

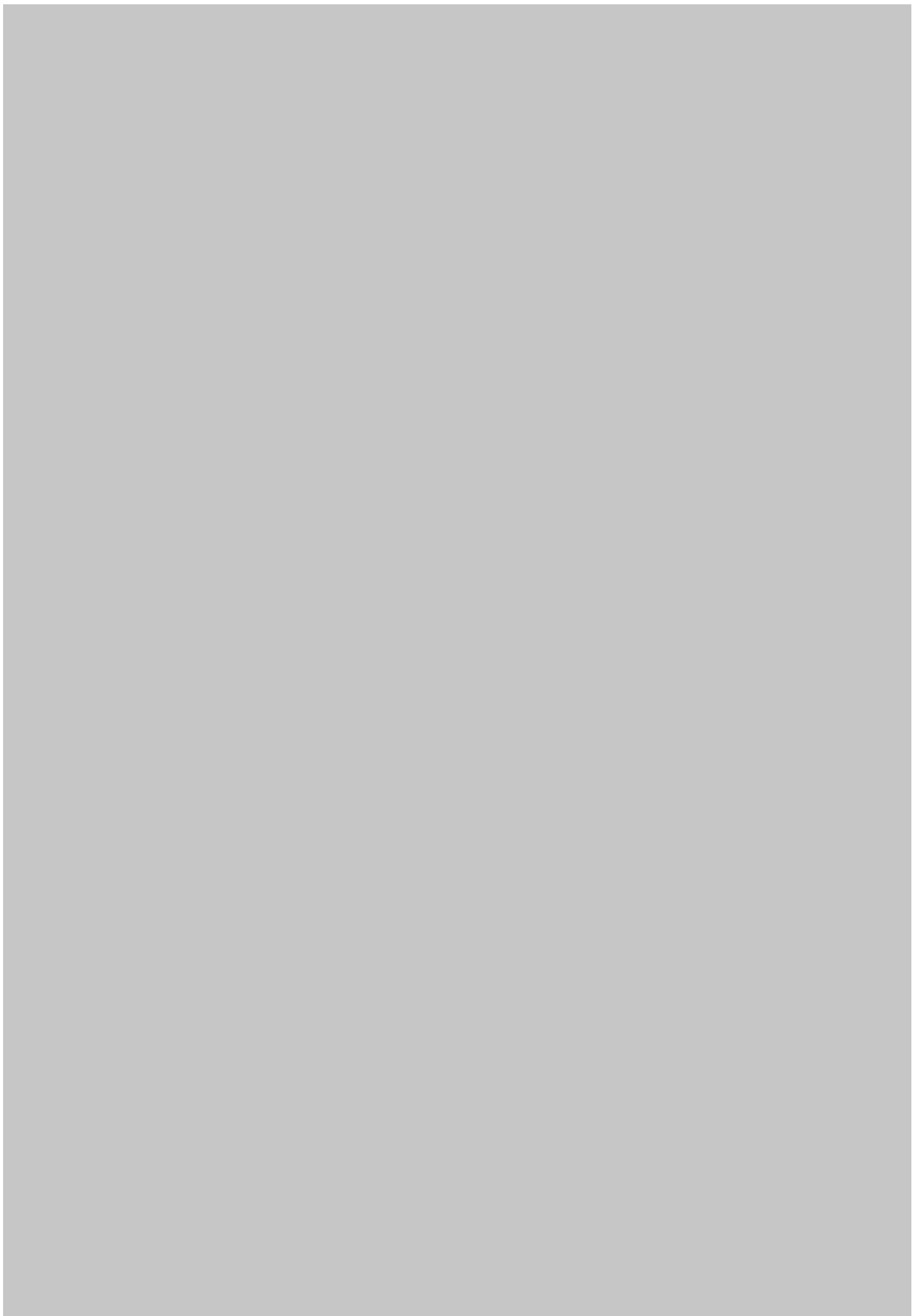
ten streets

Spatial Regeneration Framework



contents

01	introduction	05
02	the drivers for change	13
03	the vision	19
04	the ten streets framework area	27
05	strategic and regeneration context	49
06	planning policy	59
07	issues and opportunities	69
08	the development framework	73
09	illustrative masterplan	121
10	implementation and phasing	135



01 introduction

The Ten Streets Spatial Regeneration Framework (“SRF”) has been prepared collaboratively with Liverpool City Council (“LCC”) and its partners to guide the regeneration and future development of the unique Ten Streets character zone and its surrounds as part of the ongoing renewal and evolution of Liverpool’s North Docks district.

The Ten Streets SRF presents a vision, illustrative masterplan and set of design and development principles to guide the future development of the Ten Streets framework area over the next 15 – 20 years. The SRF responds to existing and emerging planning policies and seeks to nurture the assets and opportunities that are unique to this part of the city – including stunning maritime architecture, a diverse commercial and industrial heritage and a pivotal location to link emerging regeneration and development opportunities.

the ten streets spatial regeneration framework

The Ten Streets SRF seeks to build on the endorsed Atlantic Corridor Development Framework and transform over 125 acres of Liverpool's Northern City Fringe into a vibrant creative quarter located within the Liverpool City Enterprise Zone that will drive future prosperity and enhance the city's status as an international destination with a unique offer and character. The framework area encompasses six distinctive character areas centred around the Ten Streets character zone, a name which is derived from the ten parallel streets situated between Stanley Dock to the north and Oil Street and the city fringe to the south. The six character areas that form the Ten Streets SRF include:

- 01 the ten streets** – Ten Streets comprises the heart of the framework area, characterised by distinctive creative and industrial uses situated within a fine urban grain of ten parallel streets. The Ten Streets character zone is pivotal within the framework area, weaving together the wide ranges of character areas and diverse uses in the North Docks.
- 02 the stanley dock complex** – the Stanley Docks complex encompasses a number of important listed heritage assets within the UNESCO World Heritage Site including the Titanic Hotel, Tobacco and Southerm Warehouses. The Stanley Dock Complex forms the heritage heart of the framework area and the ongoing development at Stanley Dock is having a transformative effect on the wider North Docks area.
- 03 the city fringe** – the City Fringe lies between Ten Streets and the Commercial District, linking to the City core. The City Fringe contains a Travellers Site as well as a number of large scale retail uses and, subject to suitable relocation, has the scope for significant redevelopment to improve the gateway into Ten Streets and to seamlessly link the Ten Streets to the City Centre.
- 04 the northern gateway** – the Northern Gateway comprises a number of industrial uses to the north of the Stanley Dock Complex and links further north to the Port of Liverpool. To the east of the Northern Gateway is Bramley-Moore Dock, which is proposed as the location for the new football stadium.
- 05 the north eastern corridor** – the North Eastern Corridor comprises land to the east of Great Howard Street (the A565) and to the north of the Stanley Dock Complex, including Atlantic Park and a number of established employment and industrial uses.
- 06 the south eastern corridor** – the South Eastern Corridor comprises land to the east of Great Howard Street (the A565) and Ten Streets. The area is largely industrial in character and links Ten Streets with the Eldonian Village residential area and Pumpfields.

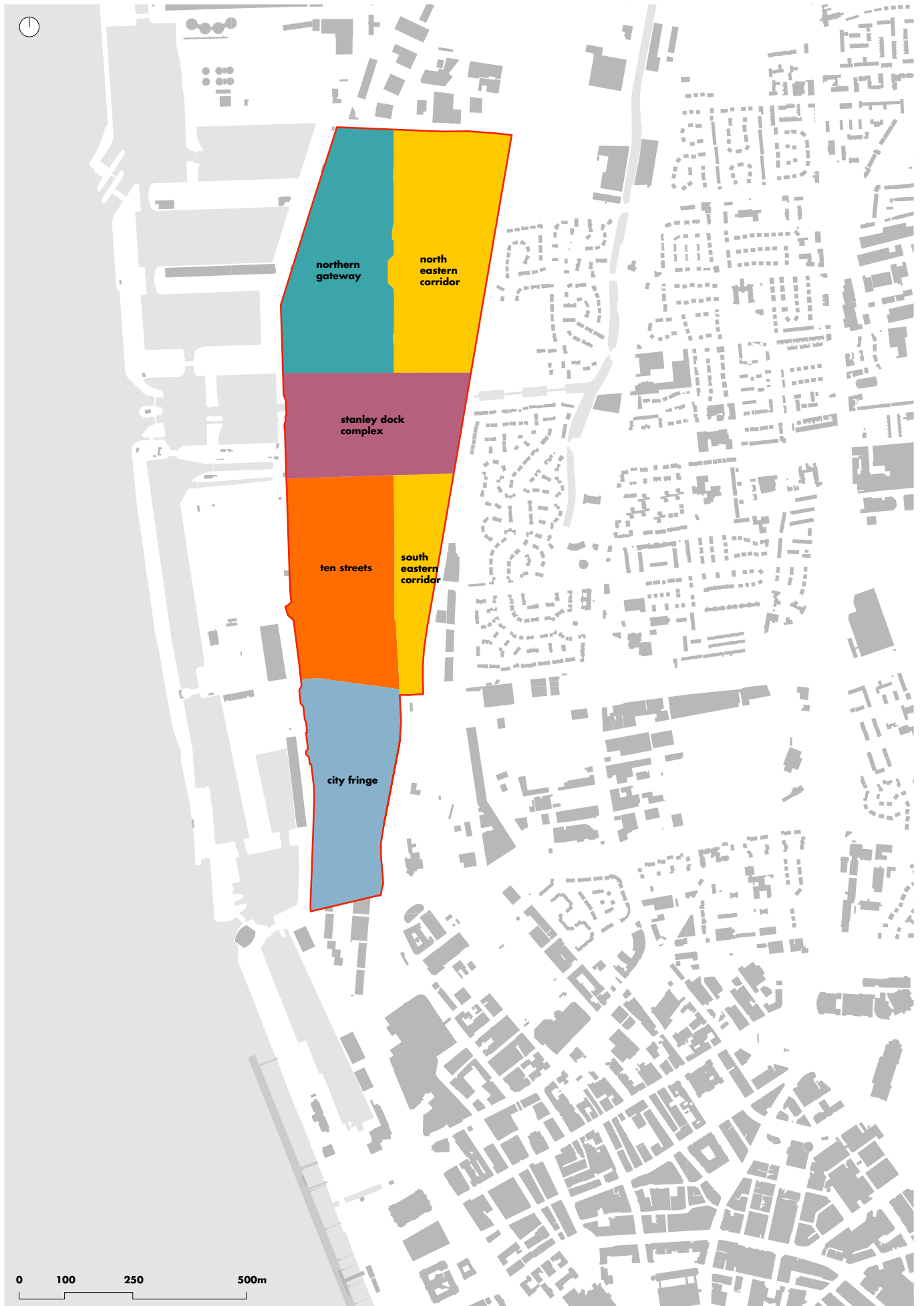


figure i The six character areas of the Ten Streets SRF

The Ten Streets SRF will become an adopted Supplementary Planning Document (“SPD”) and has full regard to legislation and guidance contained in the National Planning Policy Framework (“NPPF”) and has been prepared to reflect the adopted planning policies in Liverpool’s 2002 Unitary Development Plan (“UDP”) and the emerging policies of the draft Liverpool Local Plan (2016). Once adopted, the SRF will become a material planning consideration for planning decisions. In summary, this SRF presents:

- 01** The drivers for change that led to the requirement for an integrated approach to the transformation of the Ten Streets framework area;
- 02** A vision for the framework area, underpinned by ‘Ten Big Ideas’ which have undergone consultation and shaped the development of the SRF;
- 03** Analysis of the framework area, including a summary of its history, key character areas and surrounding development context;
- 04** A review of the strategic and regeneration context of the framework area;
- 05** A summary of key extant and emerging planning policies;
- 06** A review of the key challenges and opportunities that have framed the development of the SRF;
- 07** A Development Framework which provides a set of key development principles and design guidance against which future planning applications, investment decisions and development options can be decided. An illustrative masterplan has also been prepared to demonstrate how the development principles could be interpreted across the framework area; and
- 08** A consideration of phasing and delivery.

