

Liverpool Housing Design Guide



Characterisation Study





Foreword

Foreword by LCC

Quote to go here



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Chapter 1:

Introduction

1.1 What is this document?

This is a baseline analysis document written as part of The Liverpool Housing Design Guide Supplementary Planning Document (SPD)

The Guide can be found online here [\[insert web link to main Guide document\]](#)

This document covers a baseline analysis of Liverpool's existing context and character areas and has helped inform the overall vision for the SPD.

LCC has a number of SPDs that help support the commitment to high quality housing, set requirements for certain areas or types of buildings, protect and enhance the character of Liverpool's neighbourhoods and help the city achieve net zero carbon by 2030.

All SPDs can be found online at:

www.liverpool.gov.uk/planning-and-building-control/plan-making-in-liverpool/local-plan-supplementary-documents-and-guidance/

1.2 Who is it for?

This baseline analysis supports 'Chapter 1' in the Liverpool Housing Design Guide by providing a basis and a grounding for the Character Areas that are defined in that document.

Prospective developers, agents, architects and design teams who intend to build new homes and private home owners who wish to extend or alter existing homes must understand which Character Area their development is in by using the map on page 50 and online: [\[insert web link to main Guide document\]](#)

Reading the information in this document will arm applicants with contextual information to help ensure their proposal is suitable and appropriate for the location.

1.3 How has it been produced?

Liverpool City Council have employed a professional team to help write this baseline analysis and the SPD, led by Levitt Bernstein. Arup has provided planning guidance and If_Do has coordinated the public engagement events.



Liverpool residents making place-specific comments on their neighbourhoods - attaching to city-wide map



Liverpool residents prioritising aspects of good housing design for new homes



Liverpool students debating the most important aspects of new housing at the Schools' Parliament event



Chapter 2:

City evolution

2.1 Regional context

Liverpool City Region up to 2040

The Liverpool City Region Combined Authority is currently preparing a Spatial Development Strategy (SDS). The SDS will set out a strategic planning framework for the future development and use of land in the city region in the next 15 years and beyond. This includes the delivery of new homes and new infrastructure and improvements on the economy and natural environment.

The plan below identifies four spatial areas in the Liverpool City Region:

- **Liverpool City Centre:** the heart of city region
- **Inner Urban Area:** direct links to the city centre
- **Wider Urban Area:** remaining urban areas
- **Rural City Region:** areas outside of the urban conurbation.

Within this framework, the development will be focussed within Liverpool City Centre, the Inner Urban Area and the Wider Urban Area.

Key policy objectives for each area are :

Liverpool City Centre: to attract investment in economic growth sectors. High quality homes and sustainable communities. Focus on social, green and transport infrastructure.

Inner Urban Area: to maximise the use of brownfield and underutilised land

Inner Urban Neighbourhoods: to revitalise local and district centres, ensure high quality new housing provision, enhance environmental quality through the provision of new and enhanced green and blue infrastructure; and to strength local communities.

Wider Urban Area: higher density development will be supported close to local centres and transport hubs. To increase town vitality and enhance green and blue infrastructure.



In 2040, the city region will meet the following objectives:



For the period 2013-2033, Liverpool's housing requirement is for at least **34,780** net additional dwellings



Key objectives of the Spatial Development Strategy

Further details on housing requirements are found in the Liverpool Housing Strategy 2025-2030, and the Liverpool Housing Strategy High Level Delivery Plan

Liverpool aim to support our partners to build at least 8000 good quality new homes by 2027.

SH8 - Land at Leeds St / Lanyork Road - 742

SH9 - Liverpool Waters - 5,690

SH10 - Scotland Rd/ Bevington/Nicholas St - 614

SH11 - International Garden Festival Site - 1,374

SH12 - Brunswick Quay - 552

SH13 - Northern Dock/Liverpool Waters - 1,796

SH14 - Aintree University Hospital - 500

SH15 - Freemasons Row - 656

SH16 - George St Development Area - 1,008

Prioritising development of brownfield land

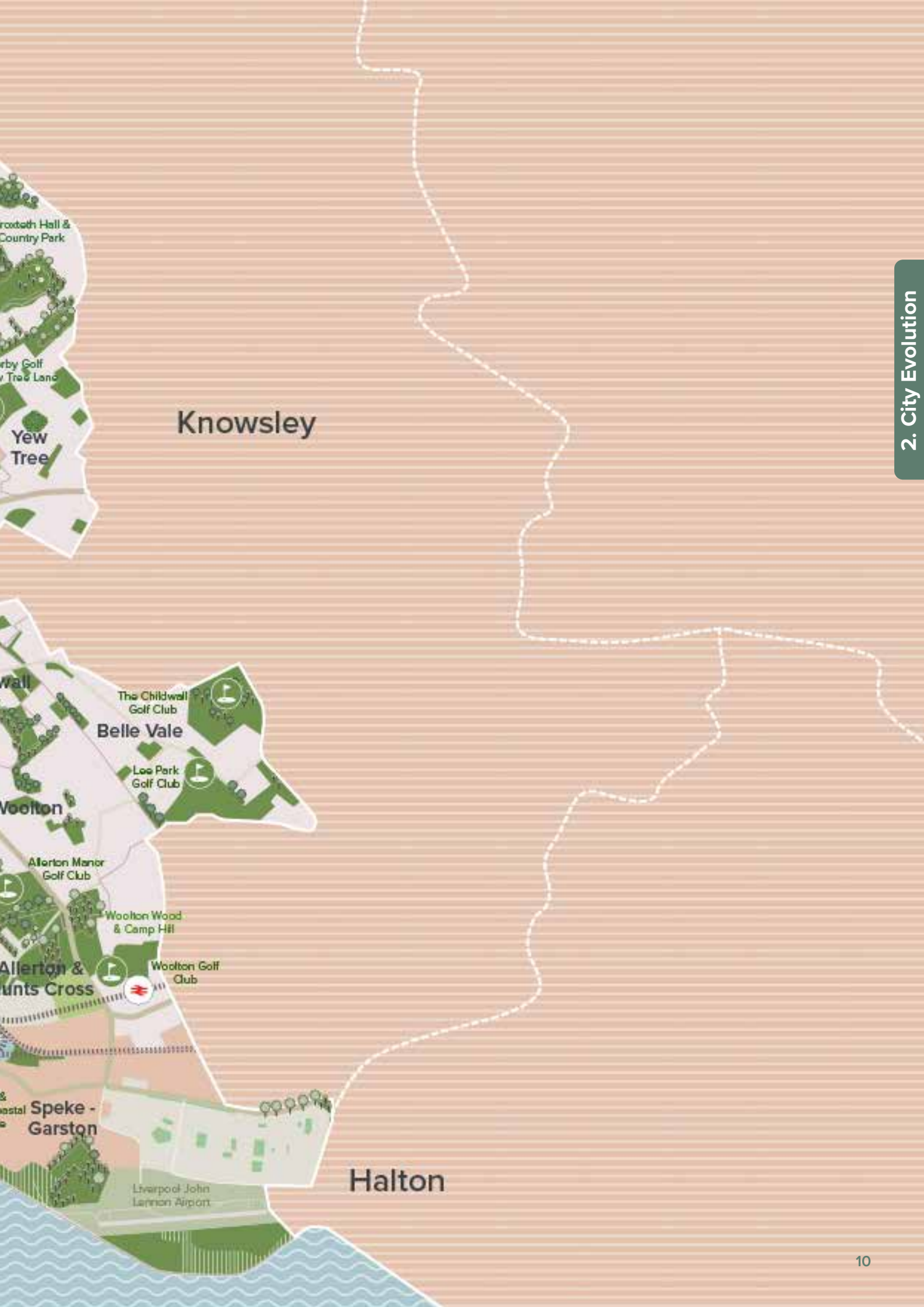


Brownfield sites and regeneration areas

Two thirds of brownfield land are in the most deprived areas







Brookth Hall & Country Park
Derby Golf Club
Yew Tree

Knowsley

Wall
Belle Vale
The Childwall Golf Club
Lee Park Golf Club
Woolton
Allerton Manor Golf Club
Woolton Wood & Camp Hill
Allerton & Hunts Cross
Woolton Golf Club
Speke - Garston
Liverpool John Lennon Airport

Halton

2.2 Historical context

The foundation of Liverpool

Liverpool is a city rich in history with origins dating back to its establishment as a borough in 1207 by King John. Due to the city's strategic location along the banks of the River Mersey, it became a major trading port providing connections worldwide. The construction of the world's first enclosed commercial dock in 1715, the Old Dock, facilitated the trade with new colonies in North America. This resulted in a huge population growth.

During the Industrial Revolution, Liverpool became a centre for shipping, trade, and industry. The wealth generated led to the construction of numerous commercial and civic buildings including the Town Hall and the iconic Royal Liver building.

Immigration Hub

In the 19th century, the city became a major hub for immigration and became the largest area in England of purpose-built housing for the working-class. This was associated with issues regarding the quantity and quality of housing which raised awareness across the councils in different parts of the country.

The Great Depression

Liverpool faced economic struggles due to the Great Depression. Growing population, declining industry and rising unemployment was countered by the local council with large scale house building initiatives. During the 1920s and 1930s, 30,000 new council houses, largely outside the city centre, were constructed to replace city slums and provide employment in the building industry.

Rebuilding and Rehousing Post World War II

Liverpool suffered huge damage in WWII. The city embarked on a substantial rebuilding and rehousing effort in the post-war period. New housing tended to be of a higher density compared to the public housing of the inter-war period. There was a shift towards suburban developments and Modernist blocks and towers, typical of public housing in the post-war period.

The Capital of Culture

Recently, Liverpool has undergone significant regeneration, with a focus on the waterfront, cultural amenities, and residential developments. Projects like Liverpool ONE, a large shopping and leisure complex, and the designation as the European Capital of Culture in 2008 played a role in the city's regeneration.



Gerard Gardens



Gildarts Gardens



Norris Green



St Martins Cottages



Ackermann's Panoramic View of Liverpool, 1847

2.3 Residential development timeline

1715



The construction of the world's first enclosed commercial dock, the Old Dock was a main factor in the population growth in Liverpool.

Early 18th Century



The expansion of residential areas as Liverpool's maritime trade and commerce grew. The need to satisfy housing demands resulted in the construction of back to back court and cellar housing for the poor. These type of houses were unventilated and had minimal sanitary provisions, the construction of these houses were banned from 1861. The last surviving back-to-back court houses are Dukes Terrace off Duke Street.

1920s-1930s



Suburban expansion occurred in the inter-war period, with the development of areas like Woolton and Allerton. These neighbourhoods featured semi-detached houses and a shift towards more green spaces, e.g., Norris Green Estate council housing.

Post WWII



The post-war period saw a need for extensive reconstruction and the creation of affordable housing. The construction of high-rise apartment buildings became more prevalent during this period, reflecting modernist architectural trends.

Throughout 18th Century



This period saw the development of Georgian-style town houses for the city's prosperous merchants, several of these terraces are still standing mainly within the Georgian Quarter to the eastern edge of the city centre. Pembroke Place was an example of this type of housing, sadly no longer standing.

1869



In 19th century, Liverpool emerged as the first council in Europe to build housing as an integrated policy. The first of which being St Martin's Cottages, Ashfield Street in Vauxhall, completed in 1869.

1980s-2000s



Urban regeneration projects started to address issues of urban decay and decline in certain areas. Initiatives aimed to improve housing quality and living conditions, with a focus on preserving historic buildings.

Present

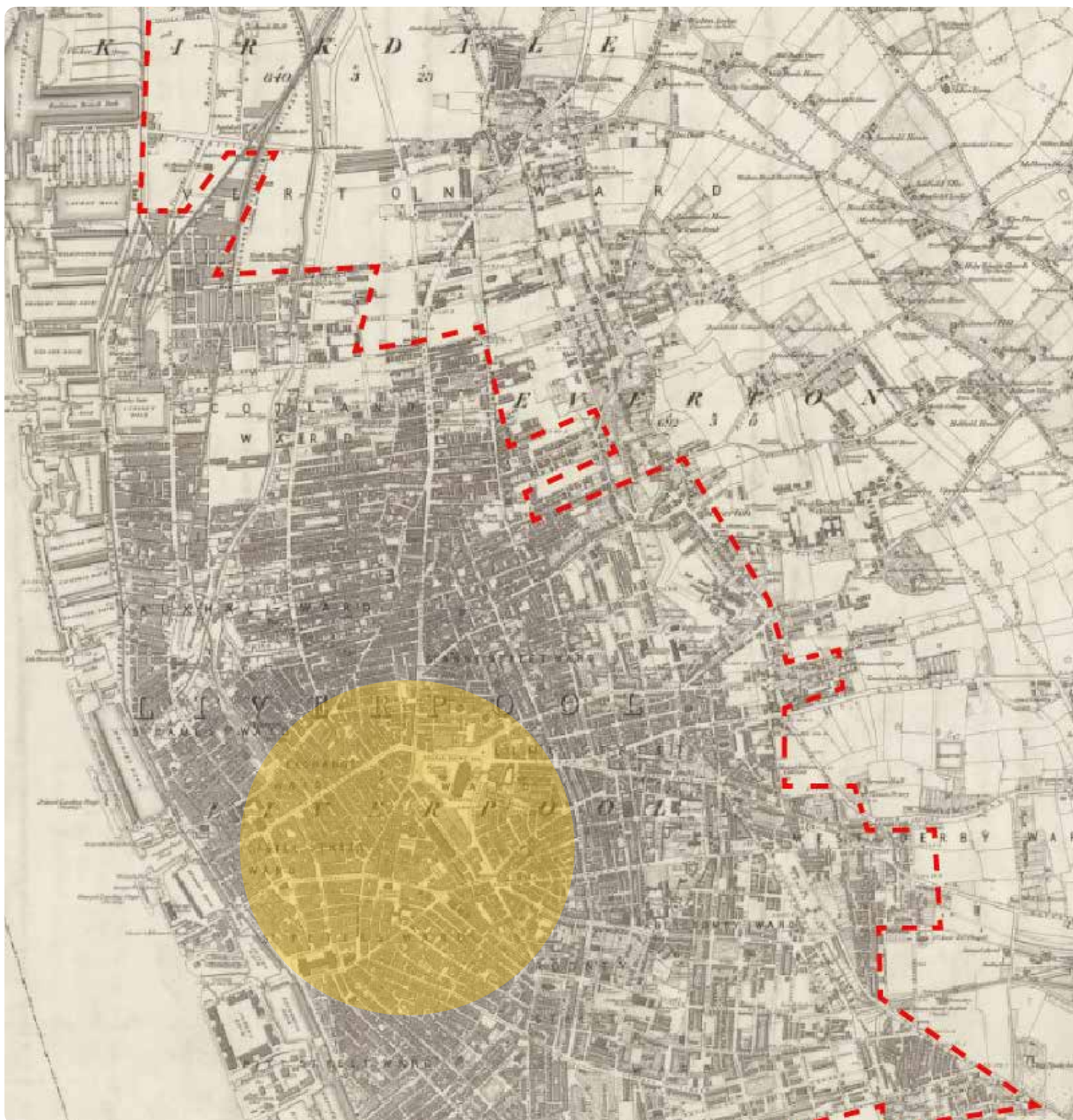


Ongoing residential developments, including the refurbishment of older properties and warehouses, the construction of modern housing complexes, and initiatives to create sustainable and mixed-use neighbourhoods.

2.4 Residential development growth / historic maps

Due to its role as a major trading port, Liverpool's expansion began from the waterfront core, extending eastward. The red dashed line indicates the development boundary as of 1851.

