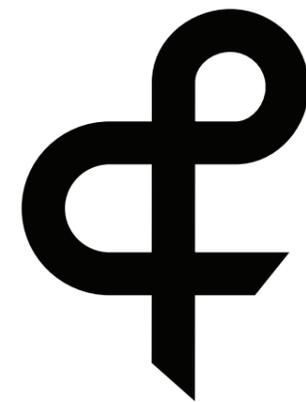




PUMPFIELDS



LIMEKILNS

Understanding the context

Levitt Bernstein

Turner.Works



ARUP

1.1 Introduction

This baseline analysis document provides the foundation for the Pumpfields & Limekilns SPD.

It establishes a robust understanding of existing conditions and context, ensuring that subsequent guidance is proportionate, policy-compliant, and place-specific. This document draws together a comprehensive assessment of the physical, social, and environmental characteristics of the area, identifying both constraints and opportunities relevant to future development.

The analysis addresses land use patterns, built form and townscape, heritage assets, movement networks, environmental conditions, and socio-economic indicators. It also considers the relationship between the study area and its wider strategic context, including alignment with adopted development plan policies and other material considerations.



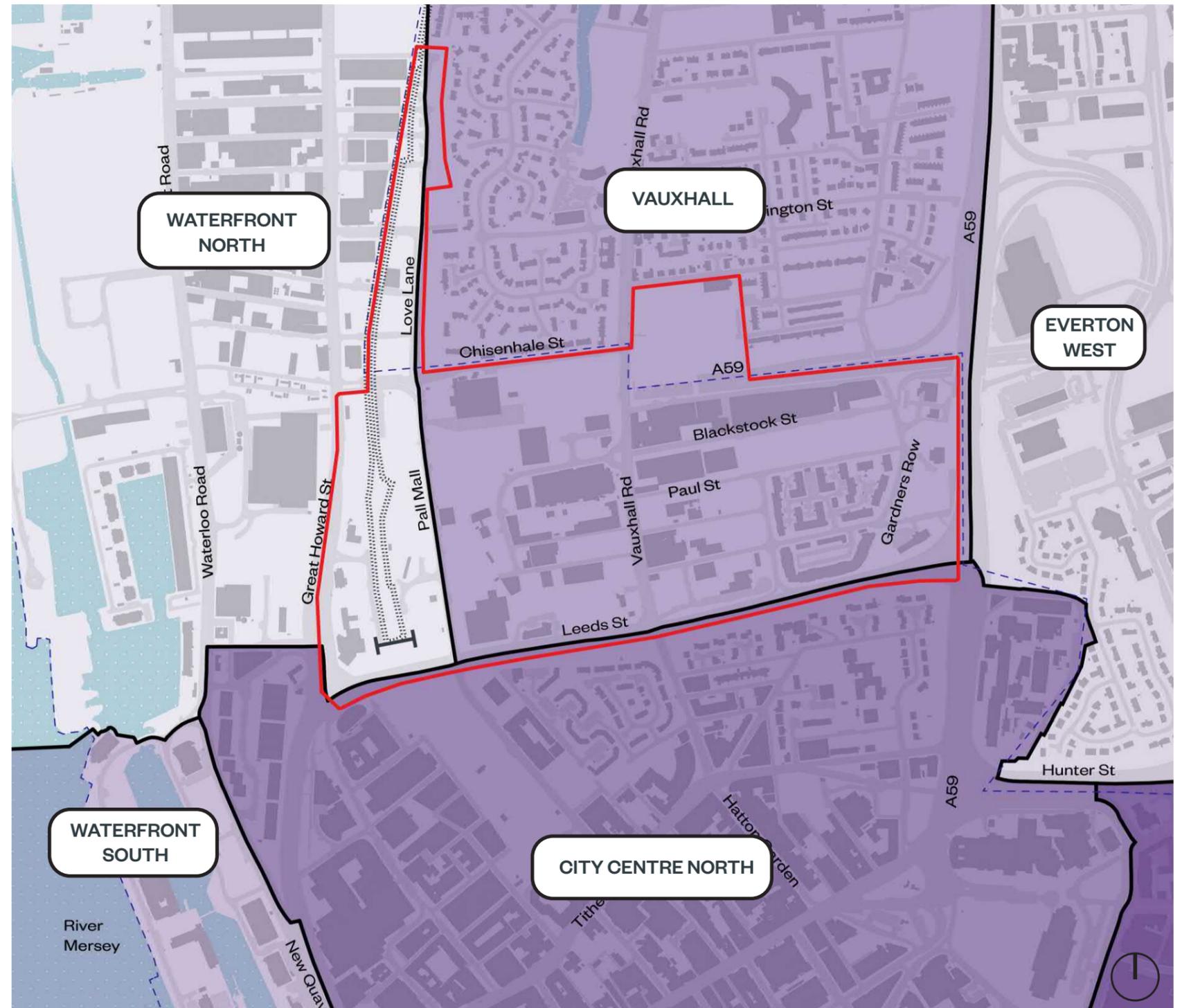
Fig1 SPD site boundary

1.2 Study area

Ward location

Pumpfields & Limekilns falls into Vauxhall Ward and Waterfront North Ward and borders the City Centre North Ward and Everton West Ward.

The SPD lies largely within the City Centre boundary, with the area surrounding the listed Church of Our Lady of Reconciliation of La Salette and the stretch along Love Lane falling outside of it.



- Key**
- SPD boundary
 - - - City centre boundary
 - Ward boundary

Fig2 Ward location plan

1.3 Planning context

Planning policy

National Planning Policy Framework (2024)

The National Planning Policy Framework (NPPF) places a strong emphasis on the creation of new developments to achieving well-designed places.

Chapter 12 supports the creation of well-designed neighbourhoods and paragraph 131 states that ‘The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.’

The NPPF (paragraph 139) adds that ‘Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents which use visual tools such as design guides and codes.’

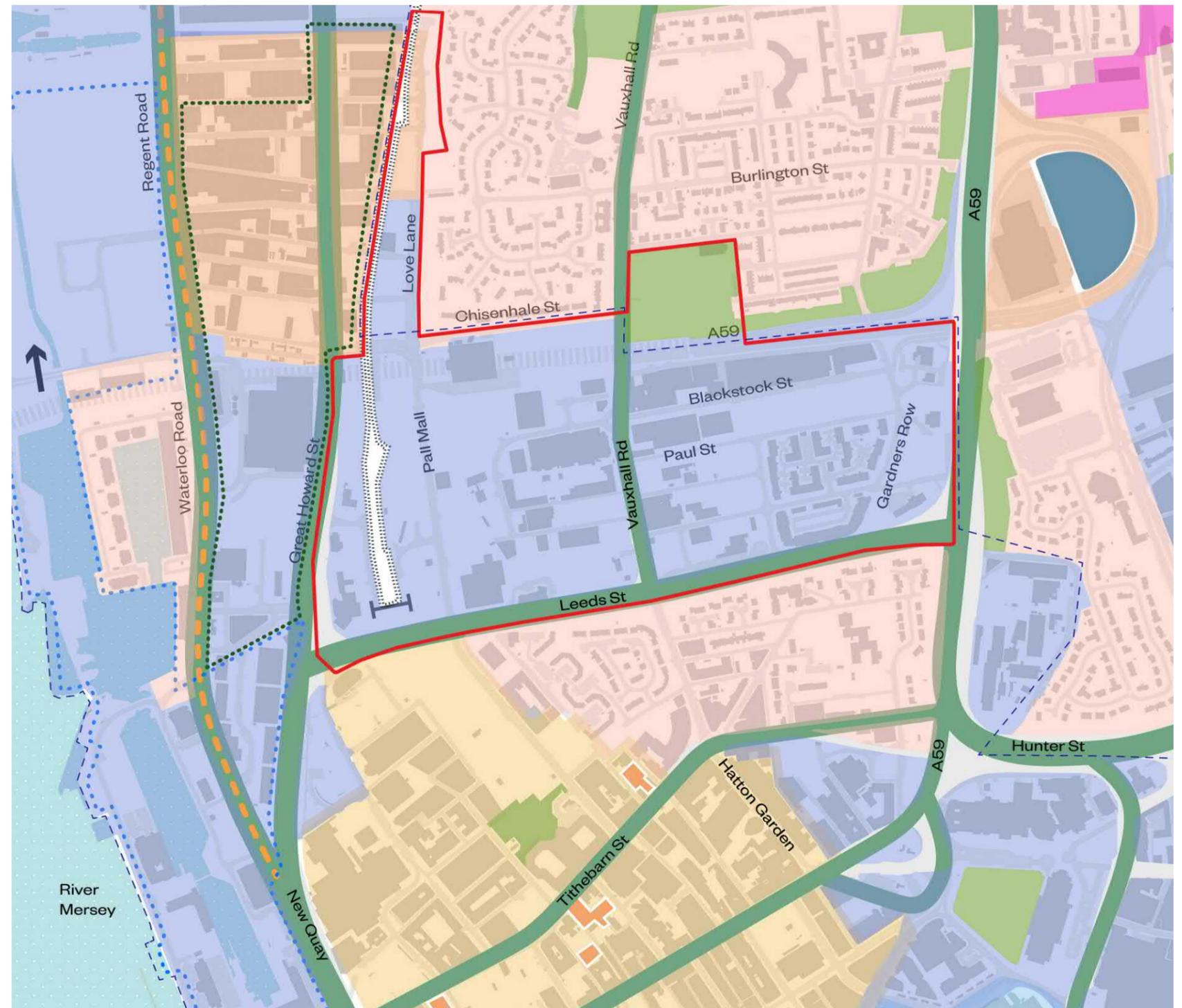
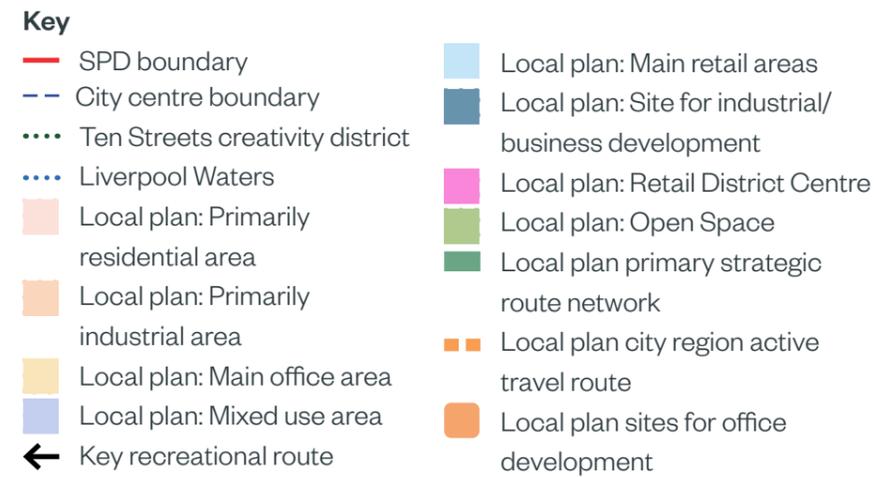


Fig 3 Policy designations and frameworks

Local Planning Policy

At the heart of this SPD is Liverpool's Local Plan 2013 – 2033. The Local Plan includes nine strategic priorities for Liverpool that are addressed through the plan. It also contains strategic and local policies which will be used to assess planning proposals. The Urban Design Policies include some detailed standards for high quality development and sustainable design. This SPD sets out further detailed guidance for applicants to assist them in ensuring proposals demonstrate compliance with the relevant policies and standards within the Local Plan to ensure the highest quality in the design and sustainability of places.

Planning applications and emerging development

Pall Mall and the land between Vauxhall Street and Gardners Row, feature numerous granted and ongoing planning applications. These predominantly consist of large residential schemes. A breakdown of the emerging residential mix is provided below.

Note: The accompanying map highlights only those applications within the site boundary or in immediate adjacency.

Key

- SPD boundary
- - - City centre boundary
- Granted planning applications
- Ongoing planning applications
- Liverpool Waters Masterplan
- Ten Streets

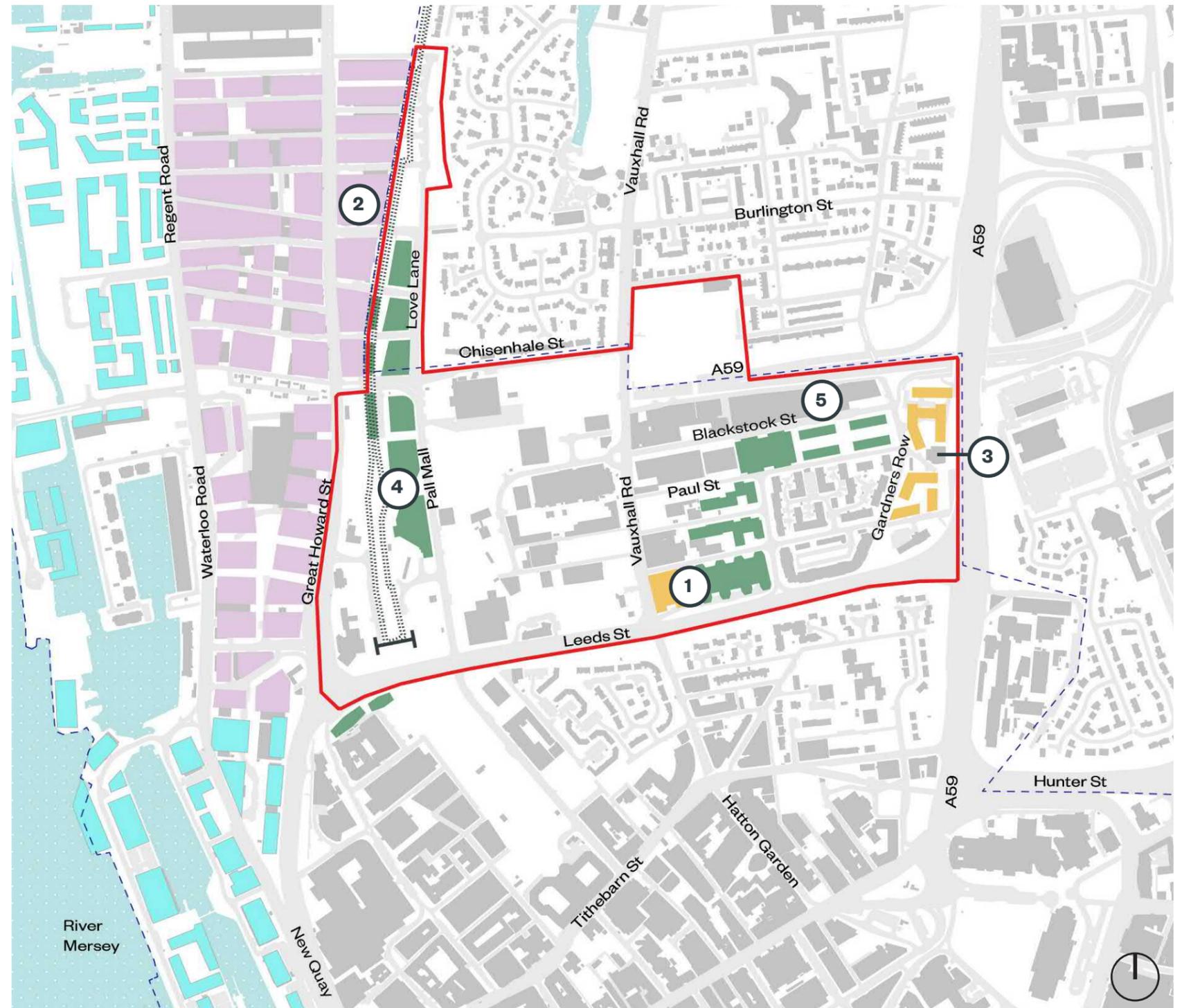


Fig 4 Emerging development



Fig 5 Metal Works with Freemason's Row in the background on Leeds Street



Fig 6 Land at Love Lane / Pall Mall



Fig 7 Land at Love Lane / Pall Mall



Fig 8 Bevington Bush, Block A



Fig 9 Lanyork Road / Pall Mall



Fig 10 Land at Blackstock Street

1.4 History

“What’s in a name?”

The history of the Pumpfields & Limekilns area is deeply intertwined with Liverpool’s industrial past. From bustling industrial hubs to modern redevelopment projects, these regions exemplify the city’s dynamic evolution.

The name **Pumpfields** likely originates from the area’s historical association with water management and industrial infrastructure. In the 18th and 19th centuries, Liverpool underwent significant urban and industrial expansion, requiring extensive drainage and water supply systems. The presence of water pumps to manage flooding, supply water, or assist with industrial processes (such as tanneries and mills) gave rise to the name Pumpfields.

The Leeds and Liverpool Canal, along with its basins, played a pivotal role in the area’s industrial operations. Given the proximity to the Leeds and Liverpool Canal and historically marshy land, the area required mechanical or manual pumps to drain fields for development. This would have been a common practice in low-lying, industrialized parts of growing cities.