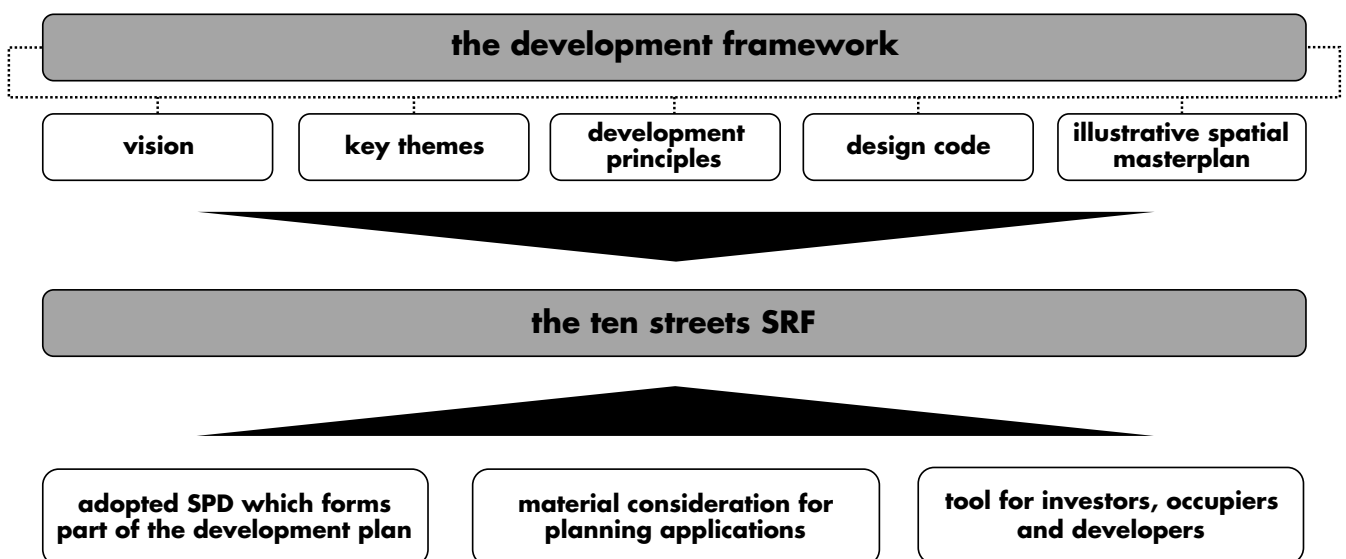
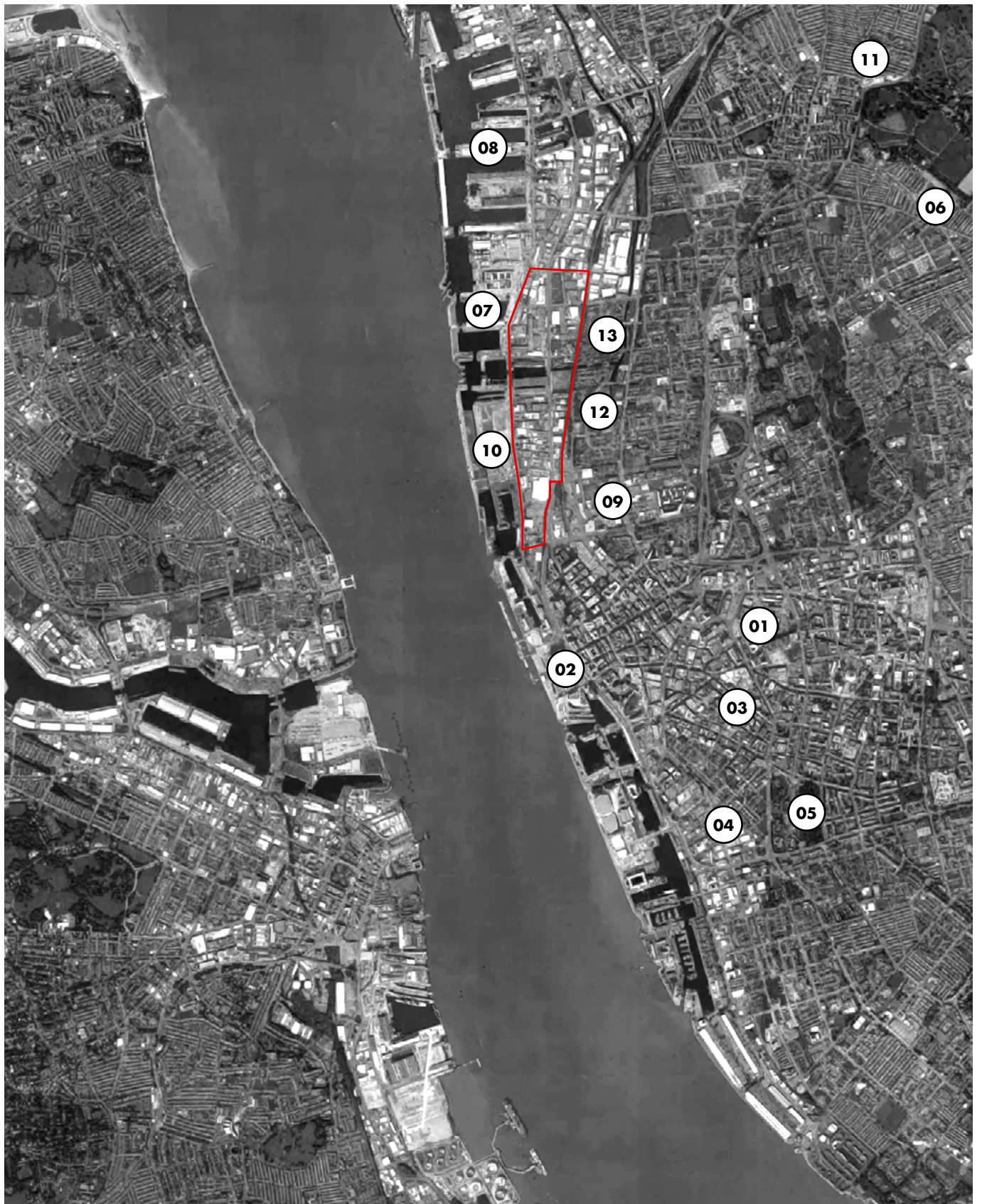


figure ii The structure of the Ten Streets SRF



- 01** Liverpool Lime Street Station
- 02** Three Graces
- 03** Rope Walks
- 04** Baltic Triangle
- 05** Liverpool Cathedral
- 06** Anfield

- 07** Bramley Moore Dock
- 08** Port of Liverpool
- 09** Pumpfields
- 10** Liverpool Waters
- 11** Goodison Park
- 12** Eldonian Village
- 13** Athol Village

figure iii Ten Streets in the context of Liverpool City

consultation

This SRF has been prepared in accordance with Regulation 12 of the Town & Country Planning (Local Planning) (England) Regulations 2012. As such, a pre-consultation Statement has been prepared to accompany this SRF which sets out how the Council will meet the requirements set out in Regulation 12(a) of the 2012 Regulations in relation to consultation during the production of the SRF. It also indicates the formal and informal consultation that LCC and the project team has undertaken to date, including the key consultees, a summary of the key issues, an interpretation of how these issues have framed the SRF and an explanation of the SRF process.

Significant consultation was undertaken in February 2017 on the vision and 'Ten Big Ideas' for the Ten Streets, supported by comprehensive engagement with a number of stakeholders.



figure iv The Ten Streets and The Stanley Dock

next steps

The SRF has been prepared collaboratively between LCC, Harcourt Developments (a major landowner and developer in the Ten Streets which has been the catalyst for the delivery of significant regeneration opportunities including the Titanic Hotel and renovation of the Tobacco and South Warehouses), key stakeholders within the area, and a professional team including planning consultant HOW Planning and architect shedkm.

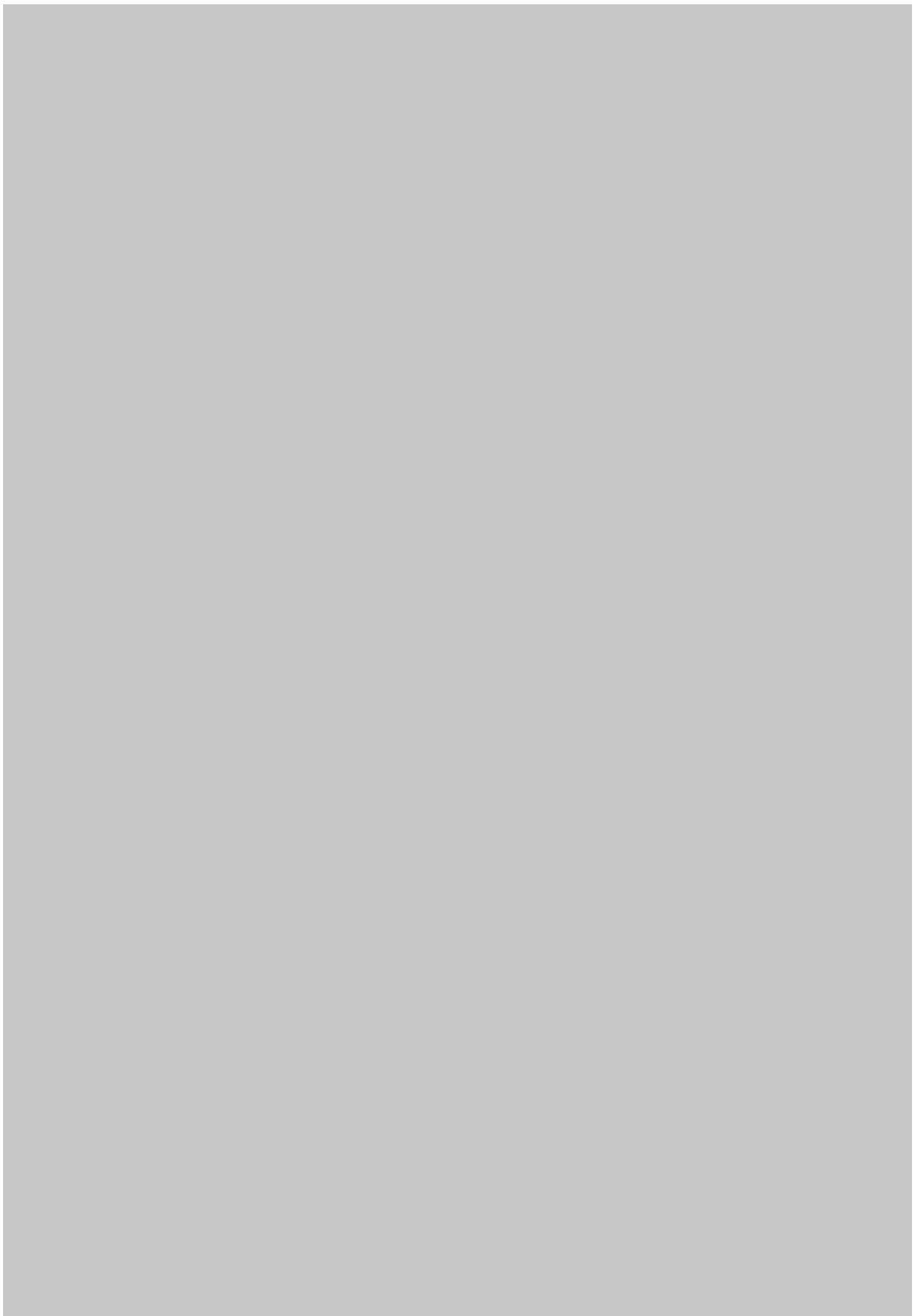
The SRF will be considered by the Council's Cabinet, who will decide whether to endorse the document for public consultation. Following a period of public consultation during which we will seek the views of the local community and other key stakeholders, any appropriate revisions will be made and a revised document will be put before the Council's Cabinet for final approval and adoption. If adopted the document will become an adopted Supplementary Planning Document ("SPD"). The SPD will form part of the Local Development Framework for Liverpool, becoming a

material consideration for future planning decisions and an important planning tool to guide developers, investors and occupiers.

sustainable development and assessment

It is important that the SRF reflects national and local policy and ensures it facilitates sustainable development. To support this, an independent Strategic Environmental Assessment ("SEA") and/or Sustainability Appraisal ("SA") will be prepared in accordance with the Strategic Environmental Assessment (SEA) Directive 2001/42/EC, and the National Planning Policy Framework. This is a systematic supporting process, aiming to ensure that environmental and sustainability aspects for the Ten Streets SRF have been considered effectively in establishing the key policy and principles established in the SRF.





02 the drivers for change

The Ten Streets SRF area has seen a significant degree of both organic and planned change over recent years, including a significant increase in the momentum of development in the wider area between the City Centre and Stanley Dock. These fundamental changes are driving the need to establish a framework to guide regeneration, provide the stimulus for new development and to establish a holistic approach to the transformation of this pivotal area of North Liverpool.

the drivers for change

LCC and its partners are committed to delivering an outstanding quality of place in the Ten Streets framework area that is fully aligned with a vision for the area and with LCC's strategic initiatives for the City. A summary of the key drivers for change are as follows:

01 a changing strategic context

The wider strategic context within which the framework area sits is subject to significant ongoing and future change. This is being driven by a number of development opportunities and major emerging regeneration initiatives including:

- The Liverpool Waters major development area;
- Proposals for the development of a new football stadium at Bramley-Moore Dock;
- Infrastructure and highways improvements to Great Howard Street (the A565) and Regent Road;

- A new Cruise Liner Terminal and Isle of Man ferry terminal at Princes Dock;
- Significant residential and commercial development on the edge of the City, including in the Commercial and Pumpfields districts;
- Proposals for the Port of Liverpool and Superport to the north west of the framework area;
- Developing East-West links across the area; and
- The opportunities and initiatives identified in the Atlantic Corridor Development Framework.

The SRF is underpinned by and intrinsically linked to this changing development and regeneration context. The SRF must be responsive to such change and deliver an approach that ensures the framework area supports surrounding opportunities and synergies with the wider area.



figure v Emerging regeneration initiatives

02 the evolution of ten streets

The Ten Streets framework area is one that is rapidly changing driven by new developments, the growing influence of new industries, and the proliferation of new types of uses. The catalysts for this change include:

- Emerging high quality transformational development at Stanley Dock, including the Titanic Hotel, Tobacco Warehouse and Southern Warehouse;
- Emerging development proposals in the wider area which are beginning to draw the City Centre and associated investment northwards;
- The growing influence of new creative industries moving from other areas of the City such as the Baltic Triangle, attracted by affordable rents, substantial floorspace and an emerging agglomeration of new creative influences. New tenants include Kazimier and its Invisible Wind Factory and Make Liverpool's extension from the Baltic Triangle;
- The introduction of new uses across the area, which are integrating with traditional industrial uses, such as ad hoc residential uses, retail and leisure; and
- Investment in infrastructure, including surrounding highways works, investment in broadband and digital infrastructure and streetscape improvements such as lighting improvements to Regent Road.



figure vi New developments within the Ten Streets framework area

03 the need for regeneration and renewal

To support the changing strategic context and the emerging creative district at Ten Streets, it is imperative to improve the existing environment, uses and connections within the framework area to support its regeneration. At present, the potential of the framework area is being held back by:

- Vacant sites, buildings and non-contributory uses that detract from the character of the area;
- A lack of connectivity and permeability, especially from north-south;
- An absence of quality, useable and connected public spaces;
- A lack of highway infrastructure, including street lighting, varying road widths and fragmented footway provision, and indiscriminate parking arrangements;
- The need for ancillary and complementary uses, which support new and existing employment uses and encourage increased vitality throughout the day and into the night; and
- A lack of cohesion between existing and emerging uses, including pedestrian and vehicular links.