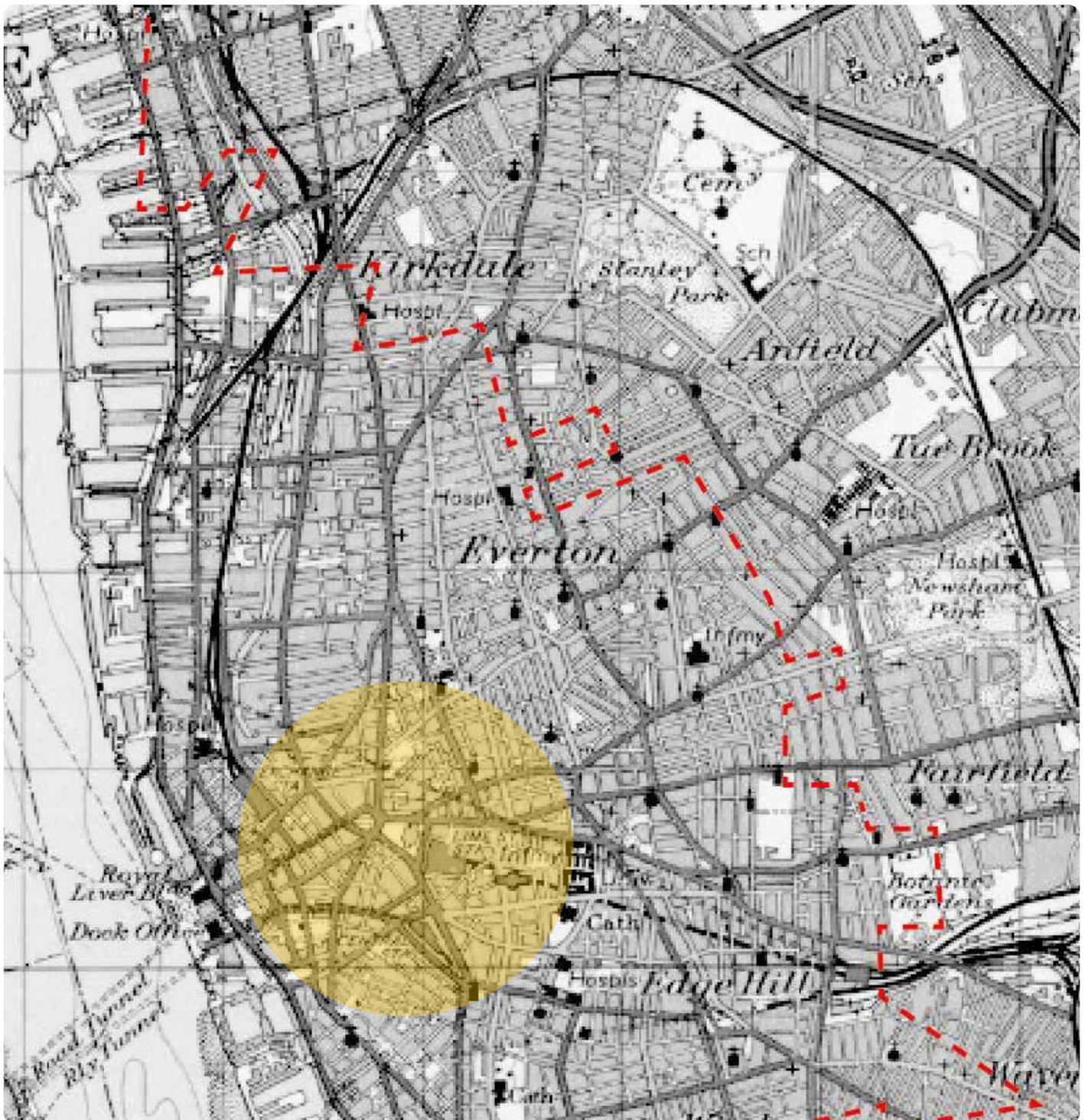
During the Industrial Revolution, terraced housing was constructed around the maritime commercial core. The yellow dot represents the location of the current City Centre.



Map of Liverpool 1851

The red dashed line shows the development boundary in 1938. Residential development expanded East in the 20th century to accommodate the population growth. This was

also supported by the railway infrastructure. The yellow dot represents the location of the current City Centre.



Map of Liverpool 1938

2.5 World War II

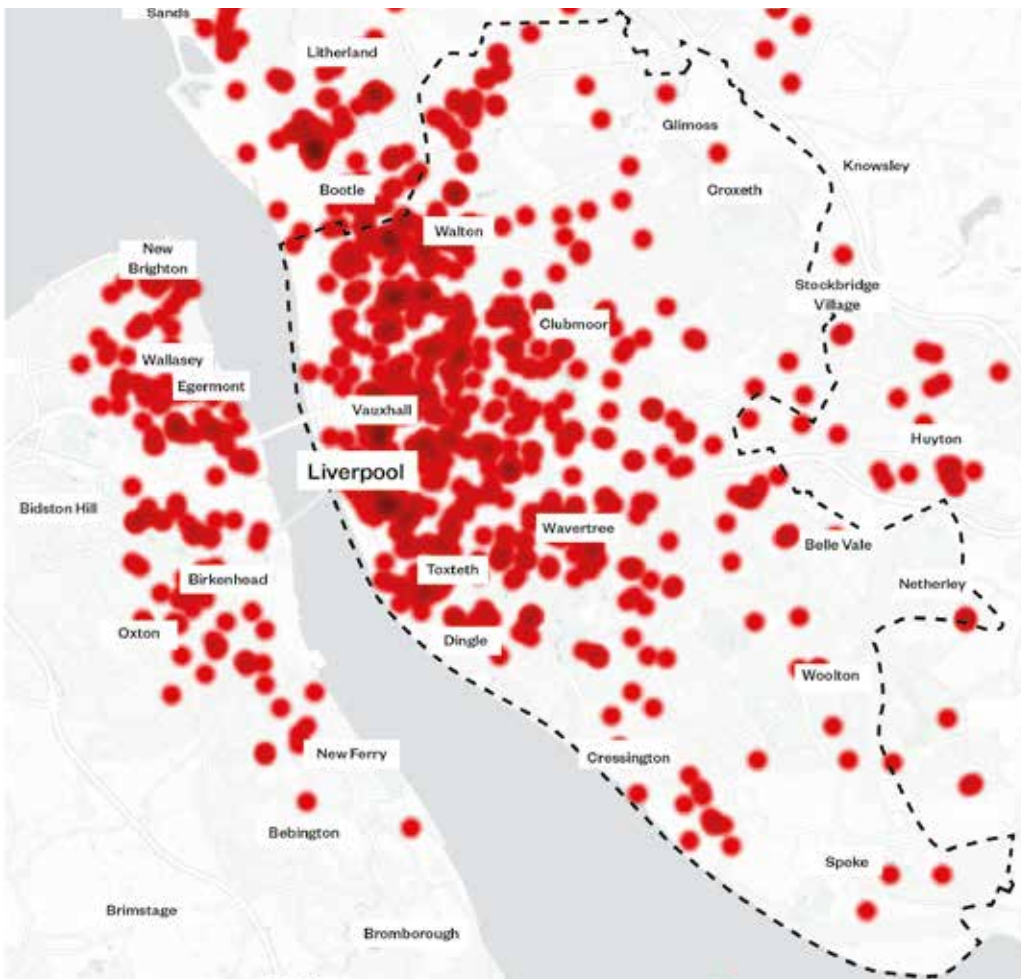
As a major port, Liverpool was a target for the German bombing raids aimed at the city centre and docks.

The bombings caused extensive damage to Liverpool's infrastructure, including the destruction of homes, civic buildings, businesses, and port facilities. More than 9,000 homes were damaged, nearly one-third of the total houses in Liverpool. Around 4,000 people were killed, making Liverpool the city with the second highest number of deaths in the UK.

The city underwent significant reconstruction after the war, focusing on rebuilding the infrastructure, homes, and businesses that had been damaged or destroyed. Development

included many new housing estates, such as Speke and Gateacre, and developments in Woolton, Wavertree, and West Derby, as well as council housing in Huyton.

In addition to post-war rebuilding, Liverpool experienced extensive slum clearance programmes between the 1950s and 1980s. Large areas of inner-city terraced housing, often overcrowded and lacking basic amenities, were demolished as part of efforts to improve living conditions. New low density, low scale detached and semi detached housing built in its place or high-rise flats which were hugely unpopular and many demolished not long after being built in the late 80s.



Bomb damage during WW2



A photo of Mill Road Infirmary after it was bombed in WWII



Netherfield Road leading to Everton Terrace - demolished in the 1960s



A photo of Lord Street, Merseyside after the fire damage from the May Blitz



A panoramic view of the city's destruction caused by the Blitz bombings



An aerial photo showing the extensive damage to the docks and commercial centre of Liverpool

2.6 Emerging context

City Centre

- The regeneration in this area is guided by the SPDs and the SRFs;
- The majority of recent residential developments consist of infill sites or re-purposed old buildings with heritage value.

Strategic Investment areas (Local Plan)

- The strategic investment areas include the City Centre and the northern waterfront area, employment areas such as Fazakerley and Speke, and Speke Investment Zone (pharmaceutical production).

Mayoral development zones (Local Plan)

- These include areas around Anfield and Vauxhall, and recent residential developments (infill sites or conversion of warehouses).

Sites allocated for housing (Local Plan)

- Major sites identified in the Local Plan are Fazakerley (500 homes) and Riverside (total 418 homes).

Local Plan Site Allocations

Site Number	Ward	Net Capacity
1	Fazakerley	500
2	Kirkdale	68
3	Norris Green	25
4	Old Swan	150
5	Picton	30
6	Princes Park	37
7	Princes Park	40
8	Riverside	155
9	Riverside	48
10	Riverside	180
11	Riverside	20
12	Riverside	15
13	Speke-Garston	84
14	West Derby	37

Liverpool Waters granted permission (Ref: 100/2424) 9000 homes

- | | | | |
|--|---|---|---|
|  | Liverpool City Boundary |  | Recent residential developments +100 homes |
|  | Liverpool City Centre Boundary |  | Sites allocated for Housing in the Local Plan 2013-2033 |
|  | Mayoral Development Zones as indicated in the Local Plan 2013-2033 |  | Festival Gardens |
|  | Strategic Investment Areas as indicated in the Local Plan 2013-2033 |  | Liverpool Waters |

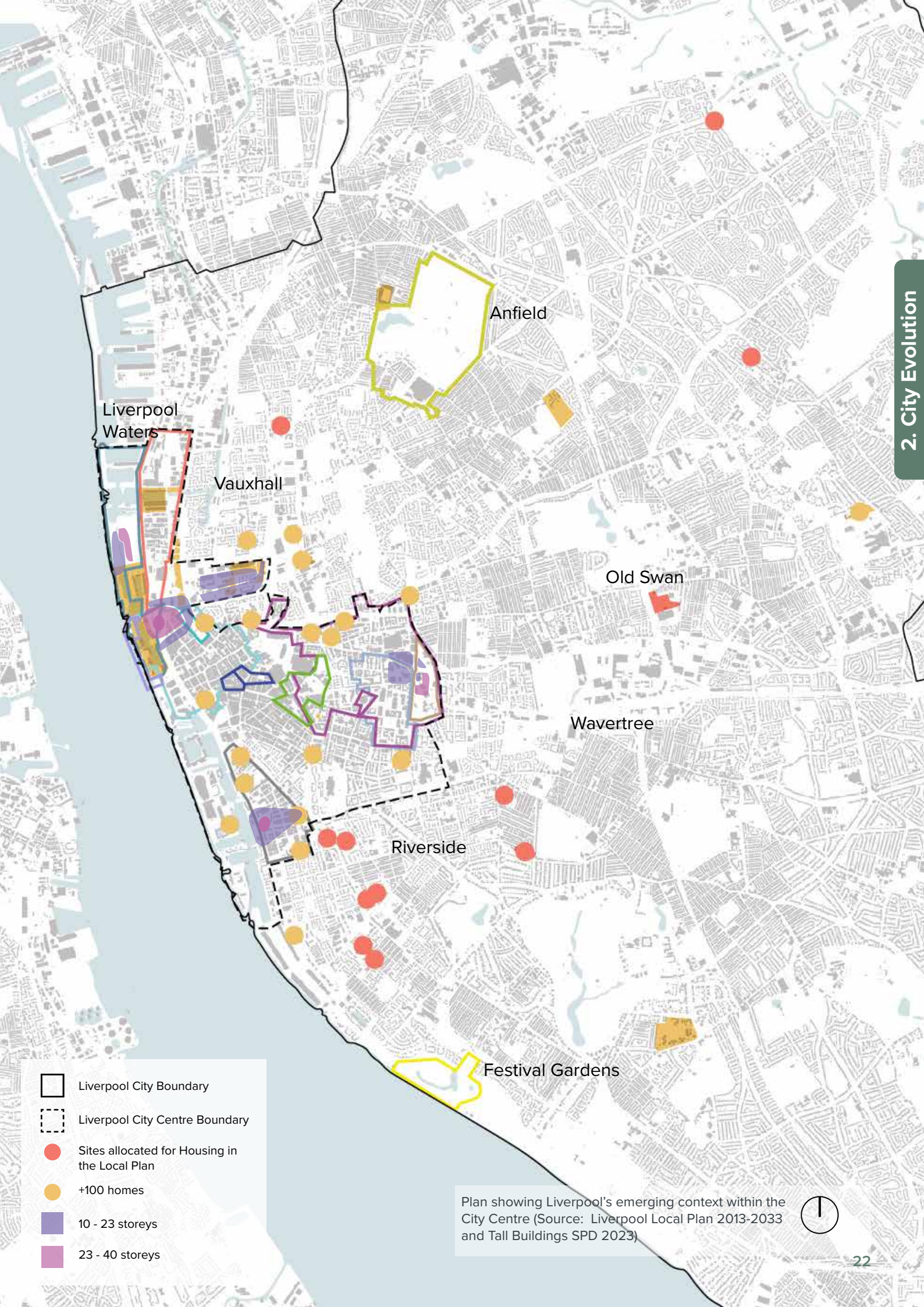
Plan showing Liverpool's emerging context
Source: Liverpool Local Plan



2.7 Emerging context - key sites

The plan to the right hand side illustrates the emerging context within Liverpool City Centre with the following key regeneration sites:

- Liverpool Waters** - A major development area including a waterfront regeneration mixed use scheme covering an area of 60 hectare dockland site. The proposals include new homes, business space, hotels, food and beverage space, and parking.
- Festival Gardens Site** - Residential led proposal along the waterfront to the south of Liverpool on the site former part of the International Garden Festival celebrations launched by Queen Elizabeth II in 1984.
- Ten Streets SRF** - Spatial regeneration framework for Liverpool's North Docks district covering over 125 acres of the Northern Fringe. The Framework looks to improve the quality of open spaces, improve the connectivity, make better use of vacant sites, improving highway infrastructure, including non residential uses and improve pedestrian and vehicular links to the adjoining areas.
- Commercial Business District SPD (2022)** The Commercial Business District (CBD) Supplementary Planning Document identifies 5 distinct character zones reflective of the heritage and growth of the City of Liverpool including: the Historic Merchant City, the Historic Waterfront, the Modern Waterfront, the Modern Business District and Haymarket.
- Cavern Quarter and Williamson Square SPD (SRF) (2022)** - Supplementary Planning Document for the area around Cavern Quarter and Williamson Square.
- Upper Central SRF** - Focused around the Upper Central area, once referred to as "Knowledge Quarter Gateway" covering 56 acres. Upper Central will connect Paddington, the Universities, the Knowledge Quarter Interchanges and the City Centre.
- Paddington Village SRF** - Sitting adjacent to the City's two Universities, the Royal Liverpool University Hospital and School of Tropical Medicine Paddington Village has been identified as the key development opportunity to attract investment and for strategic economic regeneration goals to be realised through the knowledge-based sector.
- Anfield Spatial Regeneration Framework SPD** - The Framework covers the area of Anfield, situated approximately 3km to the north of the city centre, an inner city Victorian community characterised predominantly by neighbourhoods of terraced properties.
- Baltic Triangle SPD (SRF) (2022)** - The framework includes the triangular area to the south of the city centre, surrounded by a number of the city's key strategic regeneration areas. It has been identified as centre for creative and digital industries and independent cultural attractions.
- Knowledge Quarter** - The Upper Central Spatial Regeneration Framework (formerly Knowledge Quarter Gateway) was approved by Liverpool City Council in 2020, running from Central Station to Liverpool Science Park and Lime Street to Bold Street. This will link into the wider Knowledge Quarter area.
- Pall Mall Area** - Located within Liverpool's Commercial District, Pall Mall is a 1.2 hectares site including office space, a hotel, associated retail and leisure amenities, landscaped green space and public realm.
- Ferry Terminal Area** - Woodside Ferry Terminal upgrade including new homes, hotels, active ground floor uses, car parks, event space, improve connections.