Limekilns originates from the lime kilns that were once prominent in the region. Lime kilns were essential for producing quicklime, a critical component in construction and agriculture. The presence of these kilns indicates the area’s historical role in supporting Liverpool’s building and farming sectors. One notable location is Lime Street, originally known as Lime Kiln Lane. Established in 1790, the street was named after lime kilns owned by local businessman William Harvey. These kilns were initially situated on the outskirts of the city. However, as urban development progressed, concerns arose regarding their proximity to medical facilities due to the emissions they produced. Consequently, the kilns were relocated, but the street retained its original name.



Fig 11 View from Lime Street (known at the time as Lime Kiln Lane) looking north in 1771. Painted by Edwin Beattie (1845 - 1917)

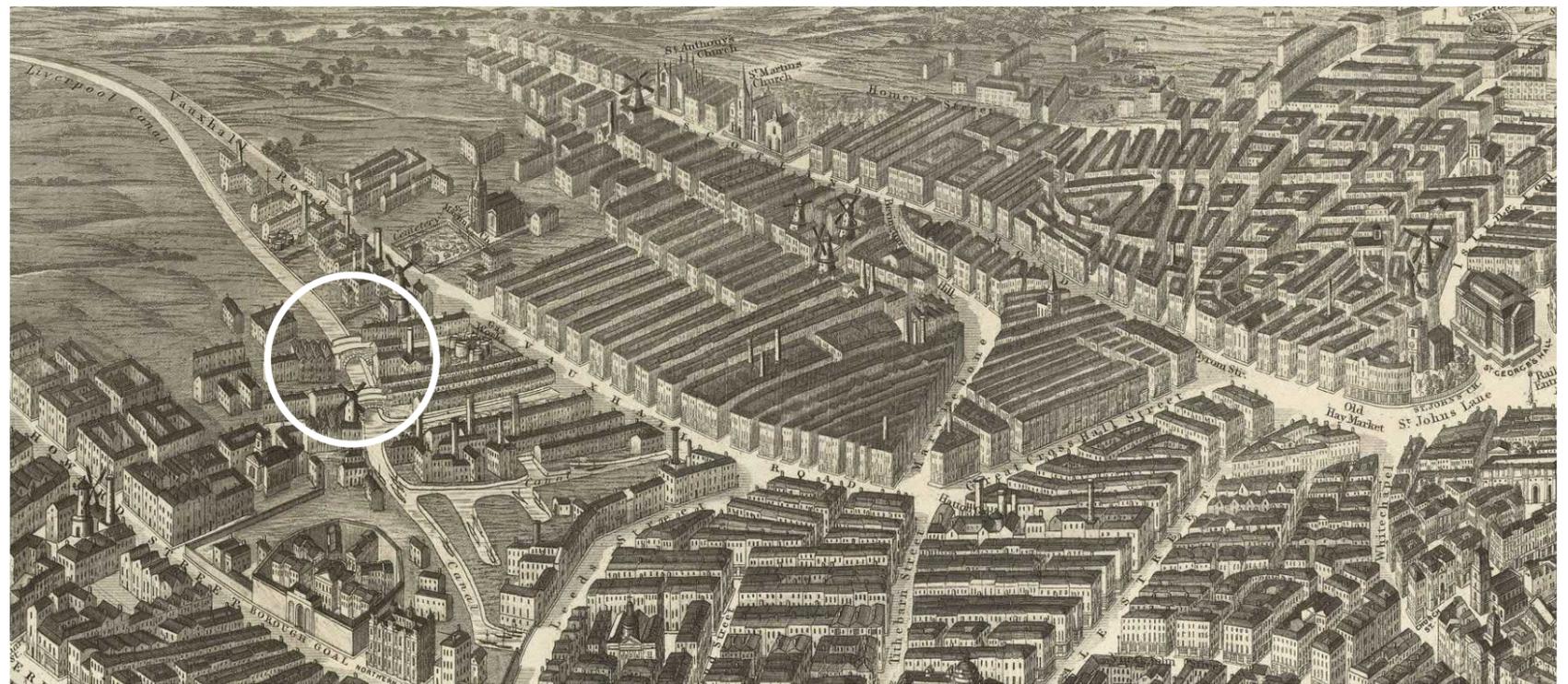


Fig 12 Ackermann’s Panoramic View of Liverpool (1847). Rural features, like the windmills in Everton, are now surrounded by the expanding city. The fields are shown fading into the distance.

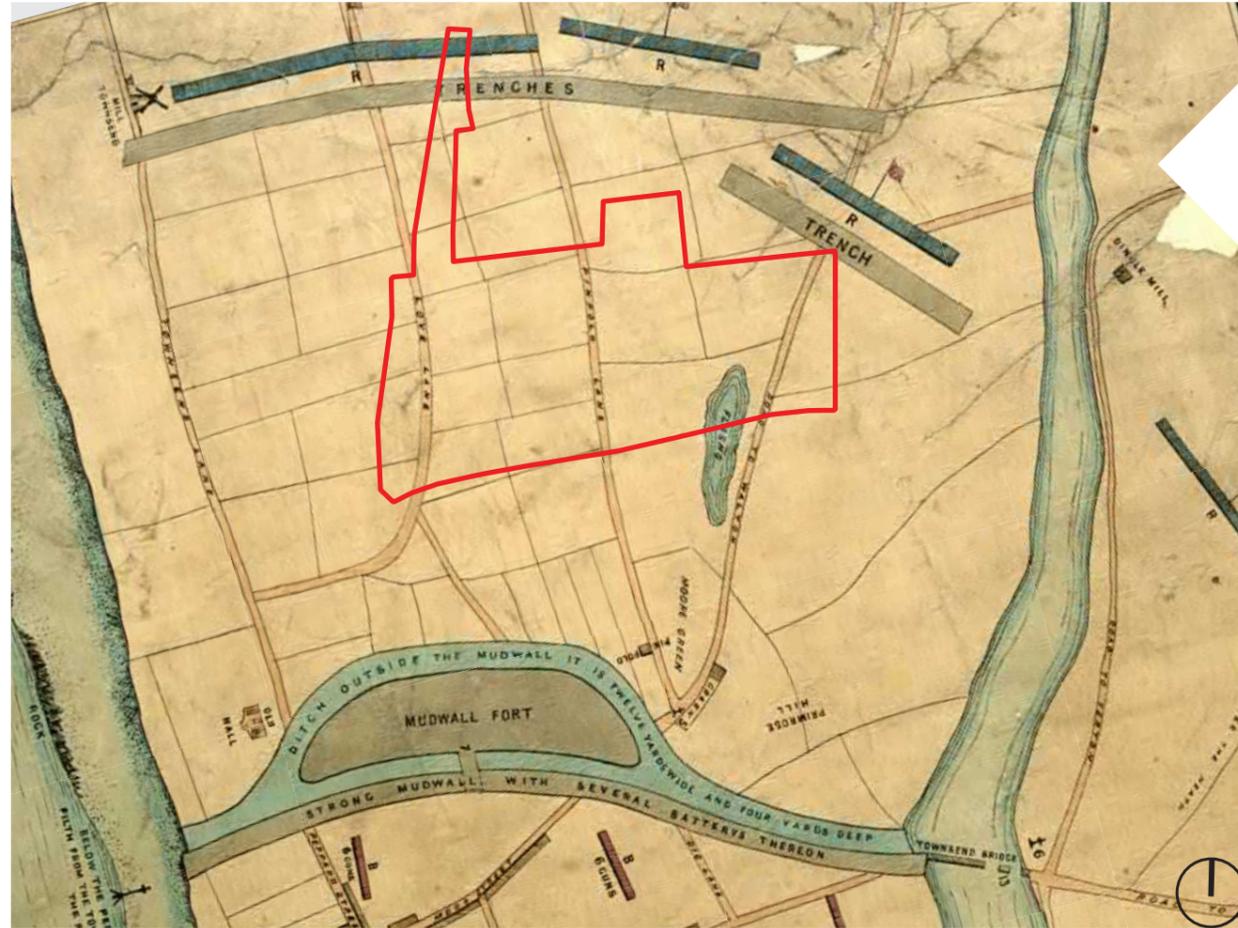


Fig 13 Source: historic-liverpool.co.uk

1836: MA Gage's Trigonometrical Plan of Liverpool

This is a map of Liverpool as it progressed into the 19th century – perhaps its most important period for shaping its later history. This map shows Liverpool as it left its 'town' stage and became a city.

The pastoral idyll has now been absorbed by the ever growing city. Bevington Bush once the first village on the road from Liverpool to Preston is now part of the city. Scotland Road's manor houses and market gardens which characterised the area around Bevington Bush have made way for a mass of cramped houses, most of them back-to-back.

The Leeds-Liverpool Canal reaches the edge of town, but goes no further. Opened in 1816, the canal flowed as far as it could into the dense industrial north of Liverpool. From this time onwards, more and more of the canal would be subsumed within the built-up fabric of the city as its docklands and industry grew.

1644: Leland's Historical Map of Lerpole

This is Liverpool in the 17th century, as imagined in the 19th. The large feature in the centre is the 'Mudwall Fort'. There are also trenches marked, guns and other units mapped on the Great Heath and out towards Kirkdale.

This map is titled:

Historical Map of Lerpole, from a very curious plan, originally in the possession of Mr Leland, the antiquarian, ann. dom. 1539 with the fortifications as they appeared at the time of the siege, 1644.

The map illustrates the opposing forces' positions during the English Civil War. Liverpool was a key centre due to its links with Ireland. Leland's map is therefore a mixture of 16th century streets underlying a 17th century event. At this point, the town of Liverpool is still small in scale, as it is bounded on its southern side by the Pool, and this slowed development along this edge. Over time, development grows quickly to the south. Four main roads lead off to Kirkdale and Everton, now known as as Pall Mall and Love Lane, Vauxhall Road (Pinfold Lane) and Scotland Road ('road to Walton'). Agricultural fields are laid out, the Liverpool and Leeds Canal does not exist just yet.

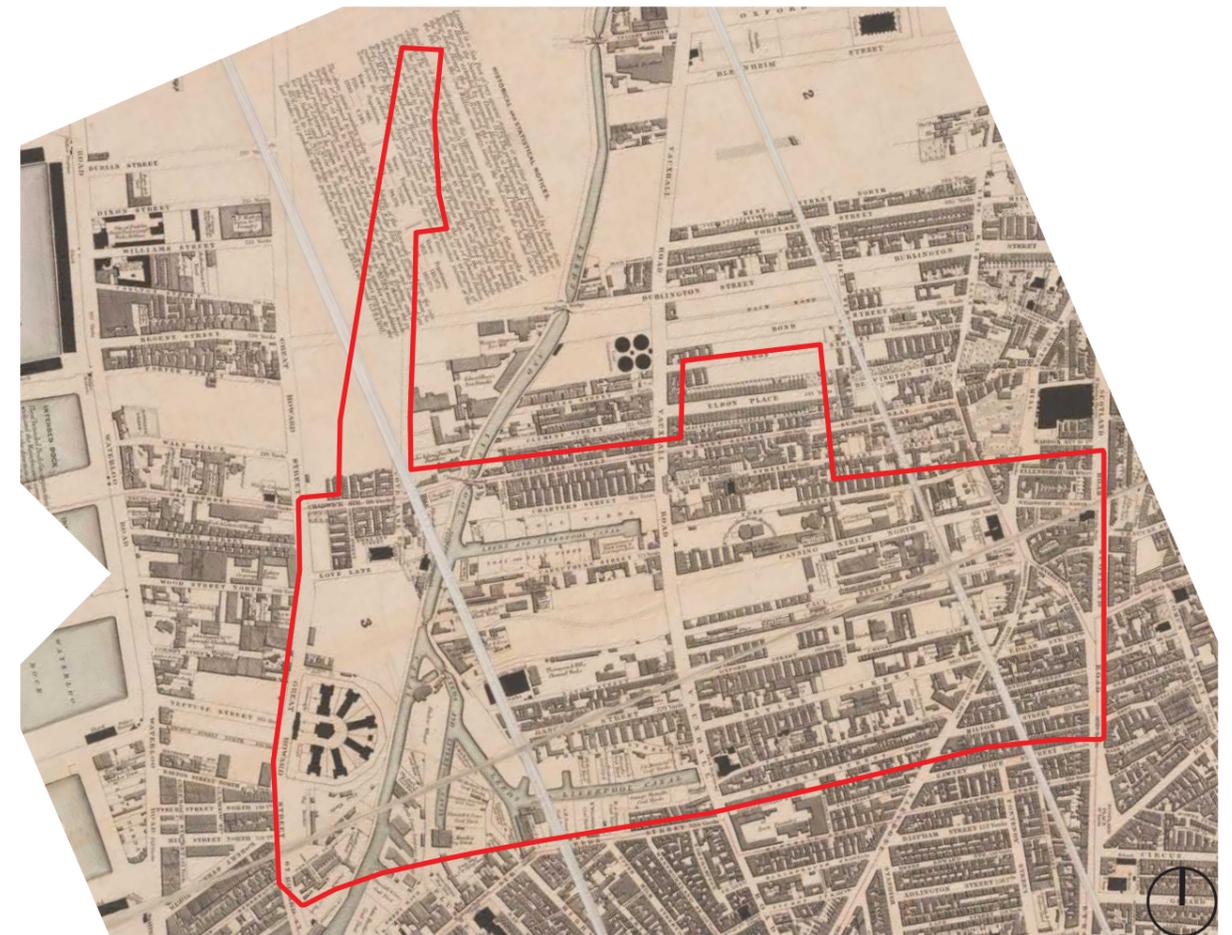


Fig 14 Source: historic-liverpool.co.uk

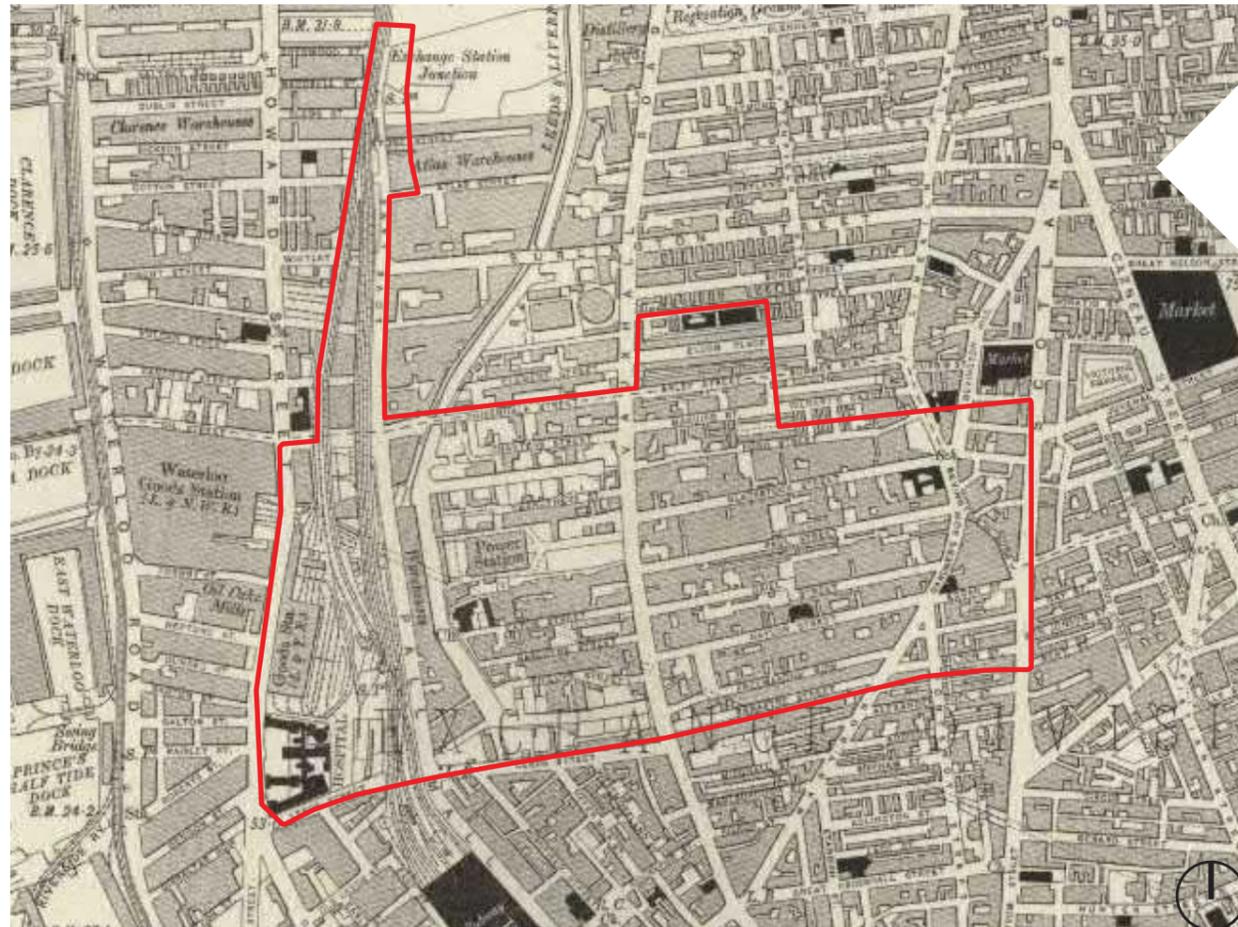


Fig 15 Source: <https://maps.nls.uk>

1910

In this map we notice the consolidation of the city fabric with the remaining vacant parcels of land now built and occupied.

