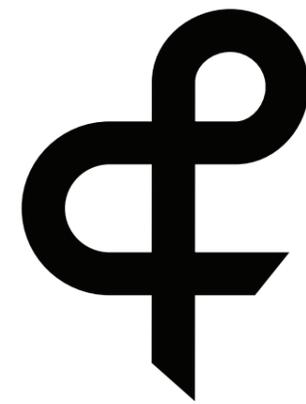




# PUMPFIELDS



# LIMEKILNS

Supplementary Planning Document

Levitt Bernstein

Turner.Works



ARUP



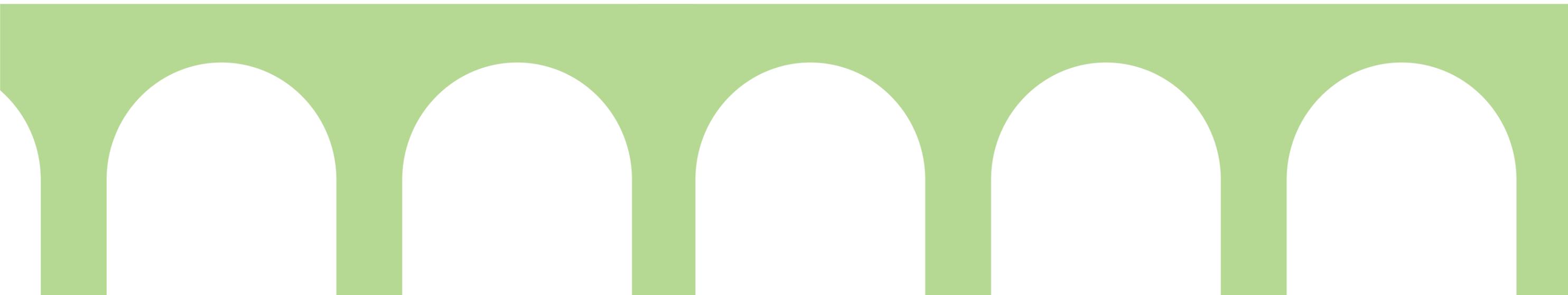
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Fig 1 SPD site boundary

# 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. Nevertheless, 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.

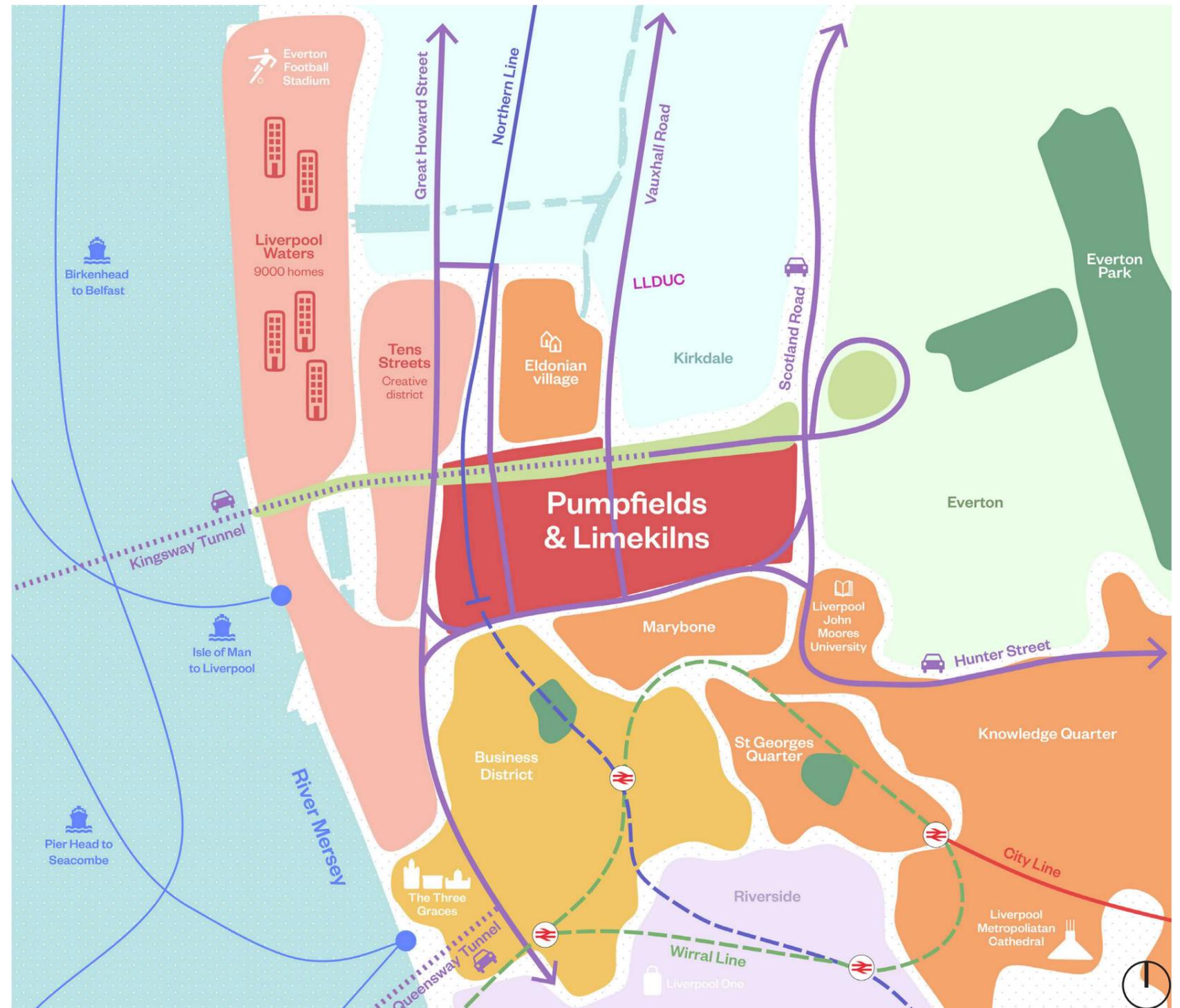


Fig 2 Pumpfields and Limekilns in the city context

# 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.

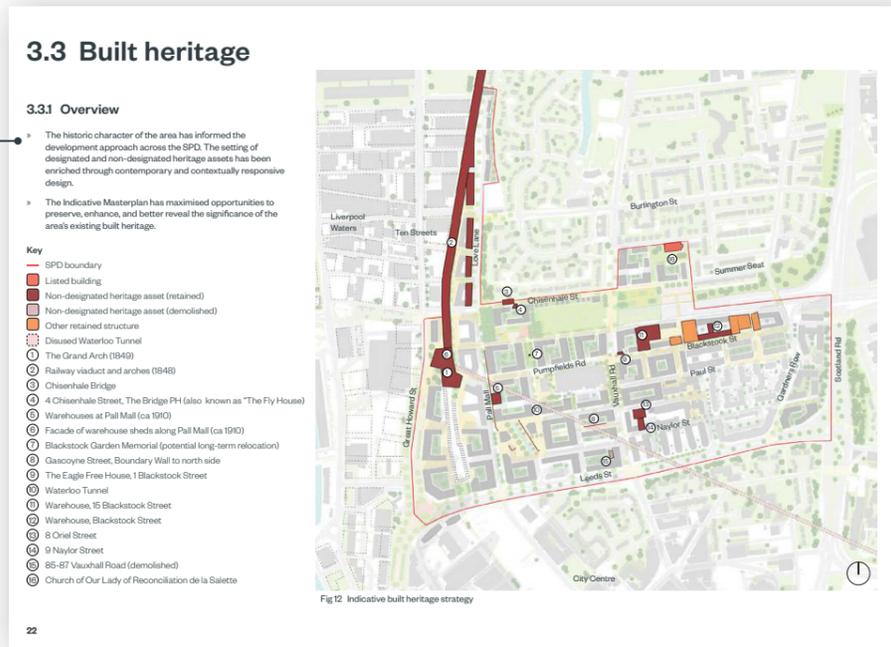
- A 'must' is mandatory and represents an essential requirement to be met in order to comply with guidance;
- A 'should' is advisory or requirement that is strongly encouraged to be met in order to comply with guidance.

