

4

PRINCES DOCK
NEIGHBOURHOOD
MASTERPLAN

4.1 Princes Dock Neighbourhood Masterplan

LIVERPOOL WATERS PARAMETER PLANS

The Liverpool Waters planning application set the framework of development for Princes Dock and the other Liverpool Waters neighbourhoods. The parameters set the maximum building heights, footprint of development, access and movement, car parking, neighbourhoods and phasing. The full set of parameter plans were as follows:

- 001 Site location plan
- 002 Neighbourhood plan
- 003 Phasing plan
- 004 Development parcels
- 005 Development plots
- 006 Building heights
- 007 Access and movement
- 008 Car parking plan
- 009 Buildings to be demolished
- 010 Areas of high potential for underground archaeology

A Neighbourhood Masterplan

Since the outline planning consent has been granted for Liverpool Waters in 2013, the following standalone detailed applications have been approved:

- Plot A03: William Jessop House (application ref 15F/0560);
- Plot A04: The Lexington (application ref 16F/1370);
- Plot A05: Plaza 1821 (application ref 17F/0913);
- Plot A06: Hive City Docks (application ref 17F/0546).

Condition 11 of the LW approval sets out the requirement for the submission of a Neighbourhood Masterplan prior to the submission of the first application for reserved matters approval.

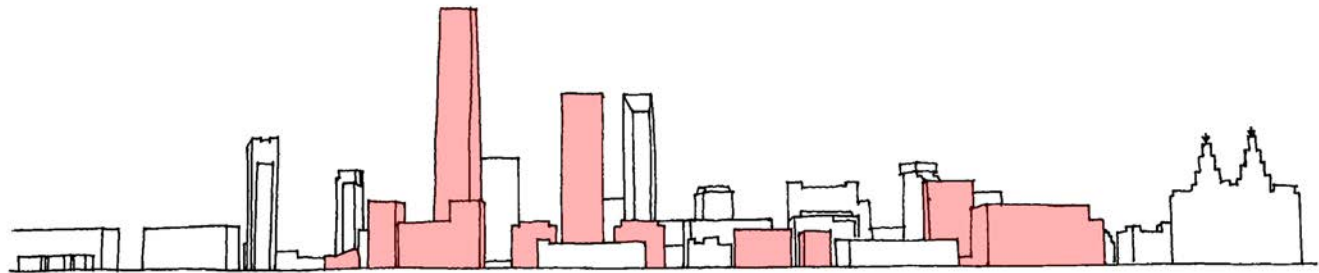
The document aims to create a comprehensive, yet flexible approach to the future development of Princes Dock. This is a *dynamic* document, which proposes an approach to development within Princes Dock at a particular point in time. It should retain the ability to respond to any future contextual challenges or influences. However the existing document sets a clear development framework for future development within Princes Dock.

Several buildings already exist within the dock boundaries, therefore the document presents proposals for the remaining developable areas and how they should relate to the existing development, the wider city and the future Liverpool Waters neighbourhoods to the north of the site.

Princes Dock will deliver a significant amount of new residential and office development, along with a new Cruise Liner Terminal. The success and viability of these uses all rely on clear and easy connections with the wider city.

The diagrams opposite explain the key principles of the Princes Dock Masterplan and how reliant the scheme is on it's integration with the surrounding city and landmarks.

The diagrams on the following pages present the strategic approach to access and movement within the Princes Dock Neighbourhood Masterplan.



