

## WATERFRONT AND CITY CONNECTIONS

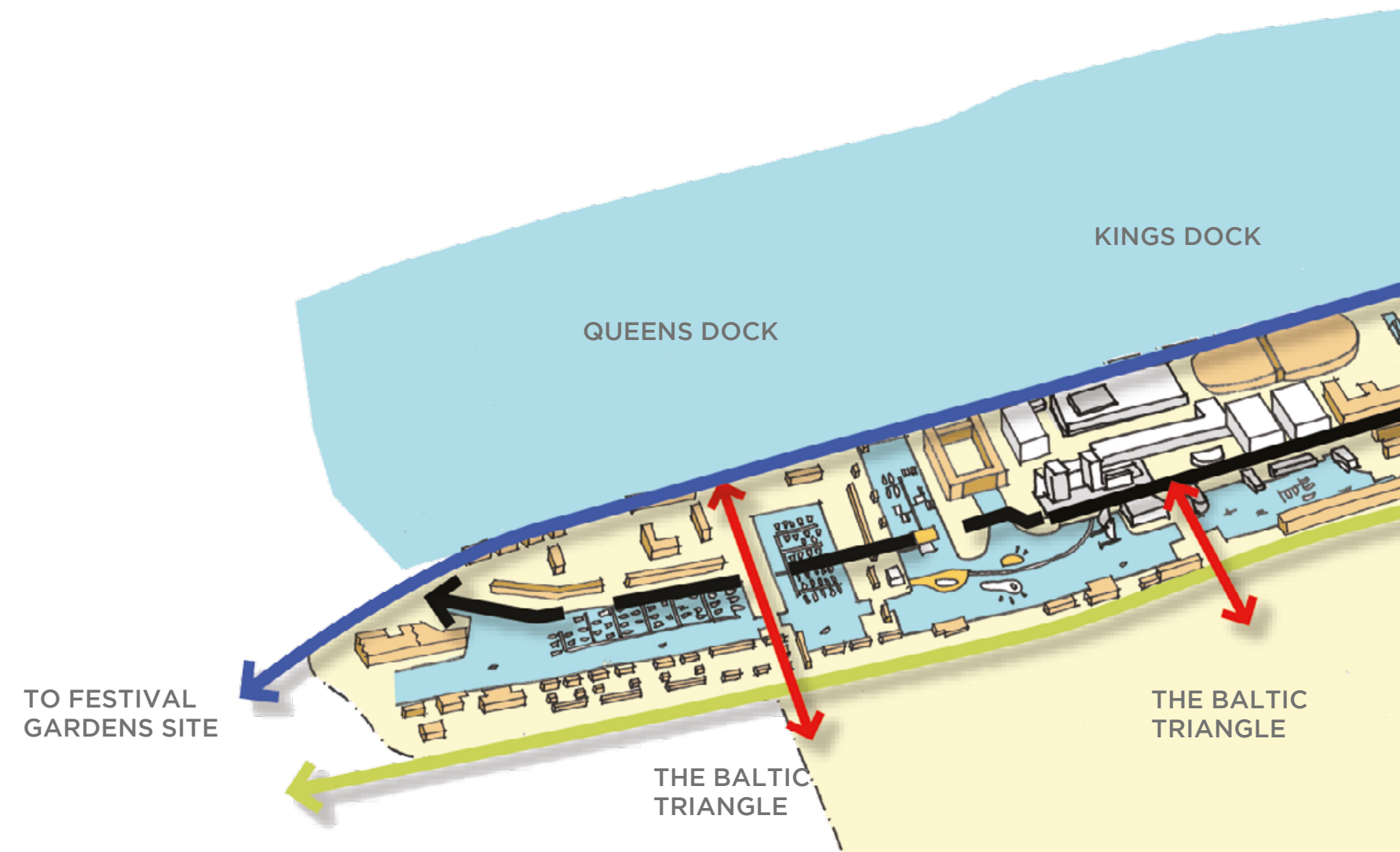
At present, Princes Dock is severed from the City Centre in the same way as much of the historic waterfront. The City Council is making major investments along The Strand in particular to address this disconnect and these will only benefit Princes Dock, and in turn Princes Reach.

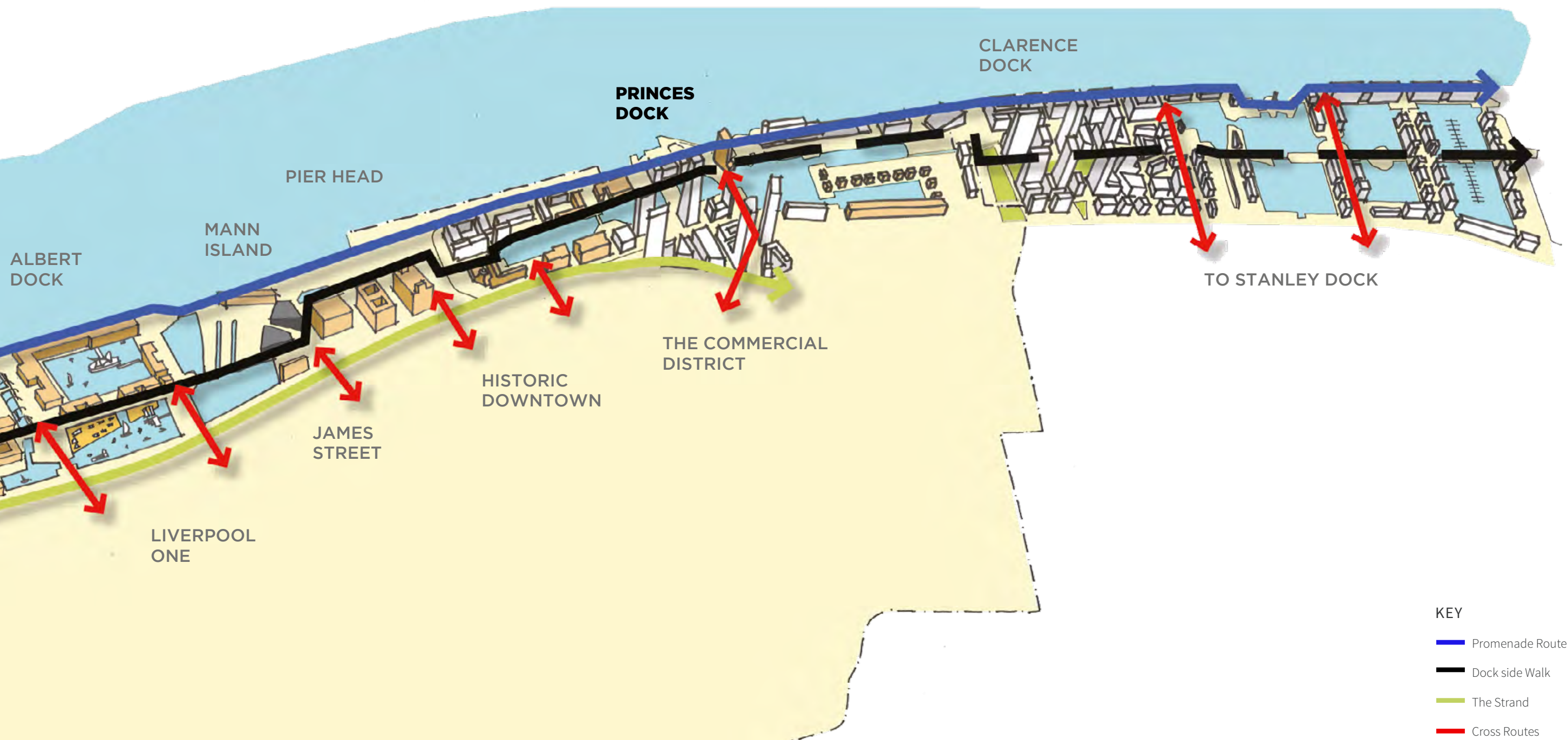
The myriad of signalised junctions and crossing points heading north along The Strand means that Princes Dock is disconnected from the main retail and business districts of the City Centre and the pedestrian experience is far from ideal.

Collaborative working is underway between Peel Holdings, Liverpool City Council and Merseytravel to ensure that the linking and integration of Princes Dock are early priorities for this once-in-a-generation investment.