### 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"*.

Supporting text



Supporting text



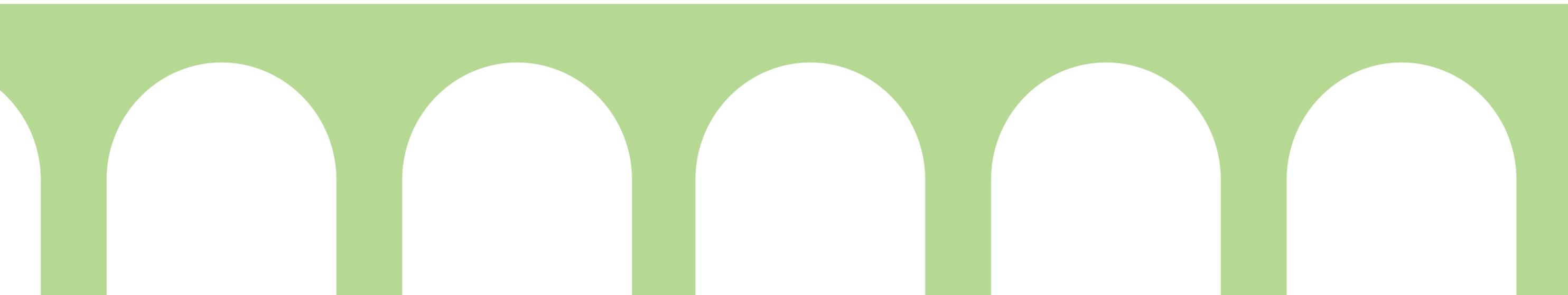
Spatial Guidance

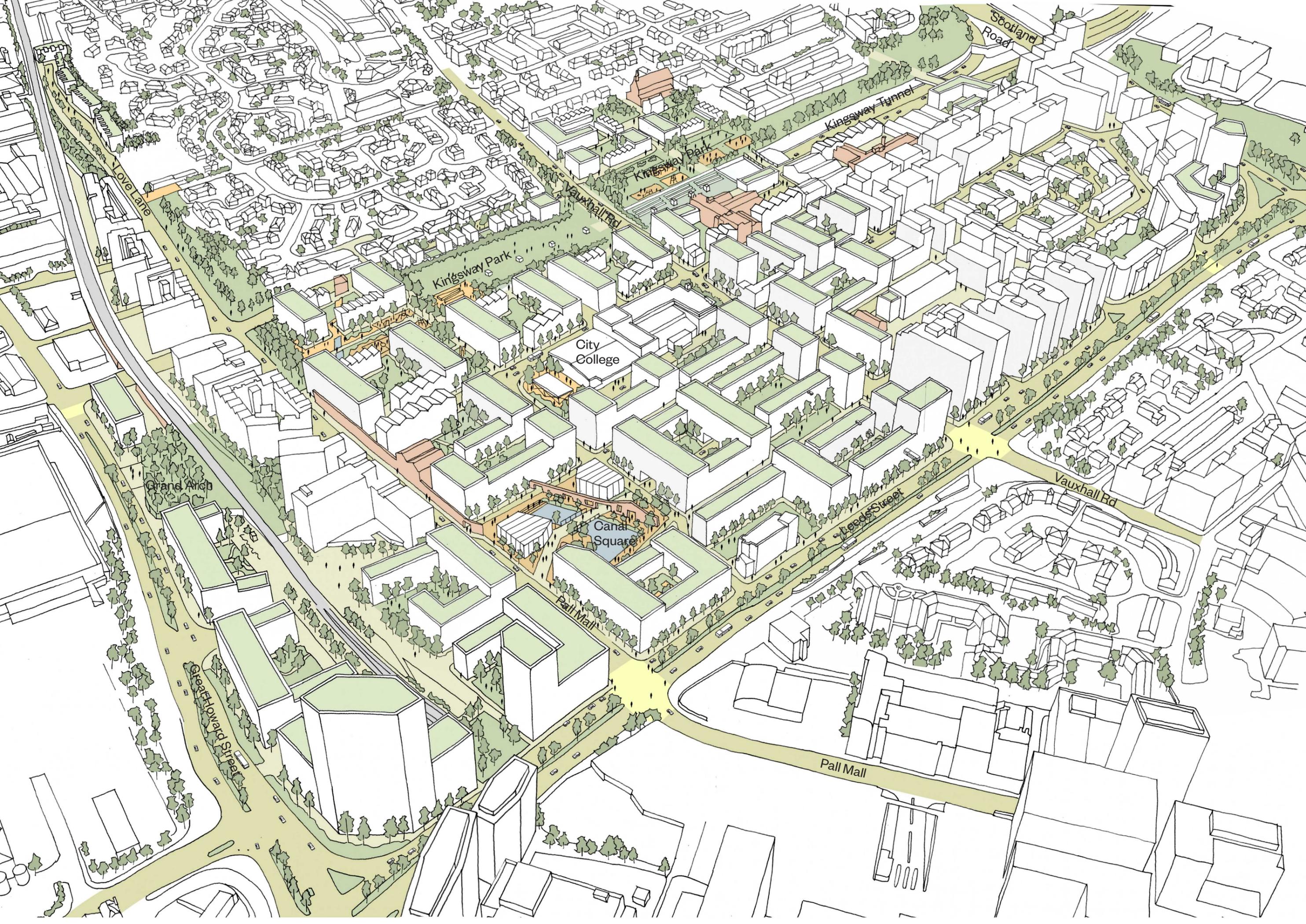
Fig 5 Sample page structure



# 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 objectives. 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 must clearly demonstrate how they contribute to the delivery of the vision and masterplan objectives.



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

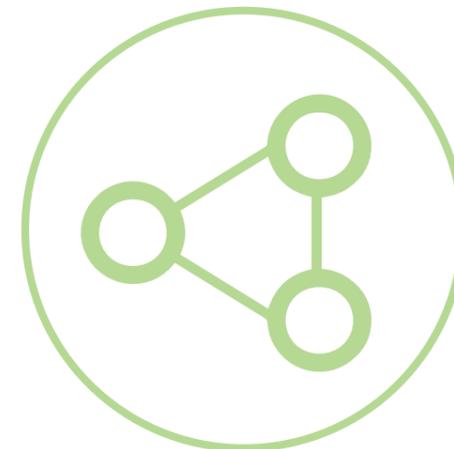
2



- 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

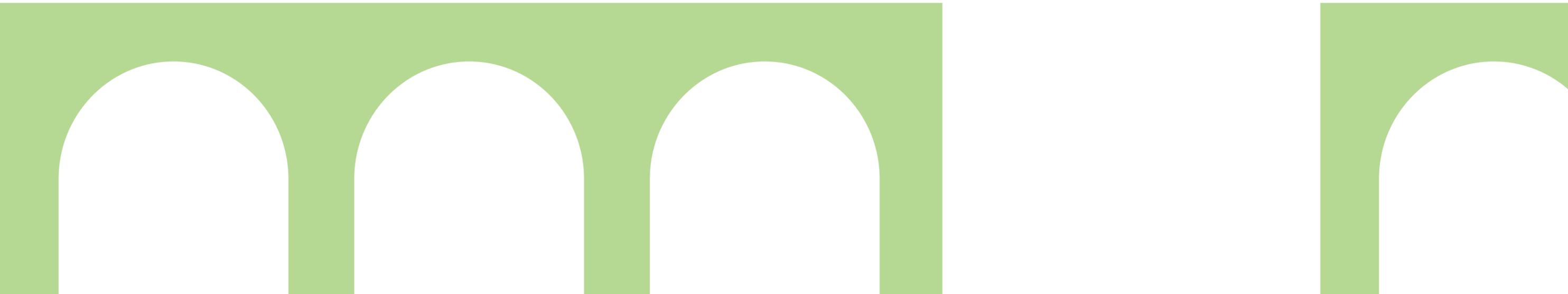


- Embed climate-conscious design across all development. Prioritise low-carbon buildings, green infrastructure and future-ready energy systems to reduce emissions, support biodiversity net gain and ensure long-term environmental resilience and affordability for future generations.

#### Key to LCC Council Plan Strategic Pillars

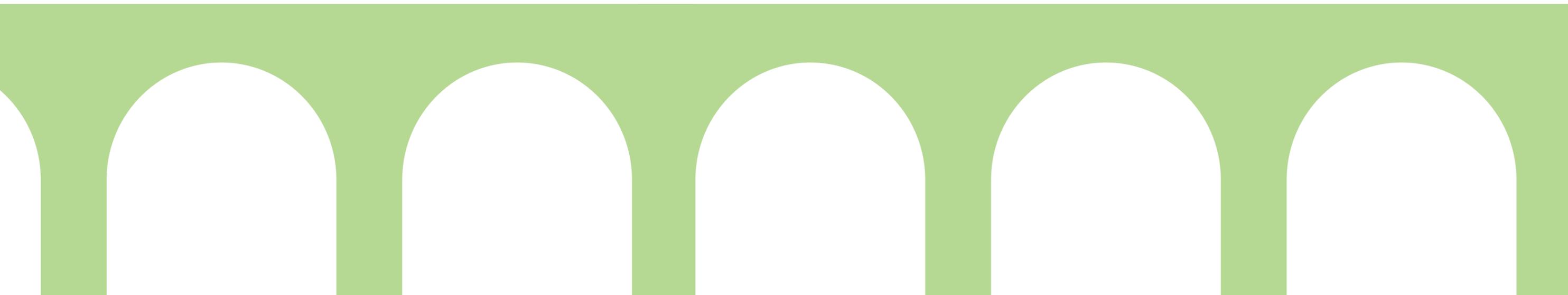
- A strong and fair economy for all
- High quality and inclusive education, skills and employment

- 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 must demonstrate how they contribute to the principles of the three masterplan threads: Nature, Industry and Connectivity.



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.