PRINCES DOCK PARAMETER PLAN MASSING



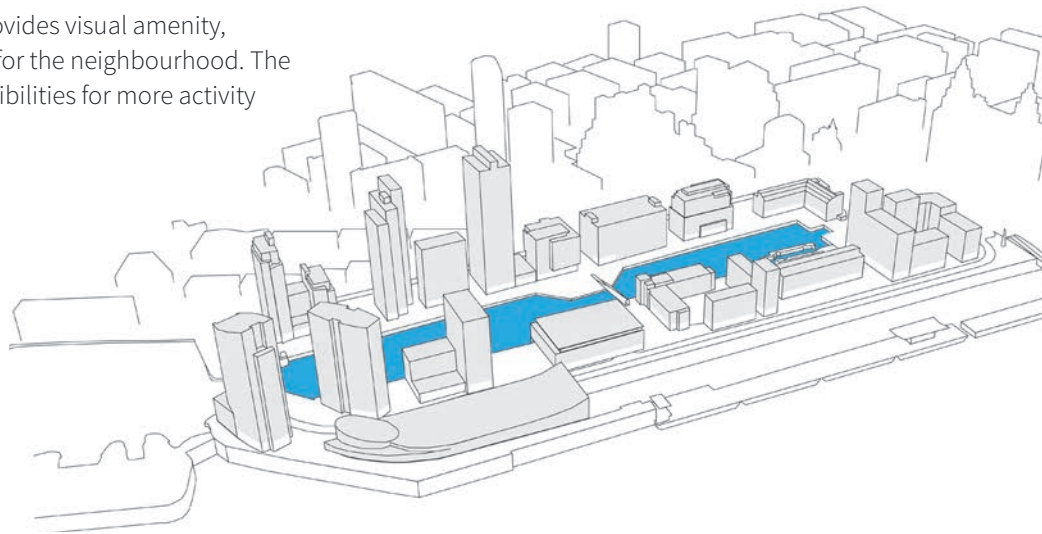
PRINCES DOCK EMERGING MASSING

4.2 Princes Dock Design Drivers

A number of design drivers have underpinned the approach to the neighbourhood masterplan. These build upon the existing structure of the dock and open up new possibilities.

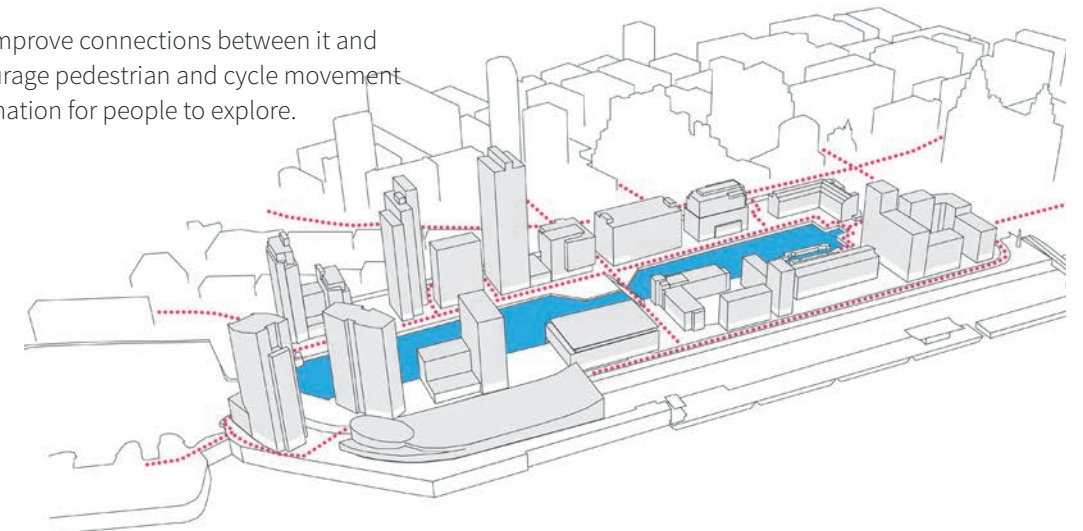
CELEBRATE THE DOCK

The waterbody of the dock provides visual amenity, historical interest and a focus for the neighbourhood. The masterplan must explore possibilities for more activity and animation of the water.



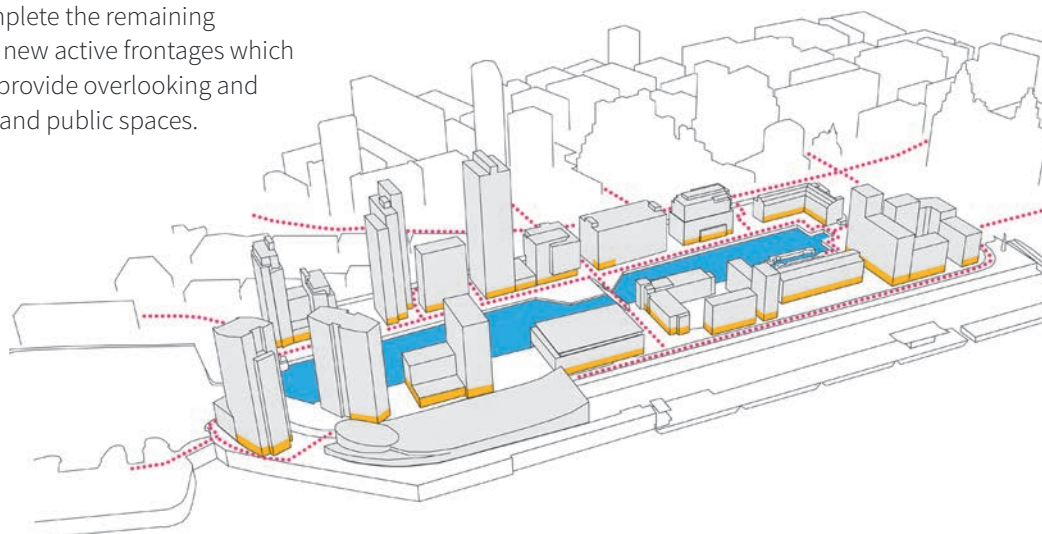
IMPROVE CONNECTIONS

Princes Dock must improve connections between it and the wider city. Encourage pedestrian and cycle movement and become a destination for people to explore.