The Liverpool and Leeds Canal still runs through the built environment but its southern branch has now been cut back by the introduction of two railway stations: Waterloo Goods Station and Exchange Station which now act as a barrier between Pumpfields & Limekilns site and the waterfront. Waterloo Goods station, located on the Waterloo Branch, opened in 1849 to serve the docks which were expanding to the north of the city. Exchange Station was one of the four terminal stations in Liverpool's city centre and was the only station not accessed via a tunnel.



Fig 16 Source: <https://maps.nls.uk>

1946

During the Second World War, Liverpool and its docks were extensively targeted by German bombers and both railway stations were hit. Pumpfields & Limekilns' proximity to the docks and the inaccuracy of many of the bombing raids, meant that large residential parts of the area were left in complete ruins. One particularly heavy raid in December 1940 killed nearly one hundred people (including entire families) in Blackstock Street. The victims of this raid are remembered to this day by a commemorative plinth located on the junction of Vauxhall Road and Carruthers Street. Notwithstanding the bombing, the Victorian street pattern remained intact as it can be seen in this map from 1946.



Fig 19 Chisenhale Street bridge over the Leeds & Liverpool Canal (1814)



Fig 20 Chisenhale Street bridge over the Leeds & Liverpool Canal (circa 1900)

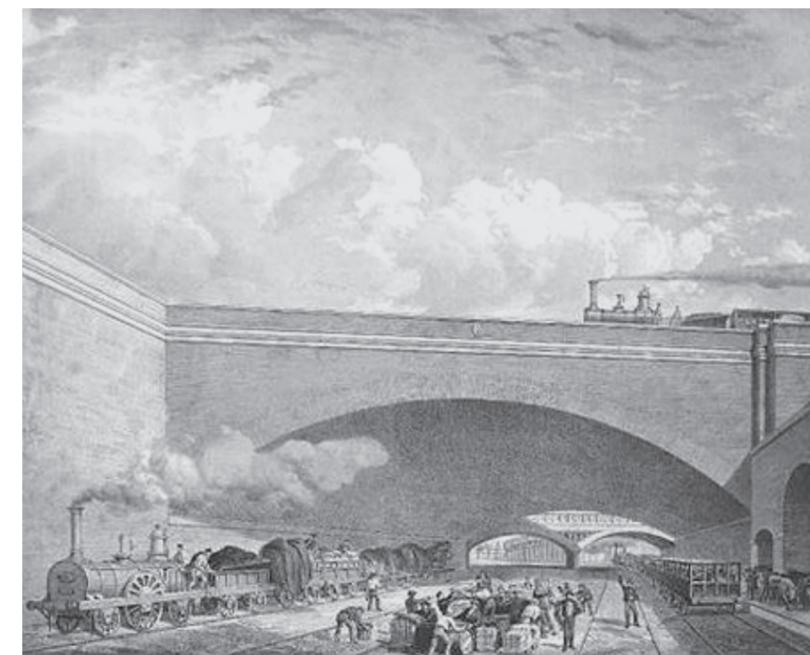


Fig 21 Goods station looking west in 1849. Dominating the scene is the 'Grand Arch' which carried the LYR Liverpool and Bury line over the Waterloo branch. The bridge beyond the arch carried Great Howard Street over the line. Copyright photo from National Railway Museum and SSPL



Fig 22 Burlington Bridge Vauxhall Road, a popular place to swim as the water was warmed by Tate and Lyle's manufacturing process

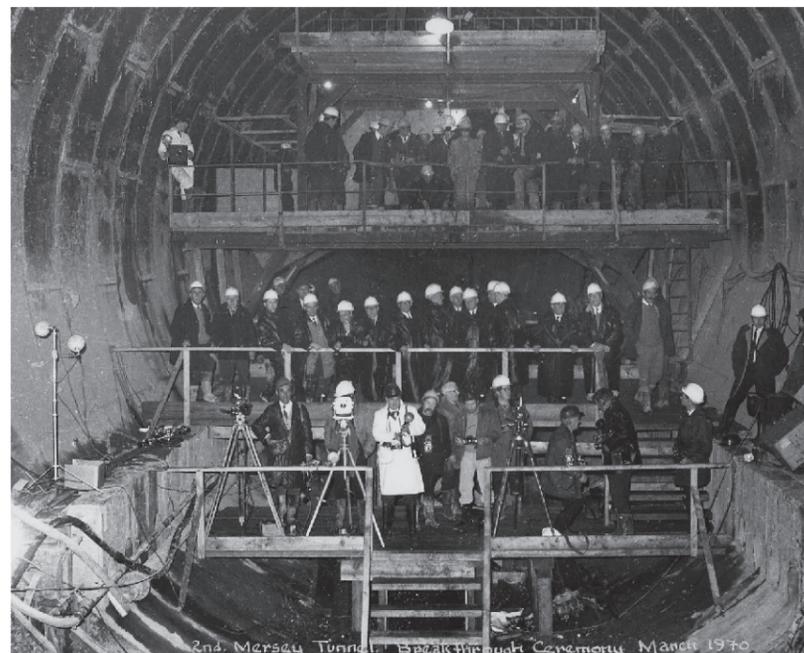


Fig 23 Kingsway Tunnel, Breakthrough Ceremony (1970)



Fig 24 Residents of the Eldonian Village (1980s)

Rapid urbanisation & street pattern

By the early 19th century, the Industrial Revolution had driven rapid urbanisation in the area north of the city centre. Push factors from rural areas - such as poverty, disease, agricultural changes, and the displacement of peasant farmers - combined with pull factors from the city - such as industrialisation and the expansion of the Empire - led to significant urban growth. This resulted in the formation of densely populated slums and parishes.

The street pattern seen today in Pumpfields & Limekilns largely reflects the rapid urbanisation of the Victorian era, and it is characterised by main north-south arterial roads intersecting with an east-west grid of local streets. Urban blocks were narrow, typically ranging from 30 to 45 metres in width, and accommodated a diverse mix of land uses.

Light and heavy industries dominated the area, including lime works, glassworks, soaperies, tanneries, foundries, breweries, starch manufacturers, chemical works, mills, and warehouses. These industries coexisted closely with residential buildings, places of worship (such as St Bartholomew's Church), schools (like Bevington Bush School), public baths, and public houses (including the Huddersfield Arms, Fail Me Never, and the Rose & Crown).

Public realm and green spaces were virtually non-existent, with the most significant breaks in the urban fabric created by the canal and the railway.

Over time, some streets have disappeared to accommodate land assembly and larger plots, as seen with the development of Unite Student Housing and the loss of Cherry Lane.

Key

 SPD boundary	 Public bath
 Industry	 School
 Residential	 Pub
 Place of worship	 Limekiln

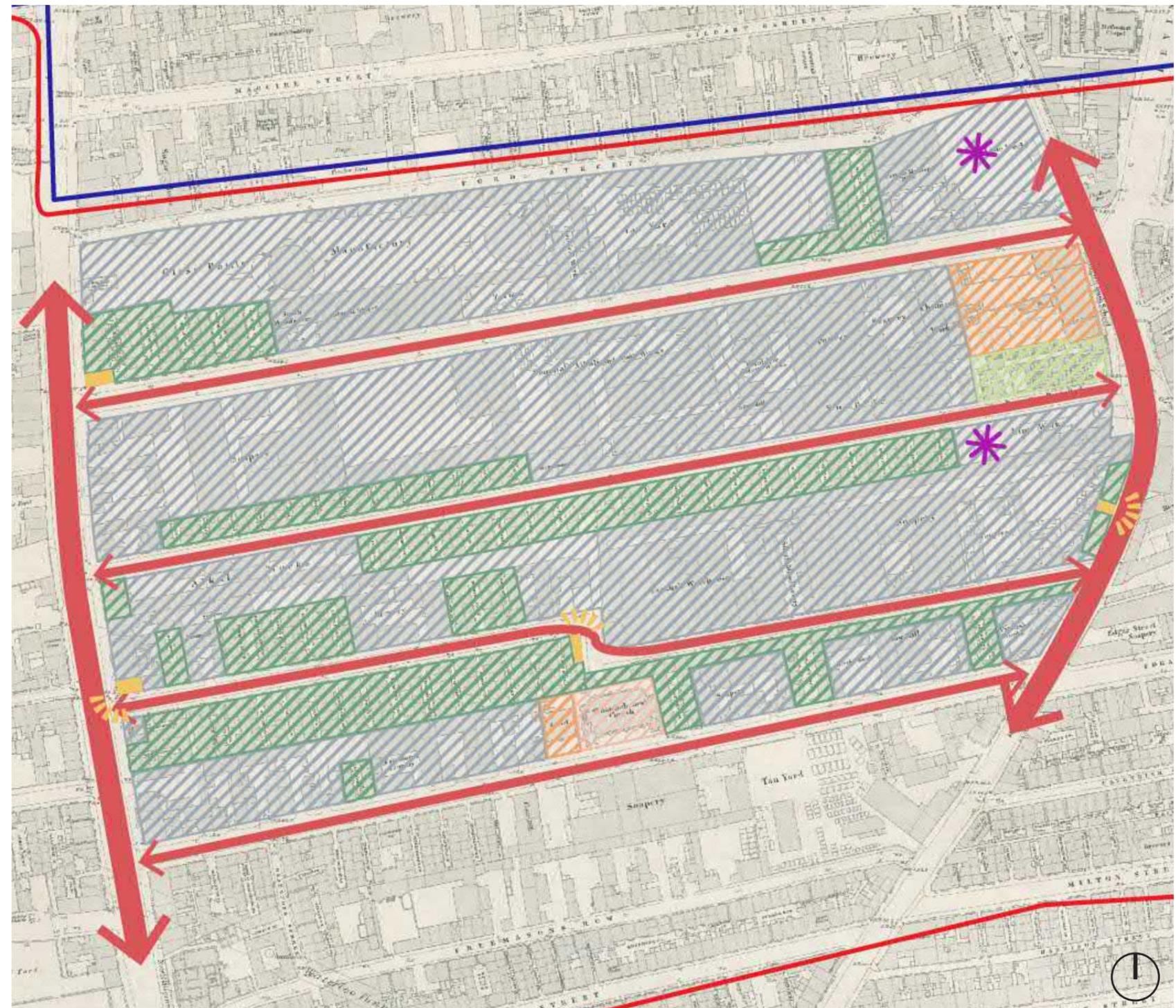


Fig 25 Pumpfields & Limekilns in 1848

1.5 Transport and movement

Existing connectivity

Pumpfields & Limekilns is strategically well located north of Liverpool City Centre, situated at a key gateway for the city for trips by road from the Wirral, the City Centre, and the north of the city region.

Great Howard Street and Scotland Road border the west and east extents of the area, providing key north-south connectivity between the city centre, the Sefton Coast, and the Strategic Road network. Vauxhall Road bisects the area north-south, connecting internal access roads serving commercial and industrial uses. To the west, Pall Mall provides westbound connections to Great Howard Street via the Northern Line viaduct.

Whilst it benefits from strong connectivity via road, these busy routes sever the area from its surroundings. This results in an 'island' effect, creating a hostile environment for trips on foot or by bike at its periphery, leaving the area feeling disconnected from the wider area.

This is further exacerbated by the Kingsway Tunnel in the north east, and the Merseyrail Northern Line in the west which limit the area's permeability, and connectivity with its surrounding areas, particularly the Waterfront, City Centre, and residential areas in Vauxhall to the north.

Nonetheless, whilst barriers exist, this important strategic location and proximity to the city centre, provides a significant opportunity through the SPD, to deliver an accessible, well connected place that is better integrated with its surroundings, in line with the Council's social value objective for a low carbon, connected and accessible city.

Key

- SPD boundary
- - City centre boundary
- Primary route network
- Secondary/tertiary route
- -> One way road
- |||| Tunnel
- ⊗ Gateway into city
- ⊗ Physical barrier into city
- ^ Areas with traffic congestion

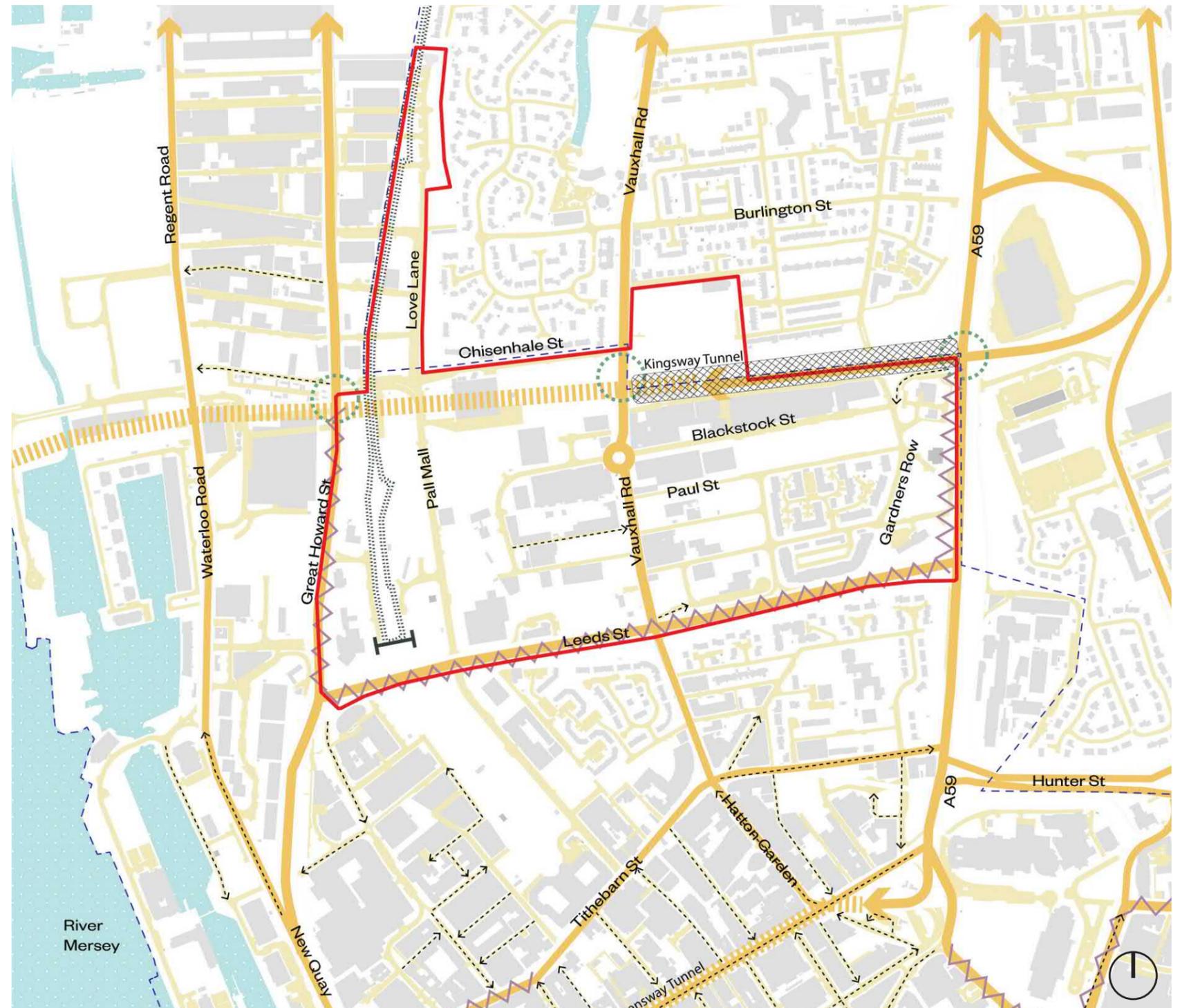


Fig 26 Existing connectivity



Fig 27 Leeds Street looking west



Fig 28 Vauxhall Road looking north



Fig 29 Kingsway Tunnel looking west



Fig 30 Blackstock Street looking east



Fig 31 Gascoyne Street looking east



Fig 32 Chisenhale Street looking west

Public transport

Much of the Pumpfields & Limekilns area lies within 800 metres of Moorfields train station, which is roughly a 10-minute walk.