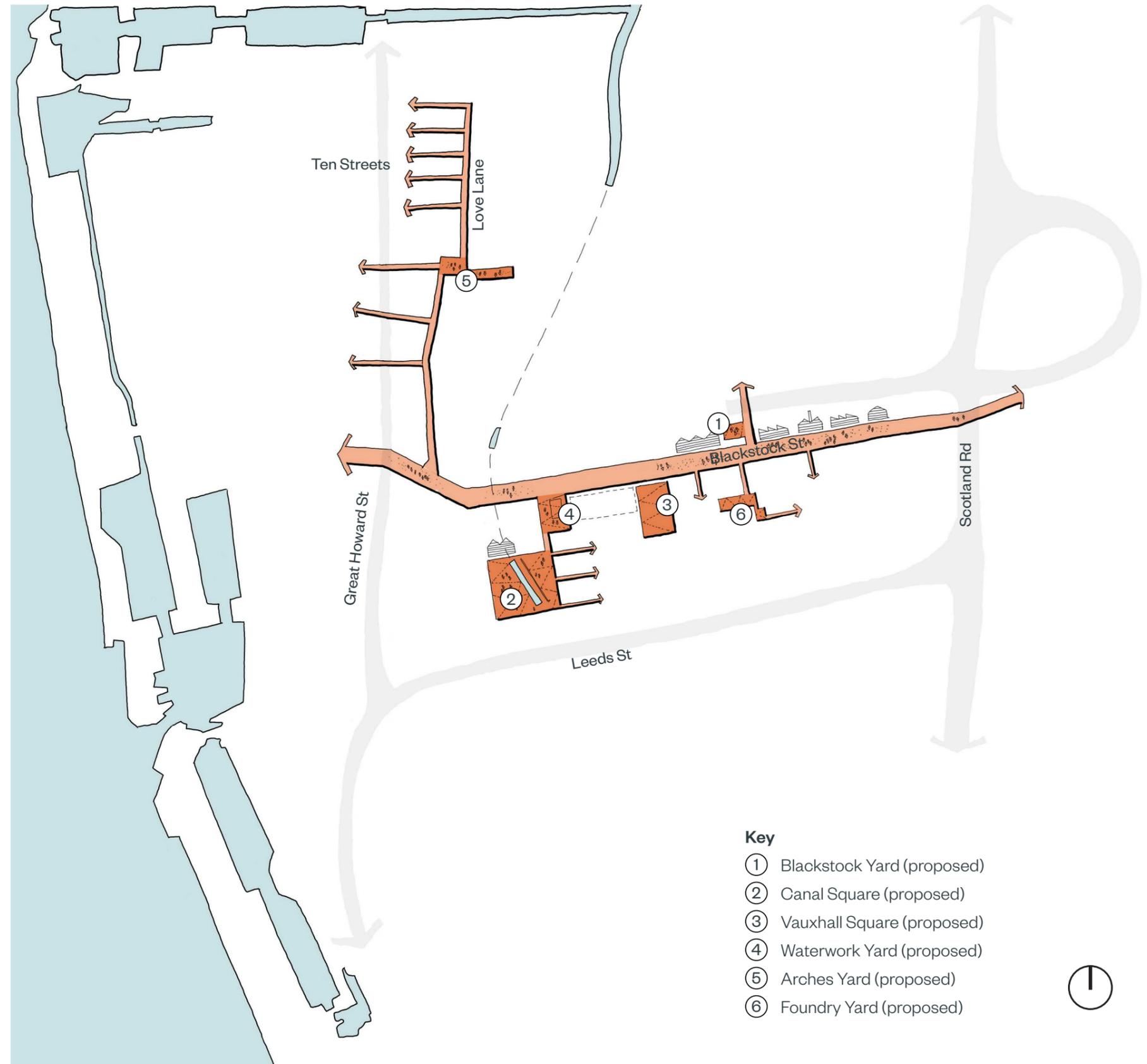


Fig 9 Concept diagram illustrating the Industry masterplan thread

### 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

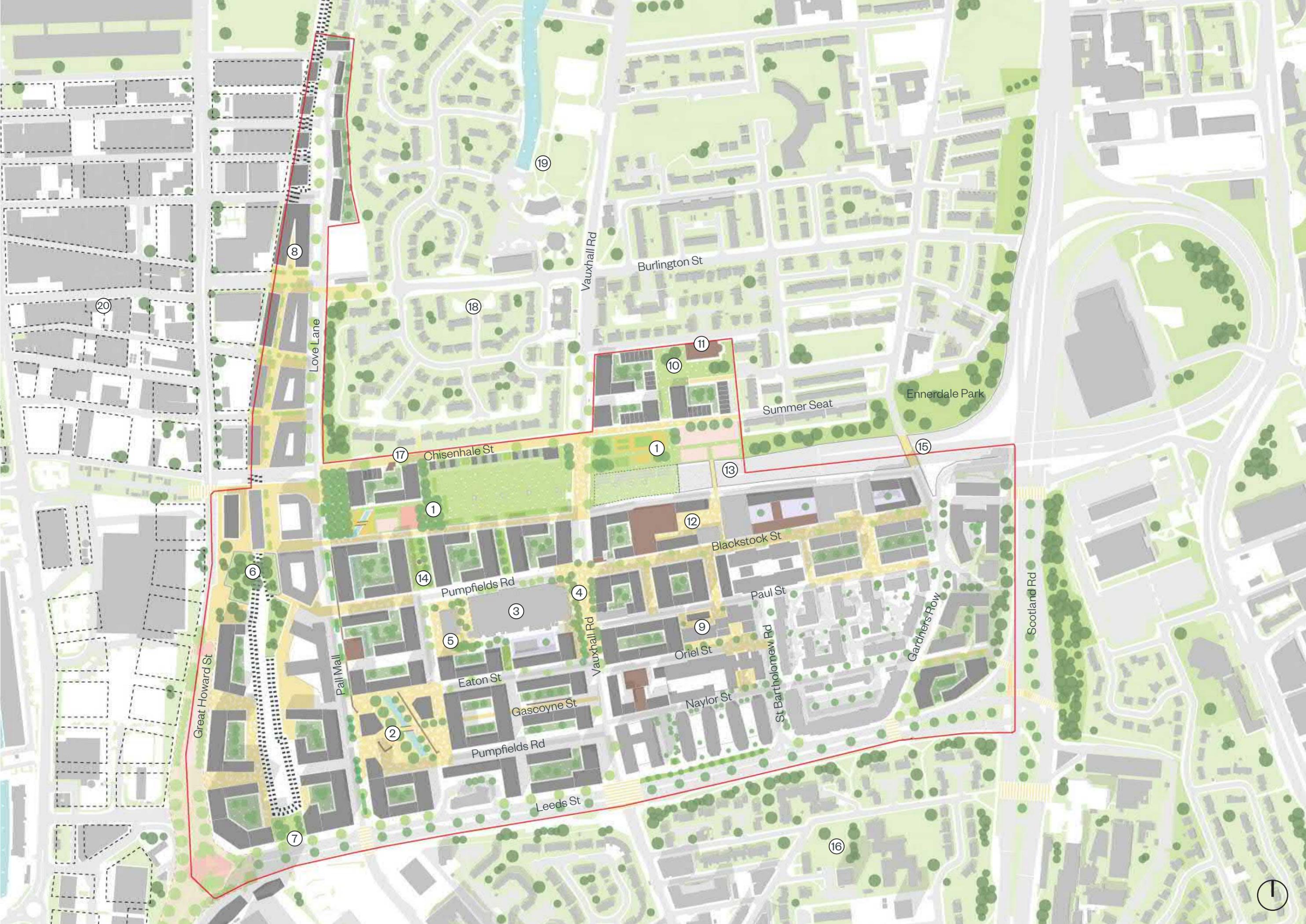
## 3.2.1 Overview

- » 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



Great Howard St

Love Lane

Vauxhall Rd

Burlington St

Chisenhale St

Summer Seat

Ennerdale Park

6

Pumpfields Rd

Blackstock St

Pall Mall

14

Eaton St

Paul St

Gascoyne St

4

Oriel St

Pumpfields Rd

5

Naylor St

9

St Bartholomew Rd

2

Leeds St

16

Scotland Rd

8

18

19

10

11

17

1

13

15

20

1

12



# 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 schedule of designated and non-designated heritage assets within the SPD boundary has been compiled and is included in Part B of this document.
- » 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.
- » Several structures along Blackstock Street are proposed for retention due to their strong townscape value and contribution to the area's character. These buildings are important remnants of the industrial history of Pumpfields and the Limekilns, and 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

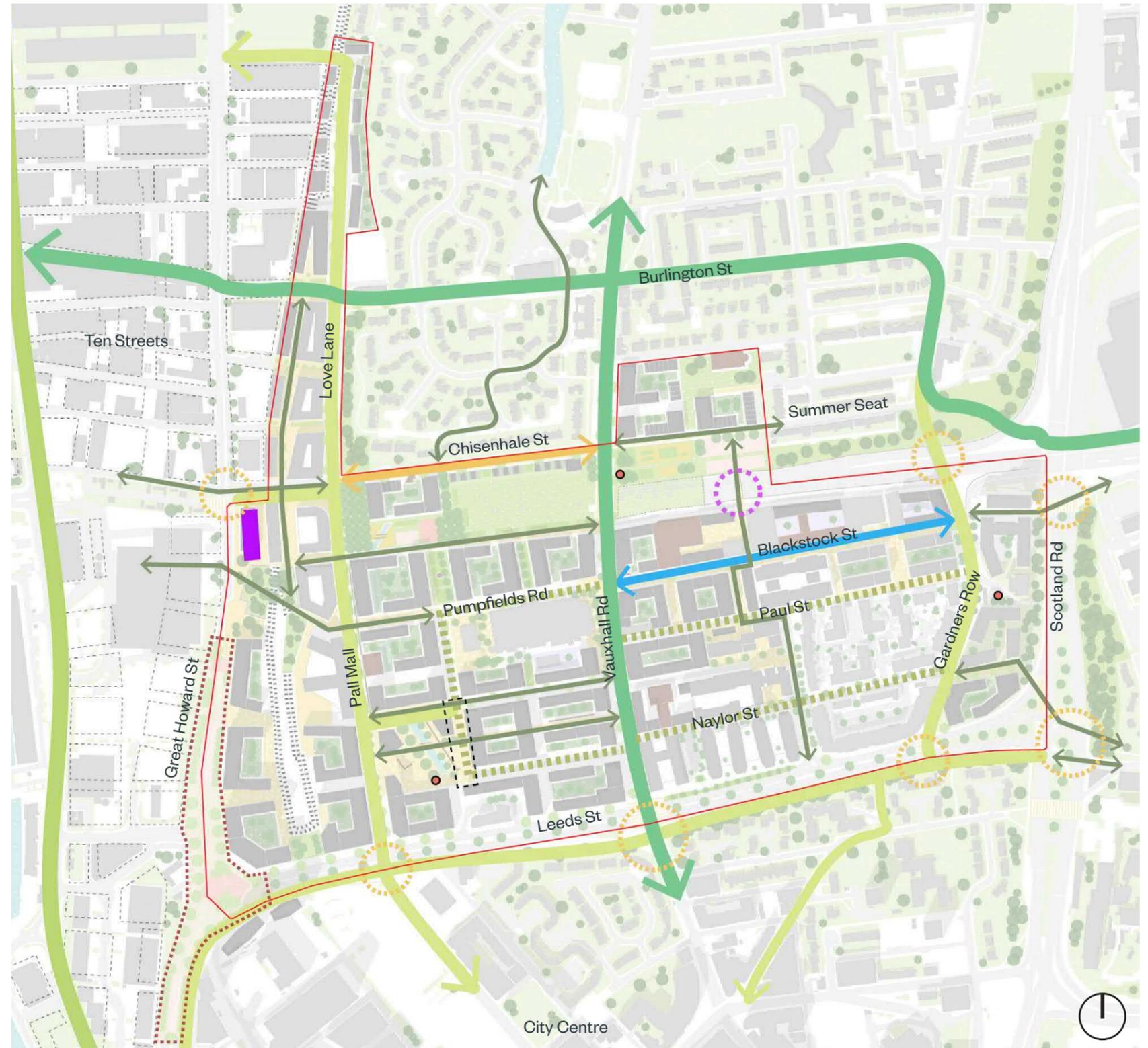


Fig 15 Indicative walking, wheeling and cycling strategy

### 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 must demonstrate how they contribute to the Walking, Wheeling, and Cycling Strategy set out in this SPD and in line 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 identified pedestrian and cycle crossings to be enhanced 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)