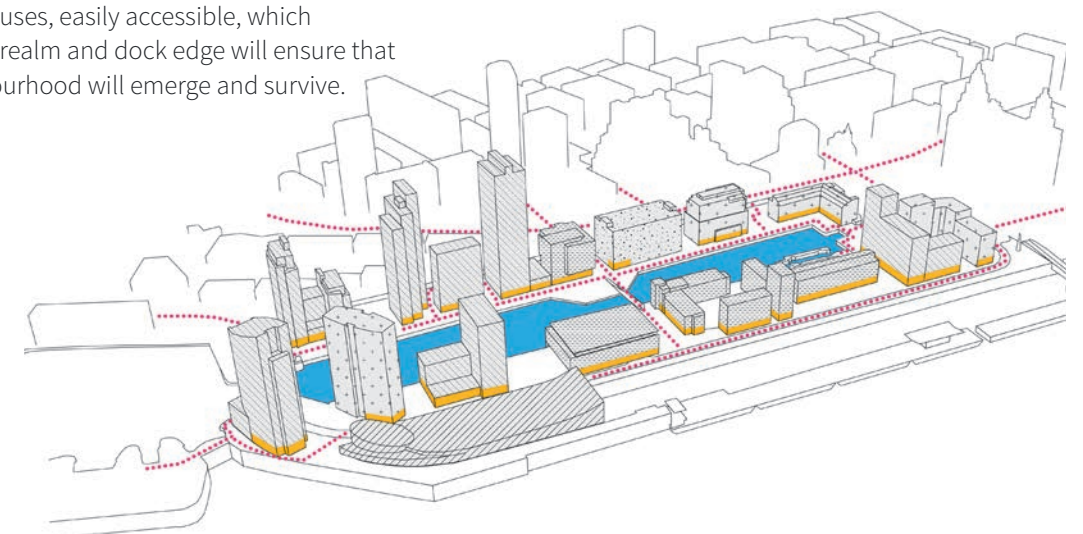
COMPLETE THE FRONTAGES

There is an opportunity to complete the remaining development plots and create new active frontages which animate the ground floor and provide overlooking and activity along the waters edge and public spaces.



A THRIVING NEIGHBOURHOOD

A sustainable mix of uses, easily accessible, which animates the public realm and dock edge will ensure that a successful neighbourhood will emerge and survive.



4.3 Princes Dock Access and Movement

The neighbourhood masterplan has adopted a ‘pedestrian first’ approach to the design and layout of the public realm. Vehicle access is maintained but pedestrian movement is the priority. This approach is described in more detail over the following pages.

PEDESTRIAN MOVEMENT

The masterplan allows for several different pedestrian movement patterns through the neighbourhood, catering for different purposes and needs.

The River Walk follows the alignment of Princes Parade, with direct connections to the north of the site and beyond, whilst offering opportunities to cut through to the dock edge. This route can be used by tourists as well as people enjoying the views of the river and forms part of the strategic river walk.







The City Link forms the main pedestrian connection between Princes Dock and the city centre. This link also provides a connection between the east and west sides of the dock.

