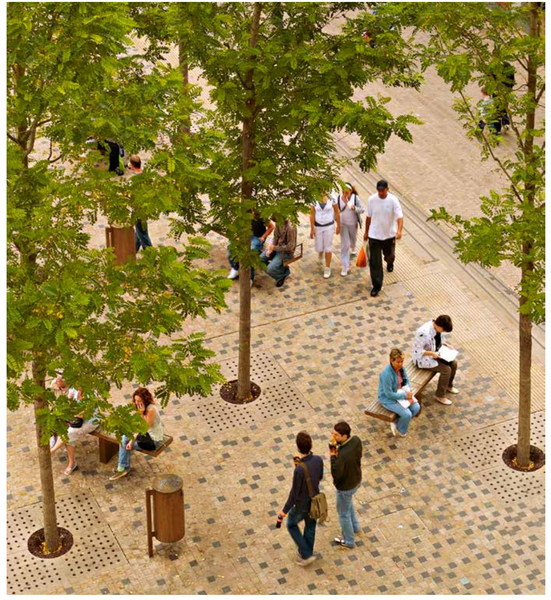


Fig 112 Example of tree planting and seating for Vauxhall Square

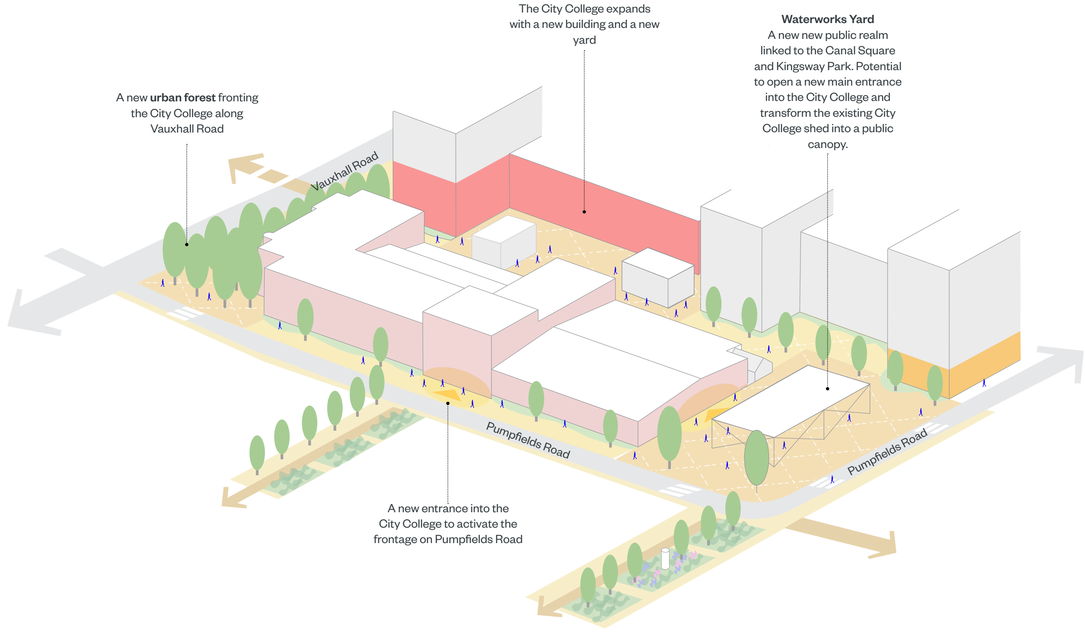


Fig 113 Vauxhall City College

4.4.4 Built form

» Buildings within the Canal Square will embody a civic quality that fosters community and public engagement, akin to public or civic buildings.

» This civic quality will feature generous floor-to-ceiling heights at ground floor, large apertures, and well-defined entrances that serve as focal points and encourage interaction.

» An integrated ground floor design that seamlessly blends the public realm with commercial spaces could be achieved through the use of a colonnade.

Spatial guidance: Built form

a. The built form should respond positively to the setting of the non-designated heritage assets.

b. Apartment buildings should maximise the number of dual-aspect dwellings, avoid single-aspect north-facing units, minimise internal corridor lengths, and ensure high standards of natural light and ventilation.

c. Both residential and non-residential frontages should promote passive surveillance and contribute to a safe and welcoming public realm.

d. Building heights in this area should range from five to six storeys, rising to ten or eleven storeys along Vauxhall Road, which falls within the Leeds Street Tall Buildings Cluster.

e. Façade layouts should follow a strong and regular grid. Highly expressive elements—such as columns, varied textures, and material finishes—should be incorporated to add visual depth and tactile interest.

f. The overall façade design should feel cohesive in colour and tone, yet rich in texture and depth.

g. Balconies along Vauxhall Road and Pall Mall must be inset. Around the square, a mix of inset and projecting balconies is encouraged.

h. Roofscape design should take cues from the area's character and industrial heritage. Pitched, sawtooth, and flat roofs are acceptable, while mansard roofs must be avoided.

i. The two pavilion buildings within the square must be of high architectural quality. They should feature large apertures, and their materials should distinguish them from the surrounding residential buildings while drawing on the area's industrial character. The use of metal, for example, is encouraged.



Pumpfields Road will become a green, people-friendly local street, designed with continuous pavements, tree planting, and traffic calming to encourage safe cycling, supported by a raised table crossing at Canal Square.

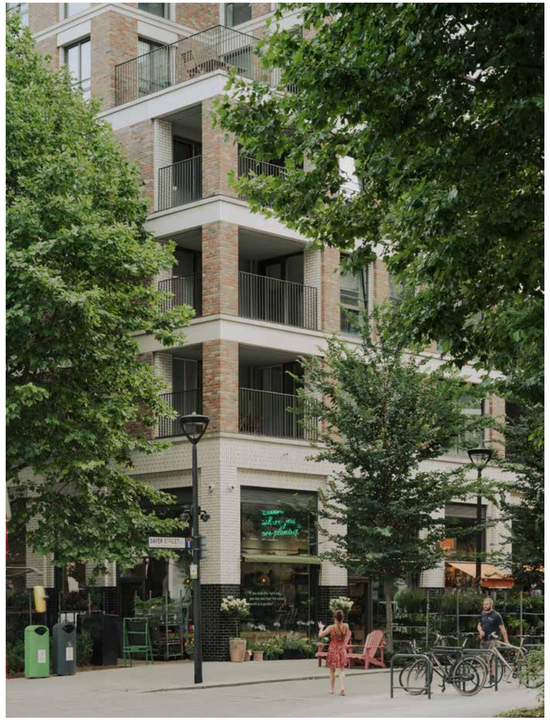


Fig 114 Apartment building with commercial uses at ground floor



Fig 115 Retained warehouse building with contemporary extension accommodating community uses

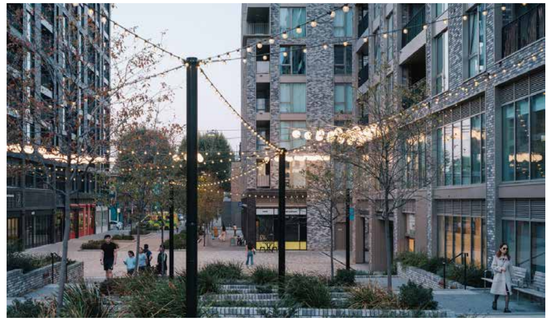


Fig 116 Public square and lighting activated by non-residential ground floors



Vauxhall Road will be transformed into a green and welcoming gateway to the city centre, prioritising active travel through segragated cycle lanes, wider pavements, and tree planting, with vibrant commercial ground floors bringing the street to life.

4.4.5 Uses

a. The Canal Square and City College area will be a residential-led mixed-use neighbourhood comprising educational, community, cultural, commercial, and employment uses.

b. Education will remain the primary focus of this area, centred around the existing City College and its potential expansion into a new mixed-use building to accommodate the forecasted increase in the student population.

Spatial guidance : Uses

a. Development proposals should incorporate employment uses at ground floor level along the east–west section of Pumpfields Road, from Vauxhall Road to Pall Mall.

b. Commercial uses must be provided along the north–south section of Pumpfields Road and clustered around Canal Square.

c. The two pavilion buildings within Canal Square should accommodate community and cultural uses, e.g. a library and study rooms, reinforcing the area's strong educational role and its relationship with City College and the growing student population.



Fig 117 Ground floor activated with employment uses and workshops.



Fig 118 The façade design of the new mixed-use building takes cues from the adjacent retained warehouse, incorporating a two-storey base with a rhythm defined by piers.

4.5 City Centre fringe & gateway

4.5.1 Vision & identity

» The City Centre fringe and gateway area lies along the major routes of Leeds Street and Scotland Road.

» This area will form a threshold between Pumpfields and Limekilns and the inner core of the city centre. As such, it is where the majority of larger and taller buildings are expected to be located.

» Development along these key roads will serve to re-activate the frontage, while also maximising density with prominent landmark buildings. These buildings will play a key role in announcing the gateways into the city centre, particularly for those arriving from the northern residential areas.

» The Vision indicates what could be possible should sites become available for redevelopment.

KEY

- SPD boundary
- Heritage assets
- SPD proposed buildings
- Non-residential frontage
- Inset balconies
- Landmark building
- Planted swale
- (1) Waterloo Gardens
- (2) YMCA building
- (3) Pedestrianised Leeds St/ Great Howard Str junction (Waterfront Vision)
- (4) Pall Mall SPD
- (5) Limekiln Lane Bridge
- (6) Unite Student Accomm.

Spatial guidance : Vision & identity

a. Development proposals within the City Centre fringe & gateway Character Area must demonstrate how they contribute to the vision for the area set out in this SPD.



Fig 119 City Centre fringe & gateway Character Area



4.5.2 Movement

Leeds Street

» Leeds Street will be transformed into a vibrant city centre boulevard, reactivated through non-residential ground floor uses which, together with improved crossings and widened footways, will help address the severance caused by high traffic flows.

» While it will continue to serve as a key east–west artery around the inner core of the city centre, its character will shift towards an active travel corridor, prioritising walking, wheeling, and cycling, alongside enhanced public transport routes.

» Comprehensive tree planting and the integration of Sustainable Drainage Systems (SuDS) will support climate resilience, providing shade during hotter periods, mitigating the impact of heavy rainfall through sustainable stormwater management and providing a buffer from noise and pollution caused by vehicular traffic.

» No on-street parking will be allowed along its entire route.

Scotland Road & Great Howard Street

» Active travel, tree planting, and Sustainable Drainage Systems (SuDS) will be enhanced along both Scotland Road and Great Howard Street. These routes will be reactivated through non-residential uses at ground floor level, contributing to a more vibrant and welcoming streetscape.

» In line with the Waterfront Vision SPD, a significant section of Great Howard Street, including its junction with Leeds Street, will be transformed through a cut-and-cover solution, taking the road underground and allowing the junction to be fully pedestrianised. This transformation will further strengthen pedestrian, wheeling and cycling connections between Pumpfields & Limekilns and the waterfront. As studies and partnerships progress for this major infrastructure project, a temporary surface-level intersection redesign could test and validate concepts while providing short-term benefits before the longer-term cut-and-cover scheme is delivered.

Spatial guidance: Movement

a. Development proposals within the City Centre fringe & gateway Character Area must demonstrate how they respond to and contribute to the design principles set out in this SPD for Leeds Street, Scotland Road and Great Howard Street.

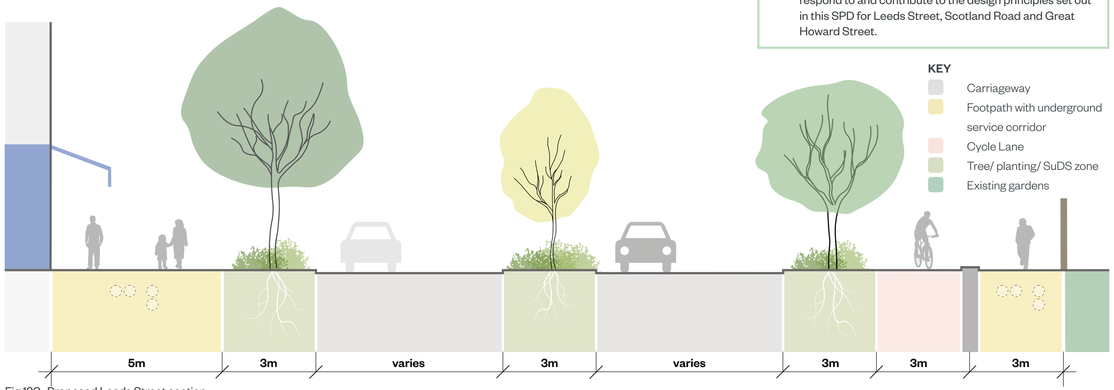


Fig 120 Proposed Leeds Street section

4.5.3 Public space and nature

Waterloo Gardens

» Waterloo Gardens is located above the Merseyrail tunnel and will serve as a terminus of the green spine emerging within the Exchange Station site south of Leeds Street, linking Pumpfields and Limekilns SPD with the emerging Pall Mall SPD and the wider city centre.

» Open to the south, the gardens will maximise daylight and sunlight between larger, taller buildings and will act as a stepping stone along Leeds Street from Canal Square to the cut-and-cover of the Leeds Street/Great Howard Street junction, which will lead to the pedestrianisation of the intersection.

» Design features within the gardens (such as paving, furniture, sculptures) will reference the rich history of the area, once a thriving hub for trade and passengers with both Waterloo Station and Exchange Station.