### WATERFRONT CONNECTIONS

Internal pedestrian dock route and connections across The Strand to the rest of the city.





- KEY
- Promenade Route
  - Dock side Walk
  - The Strand
  - Cross Routes



## 3.2 LIVERPOOL WATERS CONTEXT

At the broadest level a vision for Liverpool Waters was agreed with officers of the City Council. In view of its importance this is re-stated below:

**“The Liverpool Waters vision involves regenerating a 60 hectare historic dockland site to create a world-class, high-quality, mixed use waterfront quarter in central Liverpool that will allow for substantial growth of the city’s economy.”**

The vision statement is set out in its entirety within the DAS, but the key points that can be drawn from it to inform building character and design are:

- Create a unique sense of place;
- Take advantage of the site’s cultural heritage;
- Attract national and international businesses;
- Add to Liverpool’s cultural offer;
- Provide a new and complementary destination;
- Deliver a high density and accessible quarter which is both economically and environmentally sustainable;
- Reinforce Liverpool’s strong identity;
- Characterize the area by activity and diversity;
- Provide public spaces that encourage formal and informal use;
- Respond to the needs of different communities;
- Include mixed use development;
- Stimulate economic and social regeneration;
- Form an integral part of Liverpool’s iconic skyline;
- Continue its tradition of innovation;
- Symbolize the city’s 21st century renaissance alongside its 19th and 20th century heritage.



WIDER SITE CONTEXT

LIVERPOOL WATERS: PLANNING PERMISSION GRANTED

The 32 year planning permission for the entire Liverpool Waters development was approved in June 2013 (planning ref:100/2424). The consent establishes general principles of how the site will be developed. The permission was consented on information which included: a Building Characterisation Precedent Public Realm Study; Cultural Heritage Baseline Study, and a Conservation Management Plan.





The documents on which the permission was granted will be used to inform the future progress of the development.

LIVERPOOL WATERS: FOOTPRINT

Whilst the permission is varied and complex, Liverpool Waters is much more than just buildings and infrastructure. Punctuated by the network of historic docks, spaces and two new waterfront parks, the ‘footprint’ of the project looks like this:-



Planning permission was granted for the following proposed uses across the Liverpool Waters masterplan:

	<b>RESIDENTIAL</b> UP TO ABOUT 9,000 DWELLINGS, 733,000 SQUARE METRES FLOORSPACE		<b>COMPARISON (NON-FOOD) SHOPS</b> 19,000 SQUARE METRES
	<b>BUSINESS SPACE</b> MAINLY OFFICES: 315,000 SQUARE METRES		<b>CONVENIENCE (FOOD)</b> SHOPS SERVING MAINLY DAY-TO-DAY REQUIREMENTS 8,000 SQUARE METRES
	<b>HOTEL &amp; CONFERENCE FACILITIES</b> 53,000 SQUARE METRES		<b>COMMUNITY INSTITUTIONS</b> (CLINICS, HEALTH CENTRES, NURSERIES, SCHOOLS AND PLACES OF WORSHIP) 9,000 SQUARE METRES
	<b>RESTAURANTS &amp; CAFÉS</b> 27,000 SQUARE METRES		<b>PARKING</b> 413,000 SQUARE METRES 13,000 SPACES
	<b>ASSEMBLY &amp; LEISURE</b> (SUCH AS GYMS AND CINEMAS) 33,000 SQUARE METRES		<b>A CRUISE LINER TERMINAL &amp; AN ENERGY CENTRE</b> 18,000 SQUARE METRES
	<b>PUBS/WINE BARS</b> 19,000 SQUARE METRES		<b>PARKS &amp; SQUARES</b> 2 NEW PUBLIC PARKS AND 18 SQUARES THROUGHOUT THE WHOLE SITE
	<b>SERVICING</b> 36,000 SQUARE METRES		<b>OFFICES &amp; SERVICES IN LOCAL RETAIL CENTRES</b> 9,000 SQUARE METRES

COMPLETING THE ICONIC WATERFRONT

Liverpool has always had a special relationship with its waterfront. Once the heart of the city's industry and commerce, Liverpool's iconic waterfront has driven its renaissance and is the home to many of the city's iconic buildings.

The City's waterfront stretches over 2 km along the Mersey, and has a diverse cultural and leisure offer including the Tate Liverpool; Merseyside Maritime Museum; the Museum of Liverpool; the iconic '3 Graces'; Echo Arena and BT Convention Centre; Albert Dock and a multitude of bars, cafés, restaurants, new exhibition centre and premier hotels. Waterfront living is more popular than ever,

with apartments overlooking the River Mersey forming a key part of the aspirational city lifestyle.

Liverpool Waters will complete this iconic waterfront, restore a further 7 former docks back into use, further extending the city centre and success of the waterfront into the World Heritage Site. Life and activity will be brought back to these docks and waterspaces within the new neighbourhoods. Each neighbourhood will have its own interface with the water with opportunities for watersports, floating leisure uses, habitat creation, restored jettys and boating.