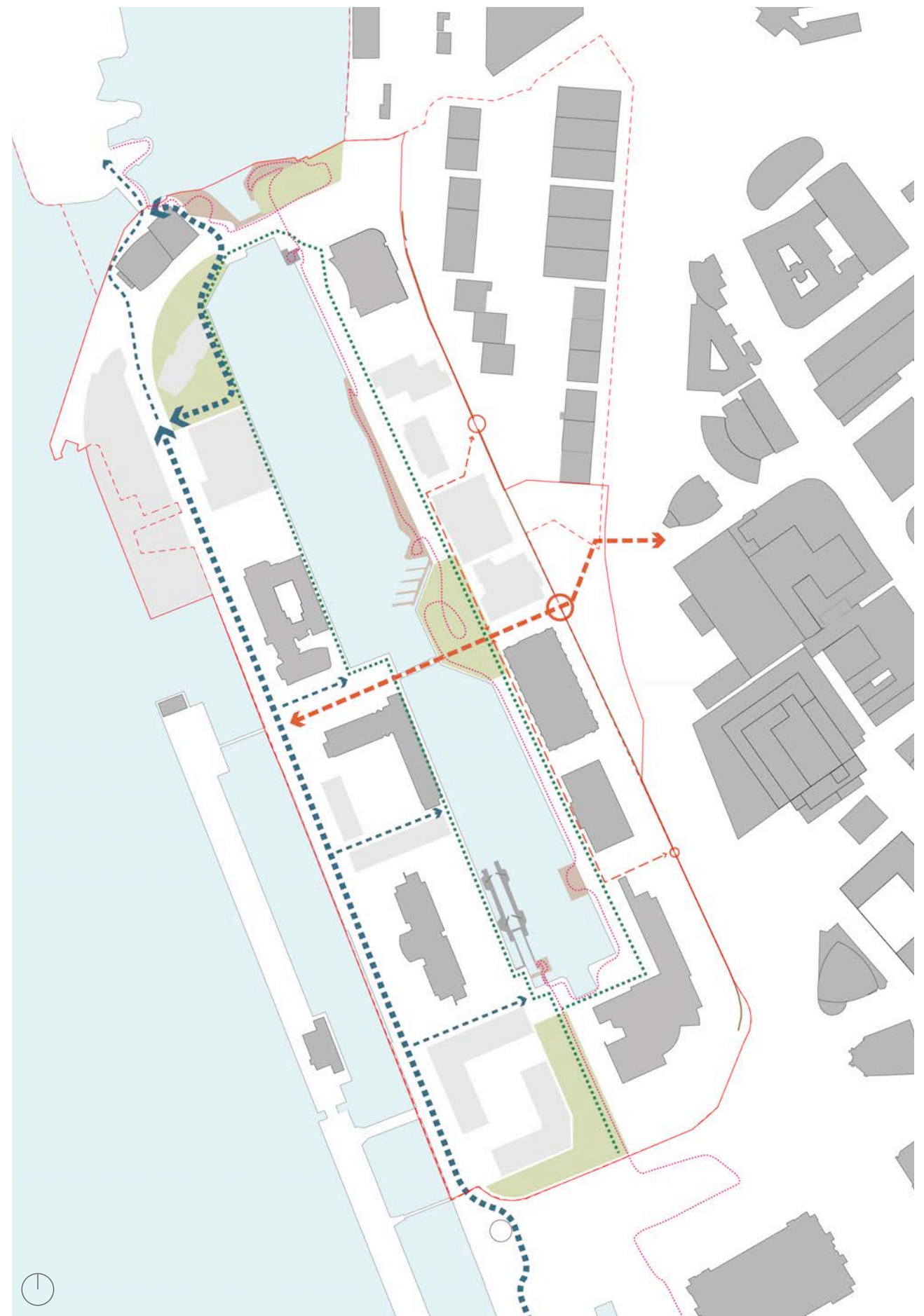
The Dock Promenade is a circular pedestrian route around the dock, providing access to the offices, apartment blocks and hotels. This route will be animated by active ground floor uses and public open spaces.

The Discovery Walk is an informal walk designed for meandering and lingering around the dock edge. It’s a route which enables people to enjoy and explore the historic infrastructure of the dock along with new interventions along the dock edge.



KEY

-  Liverpool Waters planning application boundary
-  Princes Dock neighbourhood boundary
-  The river walk
-  The city link
-  The dock promenade
-  The discovery walk



