

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

The primary purpose of the Princes Dock Neighbourhood Masterplan (PD NMP) is to satisfy the requirements of the Liverpool Waters Outline Planning Permission, Condition 11: which requires the developer to provide detailed Neighbourhood Masterplans for the five Liverpool Waters neighbourhoods, prior to the submission of the first reserved matters approval being granted within each respective neighbourhood. The document provides a clear direction for the component schemes that sit within it, and will inform future reserved matters applications.

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).

However the PD NMP only refers to the inclusion of Plaza 1821 and The Lexington, as only these two schemes have started on site, so legally alternative building applications can be submitted on plots A03 and A06.

The document is the result of 18 months consultation involving a consortium of developers, designers and local stakeholders, as well as the local planning authority.

The design principles and guidance within the document do not purport to impose a particular architectural style. Design guidance information is found throughout the document at the neighbourhood scale and as well as at the more detailed development plot level.

This Neighbourhood Masterplan cross references to existing policy and it is intended that this document will become the primary guidance document for future development within Princes Dock.

This spatial framework established by the outline permission demands high minimum standards for future development within Princes Dock. New development is required to *comply* with the mandatory principles outlined within Chapters 6-9 of this Neighbourhood Masterplan. This masterplan seeks to challenge design teams to strive further through the adoption of the key principles. These are included to ensure the highest design standards are achieved to reflect the status of Princes Dock along Liverpool's celebrated waterfront.

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.

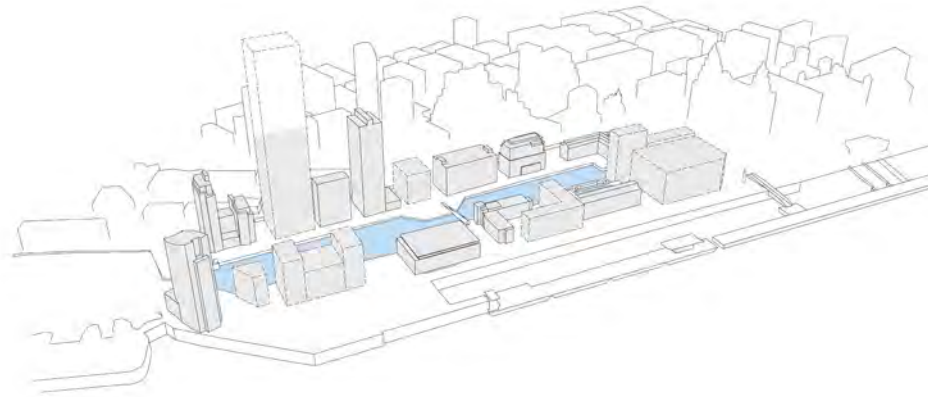
The diagrams on the following pages present the strategic approach to access and movement within the Princes Dock Neighbourhood Masterplan.

## 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.

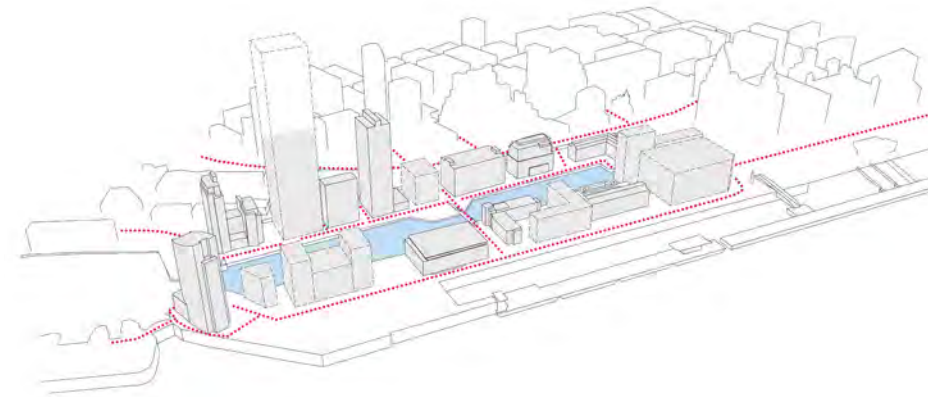
### Celebrate the dock

The waterbody of the dock provides visual amenity, historical interest and a focus for the neighbourhood. The enhanced quality of light due, to the proximity to water, brings a sense of well-being for all. Development should explore possibilities to create more activity and interaction with the water.