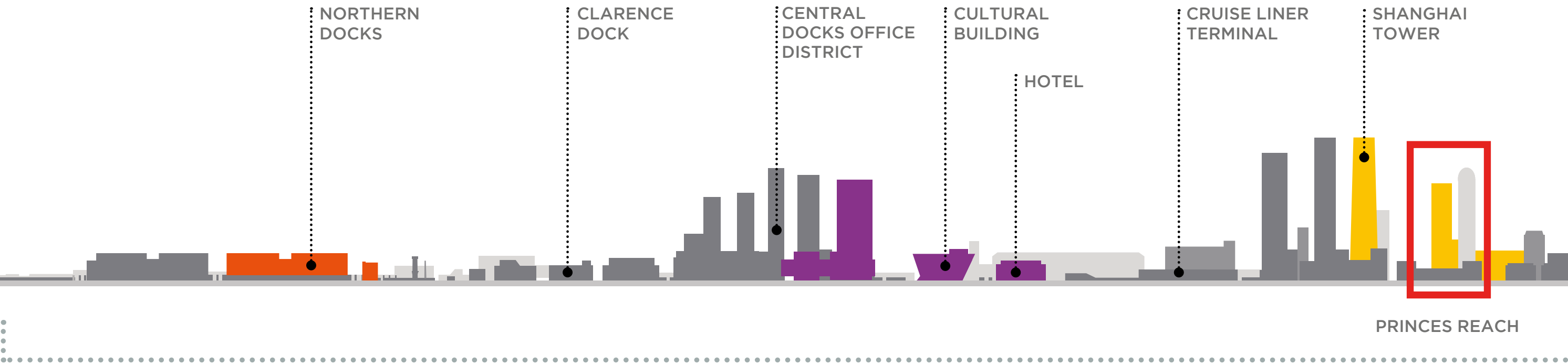
MUSEUM OF LIVERPOOL



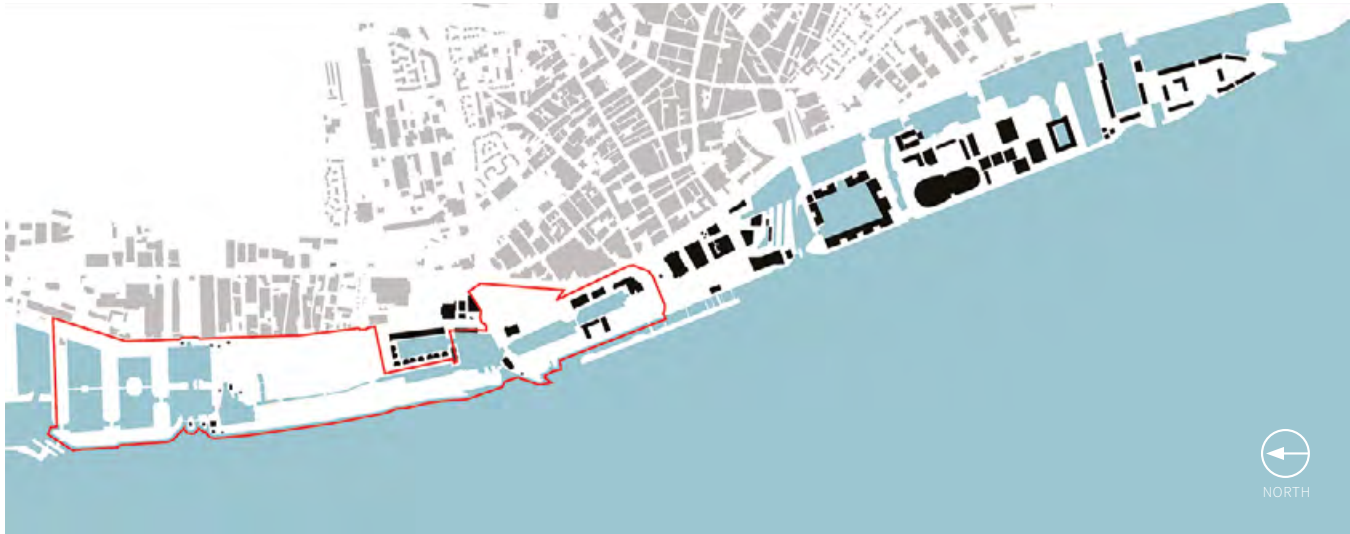
ECHO ARENA



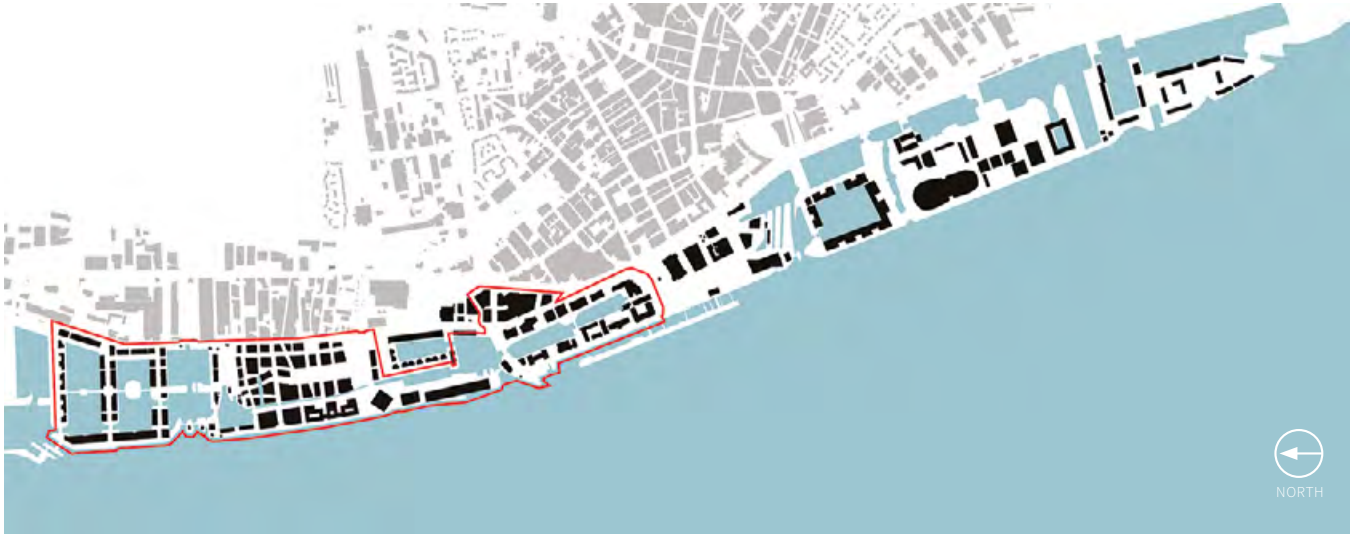
THE PIER HEAD



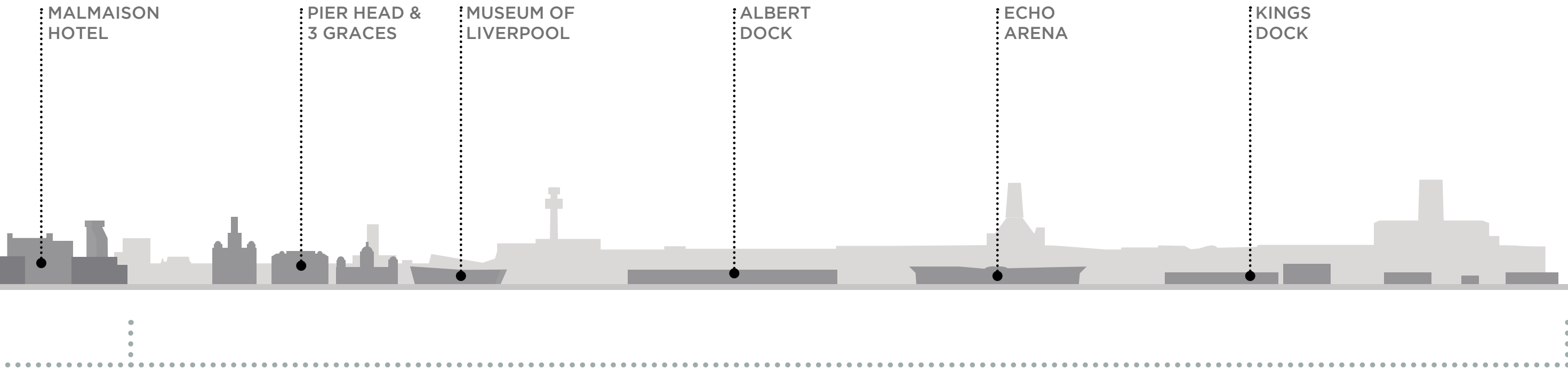




THE WATERFRONT : PRESENT

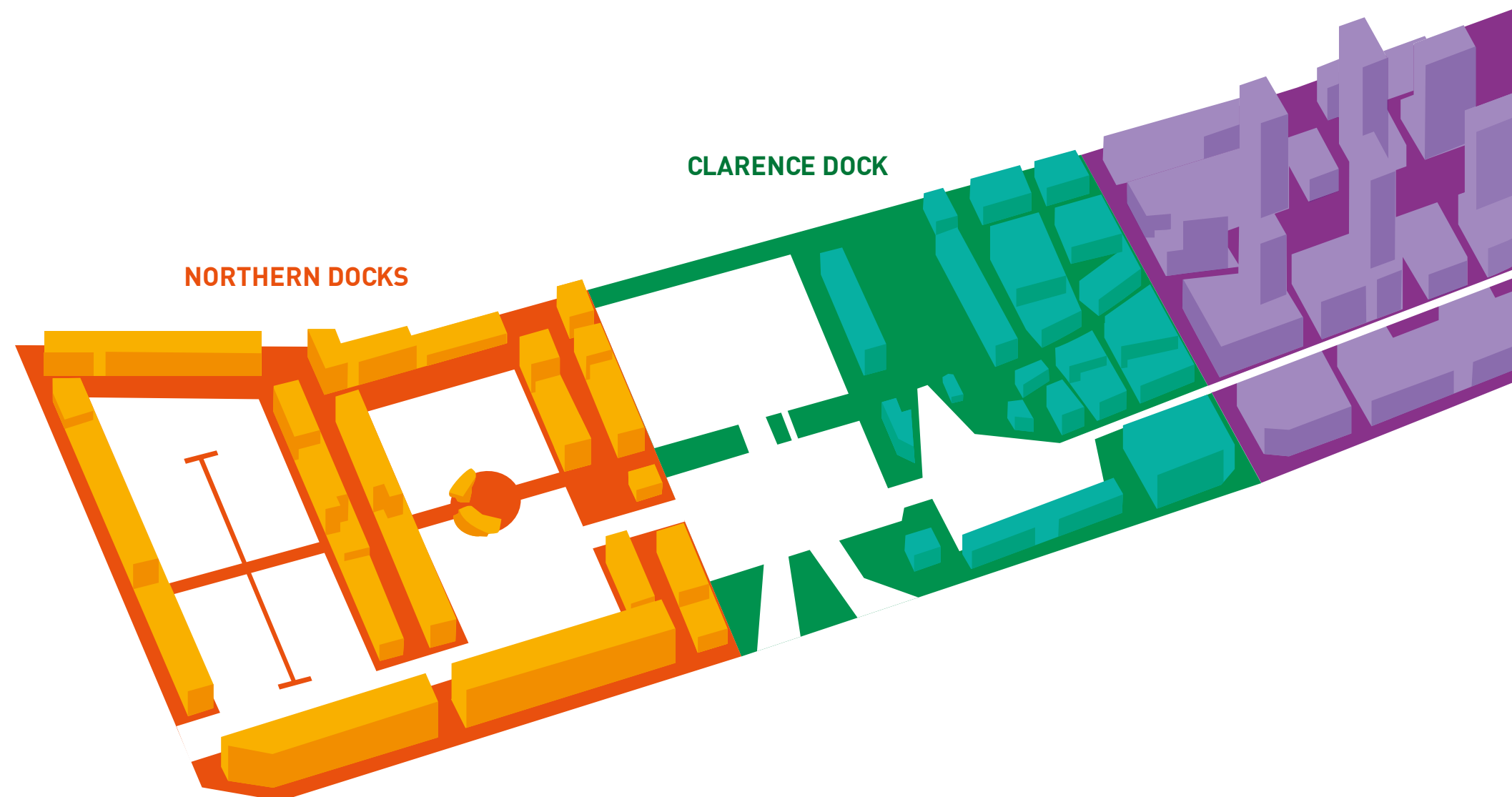


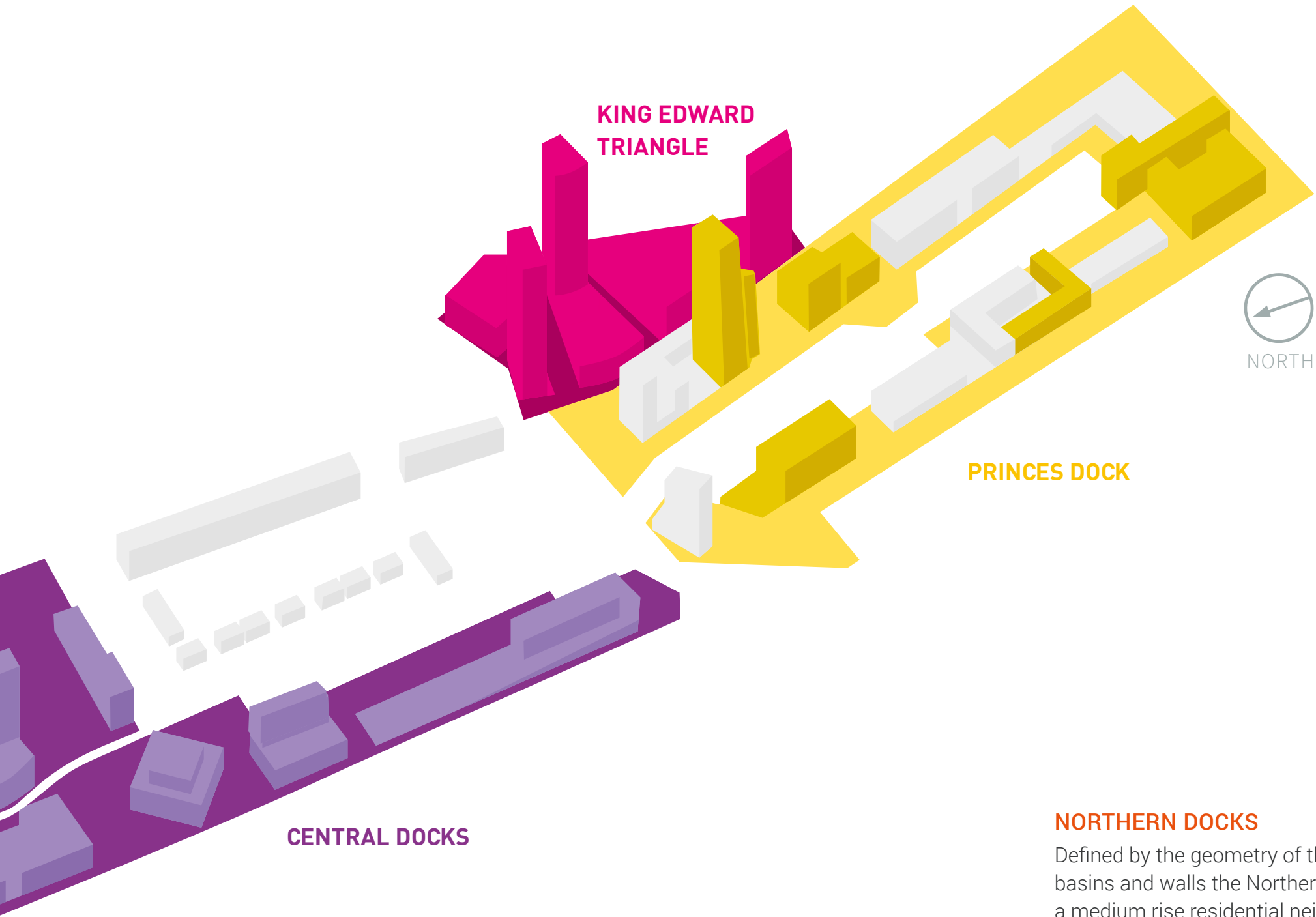
THE WATERFRONT : FUTURE



## FIVE DISTINCT NEIGHBOURHOODS

Liverpool Waters will ultimately have a number of distinctive neighbourhoods. Some will take their lead from those existing city quarters with a distinctive grain, scale or relationship with water, others, in particular the Central Docks will look out to the rest of the world to bring a new character and scale to Liverpool that will over time add to, and complete this iconic waterfront.





**NORTHERN DOCKS**

Defined by the geometry of the dock basins and walls the Northern Docks form a medium rise residential neighbourhood with strong visual connections in all directions to enjoy the waterfront setting.

**CLARENCE DOCK**

Similarly to the Northern Docks, the character is strongly influenced by wet and dry basins of Salisbury, Collingwood and Clarence. Clarence Graving Docks form a key public space focal point. Whilst still a residential neighbourhood, there are many visitor and night time activities. The area steps up in scale towards Central Docks.

**CENTRAL DOCKS**

This secondary tall building cluster provides a new dynamic urban grid focused around significant parkland open space and a canal arm. Very much the business, leisure and entertainment centre of Liverpool Waters. There are changes to the south around West Waterloo Dock, with key landmarks such as the cruise liner and cultural buildings.