PEDESTRIAN MOVEMENT STRATEGY

VEHICULAR MOVEMENT

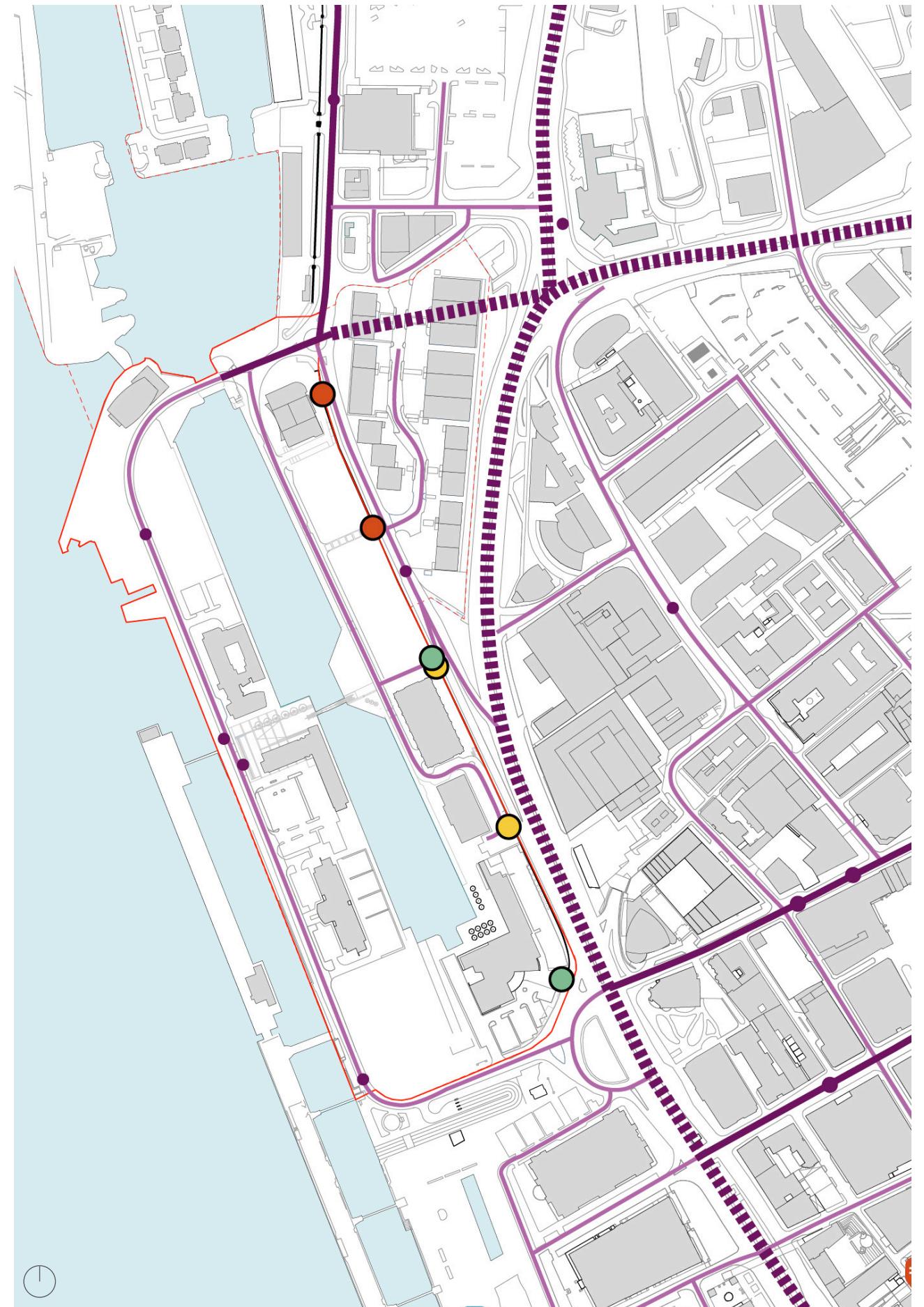
Princes Dock currently functions with a single internal loop providing access to the businesses throughout the dock via Princes Parade and William Jessop Way

Whilst the current configuration of buildings does not generally create enough traffic to cause traffic stacking and delays, this will become an increasing constraint as the neighbourhood masterplan goes forward

By creating a new opening in the dock wall, particularly in close proximity to the multi-storey car park, vehicular traffic can be more easily controlled and the new opening used as a 'pressure relief valve'.

KEY

- Liverpool Waters planning application boundary
- Princes Dock neighbourhood boundary
- ||||| Major road
- Primary road
- Secondary road
- Bus stop
- Opening in dock wall (pedestrian)
- Opening in dock wall (vehicular)
- Opening in dock wall (Vehicular-blocked)
- 🚂 Railway station
- 🚢 Ferry terminal



MOVEMENT AND ACCESS

PUBLIC TRANSPORT AND CYCLING

Princes Dock is currently served by an existing bus route the C7, which connects the site with the city centre. There are existing bus stops along Princes Parade. With an increase in the residential and office worker population as part of the masterplan proposals, there is an opportunity to increase the frequency of the bus service and to provide new bus stops in locations which serve the greatest number of people.

The ‘protected public transport corridor’ which was part of the original Liverpool Waters application and runs along the eastern boundary of the site, down Bath Street, has been maintained for future proposals.

The City Bike hire scheme currently has two bike stations within Princes Dock. As mentioned with the increase in resident and worker populations and an increase in the number of people likely to visit the dock area, then there is scope to provide more bike stations in key areas of public open space, where they will be easily accessible and have easy access to proposed cycle routes.