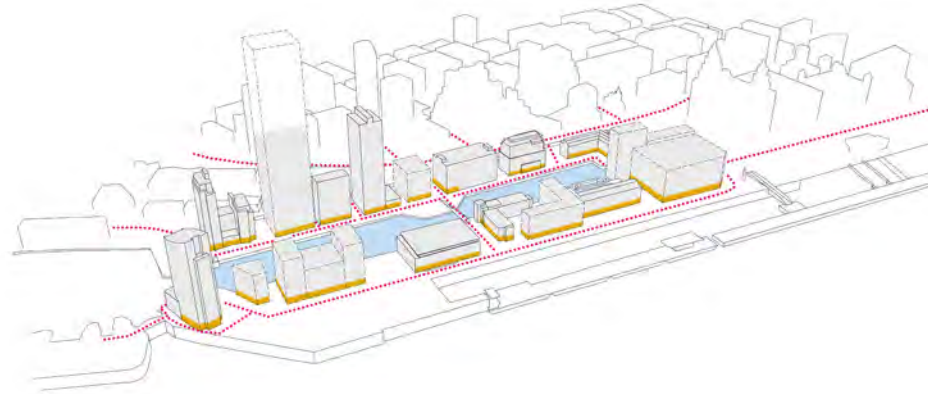
### Improve Connections

Development within Princes Dock must demonstrate that it improves connections between the Dock and the wider city. It should encourage pedestrian and cycle movement and encourage the Dock to become a destination for people to explore.



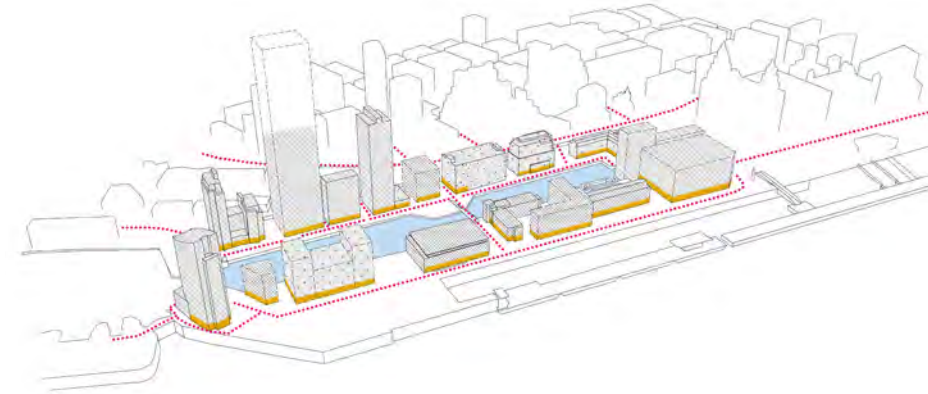
### Complete the Frontages

There is an opportunity to complete the remaining development plots in a way which creates new active frontages facing the Dock and/ or River which animate the ground floor and provide for overlooking and activity along the waters edge and public spaces.



### A Thriving Neighbourhood

The objective is to secure 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 LWOPP PP 007 - Access and Movement sets out a clear objective to secure a continuous pedestrian esplanade connecting the Pier Head through to the wider LW site via a crossing north of Alexandra Tower. Development will be expected to facilitate this objective. Development which physically impedes such a route will not be countenanced. Further to this, the neighbourhood masterplan has adopted a ‘pedestrian first’ approach to the design and layout of the public realm.

## PEDESTRIAN MOVEMENT

The masterplan allows for several different pedestrian movement patterns through the neighbourhood, catering for different purposes and needs. Development must maintain and enhance these routes.

**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.



CELEBRATE ARCHAEOLOGY



VIEWPOINTS



WIDEN FOOTPATHS



REMOVE CLUTTER



FIGURE 13: PEDESTRIAN MOVEMENT STRATEGY



## VEHICULAR MOVEMENT

Vehicular movement around Princes Dock is concentrated along Princes Parade and William Jessop Way. Both of these routes provide two way access for all traffic, including servicing of all plots and emerging access.