- Liverpool City Boundary
- Liverpool City Centre Boundary
- Sites allocated for Housing in the Local Plan
- +100 homes
- 10 - 23 storeys
- 23 - 40 storeys

Plan showing Liverpool's emerging context within the City Centre (Source: Liverpool Local Plan 2013-2033 and Tall Buildings SPD 2023)



2.8 Development growth over time

Characterisation for Liverpool in 1850

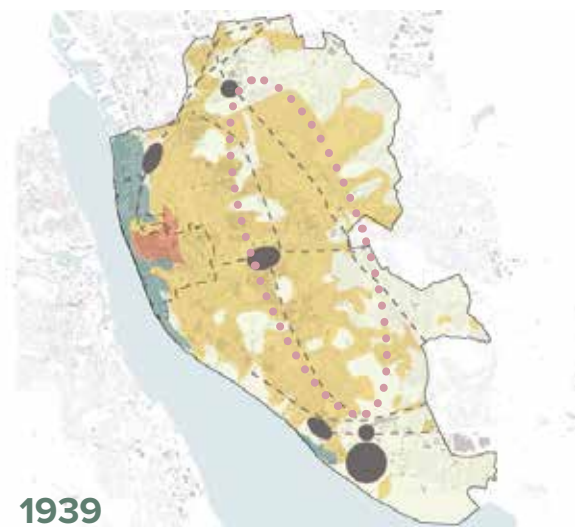
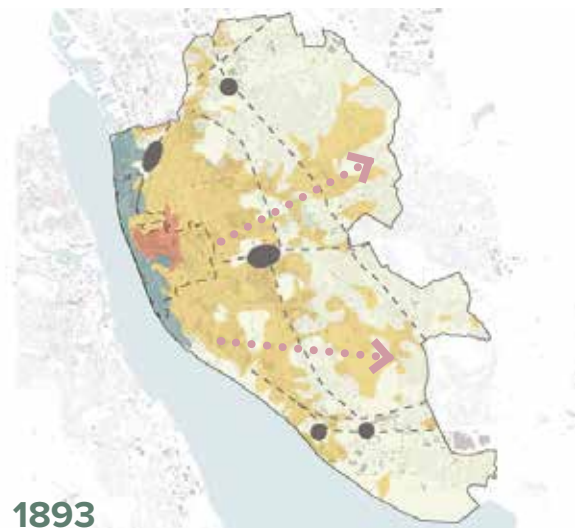
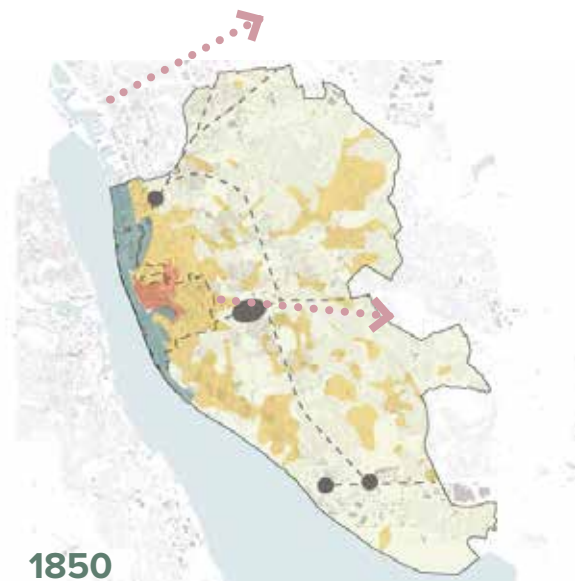
- The river front includes industrial and commercial areas (33.7% of the industrial areas are dating pre-1900)
- Residential development started around the industrial and commercial areas. Housing was built in inner city areas from 18th Century, providing housing for Merchants and working class.
- The majority of land was classified as greenfield

Characterisation for Liverpool in 1893

- Expansion started to the East as people preferred detached housing and moved to the more suburban areas
- Detached housing started to develop with the introduction of railway and trams
- Pre-1900 Victorian and Georgian housing can still be seen untouched in the centre of the city
- Affluent housing built next to public parks
- Gridiron terraced housing were developed to accommodate industrial workers, these houses were associated with factories, mills, shops and public buildings

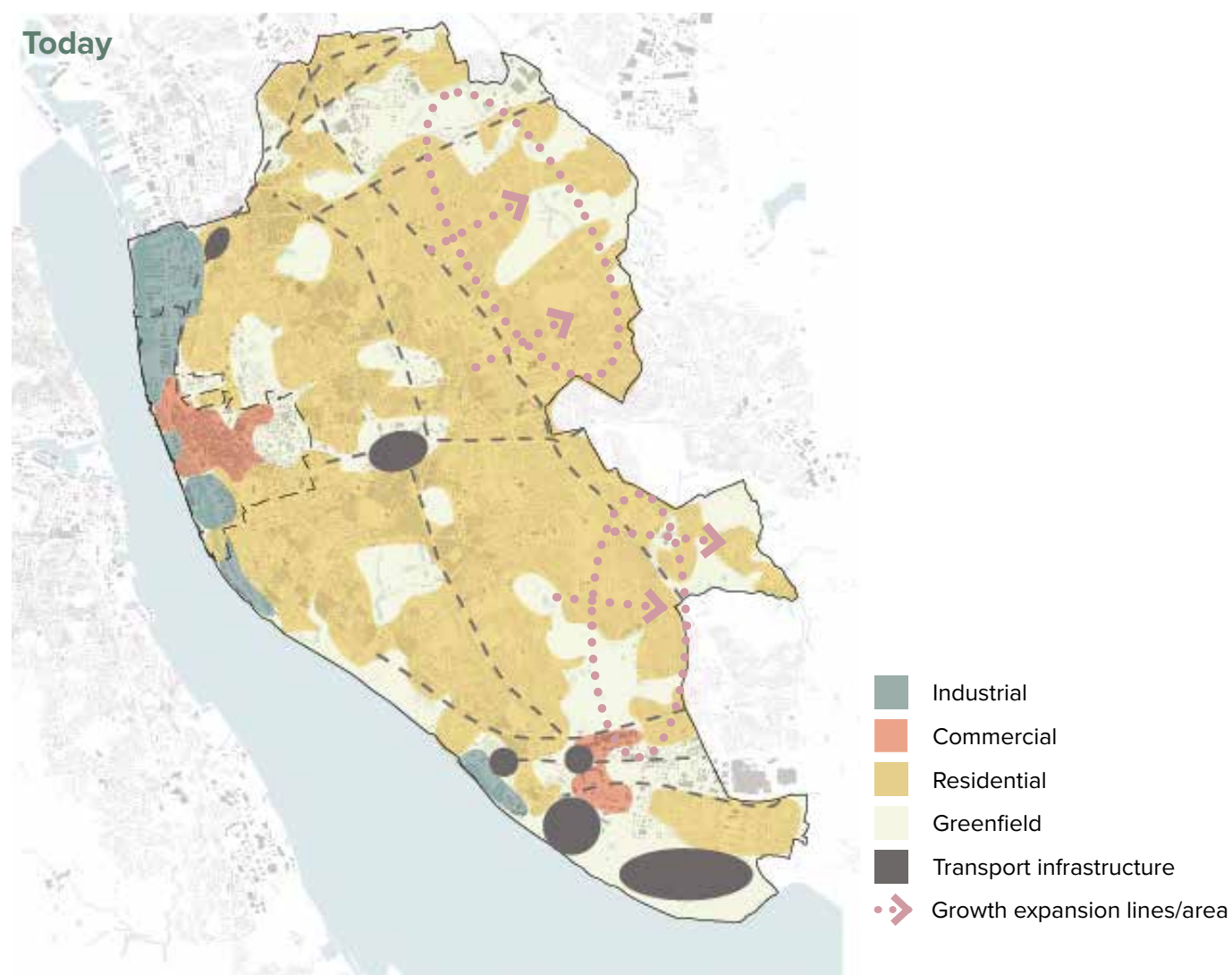
Characterisation for Liverpool in 1939

- Demolition had been undertaken of Liverpool's slum 'court' housing.
- 95% of the inter-war housing estates such as Norris Green and Speke built to east to rehouse residents.
- 30.1% of the terraced housing was constructed at the beginning of the 20th century (1901-1939)
- Post-war there was a decrease of terraced housing due to the damage of the war and people preferring detached housing away from the crowded city centre
- Examples of post-war council housing can be seen at Huyton and Speke
- Terraced housing in the form of model village is found at Wavertree Garden Suburb



Current Characterisation for Liverpool

- Large-scale demolition undertaken of unsanitary housing mainly to the outer areas of the city centre throughout 20th Century - new modern housing built in its place
- Over 48% of the total area is residential use, represented mainly by semi-detached and terraced housing
- 8.9% of the total area comprises industrial land; 33% of which is dated pre-1900 and is located in three different locations along the river front
- Commercial areas are the 5% of the total area, with 9% of the overall commercial zones located in the commercial core
- The transport infrastructure takes 5.4% of the total area. This was a major influence for the development of detached housing
- Recreational and green spaces take around 17% of the total area. This includes sports ground, public parks, designated parkland and allotments
- Modern housing and high-rise blocks sit within the commercial core and river front.



Merseyside Historic Characterisation Project 2004 – 2011 by Merseyside Archaeological Advisory Service in conjunction with the National Museums Liverpool, with support from English Heritage (Historic England).



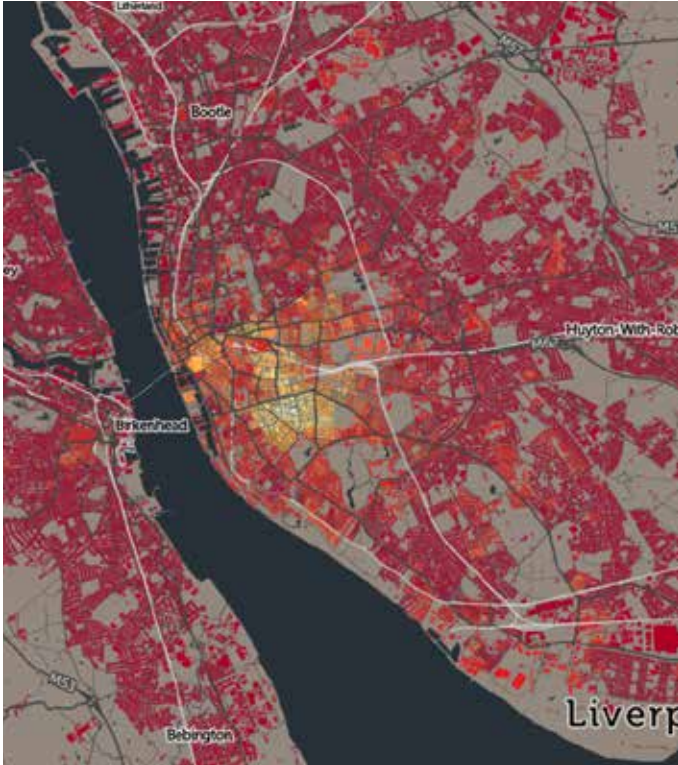
Chapter 3:

Understanding

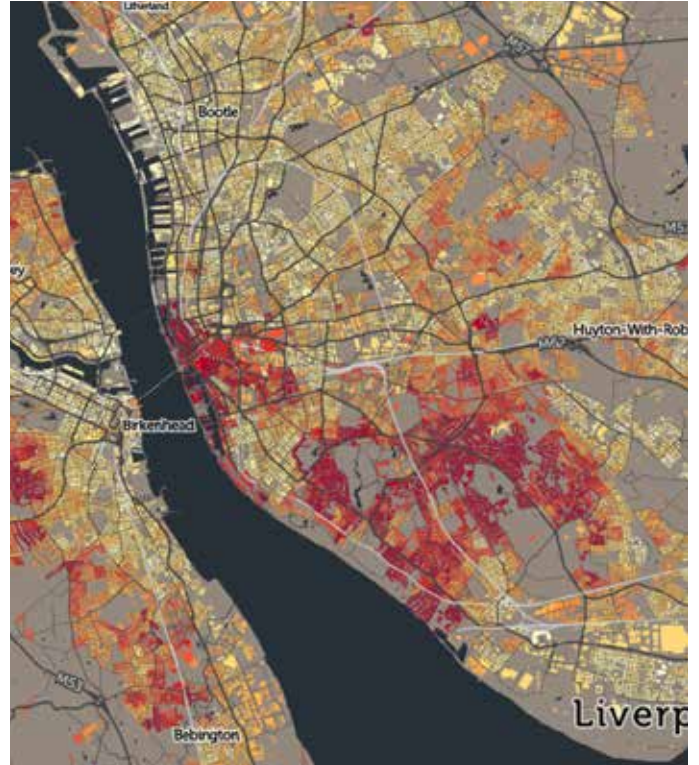
the city

3.1 Population mapping (2011 Census Mapped Data)

White ethnic group



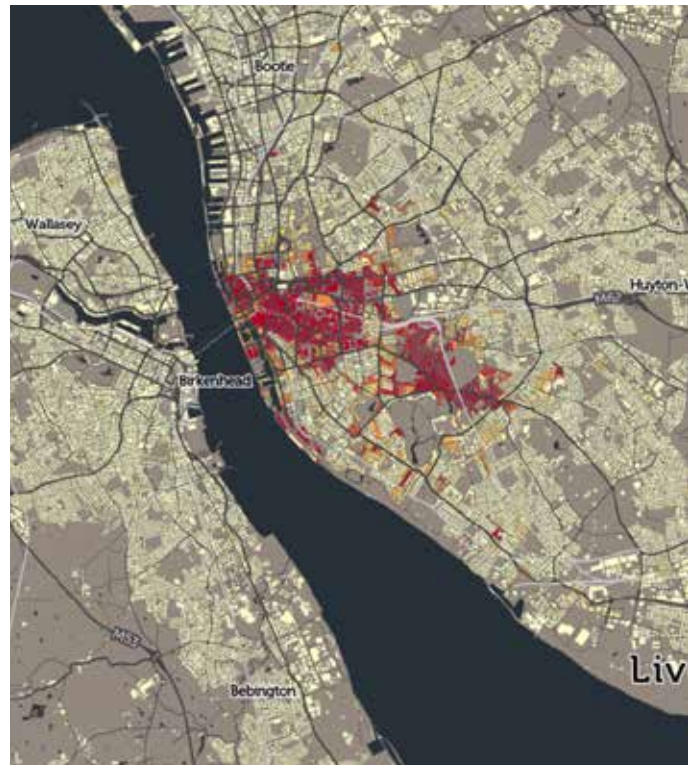
Professional occupations



Very healthy population



Full-time students



House types mapping (2011 Census Mapped Data)

Semi-detached



Detached



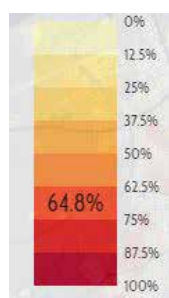
Terraced housing



Flat/maisonette (converted shared house)



Flat/maisonette (purpose built block of flats)



3.2 Building heights

A number of tall buildings are located within the City Centre, including the Three Graces, the Anglican and Metropolitan Cathedrals and St John's Beacon (Radio City Tower), which serve as distinct landmarks.