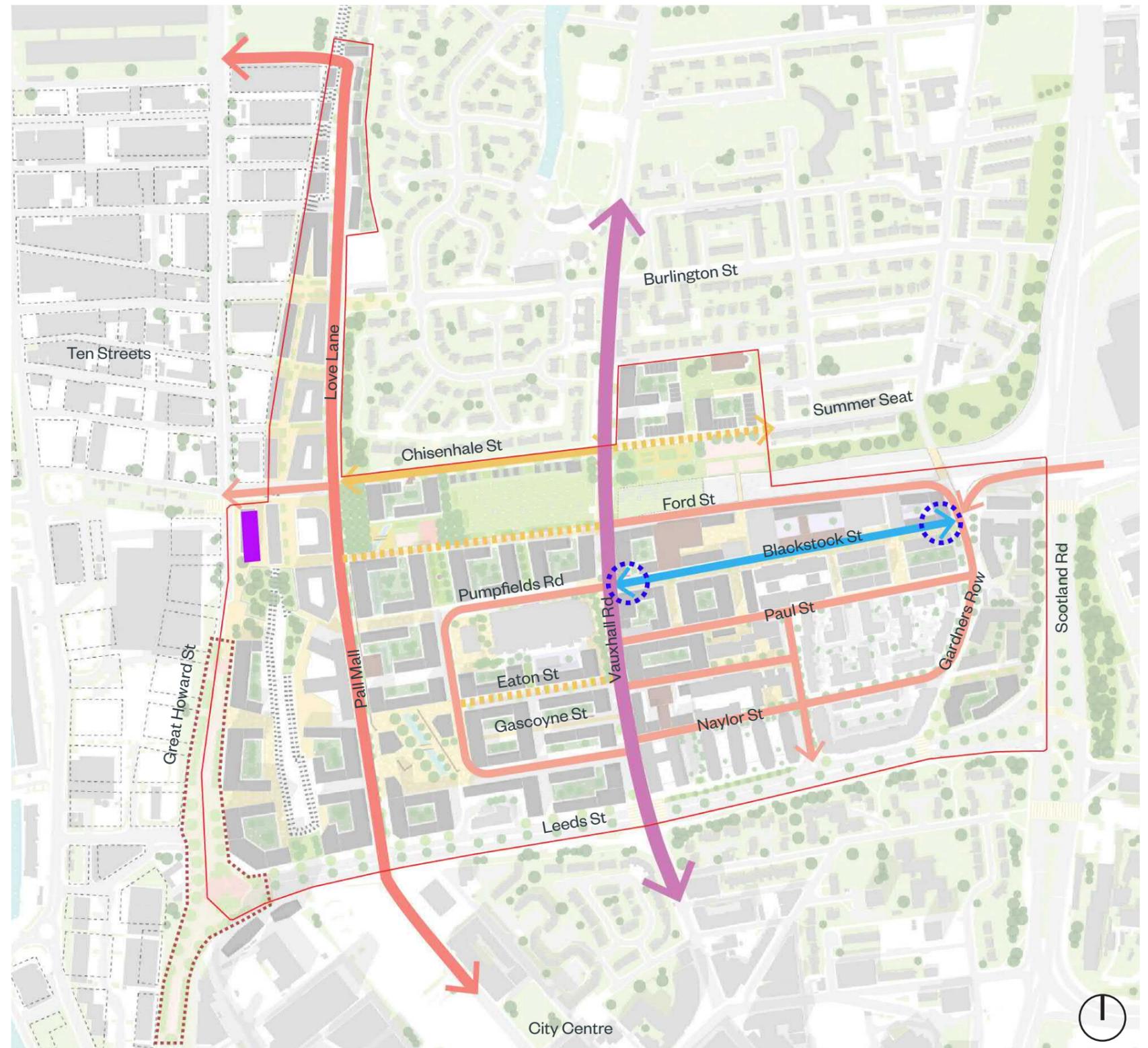


Fig 17 Indicative vehicular movement strategy

- 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

- 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.
- 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.
- Development proposals should demonstrate how they contribute to the Vehicular movement strategy of the SPD.
- Proposals are expected to contribute to the delivery of wider pavements along Vauxhall Road, Pall Mall, Leeds Street, Scotland Road, and Great Howard Street.
- All development proposal must incorporate tree planting along their street frontage, 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.

- Key**
- City centre boundary
  - SPD boundary
  - Existing nearby large car park
  - ▣ Parallel street parking
  - ▣ Potential podium parking
  - Mobility hub
  - Community-scale mobility hub
  - ▣ Area for potential cut & cover (Waterfront Vision)



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

### Key

- SPD boundary
- ✱ Publicly accessible green space
- Residential amenity courtyard
- ✱ Public square
- SuDS
- Water feature (following the lost canal route)
- Semi-private yard
- 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

- 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.
- 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.
- New landscape should be resilient, sustainable, and designed to minimise irrigation and energy demands. Rainwater harvesting for irrigation should be integrated as part of a holistic approach to sustainable water management.
- All development proposals should incorporate tree planting as an integral element of the landscape design and public realm.
- Tree species in pedestrian areas must ensure a minimum of 2,500mm clear stem height for unobstructed pedestrian access.

#### 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

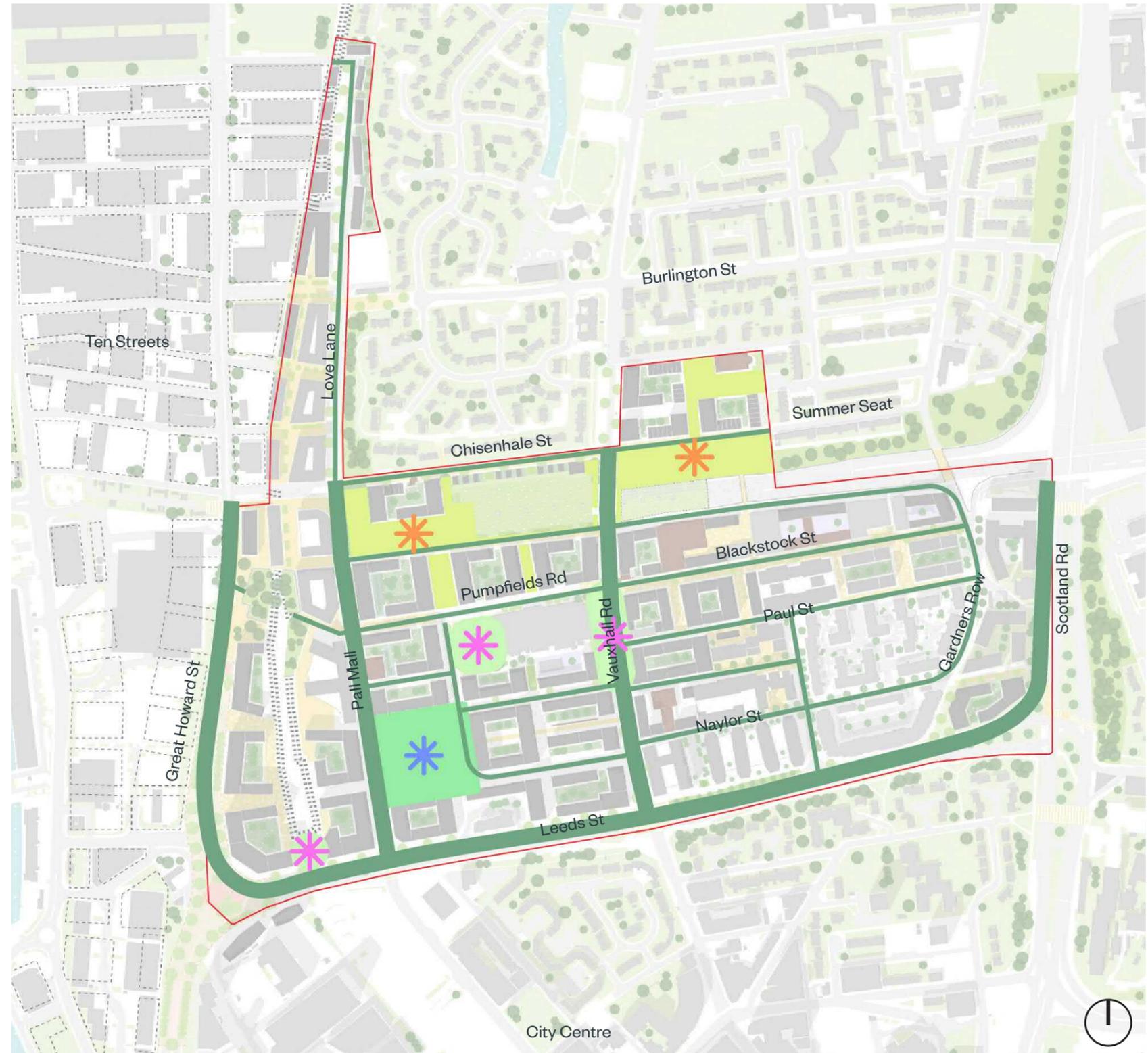


Fig 21 Indicative tree planting strategy

### Spatial guidance: Tree planting and biodiversity

- f. 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.
- g. 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.
- h. 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.
- i. Species must be resilient to moisture variation and periodic flooding, particularly where they are integrated into rain gardens or swales.
- j. 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.