**KING EDWARD TRIANGLE**

The primary tall buildings cluster provides the transition between city centre and Liverpool Waters, dominated by the key landmark buildings.

**PRINCES DOCK**

A character already established by existing hotel, office and parking focused around the existing dock basin. The proposals will further activate this location with additional residential, hotel, cafés and restaurants and new pontoon spaces. **We are in Princes Dock.**



# 3.3 PRINCES DOCK – NEIGHBOURHOOD CONTEXT

## NEIGHBOURHOOD: PRINCES DOCK

Princes Dock is already an integral part of the Liverpool Waterfront, an established area of Grade A office space sited alongside hotels, leisure facilities and quality high rise residential development.

Visitors, residents and workers can enjoy the tranquil environment of Princes Dock and watch the canal boats slowly pass through the Leeds and Liverpool canal link which runs through the centre of the neighbourhood. Visitors can also watch ferries and ocean going liners dock alongside Princes Dock. Under the Liverpool Waters proposals additional Grade A office space will be delivered alongside exciting new residential concepts and leisure development focused around the water and views of the world famous buildings, ‘The 3 Graces’.

Visitors will benefit from improved pedestrian links that will further knit Princes Dock into the Central Business District, improving links back to the waterfront and the award winning Liverpool One shopping centre. New high quality public realm will seamlessly unite important heritage features with areas for relaxing and interaction with the waterspaces. The focal point of Princes Dock, the Shanghai Tower, will create a connection with the iconic skyline as well as reaffirming Liverpool’s status as a world-class city within the new global economy.