KEY

Liverpool Waters planning application boundary

Princes Dock neighbourhood boundary

New public open space

Existing bus route

Existing bus stops

Proposed new bus stops

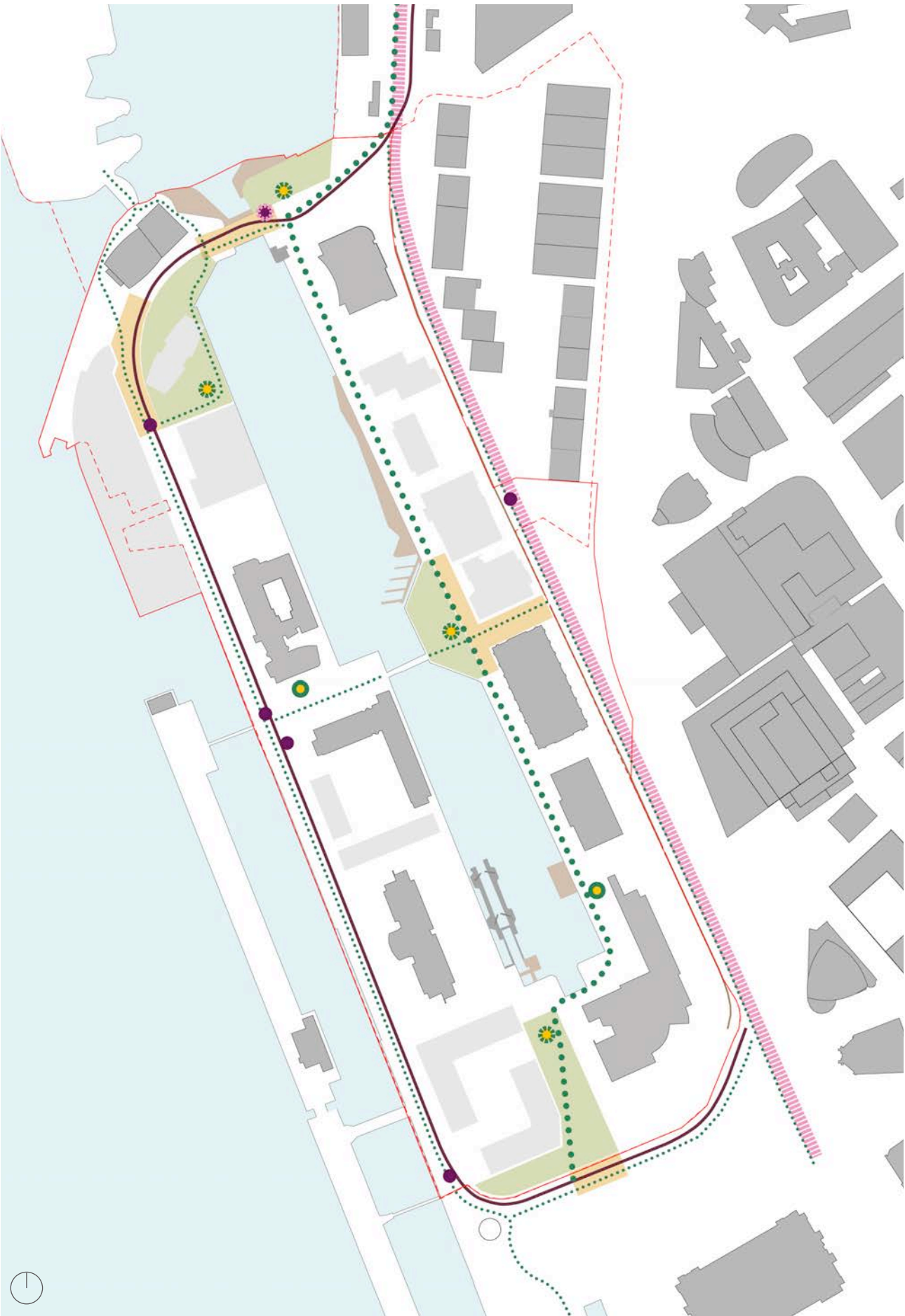
Existing city bike hire stations

Proposed city bike hire stations

Proposed cycle routes

Proposed pedestrian and cycle crossings

Proposed ‘protected public transport corridor’ (Liverpool Waters application)