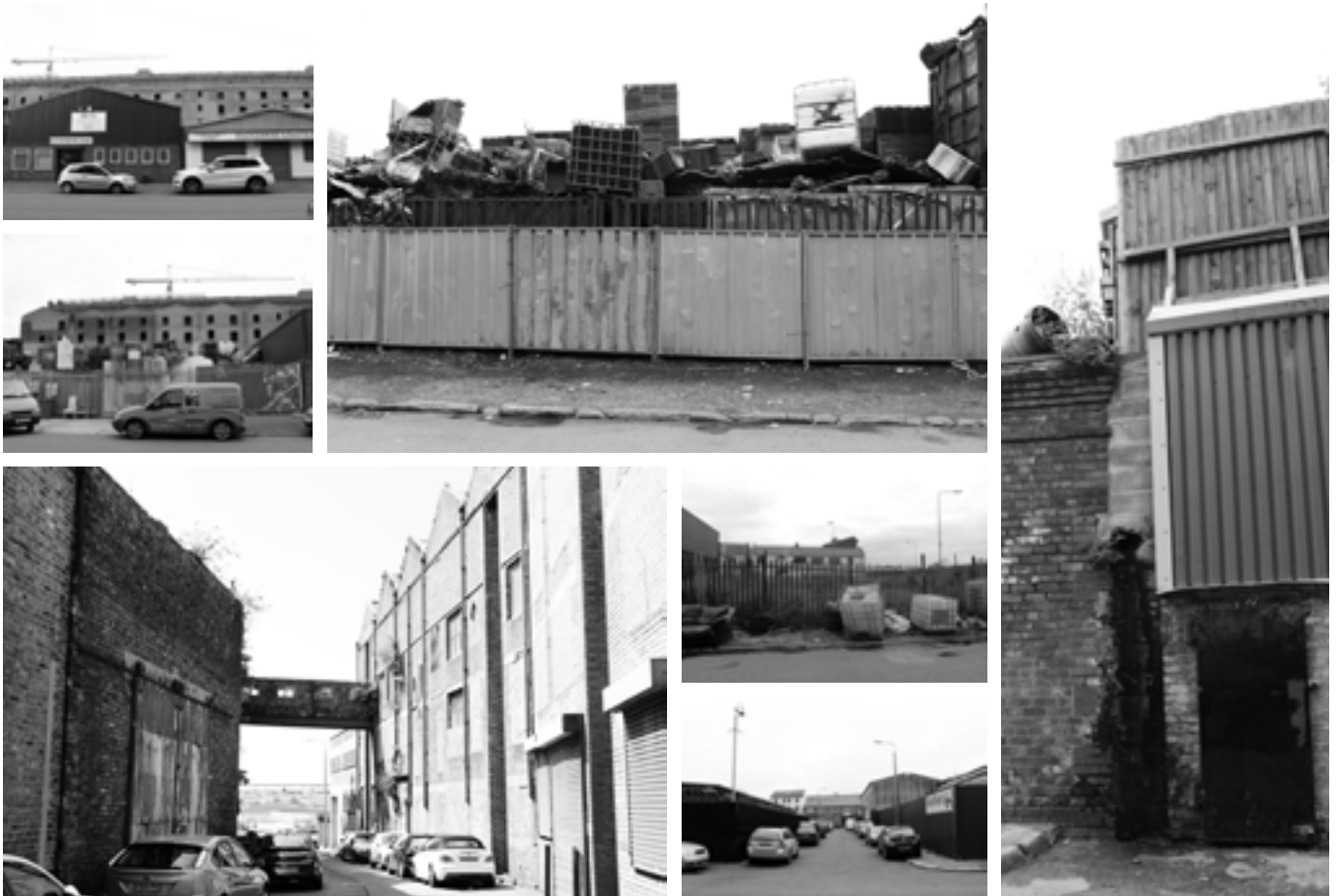


figure vii The existing environment of the Ten Streets framework area

a holistic approach: addressing the drivers for change

In summary, the SRF presents a vision and spatial masterplan that will underpin the development of the framework area and support a holistic approach to the regeneration of Ten Streets. It draws together the emerging strategic initiatives, seeks to reflect the drivers for change and aims to deliver a holistic approach for the framework area that:

- Fully reflects and supports significant development and regeneration initiatives in the wider North Docks area;
- Responds to and comes forward in accordance with the strategic context;
- Is flexible and responsive to change;
- Is employment-led and builds on the growth of the emerging creative sector;
- Seeks to control the proliferation of non-contributory uses and to safeguard the character and heritage of the area;
- Supports new infrastructure investment and seeks to improve connectivity and movement across the framework area;
- Supports the ongoing transformation of Stanley Dock and the reinvigoration of its heritage assets;
- Promotes active intervention, redevelopment and the relocation of non-contributory uses;
- Provides new spaces, public realm and connections; and
- Supports uses and interventions that support the Ten Streets vision.

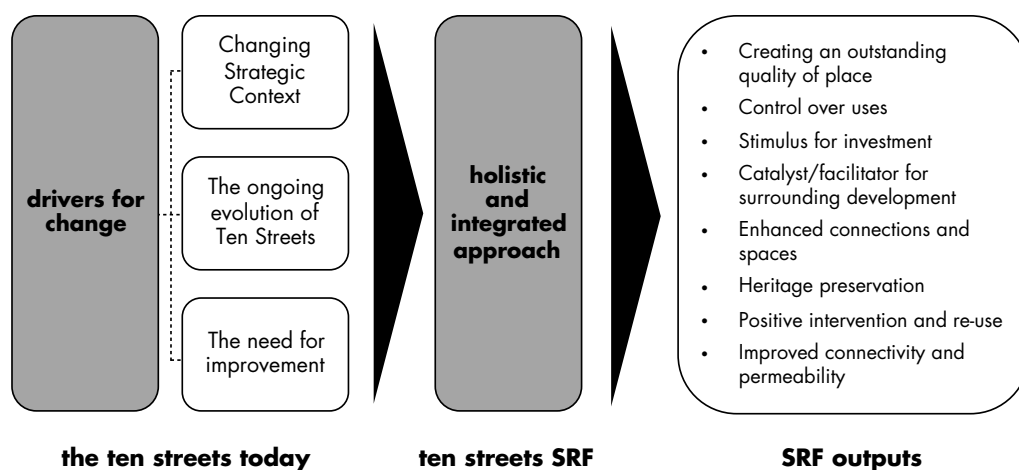
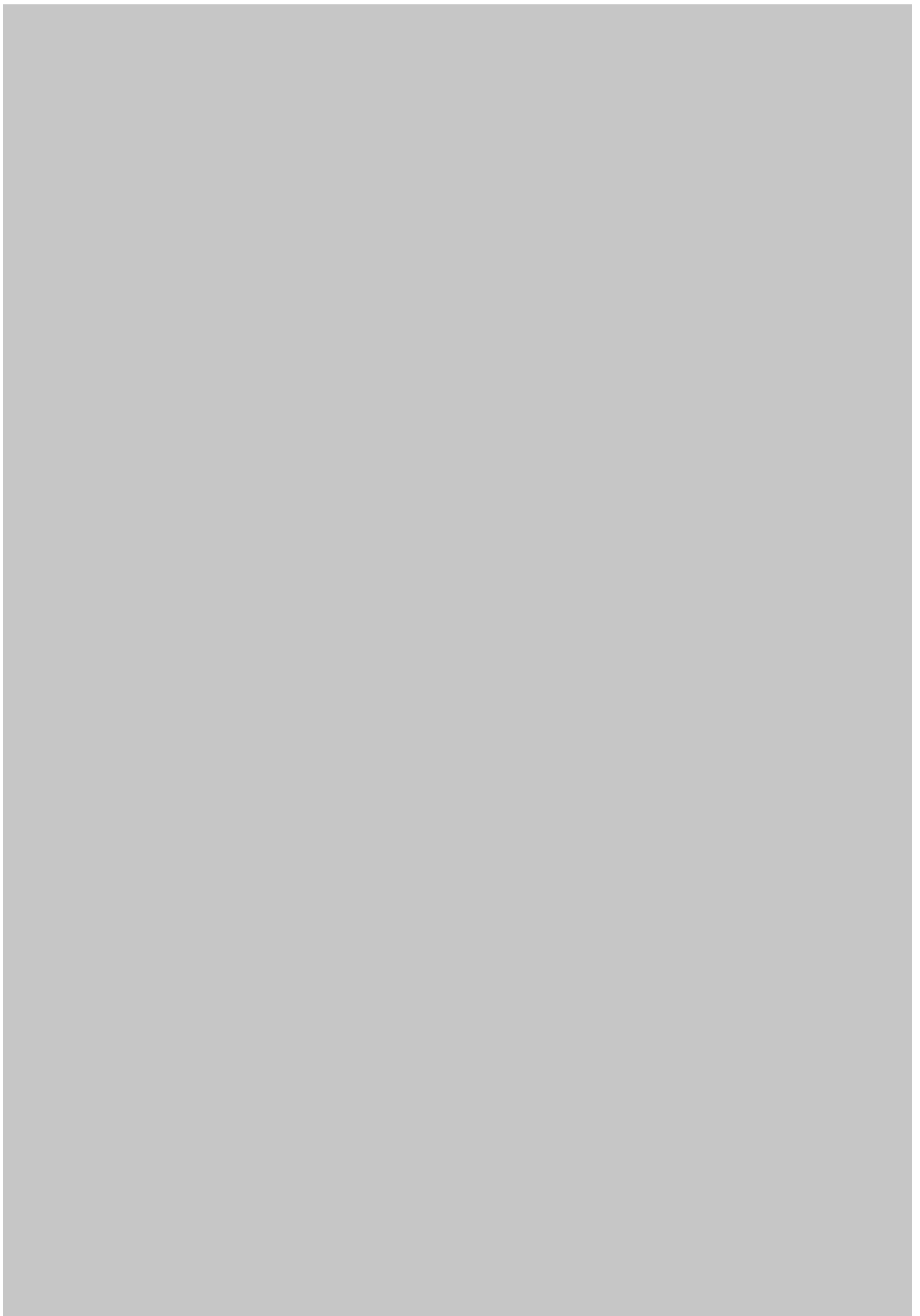


figure viii The drivers for change



03 the vision

The Ten Streets SRF provides an exceptional opportunity to build on the distinctive character of the Ten Streets character zone and to capitalise on the significant development and regeneration opportunities that are being realised to the north of the City Centre. Its strategic position, wealth of development opportunities and strategic links to the City provide a unique opportunity to create a new vibrant and distinctive quarter in Liverpool. This section sets out an overarching vision for the site that is underpinned by 'Ten Big Ideas', which were developed during consultation as a set of guiding principles and initial ideas that define Ten Streets as a place with a distinctive personality and purpose.

the vision

"The Ten Streets SRF is not starting from a blank slate. At the heart of the vision for the Ten Streets SRF is the aspiration to nurture existing assets and opportunities that are unique to this part of the city, including stunning maritime architecture, a diverse commercial and industrial heritage and a pivotal location. The Ten Streets vision seeks to deliver a vibrant creative quarter located within the Liverpool City Enterprise Zone, that will drive future prosperity and enhance the city's status as an international destination with a

unique offer and character. Ten Streets will be a place with a clear identity, built on its strengths as a place that fosters creativity and innovation. It will respect the City's heritage and its relationship with its World Heritage Site assets, whilst ensuring it is connected to new opportunities that will drive the regeneration of North Liverpool. It will improve connectivity and movement, creating new public spaces and providing an opportunity to draw people northwards from the City Centre"



figure ix The initial vision for change by AWP architects

the ten big ideas

The Ten Streets SRF is underpinned by a vision and set of 'Ten Big Ideas' which were prepared and consulted on in February 2017. The Ten Big Ideas have been further developed and evolved to encompass the wider Ten Streets SRF area have driven the formulation of a set of development principles and illustrative masterplan to guide the future development of the area.

01 an engine for growth

The SRF will facilitate the creation of new industry, employment, cultural enterprise, leisure and tourism uses which will drive economic growth and generate additional business rate income for the city. The framework area will be as important to Liverpool's future economy as the Commercial District and the Knowledge Quarter. Modern cities need diverse economies with quarters and spaces providing for the specialist needs and values of a multiplicity of sectors and businesses. Ten Streets will provide an environment and workspace for artistic, creative and cultural enterprises. Space, ambience, infrastructure and scale make Ten Streets the ideal location for this vital missing component in Liverpool's offer and its appeal to other similar end-users. Ten Streets will also support the ongoing regeneration of the wider North Docks area, such as the realisation of Liverpool Waters, and the development of a new football stadium at Bramley-Moore Dock.

02 a cultural stage

The Ten Streets framework area will also become a hub for cultural, creative industry and innovation. The North Shore area has already become an established events destination thanks to the trailblazing work of Kazimier, Make Liverpool and Sound City. The approach to urban design and the commercial vision for Ten Streets aims to build on this potential – creating more stages and spaces for cultural expression and performance. The SRF vision is to explore the potential for expanding on the emerging cultural and entertainment offer, to create a hub for innovation and creativity centred on the Ten Streets character zone.

03 embracing innovation

The Ten Streets framework area aims to be an exemplar neighbourhood for renewable energy and environmentally sustainable design and construction. It will combine sensitive conservation with bold new architecture and urban design. It will respect the scale and urban grain of the Ten Streets but recognise that this is also a place for experimentation and innovation within Ten Streets and the wider framework area. Opportunities exist to support larger scale innovative regeneration that reflects the principles of the Ten Streets vision within the wider framework area, including the City Fringe and the Northern Gateway.

04 creating new spaces

The SRF will promote new pedestrian and cycle friendly routes as part of a vibrant and open neighbourhood. The Ten Streets history and economic function create a dense urban grain with tightly compacted streets and warehouses, surrounded by areas of opportunity for larger scale wholesale regeneration. Whilst respecting the area's essential fabric, the SRF also understands the value of gaps – new spaces and urban squares - that will be vital to a new sense of place. There is an opportunity to create a series of new public spaces will be created as informal areas for recreation and relaxation across the SRF area, to support the integration of new uses and the influx of people that will be drawn in by transformational regeneration projects across the North Docks. Public space will be part of Ten Streets' creative alchemy – places to breathe, unwind and imagine, places for ideas to germinate and coalesce and where chance encounters spark new creative collaborations.

05 making new connections

Major investment on Great Howard Street (A565) and Regent Road; as well as new pedestrian, cycle and public transport connections, will be the key to connecting the framework area to the wider city and city centre. This is not a place apart, but a new integrated part of an expanding city centre and waterfront. Ten Streets is a gateway north towards both Liverpool Waters, the proposed new football stadium at Bramley-Moore Dock and other exciting developments earmarked



figure x The 'Ten Big Ideas' consulted on by LCC in February 2017

for the North Docks area. Improved connections will bring the area even closer to the centre, and the SRF has placed a focus on further investment in public realm and cycle infrastructure to make Ten Streets an open, permeable neighbourhood accessible to all transport modes.