William Jessop Way is a cul-de-sac, terminating in a small roundabout between the MSCP and the Malmaison hotel.

Princes Parade adjoins the surrounding movement network via the Bath Street/ Waterloo Road roundabout to the north, and the St. Nicholas Place/ New Quay roundabout to the south. William Jessop Way joins Princes Parade adjacent to the Princes Dock Apartments.

The proximity of Princes Dock to the core of Liverpool enables a low car parking ratio (The Lexington and Plaza 1821 developments proposed 40% or less spaces per unit), particularly as Princes Dock will be supported by numerous alternative sustainable transport modes. Where car parking exists or is proposed, car sharing, car clubs and electric charging points should be facilitated. The details of which are included within Conditions 22 - 'Neighbourhood Travel Plans' and 24 - 'Neighbourhood Car and Cycle Parking Management Strategy'.

Service access to plots will only take place from the primary vehicular routes. Individual plots are expected to demonstrate how servicing can be accommodated in a manner and at a time which does not unreasonably detriment the use of the public realm. Service access is expected via podia and courtyards where applicable, and access should be from the lowest hierarchy frontage possible.

The retention of the primary vehicular routes ensures emergency access is provided to each plot from either William Jessop Way or Princes Parade. Access and egress to the wider city is via Princes Parade to the north and south.

Waste disposal within buildings will be via communal shoots, and will be presented off street for collection. Recycling should be managed internally within blocks and collected with refuse to ensure ease. Further detail is provided with Condition 23 - 'Neighbourhood Waste Minimisation and Management Strategy'.