1500  
HOMES



57,000sqm  
OFFICES



800  
PARKING SPACES



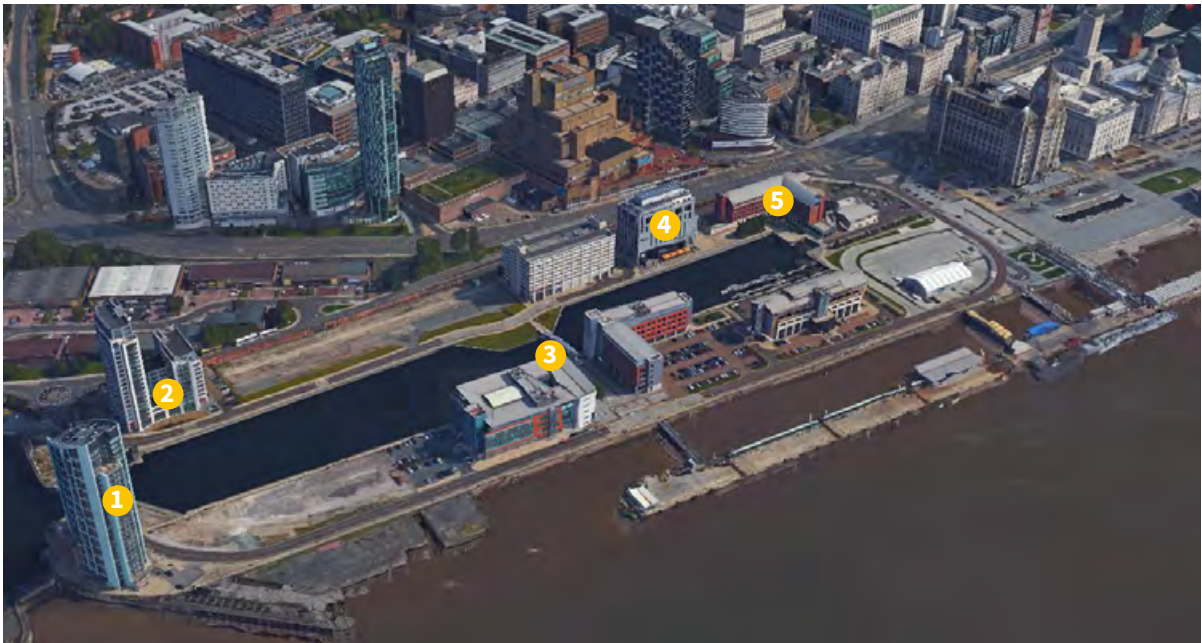
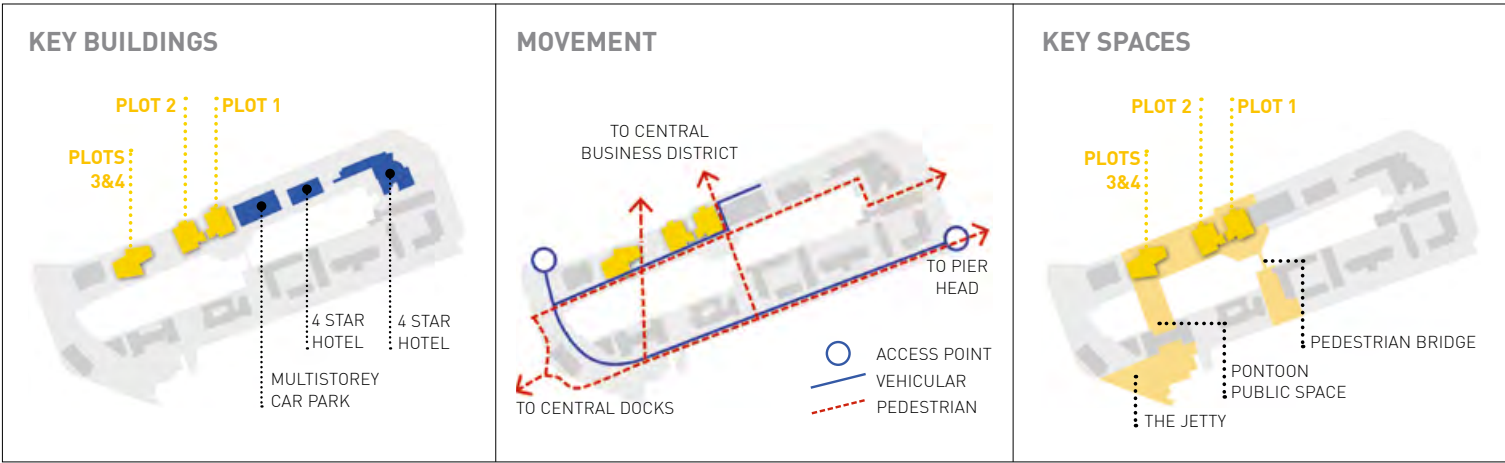
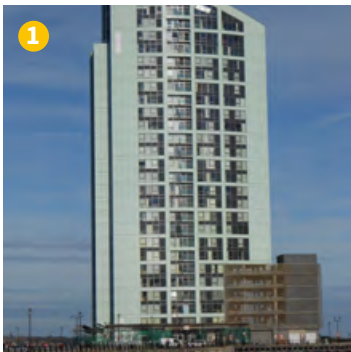
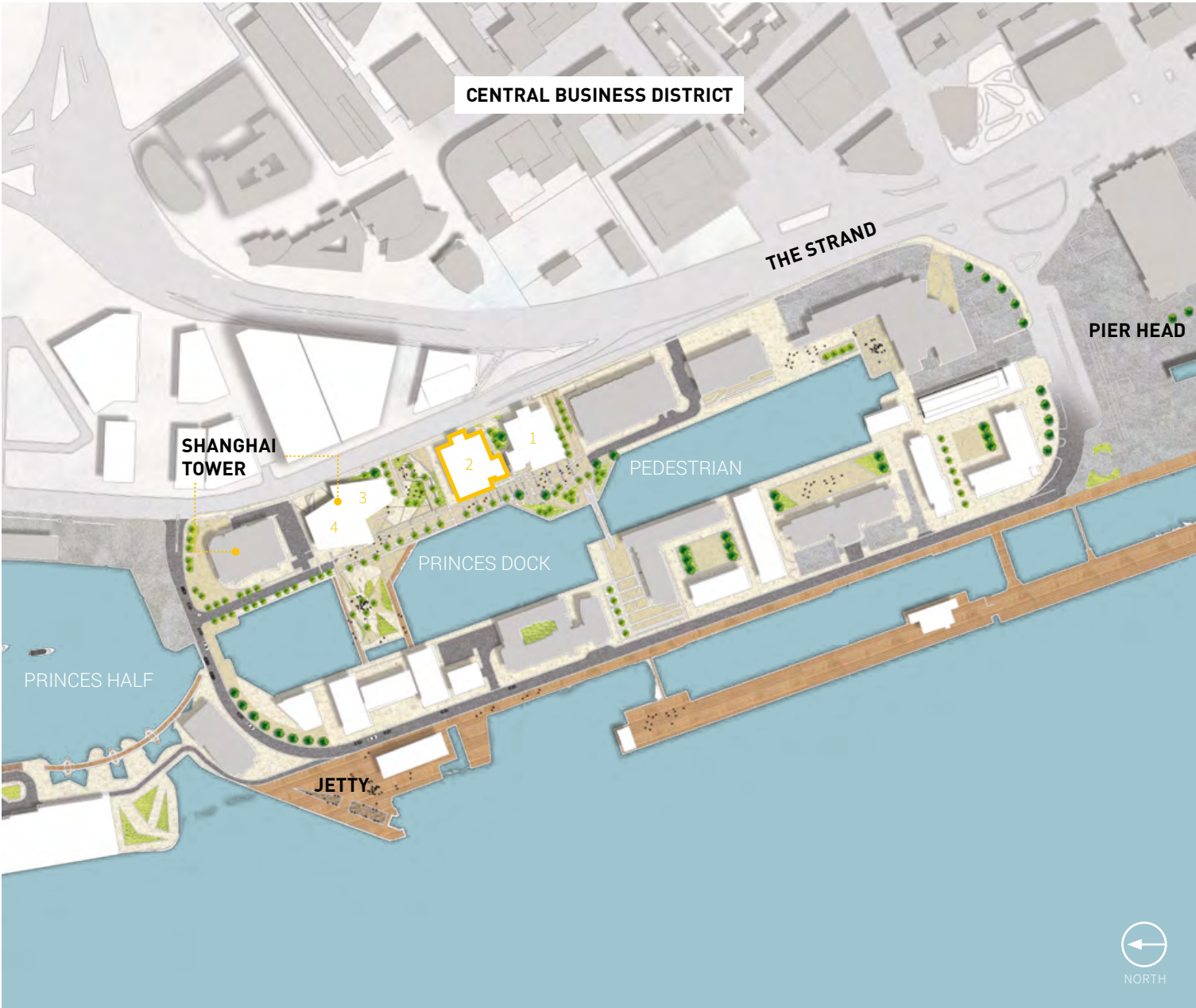
320 ROOMS  
5\* HOTEL



7,600sqm  
RESTAURANTS & CAFÉS

## PRINCES DOCK FOOTPRINT







## 4.0 THE PRINCES DOCK NEIGHBOURHOOD – EMERGING PICTURE

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, land use, access and movement and public realm plans.