Spatial guidance: Waterloo Gardens

a. Design proposals should carefully consider wind impacts associated with surrounding tall buildings, incorporating mitigation measures where necessary. These measures should be integrated into the public realm through elements such as planters, trees, and other landscape features.

b. The design of the gardens should draw inspiration from the heritage and history of Waterloo Station and the wider area and must include SuDS.

c. Waterloo Gardens must be activated by non-residential uses at ground floor and must include visitor cycle parking.



Fig 121 A small-scale public realm, featuring trees and integrated seating, is framed by larger buildings with active non-residential ground floor uses



Fig 122 Public realm incorporating integrated artwork that celebrates the site's history and heritage.

4.5.4 Built form

» The City Centre Fringe and Gateway area will accommodate the largest and tallest buildings within the SPD, reflecting the location of the Tall Buildings Cluster Zones that fall within this character area.

» The tallest building will be a 28-storey tower at the junction of Leeds Street and Great Howard Street, followed by 18-storey and 13-storey towers along Leeds Street.

» The towers will be arranged in courtyard typologies, allowing for the creation of communal courtyards that are sheltered from the noise and pollution of the major roads.

» Dwelling types within this character area will predominantly consist of apartments, with potential for maisonettes located away from the major roads.

Spatial guidance: Built form

a. Building heights should range from a 28-storey tower at the Leeds Street / Great Howard Street junction to 6–7 storeys.

b. The overall form and silhouette of tall buildings should have a distinctive yet carefully considered identity, contributing positively to the sense of place.

c. Key View 1 - Magazine Promenade toward Metropolitan Cathedral must be protected.

d. Building form must respond to wind mitigation and microclimate considerations.

e. Tall buildings must articulate a base or plinth of one to two storeys that follows the street level. This base should feature a diverse and layered design with active frontages and clearly defined openings.

f. The base of the building should be articulated through a change in material or façade treatment. It may also be defined by a setback.

g. Main entrances should be strategically located and aligned with the vertical articulation of the façade to aid legibility and wayfinding.

h. Wind mitigation must be considered early in the design process and addressed through massing and façade articulation. The design should respond to the impact of microclimatic conditions, including overshadowing and downdraughts.

i. Where wind mitigation cannot be addressed through the building envelope, interventions should be integrated into the public realm design, using planters, trees, or other landscape features, to reduce wind impacts around tall buildings.

j. The roofs of tall and landmark buildings should continue the architectural language of the façade to form a unified and coherent whole.

k. Articulation of roof forms may be achieved through an inset, provided it maintains consistency with the façade design.

l. Any articulation at roof level should be a minimum of two storeys in height.



Leeds Street will be redefined as a climate-resilient, people-focused boulevard - balancing its role as a key transport artery with vibrant ground floor activity, enhanced public transport, and a generous public realm that prioritises walking, cycling, and green infrastructure.



Fig 123 Tall building elevation with a well articulated base, middle and top, providing a balance of proportion between each part



Fig 124 Tall buildings along a railway line



Fig 125 Sunlight and daylight are maximised within the residential courtyard through strategic orientation and massing.

4.5.5 Uses

» The City Centre Fringe and Gateway will introduce new commercial uses at ground floor level, reactivating frontages along the major routes surrounding the site. This will help strengthen ties with the land uses within the City Centre inner core and reduce the severance caused by these major routes.

Spatial guidance: Uses

a. Development proposals should incorporate commercial uses at ground floor level along Leeds Street, Scotland Road, and Great Howard Street.

b. Proposals should also include a tall building for commercial and employment uses at the junction of Leeds Street and Great Howard Street, responding to the character and land uses of the Business District south of Leeds Street.



Fig 126 Public-facing non-residential ground floor uses encourage visual connection and overlooking onto the public realm.



Fig 127 The ground floor's non-residential use is expressed through a change in brick colour, creating visual distinction

4.6 Railway edge

4.6.1 Vision & identity

» The Railway edge character area is located between the railway tracks and Great Howard Street, Pall Mall, and Love Lane.

» Development in this area will play a key role in reactivating the railway arches, acting as a hinge between Pumpfields & Limekilns, the Ten Streets area, and the waterfront beyond.

» It will provide opportunities for both new and existing businesses, while also enhancing east-west permeability for walking, wheeling and cycling.

Spatial guidance: Vision & Identity

a. Development proposals within the Railway Edge Character Area must demonstrate how they contribute to the vision for the area set out in this SPD.



Fig 128 Railway Edge Character Area

4.6.2 Movement

Mobility Hub

» A new mobility hub is proposed at the junction of Great Howard Street and Chadwick Street. The hub is intended to support LCC's parking strategy, whilst limiting vehicular movements within the SPD area. The hub will also support transfer between modes including bus services along Great Howard Street, the potential BRT service, and active travel movements east-west between the waterfront, Ten Streets and SPD area.

» Strategically located at the intersection of key north-south and east-west movement corridors, the hub will capture vehicular trips to the town centre, whilst providing access to active travel routes, and bus services adjacent to and within the SPD area.

» Provision or parking in this location for the public and for residents seeks to limit vehicular trips into the city centre and traffic flows within the SPD area, supporting healthier, people-centric streets.

» The mobility hub will offer a range of integrated facilities, including:

- Secure bicycle parking with showers and changing rooms
- Spaces for club cars and car share schemes
- Charging points for electric bikes and cars
- Car parking for residents and visitors
- A parcel delivery hub and secure parcel lockers
- A public rooftop with views towards the River Mersey

» Designed to a high architectural standard, the hub will be adaptable and future-ready, capable of reuse, disassembly, or conversion to alternative uses as mobility needs evolve.

Spatial guidance: Movement

a. The mobility hub must be designed to a high architectural standard, contributing positively to the surrounding built environment. Flexibility must be a core principle of its design, ensuring the structure can adapt over time as mobility patterns and community needs evolve.

b. The mobility hub must include cycle parking, car parking for residents and visitors, parcel delivery hub, club car spaces and must be designed in close collaboration with the Council's Highways and Active Travel teams.

c. The mobility hub should strengthen connections to the wider cycling network and public transport systems.



Fig 129 Mobility Hub set within a landscape buffer with tree planting and integrated seating



Fig 130 Mobility Hub designed to be fully integrated within its residential surroundings with green façades and a public playground at rooftop level.

Chadwick Street

- Vehicular movement along Chadwick Street will be restricted to a single railway arch, with the adjacent arch dedicated exclusively to walking, wheeling, and cycling.
- This intervention will create a key east–west active travel link between Pumpfields and Limekilns, the Ten Streets SPD area, and the waterfront beyond.
- Chadwick Street will also serve as an important connector between the proposed mobility hub on Great Howard Street and the segregated cycle route along Pall Mall.
- This connection will support seamless modal shifts for those travelling to and from the city centre, enhancing the integration of sustainable transport options across the area.



Fig 132 Chadwick Street today

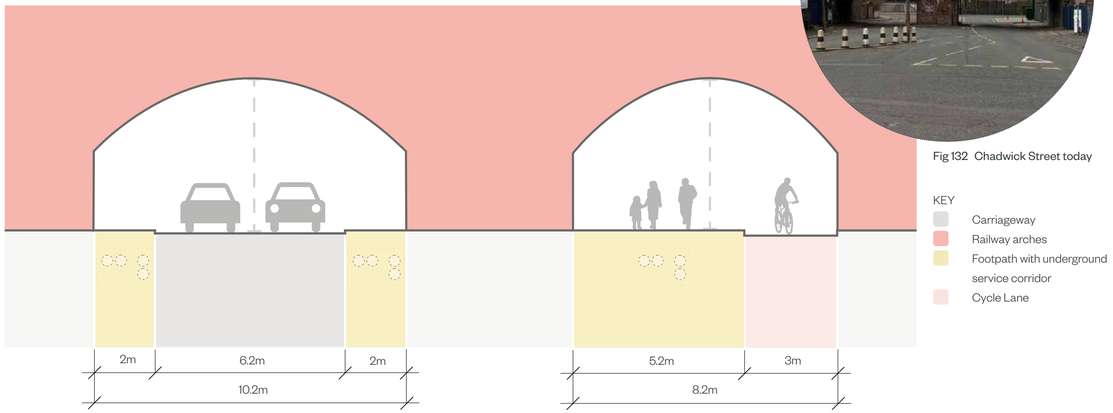


Fig 131 Chadwick Street proposed section

Love Lane

- Love Lane will be reinforced as a key active travel route into the Ten Streets area. Pavements will be introduced on both sides of the carriageway, complemented by tree planting to provide shade and improve the overall streetscape quality.
- Wider pavements along the railway arches will create opportunities for non-residential uses within the arches to spill out into the public realm, encouraging activity and vibrancy at street level.
- Road geometry and traffic calming measures will ensure that conditions are suitable for cycling in carriageway.
- On-street parallel parking will be integrated alongside the trees to ensure parked cars do not dominate the streetscape.

Spatial guidance: Movement

d. Development proposals within the Railway Edge Character Area must demonstrate how they respond to and contribute to the design principles set out in this SPD for Chadwick Street and Love Lane.



Fig 133 Love Lane today

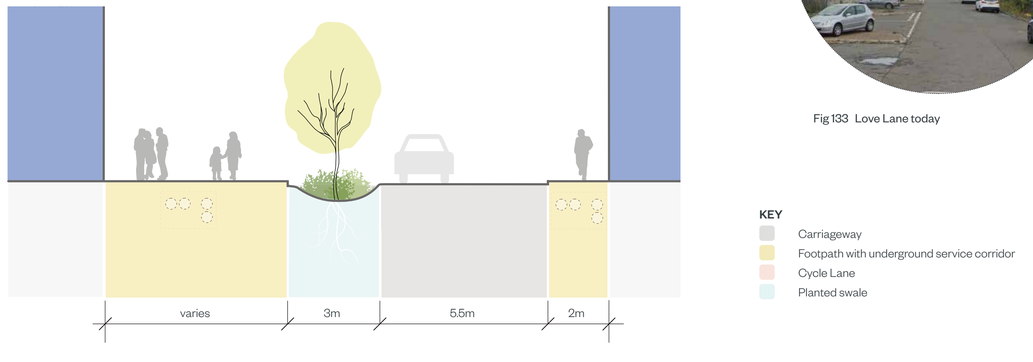


Fig 134 Love Lane proposed section

4.6.3 Public space and nature

The Grand Arch

- Located along the linear route of Blackstock Street and Pumpfields Road, the Grand Arch will facilitate connections to the Ten Streets area and the waterfront beyond.
- A new public square will be created at the lower level, linked to the north–south linear public space running alongside the viaduct.
- The SPD proposes the biodiversity of the green space above the Grand Arch, while also exploring opportunities for pedestrian access.

Arches Yard and railway viaduct

- Arches Yard, located at the convergence of the disused viaduct and the operational railway line, will be activated through new employment and commercial uses.
- Together with public realm improvements at the intersection of Whitley Street and Love Lane, and enhancements to the existing pedestrianised space at the end of Burlington Street, Arches Yard will serve as a key hinge point between the SPD area and the Ten Streets.
- The existing biodiversity corridor above the disused railway arches will be strengthened and enhanced, with the potential for integrated pedestrian access.

Spatial guidance: Public space and nature

a. Development proposals within the Railway Edge Character Area must contribute to the enhancement of the existing biodiversity corridor along the disused railway arches and the Grand Arch, and must include SuDS.

b. Proposals must also support the creation of a new public square around the Grand Arch, with potential future pedestrian and cycling links to the Ten Streets SPD area.

c. Development proposals must allow for a north–south linear public space connecting the Grand Arch with the Arches Yard on Whitley Street.



Fig 135 Public space and planting above railway viaduct



Fig 136 Linear public space along railway viaduct

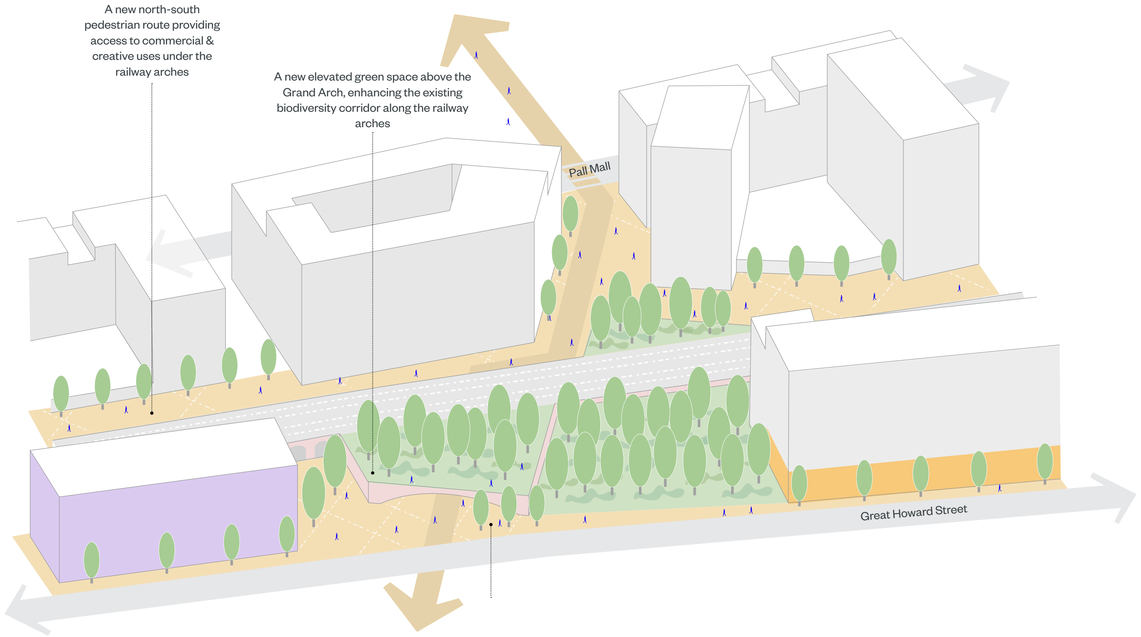


Fig 137 The Grand Arch

4.6.4 Built form

» Built form and massing within the Railway Edge area will range from larger, taller apartment buildings at the southern end along Great Howard Street and Pall Mall, to low-rise buildings at the northern edge, along Love Lane.