Sandhills train station is located approximately 1.3 miles north of the site, equivalent to around a 30-minute walk.

Liverpool Lime Street provides connections to the national rail network, beyond the Merseyrail operated network, which is located around 1km to the south east.

Bus routes are located on the key north-south connections along Great Howard Street, Vauxhall Road, and A59 Scotland Road. These provide services into the town centre, city region, and a range of destinations including Moorfields and Sandhills Stations, and the Queens Square Bus Station.

In addition, the Isle of Man Ferry terminal is situated around 400m from the western boundary of the area, serving Douglas providing longer distance connections on the Mersey.

Whilst these connections provide good opportunities to travel by public transport, challenges posed by the severance created by major roads, the existing street grid and lack of permeability of the area, limit people's propensity to choose these modes over the private car.

Key

- | | |
|---|---|
|  SPD boundary |  Bus routes |
|  City centre boundary |  Ferry routes |
|  Train/Merseyrail stations |  Northern train line |
|  Railway | (dashed = below ground) |
|  400m from station |  Wirral train line |
|  800m from station | (dashed = below ground) |
|  Bus stops | |

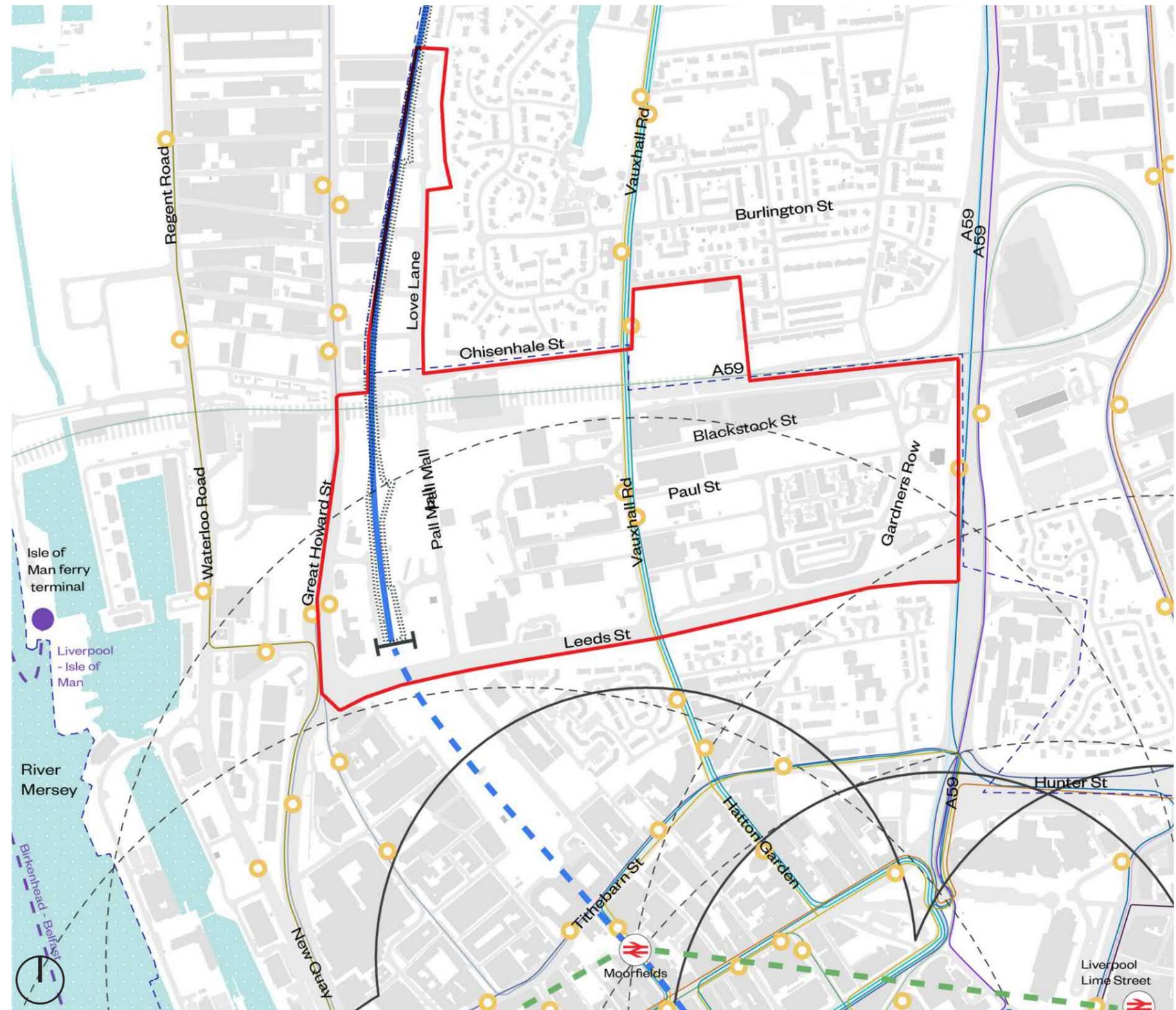


Fig 33 Public transport

Active travel

The Pumpfields & Limekilns area is served by dedicated cycle routes with supporting infrastructure. An existing cycle route exists along Vauxhall Road, connecting the city centre to the National Cycle Network (Route 62) in the north. A parallel route is situated to the east, along Gardner's row, connecting to the Leeds and Liverpool canal towpath into Sefton. East and west connectivity is provided along Leeds street at the southern border of the area, where high quality segregated cycle lanes link Vauxhall Road to Great Howard Street. The area is therefore crossed by some locally important and longer-distance routes.

More widely, and despite these cycle routes, the ability to cycle is constrained by a number of factors. Infrastructure along dedicated cycle routes does not, typically, meet current best practice and standards. On-street parking, high traffic volumes, and speeds is a barrier to cycling safely in most streets. The severance posed by major roads on the outskirts of the area, absence of frequent crossings, and gaps in the cycle lanes that do exist, means that active travel will not be perceived as safe or attractive by most people. For both walking and cycling, the existing street grid and block sizes, offers few alternative routes, making wayfinding more difficult and journey times longer.

Whilst existing routes and infrastructure are limited in terms of their quality and coverage, plans to expand and extend the active travel network present significant opportunities for Pumpfields & Limekilns to support and integrate with these connections — helping to deliver safe and attractive routes for the area and the wider city, in line with the Council's social value objectives for a low-carbon, connected, and accessible city, as well as safe and thriving neighbourhoods.

Key

- | | |
|---|---|
|  SPD boundary |  Strategic active cycle routes |
|  City centre boundary |  Primary active cycle routes |
|  Existing cycle network |  Secondary active cycle routes |
|  Pedestrian/cycle bridge |  Active walking network |

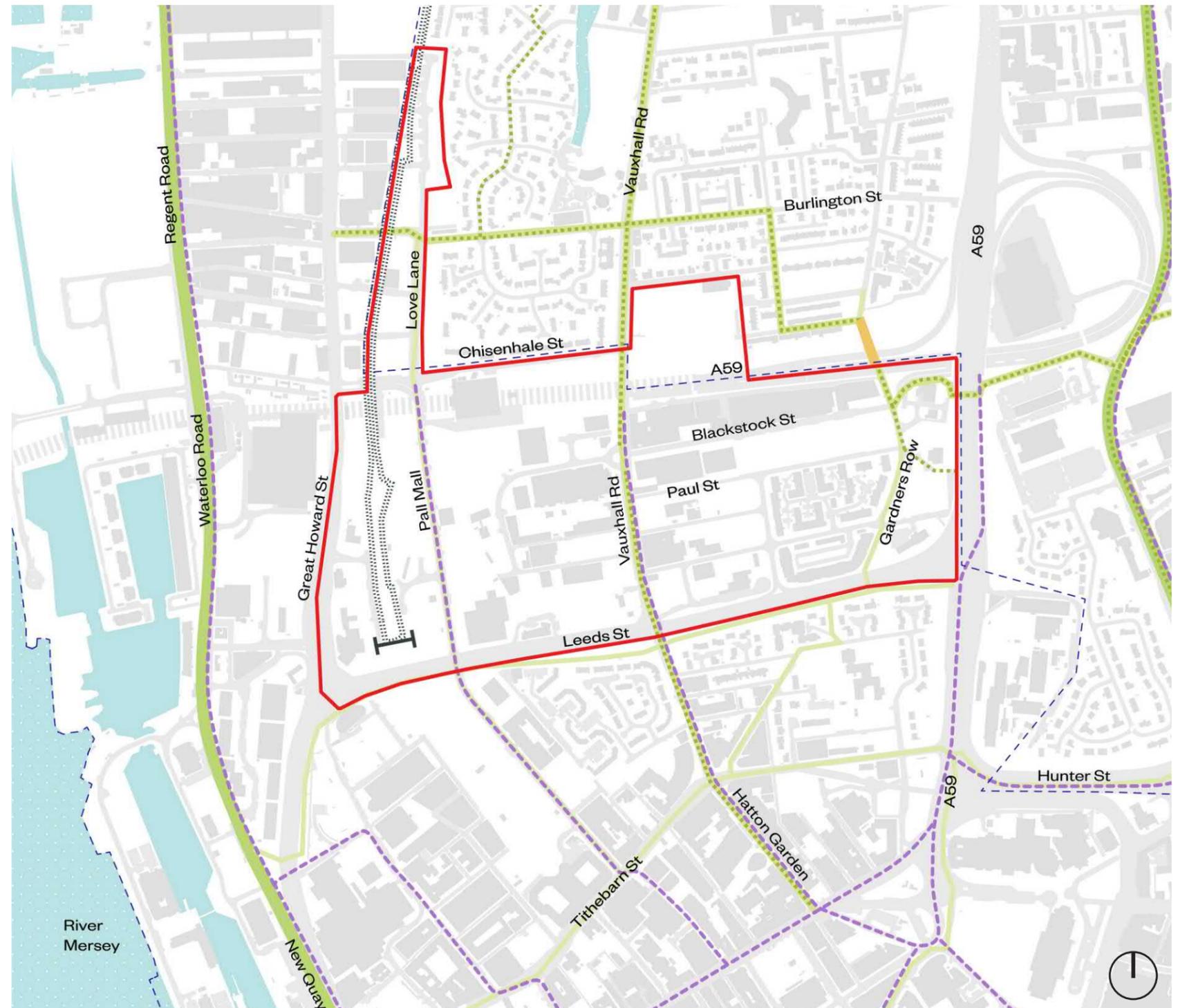


Fig 34 Active travel

Parking

Car parking is dominant within the Pumpfields & Limekilns area; in privately operated surface car parks, commercial and industrial sites, and on the street.

There is significant parking stock for privately operated car parking catering for around 740no. parking spaces. This is supplemented by parking associated with existing and consented developments. Existing accommodation provides for around 150no. spaces whilst consented developments, particular in the west and south of the area would provide for more than 1,000no. further spaces. In addition, there is extensive on-street parking taking place in streets within the area linked to local attractions such as Blackstock Market, bus also as part of 'park and walk' trips into the city centre. This is encouraged by the absence of parking controls – in the form of TROs – or parking charges.

The combination of accessible, free parking close to the city centre is contributing to a car-dominated environment that encourages car use in areas adjacent to the core. Tackling this issue in the Pumpfields & Limekilns area presents an opportunity not only to establish it as a highly sustainable extension of the city centre, but also to advance the city's broader transport policy goals by reducing car trips into the centre and supporting LCC's social value priority for a low-carbon, connected, and accessible city.

Surface Car Parks	No. of spaces	Parking as part of consented development	No. of spaces
1 - Leeds St Car park	140	A	53
2 - Fort Knox	160	B	128
3 - Pumpfields Road	190	C	85
4 - Pall Mall East	250	D	50
Total	740	E	59
		F	171
Parking as part of existing accommodation	No. of spaces	G	196
i	70	H	90
ii	80	I	125
Total	150	J	139
		Total	1096

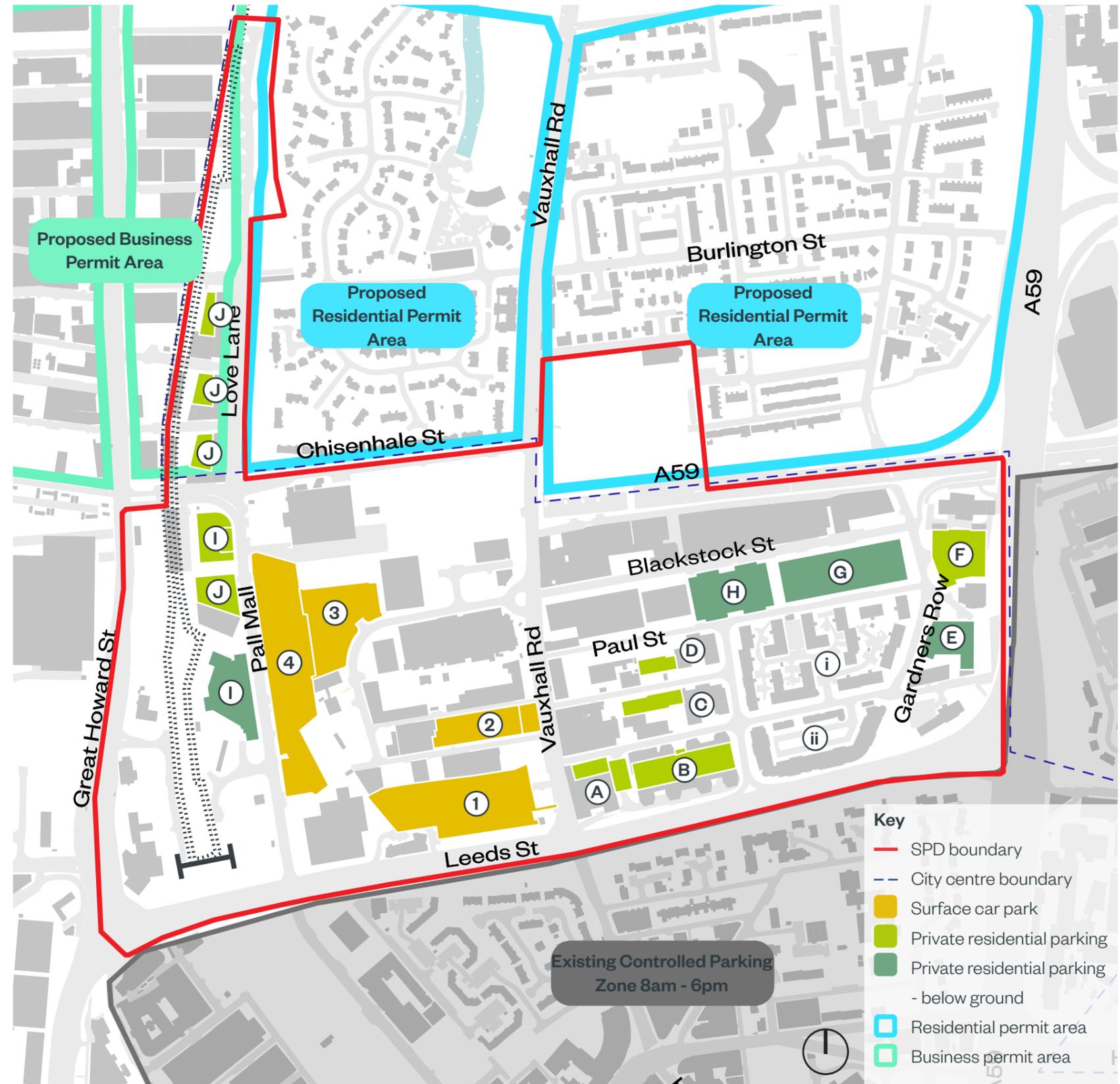


Fig 35 Parking

1.6 Environment

Road noise

Road noise is most significant along the Kingsway Tunnel and Scotland Road, shortly followed by Leeds Street and Great Howard Street. There is significant road noise along Vauxhall Road. Road noise pollution is most likely at its worst during peak traffic hours, 7:30-9:30am and 4:30-6:30pm.



Fig 37 Leeds Street

- Key**
- SPD boundary
 - - City centre boundary
 - 55-60 dB
 - 60-65 dB
 - 65-70 dB
 - 70+ dB



Fig 36 Road Noise

1.7 Green and blue infrastructure

Existing blue and green infrastructure

There are no green open spaces accessible to the public within the SPD boundary.

The nearest public open space is Ennerdale Park, located to the north of the Kingsway Tunnel. It is accessible from the south via the pedestrian bridge from Gardners Row. Additionally, there is a linear green space along Love Lane, but it can only be accessed from Eldonian Village, as the pedestrian gate on Chisenhale Street is permanently locked.

North of the Kingsway Tunnel, the Grade II listed church is surrounded by a large open space, though it is currently fenced off and of poor quality.