A clear cluster of tall buildings can be identified around Old Hall Street.

Within the city centre area, the emerging Waterfront high rise developments are expected up to 50 storeys.

North of the City Centre, and within the inner neighbourhoods, building heights typically average around 5 storeys. In suburban areas, buildings are primarily 2-3 storeys high.



Broad heights diagram

- Up to 5 storeys
- 16+ storeys
- Up to 3 storeys
- Liverpool City Boundary
- Liverpool City Centre Boundary



Four storey Victorian villas close to Sefton Park



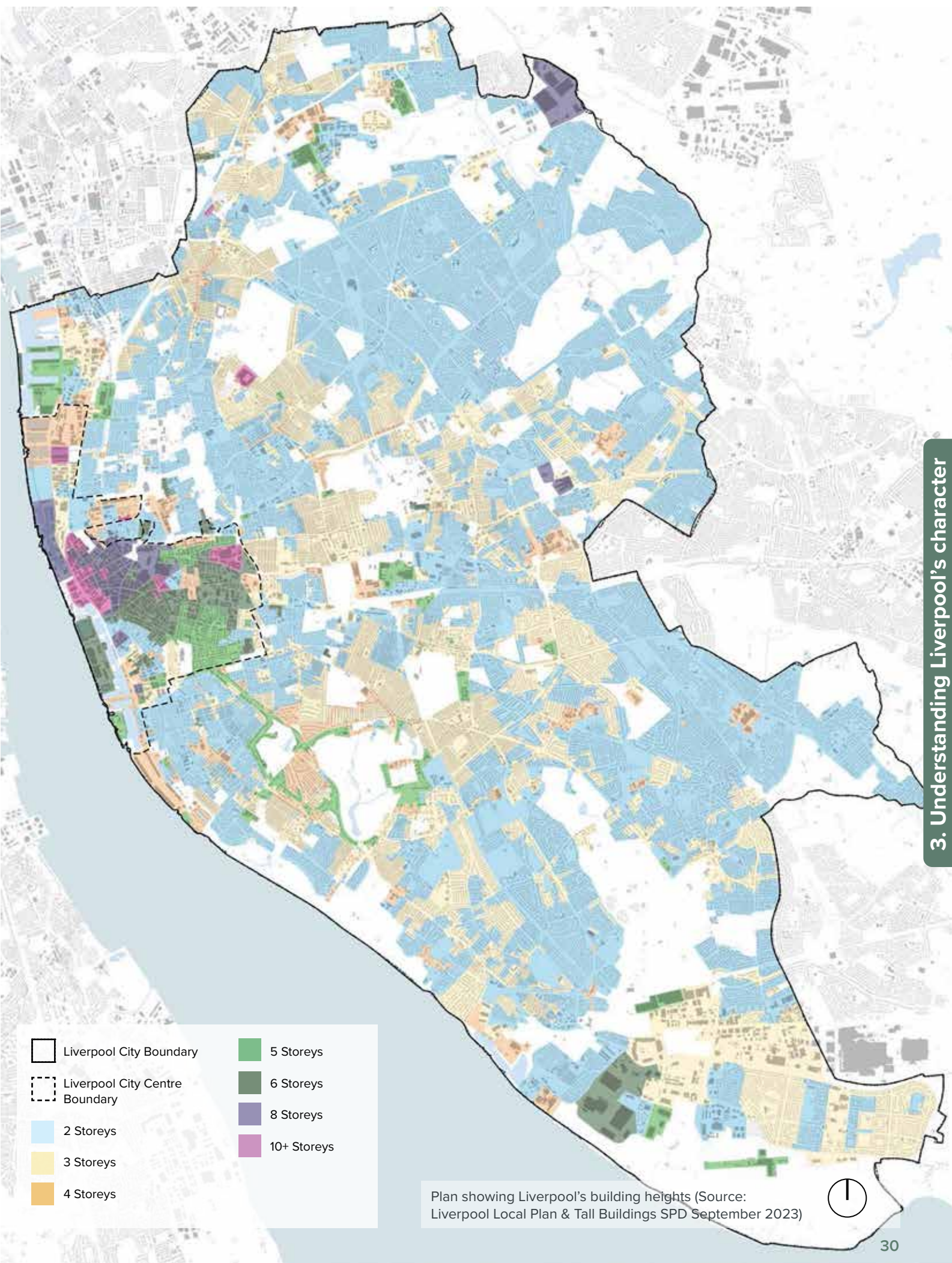
Four storey Georgian Townhouses with basement level



Three storey Victorian semi-detached with basement



140m tall West Tower in the city centre



- | | |
|--|---|
|  Liverpool City Boundary |  5 Storeys |
|  Liverpool City Centre Boundary |  6 Storeys |
|  2 Storeys |  8 Storeys |
|  3 Storeys |  10+ Storeys |
|  4 Storeys | |



3.3 Development density

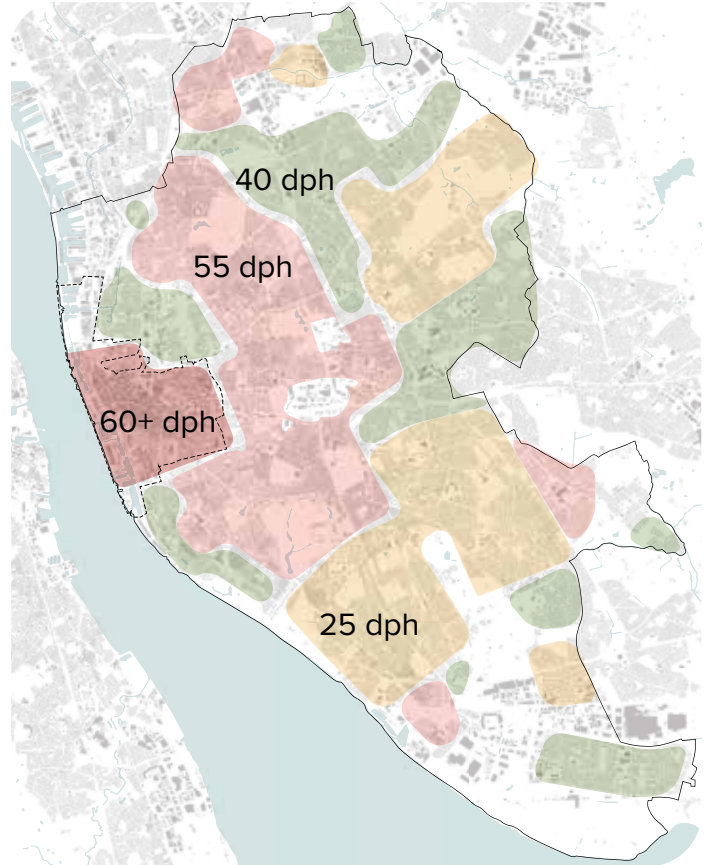
Higher densities can be found in the City Centre (northern areas and along the waterfront), with an average of 60+ dwellings per hectare (dph).

Low-rise housing developments are within and around the Baltic Triangle and the Georgian Quarter area, with an average density of 50 dph.

Terraced housing, characterised by a regular urban grain and an average density of 55 dph, can be found within the inner neighbourhoods.

In the areas characterised by large villas around public parks there is an average density of 15 dph.

Suburban areas include semi-detached and detached dwellings with an average density of 25 dph. The average density of housing estates and social housing is 30-50 dph.



Broad urban density diagram

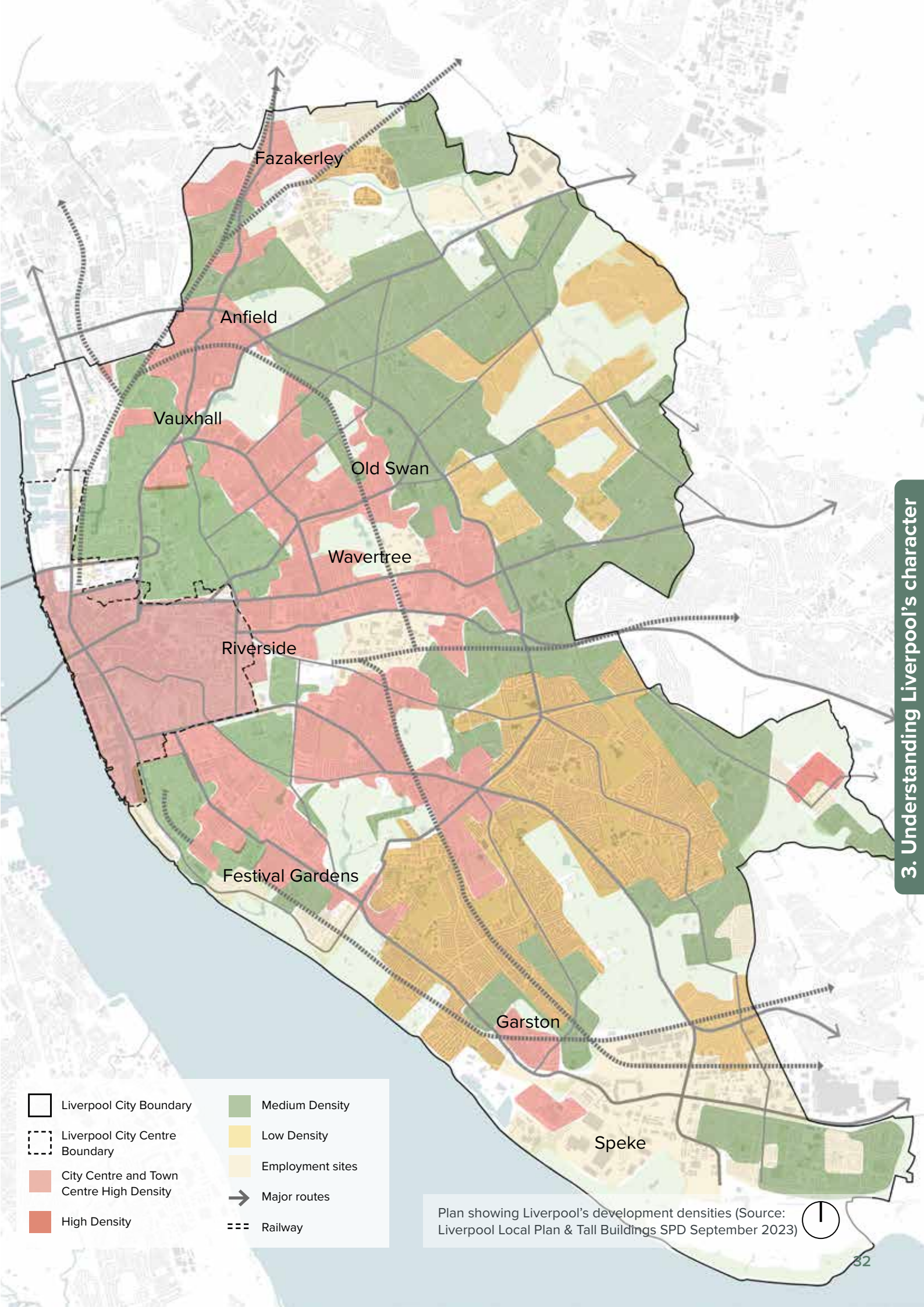


Suburban



City Centre





- | | | | |
|---|---|---|------------------|
|  | Liverpool City Boundary |  | Medium Density |
|  | Liverpool City Centre Boundary |  | Low Density |
|  | City Centre and Town Centre High Density |  | Employment sites |
|  | High Density |  | Major routes |
| |  | | Railway |

Plan showing Liverpool's development densities (Source: Liverpool Local Plan & Tall Buildings SPD September 2023)



3.4 Heritage assets

Within the City Centre there are a number of listed buildings and non-designated heritage assets.

There is over 1500 listed buildings within Liverpool of special architectural or historic interest includes.

The Georgian Quarter is characterised by its distinctive grid plan and many Georgian townhouses, among which many listed buildings are located.

Liverpool's waterfront is iconic for the city's image, with the Royal Albert Dock housing the largest single collection of Grade I listed buildings in the country.

The inner neighbourhoods include Sefton Park, a Grade I historic park.

A number of conservation areas are located around public parks and historical neighbourhoods.

All suburban Villages and Suburban Garden Estates are within a conservation area. The majority of the conservation areas are located within the City Centre, followed by around and including Sefton Park, with a few situated to the south east and the remainder to the north.

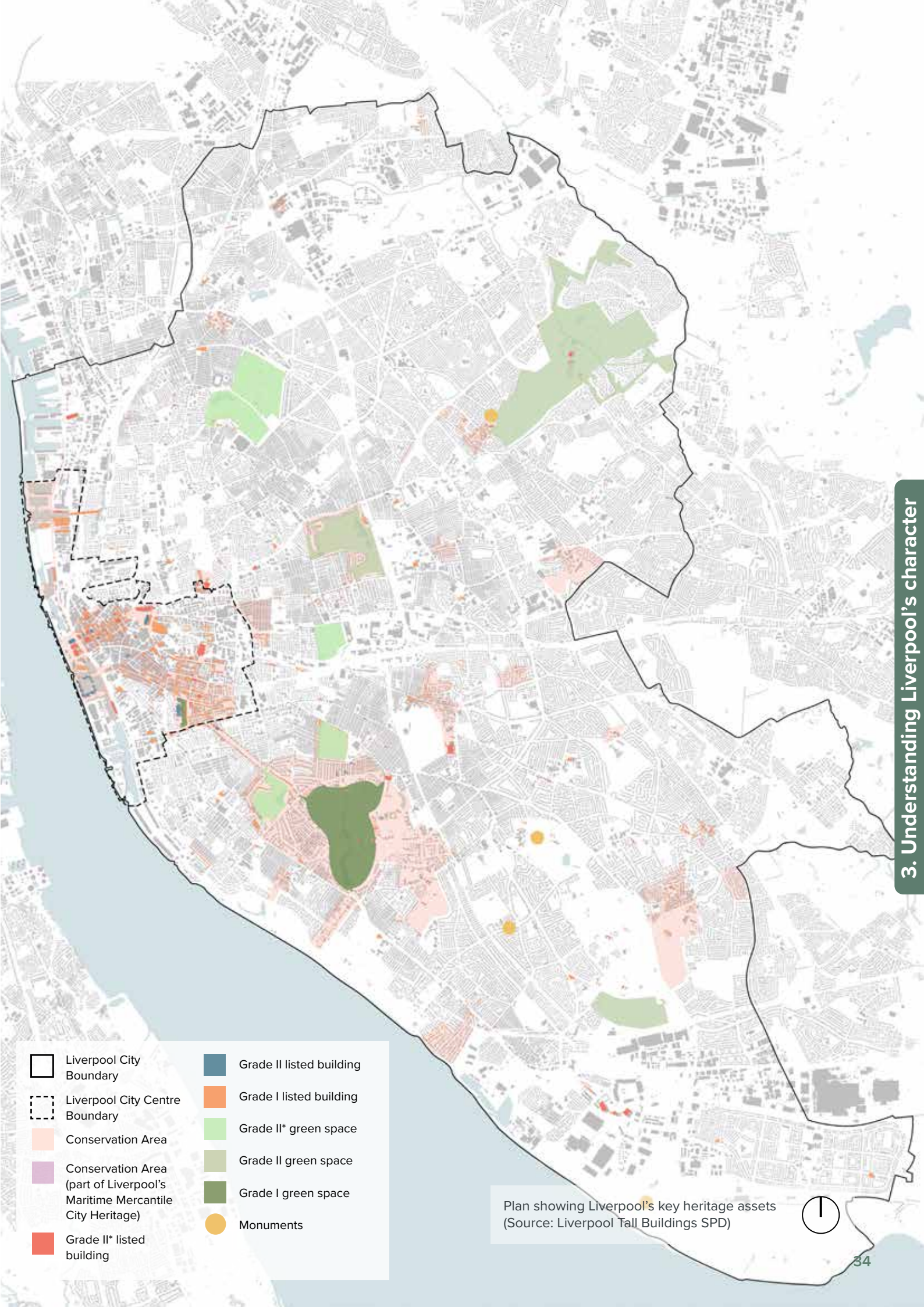
- City Centre
- Ancient Village Settlements
- Georgian Terraces
- Victorian Park estates
- Victorian Villa Suburbs
- Victorian Terraces
- 20th Century 'garden estate' housing
- Exception Areas