» Buildings along the eastern edge of Love Lane will help secure the rear garden boundaries of the Eldonian Village. These will comprise 3–4 storey buildings, with employment uses at ground and first floor levels, and apartments on the second and third floors.

» This variation in scale will support a gradual transition from the City Centre Inner Core to the residential neighbourhoods of North Liverpool.

» The railway viaduct will form the backbone of the area, with buildings positively engaging with the arches, which will be reactivated through non-residential uses.

Spatial guidance: Built form

a. The built form should respond positively to the setting of the railway arches (non-designated heritage asset).

b. Development proposals should explore the potential to incorporate design cues from the proportions, materials, and datum heights of the railway arches into the elevation design.

c. Apartment buildings should maximise the number of dual-aspect dwellings, avoid single-aspect north-facing units, minimise internal corridor lengths, and ensure high standards of natural light and ventilation.

d. Both residential and non-residential frontages should promote passive surveillance and contribute to a safe and welcoming public realm.

e. Building heights within this area should range from ten storeys at the southern end, adjacent to the City Centre Fringe, to three to four storeys at the northern edge, where a lower scale is more appropriate due to the proximity of the Eldonian Village.

f. Dwellings along Love Lane should consist of upper floor apartments and must be designed to minimise overlooking and preserve the privacy of existing residents in the Eldonian Village.

g. Balconies along Pall Mall and Great Howard Street must be inset.

h. Roofscape design should take cues from the area's character and industrial heritage. Pitched roofs, sawtooth roofs, and flat roofs are considered acceptable, while mansard roofs must be avoided.

i. The Mobility Hub should be designed to high architectural standards, with flexibility in mind, ensuring the structure can adapt to future mobility patterns and evolving community needs.

j. Development proposals in the vicinity of the Burlington Street substation must address the presence of existing power infrastructure and demonstrate, at application stage, appropriate engagement with the utility provider to ensure that constraints and required mitigation are fully incorporated into the proposal.



The Railway Edge will become a dynamic connector and catalyst for regeneration, transforming the railway arches into spaces for businesses, makers and creatives, while linking to Ten Streets and unlocking east–west movement.



Fig 138 Pitched roofs to residential buildings taking cues from the industrial history of the place



Fig 139 Maisonettes and townhouses securing an existing boundary through a back-to-back approach



Fig 140 Building steps down to respond to existing surrounding context

4.6.5 Uses

» Employment and commercial uses within this area will be strengthened.

» The railway arches and ground floor frontages along Love Lane will be activated with employment and commercial uses, including workshops and studios for creatives and makers, strengthening the SPD's ties to the Ten Streets creative hub area.

» Ground floor commercial uses will also be introduced along Great Howard Street, reactivating frontages along this major route into the city centre.

» Upper-floor dwellings with ground-floor communal entrances will complement the non-residential uses, providing overlooking and passive surveillance after business hours.

» The Mobility Hub will be designed as a flexible and sustainable facility, offering efficient and functional parking solutions alongside a range of mobility services. It will explore how a long-term, circular parking structure can be developed to meet future, and partly unknown, mobility needs, with the potential for reuse, disassembly, conversion to alternative functions, or adaptation to new forms of mobility.

Spatial guidance: Uses

a. Development proposals should incorporate employment and commercial uses at ground floor level along Love Lane and Great Howard Street.

b. Upper floors should accommodate dwellings, in the form of upper floor apartments.

c. Proposals should also positively engage with the railway arches, contributing to their reactivation.

d. The Mobility Hub must be designed for potential reuse, disassembly, conversion to alternative functions, or adaptation to new forms of mobility.



Fig 141 Non-residential uses re-activating heritage railway arches



Fig 142 Workshops for makers and creatives activating the ground floor

4.7 Oriel Street & Cherry Lane

4.7.1 Vision & identity

» The Oriel Street & Cherry Lane Character Area is defined by Vauxhall Road to the west, Gardners Row to the east, Paul Street to the north, and Naylor Street to the south.

» The area is largely occupied by the Unite Student Accommodation and other pipeline developments that already have planning approval.

» This SPD sets out both a short-term and long-term vision for the area.

» Short-term, improvements will focus on enhancing the public realm and streetscape, including the introduction of better-quality pavements, improved street lighting, and tree planting. Infill development will primarily take place along the western edge of the area.

» Long-term, as the area regenerates, there may be opportunities for the redevelopment of the Unite site.

» Re-development proposals should aim to reintroduce east–west and north–south permeability, which is currently blocked by the perimeter wall surrounding the site.

KEY

- SPD boundary
- Heritage assets
- SPD proposed buildings
- Long term development opportunities
- Non-residential frontage
- Inset balconies
- Landmark building
- Planted swale

1. Unite Student Accomm.
2. 8 Oriel Street
3. 9 Naylor Street
4. Foundry Yard



Fig 143 Oriel Street & Cherry Lane Character Area

» Permeability will also be improved through the reinstatement of Cherry Lane, which once run through the area, as a pedestrian priority route, linking St Bartholomew Road with Gardners Row.

» Cherry Lane will terminate at a new neighbourhood park, Cherry Gardens, which will act as a stepping stone in the green infrastructure network, connecting Ennerdale Park to the north of the Kingsway Tunnel with Marybone Green to the south of Leeds Street.

Spatial guidance: Vision & identity

a. Development proposals within the Oriel Street & Cherry Lane Character Area must demonstrate how they contribute to the vision for the area set out in this SPD.

KEY

- SPD boundary
- Heritage assets
- SPD proposed buildings
- Long term development opportunities
- Non-residential frontage
- Inset balconies
- Landmark building
- Planted swale

1. Cherry Gardens



Fig 144 Oriel Street & Cherry Lane Character Area (long-term vision)

4.7.2 Movement

Gardners Row

- Gardners Row will be transformed into a key north–south active travel route, linking to the Limekiln Bridge and the residential neighbourhoods north of the Kingsway Tunnel.
- A new segregated cycle route will be introduced alongside upgraded pavements and tree planting..
- On-street parallel parking will be integrated alongside the trees to ensure parked cars do not dominate the streetscape.

Spatial guidance: Movement

a. Development proposals within the Oriel Street & Cherry Lane Character Area must demonstrate how they respond to and contribute to the design principles for Gardners Row, set out in this SPD



Fig 145 Gardners Row today

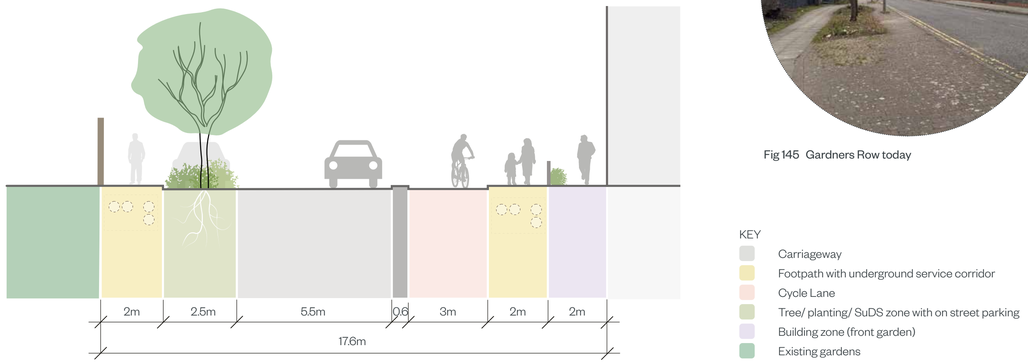


Fig 146 Gardners Row proposed section

4.7.3 Public space and nature

Foundry Yard

- Foundry Yard will be a small-scale public space linked to Blackstock Street via a pedestrian-only route.
- Located adjacent to a proposed public realm intervention (approved under a separate planning application), Foundry Yard will serve as a stepping stone toward a potential new pedestrian priority route through the Unite Student Accommodation site. In the long term, this route will terminate at Cherry Gardens.
- The yard will be activated by a small pavilion building accommodating community/culture uses.

Cherry Gardens

- Cherry Gardens is a long-term aspiration for a new neighbourhood green space opening onto Gardners Row, aimed at delivering much-needed green infrastructure at the eastern edge of the SPD area.
- The green space will mark the termination of a new pedestrian priority route that follows the alignment of the historic Cherry Lane and will act as a key link in a green corridor, bridging Ennerdale Park to the north and Marybone Green to the south of Leeds Street.
- It will feature tree planting, informal play space, and landscape elements that support biodiversity.

Spatial guidance: Public space and nature

a. Development proposals within the Oriel Street & Cherry Lane Character Area should contribute to the reinstatement of the east-west historic route of Cherry Lane, and must include SuDS.

b. Proposals should also support the creation of a new public space linking pedestrian movement to Blackstock Street (i.e. Foundry Yard).

c. Development proposals must allow for a new green space opening onto Gardners Row (i.e. Cherry Gardens).



Fig 147 Public realm design celebrating the site's history and reinstating lost routes to enhance connectivity and sense of place.



Fig 148 Generous pavement with tree planting

4.7.4 Built form

- In the short term, built form and massing within the Oriel Street & Cherry Lane area include infill apartment buildings at the western end along Vauxhall Road.
- In the longer term, the area represent a great opportunity to maximise the provision of new homes of all size and tenures through the redevelopment of the low-rise Unite Student Accommodation which is located within the Leeds Street Tall Buildings Cluster.
- Paul Street, Oriel Street and Naylor Street will be activated by ground floor maisonettes with front doors opening directly onto the street, providing passive surveillance and reflecting the more intimate, human scale of the surrounding streetscape.

Spatial guidance: Built form

a. The built form should respond positively to the setting of the non-designated heritage assets (i.e. 8 Oriel Street and 9 Naylor Street).

b. Apartment buildings should maximise the number of dual-aspect dwellings, avoid single-aspect north-facing homes, minimise internal corridor lengths, and ensure high standards of natural light and ventilation.

c. Both residential and non-residential frontages should promote passive surveillance and contribute to a safe and welcoming public realm.

d. Building heights within this area should range from five to maximum ten storeys between Paul Street and Oriel Street, with taller buildings along Naylor Street and Gardners Row, where the area falls within the CL3a Tall Buildings Cluster (max. 45m / 15 residential storeys).

e. Dwellings along Paul Street, Oriel Street and Naylor Street should consider the inclusion of maisonettes to reflect the smaller scale of the streets.

f. Balconies along Vauxhall Road must be inset.

g. Roofscape design should take cues from the area's character and industrial heritage. Pitched roofs, sawtooth roofs, and flat roofs are considered acceptable, while mansard roofs must be avoided.



Fig 149 Varying building heights contribute visual interest and rhythm to the built form

4.7.5 Uses

- The Oriel Street and Cherry Lane area will be predominantly residential, with ground floor commercial uses focused along Vauxhall Road, complemented by other smaller-scale convenience uses within the area to support both new and existing residents.
- A small pavilion building at Foundry Yard will accommodate community/culture uses and serve as an anchor along the pedestrian route from Blackstock Street to Gardners Row.
- The area is currently largely occupied by Unite Student Accommodation, which may come forward for redevelopment in the longer term. If consistent with future needs at the time of redevelopment, the site could continue to provide student housing due to its proximity to Liverpool John Moores University.

Spatial guidance: Uses

a. Development proposals should provide new residential uses and include commercial uses at ground floor level along Vauxhall Road, with smaller commercial units throughout the rest of the area to support both new and existing residents.



Fig 150 An intimate, publicly accessible yard enhanced with tree planting and integrated seating to create a welcoming place for rest and interaction



Fig 151 Residential amenity courtyards provide a safe space for rest and relaxation

PART E

Implementation strategy

5.1 Viability assessment

5.1.1 Overview

» Viability analysis has been undertaken by Montagu Evans in support of the SPD. This has comprised analysis of local market evidence and dynamics and undertaking development appraisal assessments of the SPD proposals.

» Montagu Evans has focused its analysis on three building typologies that are representative of the SPD as a whole, taking specific blocks of the plan, as follows:

Typology	Building	No. of storeys	Composition
Low-rise with houses	A11	3-4	51 residential units – mix of flats, maisonettes & houses c 700sqm commercial
Low-rise (flats & maisonettes)	C6-C7	3-6	102 residential units – mix of flats and maisonettes
Mid-rise	B4	5-8	217 residential units – mix of flats and maisonettes
High-rise	C2	6-18	242 residential units – flats c 2,500sqm commercial

» The following commentary describes the viability of each of these typologies and the implications for the SPD.

5.1.2 Low rise - with houses

» This typology is comprised of lower density buildings with higher proportions of family homes. Block A11 envisages maisonettes and townhouses, all presenting front doors to the street, adjacent to the Church of Our Lady of Reconciliation de la Salette

» Analysis demonstrates this is a viable typology generating a positive land value inclusive of policy-compliant affordable housing.

» This suggests this block and those like it could come forwards relatively early in the overall timeline of delivery. This is especially the case for block A11 where there is relatively little existing embedded site value. Other plots with similar low rise typology with some existing site value may take longer to come forwards, though analysis suggests a healthy development land value capable of competing with existing uses.