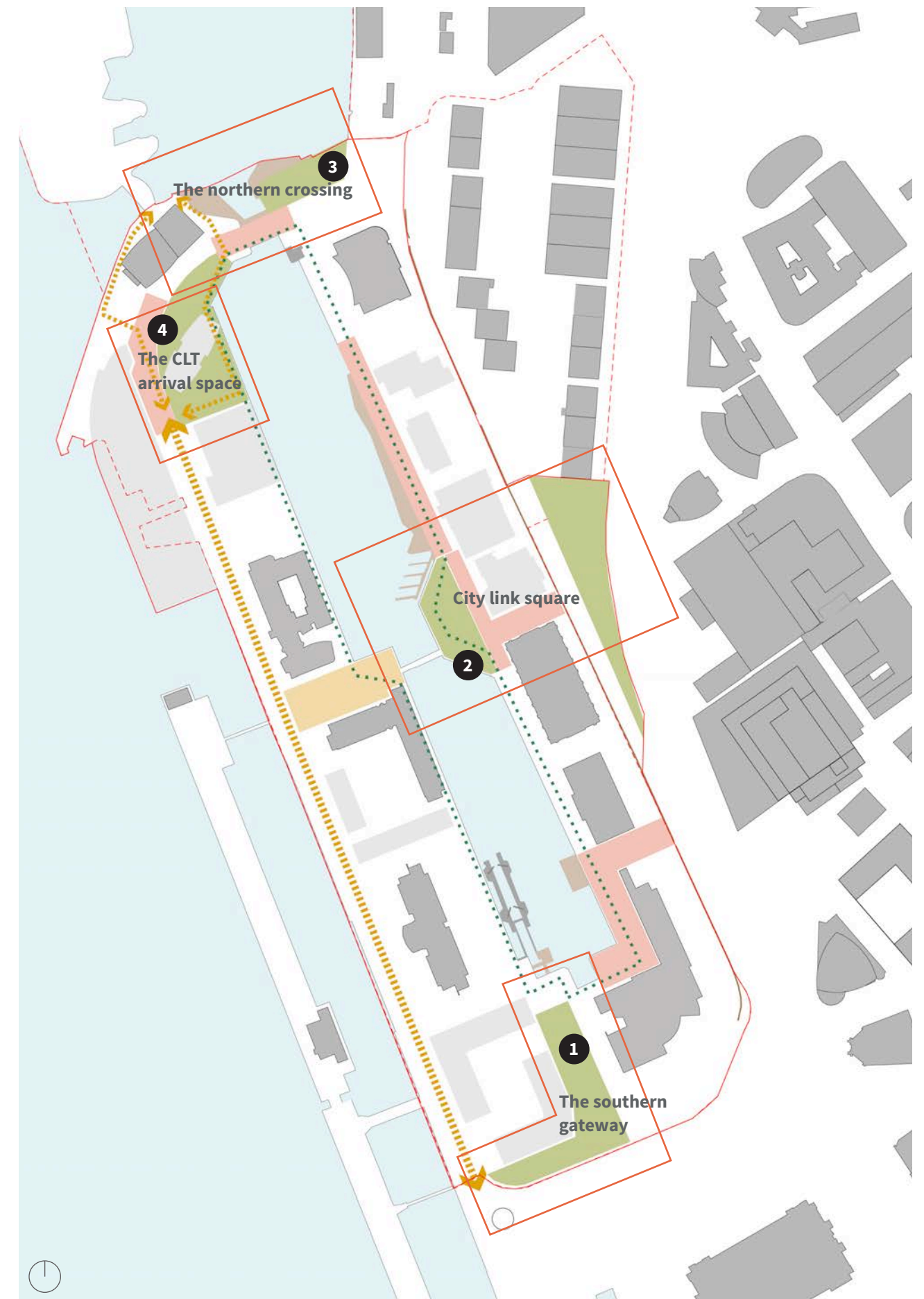
PUBLIC TRANSPORT AND CYCLING STRATEGY

4.4 Princes Dock Public Realm

PUBLIC OPEN SPACE CHARACTER

There are a number of key areas of public open space within Princes Dock. These spaces will act as transitional gateways, creating a sense of arrival that responds to the unique conditions of the site and ensures continuity within the wider urban context. Framed by the panoramic views across the dock and beyond, they will include elements of soft landscaping, recreational infrastructure and will cultivate a welcoming atmosphere for versatile functionality.