#### Key

-  SPD boundary
-  Existing sport and play facilities
-  Doorstep play (0-4 year old)
-  Local area of play (5-11 year old)
-  Urban play (5-11 year old)
-  Neighbourhood area of play with adventure playground (12+ year old)
-  Play street
-  Sport pitches and MUGA



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

- 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.
- 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.
- Play and recreational activity provisions for 5–11 year old should be included within Kingsway Park and Canal Square and play streets.
- Play and recreational activity provision for 12+ play (including adventure playground) should be included within Kingsway Park.
- Sport facilities (i.e. basketball court, paddle courts, MUGA) should be provided within Kingsway Park.
- 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

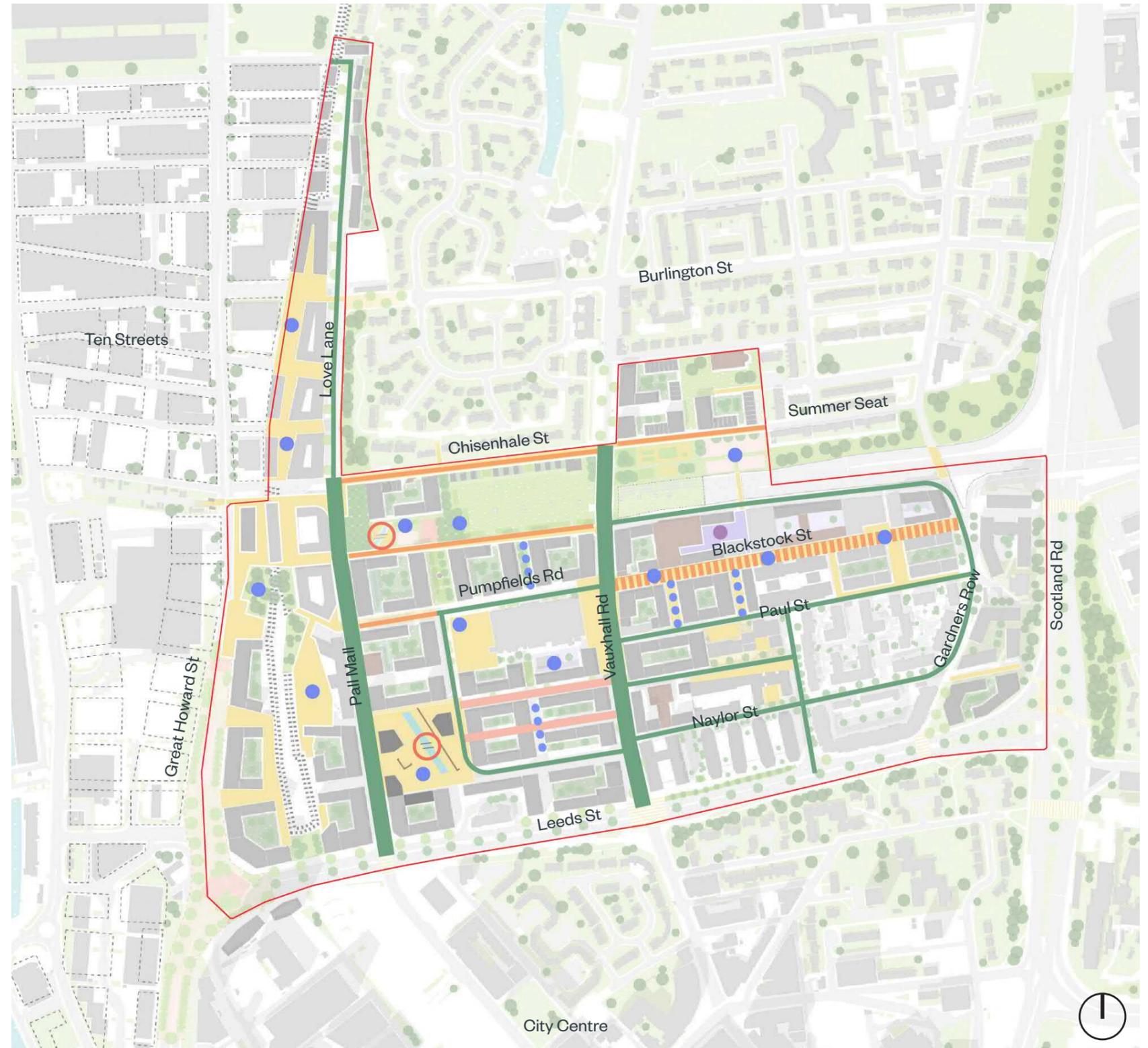


Fig 42 Indicative hard landscape strategy

### Spatial guidance: Hard landscape materials

- Hard landscape materials must be carefully selected and applied to create streets and spaces that are accessible, safe, and comfortable for all users.
- 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.
- Materials must be high quality, robust and selected from the relevant palette.
- 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.
- To respond to future climate resilience challenges, permeable surfaces should be used wherever feasible to support sustainable drainage and mitigate flood risk.
- 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

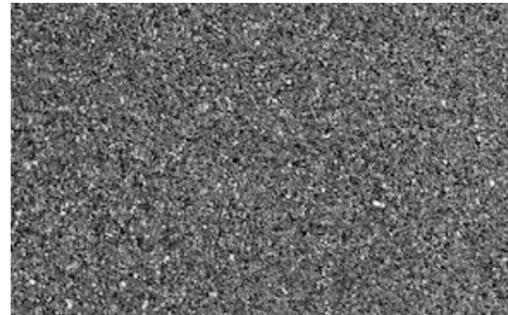


Fig 43 Top: Carriageway; asphalt  
Fig 44 Bottom: Cycleway; coloured asphalt

### Play streets palette



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

### Pedestrian priority route



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

### Public space palette



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

### Blackstock Street palette



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

### Permeable alternatives

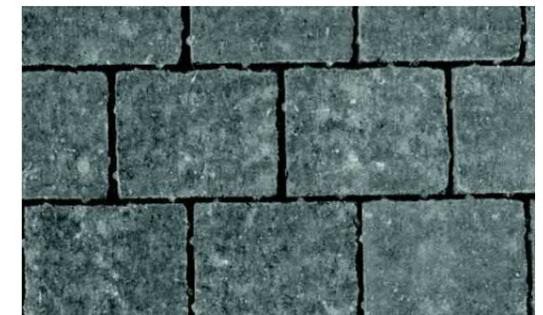
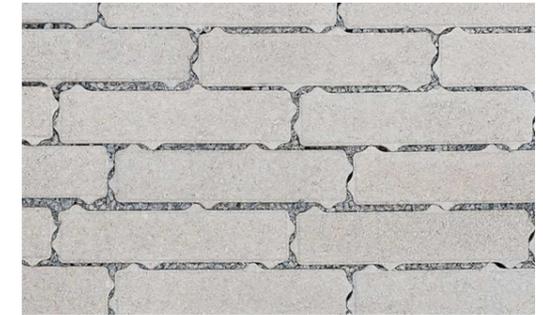


Fig 53 Top: Permeable linear paving  
Fig 54 Bottom: Permeable cobbles with built-in nibs to ensure sufficient joint width

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



XXm indicates maximum height in meters

- » 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 defining 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