Conservation Area

Duke Street
Royal Albert Dock
Castle Street
William Brown Street
Walton on the hill
West Derby Village
Knotty Ash
Wavertree Village
Childwall Abbey
Gateacre Village
Woolton Village
Canning Street
Rodney Street
Shaw Street
Newsham Park
Grassendale and Cressington Park
Sefton Park
Fulwood Park

Conservation Area

Princes Park
Mossley Hill
St Michael Hamlet
Grove Park
Derwent Square
Toxteth Park & Avenues
Princes Road
Kensington Fields
Ogden Close
Muirhead Avenue
Newenham Crescent
Wavertree Garden Suburb
Hunts Cross
Lark Lane
Mount Pleasant
Stanley Dock
Edge Hill
Hartley's Village



- Liverpool City Boundary
- Liverpool City Centre Boundary
- Conservation Area
- Conservation Area (part of Liverpool's Maritime Mercantile City Heritage)
- Grade II* listed building
- Grade II listed building
- Grade I listed building
- Grade II* green space
- Grade II green space
- Grade I green space
- Monuments

Plan showing Liverpool's key heritage assets
(Source: Liverpool Tall Buildings SPD)

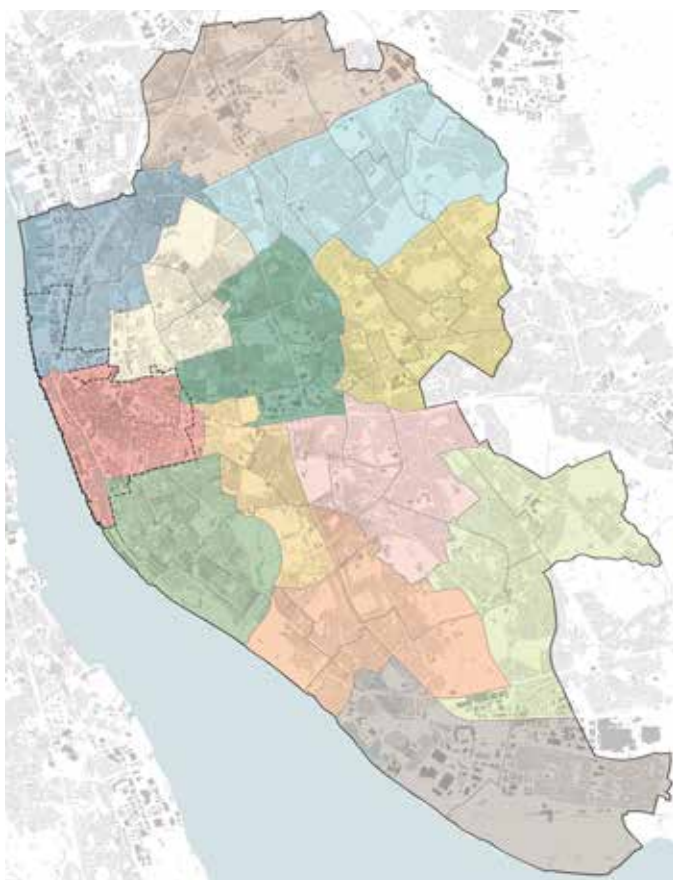


3.5 Socio-economic character

Following a Boundary Commission Review, Liverpool now has 64 electoral wards.

Liverpool has also implemented a Neighbourhood Model to transform the way it delivers frontline services. The new model divides the city into 13 neighbourhood areas. Each neighbourhood is led by a senior manager, who will identify the key issues facing their neighbourhood, and work with partners and departments across the Council to address them.

The table in this page outlines the 64 electoral wards and 13 neighbourhood areas.



Liverpool Neighbourhood Areas

City Centre	
1	Brownlow Hill
2	Canning
3	City Centre North
4	City Centre South
5	Waterfront South
Area 1	
1	Fazakerley East
2	Fazakerley North
3	Fazakerley West
4	Orrell Park
5	Walton
Area 2	
1	County
2	Kirkdale East
3	Kirkdale West
4	Vauxhall
5	Waterfront North
Area 3	
1	Anfield
2	Everton East
3	Everton North
4	Everton West
Area 4	
1	Clubmoor East
2	Clubmoor West
3	Croxteth
4	Croxteth Country Park
5	Norris Green
6	West Derby Muirhead
Area 5	
1	Kensington & Fairfield
2	Old Swan West
3	Stoneycroft
4	Tuebrook Breckside Park
5	Tuebrook Larkhill
Area 6	
1	Broadgreen
2	Knotty Ash & Dovecot Park
3	Old Swan East
4	Sandfield Park
5	West Derby Deysbrook
6	West Derby Leyfield
7	Yew Tree

Area 7	
1	Dingle
2	Festival Gardens
3	Princes Park
4	Sefton Park
5	St Michaels
6	Toxteth
Area 8	
1	Arundel
2	Edge Hill
3	Greenbank Park
4	Smithdown
5	Greenbank Park
6	Smithdown
Area 9	
1	Calderstones
2	Childwall
3	Church
4	Wavertree Garden Suburb
5	Wavertree Village
Area 10	
1	Belle Vale
2	Gateacre
3	Much Woolton and Hunts
4	Cross
5	Woolton Village
Area 11	
1	Aigburth
2	Allerton
3	Grassendale & Cressington
4	Mossley Hill
5	Penny Lane
6	Springwood
Area 12	
1	Garston
2	Speke

3.6 Liverpool's population and housing market

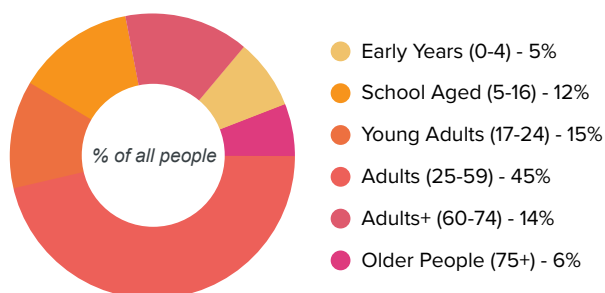
Population

- Liverpool has a young population (average 36 years)
- Second highest density population of the English Core Cities
- Dramatic rise in the number of older people
- Liverpool attracts students and young workers
- 48% of residents and 57% of children in Liverpool live in neighbourhoods that are among the 10% of most deprived areas in England



Housing stock

- Half of the residential dwellings are rented (26% private, 26% social)
- Lower proportion of detached houses compared with rest of England
- Over-representation of terraced houses compared with rest of England
- 1 in 4 properties in Liverpool were built pre-1900. This often linked to structural issues and hazards due to insufficient care and maintenance



Liverpool is an attractive and affordable place to live

The affordability ratio is significantly below the national average

Household projections

- Liverpool is forecast to have the highest growth across the City region by 2043
- 1 in 8 households in the city are occupied by a single person 65+. Increasing demand for home adaptations



Property market

- Property prices are low - £150,000 average price. The affordability ratio is significantly below the national average.
- Demand for affordable property to rent is high and increasing



3.7 Community infrastructure

City Centre

The main office and retail area within Liverpool is located within the City Centre, which is the Regional Centre and key to the economic growth of the City Region. The City Centre is the primary retail centre within the sub-region and offers cultural and tourist facilities. The City Centre is supported by a network of train stations which are located in close proximity.

Liverpool ONE (within the City Centre) includes an outdoor retail area, residential provision and a leisure complex.

The Waterfront is Liverpool's cultural hub, and includes iconic buildings such as the Three Graces, the Museum of Liverpool, and the Royal Albert Dock.

District and local centres

Liverpool's District Centres are Aigburth Road, Allerton Road, Belle Vale, Breck Road, Broadway, County Road, Edge Hill, Garston, Great Homer Street, London Road, Old Swan, Smithdown Road South, Speke, Walton Vale and Woolton

Local Centres are Aigburth Vale, Hunts Cross, Kensington, Knotty Ash, Lodge Lane, Muirhead Avenue East, Park Road, Prescott Road, Rice Lane, Rose Lane, Tuebrook, Wavertree High Street, West Derby Village.

The map to the right illustrates the distribution of district and local centres and highlights how some areas of Liverpool fall outside the 20-minute walking distance from any district or local centres.

Liverpool's main employment areas are Fazakerley, Old Swan and Speke.

Four high street corridors have been identified as having the potential to provide improvements in areas with low community infrastructure. These corridors are:

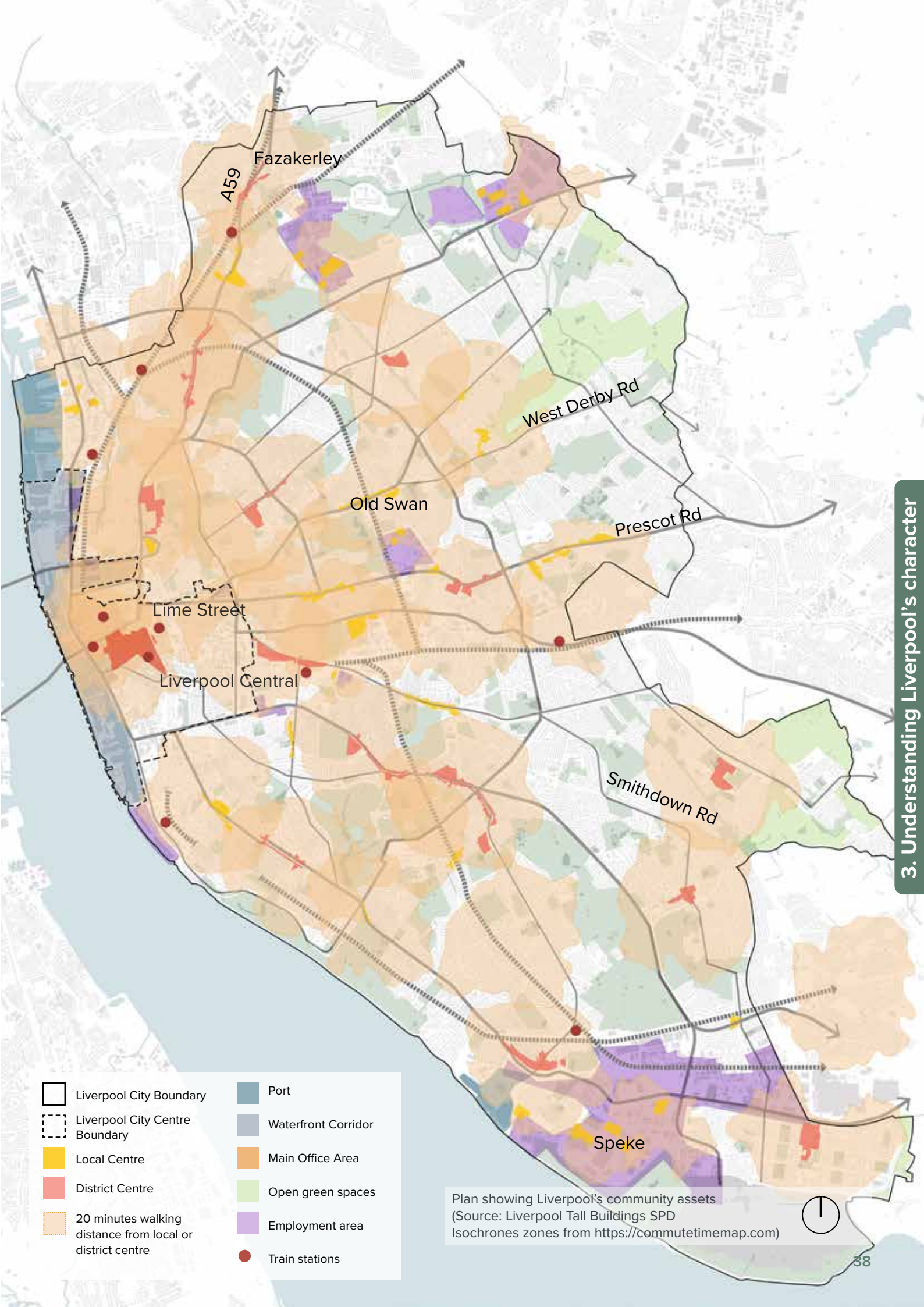
- The A59 - a key north south commuter corridor with the potential to include bus priority lanes and enhanced customer facilities;
- West Derby Road - active travel route, which would run for approximately 8km from Childwall through Wavertree and into the City Centre;
- Prescott Road - one of the Liverpool City Region's busiest bus corridors;
- Smithdown Road

Walkability and car ownership

The City Centre and the Waterfront Corridor have the lowest proportion of car ownership in Liverpool, with the highest proportion found within the low-density suburban areas.

Areas with a higher proportion of car ownership will require adequate parking infrastructure, both within residential plots and within suburban district and local centres. Conversely, parking requirements will be lower in areas well served by public transport, and that are relatively more walkable.

As the map to the right illustrates, areas closer to the City Centre tend to be more walkable. In contrast, walkability typically decreases as you move further from the City Centre into suburban areas and peripheral villages, where amenities are dispersed throughout large housing estates.



- | | | | |
|--|---|--|---------------------|
| | Liverpool City Boundary | | Port |
| | Liverpool City Centre Boundary | | Waterfront Corridor |
| | Local Centre | | Main Office Area |
| | District Centre | | Open green spaces |
| | 20 minutes walking distance from local or district centre | | Employment area |
| | | | Train stations |

Plan showing Liverpool's community assets
(Source: Liverpool Tall Buildings SPD
Isochrones zones from <https://commutetimemap.com>)



3.8 Topography and flood risk

Topography

The topography within Liverpool rises from the river front to the east. The City Centre sits approximately between 0 and 40 metres Above Ordnance Datum (AOD) with a couple of small areas reaching 50m AOD. Landmark buildings are located along the river front and the ridge line, providing the distinctive City silhouette.

The highest point, at 89m AOD, is located in Woolton, specifically to the east of Allerton Manor Golf Club and north of Woolton Woods Walled Garden.

East of the city centre, the topography reaches its second highest point, with 80m AOD to the north of Everton Park Playground.

The south of Liverpool is mostly flat, between 10 and 30m AOD.

Flood zones

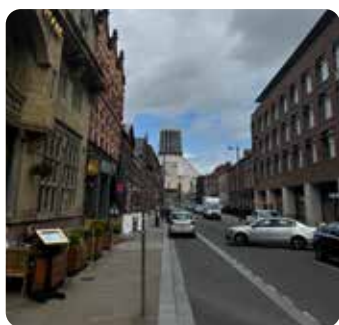
Flood zones are generally limited to the river edge, with some flood zones extending along key watercourses east of the city boundary.

Tidal flooding on the River Mersey occurs during high spring tides.

Key views

The Local Plan identifies three types of key views; panoramic, city-scale and local. It also identifies view cones sensitive to tall buildings, as well as the landmark buildings (e.g., Anglican Cathedral and Royal Albert Dock) within each view.

Key views take into account changes in topography and gaps/voids between buildings and both historic and contemporary landmarks are seen from various view angles.