06 a creative catalyst

Ten Streets is a place where the safeguarding of space for start-up businesses, artists, independent creatives and makers will be prioritised. Cities are changing with new patterns of commerce and creativity taking root in unexpected places and former industrial districts. Ten Streets is already being colonized by some of Liverpool's most inventive commercial and creative practitioners. The SRF encourages new forms of business and those with ideas that can add to the originality and vibrancy of Ten Streets. If Titanic Hotel started the physical renaissance of Ten Streets, then Kazimier's Invisible Wind Factory has been the catalyst for its creative renaissance. It's vital that Ten Streets remains fertile, accommodating and permissive – making space for every kind and scale of creative innovator.

07 a thriving community

The SRF seeks to limit the scale and location of new residential development within the heart of the Ten Streets character zone itself, to safeguard its commercial and creative identity. It is envisaged as a neighbourhood with a distinctive and original employment and creativity-led ambience. Any residential development within Ten Streets will need be justified and tailored to complement rather than dilute its creative identity. The emphasis within the Ten Streets character zone will be on originality, small-scale, or design-led development providing bespoke and innovative solutions for given buildings and sites. Larger plots within the City Fringe, Stanley Dock Complex, and in periphery areas may provide more suitable opportunities for new residential uses as part of a mix of complementary employment, commercial, and leisure uses.

08 a vibrant destination

The SRF encourages the creation of a distinctive and diverse leisure and hospitality offer in the framework area to add to its energy and personality. The opening of the Titanic Hotel has been the catalyst for investment and regeneration in Ten Streets and the expansion of the hospitality sector and visitor economy as one of the underpinning strands for Ten Streets. Successful commercial neighbourhoods no longer close after 5pm. Interesting, diverse and independent places to eat and drink are vital ingredients to an area's appeal to those who want to work, live and invest there. Ten Streets' intense energy and personality will be a magnet also to visitors keen to experience and stay in this definitive Liverpool neighbourhood.

09 celebrating heritage

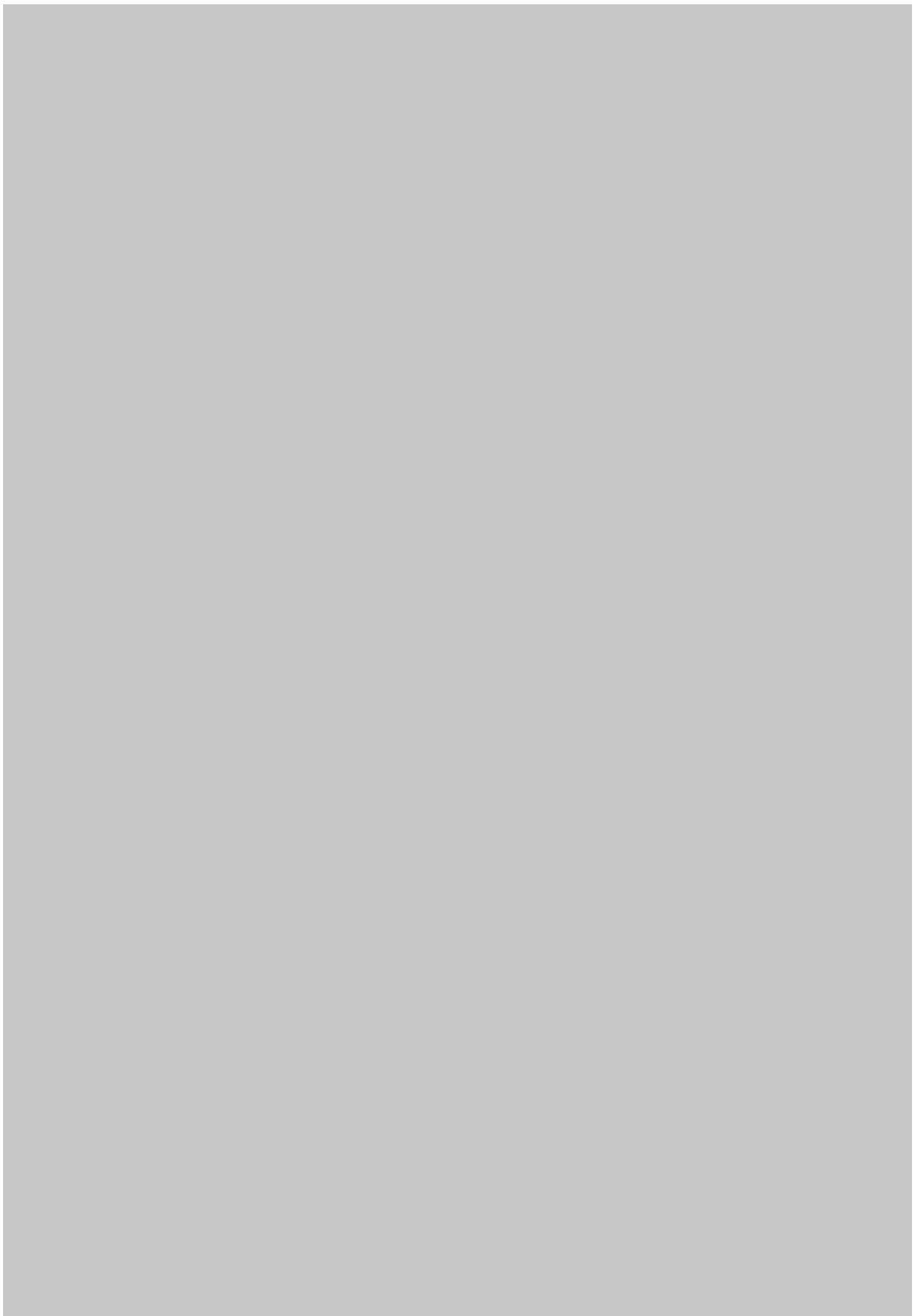
Fundamental to the SRF is conserving and refurbishing all the area's Listed and important heritage buildings, starting with Liverpool's largest Listed structure – the Tobacco Warehouse at Stanley Dock. The Ten Streets framework area sits within Liverpool's Maritime Mercantile World Heritage Site boundary and Buffer Zone and contains some of the city's most important and dramatic maritime warehouses. It is crucial to conserve and nurture what's extraordinary and unique about this area. Heritage, history and character are the Ten Streets most precious assets and will be the foundations for the area's new identity.

10 a collaborative approach

The Ten Big Ideas for Ten Streets have been developed in collaboration with local businesses, new occupiers, investors and co-creators to shape the Ten Streets vision. Ten Streets is a different kind of regeneration project. The SRF is being developed collaboratively with partners to support and nurture an identity that is already emerging and fulfils the potential of the area's extraordinary assets. This involves working closely with the existing business community to safeguard their future – if necessary through relocation to better suited and located premises. It means working with the area's emerging creative community and with the developers of major regeneration projects and initiatives to create an area that is inclusive, distinctive and connected.



figure xi The 'Ten Big Ideas' consulted on by LCC in February 2017



04 the ten streets framework area

The Ten Streets framework area is situated in a pivotal strategic location, extending from the northern fringe of the City Centre to the Port of Liverpool on the northern docks. The area is predominantly industrial in character and includes a number of Liverpool's significant heritage assets, including the Titanic Hotel, Tobacco Warehouse and South Warehouse. The framework area sits at a juxtaposition of a number of important regeneration and development opportunities, including at Bramley-Moore Dock and Liverpool Waters.

site appraisal



figure xii built form

built form

The framework area comprises a complex built environment and a varied urban grain. The Ten Streets character zone typifies the fine industrial grain that reflects and is an important representation of the areas heritage, whilst the Stanley Dock Complex provides a unique example of the exceptional maritime layout of the North Docks. Locations on the periphery of the framework area provide more of a patchwork of industrial buildings and larger plots which reflect the organic evolution of the wider North Docks area.

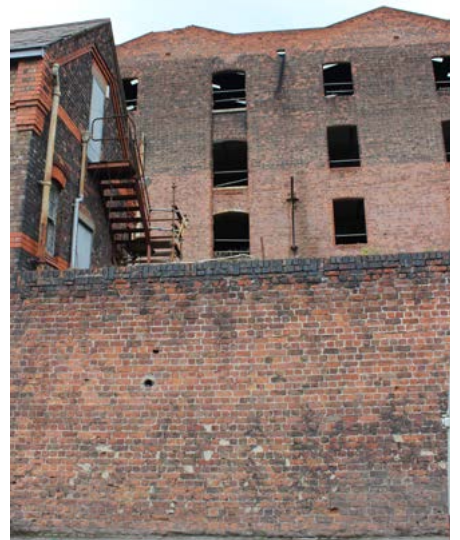
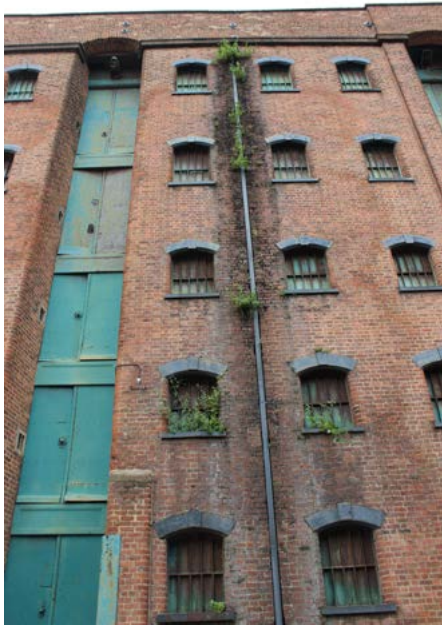


figure xiii The built environment of the Ten Streets framework area

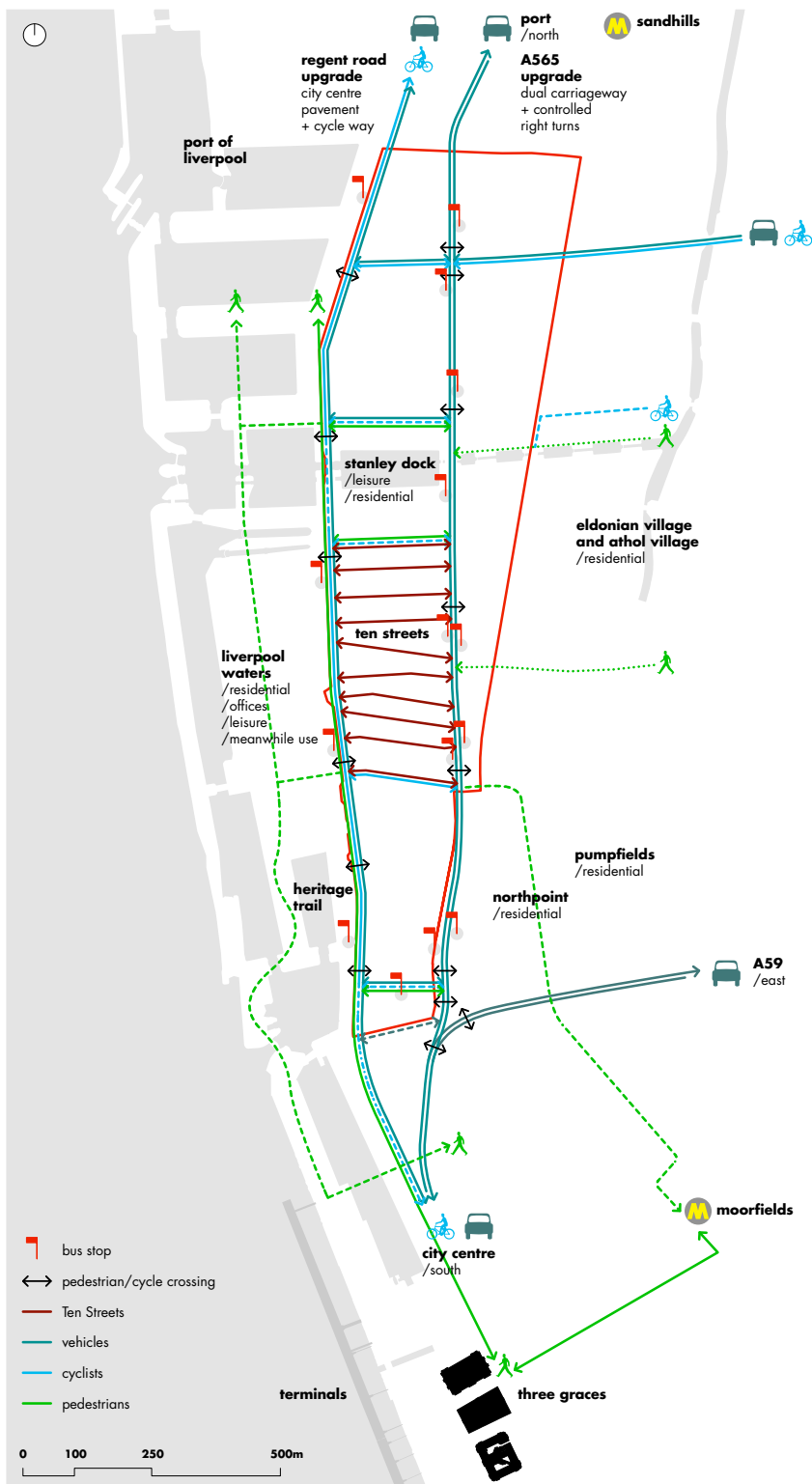


figure xiv connectivity

connectivity

Connectivity within the framework area is poor at present and in need of significant improvement. Infrastructure works to Great Howard Street and Regent Road is underway and will improve vehicular, public transport, and cycle connectivity from the City Centre northward; however, permeability north-south within the Ten Streets character zone itself is absent at present. Connectivity between different character zones within the framework area is fragmented and an opportunity exists for the SRF to better stitch together these areas, both internally and into surrounding regeneration initiatives.