Since the submission of the application, a single standalone detailed application has been approved for the plot adjacent to the Princes Reach building, William Jessop House (planning ref:15F/0560).

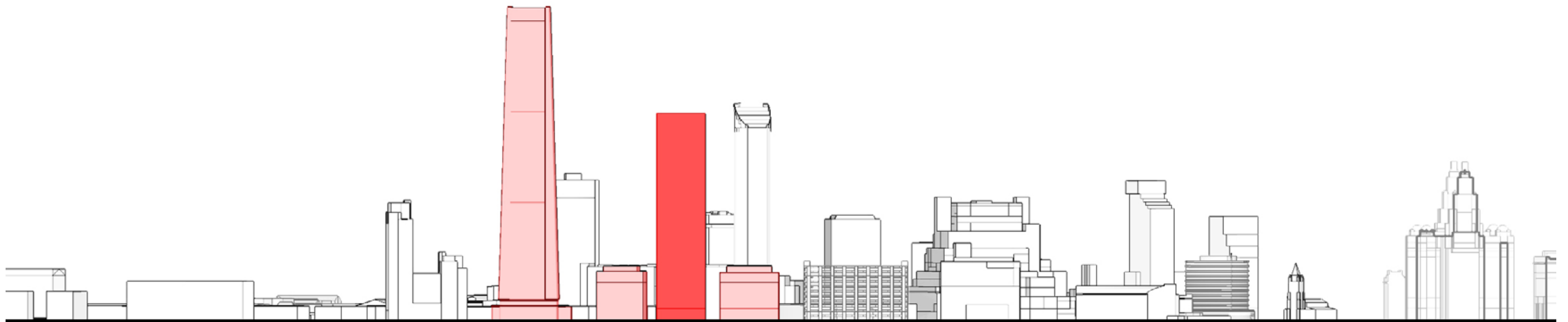
Condition 11 of the LW approval sets out the requirement for the submission of a Neighbourhood Masterplan prior to the submission of the first application for reserved

matters approval.

With this in mind a developer forum has been set up to bring together all the developers and architects involved in the development of the remaining plots within Princes Dock.

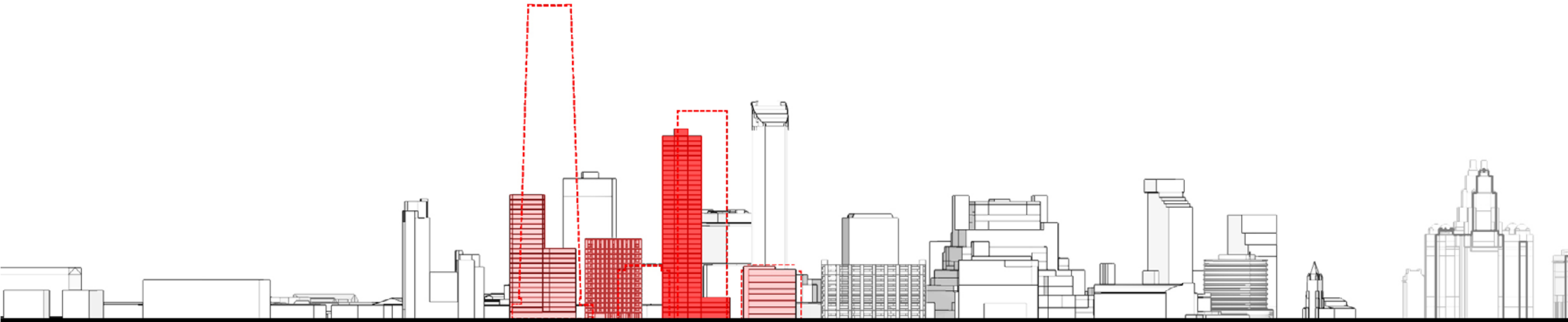
This forum, of which there have been 4 meetings, has enabled a collaborative approach where key issues and opportunities have been highlighted.

Through these sessions it is clear that the emerging scale and massing of the Princes Dock neighbourhood differs from the parameters. Although compliant with the maximum height parameters, it is likely that Princes Reach will be the tallest building within Princes Dock.



PRINCES DOCK PARAMETER PLAN MASSING





PRINCES DOCK EMERGING MASSING

## NEIGHBOURHOOD MASTERPLAN PRINCIPLES

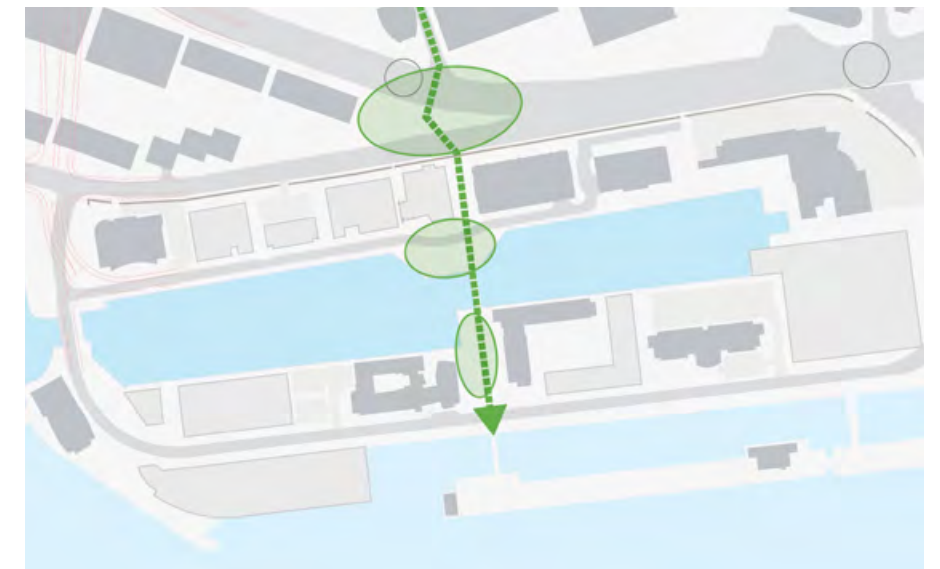
A set of principles are guiding the emerging neighbourhood masterplan and aim to provide a cohesive masterplan which creates a vibrant and successful new neighbourhood which will be well connected to the wider city and the future new Liverpool Waters neighbourhoods to the north.



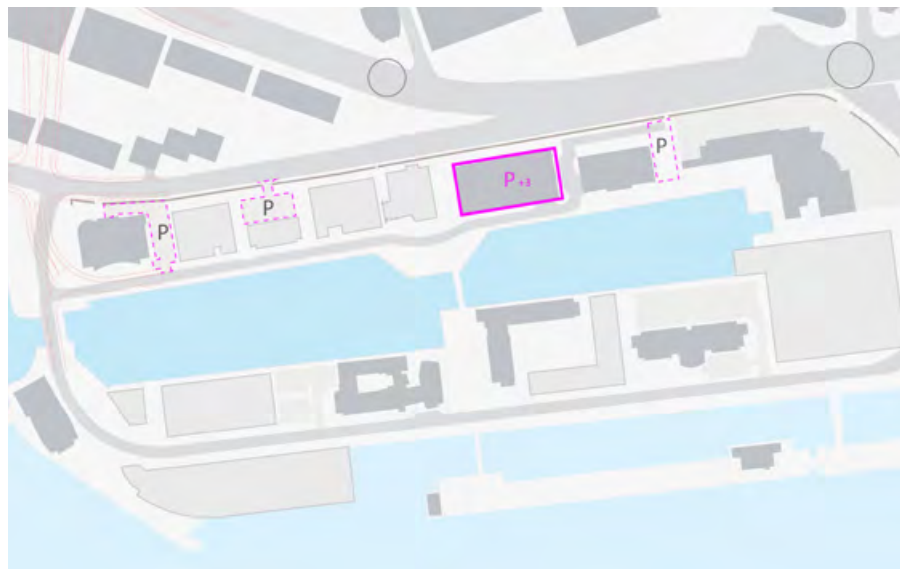
- 1 RECLAIM BATH STREET FROM THE CAR**  
Potential to improve the public realm along Bath Street, including pedestrianised and/ or shared surface areas