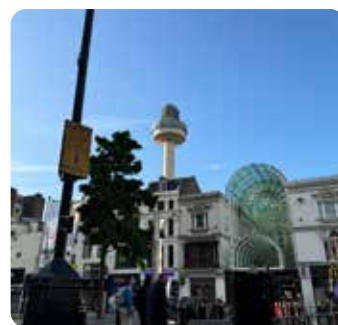
View of Liverpool Metropolitan Cathedral



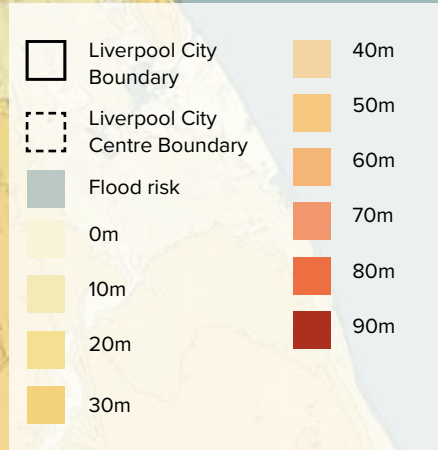
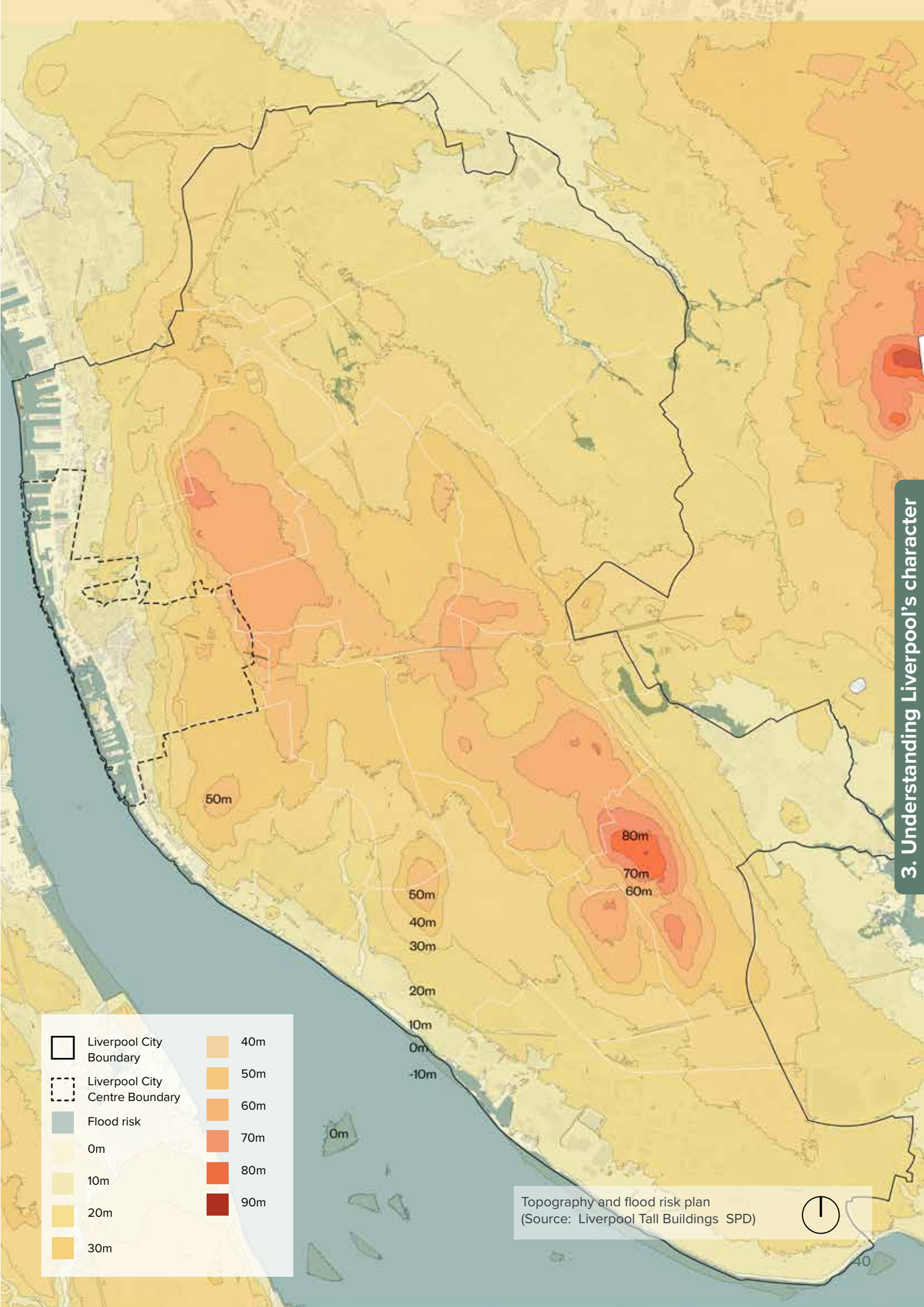
View of Liverpool Cathedral



View of Royal Liver Building from the waterfront



View of St John's Beacon from within the city centre



Topography and flood risk plan
(Source: Liverpool Tall Buildings SPD)



3.9 Green and blue infrastructure

Located on the east bank of the River Mersey, Liverpool features several open spaces, including docks, waterfront promenades, significant parks and other green areas.

Historic Parks, Local Nature Reserves and Local Wildlife Sites include Croxteth Country Park and Sefton Park both of which hold multiple designations.

Everton Park is located within easy walking distance from the city centre. Smaller open spaces can be found in the denser urban areas and include St John's Gardens and the Liverpool One Chavasse Park. Smaller civic spaces such as at Bixteth Street, Abercromby Square and St Peter's Square can also be found in the city centre.

Victorian parks include Princes Park, Sefton Park, Stanley Park, and Newsham Park.

Despite the variety of open spaces, their distribution and quality are inconsistent across the city. Liverpool city centre and areas to the north are not currently well-connected to open spaces, and there is significant potential for

improvement in their geographical distribution and quality. Another important issue is the lack of a continuous network of open spaces across Liverpool.

Other key green infrastructure include local wildlife sites, corridors, parks, allotments, street trees, the Mersey Estuary, the Leeds-Liverpool Canal, numerous playing fields and parks (some with lakes) and private gardens.

There are significant green infrastructure assets within the suburban areas such as areas of Green Belt at Croxteth, Netherley and Speke; the Mersey Estuary SPA/Ramsar/SSSI; a number of parks, including Sefton and Croxteth Park; and Local Nature Reserves.

Otterspool and Calderstones/Woolton include interconnected areas of parks and open spaces, contributing to the attractiveness of these residential suburbs.

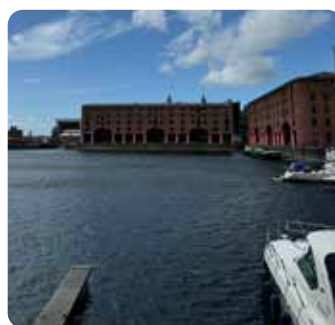
Liverpool includes a total of 15km of Main River, 29.7km of culverted watercourses and 3.6 km of open watercourse sections.



Disused railway turned green corridor in Belle Vale / Childwall



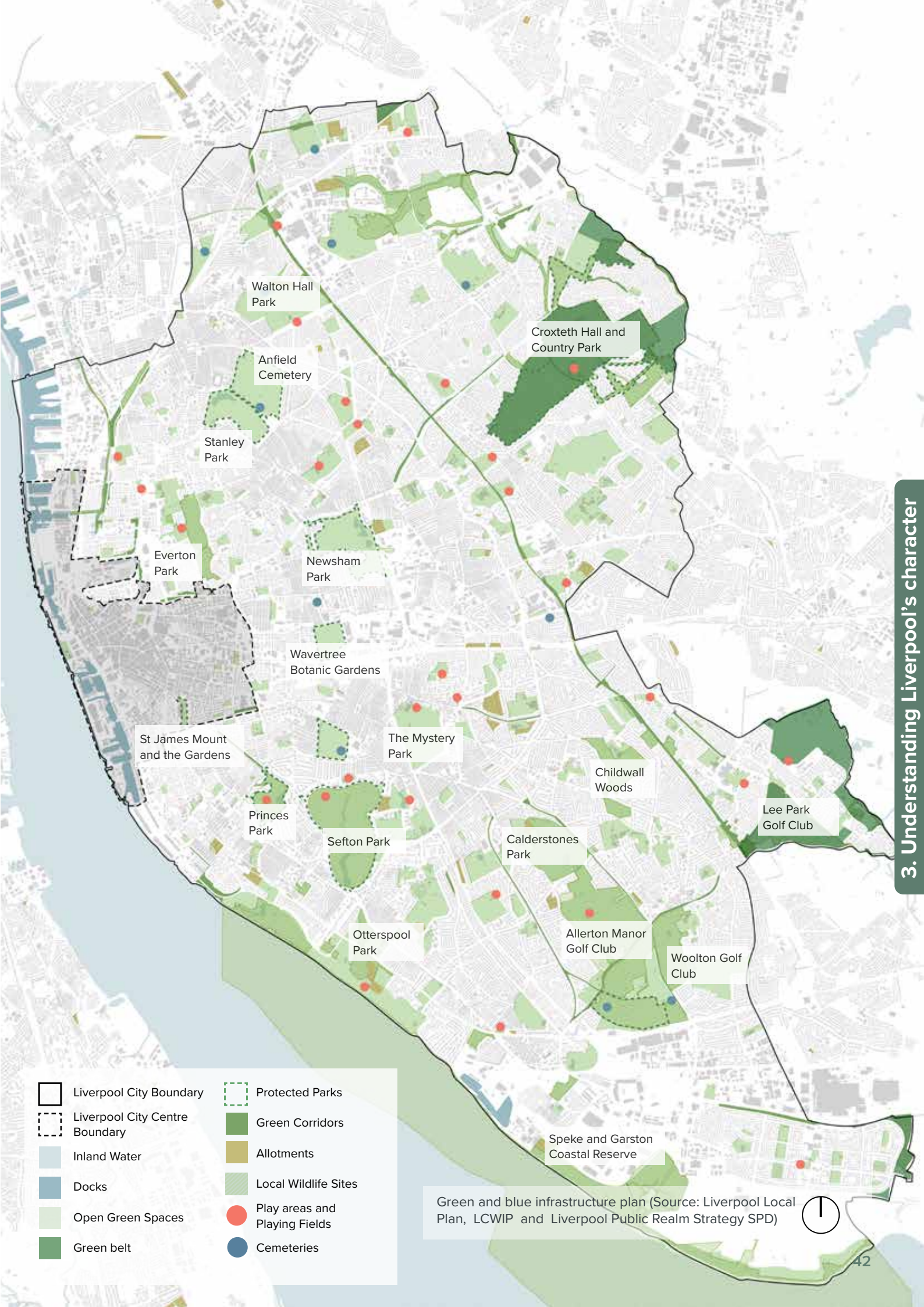
Greenbank Allotments



Royal Albert Dock - one of the country's most famous docklands



Princes Park - Victorian-age park with lake and sports and play facilities



	Liverpool City Boundary		Protected Parks
	Liverpool City Centre Boundary		Green Corridors
	Inland Water		Allotments
	Docks		Local Wildlife Sites
	Open Green Spaces		Play areas and Playing Fields
	Green belt		Cemeteries

Green and blue infrastructure plan (Source: Liverpool Local Plan, LCWIP and Liverpool Public Realm Strategy SPD)



3.10 Active travel

The plan to the right illustrates the strategic walking and cycling routes within Liverpool, and includes recommended walking and cycling routes identified as part of the Liverpool Local Walking and Cycling Plan (LCWIP).

Currently, the cycle network is fragmented with only a few continuous routes. The existing cycle routes in Liverpool include:

- **Route 56:** This route runs from Chester to Liverpool along former railways and through Wirral Country Park, ending in Liverpool.
- **Route 810:** This route connects Ainsdale and Liverpool via Liverpool and Everton football grounds, Crosby and Formby.
- **Route 62:** This route connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail, a long-distance path running from coast to coast across northern England. Part of Route 62 is formed by the Loop Line, which sits on a converted railway line abandoned in 1964. Works on the line started in 1988 and the final section was opened in 2000, providing a green cycle and pedestrian link.

According to the Public Realm Strategy SPD in 2019 only a quarter of journeys were undertaken by walking, and less than 5% by bicycles.

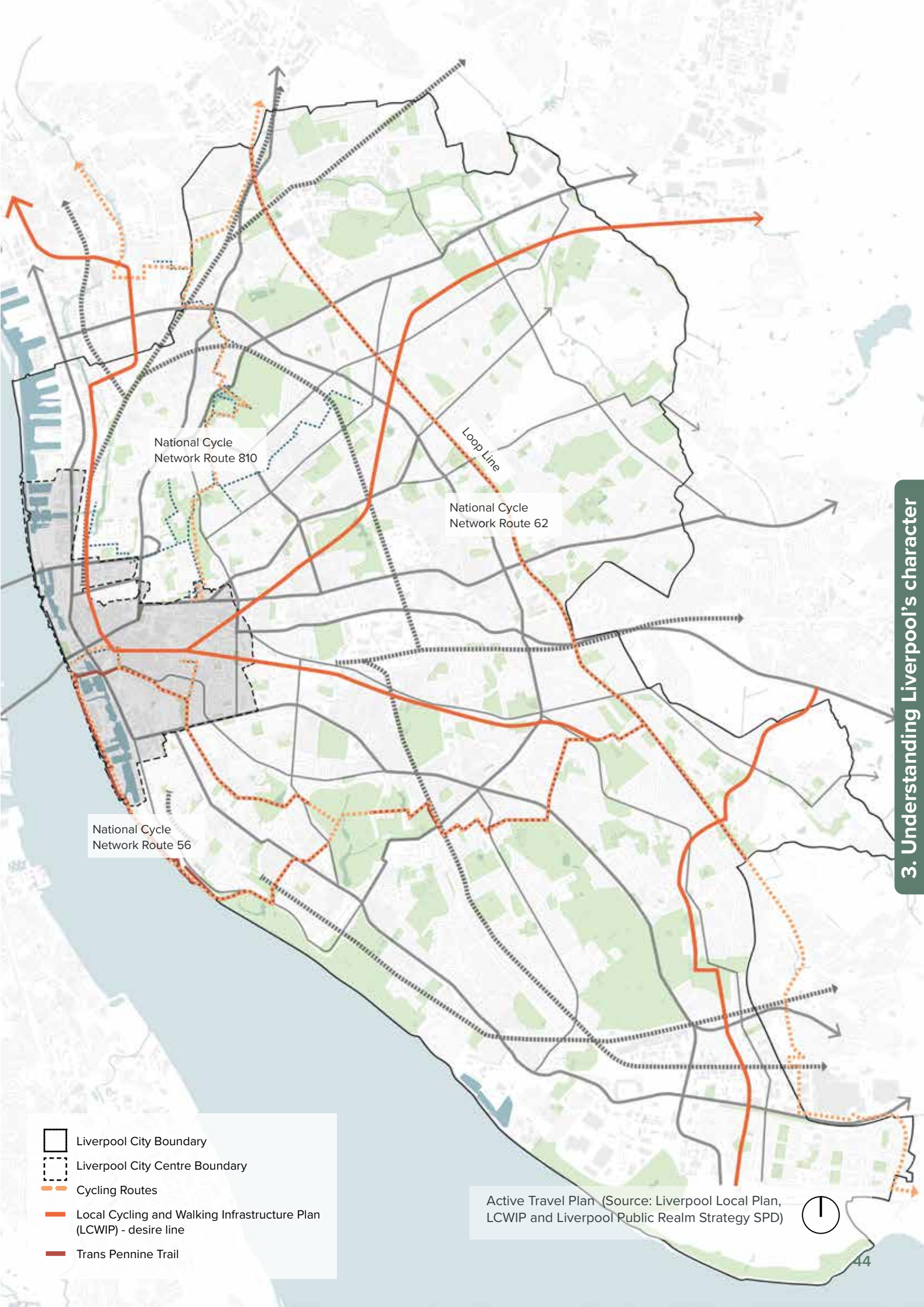
The Local Cycling Walking Infrastructure Plan (LCWIP) identifies 31 cycling and walking corridors. The document also identifies areas for walking improvements, which will be largely focused around city centre, towns, district centres and transport hubs. Connections between the city centre and outer neighbourhoods should also be improved.