Fig 152 Building A11

5.1.3 Low rise (flats and maisonettes)

» Blocks C6 & C7 consist of lower density buildings with higher proportions of family homes. They envisage flats arranged over 5 storeys and 4 storey rows of maisonettes and upper floor apartments alongside a couple of houses, fronting onto the new Kingsway Park and Chisendale Street.

» Analysis suggests this is a viable typology. Pricing and sales of the maisonette typology assists viability by aligning to terraced housing values yet delivering the density of modest apartment buildings. More traditional flatted development also appears viable at this density due to lower build cost and greater floorspace efficiency than at higher densities. Development land values should generally exceed existing land values in broad terms for this typology. However, specifically in the case of blocks C6 & C7 there is an existing operational use which may have significant value and so delivery here may be predicated on prior value growth. These values include delivery of policy-compliant levels of affordable housing.

» This suggests areas with this typology could be delivered early in the overall SPD Masterplan timeline, though areas with high embedded land value may still, however, present a constraint on development at least in the medium term.

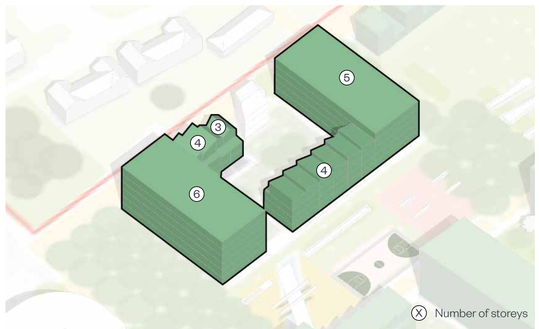


Fig 153 Buildings C6 and C7

5.1.4 Mid-rise

» Much of the SPD is characterised by medium density city blocks fronting the permeable street pattern. Block B4 tested includes varied building heights at 5-8 storeys, with a portion of maisonettes on one face and apartments on all other sides of a perimeter block. Commercial space is assumed at ground floor.

» The analysis suggests viability is more challenging for this typology in the present day. As is the case throughout the country currently, building at higher densities imposes higher cost and loss of floorspace efficiencies that outweighs increase in values. However, sensitivity analysis suggests that value increase could enable positive development land value for this typology in the medium term.

» This typology may therefore take a little longer to be delivered, if left entirely to the private market without subsidy, though only relatively modest value growth over time is need to unlock this built form. This is anticipated to occur as other schemes start development and early activation initiatives begin to change the perception and utilisation of the area.

» Areas proposed for this typology with lower existing land values are more likely to come forwards earlier, and areas with more embedded uses will likely follow on.



Fig 154 Building B4

5.1.5 High-rise

» Primarily concentrated in the City fringe & gateway character area of the masterplan, this typology includes taller buildings alongside mid-rise elements. Block C2 specifically is arranged around a central private courtyard with heights of 6-9 storeys and an 18 storey landmark corner building. Commercial is included at ground floor.

» Continuing the trend above, this denser development is more challenging for viability, despite assumed enhanced residential values at greater heights. This suggests that these taller elements may take longer to deliver, requiring greater market development before becoming available.

» Alternatively, some of these elements may come forwards earlier through the support of grant, by packaging plots with other typologies, or the delivery of alternative tenures such as institutional Build to Rent.

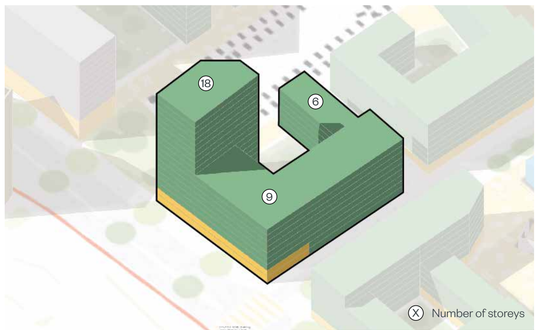


Fig 155 Building C2

5.1.6 Alternative tenures

» Inclusion of alternative residential tenures can help derisk a site and therefore aid viability. The alternative tenures that are normally considered are BtR (multi-family or single-family), Co-Living and Purpose Built Student Accommodation (PBSA). The reason these tenures can aid in derisking a site is because they are generally forward funded, meaning there is an injection of capital from the start which has as positive impact on the cash flow over a project and can even help to fund the open market tenures where viability poses a challenge.

» The suitability of these tenures to any one micro-location is dependent on factors specific to each, particularly student accommodation where ease of travel to high education institutions, and accommodation need within those institutions, is necessary. As noted, there is a burgeoning new build BtR market, and the nearby education institutions are noted. The market will drive which tenures are feasible in which parts of the site but, to enable this where possible, the SPD should retain a degree of flexibility as to tenure.

5.1.7 Viability summary

» The SPD presents a range of buildings and typologies that offer a diversity of residential 'product' to the market and, as one may expect, have a varying viability profile. This strikes a balance between pragmatism today for the current market, and suitable aspiration for density and variety to be delivered flexibly over time in response to market movement.

» Significant proportions of the proposals are deliverable today, and the most common typology should be viable with relatively modest movement as early interventions and scheme starts catalyse a regeneration effect that builds values. The highest density elements may take longer to materialise but this also aligns to what are likely to be naturally more extended timelines for these more complex elements in any event.

5.2 Delivery

5.2.1 Existing land use and ownership

» There is a wide variety of uses and land ownership across the SPD area, which provides for variance in land availability due to factors including:

- Nature of ownership e.g. developers or existing businesses
- Vacancy or occupation
- Progress through the planning system
- Inherent value of existing uses
- Scale and number of different ownerships in a given location

» Existing uses include on-going residential-led development, vacant plots, car parking, warehousing and light industrial businesses, workspace and leisure.

» In total there are approximately 65 different plots (some comprising multiple title boundaries but in the same contiguous ownership) broadly divided into the following categories:

Category	No. Plots
Development underway	3
Developer ownership, with planning consent	6
Developer ownership, pre-planning	6
Vacant land/buildings	15
Existing businesses/occupied	26
Publicly-owned land	8
Recent development completed	1
TOTAL	**65**

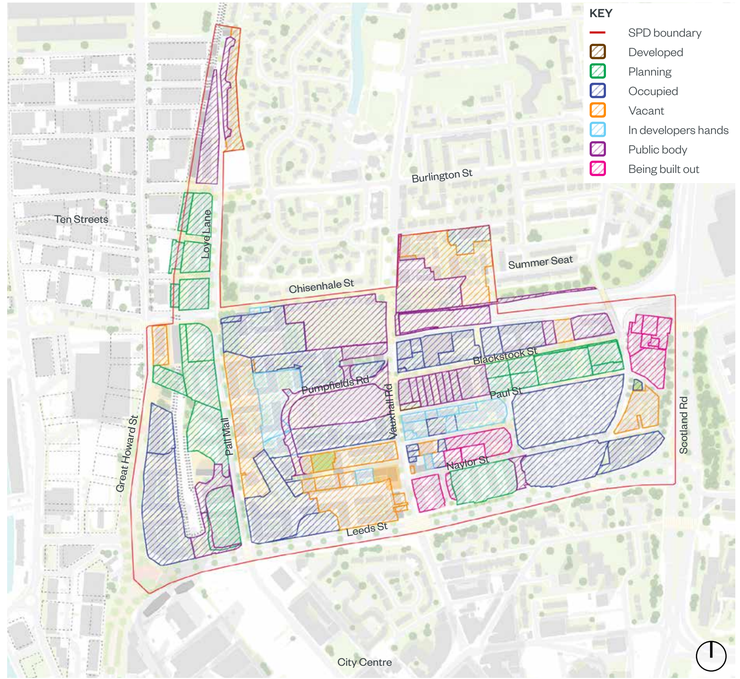
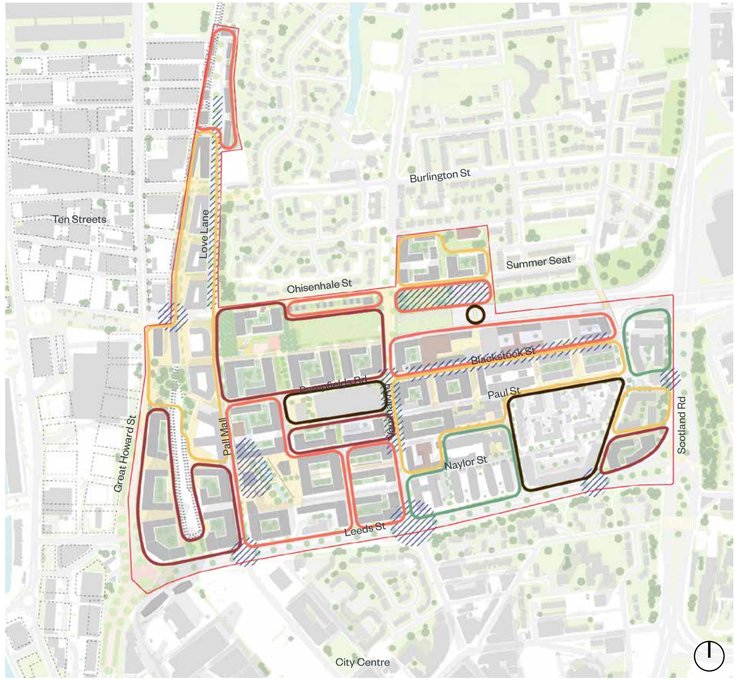


Fig 156 Delivery timeline

5.2.2 Delivery timeline

» Montagu Evans has interrogated the above land characteristics, and combined this analysis with the layout and built form of the SPD proposals noting the viability analysis above, and the potential early activation interventions set out in Part F of this document. As a result, the SPD proposals are anticipated to come forwards within the broad delivery timings illustrated to the right.

» This timeline is highly indicative and subject to change as the landowners coalesce, developers progress schemes and vacancies and occupation vary over time. Some areas could easily come forwards earlier than shown should an existing occupier leave and a building or plot become vacant, or as a result of successful implementation of early activation or public sector interventions.



KEY

- SPD boundary
- Already progressing
- 0-5 years
- 5-10 years
- 10+ years
- Long term aspiration
- Activation strategy

Fig 157 Delivery timeline

5.2.3 Delivery mechanism

» Land ownership within the SPD area includes a number of active developers, indeed a number of projects are currently under construction, and still more making their way through the planning system. The market has form in pursuing schemes in this location, and private sector development is anticipated to continue to form the bulk of delivery of the remainder of the masterplan.

» That said, for delivery of some elements, coordination of land ownership will be necessary. This is the case where there are multiple small plots of ownership and/or the proposals include a significant degree of new public space. This applies for the proposed Canal Square and adjacent area within the City College Character Area, and for the Blackstock Street Character Area, shown below.



Fig 158 Canal Square

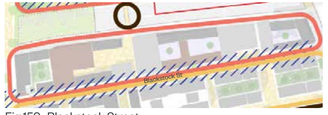


Fig 159 Blackstock Street

5.2.4 Landowner agreements

» This coordination could be achieved by cooperation agreements or Memoranda of Understanding between landowners to equalise development profit and apportion shared development costs, facilitated by Liverpool City Council (LCC).

» For this to operate successfully, all affected landowners would need to sign up to the agreement, which would set out an agreed equalised land value across the area.

» Any landowner agreements referenced in this SPD are voluntary mechanisms only and are not a requirement for development to proceed.

5.2.5 Local Authority intervention

» A more common approach in similar contexts involves more robust intervention by the public sector, most commonly the local authority. This involves the public acquisition of strategic parcels of land and then leadership over how development of this land is delivered. This can be through private treaty acquisition or, if required, utilisation of compulsory purchase powers.

» As a minimum this intervention is likely required to enable delivery of elements of the masterplan that do not have commercial value in themselves. The public sector could deliver these directly, or by assembling land and packaging sufficient development plots alongside, could present the combined holding to the market for delivery.

» At the more intensive end of the scale, the public sector could intervene through a comprehensive compulsory purchase programme across the whole or large swathes of the SPD area. The authority will then have control over the manner and structure of development of that land.

» Where promoting development directly itself, the LCC would have options as to the structures used. It could self deliver, or dispose of land once it had assembled land, secured planning consent and/or delivered enabling works. Between these options are partnership approaches, working with the public sector though contractual (e.g. Development Agreements) or risk-sharing (e.g. Joint Ventures and Investment Partnerships) mechanisms. The preferred approach will be dependent on LCC's attitude to risk and resource commitment, the nature of development being delivered, and the development economics and strength of market demand.

5.2.6 Developer contributions

» Contributions towards the provision of infrastructure and public realm interventions can be secured using S106 contributions. The planning context provided by the SPD can provide the grounds to justify developer contributions from schemes proposed within the area directly benefitting from those improvements. Such improvements must be necessary, proportional and directly related to the development in question so there is a limit to the scope of contributions that could be sought from any one scheme, but it should be possible to schedule out all the infrastructure requirements and identify which is the reasonably benefitting land that could be expected to contribute.

» Contributions to healthcare infrastructure will be determined at planning stage following direct engagement with the NHS Cheshire and Merseyside Integrated Care Board.

» The following are identified as key pieces of public realm interventions which would help to catalyse delivery of nearby plots and, thereby, the SPD area more widely.

- Kingsway Park;
- Canal Square; and
- Enhanced crossing points along Leeds Street.

» These interventions could be part-funded through S106 and CIL contributions from neighbouring developments as they will be the direct beneficiaries. To assist with viability, what the requirement for on-plot public space may be is also somewhat reduced by virtue of the delivery of these targeted improvements serving the whole area.