Further north, Canal Park and the Leeds & Liverpool Canal offer a linear green/blue corridor, although it is disconnected from the SPD area, and access to it needs improvement.

The closest play area is located south of Leeds Street, near Marybone.

Through the SPD there is the opportunity to deliver new green and blue infrastructure in a comprehensive and co-ordinated manner to support the delivery of a new vibrant, sustainable residential led neighbourhood.

Key

— SPD boundary	— Topography
- - - City centre boundary	— Liverpool Public Realm Strategy SPD - Seven Streets 2.0
■ 1836 lost canal	— Liverpool Public Realm Strategy SPD - Original Seven Streets
■ 1851 lost canal	— Liverpool Public Realm Strategy SPD - Quality Corridors
■ 1910 lost canal	● Sports ground
■ Present canal	● Play area
■ Open space	
■ Eldonian Village	
■ Communal Green	
■ Water	

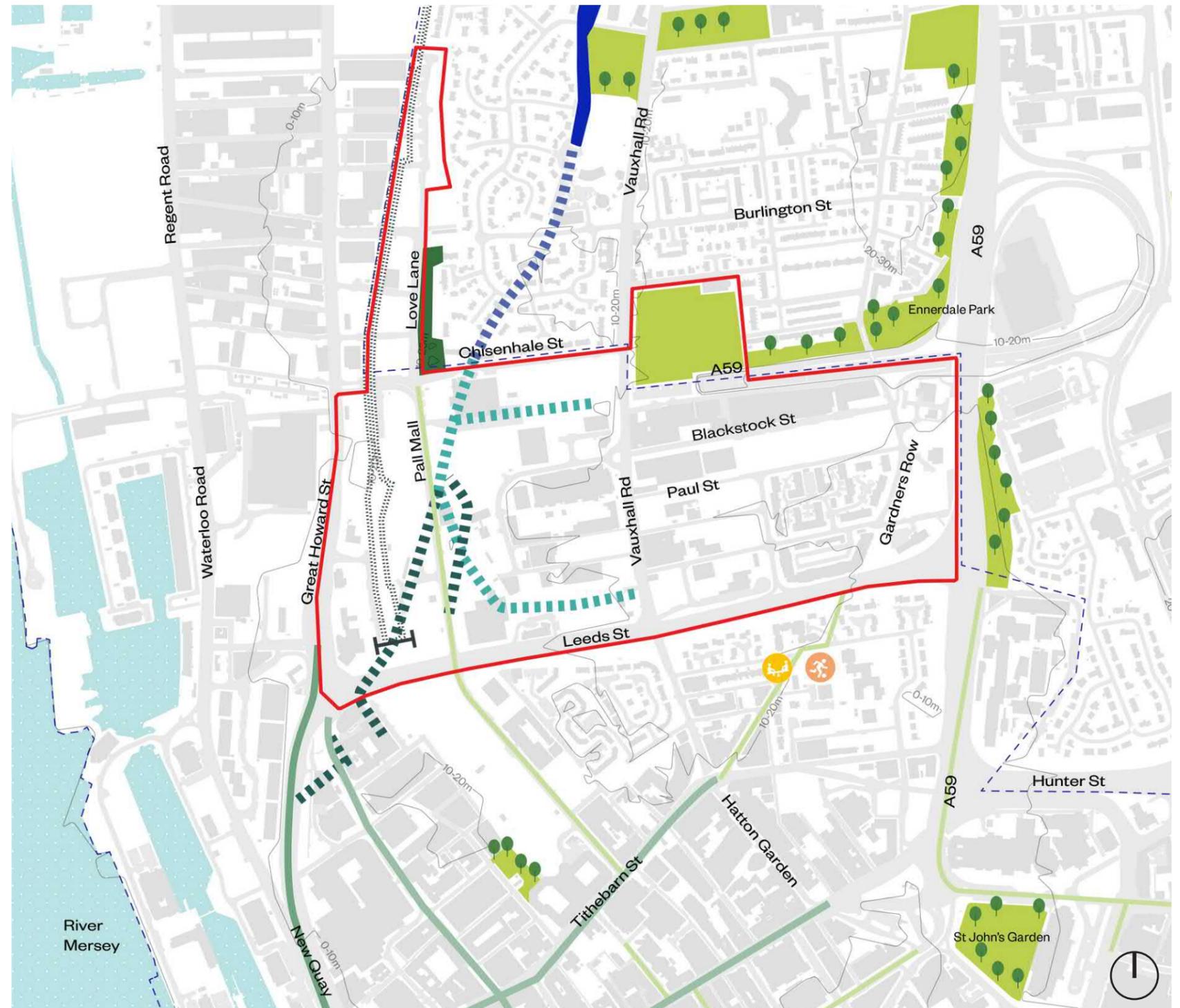


Fig 37 Green and blue infrastructure



Fig 38 Ennerdale Park looking north



Fig 39 Green area along the northern edge of the Kingsway Tunnel



Fig 40 Access gate to the Eldonian Village green space (Chisenhale Street)



Fig 41 Leeds & Liverpool Canal and Vauxhall Bridge



Fig 42 End of the Leeds & Liverpool Canal (Eldonian Village)



Fig 43 Open space and Grade II listed church north of the Kingsway Tunnel

Flood Zones

The SPD area is not within a Flood Zone.

(Source - JBA Consulting for Liverpool City Region Combined Authority)

Key

- SPD boundary
- - City centre boundary
- Flood Zone 2
- Flood Zone 3a

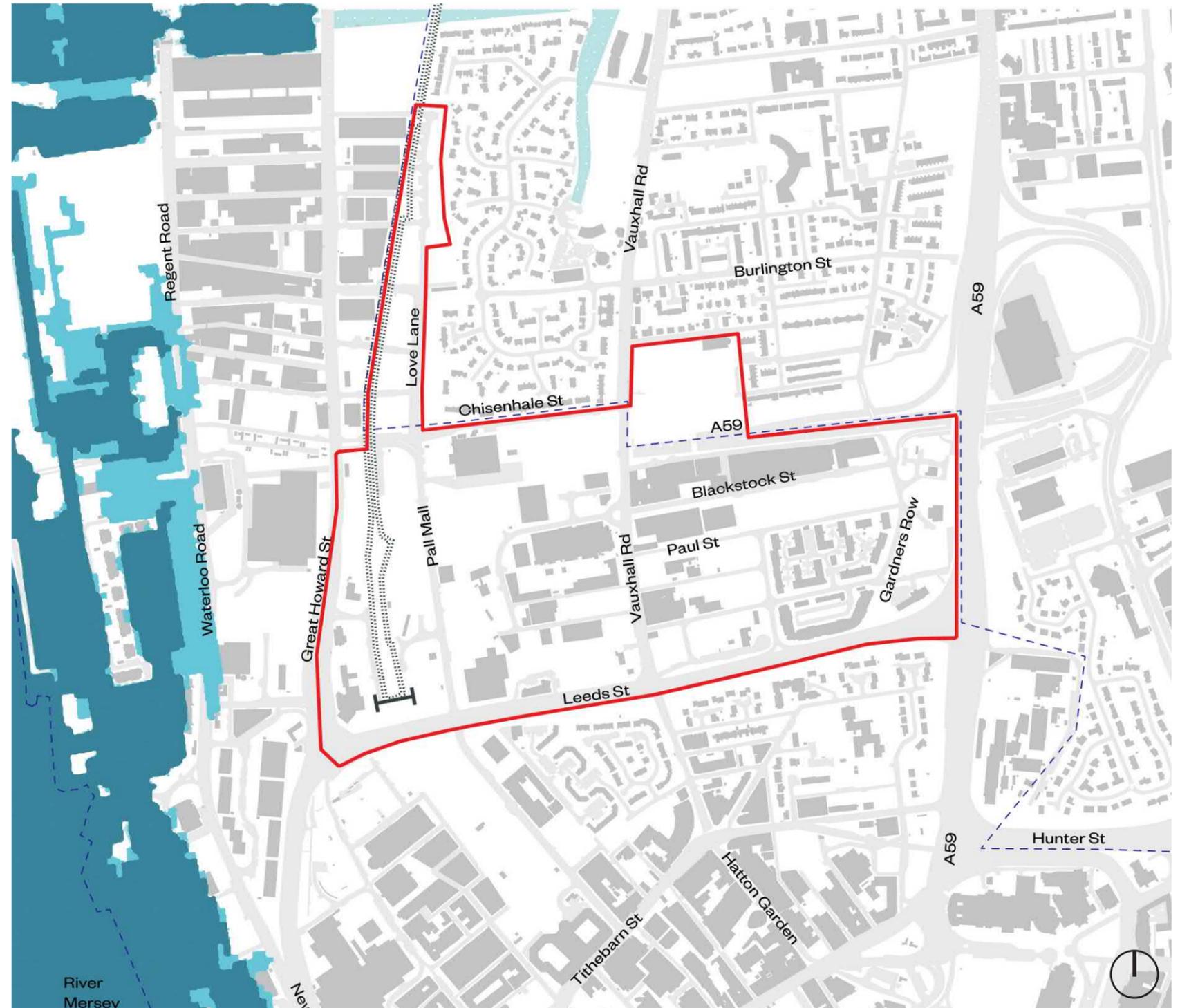


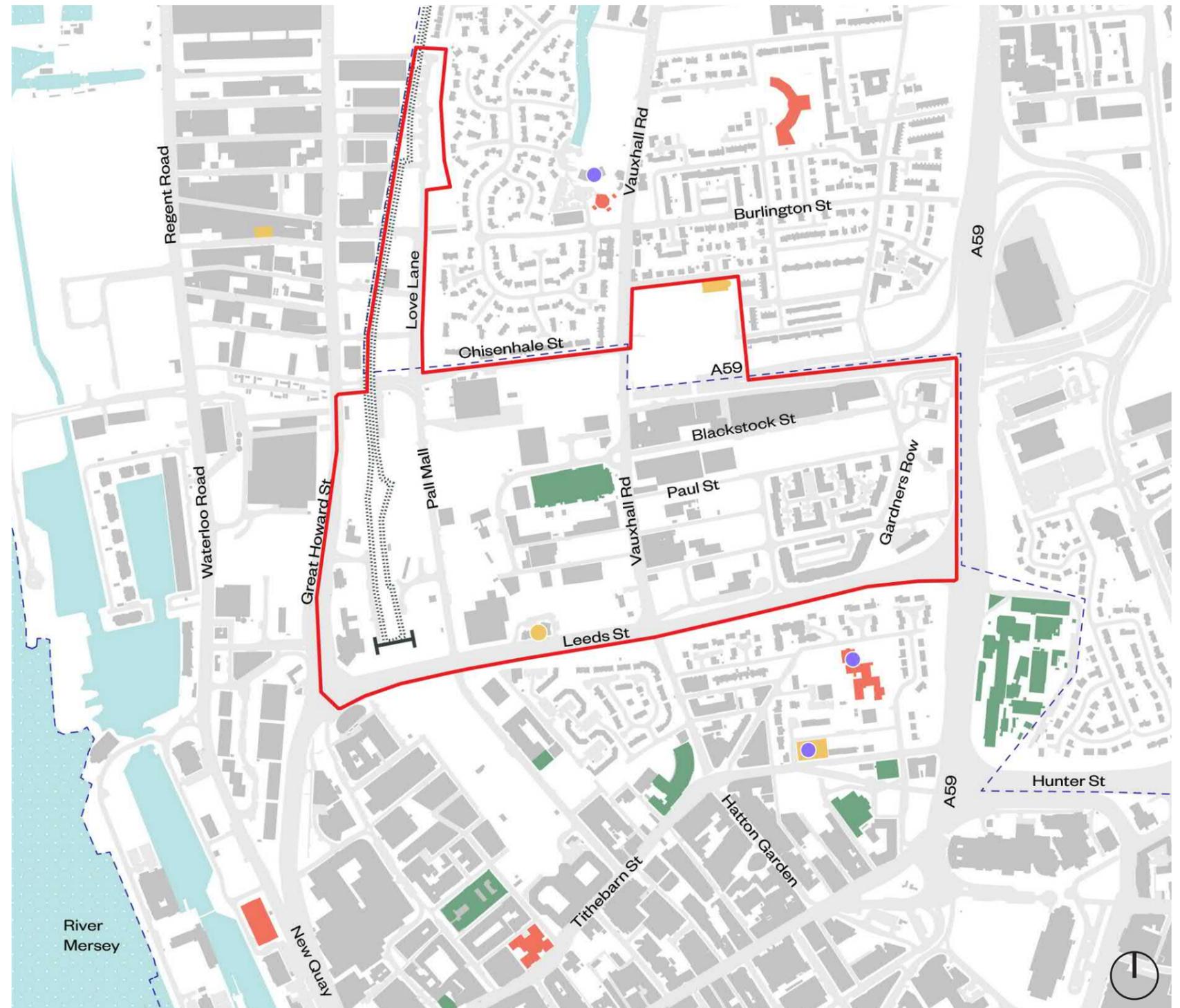
Fig 44 Flood zones

1.8 Social and community infrastructure

Overview

The City of Liverpool College Vauxhall Road campus is a valuable community asset located at the centre of the site which specialises in technical and enterprise courses. There are also two places of worship within the site; the Church of Our Lady of Reconciliation de la Salette to the north eastern corner and the RCCG Liberty Centre located within the YMCA along Leeds Street. Beyond these assets, there is little social or community infrastructure within the site currently.

Through the SPD there is the opportunity to deliver new social and community infrastructure in a comprehensive and co-ordinated manner to support the delivery of a new vibrant, sustainable residential led neighbourhood.



- Key**
- SPD boundary
 - - - City centre boundary
 - Nursery / school
 - Place of worship
 - Higher education / university
 - Community centre

Fig 45 Social and community infrastructure

1.9 Heritage

Conservation Areas

There are no conservation areas within the SPD boundary.

Listed buildings

There is one Grade II listed building within the SPD boundary: Church of Our Lady of Reconciliation of La Salette, Eldon Street. Other listed buildings are located north, south and west of the boundary.

Non-designated heritage assets

Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified as having a degree of heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets, such as Listed Buildings, Conservation Areas, etc.

Several non-designated heritage assets have been identified within the SPD area, as listed below:

- 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
- 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

The SPD has the opportunity to protect the designated and non-designated heritage assets supporting LOC’s social value objective for safe and thriving neighbourhoods.

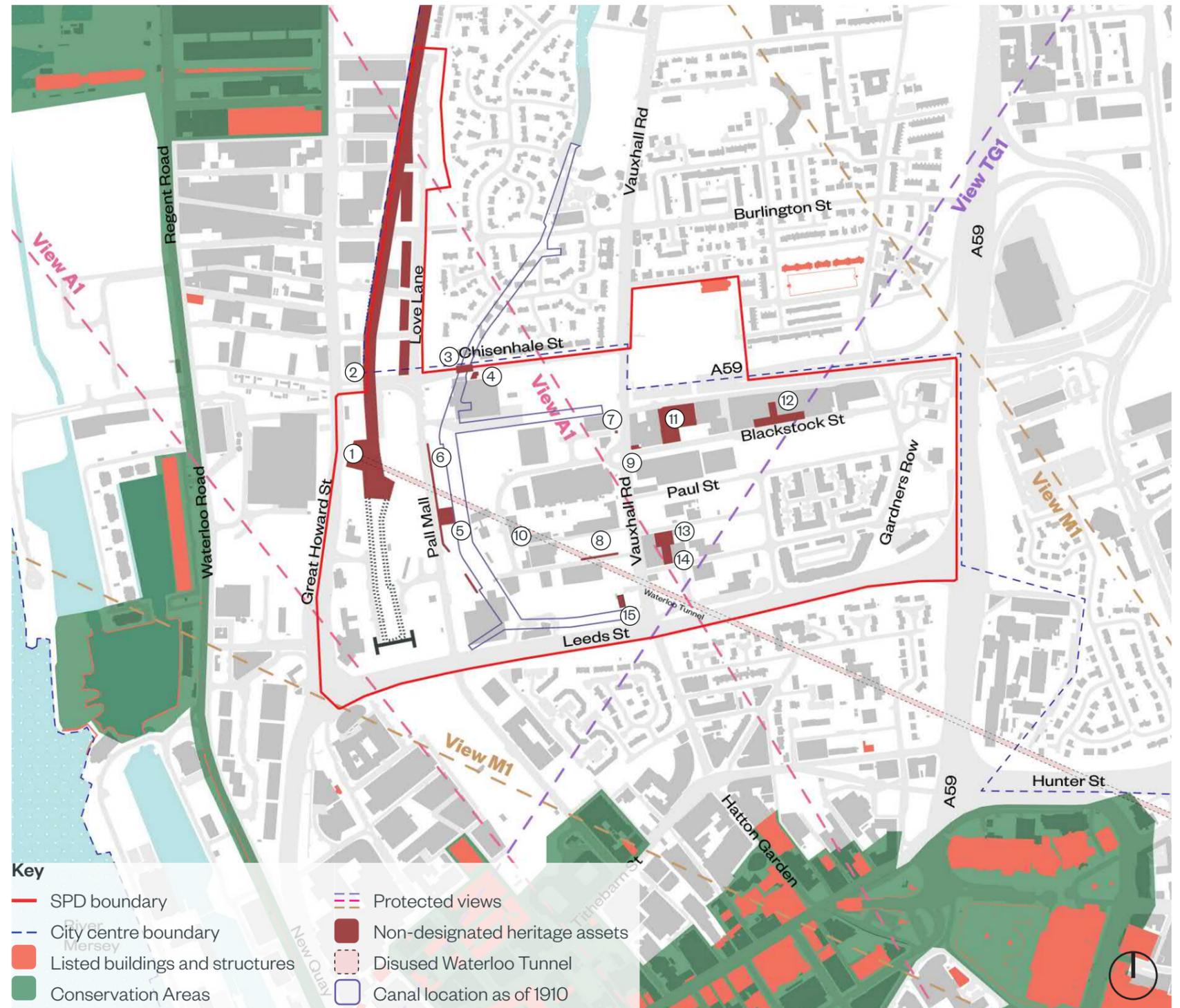


Fig 46 Heritage



Fig 47 Roman Catholic Church of Our Lady of Reconciliation of La Salette (Grade II)



Fig 48 The Grand Arch on Great Howard Street (1849)



Fig 49 Railway viaduct and arches (1848)



Fig 50 Warehouses at Pall Mall (ca 1910)



Fig 51 Facade of warehouse sheds along Pall Mall (ca 1910)



Fig 52 Chisenhale Bridge and 4 Chisenhale Street, The Bridge PH

1.10 Character areas

Overview

Pumpfields and Limekilns today are characterized by large surface car parks, employment uses, and emerging residential developments.