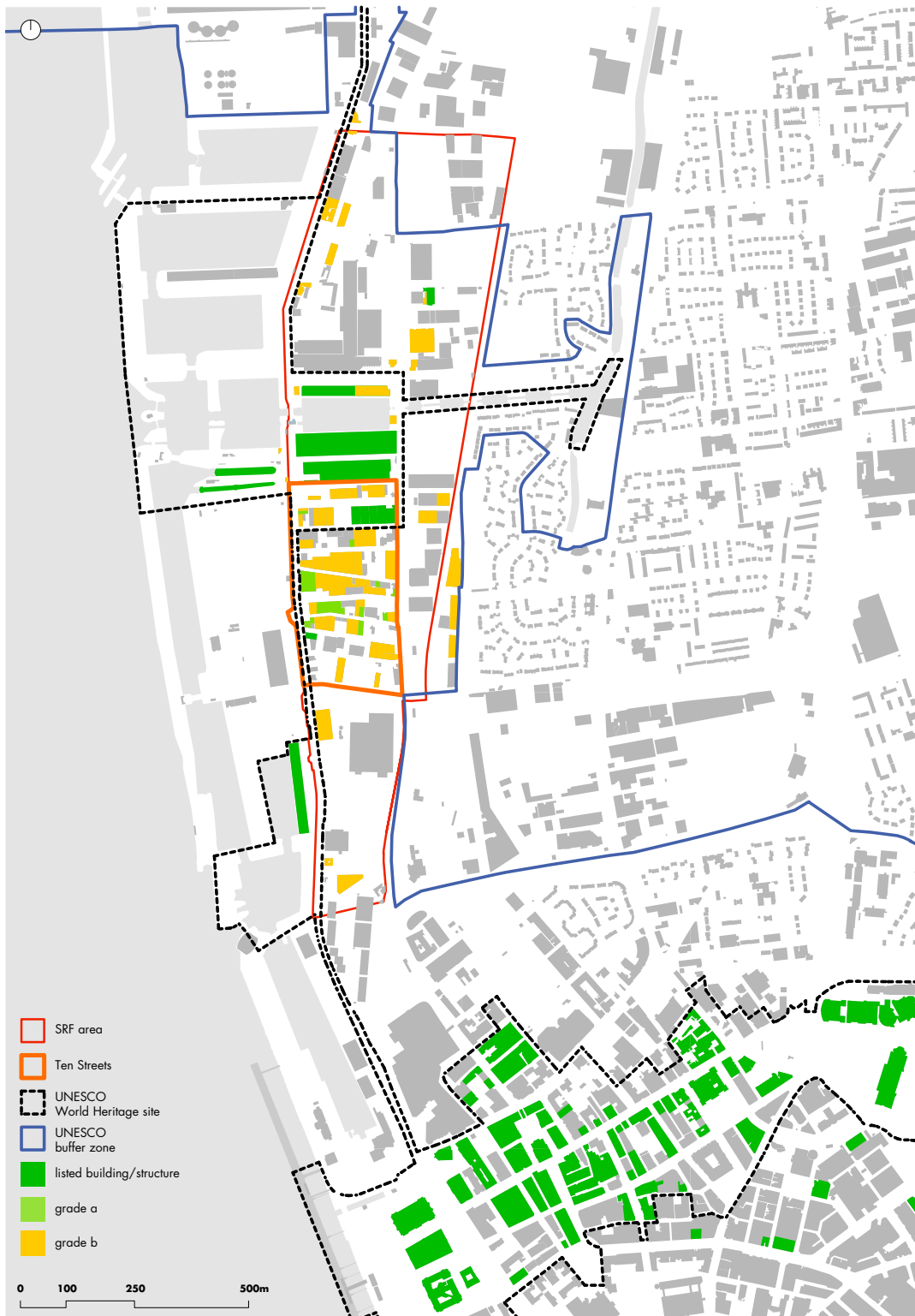


figure xv UNESCO World Heritage Site, buffer zone, listed buildings, and buildings of merit

heritage

As set out previously, the framework area is home to world class heritage assets. The UNESCO World Heritage Site, its buffer zone and the Stanley Dock Conservation Area form the heart of the heritage character of the SRF. There are also a number of Listed Buildings within the framework area which provide an important reflection of the area's history and character.

historical and heritage context

The Ten Streets framework area forms an important part of Liverpool's North Docks, which is steeped in mercantile, maritime and industrial history. The site sits within both the UNESCO Liverpool Maritime Mercantile City World Heritage Site ("the World Heritage Site") and its buffer zone and is an area that is vitally important to the integrity of Liverpool's heritage.

At the heart of the Ten Streets framework area is Stanley Dock, which forms the focal point of the World Heritage Site, forming part of the Stanley Dock Conservation Area and linking into Collingwood Dock and the Leeds-Liverpool canal basin. Stanley Dock, designed by Jesse Hartley, was opened in August 1848 and provided links into the Leeds-Liverpool Canal, which was pivotal for transporting low-cost bulky goods, such as coal, from Lancashire to Yorkshire.

01 the northern warehouse



1942



refurbished exterior 2013



refurbished interior 2013

02 the tobacco warehouse



1920



under construction for completion in 2018



vision of the central courtyard

03 the southern warehouse



Saltney Street in the 1920's



Stanley Dock in the 2000's



2017

Stanley Dock provides a uniquely preserved example of the City's maritime heritage which, following years of dereliction, is being sensitively brought back into active use by Harcourt Developments. The key buildings that comprise the Stanley Dock include:

- 01 the northern warehouse (now the titanic hotel)** - the northern warehouse was damaged during the war and includes a single storey addition in 1953 that was used for storing Rum. It is a Grade II* Listed building that sits on the northern edge of the Stanley Dock and was sensitively transformed into the Titanic hotel in 2014, which restored and retained many of its original features and has been a highly successful regeneration project providing a 153-bedroom hotel and conference venue.
- 02 the tobacco warehouse** – the Tobacco Warehouse is a Grade II Listed building which is the largest brick warehouse of its type in the world, including 27,000 bricks, 30,000 panes of glass and 8,000 tons of steel. It stands 125 feet tall and was constructed in 1901. The Tobacco Warehouse currently has planning approval for its restoration and sensitive redevelopment into residential use to create 538 residential apartments, 1750 sqm public exhibition space and 4,175sqm of offices with basement car parking. The renovation of the Tobacco Warehouse is currently underway with Phase 1 due to complete in 2018.
- 03 the southern warehouse** – adjacent to the Tobacco Warehouse, the Grade II* Listed Southern Warehouse is connected to the Tobacco Warehouse by three elevated bridges. It has planning approval for the conversion of the warehouse to provide a 254 room apart-hotel, restaurants, leisure and car parking.

In addition to the warehouses, there are a number of other important structures within the Stanley Dock Conservation Area. These include a hydraulic power station on the passage leading into the dock which forms a tall octagonal tower, the entrance to the Leeds-Liverpool canal basin which is constructed from Cyclopean granite and the Bascule Bridge on Regent Road.

Within the Ten Streets character zone, the area has organically developed into a business district which accommodates a variety of industrial businesses. The area contains a number of buildings which contribute to the industrial heritage of the North Docks. The Bonded Tea Warehouse, a Grade II listed building built in 1840 by S. K. J. Holme, is a large six storey brick built warehouse which presents a regular front to Great Howard Street and extends from Dublin Street to Dickson Street. Other buildings around Cotton Street, Carlton Street, Regent Street and Porter Street provide high quality examples of the industrial heritage of the Ten Streets character zone and will be important in retaining the unique character and urban grain of the area.

the framework area

The SRF comprises six distinct character areas, each of which has its own unique features, characteristics and opportunities. They include:

- 01 ten streets**
- 02 the stanley dock complex**
- 03 the northern gateway**
- 04 the city fringe**
- 05 the north eastern corridor**
- 06 the south eastern corridor**

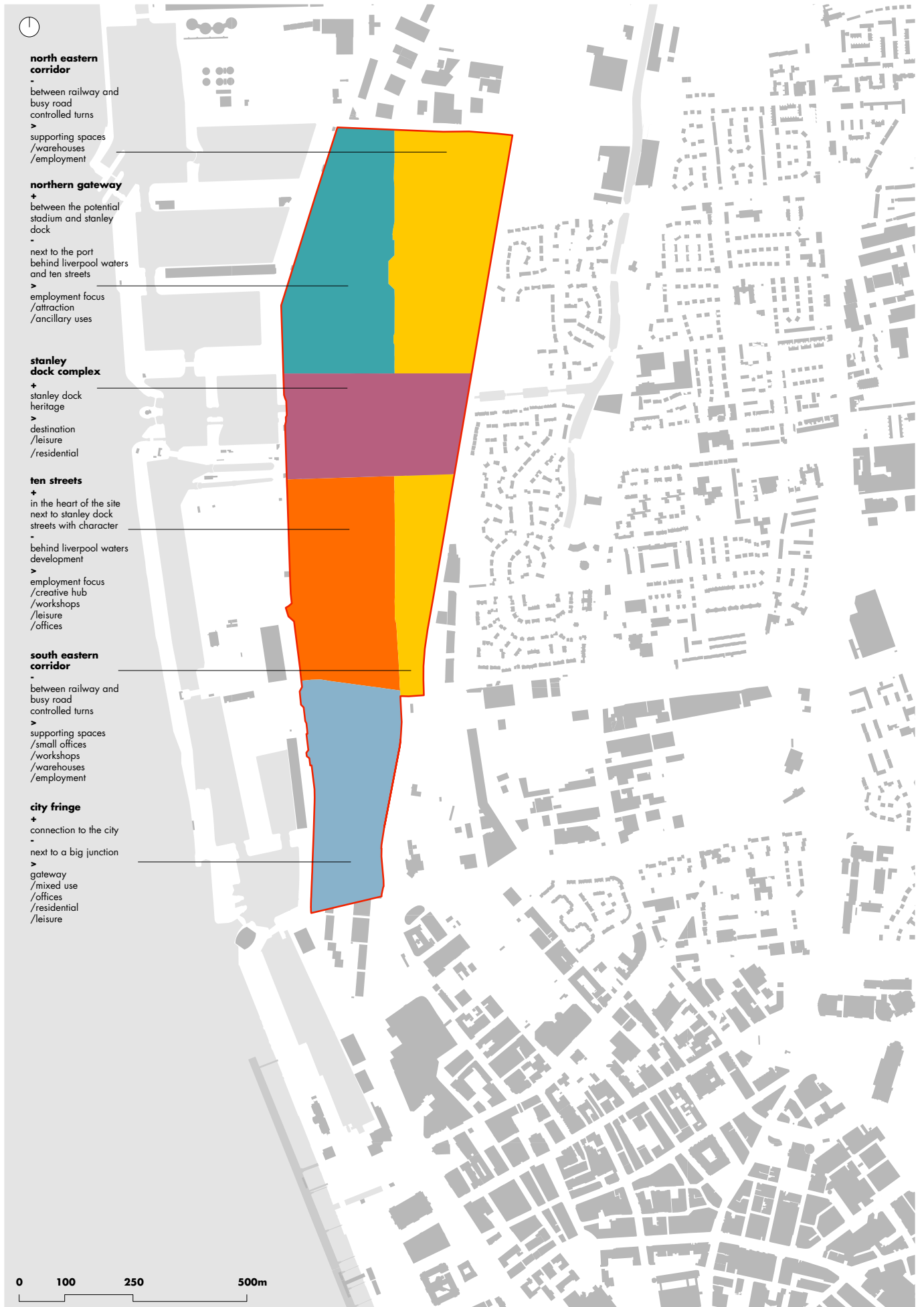


figure xvi The six character areas

01 ten streets

The 'Ten Streets' character zone is at the heart of the SRF and defines the identity, heritage and emerging creative flavour of the framework area. Ten Streets draws its name from the grid of ten parallel streets that runs east to west between the City Fringe (Oil Street) and the Stanley Dock Complex to the north of Saltney Street. At present, the Ten Streets is characterised by a mix of industrial uses that have been proliferated by new and emerging creative and ancillary uses.

The northern part of the Ten Streets character area sits within Liverpool's UNESCO World Heritage Site and includes buildings which reflect the industrial past of the area as well as high quality heritage buildings including the Grade II Listed Bonded Tea Warehouse which sits between Dublin Street and Dickson Street.

In recent times, the Ten Streets has become an emerging destination for creative industries, which have moved to the area to utilise the affordable premises and strategic location. Kazimier has set up its creative space at the Invisible Wind Factory on Carlton Street and Make Liverpool has extended out from the Baltic Triangle to occupy a new premises on Regent Street. Other creative uses have long occupied the Ten Streets, as Vulcan Music Studios between Vulcan Street and Vandries Street.

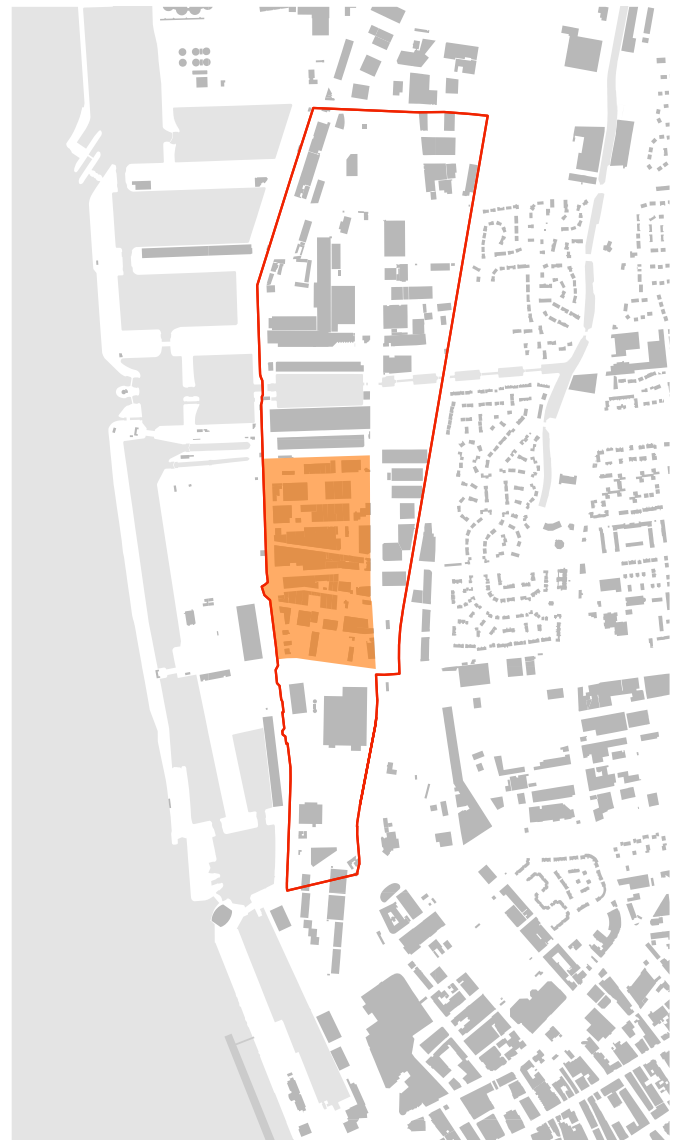
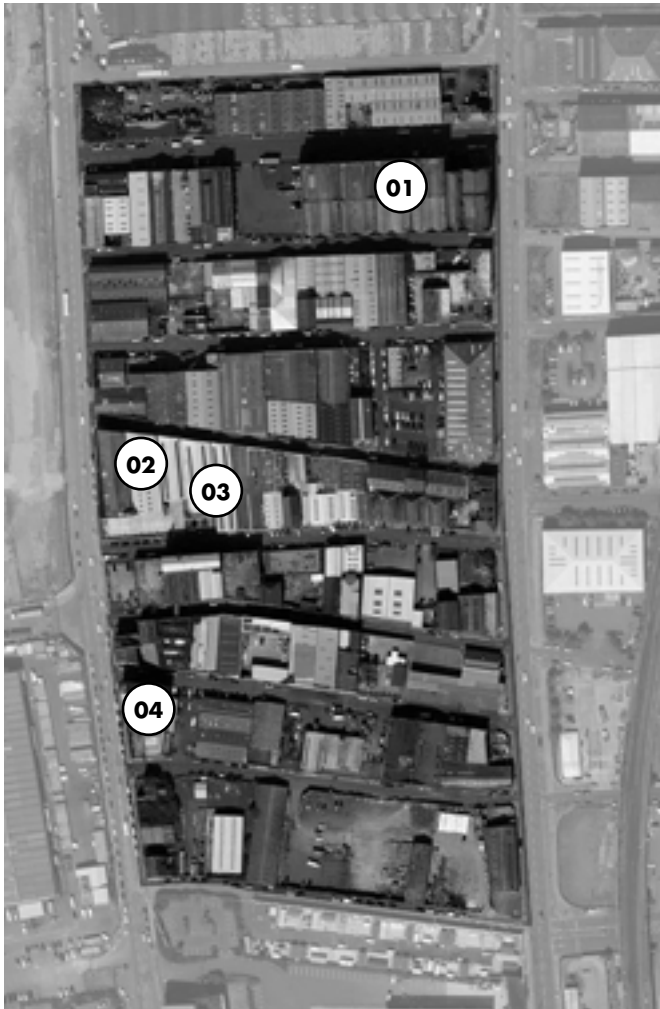