PART F

Activation strategy

6.1 Activation Strategy

6.1.1 Introduction

- This activation strategy has been produced following an extensive period of engagement and consultation with users of the existing neighbourhood community and wider city stakeholders.
- The process has highlighted key demands for the future of the area, both in experiences and facilities.
- The strategy explores how these can be tested in the short term through temporary micro and platform projects, which will allow the local community to be part of the neighbourhood's transformation, and showcasing the need for activities in the long term legacy of the area.
- The strategy identifies a collection of possible sites which could host short term activation, offering lots of flexibility and choice as the viability of each is explored in more detail.
- Viability will be subject to ownership, condition, permanence, investment and operators. Initial indications of these factors have been outlined, however it is suggested that a more extensive piece of work is required to further understand which of the opportunities have the greatest likelihood of being delivered.

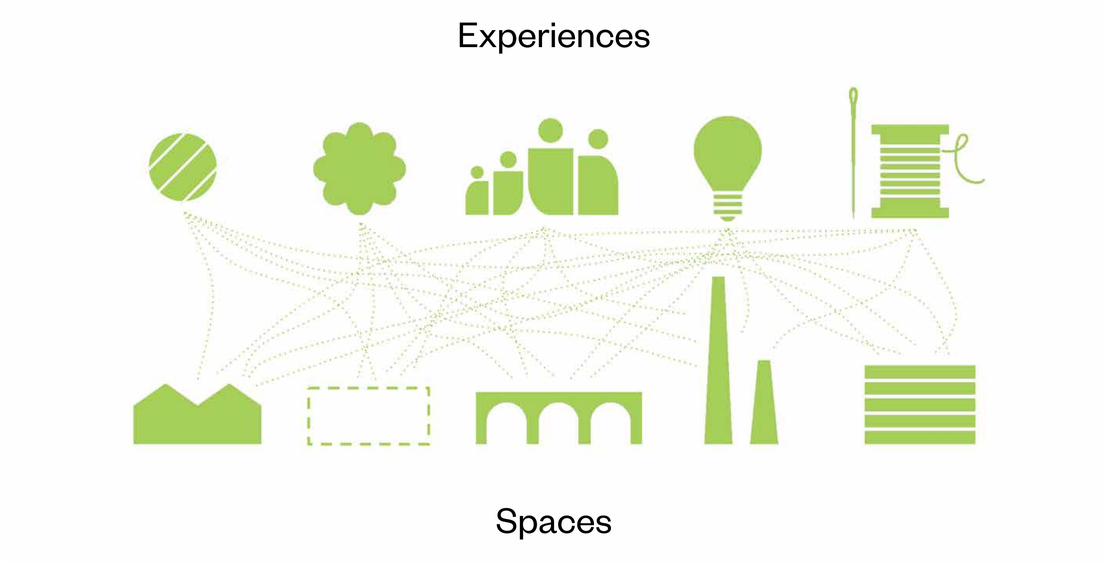


Fig 160 Pumpfields & Limekilns consultation event at City of Liverpool College



Fig 161 Pumpfields & Limekilns consultation event at City of Liverpool College

6.1.2 Translating demands into actions



6.1.3 From short to long term


Fig 162


Fig 163


Fig 164


Fig 165


Fig 166


Fig 167

SEED
Micro Projects

Testing the opportunities in a light, quick and affordable way

PLATFORM
Meanwhile Projects

Incubating the opportunities, letting them take root and grow with their community

LEGACY
The Future Neighbourhood

Embedding the tried and tested activities into the heart of the permanent vision

6.1.4 The Pull Effect


Fig 168 Populate


Fig 169 Unlock


Fig 170 Learn


Fig 171 Legacy

POPULATE

Occupy existing buildings (or deploy temporary structures) and create spaces tailored to local needs. What is missing in an area can only be understood by inviting people to come forward and co-create a place. The 'architecture' needs to be loose-fit to accommodate change. This process allows us to engage with people through the act of doing rather than talking.

UNLOCK

We have found it important to create a supportive environment by letting a proportion of spaces at subsidised rents. This unlocks the potential of a place by unlocking the potential of local people. By literally pulling people with us we create a stepping stone economy

LEARN

The resultant spread of uses will grow organically and become a test-bed, informing the potential future of the site. It is important to learn from the success and failures in order that the legacy captures the promise of the transient.

LEGACY

We believe that the afterlife of a project allows for an evolution of place through the act of meaningful and productive engagement. The meanwhile project can thus be thought to incubate, inspire and inform people, businesses, communities and activities that are then capable of plugging into a longer-term proposal.

6.1.5 Making Activation Viable

- Capital costs
- Operational model
- Operational costs
- Payback period
- Social and economic value
- Funding
- Balance ingredients to reach viability and vibrancy

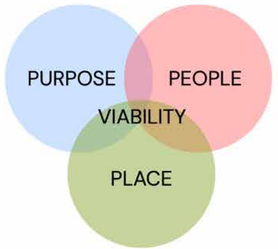




Fig 172 Extracts from the consultation boards

6.2 Activation opportunities map

6.2.1 Public realm / landscape zones

- Locations of key meanwhile sites:

• L1. Leeds St - Vauxhall Rd Crossing	Neighbourhood markers and temporary lighting	£
• L2. Vauxhall Green	Urban forest / tree nursery and street furniture	£
• L3. Blackstock St & Love Lane	Temporary pedestrianisation and lighting	£
• L4. Kingsway Park / Vauxhall Rd Crossing	Temporary park	£
• L5. Canal Square / Pall Mall	Temporary public realm / landscape testing	£
• L6. Chadwick Street Arches	Temporary pedestrianisation and lighting	£
• L7. Leeds St / Pall Mall Crossing	Neighbourhood markers and temporary lighting	£
• L8. Leeds St / Marybone Crossing	Neighbourhood markers and temporary lighting	£
• L9. Scotland Rd Crossing	Neighbourhood markers and temporary lighting	£



Fig 173 Neighbourhood entrance markers



Fig 174 Urban forest / tree nursery



Fig 175 Temporary Park



Fig 176 Temporary furniture / pedestrianisation



Fig 177 Lighting installation



Fig 178 Mural and art trails

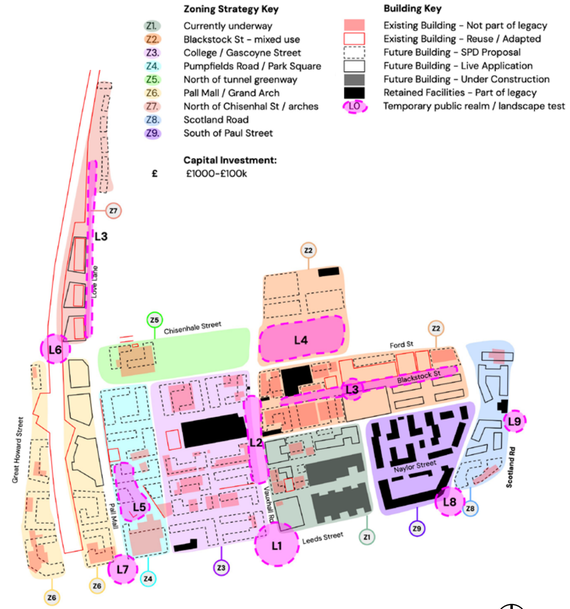


Fig 179 Map indicating locations of potential key meanwhile sites

6.2.2 Categorising existing and future building sites

Zone 1 – Currently underway

- S1. Marble Cafe, 68 Vauxhall Road
- S1. Metal Works Development
- S2. The Gateway Development
- S3. Retail Units, 70–86 Vauxhall Rd
- S3. SPD – Vauxhall Rd, Resi / Com
- S4. **Warehouse at 9 Naylor Street** *
- S5. 8 Oriel Street – Hotel
- S6. Printers, 11 Naylor Street
- S6. SPD – Vauxhall Rd, Resi
- S7. SPD – Vauxhall Rd, Resi
- S8. Vaux Naylor St Development
- S9. **Vauxhall Road Development** *
- S10. Contractors Warehouses
- S10. SPD – Oriel St, Resi
- S11. Oriel Street Development
- S12. SPD – Paul St, Industry

Zone 2 – Blackstock St – mixed use

- S1. **Light Industrial Units**
- S1. SPD – Vauxhall Rd, Resi / Ind
- S2. **Light Industrial Units**
- S2. SPD – Blackstock St, Resi / Ind
- S3. Blackstock Street Development
- S4. Blackstock Street Development
- S5. Workshops, Blackstock / Ford St
- S5. SPD – Vauxhall Road, Resi / Ind
- S6. Shed Unit, Blackstock St
- S6. SPD – Blackstock Yard, Resi / Ind
- S7. Warehouse Ford Street
- S7. SPD – Blackstock Yard, Ind
- S8. Bedding Warehouse, 23 BS
- S9. Bedding Warehouse, 25–33 BS
- S10. SPD – Blackstock Yard, In
- S11. **Roofless Warehouses** *
- S12. Contractors Warehouse
- S13. **Archibald Young Warehouses***
- S13. SPD – Blackstock St, Resi / Ind
- S14. SPD – Church Green, Resi / Com
- S15. SPD – Church Green, Resi
- S16. SPD – Church Green, Resi / Com
- R1. 106 Vauxhall Rd, Residential
- R2. The Eagle Public House
- R3. Blackstock Market
- R4. Church of OLoRdIS

Zone 3 – College / Gasgoyne Street

- S1. SPD –Leeds St, Resi / Com
- S2. Accountants, 85–87 Vauxhall Rd
- S2. SPD –Leeds St, Resi / Com
- S3. **Warehouses, 21–35 Gascoyne St** *
- S3. SPD – Gascoyne St, Resi / Com
- S4. **Paint Factory, 17–19 Gascoyne St** *
- S5. SPD – Gascoyne St, Resi / Com
- S6. **Warehouses, 38 Gascoyne St** *
- S6. SPD – Gascoyne St, Resi / Com
- S7. Historic wall structures
- S7. SPD – Gascoyne St, Resi / Com
- S8. Scaffolders Warehouses
- S8. SPD – Eaton St, Resi / Edu
- S9. Vauxhall Business Centre
- S9. SPD – Eaton St, Resi / Edu
- S10. City College Shed
- S11. **Central 23 Carruthers Street** *
- S11. SPD – Blackstock St, Resi / Edu
- S12. **Warehouse, 1 Carruthers St** *
- S12. Drivalia Car Hire, 141 Vauxhall Rd
- S12. SPD – Blackstock, Resi / Edu / Com
- R1. YMCA
- R2. City of Liverpool College
- R3. Blackstock Garden Memorial

Zone 4 – Pumpfields Road / Park Sq

- S1. Mercedes Benz, 66 Pall Mall
- S1. SPD –Canal Square, Resi / Com
- S2. Historic wall structures
- S2. Plastic Bonding, 63–65 Gascoyne
- S2. SPD –Canal Square, Education
- S3. Francesca Couture, 4 Pumpfields
- S3. SPD –Waterworks Yrd, Resi / Com
- S4. **Pall Mall Warehouse, 1900s** *
- S5. Woof Wonderland, 4 Pumpfields
- S5. SPD –Waterworks Yrd, Resi / Ind
- S5. SPD –Pall Mall, Resi / Industry

Zone 5 – North of tunnel greenway

- S1. **The Bridge Public House** *
- S1. Williams BMW, 100 Pall Mall
- S1. SPD –Kingsway Park, Resi

Zone 6 – Pall Mall / Grand Arch

- S1. Williams BMW, 4 Great Howard St
- S1. SPD – City Corner, Resi / Com / Ind
- S2. Williams Mini, 4 Great Howard St
- S2. SPD – Great Howard St, Resi / Com
- S3. Merseybank Probation Service
- S3. SPD – Great Howard St, Resi / Com
- S4. **Car Wash, 40–42 Great Howard St** *
- S4. SPD –Grand Arch, Resi / Com
- S5. **Infinity Tower, stalled site** *
- S5. SPD –Pall Mall, Resi / Com
- S6. SPD –Pall Mall, Resi / Com
- S7. Pall Mall Lofts
- S8. LL / Pall Mall Development
- S9. Pall Mall Lofts

Zone 7 – North of Chisenhal St / arches

- S1. **Historic Viaduct / Arches**
- S1. Love Lane Development
- S2. SPD – Love Lane, Resi / Industry

Zone 8 – Scotland Road

- S1. St John's Ambulance
- S1. SPD – Leeds St Corner, Res/Com
- S2. The Tannery Development
- S3. The Tannery Development
- S4. 1 Wellington Street *
- S4. The Tannery Development
- R1. The Tannery Development

Zone 9 – South of Paul Street

Building Key

- Existing Building – Not part of legacy
- Existing Building – Reuse / Adapted
- Future Building – SPD Proposal
- Future Building – Live Application
- Future Building – Under Construction
- Retained Facilities – Part of legacy
- SO. Site number (Indexed ZoneO.SiteO)
- * Existing believed to be vacant