The SPD area serves as a key link between the non-residential uses and tall buildings of the City Centre and the low-rise residential character of Liverpool North.

Along the waterfront, Ten Streets and Liverpool Waters are driving investment northward and redefining the waterfront character through the introduction of mixed-use developments and tall buildings.

- Key**
- SPD boundary
 - - City centre boundary
 - Liverpool Waters
 - Ten Streets
 - St George's Quarter
 - Knowlidge Quarter
 - Marybone
 - Eldonian Village
 - Business District (Primary Office Area)

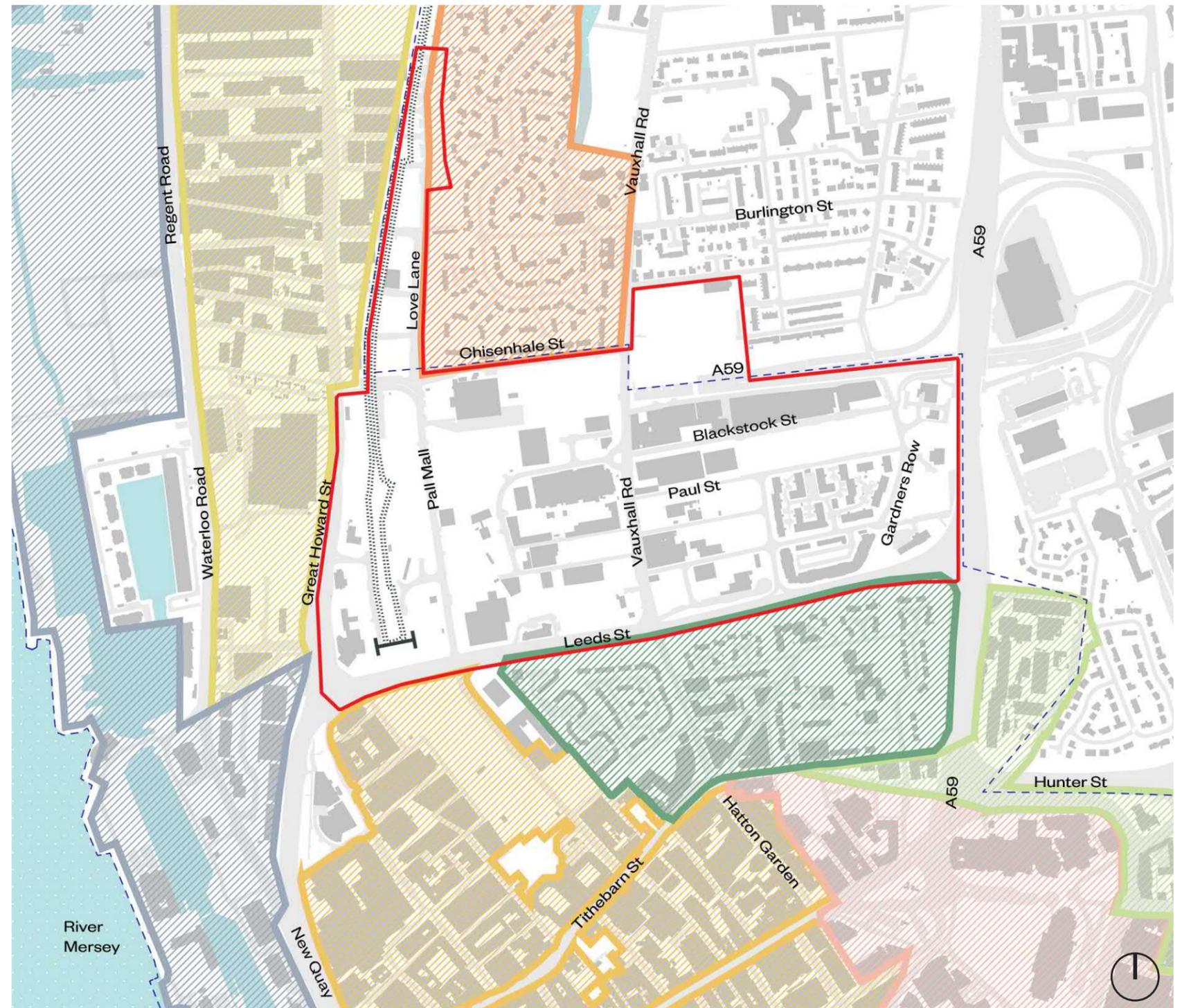


Fig 53 Character areas

1.11 Urban typologies

Overview

Within the site the dominant urban typologies are Mixed Commercial Coarse Grain, which runs between the railway line and Vauxhall Road, and Large Scale Industry which is located between Vauxhall Road and Gardners Row. There is also an area of Post Millennium Urban Residential along Leeds Street and Gardners Row.

Along Scotland Road there are multiple vacant sites which are earmarked for residential development, many of which are currently in the planning process.

North of the Kingsway Tunnel there is a Varied Residential Area which borders a large area of Semi-Detached Housing. To the west to the site, Great Howard Street is characterised by Big Box Retail.

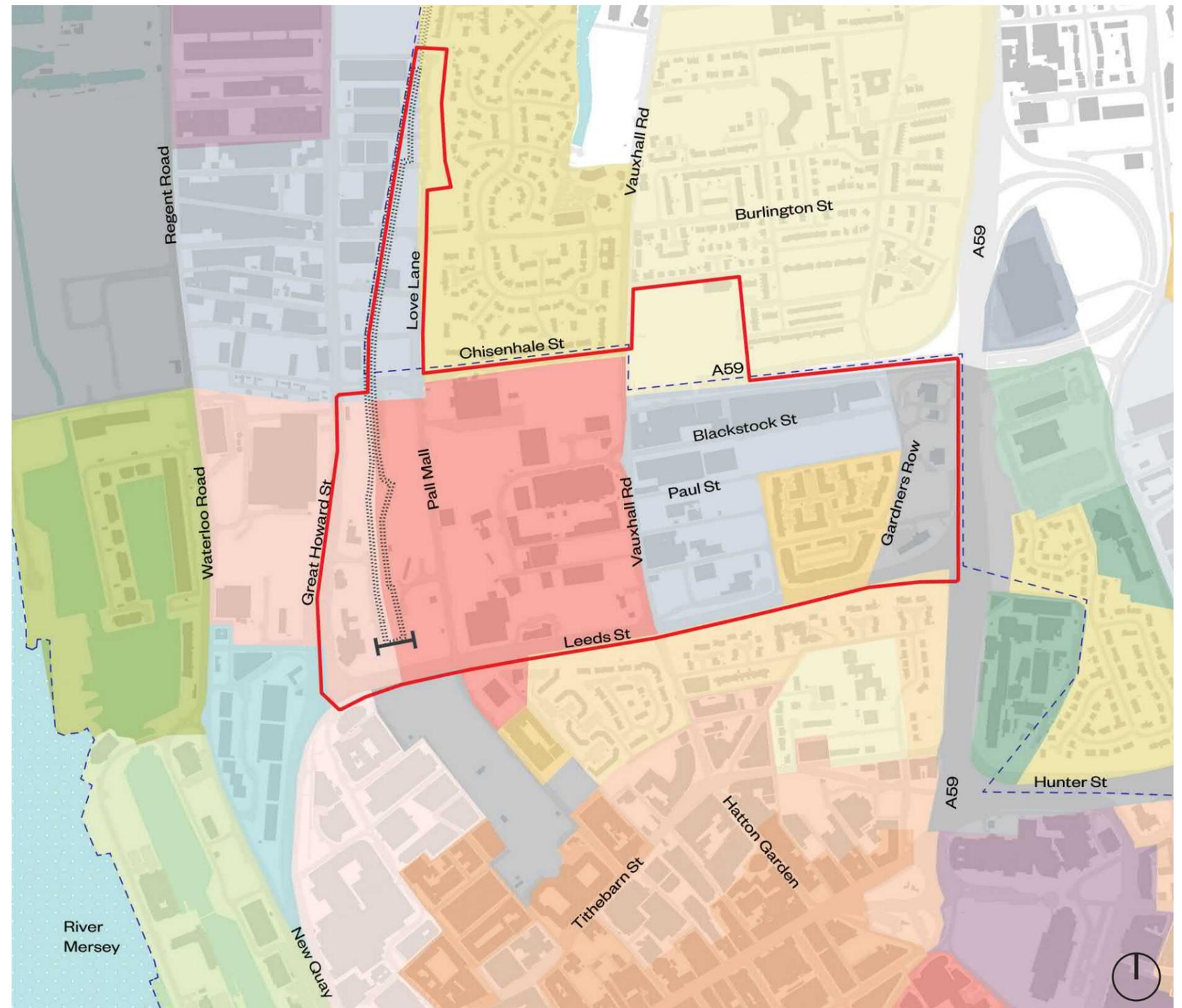


Fig 54 Urban typologies

1.12 Existing and emerging uses

Overview

The area is predominantly industrial in character, but several residential-led developments are emerging between Vauxhall Road and Scotland Road, as well as along Pall Mall. These emerging schemes include some non-residential uses at ground floor level, particularly along Leeds Street and Pall Mall / Love Lane.

The City of Liverpool College sits at the heart of the site and is currently surrounded by both small and large warehouses.

To the north of the Kingsway Tunnel lies an area of low-density residential neighbourhoods, characterised by an absence of commercial offerings, while the north-western edge is exclusively industrial in nature.

South of Leeds Street, small pockets of residential development act as a buffer before reaching Liverpool city centre, which is characterised by a dense concentration of retail and commercial activities.

- Key**
- SPD boundary
 - - - City centre boundary
 - Residential
 - ▨ Future residential
 - Retail / commercial
 - ▨ Future retail / commercial
 - Hotel accommodation
 - Student accommodation
 - Education
 - Places of worship
 - Industrial

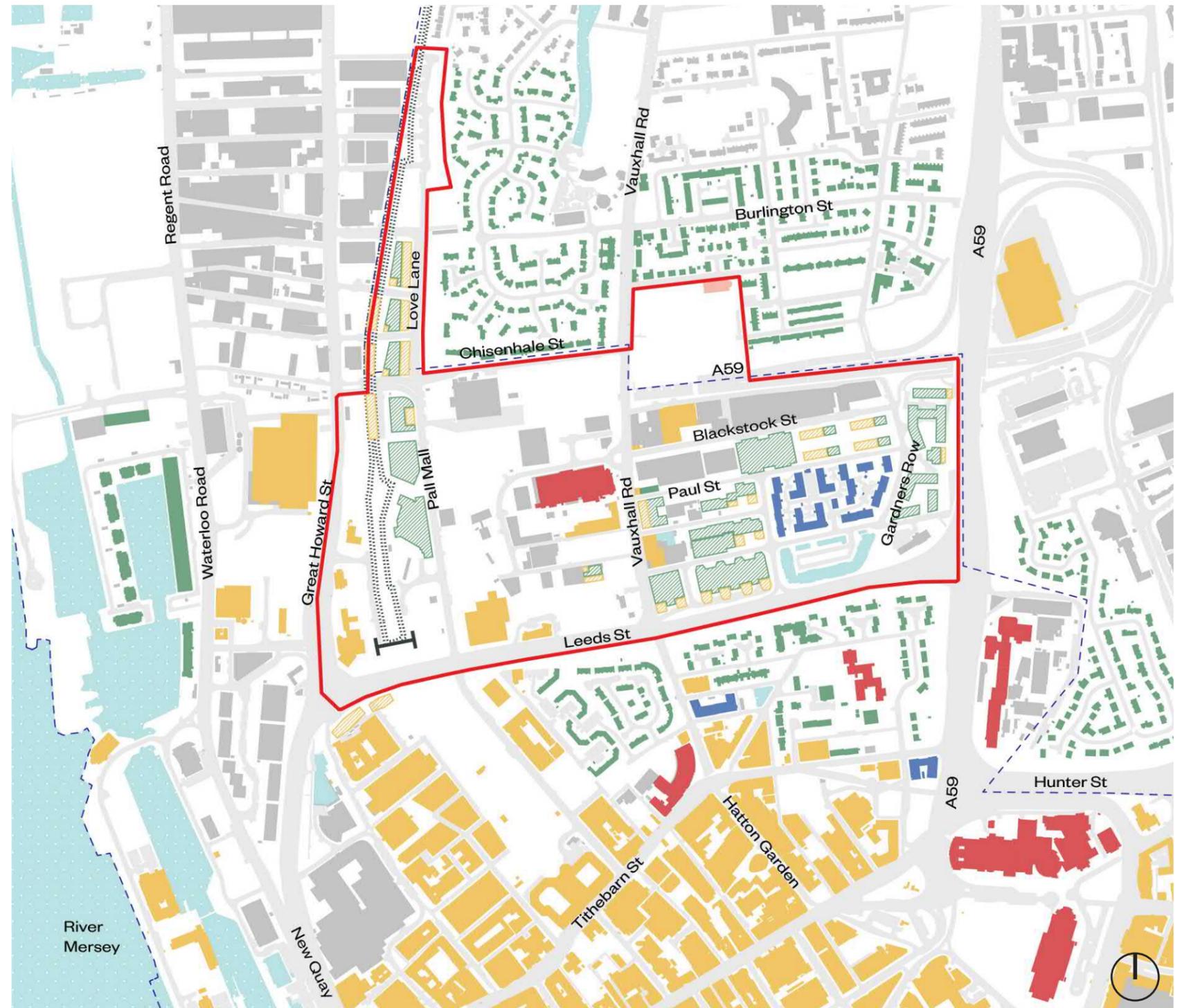


Fig 55 Existing and emerging uses (ground floor)

1.13 Building heights

Overview

The adjacent map illustrates the existing building heights across the area through a gradient colour scheme ranging from light yellow to dark brown. Currently, the Pumpfields & Limekilns site is characterised predominantly by low-rise development, with most structures not exceeding four storeys in height.

Overlaid on this existing context, the Tall Buildings Supplementary Planning Document (SPD) establishes a clear framework for future development through distinct zones demarcated by hatched colouring. The southwest portion of the site falls within a designated tall buildings cluster that permits structures of up to 20 storeys. Two additional regulatory zones intersect with the site: one extending along Leeds Street and the A59 corridor with a height allowance of up to 15 storeys, and another encompassing the Paul Street and Blackstock Street area where development is capped at 10 storeys.