figure xvii Location of the Ten Streets character zone



- 01** Bonded Tea Warehouse
- 02** Invisible Wind Factory
- 03** Make Liverpool
- 04** Vulcan Music Studios



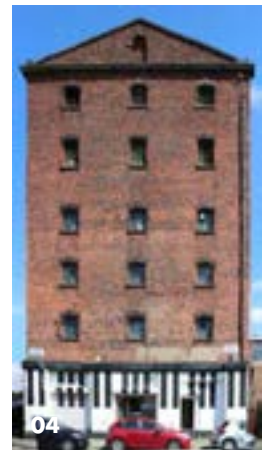
01



02



03



04

02 the stanley dock complex

The Stanley Dock Complex represents the heritage heart of the Framework area, sitting within the World Heritage Site and representing a unique example of Liverpool's maritime heritage. Key Buildings within the Stanley Dock Complex include the Titanic Hotel (Northern Warehouse) which opened in 2014; the Tobacco Warehouse which has planning approval for conversion of the existing warehouse to create 538 residential apartments and public exhibition space, office space and car parking; and the Southern Warehouse.

The Stanley Dock Complex character area also includes land to the east of the Stanley Dock Complex, which lies between Great Howard Street and the railway line. This area of the Stanley Dock Complex includes a large area of vacant land to the south of the Leeds-Liverpool canal link and general mixed industrial uses to the north of the canal basin.

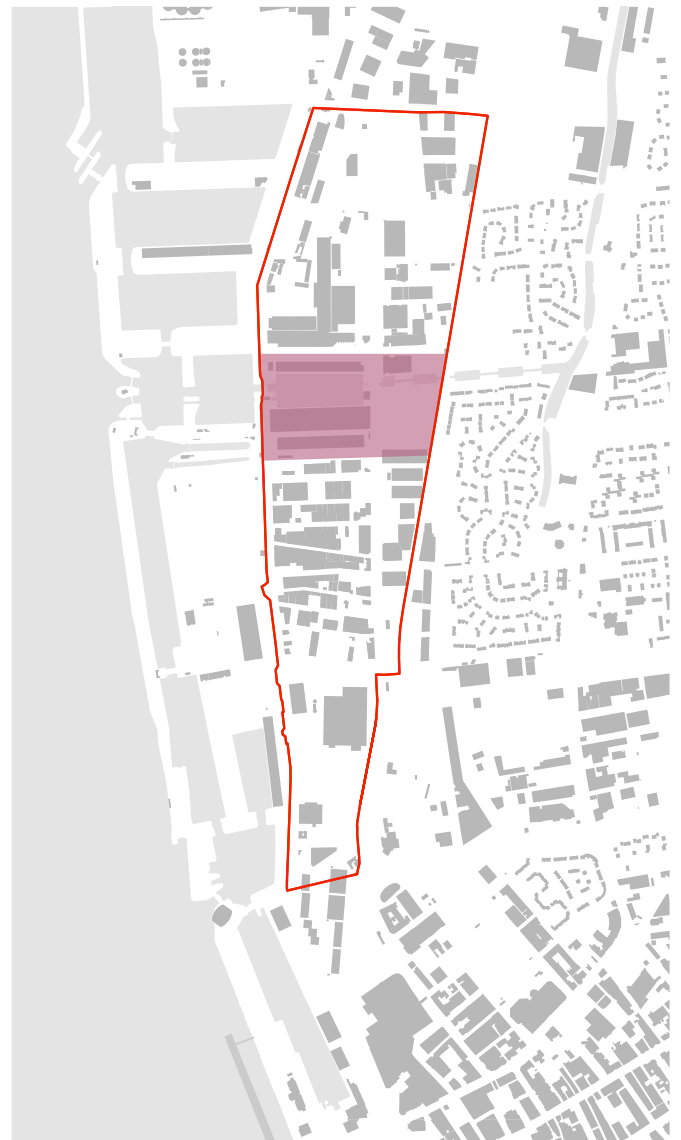
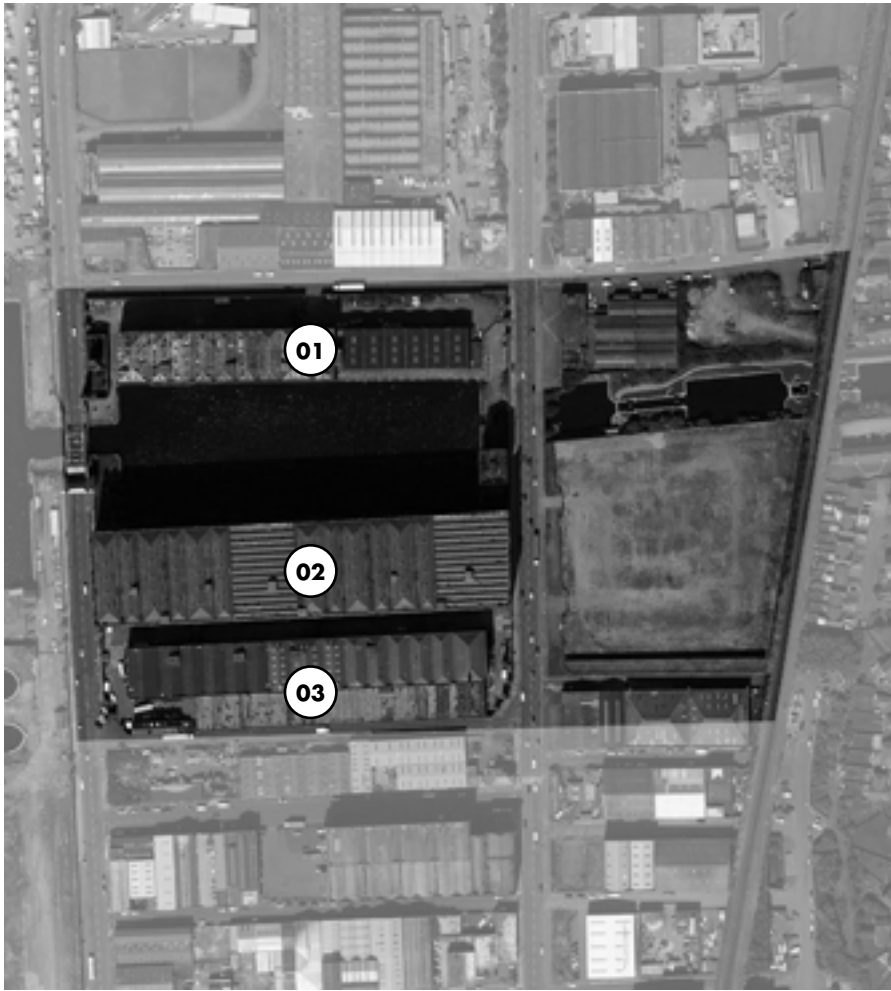


figure xviii Location of the Stanley Dock Complex character zone



- 01** Titanic Hotel
- 02** Tobacco Warehouse
- 03** Southern Warehouse

03 the northern gateway

The Northern Gateway sits to the north of the Stanley Dock Complex and is largely characterised by larger scale industrial and storage uses, including timber yards, trade supplies and logistics businesses that sit between Regent Road and Great Howard Street. A small retail park is situated on the junction between Great Howard Street and Boundary street, containing food and drink and retail uses. The quality of the built environment is generally poor and there are limited buildings of merit in the area; however, there are some buildings and infrastructure of architectural interest which could be re-used or restored as part of any regeneration of the area.

The Northern Gateway is separated from Bramley-Moore Dock and Nelson Dock by Regent Road and the historic Dock wall. Bramley-Moore Dock is the proposed location for a new football stadium and, as such, the Northern Gateway could become a critical area to provide connectivity, public space and ancillary uses.

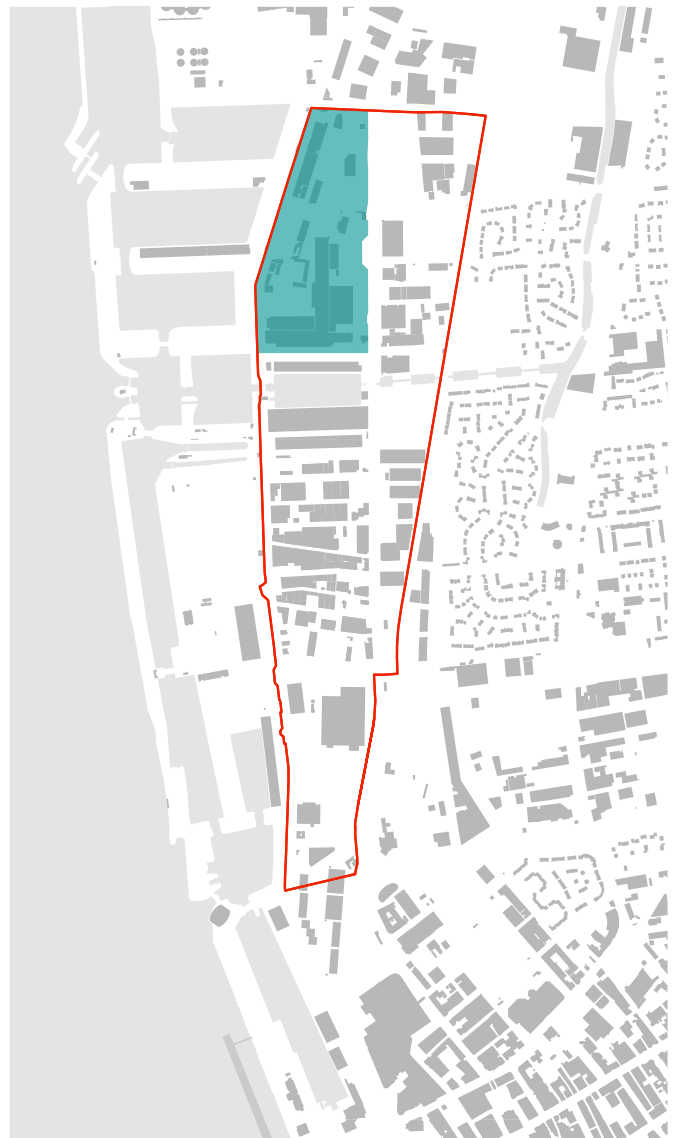
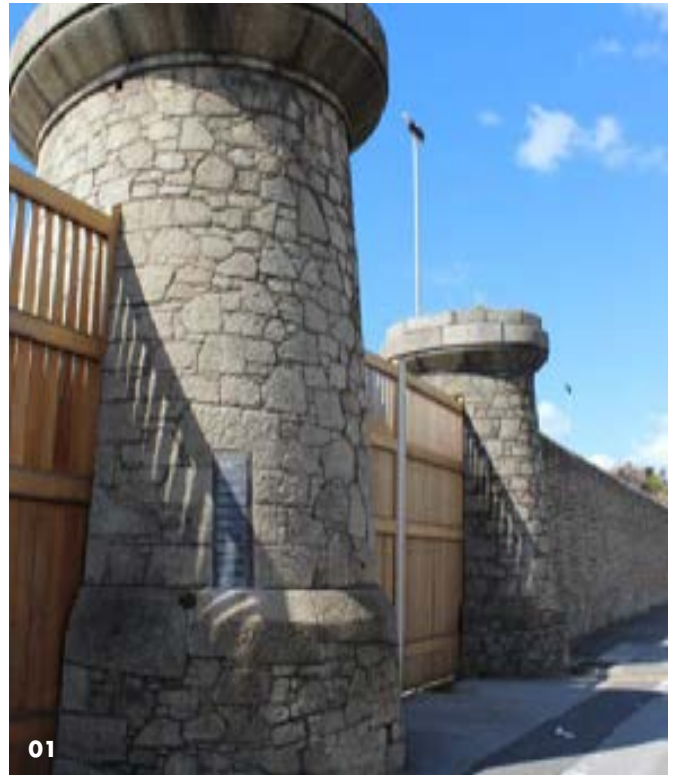