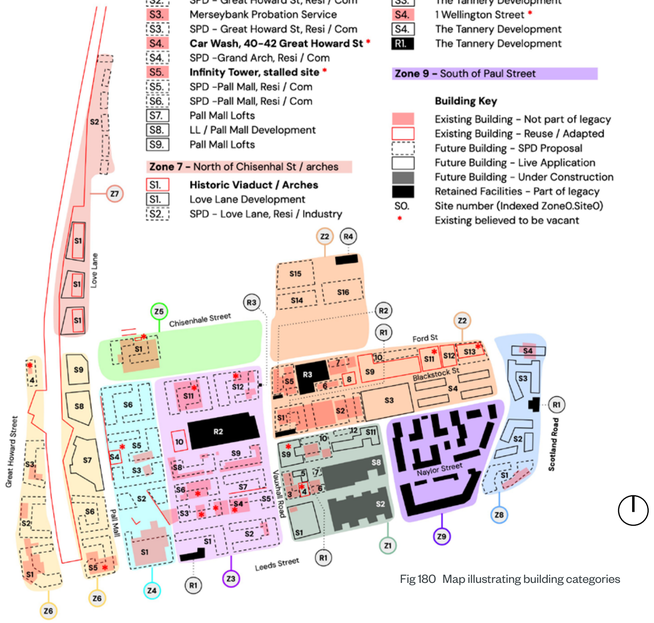


Fig 180 Map illustrating building categories

6.2.3 Stand-out empty, vacant and council-owned sites

Zone 1 – Currently underway

- S1. Marble Cafe, 68 Vauxhall Road
- S1. Metal Works Development
- S2. The Gateway Development
- S3. Retail Units, 70–86 Vauxhall Rd
- S3. SPD – Vauxhall Rd, Resi / Com
- S4. **Warehouse at 9 Naylor Street***
- S5. 8 Oriel Street – Hotel
- S6. Printers, 11 Naylor Street
- S6. SPD – Vauxhall Rd, Resi
- S7. SPD – Vauxhall Rd, Resi
- S8. Vaux Naylor St Development
- S9. **Vauxhall Road Development***
- S10. Contractors Warehouses
- S10. SPD – Oriel St, Resi
- S11. Oriel Street Development
- S12. SPD – Paul St, Industry

Zone 2 – Blackstock St – mixed use

- S1. **Light Industrial Units**ⓒ
- S1. SPD – Vauxhall Rd, Resi / Ind
- S2. **Light Industrial Units**ⓒ
- S2. SPD – Blackstock St, Resi / Ind
- S3. Blackstock Street Development
- S4. Blackstock Street Development
- S5. Workshops, Blackstock / Ford St
- S5. SPD – Vauxhall Road, Resi / Ind
- S6. Shed Unit, Blackstock St
- S6. SPD – Blackstock Yard, Resi / Ind
- S7. Warehouse Ford Street
- S7. SPD – Blackstock Yard, Ind
- S8. Bedding Warehouse, 23 BS
- S9. Bedding Warehouse, 25–33 BS
- S10. SPD – Blackstock Yard, In
- S11. **Roofless Warehouses***ⓒ
- S12. Contractors Warehouse
- S13. **Archibald Young Warehouses***ⓒ
- S13. SPD – Blackstock St, Resi / Ind
- S14. SPD – Church Green, Resi / Com
- S15. SPD – Church Green, Resi
- S16. SPD – Church Green, Resi / Com
- R1. 106 Vauxhall Rd, Residential
- R2. The Eagle Public House
- R3. Blackstock Market
- R4. Church of OLoRdIS

Zone 3 – College / Gasgoyne Street

- S1. SPD –Leeds St, Resi / Com
- S2. Accountants, 85–87 Vauxhall Rd
- S2. SPD –Leeds St, Resi / Com
- S3. **Warehouses, 21–35 Gascoyne St***
- S3. SPD – Gascoyne St, Resi / Com
- S4. **Paint Factory, 17–19 Gascoyne St***
- S5. SPD – Gascoyne St, Resi / Com
- S6. **Warehouses, 38 Gascoyne St***
- S6. SPD – Gascoyne St, Resi / Com
- S7. Historic wall structures
- S7. SPD – Gascoyne St, Resi / Com
- S8. Scaffolders Warehouses
- S8. SPD – Eaton St, Resi / Edu
- S9. Vauxhall Business Centre
- S9. SPD – Eaton St, Resi / Edu
- S10. City College Shed
- S11. **Central 23 Carruthers Street***
- S11. SPD – Blackstock St, Resi / Edu
- S12. **Warehouse, 1 Carruthers St***ⓒ
- S12. Drivalia Car Hire, 141 Vauxhall Rd
- S12. SPD – Blackstock, Resi / Edu / Com
- R1. YMCA
- R2. City of Liverpool College
- R3. Blackstock Garden Memorial

Zone 4 – Pumpfields Road / Park Sq

- S1. Mercedes Benz, 66 Pall Mall
- S1. SPD –Canal Square, Resi / Com
- S2. Historic wall structures
- S2. Plastic Bonding, 63–65 Gascoyne
- S2. SPD –Canal Square, Education
- S3. Francesca Couture, 4 Pumpfields
- S3. SPD –Waterworks Yrd, Resi / Com
- S4. **Pall Mall Warehouse, 1900s***
- S5. Woof Wonderland, 4 Pumpfields
- S5. SPD –Waterworks Yrd, Resi / Ind
- S5. SPD –Pall Mall, Resi / Industry

Zone 5 – North of tunnel greenway

- S1. **The Bridge Public House***
- S1. Williams BMW, 100 Pall Mall
- S1. SPD –Kingsway Park, Resi

Zone 6 – Pall Mall / Grand Arch

- S1. Williams BMW, 4 Great Howard St
- S1. SPD – City Corner, Resi / Com / Ind
- S2. Williams Mini, 4 Great Howard St
- S2. SPD – Great Howard St, Resi / Com
- S3. Merseybank Probation Service
- S3. SPD – Great Howard St, Resi / Com
- S4. **Car Wash, 40–42 Great Howard St***
- S4. SPD –Grand Arch, Resi / Com
- S5. **Infinity Tower, stalled site***
- S5. SPD –Pall Mall, Resi / Com
- S6. SPD –Pall Mall, Resi / Com
- S7. Pall Mall Lofts
- S8. LL / Pall Mall Development
- S9. Pall Mall Lofts

Zone 7 – North of Chisenhal St / arches

- S1. **Historic Viaduct / Arches**
- S1. Love Lane Development
- S2. SPD – Love Lane, Resi / Industry

Zone 8 – Scotland Road

- S1. St John's Ambulance
- S1. SPD – Leeds St Corner, Res/Com
- S2. The Tannery Development
- S3. The Tannery Development
- S4. 1 Wellington Street *
- S4. The Tannery Development
- R1. The Tannery Development

Zone 9 – South of Paul Street

Building Key

- Standout Interim Sites
- SO. Site number (Indexed ZoneO.SiteO)
- * Existing believed to be vacant
- ⓒ Council owned

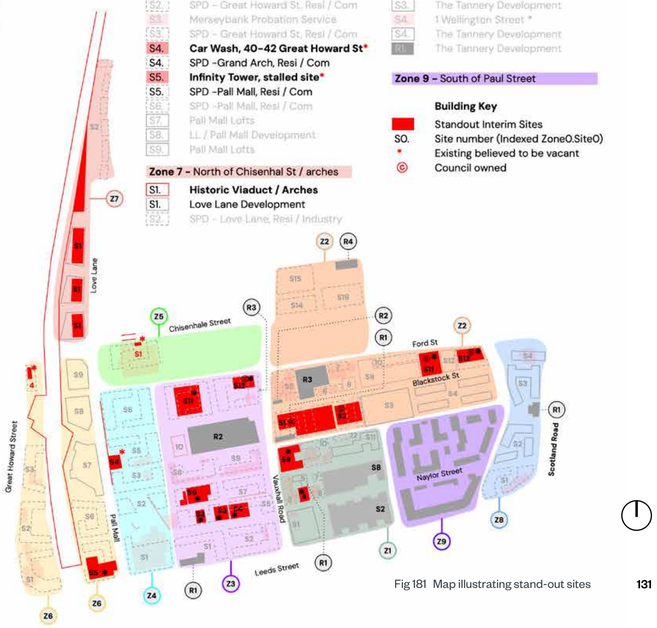


Fig 181 Map illustrating stand-out sites

6.3 Activation opportunities sites

6.3.1 Examples of Interim Use

» This section explores the qualities of the highlighted sites and suggests indicative pairings for activation uses.

» Some uses have been repeated to provide flexibility and combination testing following further viability testing.

» The investment and lifespans of these projects should not be interpreted as guaranteed profitable businesses, but they will bring significant social value to the area and increase the likelihood of attracting development, industry and residents.

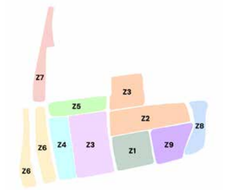


Fig 182 Key plan

Capital Investment: £ = £1000-£100k ££ = £100k-£500k £££ = £500k-£1m ££££ = £1m-£10m

Z1.S4 Phase 1 - Site 4

Warehouse at 9 Naylor Street: Reuse / adapted within SPD vision
Characteristics: 2 Storey brick, previously Outpost Studios
Ownership: Unknown

Opportunity: Creative workspace
Approx Investment & Lifespan:
££ 3 years +
Possible operators / custodians: Dot-Art / Baltic Creative / Make CIC


Fig 183


Fig 184

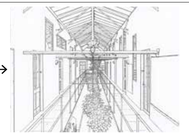


Fig 185


Fig 186

Z1.S9 Phase 1 - Site 9

Empty plot at centre of Vauxhall Road: Vauxhall Road Development Plot
Characteristics: Hoarded yard, overgrown hard surface
Ownership: Together Com Fin Ltd / Vauxhall Dev Ltd

Opportunity: Community garden with kiosks
Approx Cost & Lifespan:
£££ 5 years +
Possible operators / custodians: A local CIC or CLT / a gardening group / City College


Fig 187


Fig 188


Fig 189

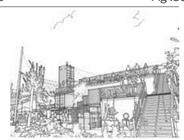


Fig 190

Z2.S1/2 Phase 1 - Site 1 & 2

Light industrial units, Paul St & Blackstock: Demolished within SPD Vision
Characteristics: 1 Storey, 22no. Shed units - Many occupied
Ownership: Liverpool City Council

Opportunity: Creative workspaces
Approx Cost & Lifespan:
££ 3 years +
Possible operators / custodians: Dot-Art / Baltic Creative / Make CIC


Fig 191


Fig 192

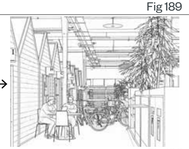


Fig 193

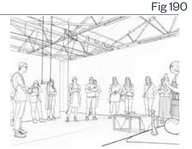


Fig 194

Capital Investment: £ = £1000-£100k ££ = £100k-£500k £££ = £500k-£1m ££££ = £1m-£10m

Z2.S11 Phase 2 - Site 11

Roofless warehouse on Blackstock St: Reuse / adapted within SPD vision
Characteristics: Pair of derelict warehouses structures
Ownership: Liverpool City Council

Opportunity: Events space
Approx Cost & Lifespan:
£££ 5 years +
Possible operators / custodians: Culture Live / Biennial / Shuffle / Blackstock Market


Fig 195


Fig 196


Fig 197


Fig 198

Z2.S13 Phase 2 - Site 13

Former Archibald Young Warehouses
Reuse / adapted within SPD vision
Characteristics: Conjoined derelict warehouses and yard
Ownership: Liverpool City Council

Opportunity: Leisurescape
Approx Cost & Lifespan:
£££ 5 years +
Possible operators / custodians: LCC


Fig 199


Fig 200


Fig 201


Fig 202

Z3.S3 Phase 3 - Site 3

Warehouses, 21-35 Gascoyne St Demolished as part of SPD Vision
Characteristics: Derelict warehouses with adjoining yards
Ownership: Harparks Ltd
Opportunity: Community hall and yard

Approx Cost & Lifespan:
££££ 10 years +
Possible operators / custodians: A local or national meanwhile space operator


Fig 203


Fig 204

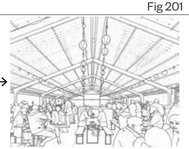


Fig 205

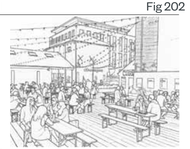


Fig 206

Z3.S4 Phase 3 - Site 4

Paint Factory, 17-19 Gascoyne St Demolished as part of SPD Vision
Characteristics: 3-5 Storey, derelict factories, duel orientation
Ownership: 19 SK LTD
Opportunity: Startup space, food / retail / studios

Approx Cost & Lifespan:
££££ 10 years +
Possible operators / custodians: Dot-Art / Baltic Creative / Make CIC


Fig 207


Fig 208

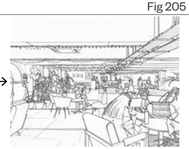


Fig 209

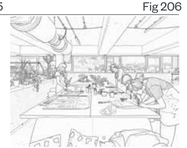


Fig 210

Capital Investment: £ = £1000-£100k ££ = £100k-£500k £££ = £500k-£1m ££££ = £1m-£10m

Z3.S6 Phase 3 - Site 6

Warehouses, 38 Gascoyne St
Demolished as part of SPD Vision
Characteristics: Conjoined warehouses and yard
Ownership: Andrew & Simon Kearns/Speedier Scaffolding

Opportunity: Fab lab construction school (college?)
Approx Cost & Lifespan:
££££ 10 years +
Possible operators / custodians: Baltic Creative / Make CIC / City College


Fig 211

Fig 212

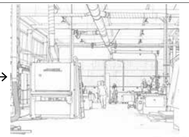



Fig 213

Fig 215

Z3.S11 Phase 3 - Site 11

Central 23 Carruthers Street, built 2020
Demolished as part of SPD Vision
Characteristics: 2,180sqm warehouse, vacancy believed
Ownership: Mileway Vantage 1 Ltd

Opportunity: Large sports hall
Approx Cost & Lifespan:
£££ 3 years +
Possible operators / custodians: Powerleague / Activity for All