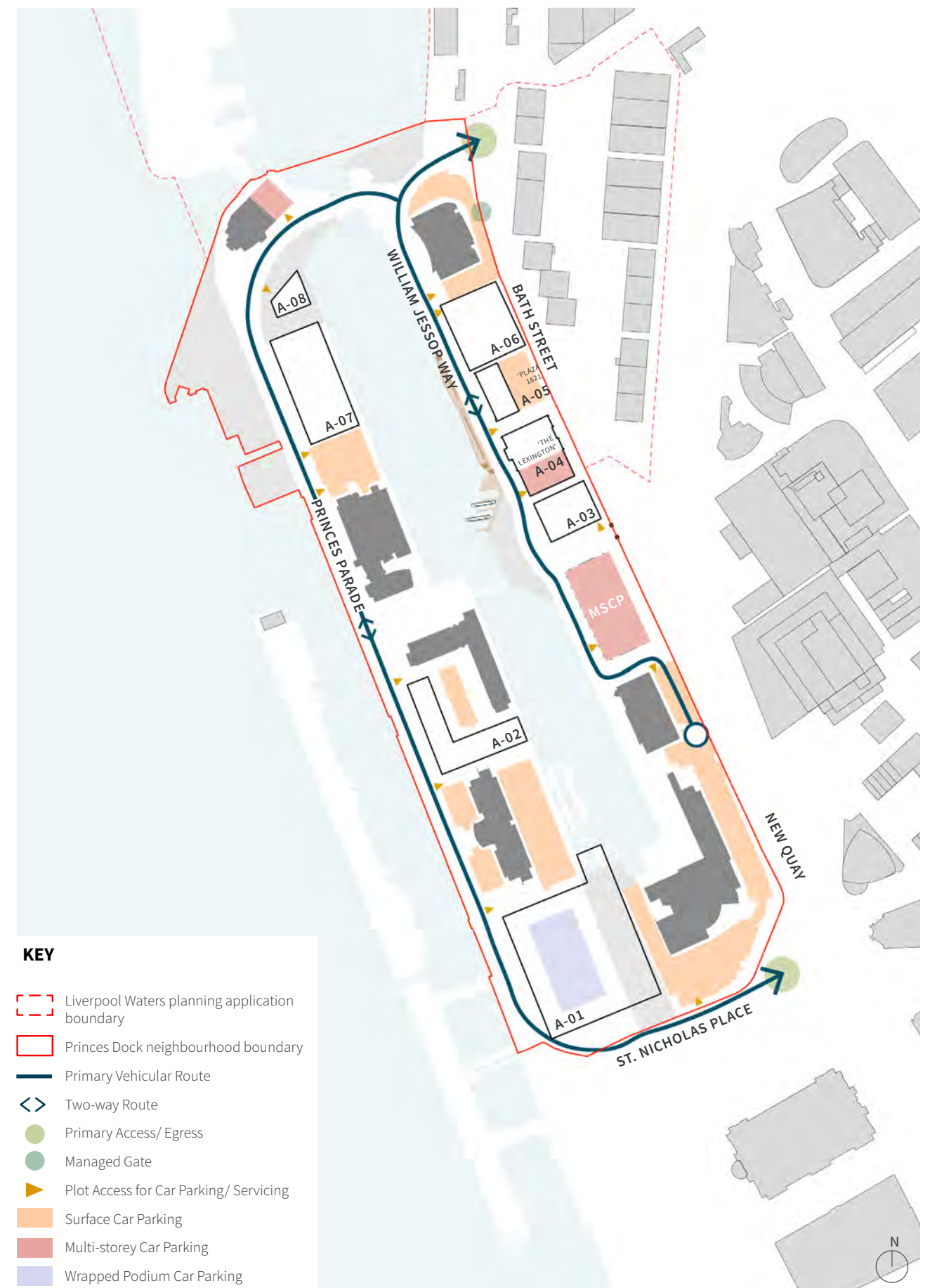


FIGURE 15: VEHICULAR MOVEMENT STRATEGY

### 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.

Condition 10 - ‘Highway and Public Transport Enhancement Strategy’ provides further clarity regarding the delivery of additional public transport.

### CYCLING

Cycling will be actively encouraged with cycle storage designed, located and managed in such a way that residents feel that their bike is in a safe and secure location.

The design of internal layouts should be evaluated in anticipation that bicycles may be stored within the home.

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 readily accessible and have easy access to proposed cycle routes.

Condition 24 - ‘Neighbourhood Car and Cycle Parking Management Strategy’ provides further detail regarding cycle storage facilities required for RMAs.