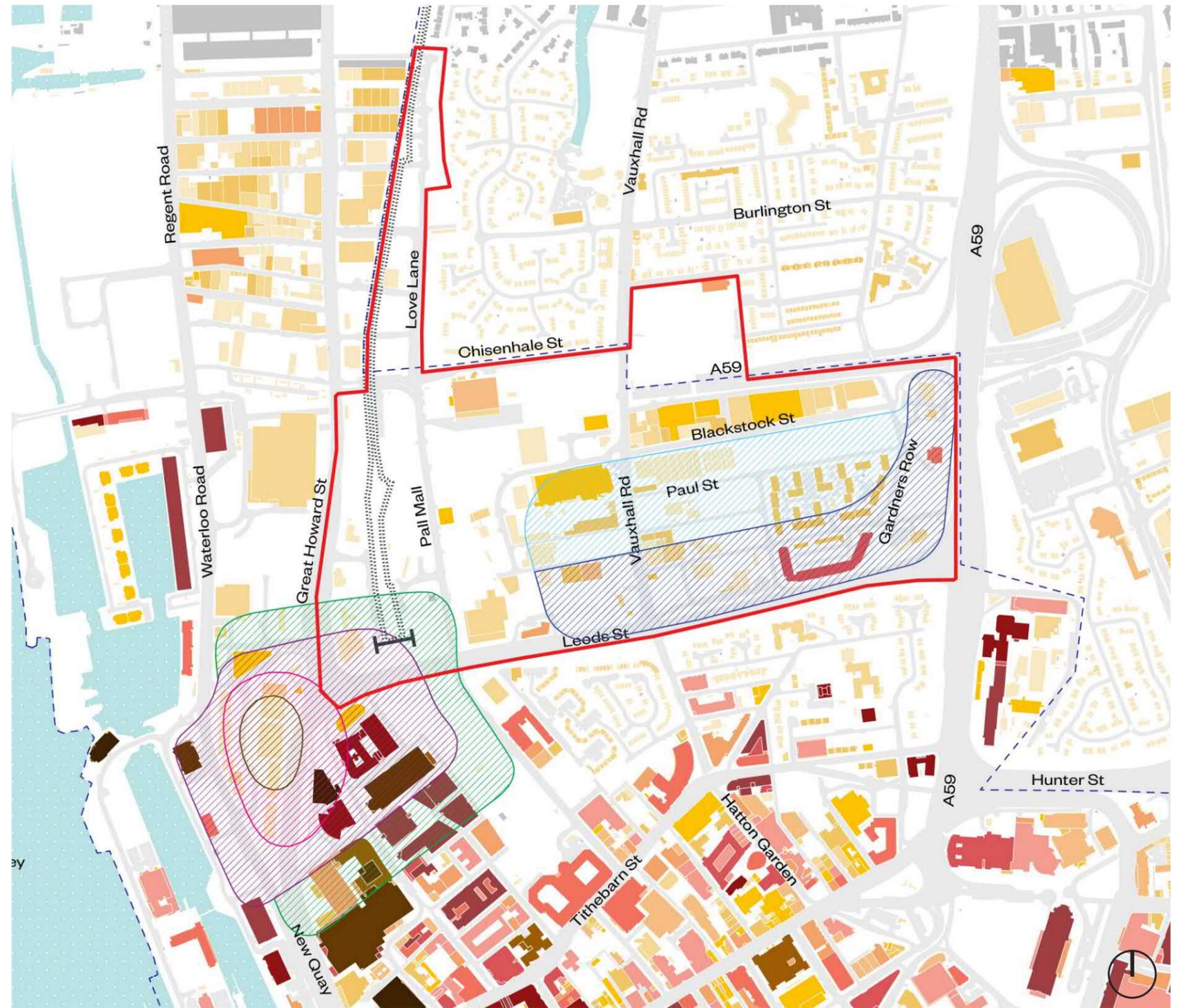


Fig 56 Existing and emerging building heights

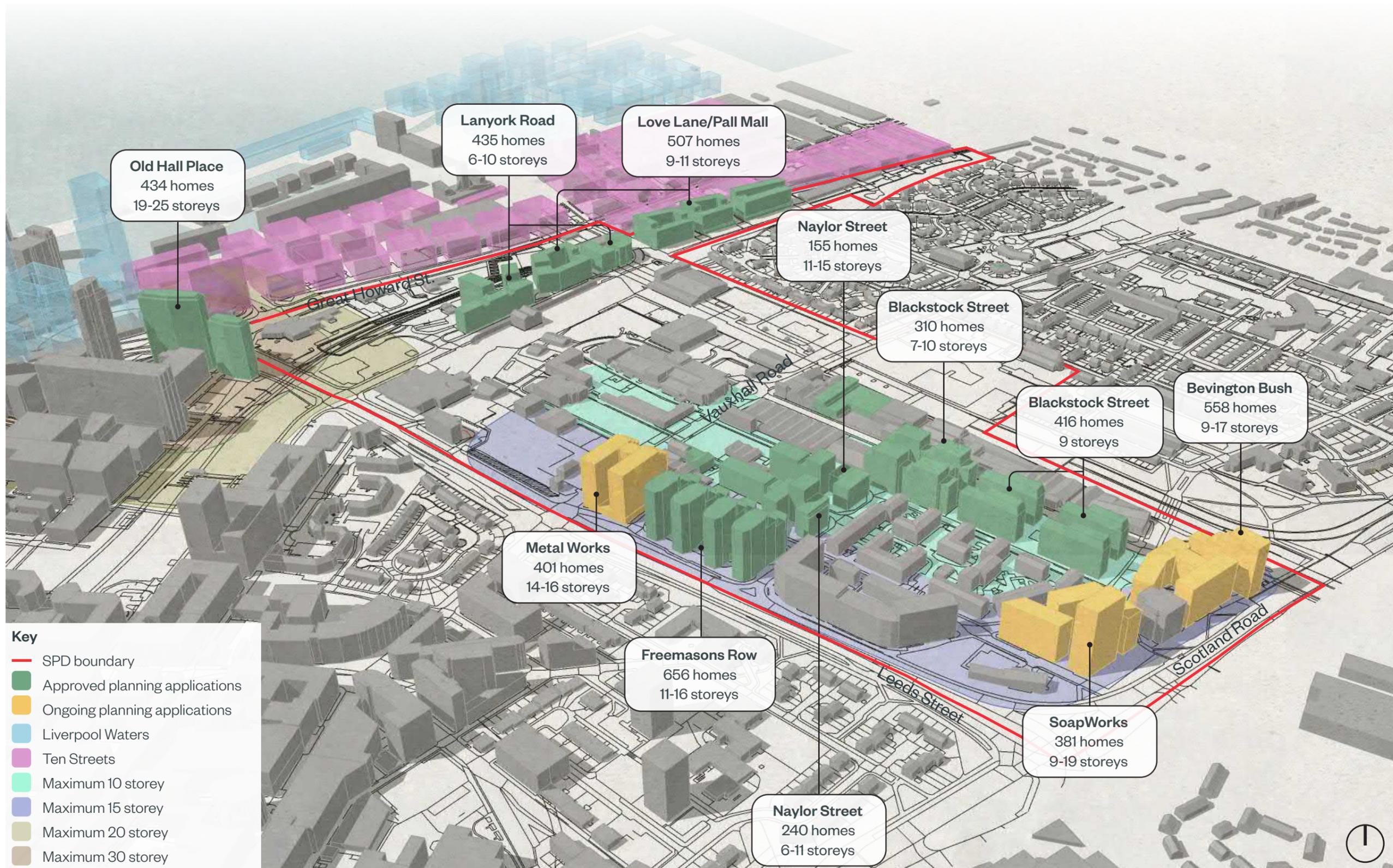


Fig 57 Existing and emerging building heights (aerial view)

1.14 Density

Overview

In the city centre and along the waterfront, development consistently exceeds 60 dwellings per hectare (dph). This contrasts with the neighborhoods north of the SPD, which typically maintain more moderate densities ranging between 30 and 50 dwellings per hectare (dph).

The emerging Ten Streets and Waterfront Masterplan areas are anticipated to achieve intermediate density levels of approximately 50 dwellings per hectare (dph), striking a balance between urban intensity and liveability.

- Key**
- SPD boundary
 - - City centre boundary
 - 40 dph
 - 50 dph
 - 60 dph and above

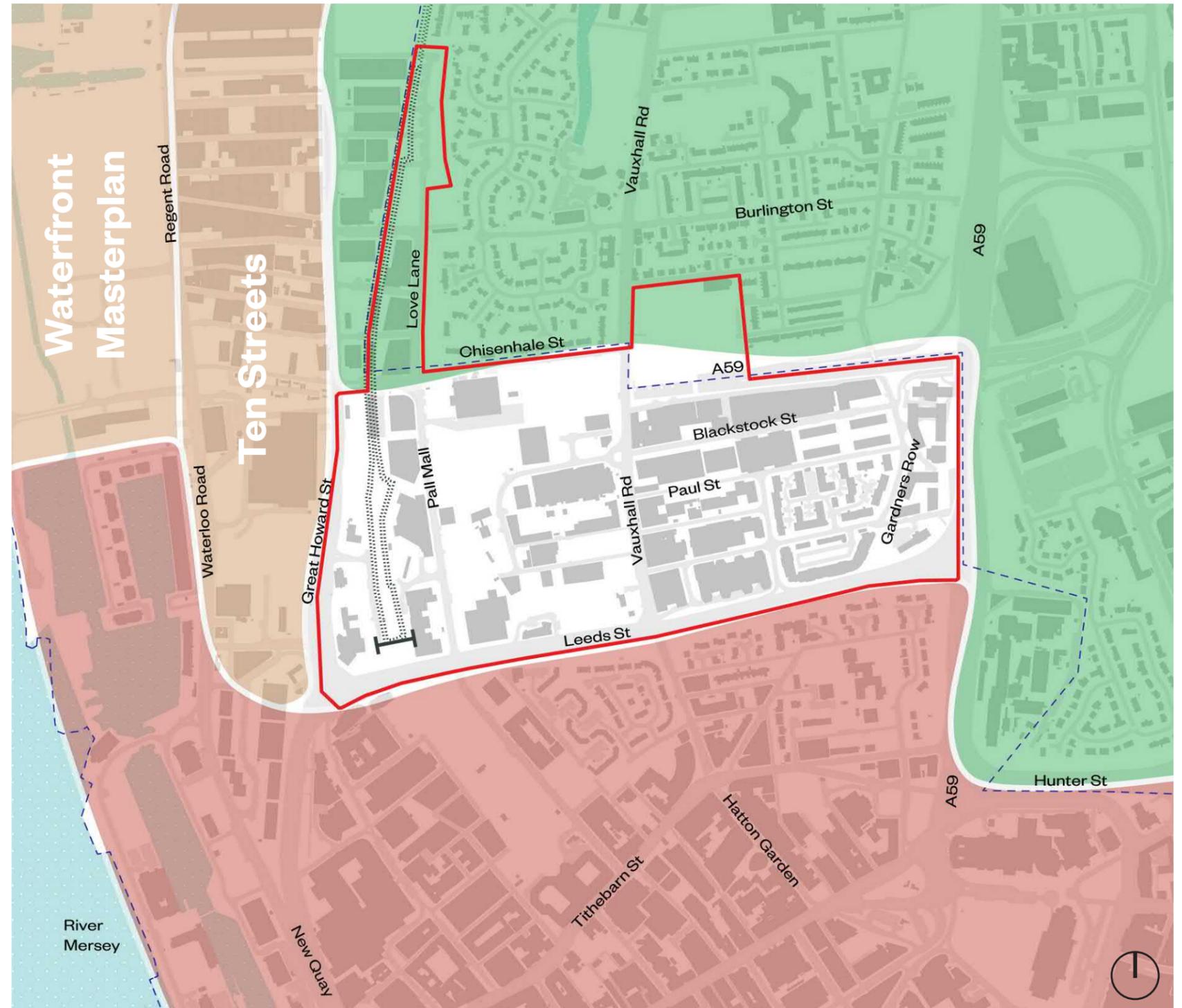


Fig 58 Existing and emerging density map

1.15 Land ownership

Overview

Liverpool City Council does not have many buildings/land in their ownership within the SPD area. However, they retain the freehold of a cluster of warehouses and garages between Paul Street and Blackstock Street.

All roads within the SPD boundary are adopted.



Fig 60 Blackstock Street warehouses in LCC ownership

- Key**
- SPD boundary
 - City centre boundary
 - LCC ownership
 - Other ownership
 - LCR Combined Authority