Fig 216

Fig 217

Fig 218

Fig 219

Z3.S12 Phase 3 - Site 12

Warehouse, 1 Carruthers St
Demolished as part of SPD Vision
Characteristics: 720sqm warehouse with yard
Ownership:
Liverpool City Council

Opportunity: Medium sports hall, between college + park
Approx Cost & Lifespan:
£££ 5 years +
Possible operators / custodians: LCC / a local sports organisation


Fig 220

Fig 221

Fig 222

Fig 223

Z4.S4 Phase 4 - Site 4

Pall Mall Warehouse, 1900s
Reuse / adapted within SPD vision
Characteristics: 4-Storey warehouse, with boundary wall and yards
Ownership: Elliot Group (Pall Mall) Ltd

Opportunity: Canal Square testing through events
Approx Cost & Lifespan:
££ 3 years +
Possible operators / custodians: Culture Liv / Biennial / Shuffle / Events organisation


Fig 224

Fig 225

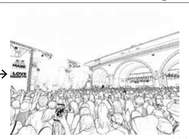



Fig 226

Fig 227

Capital Investment: £ = £1000-£100k ££ = £100k-£500k £££ = £500k-£1m ££££ = £1m-£10m

Z5.S1 Phase 5 - Site 1

The Bridge Pub / Fly House, Chisenhale St
Reuse / adapted within SPD vision
Characteristics: 3 Storey, Victorian pub, currently vacant
Ownership: CDL5 Limited

Opportunity:
Urban room / pop up space
Approx Cost & Lifespan:
£ 2 years +
Possible operators / custodians: A local CIC or CLT


Fig 228

Fig 229

Fig 230

Fig 231

Z6.S4 Phase 6 - Site 4

Former Car Wash, 40-42 Great Howard St
Demolished within SPD Vision - Mobility Hub
Characteristics: Single storey light industrial building & yard
Ownership: Unknown

Opportunity:
Venue with yard / mobility hub
Approx Cost & Lifespan:
££ 3 years +
Possible operators / custodians: A local F&B / Events organisation


Fig 232

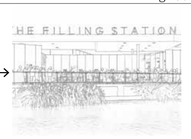
Fig 233


Fig 234

Fig 235

Z6.S5 Phase 6 - Site 5

Infinity Tower, stalled site
Demo tbc, - SPD vision for resi / commercial
Characteristics: 4-5 Storey, elevated concrete podiums
Ownership: Infinity Developments PROPOCO Ltd

Opportunity: Vertical sports condenser
Approx Cost & Lifespan:
££££ 10 years +
Possible operators / custodians: A local or national sports organisation


Fig 236

Fig 237

Fig 238

Fig 239

Z7.S1 Phase 7 - Site 1

Historic Viaduct & Arches
Repurposed within NR and Love Lane plans
Characteristics: Mix of isolated and integrated structures
Ownership: Network Rail Infrastructure Ltd

Opportunity: Business incubator
Approx Cost & Lifespan:
££ 3 years +
Possible operators / custodians: A local or national meanwhile space operator


Fig 240

Fig 241

Fig 242

Fig 243

6.4 Approach to distributing activities

6.4.1 Nucleus

» **Nucleus:** a large centralised heart for the growing neighbourhood.

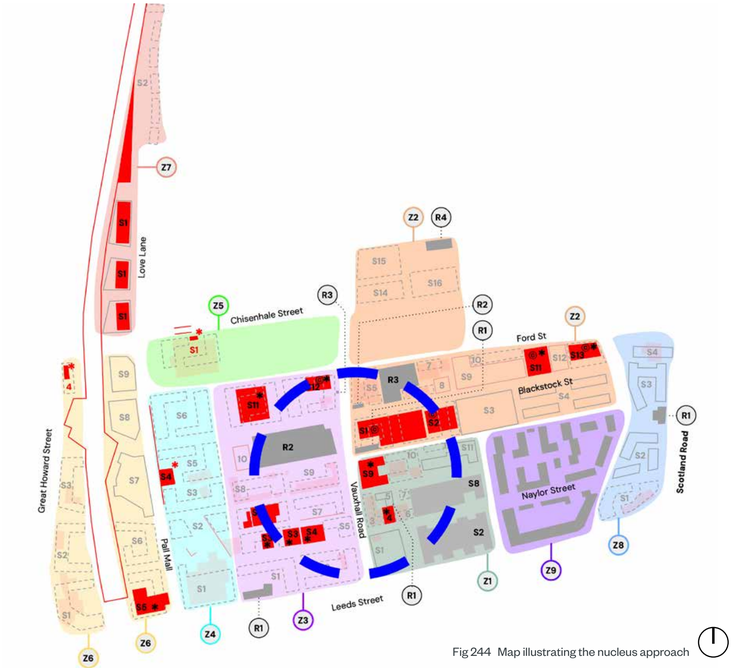


Fig 244 Map illustrating the nucleus approach

6.4.2 Satellites

» **Satellites:** a focused nucleus with selective orbiting sites, establishing connections with the immediate surrounding community.

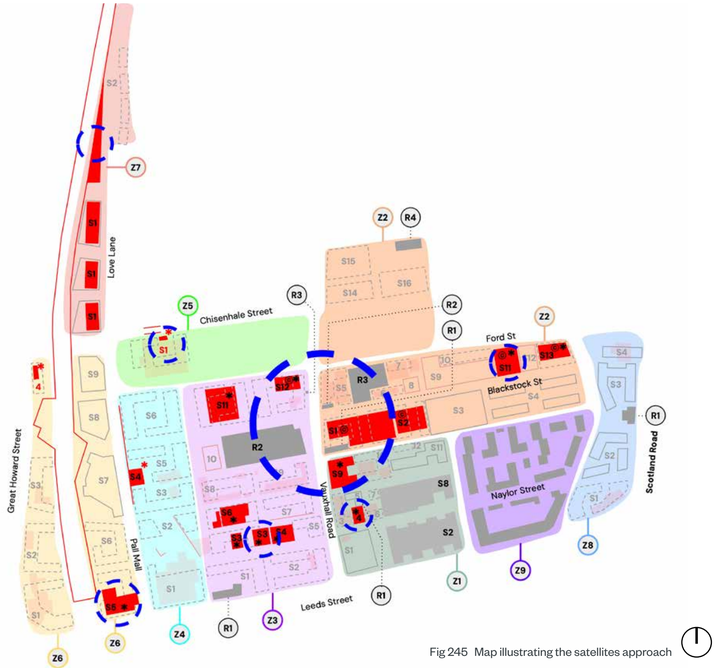


Fig 245 Map illustrating the satellites approach

6.4.3 Confetti

» **Confetti:** widespread network of test beds, forming a bread crumb trail between the heart of the neighbourhood and community doorsteps



Fig 246 Map illustrating the confetti approach

6.5 Next steps

» Confirm viability of sites

» Establish suitable operators and custodians

» Agree an activation distribution strategy

» Host seed / micro projects to confirm the appetite for experience and activities.

» Deliver platform / meanwhile projects to grow energy and reputation for the future area.

» Allow users to thrive through the projects, hopefully outgrowing their temporary spaces to make space for the next generation.

» Use the temporary case studies to illustrate the demands for legacy projects

» Transition temporary activity and communities into the permanent mixed-use facilities.

PART G

Appendix

7.1 Accommodation schedule

Phase	Block	GEA	GIA	NIA
Phase A 0-5 years	1	5235	4973	3625
	2	1609	1529	1126
	3	958	910	631
	4	16959	16111	11886
	6	9413	8942	6552
	7	13532	12855	9470
	8	3257	3094	2305
	9	3910	3715	2815
	10	4325	4109	3237
	11	5549	5272	4140
		64747	61510	45787
Phase B 5-10 years	1	17381	16512	12157
	2	11515	10939	8059
	3	18022	17121	12519
	4	21832	20740	15313
	5	8036	7634	5608
	6	7388	7019	5146
	7	10965	10417	7662
	8	6898	6553	4791
	9	3286	3122	2259
	10	4005	3805	2804
	11	1680	1596	1176
	14	3008	2858	2103
	15	3264	3101	2592
	16	3159	3001	1887
		120439	114417	84076

1 beds	2 beds		3 beds			4 beds			Total homes
50	79	70	93	108	86	123	110	99	
Apart	Mais	Apart	Houses	Mais	Apart	Houses	Mais	Apart	
16		21			10			5	52
5		6			3			2	16
3		3			2			1	9
51		68		6	27		2	14	168
28		38		2	17		2	6	93
41		53		2	24		4	10	134
10		12		3	4			3	32
9		17		2	4	5			37
7	3	10		2	3	12			37
13		18		3	5	12			51
183	**249**		**119**			**78**			
29%	40%		19%			12%			
629									
53		70			34			17	174
35		46			23		2	9	115
54		72			36			17	179
65		87		4	40		2	19	217
24		32			16			8	80
22		29			15		3	4	73
34		44			22			10	110
20		28			14		3	3	68
9		13			7			3	32
12		16			8			4	40
6		6			3			2	17
9		12			6			3	30
				24					24
		5			5	9			19
343	**460**		**257**			**118**			
29%	39%		22%			10%			
1178									

Phase	Block	GEA	GIA	NIA
Phase C 10+ years	1	8405	7985	5884
	2	24301	23086	17013
	3	13826	13135	9624
	4	13925	13229	9662
	5	10682	10148	7455
	6	5320	5054	3722
	7	5289	5025	3808
	8	12250	11638	8559
	9	9195	8735	6352
	10	2320	2204	1608
	11	6299	5984	4326
	12	9075	8621	6309
		120887	114843	84322
Phase D Long Term	1	10665	10132	7589
	2	7967	7569	5355
	3	7696	7311	5483
	4	6795	6455	4721
		33123	31467	23148

1 beds	2 beds		3 beds			4 beds			Total homes
50	79	70	93	108	86	123	110	99	
Apart	Mais	Apart	Houses	Mais	Apart	Houses	Mais	Apart	
25		34			17			8	84
72		97			49		3	21	242
41		54			28			14	137
42		56			27		3	10	138
31		43			21			11	106
14		22		2	7	2	2	2	51
14		19		6	7		3	2	51
35		50		5	18		3	9	120
28		37			18		2	6	91
7		9			5			2	23
19		25			12			6	62
27		36			18			9	90
355	**482**		**240**			**118**			
30%	40%		20%			10%			
1195									
30		41		6	18		3	7	105
30		31			10		3	5	79
23		28		5	13		2	5	76
20		27			14		3	3	67
103	**127**		**66**			**31**			
31%	39%		20%			9%			
327									

Total	GEA	GIA	NIA
	339196	**322236**	**237333**

1 beds	2 beds		3 beds			4 beds		
Apart	Mais	Apart	Houses	Mais	Apart	Houses	Mais	Apart
984	3	1315	0	72	610	40	45	260
984	**1318**		**682**			**345**		
30%	40%		20%			10%		
3329								

7.2 Non-residential quantum

Phase	Block	Industry		Commercial		Education		Culture		Mobility hub	
		GEA	GIA	GEA	GIA	GEA	GIA	GEA	GIA	GEA	GIA
Phase A 0-5 years	1	-	-	542	515	-	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-	-
	4	-	-	756	718	-	-	-	-	-	-
	5	-	-	-	-	-	-	717	681	-	-
	6	387	367	708	673	-	-	-	-	-	-
	7	692	657	-	-	-	-	-	-	-	-
	8	142	135	-	-	-	-	-	-	-	-
	9	-	-	478	454	-	-	-	-	-	-
	10	-	-	-	-	-	-	-	-	-	-
	11	-	-	837	795	-	-	-	-	-	-
	12	-	-	-	-	-	-	-	-	5445	5173
Phase Total		1220	1159	3320	3154	-	-	717	681	5445	5173
Phase B 5-10 years	1	-	-	2019	1918	-	-	-	-	-	-
	2	-	-	857	815	-	-	-	-	-	-
	3	-	-	2847	2704	-	-	-	-	-	-
	4	-	-	935	888	-	-	-	-	-	-
	5	-	-	467	444	-	-	-	-	-	-
	6	-	-	467	444	-	-	-	-	-	-
	7	-	-	1309	1244	-	-	-	-	-	-
	8	-	-	214	203	-	-	-	-	-	-
	9	657	624	-	-	-	-	-	-	-	-
	10	-	-	-	-	-	-	-	-	-	-
	11	-	-	-	-	-	-	-	-	-	-
	12	3218	3057	-	-	-	-	-	-	-	-
	13	2616	2485	-	-	-	-	-	-	-	-
	14	560	532	-	-	-	-	-	-	-	-
	15	1848	1756	-	-	-	-	-	-	-	-
	16	3563	3385	-	-	-	-	-	-	-	-
	17	4096	3891	-	-	-	-	-	-	-	-
	18	-	-	-	-	-	-	1626	1545	-	-
	19	-	-	-	-	-	-	1400	1330	-	-
Phase Total		16558	15730	9115	8659	-	-	3026	2875	-	-

Phase	Block	Industry		Commercial		Education		Culture		Mobility hub	
		GEA	GIA	GEA	GIA	GEA	GIA	GEA	GIA	GEA	GIA
Phase C 10+ years	1	28500	27075	6214	5903	-	-	-	-	-	-
	2	-	-	2593	2463	-	-	-	-	-	-
	3	-	-	2557	2429	-	-	-	-	-	-
	4	-	-	1041	989	-	-	-	-	-	-
	5	-	-	2756	2618	-	-	-	-	-	-
	6	-	-	-	-	-	-	-	-	-	-
	7	-	-	-	-	-	-	-	-	-	-
	8	300	285	885	841	-	-	-	-	-	-
	9	-	-	935	888	-	-	-	-	-	-
	10	-	-	-	-	4962	4713	-	-	-	-
	11	-	-	432	410	-	-	-	-	-	-
	12	-	-	2113	2007	-	-	-	-	-	-
Phase Total		28800	27360	19525	18549	4962	4713	-	-	-	-
Phase D Long Term	1	-	-	-	-	-	-	-	-	-	-
	2	432	410	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-	-
	4	314	299	-	-	-	-	-	-	-	-
Phase Total		746	709	-	-	-	-	-	-	-	-
TOTALS		**47324**	**44958**	**31960**	**30362**	**4962**	**4713**	**3743**	**3556**	**5445**	**5173**



7.3 Policy references

7.3.1 Planning Policy Context

» This SPD is embedded in and consistent with national and local planning policy and guidance. Related plans, programmes and strategies are listed below. This list is not exhaustive and should be read alongside other applicable policies

7.3.2 National: National Planning Policy Framework

» The following chapters from the National Planning Policy Framework (updated December 2024) are particularly relevant to the guidance set out in this SPD. This list is not exhaustive and should be read alongside other applicable policies.