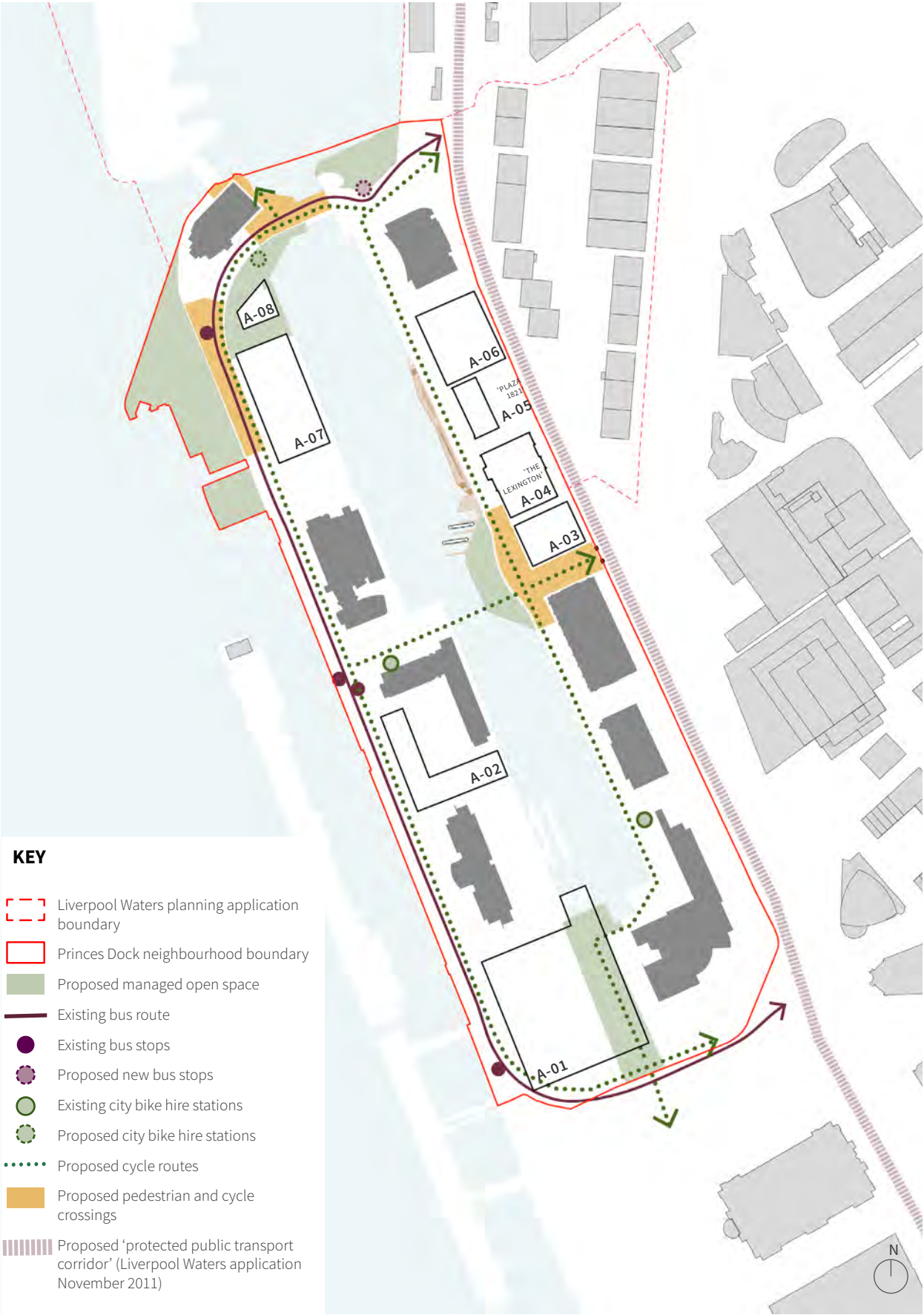


FIGURE 14: PUBLIC TRANSPORT AND CYCLING STRATEGY



## 4.4 Princes Dock Public Realm

### PUBLIC OPEN SPACE CHARACTER

In addition to the areas of public realm already mentioned, there are a number of key areas of public open space within Princes Dock which will act as 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 green space and recreational infrastructure, cultivating a welcoming atmosphere for versatile functionality and encouraging people to linger.

The four key spaces are:

1. The Southern Gateway
2. The City Link
3. The Northern Gateway - East
4. The Northern Gateway - West

The key design principles of the City Link which provides the context for the Dock Boundary Wall Opening is described overleaf.



FIGURE 17: PUBLIC OPEN SPACE STRATEGY



THE CITY LINK

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 connection extends to meet the existing bridge link and seating terraces offer recreational space and interaction with the dock.

The following principles should be considered in order to create a successful public space.

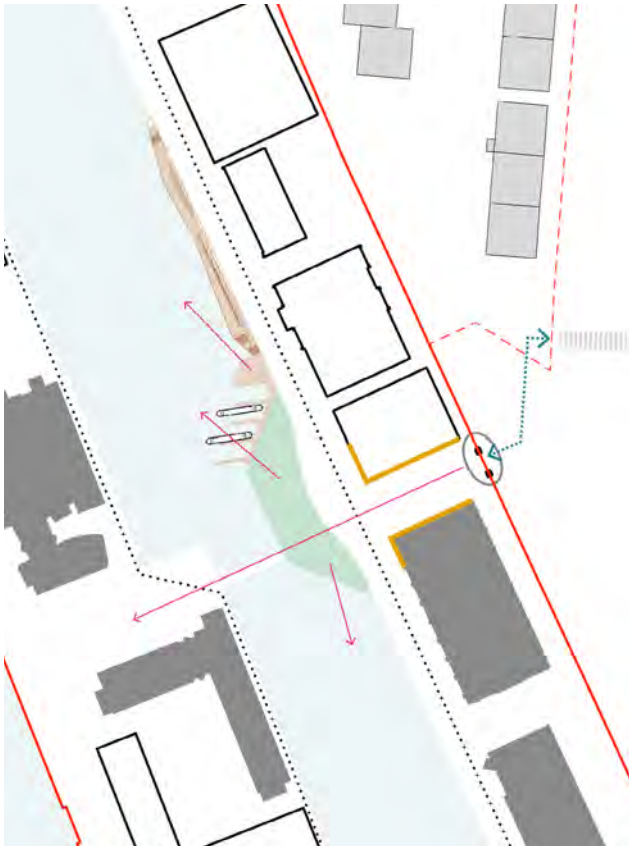


FIGURE 17B: CITY LINK SQUARE PRINCIPLES

- ..... Make allowance for continuous public access around the dock edge
- Location of the proposed 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