- 2 CREATE A GREEN GATEWAY**  
Opportunity to a landscape gateway at the junction of Bath Street and New Quay - A new gateway for the wider Liverpool Waters development



- 3 NEW CITY LINK**  
Opportunity to improve both pedestrian and vehicular links to the city centre and river edge



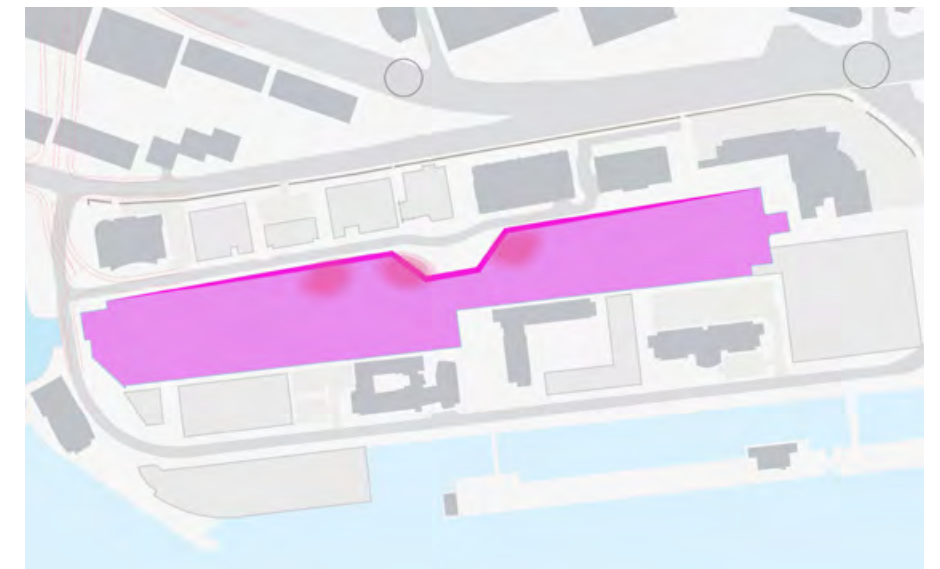
## 4 REPLACE PARKING

Opportunity to create a comprehensive parking strategy which doesn't impinge on the quality of the public realm and architecture



## 5 PUBLIC DOCKSIDE

Create a clear distinction between the public and private realm and activate the dock edge



## 6 CELEBRATE WATER

Make the water a destination in its own right by providing opportunities for people to interact with it and access the water. Use the dock as a canvas for events/shows/installations to create interest throughout the day and year.



THE EMERGING PLAN

The emerging masterplan has tried to create a coherent approach to vehicle and pedestrian movement both within Princes Dock and connections with the wider city.

The neighbourhood masterplan aims to create a clear distinction between public and private realm and ensure that the public areas, particularly the dock edge are active and well overlooked.

In addition to existing pedestrian access points in the dock wall, there is the potential for a new dock wall opening, which could provide both vehicle and pedestrian access, align with the existing pedestrian bridge across the dock and open up views of Princes Dock from Bath Street.