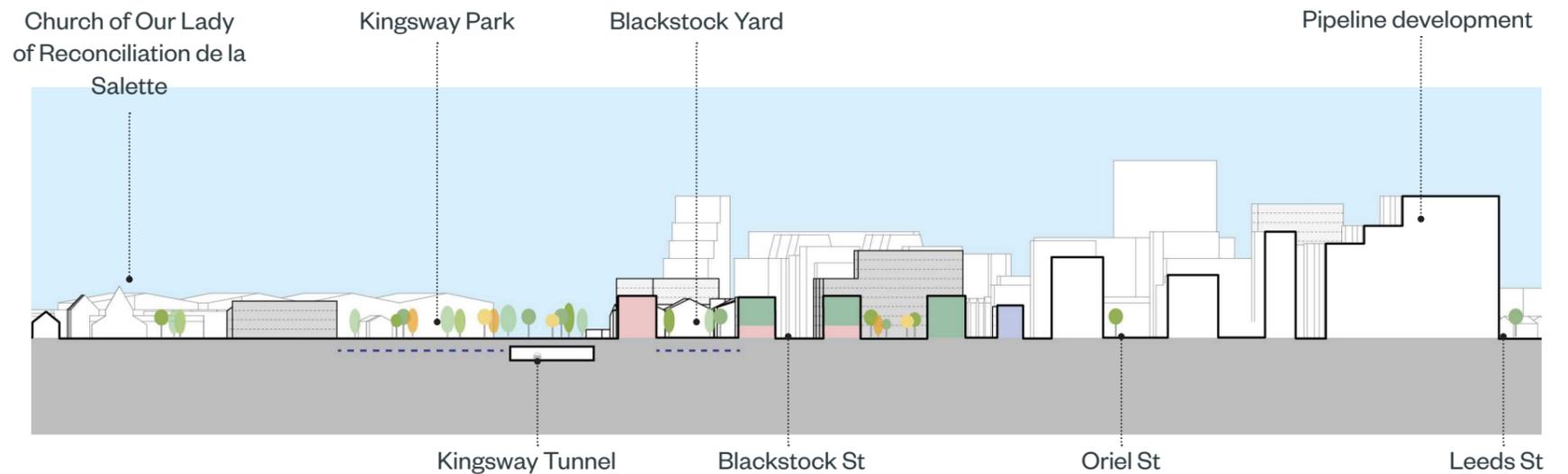


Fig 57 Indicative section AA

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

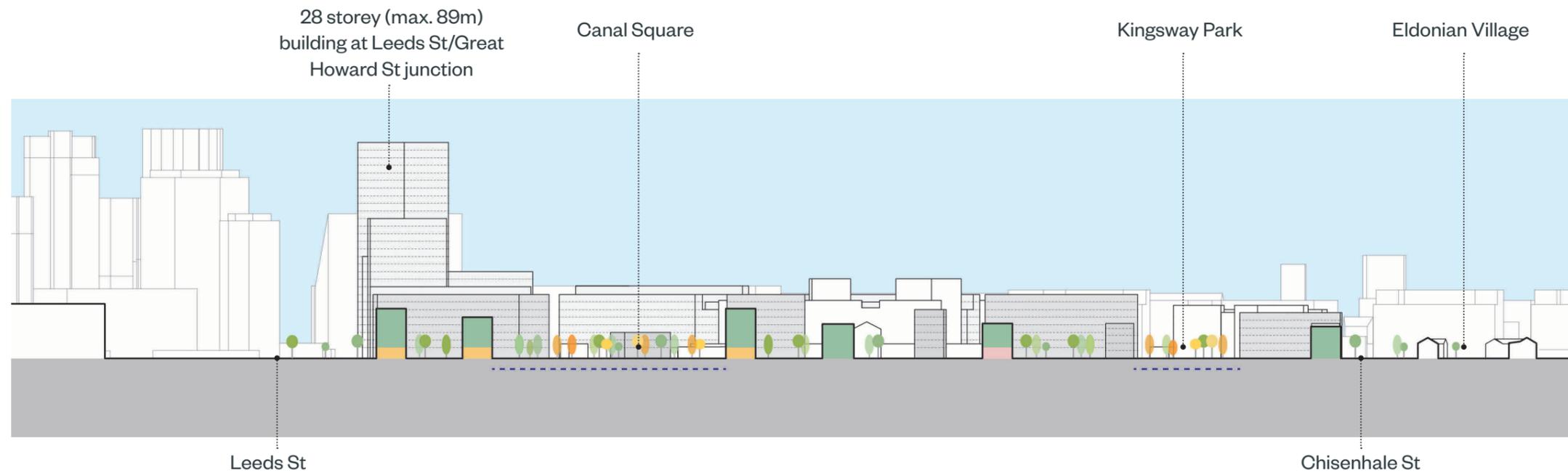


Fig 58 Indicative section BB

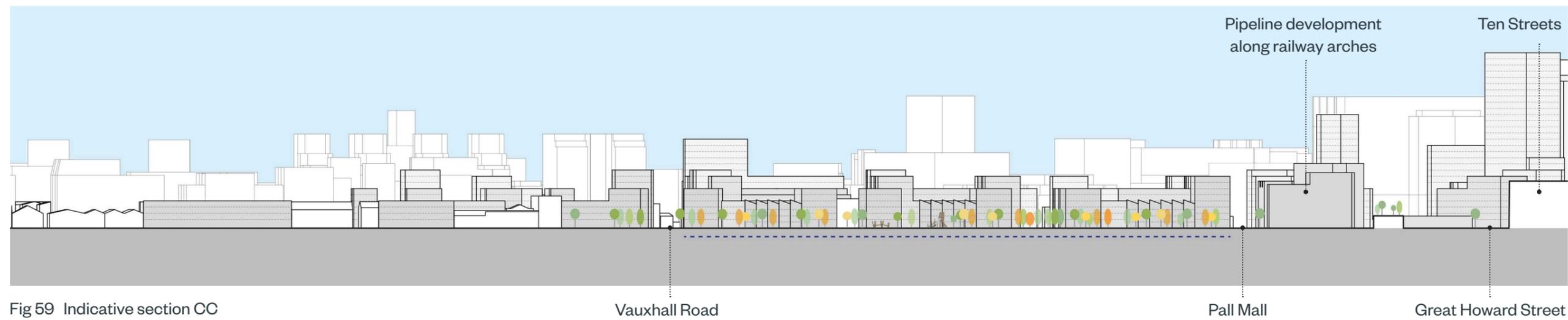


Fig 59 Indicative section CC

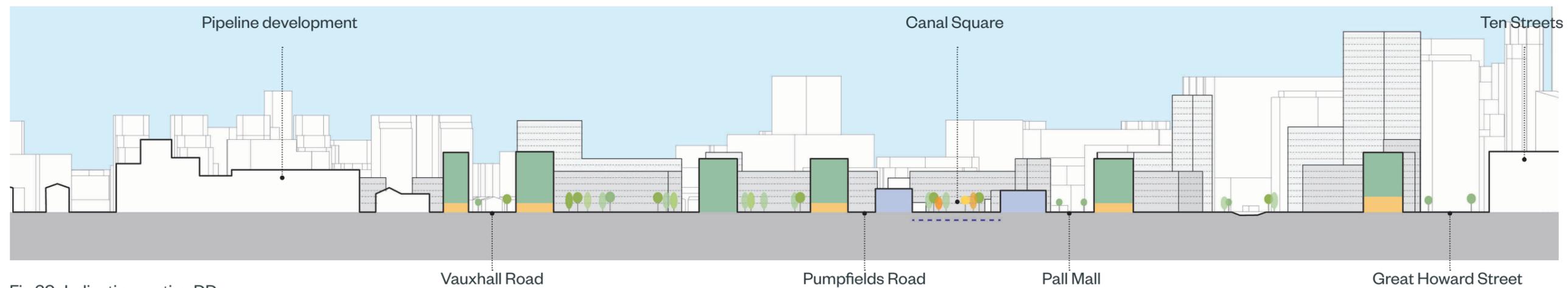


Fig 60 Indicative section DD

- » 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

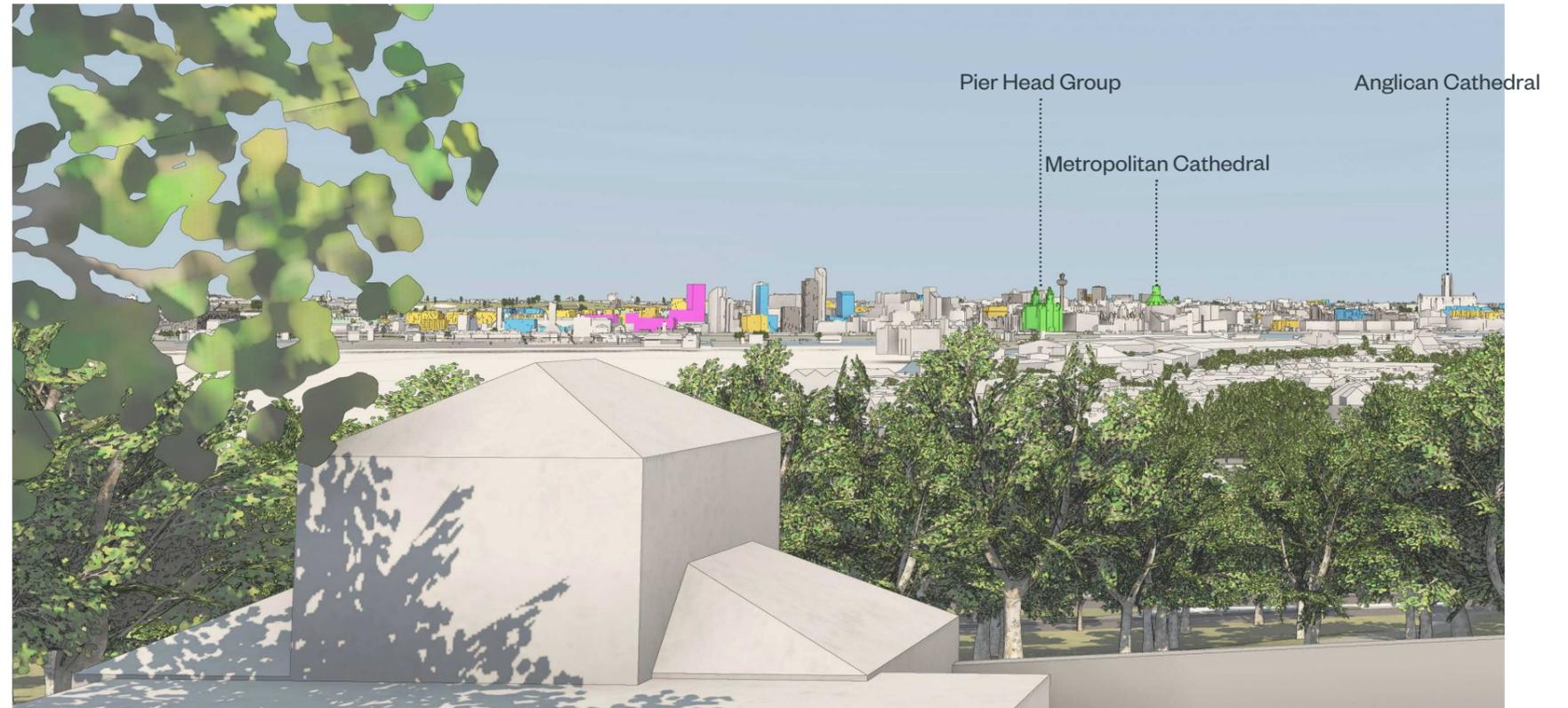


Fig 63 Indicative Masterplan impact on Key View 4: Bidston Hill



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.