figure xix Location of the Northern Gateway character zone



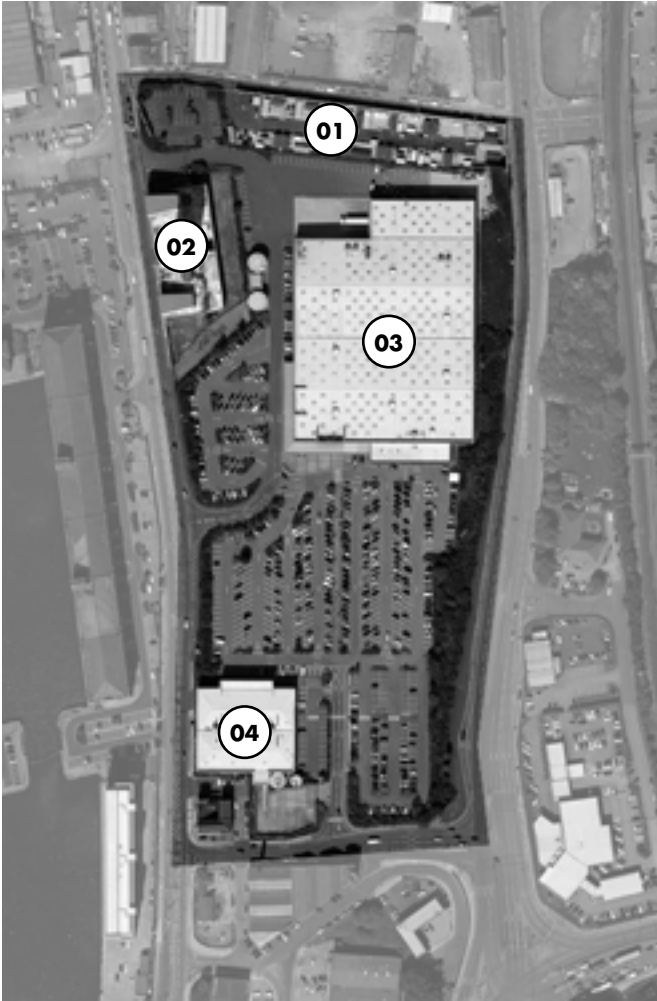
01 Dock Wall
02 Queensway Commercials

04 the city fringe

The City Fringe sits to the south of the Ten Streets character zone and connects the wider framework area to the City Centre. It is characterised by large scale and wholesale retail/ancillary uses including Costco, Toys R Us, a petrol station and associated car parking; as well as an established Traveller Site to the south of Oil Street. The City Fringe area forms an island site and is somewhat isolated by the surrounding road network including Great Howard Street, Waterloo Street, Paisley Street and Leeds Street. A distinctive feature of the City Fringe area is the architecturally significant ventilation tower which serves the Kingsway Tunnel, which forms a distinctive gateway feature to the Ten Streets.



figure xx Location of the City Fringe character zone



- 01** Traveller Site
- 02** Ventilation Shaft
- 03** Costco
- 04** Toys R Us



05 the north eastern corridor

The North Eastern Corridor sits to the east of the Northern Gateway and links the framework to the A49 and established residential areas in Vauxhall further east. The North Eastern Corridor contains a mix of established employment uses and has developed into a successful employment area. A number of digital, creative and cultural industries have begun to emerge around Atlantic Park, including Box Studios. Other distinctive uses in the area include the Awesome Walls Climbing Centre, the iconic Tai Pan Restaurant, the WH Lung Supermarket and the Mad Hatter Brewery.

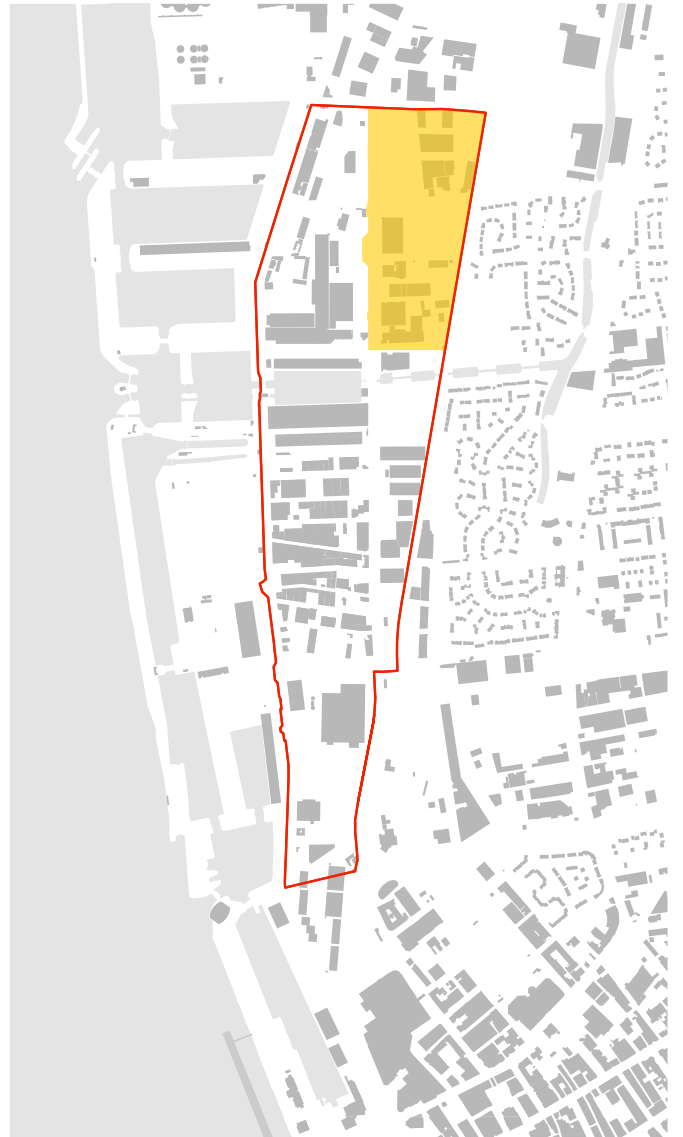
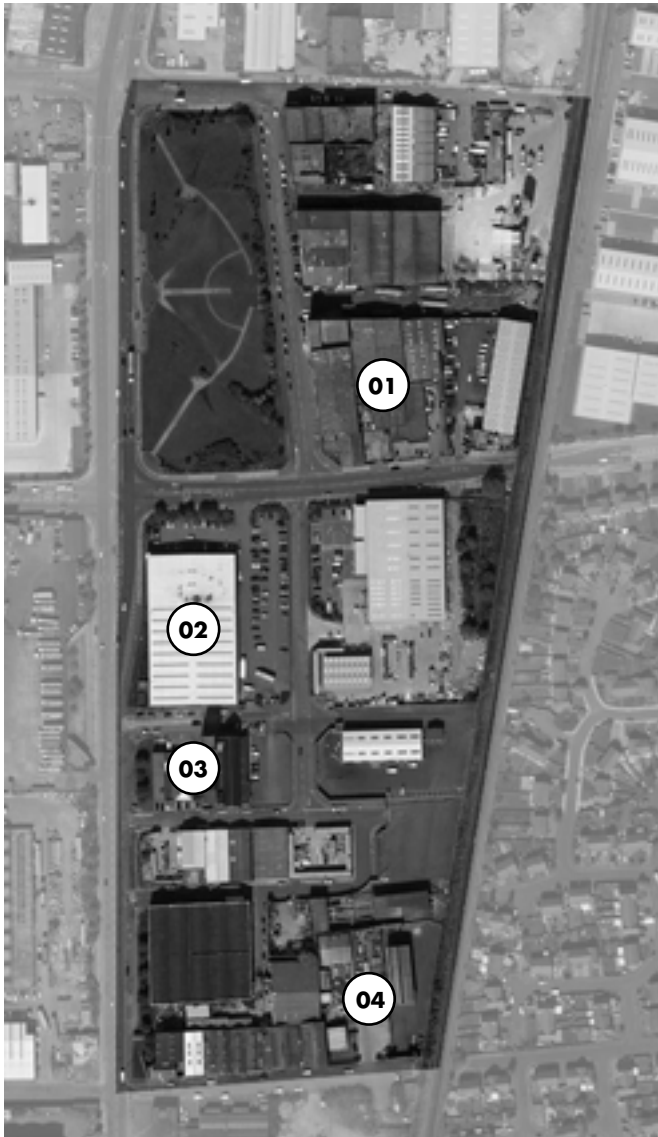


figure xxi Location of the North Eastern Corridor character zone



- 01** Box Studios
- 02** Tai Pan Restaurant
- 03** Awesome Walls Climbing Centre
- 04** Mad Hatter Brewery

06 the south eastern corridor

The South Eastern Corridor sits to the east of the Ten Streets and is bounded by the rail line to the east and Great Howard Street to the west. The South Eastern Corridor contains a mix of established industrial and wholesale retail uses, including Bogans Carpets, We Buy Any Car and BSS Industrial. The area also contains some ancillary food and drink uses, such as the Pit Stop Diner. The South Eastern Corridor forms an important link between Ten Streets and the residential areas to the east.

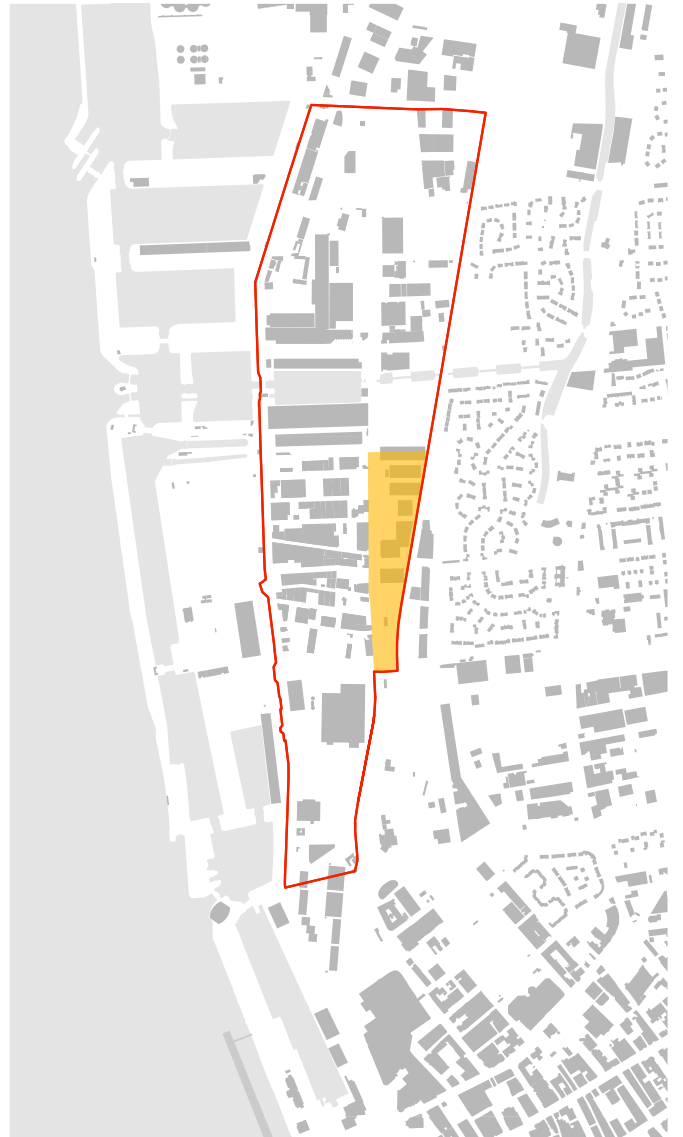
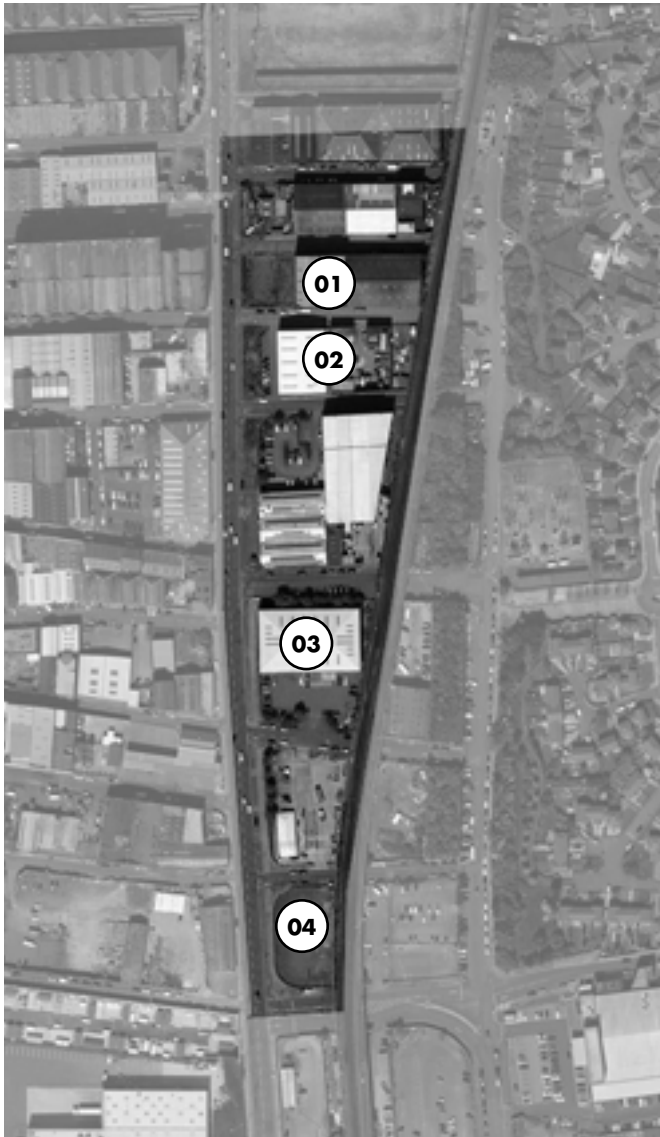
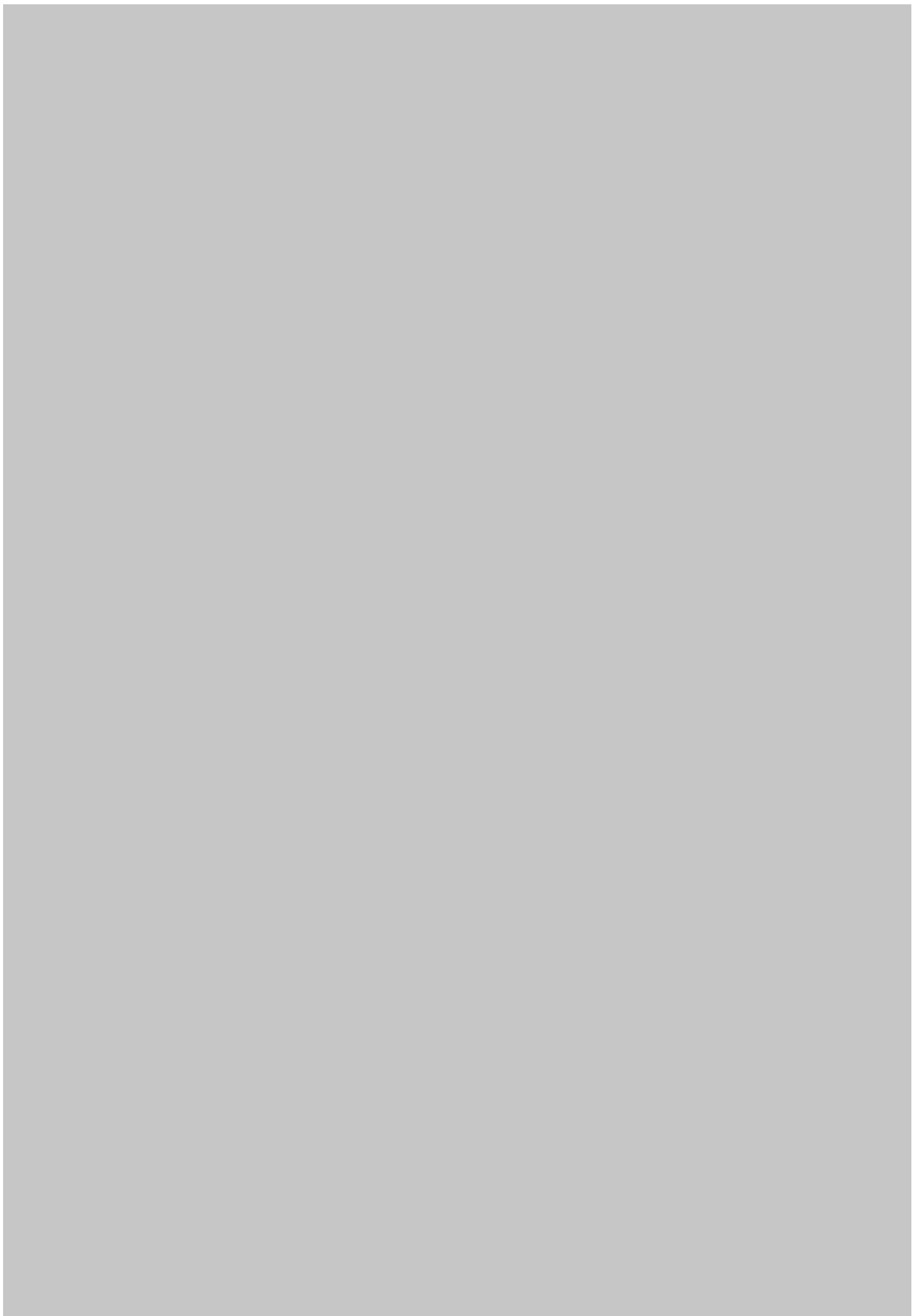