The LWIP includes priority locations for new and upgraded walking and cycling routes (see diagram below). Phase 1 in addition to infrastructure improvements, includes interventions in green infrastructure, such as street tree planting and management of natural habitats and woodland. alongside walking and cycling improvements along key corridors.



Priority LWIP locations

- Phase 1
- Phase 2
- Phase 2a
- Phase 3



National Cycle
Network Route 810

Loop Line

National Cycle
Network Route 62

National Cycle
Network Route 56

- Liverpool City Boundary
- Liverpool City Centre Boundary
- Cycling Routes
- Local Cycling and Walking Infrastructure Plan (LCWIP) - desire line
- Trans Pennine Trail

Active Travel Plan (Source: Liverpool Local Plan, LCWIP and Liverpool Public Realm Strategy SPD)



3.11 Movement and transport

Liverpool is an international gateway supported by the Liverpool John Lennon Airport and the Port of Liverpool. Liverpool Lime Street rail station connects the City to the wider surroundings. Other key infrastructures include the Liverpool Cruise Terminal (Pier Head), Mersey Ferries Terminal (Pier Head) and Isle of Man Ferry Terminal (Pier Head), Liverpool Central rail station, Moorfields rail station, James Street rail station, the Mersey Tunnels, Queen Square bus station and Liverpool ONE bus station (which also hosts the National Express and Megabus coach services).

The distribution and coverage of the railway service and stations do not adequately serve the entire area outside the city centre. In these areas, the primary modes of travel are buses and private cars. The Council is currently working to improve active travel corridors outside the key railway axis.

The City has direct links to the national road network through the M62, M53, M57 and M58, with the A5036 providing strategic access to the strategic road network from the north of Liverpool.

The Draft Strategic Infrastructure Plan (SIP), which supports the emerging Spatial Development Strategy, identifies existing, funded, planned and aspirational strategic infrastructure that will be required to support the priorities and growth aspirations of the Spatial Development Strategy “Liverpool City Region up to 2040”. The adopted Local Plan and Infrastructure Delivery Plan recognise key locations for growth and investment. Within Liverpool City Council these locations include North Liverpool, the City Centre, Stonebridge/ Gillmoss/Aintree, Central Liverpool and South Liverpool.



Liverpool Lime Street railway station



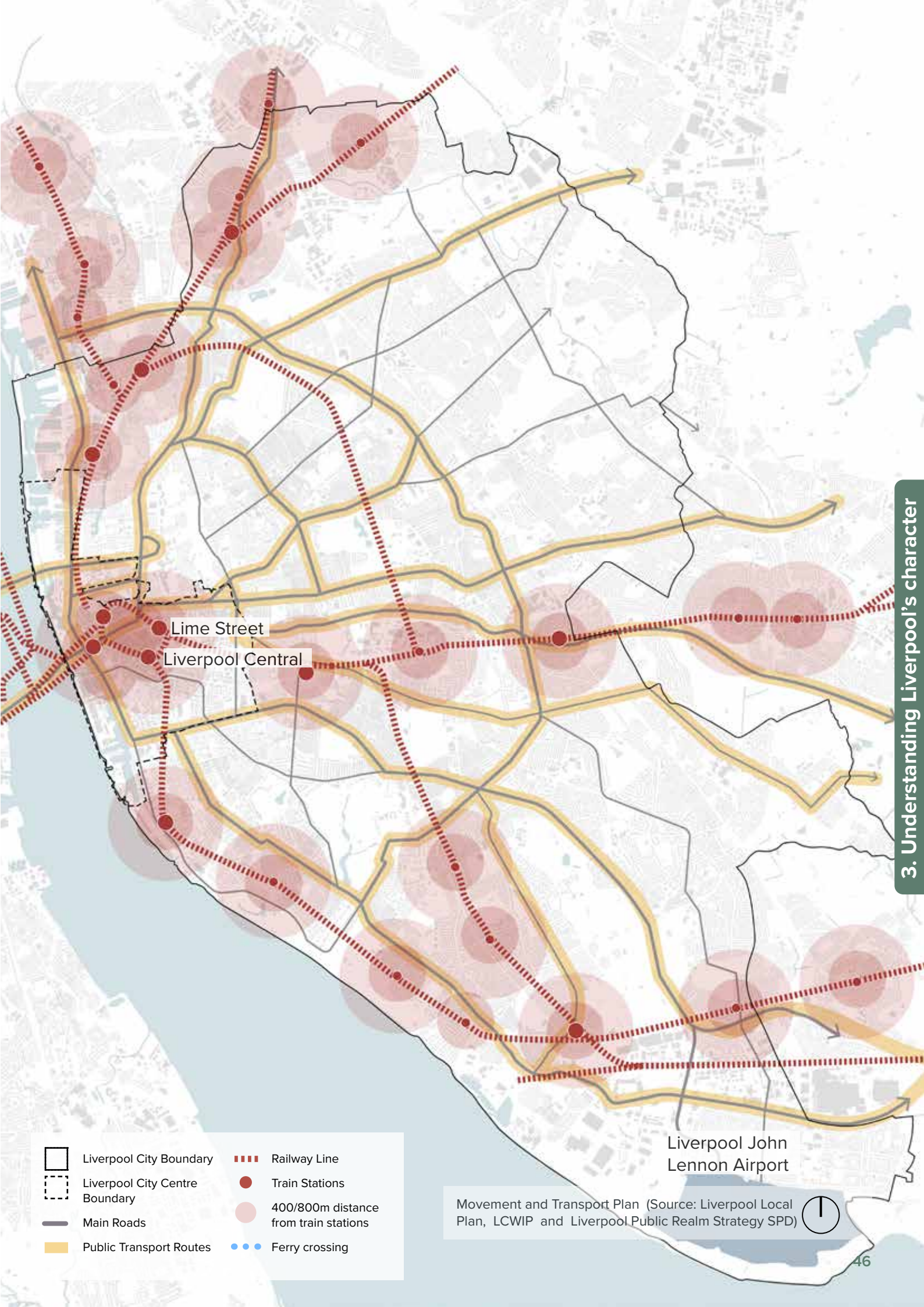
Yellow branding of Merseytravel bus stop



Queen Street Drive - forming part of the City's ringroad

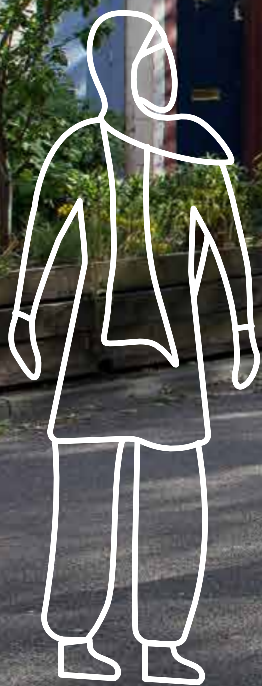


Wapping - main road on waterfront



Movement and Transport Plan (Source: Liverpool Local Plan, LCWIP and Liverpool Public Realm Strategy SPD)





Chapter 4:

Housing

character areas

4.1 Overview of the character areas

Liverpool's urban environment has been built over centuries and therefore comprises of different areas - each with its own unique character and strong features to protect and enhance. The preceeding chapters have provided the background and context to define the following character areas. The standards within the Liverpool Housing Design Guide is tailored to these character areas to ensure future development protects and enhances the unique character of each.

City Centre

Georgian and Victorian town and mews housing
Victorian converted warehouses
Modern mid to high-rise apartment buildings
Late C20 and modern day housing development



Waterfront corridor

Victorian converted warehouses
Tall high rise
Modern wharf
Late C20 and modern day housing development



City centre expansion

Late C20 and modern day housing development
Pockets of existing Victorian terraced housing remain



Inner neighbourhoods

Period detached and semi-detached villas
Edwardian and Victorian terraced housing
Late C20 and modern day housing development



Suburban

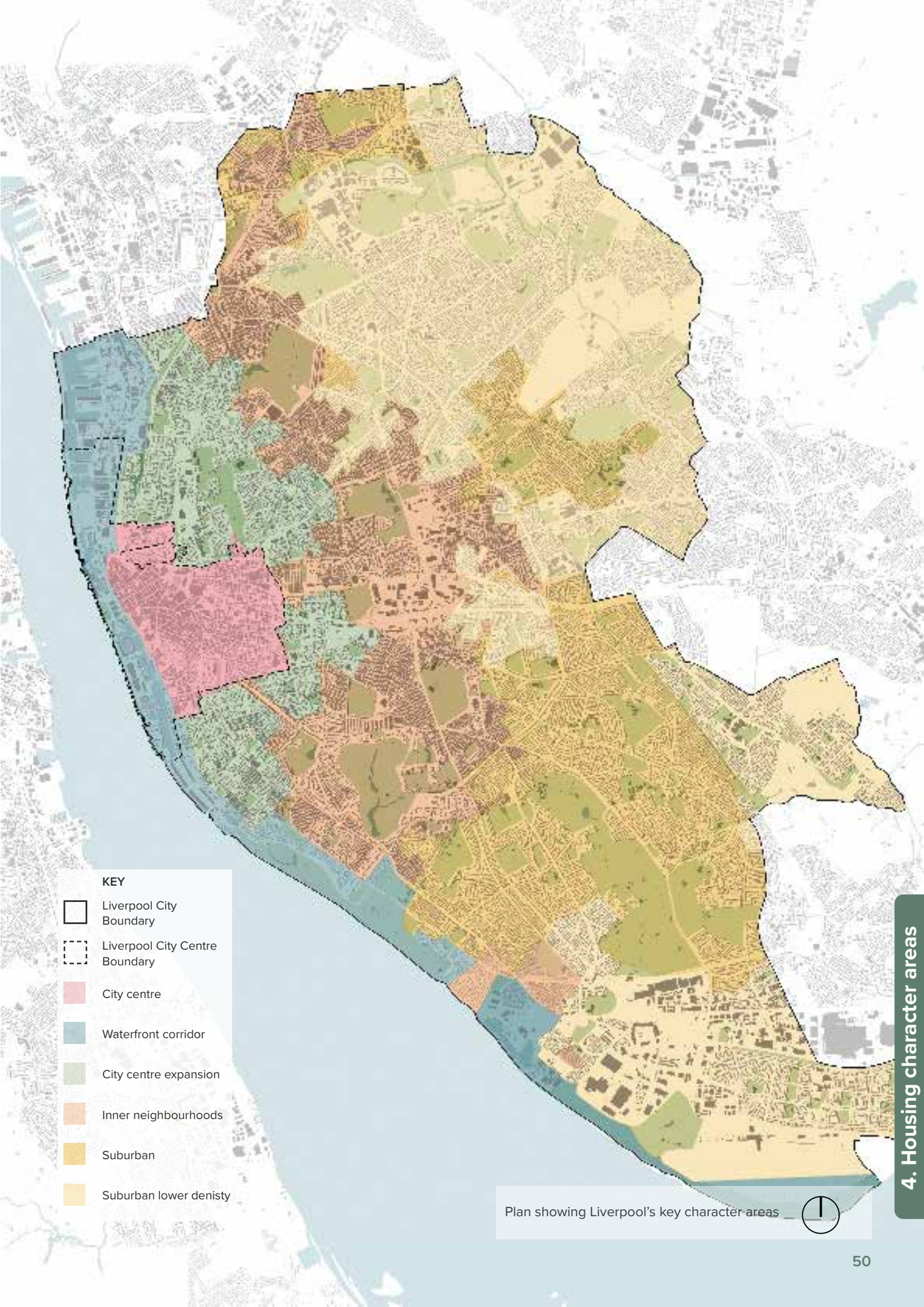
Interwar and post-war detached and semi-detached housing
Period villages



Suburban lower density

Edwardian garden suburb housing
Interwar and postwar garden suburb estates
Late C20 and modern day housing development



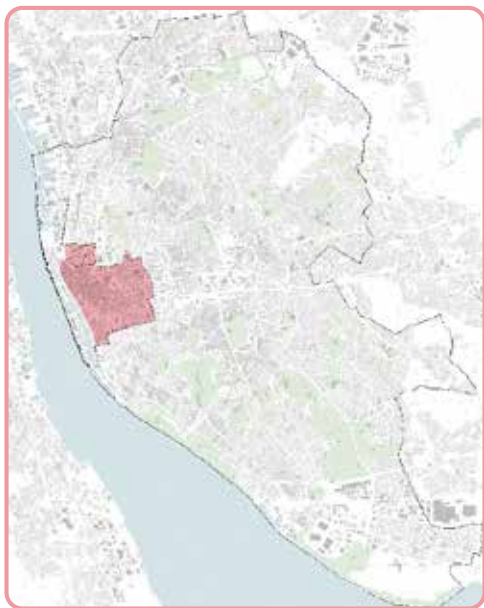


KEY

-  Liverpool City Boundary
-  Liverpool City Centre Boundary
-  City centre
-  Waterfront corridor
-  City centre expansion
-  Inner neighbourhoods
-  Suburban
-  Suburban lower density

Plan showing Liverpool's key character areas





4.2 City Centre

The city centre is a vibrant, mixed-use area celebrated for its architectural diversity and rich heritage. Housing is thoughtfully integrated among grand civic buildings, historic street patterns, and cherished landmarks. The area includes elegant Georgian and Victorian townhouses, charming mews houses, and characterful converted Victorian warehouses with distinctive features. Modern mid- to high-rise apartment blocks, developed in line with the Liverpool Tall Buildings Policy, add to the evolving skyline, while pockets of low-density late 20th-century housing remain. This dynamic district presents valuable opportunities for sensitively designed, high-density, mixed-use developments that honour its historic character and enhance the quality of the public realm. Excellent public transport supports low parking provision. Public landscaped squares provide green infrastructure and tree planting.





City centre character analysis

Urban and landscape principles	There is a diverse range of character within the city centre; however, housing is generally high-density, with mid- to high-rise massing in line with Liverpool's Tall Buildings Policy. In areas of low-density and low-rise development, proposals should aim to increase both appropriately. In sensitive locations, such as the Georgian Quarter or near key landmarks like the city's Cathedrals, density may be maintained, but massing should be limited to 3–5 storeys to respect the historic context. The area is predominantly mixed-use, with non-residential ground floor uses preferred. However, in residential neighbourhoods with townhouses, mews houses, or mansion blocks, buildings should be wholly residential, including the ground floor. Street layouts are typically linear and formal, arranged in a traditional city block pattern. While street trees are uncommon, formal public squares occasionally punctuate the dense urban fabric, offering breathing space. These should include a mix of hard and soft landscaping, including tree planting.
Architectural character and features	A rich mix of Georgian, Victorian, and contemporary architecture defines the area. Where historic styles dominate, classical proportions are favoured—such as tall floor-to-ceiling heights and formal, rhythmic façades with vertical emphasis. High-quality detailing includes grand porch entrances, decorative balconies, pronounced window surrounds, ornate eaves, and plinth or banding features. For 3–5 storey buildings, pitched or mansard roofs are most appropriate; for taller buildings, flat or articulated roof profiles can be integrated. Raised entrances add a sense of grandeur along primary routes and should be introduced where possible.
Building materials	Predominantly high-quality red brick, sandstone, light stone/render or equivalent, with metal occasionally used for feature expression. Roofing materials include slate, high-quality tiles, zinc, or other standing seam finishes. Large percentage of cobbled streets.
Front garden and boundary treatments	Ground-floor residential should have shallow defensible spaces with metal railings. On narrower, more private streets such as mews, no defensible space or front garden is required. Back gardens to have walled boundaries. Parking provision is low, with only occasional street parking.
Aspiration for future development	Modern developments should respond sensitively to the contextual scale, proportions, and form of their surroundings. Use high-quality materials with a limited palette that complements heritage tones and textures. Façades should reflect the rhythmic, vertical character of historic buildings. While expressing contemporary architectural language, new developments should echo the character and spirit of the historic context. It is a must that ground floor levels activate street frontage.