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

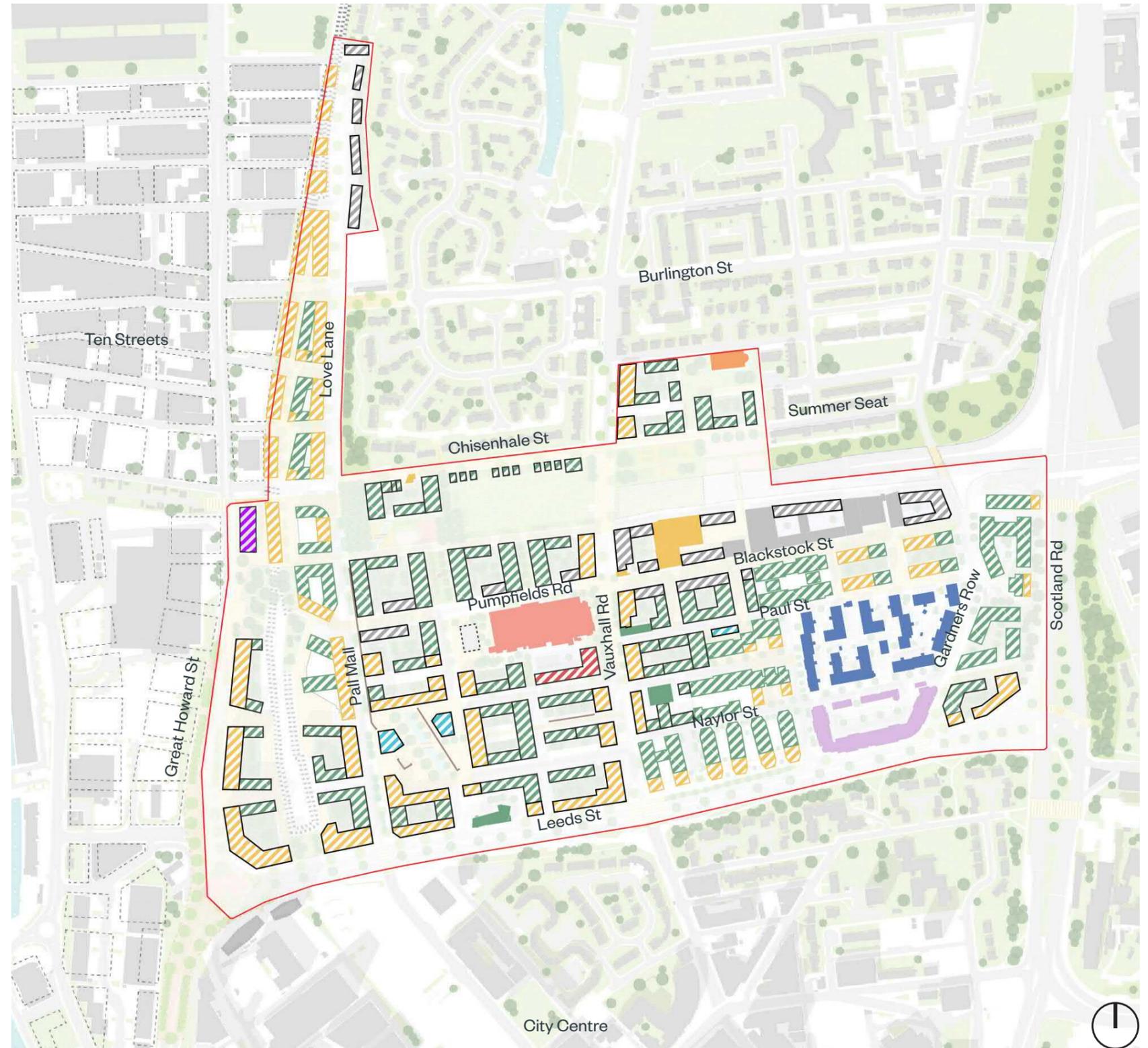


Fig 65 Land use (Ground floor)

- » 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.

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

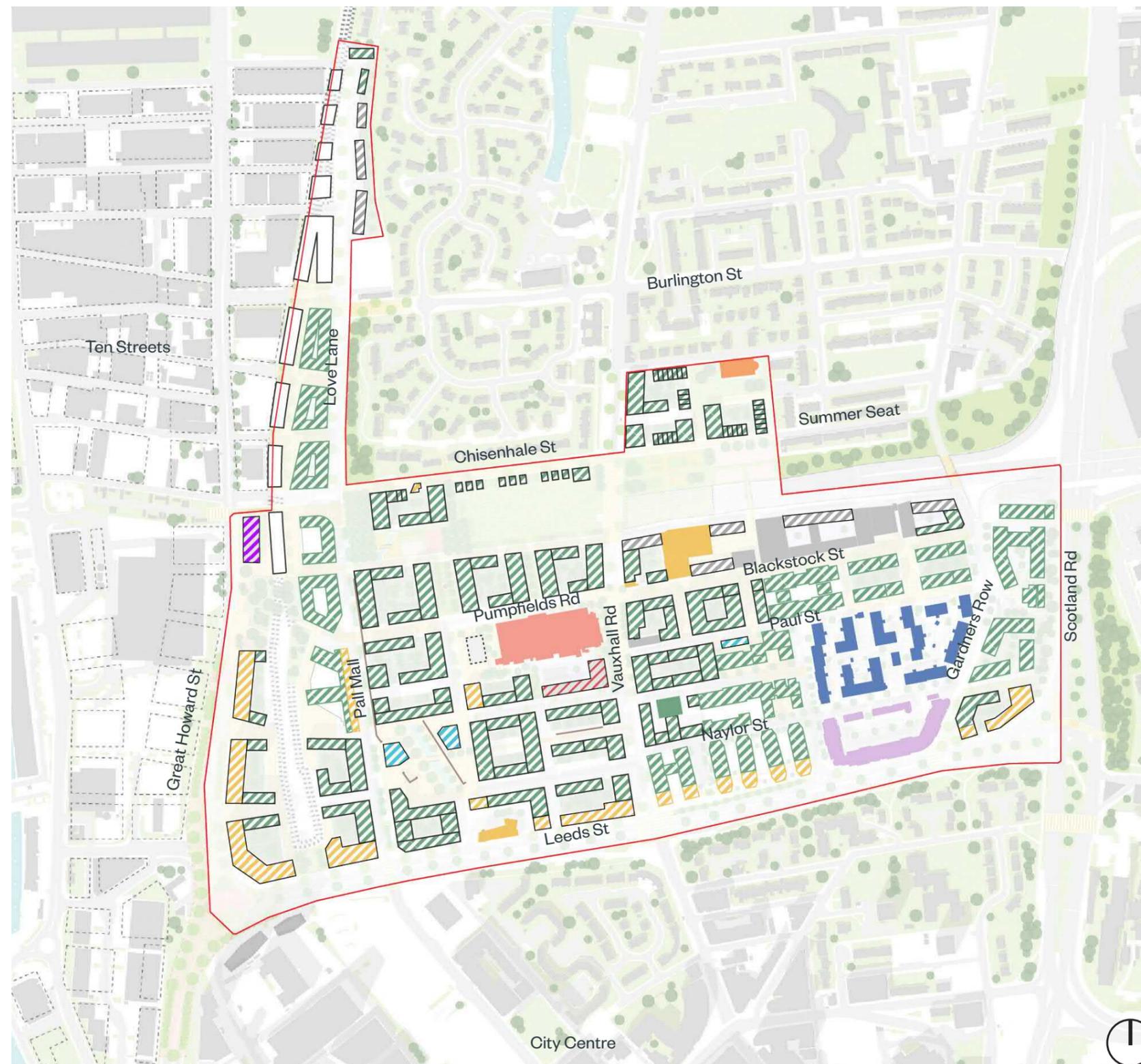


Fig 66 Land use (First floor)

- » 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)

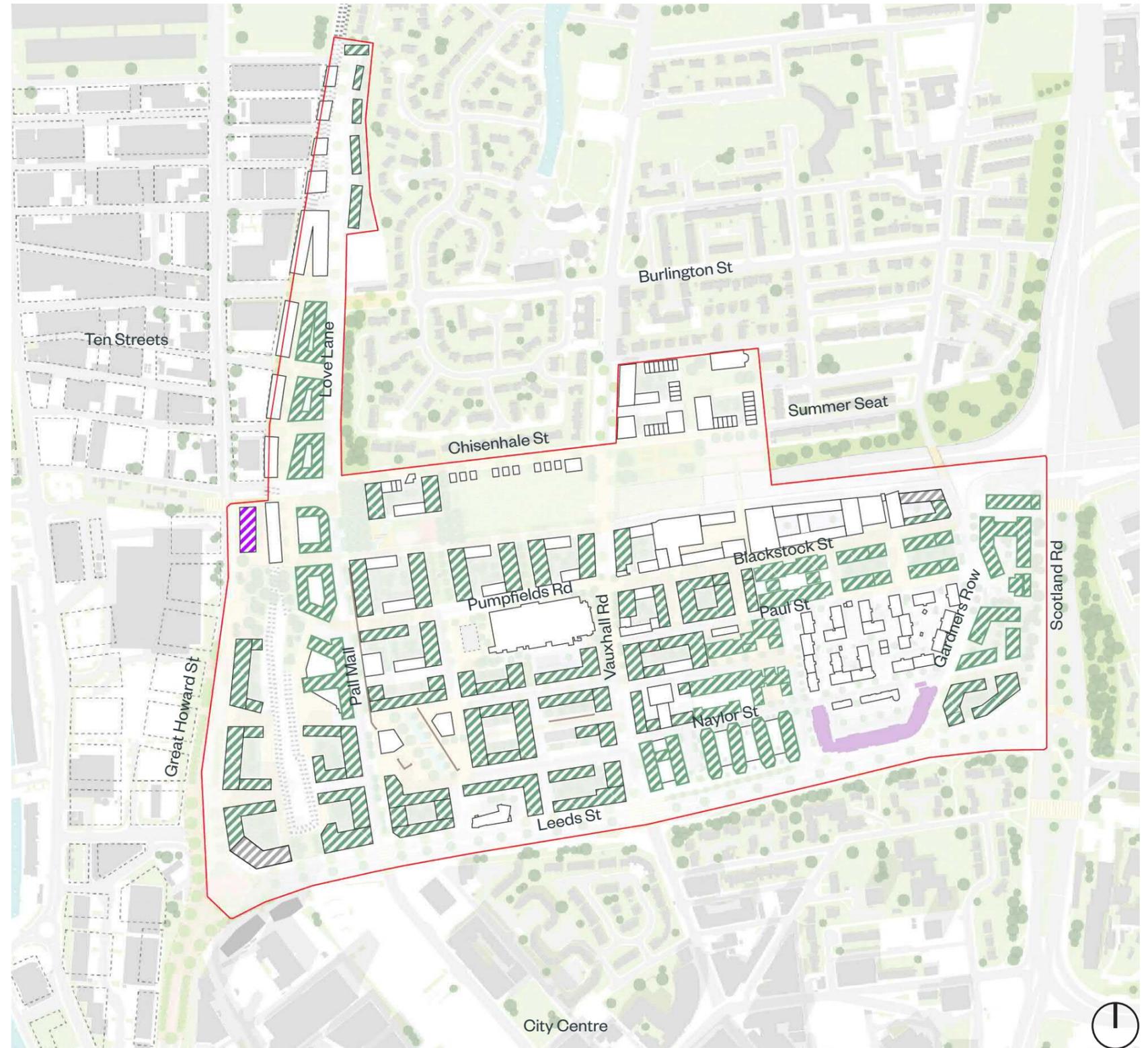


Fig 67 Land use (Typical upper floor)

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

- Development proposals must demonstrate how the proposed uses support the realisation of the vision set out in this SPD.
- Developers should work together toward the realisation of the vision in a comprehensive and joined up approach.
- Non-residential uses should be clustered along key routes and key public spaces as indicated in the SPD.
- 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.