SALIX ALBA 'LIEMPDE'  
WHITE WILLOW 'LIEMPDE'



PINUS SYLVESTRIS  
SCOTS PINE



GRANITE SLAB PAVING



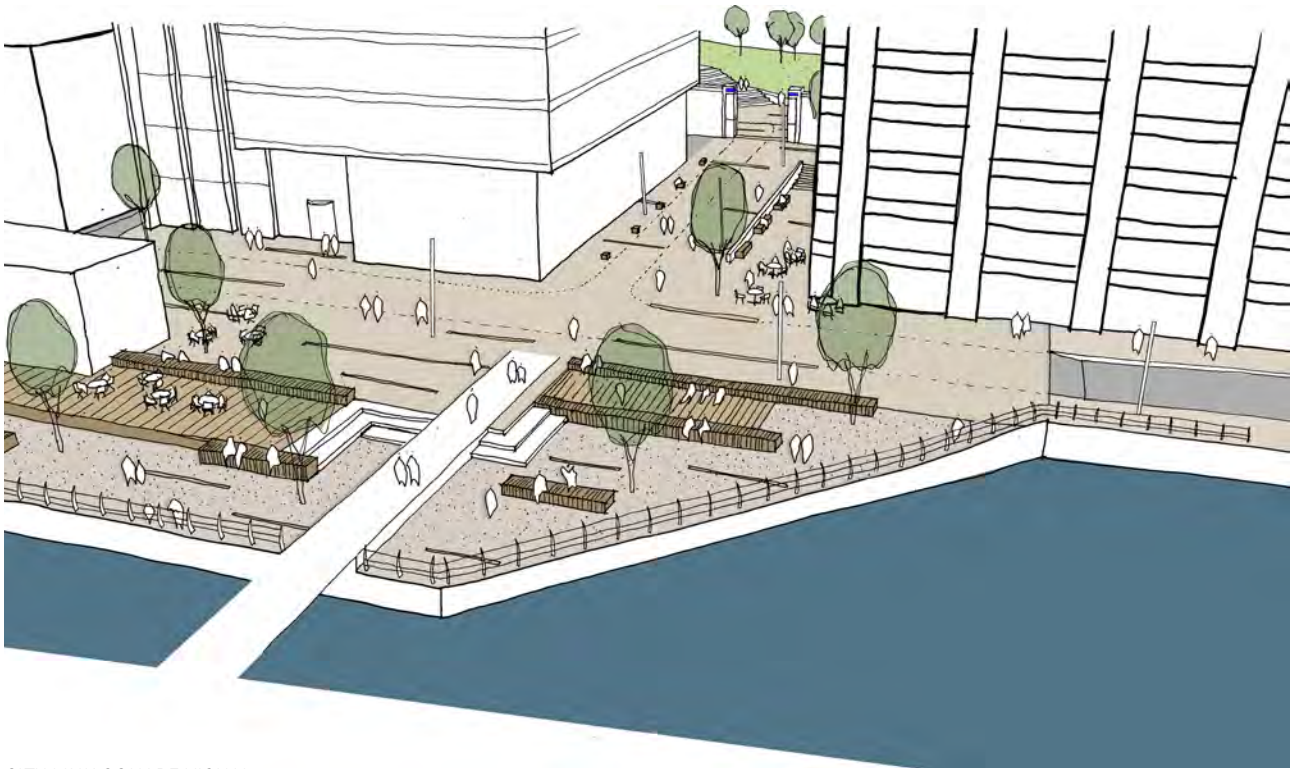
RESIN BOUND GRAVEL



WET POUR RUBBER SAFETY  
SURFACING (PLAY AREAS)



TIMBER DECKING



CITY LINK SQUARE VISUAL



PRECEDENT IMAGES FOR CITY LINK SQUARE