4.3 Waterfront corridor

The western corridor fronting the River Mersey is a historically significant and evolving part of Liverpool, shaped by its industrial origins, including the pioneering Old Dock of 1715. The area features a diverse built form including Victorian warehouse conversions, tall high-rises, modern wharf developments, and a mix of late 20th-century modern housing to the southern end of the city. While historically dominated by industrial land and docks, it is now transitioning into a mixed-use residential neighbourhood of varied density, increasing towards the city centre. Rising topography, strong transport connectivity, and a concentration of heritage assets offer a unique opportunity to create vibrant, low-parking, high-quality environments that celebrate Liverpool's maritime legacy. Tree planting located within frequent formal public garden squares.





Waterfront Corridor character analysis

Urban and landscape principles	Wharf architecture dominates waterfront corridor. Density and massing rises from low density and scale in south to high-density high-rise in centre and north, aligning with Liverpool's Tall Buildings Policy. Inner-city areas are predominantly mixed-use, southern areas are wholly residential. Opportunity to densify the south with low-rise housing. Linear streets perpendicular to waterfront typical in inner areas, more free-flowing arrangements are common in the south. However, there's an opportunity to regularise street patterns, especially near the waterfront. Street greening not typical in inner areas, but potential to introduce riparian open spaces with occasional tree planting. Southern areas are lush, greening should be maximised with communal landscaped areas.
Architectural character and features	Blends robust industrial architecture with contemporary forms. Victorian warehouses feature brick façades, arched openings, and deep reveals, often converted for residential or commercial use. Modern developments include high-rise towers and wharf-style buildings with large glazed elements, balconies, and metal detailing. New buildings should reflect scale and materiality of historic dockside structures while introducing modern interpretations that respect the maritime and industrial heritage. Rooflines vary: flat or articulated profiles are common in taller buildings, mid-rise blocks may use pitched or stepped forms to respond to topography and context.
Building materials	High-quality red stock brick, darker engineering brick for plinths or detailing. Metal and timber elements retained and expressed where possible. Many cobbled streets in central areas. Where roofs are pitched: slate, corrugated metal, or modern equivalents like zinc or standing seam finishes. New interventions should use high-quality, contrasting materials such as glass, corten steel, or dark metal cladding to differentiate from existing.
Front garden and boundary treatments	Buildings sit directly on the pavement or dock edge. Where boundaries exist, they're defined by industrial railings, bollards, or low brick walls. Entrances may be recessed or marked by retained loading doors or arches. Outdoor space is often communal or shared, with courtyards or roof terraces providing amenity space. For houses, generous front and rear gardens usually with no boundary to front and walled/fenced back garden boundaries.
Aspiration for future development	Celebrate Liverpool's maritime heritage through robust, industrial-style buildings with historic references. Maintaining varied building heights and forms along waterfront will preserve area's diverse character. Ground floor levels must activate street frontage. Durable materials and riparian-appropriate planting. Convert existing structures where possible. Mixed-use ground floors will support vibrant cityscape and civic public realm with planted green spaces. Southern areas should be high density but low scale.



4. Housing character areas



4.4 City centre expansion

These well-connected residential neighbourhoods are characterised by low- to medium-density housing set within loose, non-traditional street patterns. Predominantly developed in the latter half of the 20th century, the area includes modern housing estates alongside pockets of Victorian terraced housing. Homes are typically brick-built with pitched roofs, and while public green space is well provided, street trees are limited. The area's strong transport connectivity supports low parking provision, offering an opportunity for gentle densification. Sensitive infill and redevelopment could enhance housing supply while maintaining the suburban character and improving the quality and sustainability of the public realm. Low parking provision supported. Street tree planting is limited but suitable planting provision is strongly supported.



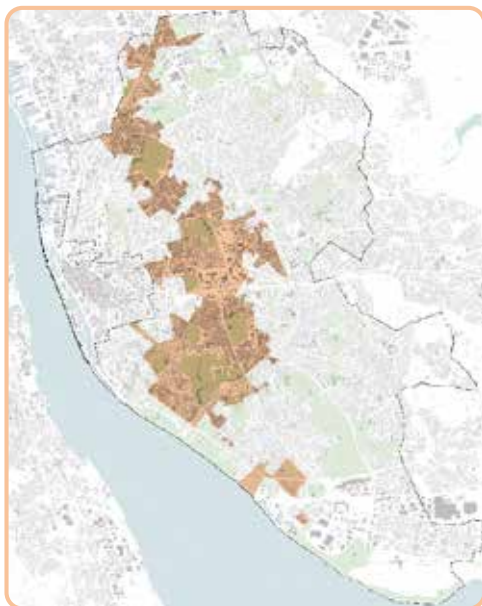


City centre expansion character analysis

Urban and landscape principles	The city centre expansion area is predominantly residential with low-to medium-density housing set within loose, non-traditional street patterns. The scale is generally low, with a mix of detached, semi-detached, and terraced homes. Originally composed of townhouses and Victorian terraces, much of the historic fabric was lost due to wartime bombing or later demolition. There is now a clear opportunity for gentle densification through sensitive infill and redevelopment. Street layout lacks the formality of traditional city blocks. Introducing more structured street patterns would help unify neighbourhoods and improve legibility. Public green space is well provided, but street trees limited, there is strong potential to reintroduce linear tree planting along streets. Area is well connected, so parking considered low priority and be located on street.
Architectural character and features	The area is largely defined by late 20th-century housing, offering an opportunity for modern and experimental architectural responses. New developments should explore contemporary interpretations of traditional housing forms and architectural detailing can be modest but should include thoughtful articulation. Façades should adopt balanced proportions and rooflines should be pitched or varied with occasional set-back storeys to allow for increased density while maintaining a human scale.
Building materials	Homes are typically constructed from brick, with slate or tiled pitched roofs. Future developments should continue to use high-quality materials, with opportunities to introduce alternative but complementary finishes such as metal, or textured render.
Front garden and boundary treatments	Front gardens vary in size, where gardens exist, they are typically defined by low brick walls or metal railings. Front spaces should be shallow where possible, however may require deeper front gardens where existing street scape required it. Back gardens should be provided with walled or fenced boundaries.
Aspiration for future development	Future development should aim to enhance the area's suburban character while introducing more compact housing typologies, such as terraced homes or mansion blocks, to support gentle densification. A strong and consistent building line will help create a sense of enclosure and urban continuity. Sustainability should be embedded in all aspects of design, from durable materials to enhanced soft landscaping and street tree planting. Adopting more traditional street networks will improve connectivity and neighbourhood cohesion. Designs should draw on local precedents to create a unified identity, using brick and slate as primary materials. Rooflines should be pitched and varied, and ground floor levels should contribute to an active and welcoming streetscape.



4. Housing character areas



4.5 Inner neighbourhoods

Liverpool's inner neighbourhoods are defined by their rich architectural heritage and traditional street patterns often tree lined, featuring grand Georgian and Victorian villas, Edwardian terraces, and later 20th-century modern housing. These predominantly residential areas benefit from proximity to local centres, excellent public transport, and generous access to parks and green spaces. Predominately 2 to 3 storey properties, were large period villas, often located near parks, contribute to the area's distinctive character, some now sensitively converted into flats. With numerous conservation areas and both designated and non-designated heritage assets, these neighbourhoods offer strong potential for contextually sensitive development. Parking to be considered but low parking provision supported, reflecting the area's walkability and strong connectivity.



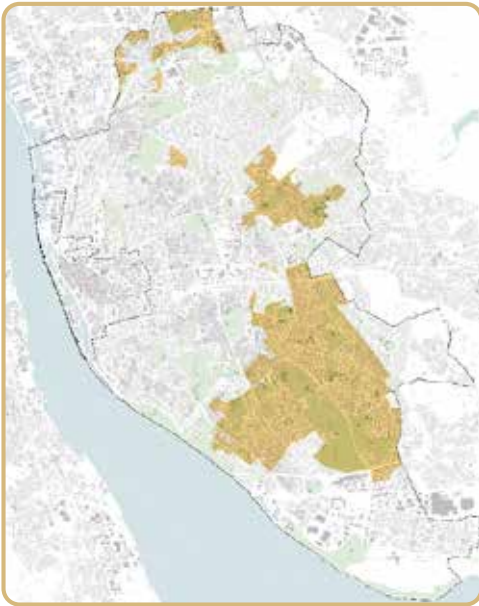


Inner neighbourhood character analysis

Urban and landscape principles	Grand Georgian and Victorian villas and consistent terraced housing, arranged in traditional street patterns. The area is leafy and green and benefits from good access to parks, public transport, and a high concentration of heritage assets and conservation areas. It is a predominantly residential area with medium density and low-rise scale, supported by access to local centres. Housing typologies are mainly terraced homes, with larger villas, often converted into flats, located around green spaces. The neighbourhoods are well connected, and the urban grain is formal and legible. Linear street tree planting should be considered, especially along primary routes, to reinforce the verdant character. Parking should be carefully integrated: on-street parking is preferred for terraced streets, while driveway parking is only appropriate for wider plots.
Architectural character and features	The architectural character is richly Victorian, with some Edwardian influence. Buildings display vertical proportions, rhythmic façades, and ornamental detailing. Bay windows, decorative brickwork, and well-articulated entrances are common and contribute to the area's charm. Roof forms are varied, including pitched, hipped, mansard, and parapet-fronted roofs with dormers. New developments should reflect the roofscape of neighbouring buildings, unless a clear and justified design rationale supports an alternative.
Building materials	External façades are predominantly high-quality brickwork, often red or brown in tone. Slate or tiled roofing materials are typical for visible pitched roofs. Other materials may be introduced where they are clearly justified by the architectural concept and enhance the overall character.
Front garden and boundary treatments	Terraced houses typically feature shallow front defensible spaces, defined by low brick walls, cast iron railings, or low concrete kerbs. These spaces are generally paved or lightly planted. In contrast, villas and mansion blocks often have leafy front gardens, contributing to a more generous and green streetscape. Side and rear boundaries are usually solid brick walls or hedging.
Aspiration for future development	Future development should draw on historic frameworks and traditional street patterns to create a contextually responsive urban form. Following the scale, order, and proportions of traditional housing will ensure new buildings feel comfortable within these heritage neighbourhoods. Simple but well-executed details, such as bay windows, ornamental brickwork, and carefully designed entrances can help new developments integrate seamlessly. Increasing street tree planting and soft landscaping will enhance the public realm and support climate resilience.



4. Housing character areas



4.6 Suburban

The suburban character area is defined by low to medium-density housing, predominantly from the early 20th century. Streets feature interwar and post-war and modern semi-detached and detached homes, and occasional period villages. Homes are usually 2 to 2 1/2 Storeys. Development follows various street patterns often linear or curved arrangements, with generous front and rear gardens. Tree-lined streets and frequent green spaces enhance the residential environment. While lacking designated heritage assets, the area is full of character shaped by the architecture and its spaciousness and greenery. Limited access to public transport and local centres necessitates careful consideration of parking provision in future development.





Suburban character analysis

Urban and landscape principles	The Suburban character area is predominantly residential, located further from local centres, with the exception of historic Georgian and Victorian village clusters. The area is defined by low to medium density housing and a low-rise scale, with a mix of large detached and semi-detached homes, occasional Edwardian terraces, and village cottages. Street layouts are organic and varied, often curved or meandering, reflecting a more informal and spacious suburban grain. The neighbourhoods are car-oriented so parking needs to be carefully considered, with limited access to public transport, and plots are typically wide enough to accommodate generous gardens and driveways. On-plot parking is the norm, with minimal reliance on street parking. The landscape is characterised by small but frequent green spaces, contributing to a leafy and open environment. Street tree planting should be increased, particularly along key routes.
Architectural character and features	Architecture is primarily early to mid-20th century, reflecting garden suburb principles. Homes often feature wide frontages, steeply pitched or hipped roofs, and gable-fronted elements. Arched doorways and windows with diamond-lead stained glass are common, along with bay windows and decorative wooden eaves. Façades are typically horizontally proportioned, with a strong emphasis on symmetry and detail. Rooflines should remain pitched and varied, in keeping with the surrounding context.
Building materials	The predominant materials include render or pebble dash, with some brick elevations. Half-timbering, tile-hung walls, and red clay tiled roofs are also common. For new developments, brick is preferred to ensure durability and contextual harmony, though other materials may be considered if they support the architectural concept.
Front garden and boundary treatments	Properties typically feature generous, leafy front gardens, enclosed by low brick walls, fencing, or hedgerows. Rear gardens are also spacious, with boundaries defined by fencing or mature planting. These green buffers contribute to the area's open and verdant character.
Aspiration for future development	Future development should retain the traditional suburban housing forms, with opportunities for slightly increased density through low-rise mansion blocks that respect the existing scale and character. The most successful developments draw from 1930s and mid-century suburban design, using traditional materials and detailing. Designing effectively around car ownership is essential, ensuring that driveways and garages are well integrated and do not dominate the streetscape. Enhancing the public realm through well-connected green spaces, street trees, playable landscapes, and car-free routes will improve the pedestrian experience.



4. Housing character areas



4.7 Suburban lower density

The suburban lower density area features housing in generous settings, further from the city centre. It includes Edwardian, interwar and post-war garden suburb estates designed to foster health, well-being, and community. Modern developments follow flowing street patterns, with wide, two storey terraced and semi-detached homes set within spacious plots. Homes have generous front and back gardens that usually incorporate driveways. The area is defined by low-density layouts and plentiful green public spaces. Wavertree garden suburb is full of character, however the interwar and post war architecture takes a more simple form. Many neighbourhoods have their own high streets however car reliance is high, so parking must be carefully planned. Tree planting is often found in front gardens or communal lawns, though hedgerows are typically preferred.





Suburban lower density character analysis

Urban and landscape principles	Mid 20th century and modern residential garden suburbs, often with their own local high streets, though there remains a strong reliance on car ownership. Housing is typically low to medium density, low scale. Predominantly terraced and semi-detached houses, often with generous front gardens re-purposed as driveways. Streets are wide and arranged in linear and radial arrangements with consistent building lines. Infill development should mimic the wider street arrangement but there is opportunity to sensitively increase density through backland development. Shared communal open spaces are scattered throughout along with grass verges. However, street trees are generally lacking, so there is a strong opportunity to introduce boulevard-style linear planting as well as SuDS features and lush landscaping appropriate locations. Both on-plot and street parking to be carefully considered.
Architectural character and features	Primarily mid-20th century or modern, simplistic and functional character. Homes typically feature wide frontages, pitched or hipped roofs, and occasional gable-fronted elements. Arched entrances or decorative canopy details are sometimes present, adding subtle variation. Terraced housing often includes openings for rear garden access.
Building materials	The dominant material is brick, with occasional render or tile-hung walls. Clay tiled roofs are common, and bay windows may appear sporadically. For new development, brick is preferred to ensure durability and contextual consistency, though other materials may be used where they support the overall design intent.
Front garden and boundary treatments	Front gardens are typically generous, often used for driveway parking. These spaces should remain predominantly soft landscaped, with paving limited to essential access. Where front gardens are converted to parking, the majority of the space should remain green. Front boundaries are usually defined by low brick walls, fencing, or hedgerows, with rear gardens also generous and enclosed by fences or planting.
Aspiration for future development	The most successful developments are those that prioritise residents and community design, clustering homes around well-located green spaces. While each neighbourhood should have its own identity, new development should incorporate contextual design elements, materials, and detailing that reflect local character. Designing effectively around car ownership is essential, ensuring that parking is well integrated and does not dominate the streetscape. Enhancing the public realm through overlooked green spaces, street trees, playable landscapes, and car-free routes will significantly improve the pedestrian and cyclist experience and support climate resilience.



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