1. The southern gateway
2. City link square
3. The northern crossing
4. The CLT arrival space









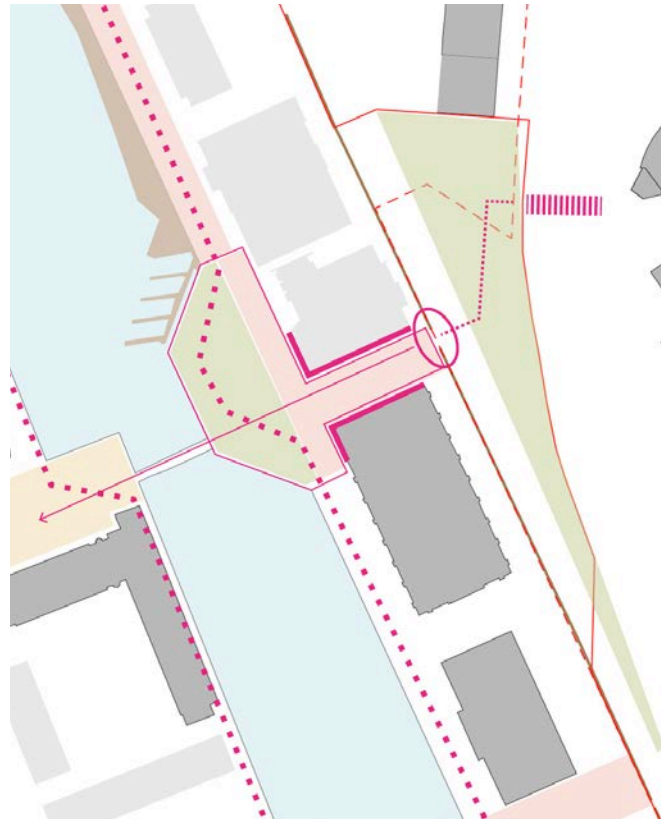
PUBLIC OPEN SPACE STRATEGY

CITY LINK SQUARE

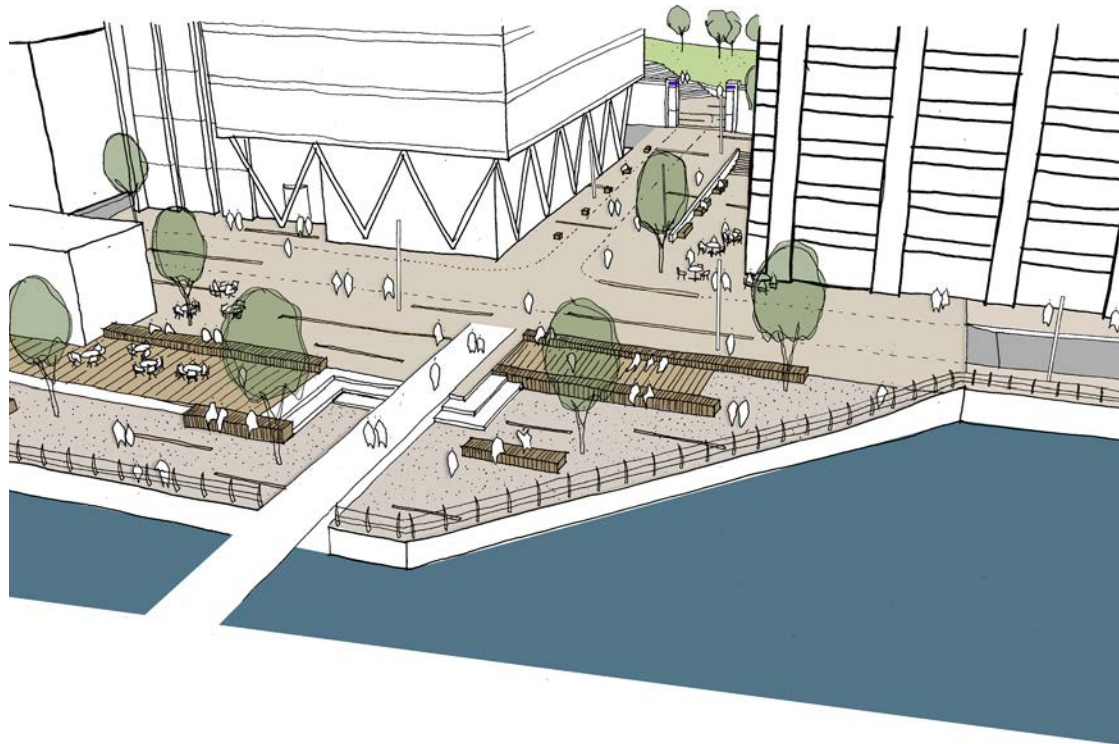
City Link Square is fundamental in providing a rational connection between the city's business district and Princes Dock. The creation of a terraced embankment linking the Strand with Bath Street increases pedestrian permeability, landing at the proposed opening in the dock wall. This must be delivered with utmost sensitivity to the historic fabric, and create a strong reference to the cultural heritage of the site. A pedestrian dominant shared surface extends to meet the existing bridge link and seating terraces offer recreational space and interaction with the dock.

The following principles must be delivered in order to create a successful public space.

-  Make allowance for continuous public access around the dock edge
-  Location of the dock wall opening
-  Maintain and enhance strategic views
-  Clear pedestrian access to be delivered as part of the wider network
-  Active frontage required to animate the public open space
-  Improvements to pedestrian crossings required



CITY LINK SQUARE



CITY LINK SQUARE SKETCH VISUAL