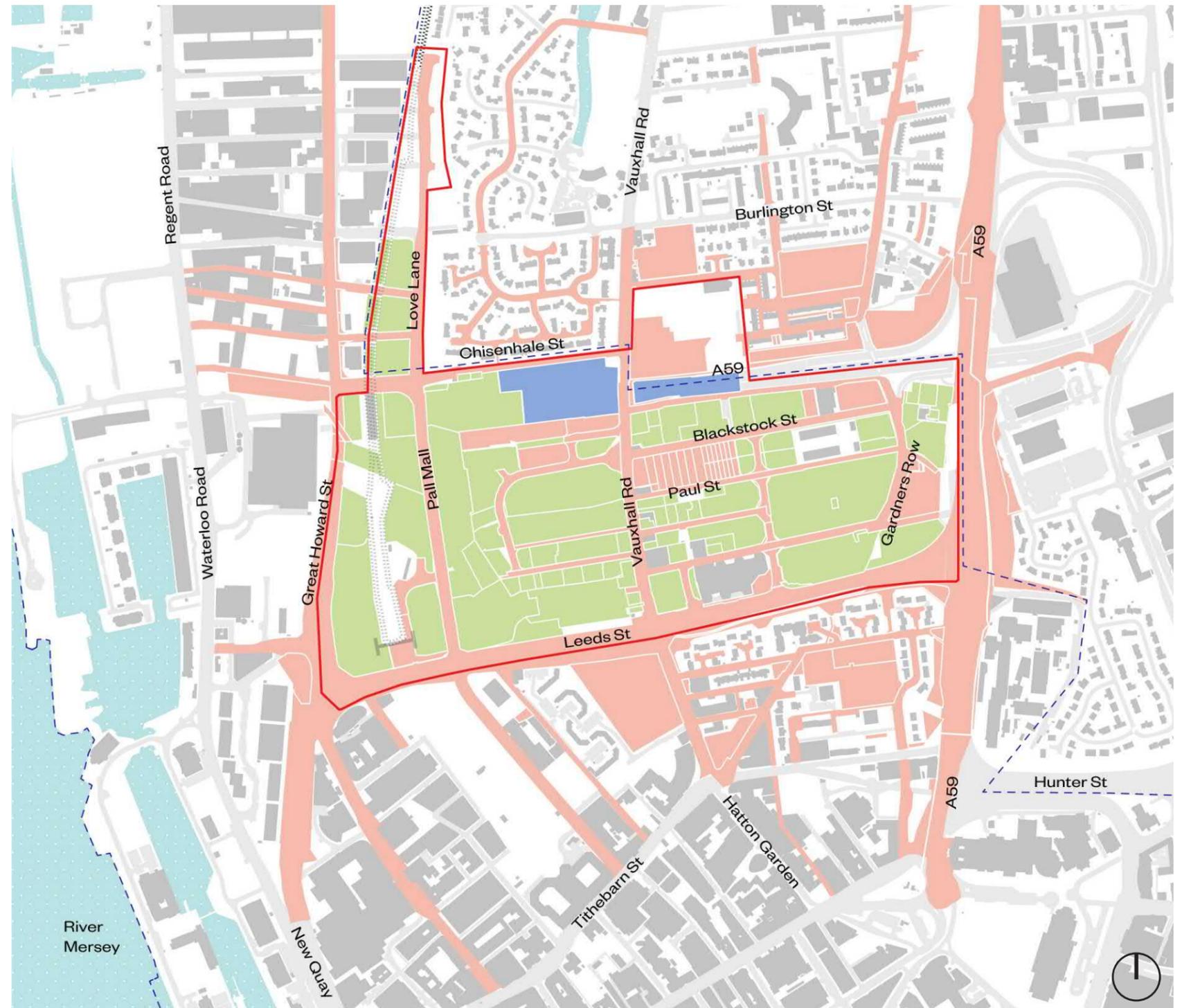


Fig 59 Existing land ownership map

1.16 Utilities - Sewers and Water Mains

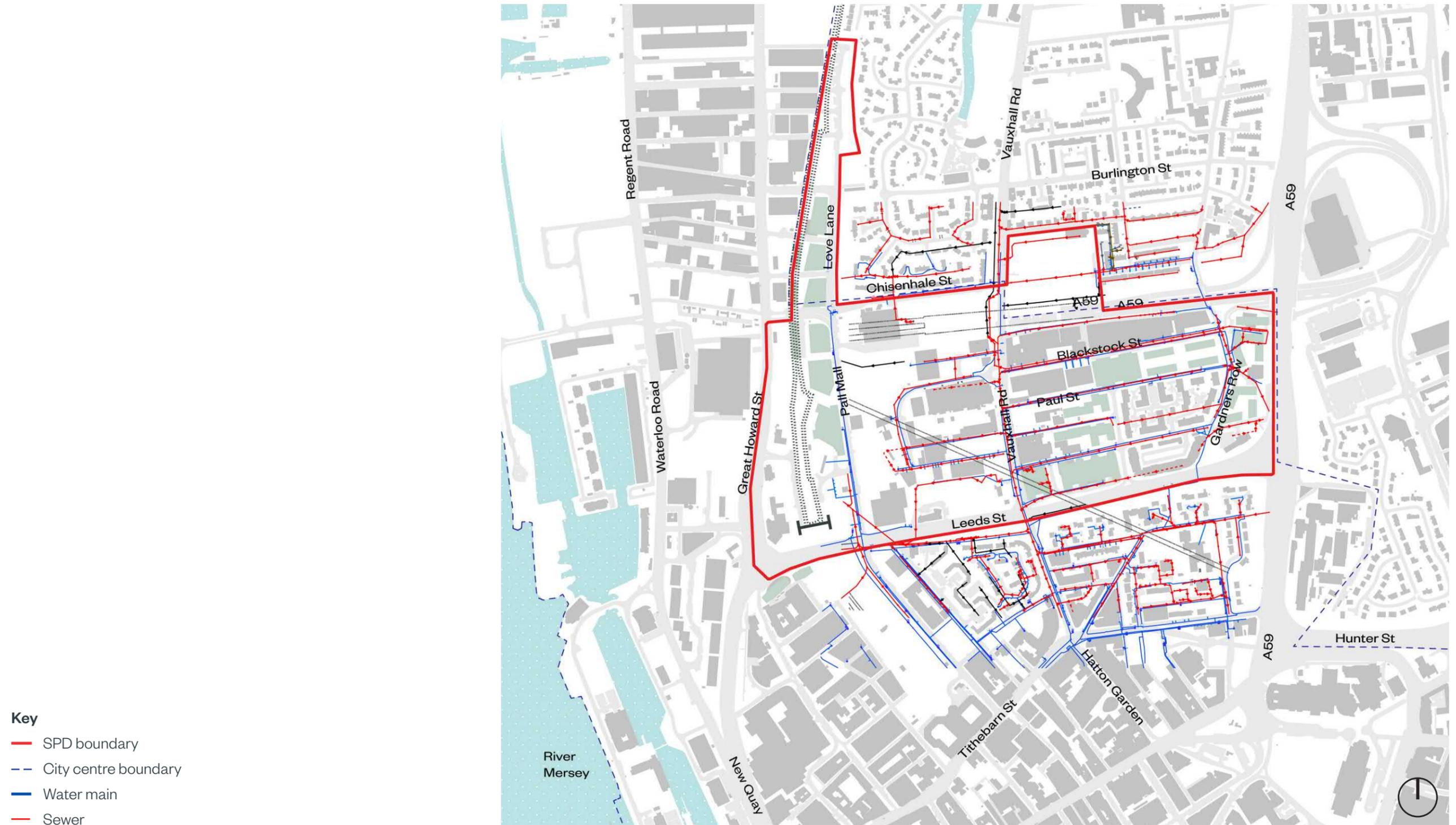


Fig 61 Existing sewers and water mains

1.17 Utilities - Power

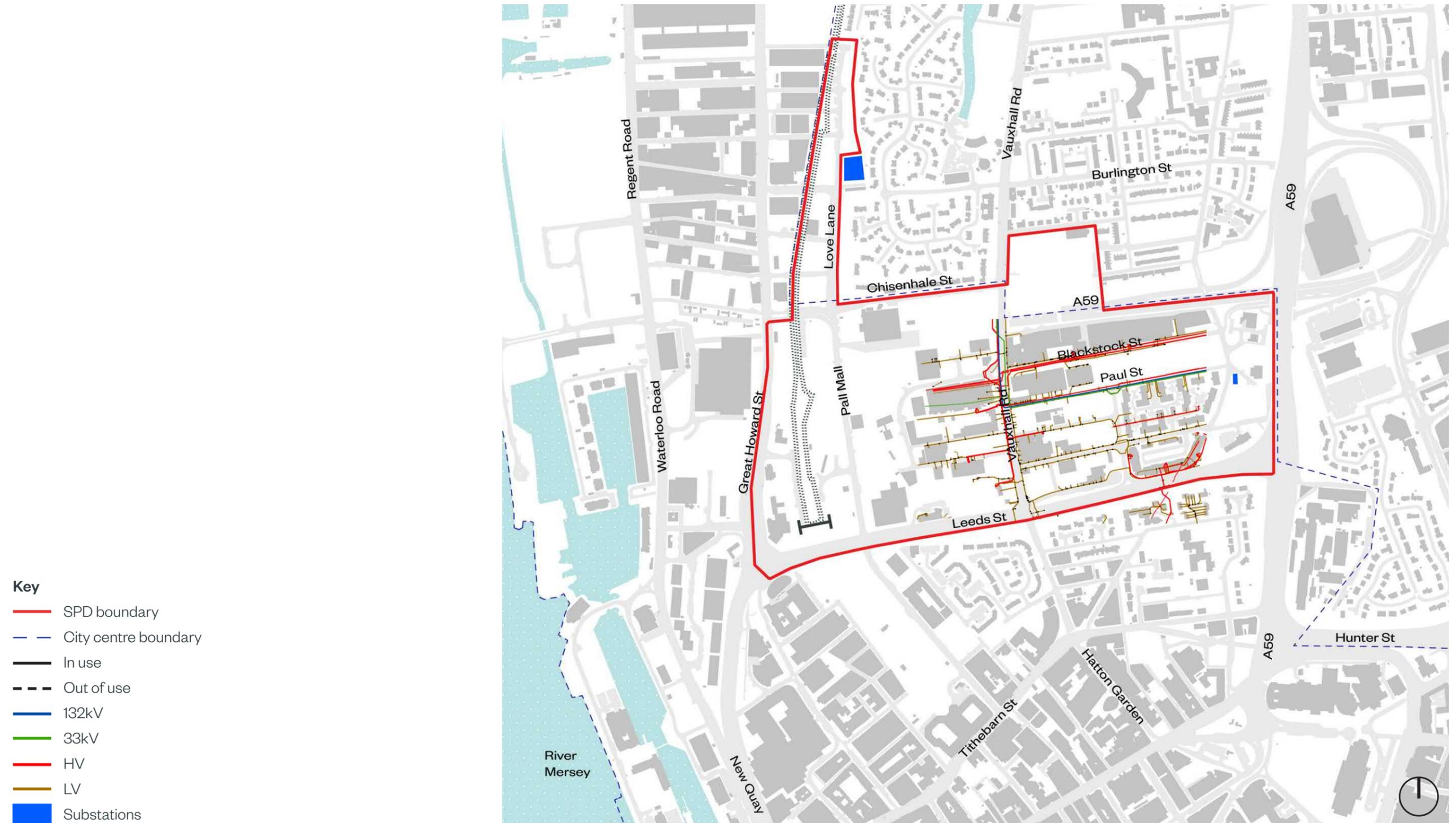


Fig 62 Existing power network

1.18 Constraints

Overview

- ① 'Island' site segregated by busy roads and the Kingsway Tunnel with poor north-south connections within the site.
- ② Railway arches form a physical and visual barrier
- ③ Poor east-west connections within the site
- ④ Inactive frontages with rear gardens backing onto the road
- ⑤ Existing facilities, businesses and built form
- ⑥ Emerging context including current planning applications within the site and larger regeneration proposals for Liverpool Waters and Ten Streets
- ⑦ Extensive surface and on street informal parking

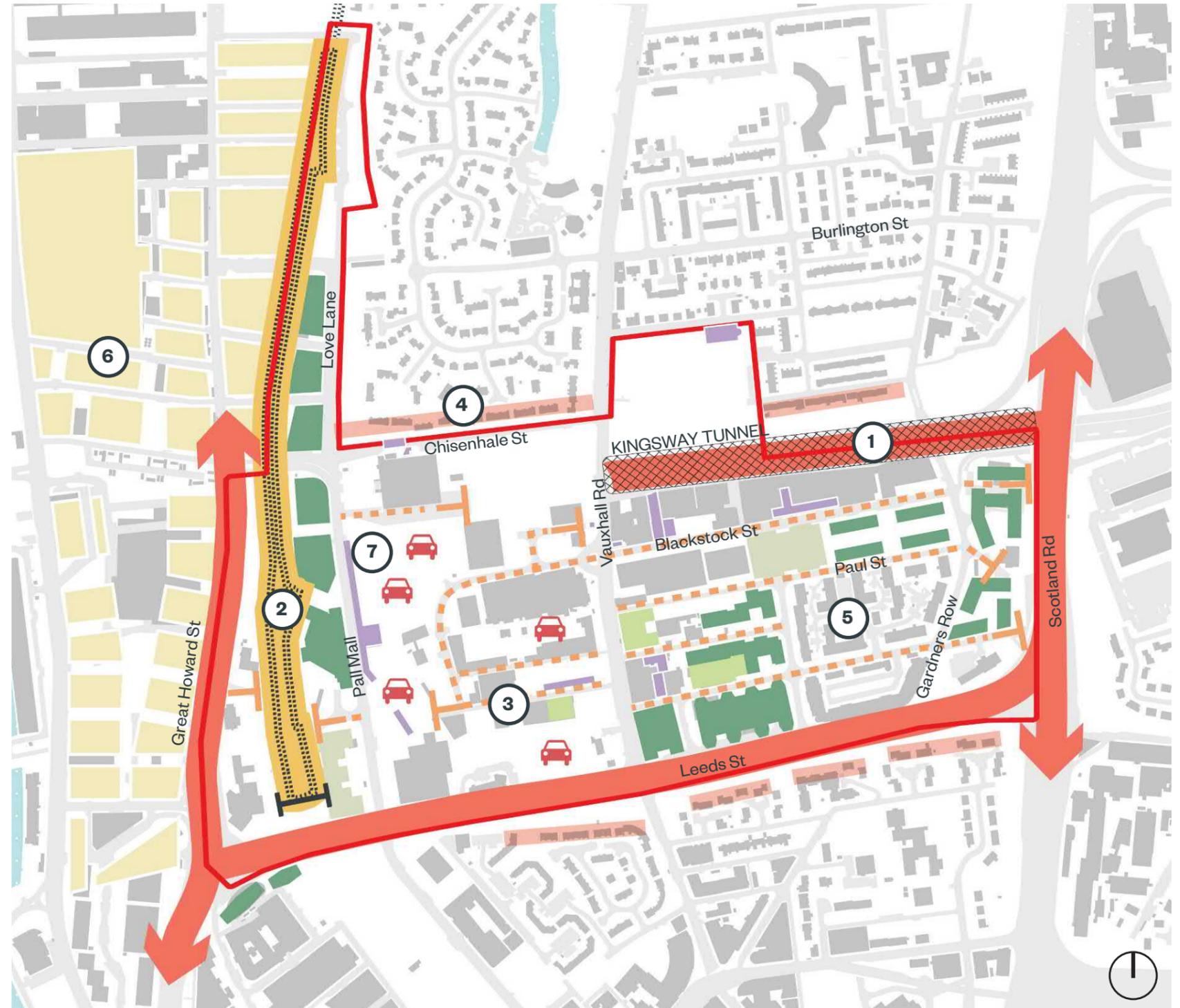


Fig 63 Existing constraints

1.19 Opportunities

Overview

The Pumpfields & Limekilns SPD offers the opportunity to create a new and vibrant high-quality neighbourhood ensuring a comprehensive approach to its delivery.

Other key opportunities for the site include:

- 1 Tall building frontage along Leeds Street and Scotland Road responding to the Tall Buildings SPD and reflecting the strategic role of the site within the city centre townscape
- 2 Improve access to and within the site with a clear hierarchy of routes and better permeability through the site, supporting LCC Council Plan Strategic Pillars:
 - * Thriving communities
 - * A well-connected, sustainable and accessible city
- 3 Provide new green and blue infrastructure linking to existing local green spaces boosting biodiversity, supporting LCC Council Plan Strategic Pillars:
 - * Healthier lives for children and adults
 - * Thriving communities
 - * A well-connected, sustainable and accessible city
- 4 Provide new public realm including squares, parks and streetscape improvements
- 5 Improve connections to the River Mersey by improving pedestrian, wheeling and cycling routes
- 6 Re-discover the site's history by improving the settings of its designated and non-designated heritage assets
- 7 Promote active travel with new pedestrian, wheeling and cycling routes linking to the wider active travel network, supporting LCC Council Plan Strategic Pillars:
 - * Healthier lives for children and adults
 - * Thriving communities
 - * A well-connected, sustainable and accessible city



Fig 64 Opportunities diagram

1.20 Image acknowledgement

Fig. no.	Description	Acknowledgment
Fig 1	SPD site boundary, aerial view	Google Maps
Fig 5	Metal Works with Freemason's Row in the background on Leeds Street	Falconer Chester Hall / Jarron Investments
Fig 6	Land at Love Lane / Pall Mall	BDP
Fig 7	Land at Love Lane / Pall Mall	BDP
Fig 8	Bevington Bush, Block A	Levitt Bernstein
Fig 9	Lanyork Road / Pall Mall	Falconer Chester Hall
Fig 10	Land at Blackstock Street	Diaz Associates
Fig 11	View from Lime Street (known at the time as Lime Kiln Lane) looking north in 1771. Painted by Edwin Beattie (1845 - 1917)	Historic Liverpool historic-liverpool.co.uk, Creative Commons license
Fig 12	Ackermann's Panoramic View of Liverpool (1847). Rural features, like the windmills in Everton, are now surrounded by the expanding city. The fields are shown fading into the distance.	Historic Liverpool historic-liverpool.co.uk, Creative Commons license
Fig 13	Source: historic-liverpool.co.uk, 1644: Leland's Historical Map of Lerpole	Historic Liverpool historic-liverpool.co.uk, Creative Commons license
Fig 14	Source: historic-liverpool.co.uk, 1836: MA Gage's Trigonometrical Plan of Liverpool	Historic Liverpool historic-liverpool.co.uk, Creative Commons license
Fig 15	Source: https://maps.nls.uk , 1910 map of Liverpool	Reproduced with the permission of the National Library of Scotland. Creative Commons Attribution licence.
Fig 16	Source: https://maps.nls.uk , 1946 map of liverpool	Reproduced with the permission of the National Library of Scotland. Creative Commons Attribution licence.
Fig 17	Source: https://maps.nls.uk , 1973 map of Liverpool	Reproduced with the permission of the National Library of Scotland. Creative Commons Attribution licence.
Fig 18	Source: historic-liverpool.co.uk, The Liverpool and Leeds canal was filled in between Chisenhale Street Bridge (A) and just north of Burlington Street Bridge (B)	Historic Liverpool historic-liverpool.co.uk, Creative Commons license
Fig 19	Chisenhale Street bridge over the Leeds & Liverpool Canal (1814)	N/A
Fig 20	Chisenhale Street bridge over the Leeds & Liverpool Canal (circa 1900)	N/A
Fig 21	Goods station looking west in 1849.	N/A
Fig 22	Burlington Bridge Vauxhall Road	N/A
Fig 23	Kingsway Tunnel, Breakthrough Ceremony (1970)	N/A
Fig 24	Residents of the Eldonian Village (1980s)	HLP Design
Fig 27	Leeds Street looking West	Levitt Bernstein
Fig 28	Vauxhall Road looking North	Levitt Bernstein
Fig 29	Kingsway Tunnel looking West	Levitt Bernstein
Fig 30	Blackstock Street looking East	Levitt Bernstein
Fig 31	Gascoyne Street looking East	Levitt Bernstein
Fig 32	Chisenhale Street looking West	Levitt Bernstein

Fig. no.	Description	Acknowledgment
Fig 37	Photo of Leeds Street	Levitt Bernstein
Fig 38	Ennerdale Park looking North	Levitt Bernstein
Fig 39	Green area along the northern edge of the Kingsway Tunnel	Levitt Bernstein
Fig 40	Access gate to the Eldonian Village green space (Chisenhale Street)	Levitt Bernstein
Fig 41	Leeds & Liverpool Canal and Vauxhall Bridge	Levitt Bernstein
Fig 42	End of the Leeds & Liverpool Canal (Eldonian Village)	Levitt Bernstein
Fig 43	Open space and Grade II listed church north of the Kingsway Tunnel	Levitt Bernstein
Fig 47	Roman Catholic Church of Our Lady of Reconciliation of La Salette (Grade II)	Levitt Bernstein
Fig 48	The Grand Arch on Great Howard Street (1849)	Levitt Bernstein
Fig 49	Railway viaduct and arches (1848)	Levitt Bernstein
Fig 50	Warehouses at Pall Mall (ca 1910)	Levitt Bernstein
Fig 51	Facade of warehouse sheds along Pall Mall (ca 1910)	Levitt Bernstein
Fig 52	Chisenhale Bridge and 4 Chisenhale Street, The Bridge PH	Levitt Bernstein
Fig 60	Blackstock Street warehouses in LCC ownership	Levitt Bernstein



Levitt Bernstein

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