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



Fig 69 Housing typologies

- » 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 must 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%
<b>Totals</b>	<b>984</b>	<b>1,318</b>	<b>682</b>	<b>345</b>	<b>100%</b>
<b>TOTAL</b>	<b>3,329</b>				

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%
<b>TOTAL</b>	<b>3,973</b>				

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%
<b>Totals</b>	<b>3,258</b>	<b>2,755</b>	<b>944</b>	<b>345</b>	<b>100%</b>
<b>GRAND TOTAL</b>	<b>7,302</b>				

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

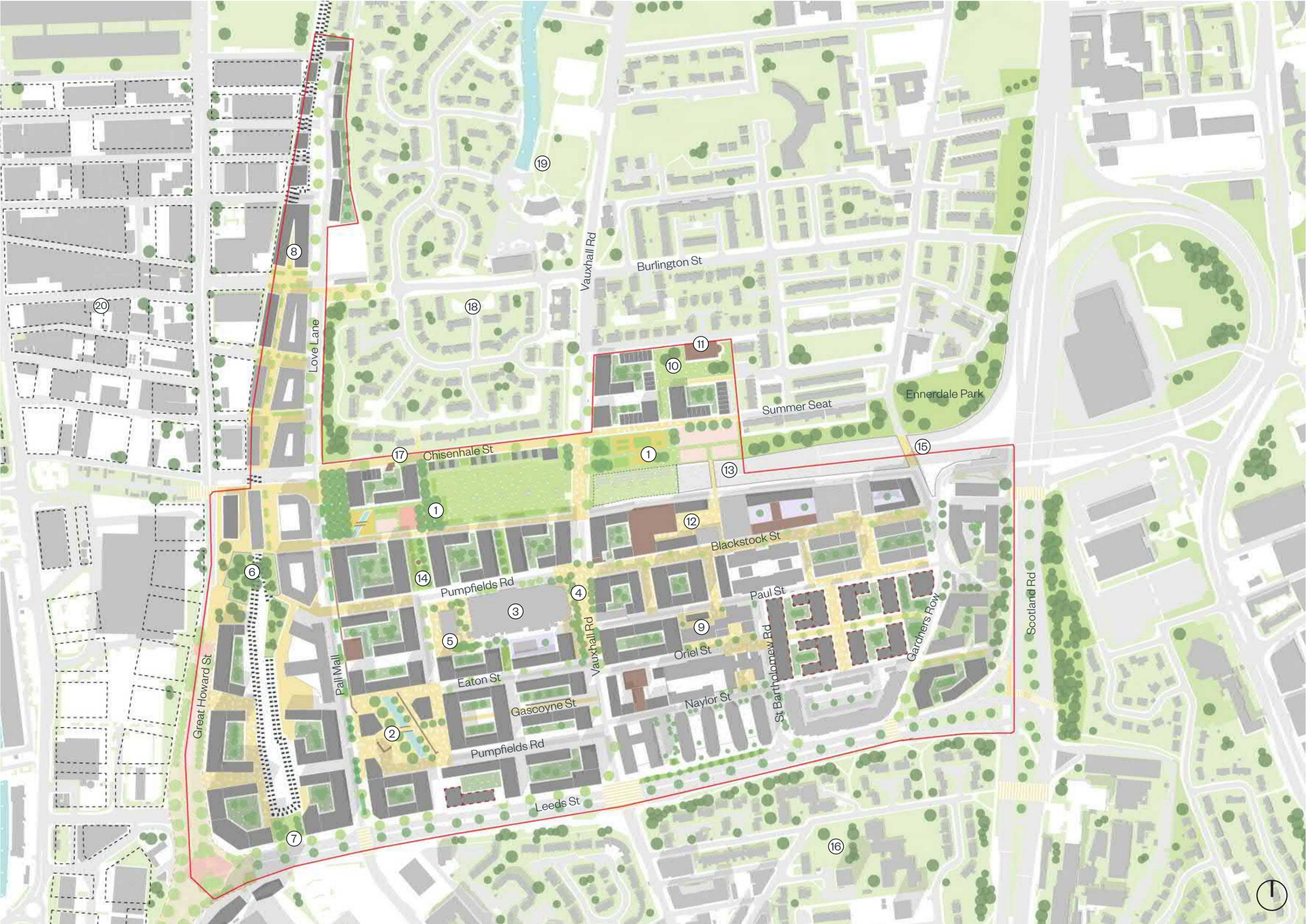
- » The Indicative Masterplan on the following pages sets out the potential long-term vision for the SPD area.
- » As the area transforms into a vibrant, residential-led mixed-use extension of the city centre, there may be opportunities for currently occupied plots to come forward for redevelopment. 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)



Great Howard St

Love Lane

8

19

Vauxhall Rd

Burlington St

18

11

10

Summer Seat

Ennerdale Park

17

Chisenhale St

1

13

15

1

12

Blackstock St

6

14

Pumpfields Rd

4

Paul St

3

5

Eaton St

Vauxhall Rd

9

Oriel St

2

Gascoyne St

Naylor St

Pumpfields Rd

St Bartholomew Rd

Gardners Row

Scotland Rd

7

Leeds St

16



### 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.

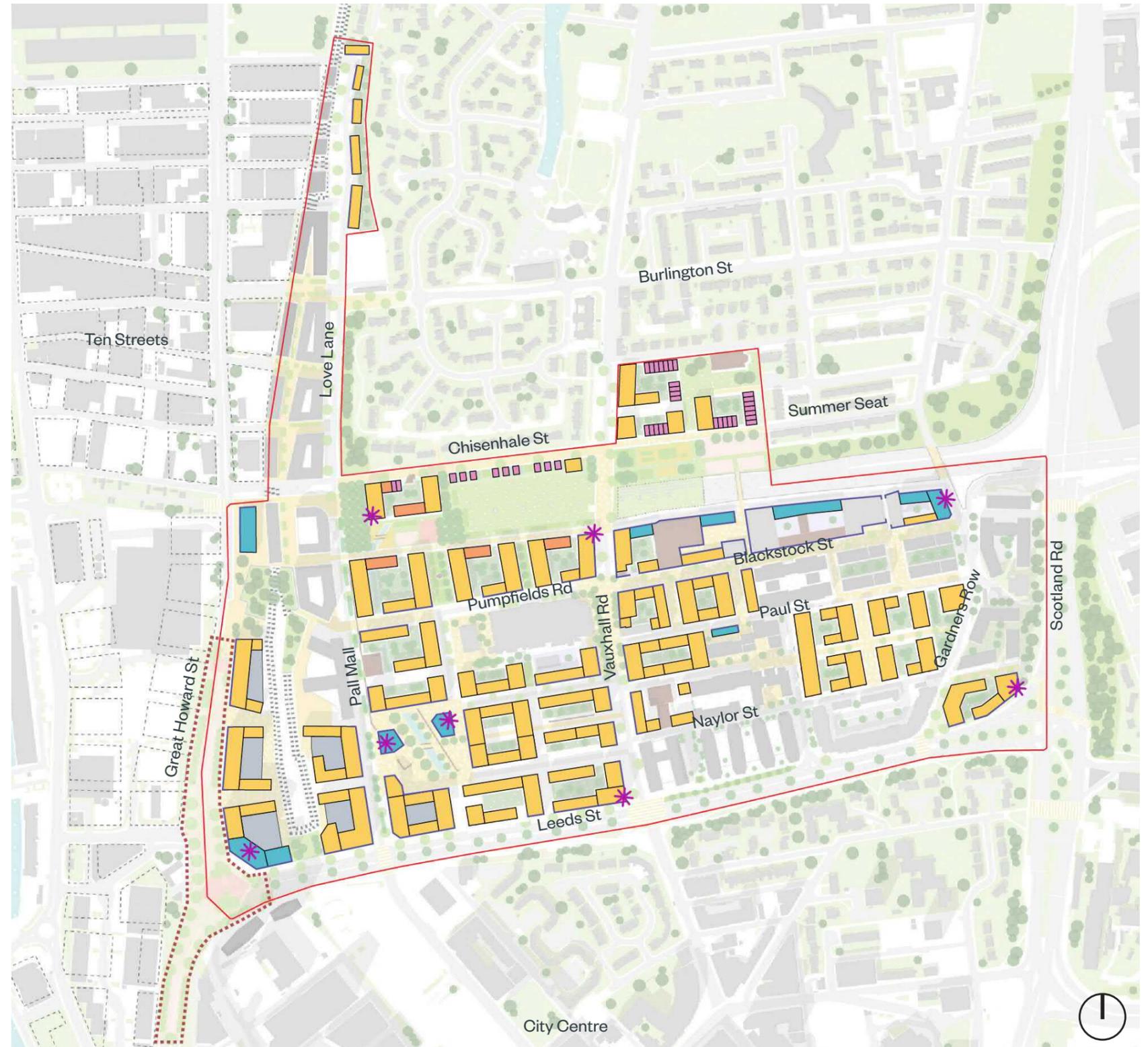
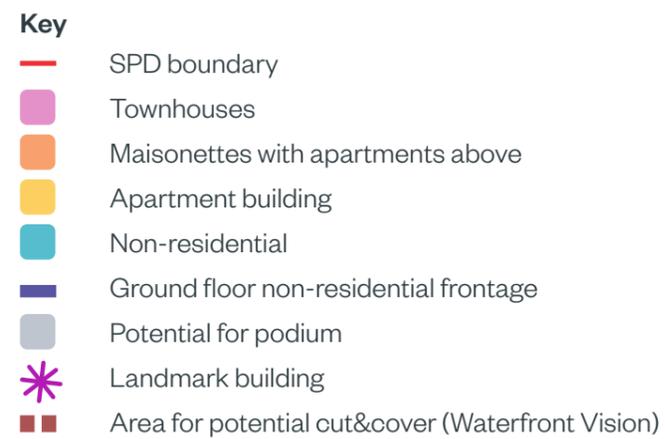


Fig 74 Building typologies

### 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)