- Chapter 2 Achieving Sustainable Development
- Chapter 5 Delivering a sufficient supply of homes
- Chapter 6 Building a strong, competitive economy
- Chapter 7 Ensuring the vitality of town centres
- Chapter 8 Promoting healthy and safe communities
- Chapter 9 Promoting sustainable transport
- Chapter 12 Achieving well-designed places
- Chapter 15 Conserving and enhancing the natural environment
- Chapter 16 Conserving and enhancing the historic environment

7.3.3 National: Design Guidance

» The SPD also aligns with the following national design guidance documents:

- National Design Guide (MHCLG, 2021) - Sets out the characteristics of well-designed places and forms the basis for design policies in the NPPF.
- National Model Design Code (MHCLG, 2021) - Provides detailed guidance on the production of design codes, including principles for character, identity, movement, and public space.

7.3.4 Local: Liverpool Local Plan (2013-2033)

» The following policies from the Liverpool Local Plan (adopted January 2022) are particularly relevant to the guidance set out in this SPD. This list is not exhaustive and should be read alongside other applicable policies and supplementary planning documents.

- STP1 Spatial Priorities for the Sustainable Growth of Liverpool: Sets out the overarching principles for sustainable development in Liverpool
- SP3 Design of new Development within the City Centre MRA, District, Local and Neighbourhood Centres
- CC2 Pumpfields
- CC19 Vacant Sites and Temporary Uses
- CC20 Convenience Retail Provision and Community Facilities
- CC24 Housing Provision in the City Centre
- CC25 City Centre Student Accommodation
- CC26 Protection and Enhancement of Green Infrastructure
- EC3 Delivering Economic Growth
- EC5 Office Development
- EC6 Mixed Use Areas and Sites for Various Types of Development
- H1 Housing Requirement
- H3 Proposals for Residential Development
- H4 Older Persons Housing
- H5 Student Housing Provision
- H7 Primarily Residential Areas
- H12 Accessible Housing
- H14 New Residential Development Open Space Requirements
- UD1 Local Character and Distinctiveness
- UD2 Development Layout and Form
- UD3 Public Realm
- UD4 Inclusive Design
- UD8 Public Art
- HD1 Heritage Assets: Listed Buildings; Conservation Areas; Registered Parks and Gardens; Schedules Ancient Monuments
- HD2 Liverpool Maritime Mercantile City World Heritage Site
- GI4 Open Space, Sport and Recreation Provision
- GI6 Protection of Biodiversity and Geodiversity
- GI8 New Planting and Design
- GI 10 Green Infrastructure Enhancement
- TP2 Transport Assessments
- TP5 Cycling
- TP6 Walking and Pedestrians
- TP7 Taxis
- TP8 Car Parking and Servicing
- TP9 Public Transport

7.3.5 Local: Other strategies and supplementary planning policy

» In addition to the statutory policies outlined in the Liverpool Local Plan (adopted January 2022), a number of strategies and supplementary planning documents (SPDs) have been prepared by Liverpool City Council and its partners to guide development and regeneration across the city and should be read alongside the Local Plan when considering proposals within the SPD area.

- Tall Buildings SPD
- Ten Streets Spatial Regeneration Framework
- Public Realm Strategy SPD
- The Mersey Forest Plan
- Liverpool City Region Local Nature Recovery Strategy

7.4 Image acknowledgements

Fig. no.	Description	Acknowledgment
Fig 1	SPD site boundary	Google Maps
Fig 7	The Grand Arch today	Levitt Bernstein
Fig 13	Warehouse walls retained as part of the new Canal Square	Levitt Bernstein
Fig 14	Blackstock Street and its cluster of warehouses and sheds greatly contributes to the character of the area	Levitt Bernstein
Fig 16	Example of community scale mobility hub	Copyright: Mobility Düsseldorf GmbH, Photographer: Daria Henken
Fig 18	Existing cobbled street (Gascoyne Street)	Levitt Bernstein
Fig 22	Top: Acer Campestre	Levitt Bernstein
Fig 23	Bottom: Pyrus calleryana	Levitt Bernstein
Fig 24	Top: Tilia Cordata	Levitt Bernstein
Fig 25	Bottom: Prunus cerasifera	Levitt Bernstein
Fig 26	Top: Prunus serrulata	Levitt Bernstein
Fig 27	Bottom: Cercidiphyllum japonicum	Levitt Bernstein
Fig 28	Top: Ginkgo biloba	Levitt Bernstein
Fig 29	Bottom: Cercis siliquastrum	Levitt Bernstein
Fig 30	Top: Sorbus torminalis	Levitt Bernstein
Fig 31	Bottom: Acer freemanii	Levitt Bernstein
Fig 32	Top: Betula utilis 'Jacquemontii'	Levitt Bernstein
Fig 33	Bottom: The Malus 'Evereste'	Levitt Bernstein
Fig 35	Doorstep play	Levitt Bernstein / Tim Crocker
Fig 36	Local areas of play	Levitt Bernstein
Fig 37	Urban play	Levitt Bernstein
Fig 38	Neighbourhood area of play with adventure playground	Levitt Bernstein
Fig 39	Play street	Levitt Bernstein / Tim Crocker
Fig 40	Sports facilities	Stephanie Leung / LDA Design
Fig 43	Top: Carriageway; asphalt	Levitt Bernstein
Fig 44	Bottom: Cycleway; coloured asphalt	Levitt Bernstein
Fig 45	Top: Paving , Linear clay paver	Levitt Bernstein
Fig 46	Bottom: Metal industrial detailing	Levitt Bernstein

Fig. no.	Description	Acknowledgment
Fig 47	Top: Paving, Heritage paver	Levitt Bernstein
Fig 48	Bottom: Small square paving	Levitt Bernstein
Fig 49	Top: Carriageway; asphalt with chippings	Levitt Bernstein
Fig 50	Bottom: Robust timber doorstep play pieces	Levitt Bernstein
Fig 51	Top: Mixed sized paving with aggregate	Levitt Bernstein
Fig 52	Bottom: Play surface, Bonded rubber mulch	Levitt Bernstein
Fig 53	Top: Permeable linear paving	Levitt Bernstein
Fig 54	Bottom: Permeable cobbles with built-in nibs to ensure sufficient joint width	Levitt Bernstein
Fig 79	Blackstock Street today	Levitt Bernstein
Fig 82	The mixed-use development draws inspiration from the area's industrial heritage, featuring elements such as a saw-tooth roof and metal cladding	Copyright: dRMM Architects, Photographer: Jim Stephenson
Fig 83	New development incorporating light industry and new dwellings.	Copyright: dRMM Architects, Photographer: Will Howard
Fig 84	Saw-tooth roof to new brick building accommodating employment, responding to the area's rich industrial past.	Levitt Bernstein
Fig 85	Yard space with employment and commercial uses.	Copyright: Turner Works Architects, Photographer: Tim Crocker
Fig 86	Flexible workshop spaces to support a range of uses by makers and creatives.	Copyright: Turner Works Architects, Photographer: Tim Crocker
Fig 87	Mixed-use building with upward extension to a Victorian industrial brick building.	Copyright: Project Orange Architects, Photographer: Jack Hobhouse
Fig 89	Chisenhale Street today	Levitt Bernstein
Fig 91	Footpath defined by planting edges, boosting biodiversity	Copyright: BD Landscape Architects, Photographer: Jack Hobhouse
Fig 92	Water feature with integrated seating within a park setting	Copyright: Gustafson Porter + Bowman Architects, Photographer: Thomas Schlijper
Fig 93	New park along a railway viaduct, celebrating the rich industrial heritage of the place.	Copyright: Studio Egret West, Photography: Jarrell Goh
Fig 94	Community garden	Levitt Bernstein
Fig 95	Sports court	Copyright: Canary Wharf Group, Yinka Ilori Basketball Court
Fig 97	Four storey building along a linear park with planting defining front gardens.	Copyright: Maccreanor Lavington Architects, Photographer: John Davies
Fig 98	Low rise apartment building	Levitt Bernstein
Fig 99	Front gardens defined by planting and trees	Copyright: Maccreanor Lavington Architects, Photographer: Helene Binet
Fig 100	Planting edge to front gardens with inset railings to maximise passive surveillance from ground Floor windows	Copyright: Maccreanor Lavington Architects, Photographer: Will Wiesner
Fig 102	Vauxhall Road today	Levitt Bernstein

Fig. no.	Description	Acknowledgment
Fig 104	Pumpfields Road today	Levitt Bernstein
Fig 106	Pall Mall today	Levitt Bernstein
Fig 108	Example of water feature for Canal Square	Levitt Bernstein
Fig 109	Example of planted swales for Pall Mall	Copyright: SLA Architects, Photographer: Mikkel Eye
Fig 110	Example of water feature for Canal Square	Levitt Bernstein
Fig 112	Example of tree planting and seating for Vauxhall Square	Copyright: Graeme Massie Architects, Photogrpaher: David Stewart
Fig 114	Apartment building with commercial uses at ground floor	Tim Crocker
Fig 115	Retained warehouse building with contemporary extension accommodating community uses	Levitt Bernstein
Fig 116	Public square and lighting activated by non-residential ground floors	Levitt Bernstein
Fig 117	Ground floor activated with employment uses and workshops.	Levitt Bernstein
Fig 118	The façade design of the new mixed-use building takes cues from the adjacent retained warehouse, incorporating a two-storey base with a rhythm defined by piers.	Levitt Bernstein
Fig 121	A small-scale public realm, featuring trees and integrated seating, is framed by larger buildings with active non-residential ground floor uses	Levitt Bernstein
Fig 122	Public realm incorporating integrated artwork that celebrates the site's history and heritage.	Levitt Bernstein
Fig 123	Tall building elevation with a well articulated base, middle and top, providing a balance of proportion between each part	Copyright: Maccreanor Lavington Architects, Photographer: Will Wiesner
Fig 124	Tall buildings along a railway line	Levitt Bernstein
Fig 125	Sunlight and daylight are maximised within the residential courtyard through strategic orientation and massing.	Levitt Bernstein
Fig 126	Public-facing non-residential ground floor uses encourage visual connection and overlooking onto the public realm.	Levitt Bernstein
Fig 127	The ground floor's non-residential use is expressed through a change in brick colour, creating visual distinction	Levitt Bernstein
Fig 129	Mobility Hub set within a landscape buffer with tree planting and integrated seating	Copyright: Buttress Architects, Photographer: Gavin Stewart
Fig 130	Mobility Hub designed to be fully integrated within its residential surroundings with green façades and a public playground at rooftop level.	Levitt Bernstein
Fig 132	Chadwick Street today	Levitt Bernstein
Fig 133	Love Lane today	Levitt Bernstein
Fig 135	Public space and planting above railway viaduct	Levitt Bernstein

Fig. no.	Description	Acknowledgment
Fig 136	Linear public space along railway viaduct	Levitt Bernstein
Fig 138	Pitched roofs to residential buildings taking cues from the industrial history of the place	Levitt Bernstein
Fig 139	Maisonettes and townhouses securing an existing boundary through a back-to-back approach	Copyright: Karakusevic Carson Architects, Photographer: Mark Hadden
Fig 140	Building steps down to respond to existing surrounding context	Levitt Bernstein
Fig 141	Non-residential uses re-activating heritage railway arches	Levitt Bernstein
Fig 142	Workshops for makers and creatives activating the ground floor	Copyright: dRMM Architects, Photographer: Jim Stephenson
Fig 145	Gardners Row today	Levitt Bernstein
Fig 147	Public realm design celebrating the site's history and reinstating lost routes to enhance connectivity and sense of place.	Levitt Bernstein
Fig 148	Generous pavement with tree planting	Levitt Bernstein
Fig 149	Varying building heights contribute visual interest and rhythm to the built form	Copyright: Karakusevic Carson Architects, Photographer: Mark Hadden
Fig 150	An intimate, publicly accessible yard enhanced with tree planting and integrated seating to create a welcoming place for rest and interaction	Levitt Bernstein
Fig 151	Residential amenity courtyards provide a safe space for rest and relaxation	Levitt Bernstein
Fig 160	Pumpfields & Limekilns consultation event at City of Liverpool College	Levitt Bernstein / Turner Works
Fig 161	Pumpfields & Limekilns consultation event at City of Liverpool College	Levitt Bernstein / Turner Works
Fig. 162 - 171	No title	Tuner Works
Fig 173-178	No title	Turner Works
Fig 183-184	No title	Google Maps
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Fig 204-205	No title	Google Maps

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Fig 212-213	No title	Google Maps
Fig 214-215	No title	Turner Works
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