KEY

Public realm

Private realm

Vehicular movement

Pedestrian movement

Improved pedestrian movement

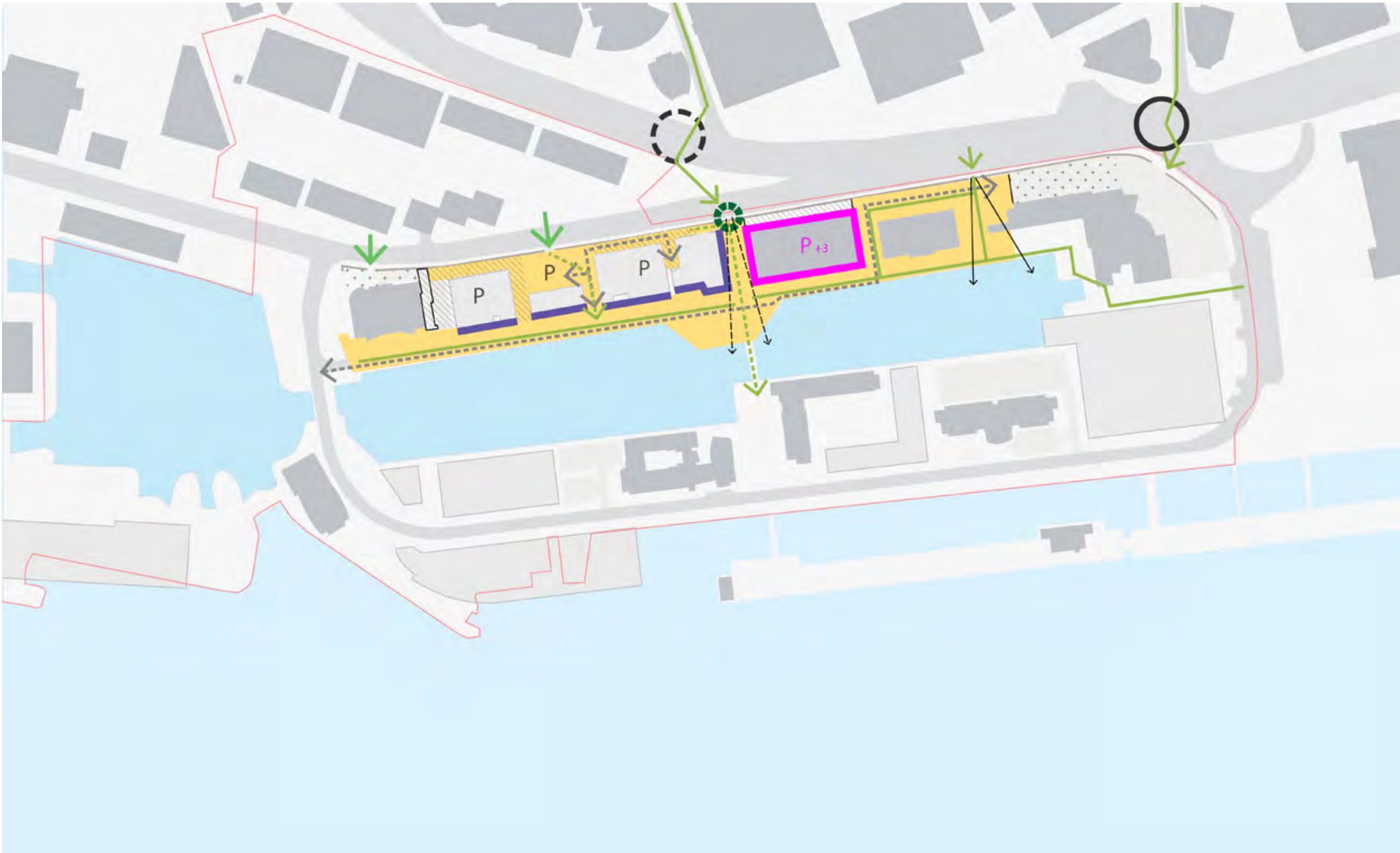
Pedestrian access through the dock wall

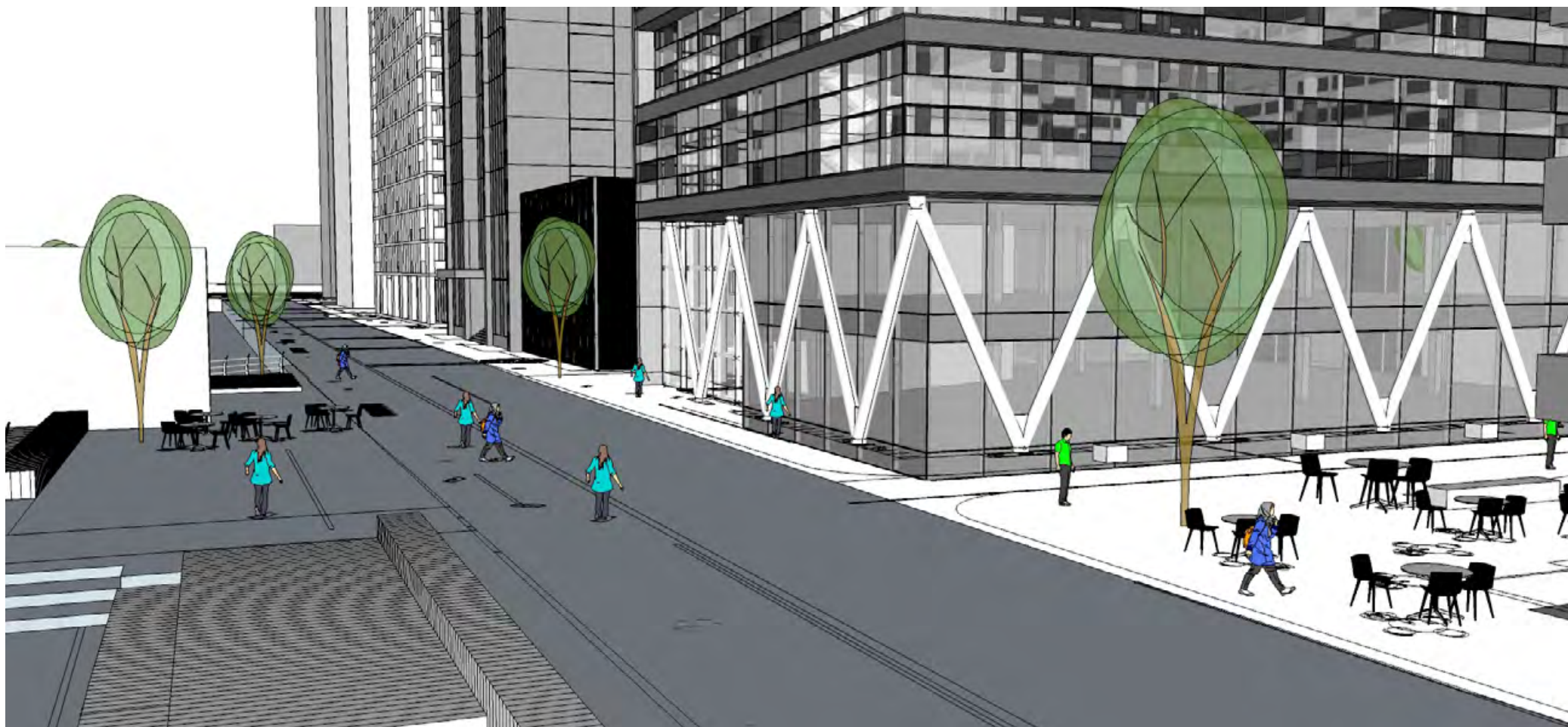
Potential new dock wall opening – shared access

Active frontage

Key views

Additional parking











## 5.0 THE APPLICATION SITE

The Application site lies on the eastern edge of Princes Dock, adjacent to William Jessop Way and bounded by the Listed Dock Wall that separates it from Bath Street and The Strand.

The plot is defined in the consented Liverpool Waters application is plot A-04.









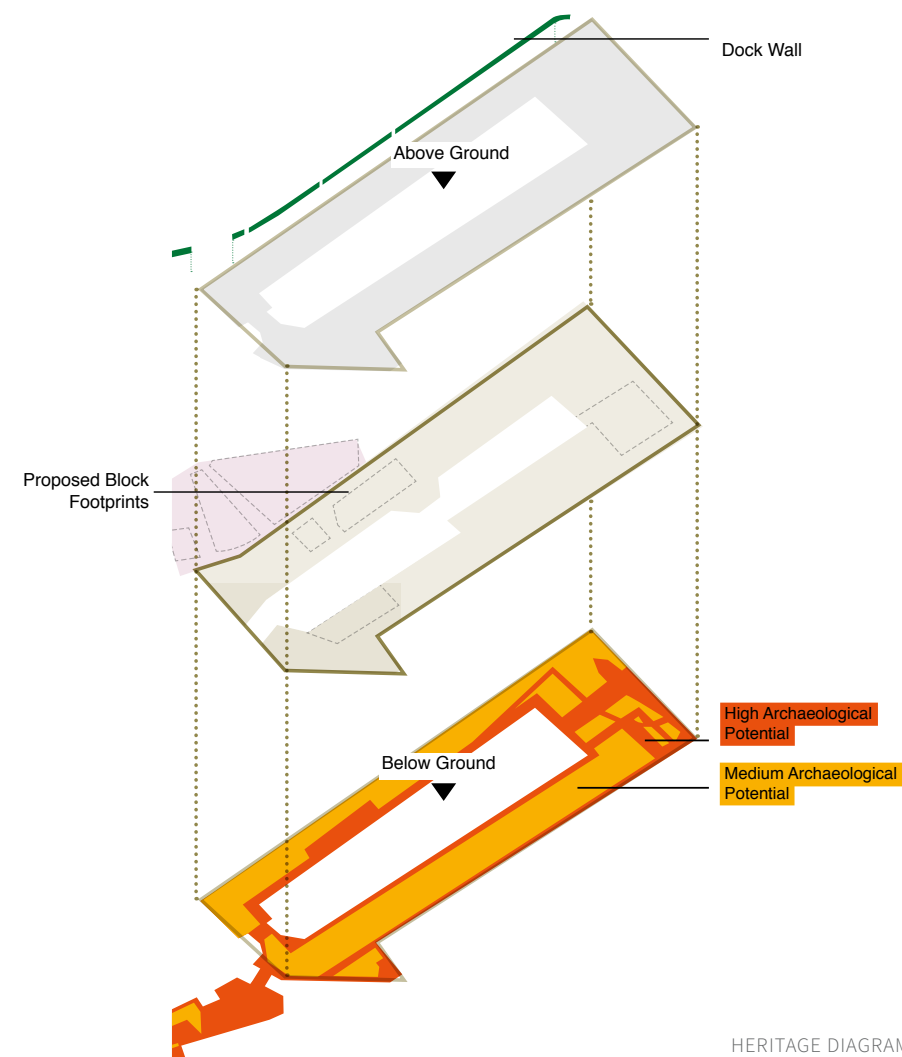
## HISTORY & RETAINED HERITAGE ASSETS

**DATES** Opened 1821, closed 1981.

**NAME** Named after the Prince Regent, the dock was opened on the day of his Coronation as George IV.

**HISTORY** When built, Princes Dock was the largest and most ambitious dock enterprise yet attempted. Steam power was used for construction machinery and for removal of spoil. It was planned for the high value Far East and South American trades, and secure transit sheds were erected for storage. Later, however, it became the centre of the Irish trade, whilst the floating landing stage established in the river was the main point of departure for the transatlantic passenger traffic. Between 1860 and 1914, 4,750,000 passengers boarded ships in Liverpool bound for the new world. In 1895 the Riverside Station was erected for the transfer of passengers from rail to liner. It was reached by the long Waterloo Tunnel from Edge Hill and then via the dock railway across the south east corner of Princes Half Tide Dock. Some European passengers who had boarded trains at Hull left at Liverpool without setting foot in England. After its closure in 1981, the remaining transit sheds and other buildings were cleared and the east quayside was widened to create development sites. Mixed development with high quality street furniture and surfaces is partially completed, forming an extension to the commercial core of the city.

**PRESENT FEATURES** The original dock basin walls survive in part, but the depth of the water area has been reduced. The major part of the eastern boundary wall (including gate piers by Foster and Lyster and drinking fountains) is intact. The remains of the reinforced concrete Prince's Pier survives at the northern end of the dock. The canal link between the Leeds and Liverpool Canal and the Albert Dock now runs through the dock.



HERITAGE DIAGRAM



PRINCES DOCK 1976



PRINCES DOCK - VIEW TOWARDS ROYAL LIVER BUILDING



PRINCES DOCK - VIEW TOWARD CENTRAL DOCKS



EXISTING SITE CONSTRAINTS