figure xxii Location of the South Eastern Corridor character zone



- 01** We Buy Any Car
- 02** Bogan's Carpets
- 03** BBS Industrial
- 04** Pit Stop Diner



05 strategic and regeneration context

Liverpool's North Docks and the wider Atlantic Corridor, as part of Liverpool's City Enterprise Zone, is an area with the potential to generate transformational economic growth. The Ten Streets sits at a pivotal strategic location and benefits from excellent links to the City Centre, transport hubs and major regeneration initiatives. The SRF presents an opportunity to build on existing strengths of the area in industry, business and creative enterprise by providing the type of employment space, amenity and connectivity that will drive the growth of the area and boost the economy of the City. The SRF has been developed with full consideration of the strategic policy and regeneration context for the framework area.

strategic fit

The Ten Streets SRF area occupies a strategically important location and is a key link between Liverpool City Centre and Liverpool Superport. **The Liverpool City Region Growth Strategy 2016**, prepared by the Liverpool City Region Local Enterprise Partnership ("LEP"), seeks to capitalise the strengths of the City Region, to unlock growth by creating tens of thousands of new jobs and new businesses over the next 25 years. The City Region economy is worth £28.3 billion GVA, with output increasing by 8.4% in the five years up to 2014. The region now has the second highest incidence of high-growth firms in the country, second only to London¹. Research conducted by Oxford Economics has forecast that adopting the approach set out in the Growth Strategy could lead to:

- The creation of over 100,000 additional jobs by 2040;
- A net increase of 20,000 businesses over the next 25 years;
- An additional 50,000 people coming to live in the City Region by 2040; and
- Nearly doubling the size of the Economy to £50billion by 2040.

The City Region Strategy recognises the importance of the growing creative and digital sectors of the economy, noting that these industries have doubled between 2010 and 2013. A key ambition of the LEP is "to be a world-leader in the application of high performance and cognitive computing and sensor technology to revolutionise productivity across all sectors, and the best place in the UK to start, grow and scale up a digital or creative business"².

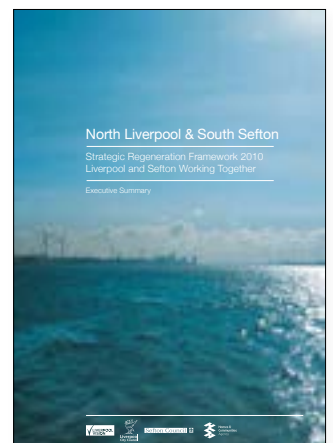
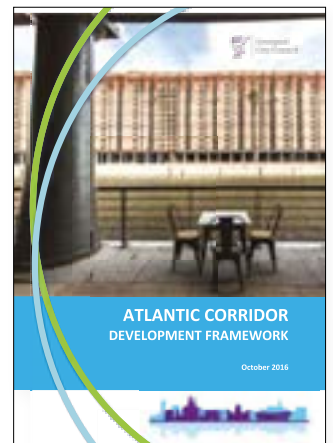


figure xxiii Covers of the referred documents

¹ Liverpool City Region Growth Strategy 2016, prepared by the Liverpool City Region Local Enterprise Partnership ("LEP"), p1
² Liverpool City Region Growth Strategy 2016, prepared by the Liverpool City Region Local Enterprise Partnership ("LEP"), p13

Liverpool City Centre Strategic Investment Framework ("SIF") provides an investment framework and a strategic direction for the City Centre, which includes the City Fringe precinct of the Ten Streets framework area. It supports the growth of new creative and innovative sectors and a key theme of the document is to improve connectivity to surrounding areas including linking into Liverpool Waters providing "a high quality connection for walking and cycling needs to be made in particular around the northern end of the Pier Head, in conjunction with the Liverpool Cruise Terminal, and north through Princes Dock to link into Stanley Dock³".

The **Liverpool City Enterprise Zone** ("EZ") encompasses the city centre and the majority of the Ten Streets SRF area. Recognising Liverpool City centre as a key driver in the revitalisation of the city region, the EZ aims to exploit the economic assets and opportunities to deliver future growth. Liverpool City region is a distinctive brand with a vibrant cultural, heritage and leisure offer and the Liverpool City EZ aims to support and bring forward continued business expansion and investment into Liverpool; capitalising on its business clusters and centres of excellence to develop new employment opportunities. The Mersey Waters EZ is also located immediately to the west of the Liverpool City EZ and encompasses the Liverpool and Wirral Waters development projects.

The **North Liverpool and South Sefton SRF** seeks to unlock potential in the heartland of Liverpool's historic port economy, providing an overarching vision and integrated long term strategy to deliver fundamental and sustainable change in North Liverpool and South Sefton. The SRF seeks to encourage innovation and creating enterprise, including developing a Land Assembly Strategy along North Shore to promote investment and development and ensure a steady supply of suitable premises. A key action of the SRF is to Promote world-class innovation in adapting/transforming the existing commercial and industrial base.

The **Atlantic Corridor Development Framework** was endorsed by LCC in October 2016 and has provided the catalyst for the preparation of the SRF for Ten Streets. The framework articulates the vision for a large area of North Liverpool, stretching from the City Centre to the Port of Liverpool, and establishing a set of regeneration and development principles.

The Atlantic Corridor Development Framework identifies Ten Streets within a 'City Fringe' character area and identifies the Stanley Dock Complex regeneration scheme as a catalyst for the development, tourism and regeneration in the surrounding area. The City Fringe is proposed as "the transition into the city centre, with a wider range of uses encouraged, including creative/artist space, hybrid units and ancillary mixed uses (leisure and residential) focused along key frontages and streets, together with light employment uses⁴". The framework identifies opportunities for creative industries to establish new hubs in City Fringe locations, such as Ten Streets and Atlantic Park.

Within the City Fringe, the Atlantic Corridor Development Framework identifies the Ten Streets as an 'Investment Cluster Opportunity' in which the key principles to explore are identified as⁵:

- Encouraging a more diverse mix of uses;
- Creating a Cultural Enterprise Industry Hub which facilitates and encourages growth of existing and attraction of new businesses;
- Improved streetscapes with high quality public realm, lighting, waymarkers and pedestrian crossing points across Atlantic Corridor (A565);
- Increased activity along street frontages;
- Creating a clear, easily understood street hierarchy to define Dublin Street and Oil Street as key approaches into Liverpool Waters;
- Clear, direct links across the Atlantic Corridor to connect Ten Streets and Liverpool Waters with the key east west pedestrian cycleways along Whitley Street/Burlington Street and Chadwick/Chisenhale Street;
- Retention and conversion of historic warehouse and dockland structures;
- Contemporary approaches to building and streetscape designs to create a distinct sense of place;
- Building scale, form and massing to respond to the scale and drama of the warehouses, streets and framed views of the River Mersey and proposed Liverpool Waters cityscape; and
- High quality building and landscape design to respond to the outstanding universal value of the World Heritage Site and Buffer Zone setting.

⁴ The Atlantic Corridor Development Framework, p23

⁵ The Atlantic Corridor Development Framework, p23/24

The Ten Streets SRF has been developed in line with the strategic policies of the **Unitary Development Plan** (“UDP”) and **emerging Local Plan**. The strategic policies of the UDP support the identification of regeneration areas, including the ‘waterfront, docks and hinterland’ within which the Ten Streets sit (Policy GEN1). The UDP also seeks to preserve, enhance and improve heritage and the built environment (Policy GEN3) and to improve pedestrian and cycle movement (Policy GEN 6).

The **emerging Local Plan** seeks to create a robust and regionally significant competitive economy, and thriving and attractive residential neighbourhoods, development including the provision of new homes and land for employment uses will be located in sustainable locations. The Local Plan will seek to achieve this by focusing economic development in the City’s key employment areas including – North Liverpool, City Centre (including the Knowledge Quarter), Stonebridge/ Gillmoss/ Aintree, Central Liverpool, South Liverpool (including Speke and Garston), and Enterprise Zones – Mersey Waters (Liverpool Waters) and Liverpool City (Policy STP1). The Ten Streets SRF sits firmly within the Liverpool City EZ and is clearly a key focus for economic development and regeneration over the next plan period.

surrounding development and regeneration context

As has been established, the Ten Streets framework area is situated in a pivotal location connecting the City Centre to the wider North Docks area. It links into and is interlinked with a number of surrounding regeneration initiatives and established character areas that will shape the way that the SRF area develops. The key surrounding areas that influence the Ten Streets framework area include:

liverpool waters - Liverpool Waters is a £5 billion project that will comprehensively transform the city's northern docks, regenerating a 60 hectare stretch to create a world-class, mixed-use waterfront quarter in central Liverpool. The project will have over 2 kilometres of river frontage and has outline consent for 9,000 apartment and 18.3m sqft of mixed use development floorspace. The development sits directly to the east of Ten Streets and stretches from Bramley-Moore Dock in the north to Princes Half-Tide Dock in the south. Connections, views, vista and land uses in Ten Streets will be influenced by the ongoing emergence of Liverpool Waters as one of the biggest regeneration projects in the UK.

new football stadium, bramley-moore dock – Everton Football Club has announced plans to redevelop Bramley-Moore Dock, which sits at the northern end of Liverpool Waters, into a state of the art stadium on Liverpool's waterfront. The stadium has the potential to have a transformational effect on the North Docks and the framework area. The SRF for Ten Streets has the potential to support this significant project and assist in providing the connectivity and types of facilities required within the framework area.

cruise liner terminal – the success of the existing Cruise Liner Terminal Facility has led to the need to develop a permanent facility at the former Princes Jetty. The new facility would be able to handle a new generation of turnaround cruises carrying up to 3,600 passengers and bring significant numbers of visitors to both the City Centre and the Ten Streets character zone.

port of liverpool – to the north west of the framework area the Port of Liverpool and the Liverpool Superport, which is undergoing £1 billion intermodal infrastructure investment, and the new deep-water Liverpool2 container terminal can service 95% of the world's largest container ships.

eldonian village and athol village – these two residential areas sit to the east of Ten Streets and form well established residential suburbs to the north of Pumpfields and the City Centre around the existing canal system.

commercial district – the Commercial District links Liverpool's Main Retail Area with the North Docks and contained more than 6.7 million sqft of commercial floorspace which includes major companies such as the UK Passport Office, global insurance broker Mercer, Hill Dickinson LLP, Allied Irish Bank, DWF, Lloyds Banking Group and Mann Island Finance (part of Investec Bank). The area, which falls within the City's Main Office Area, has seen a number of major office redevelopments over previous years, such as 1 Old Hall Street and the on-site refurbishment at Exchange Station. A number of significant scale residential projects are also proposed in the Commercial District, including the proposed 27 storey development at 122 Old Hall Street, comprising 168 dwellings, plus associated public realm, landscaping and engineering works.

pumpfields – the Pumpfields district has primarily been an employment and industrial district which will become a key link between Ten Streets and the City Centre. The industrial uses within Pumpfields have been subject to a number of developments and proposals for high density residential and other non-employment uses, including Liverpool Community College's Vauxhall Road campus, and "Atlantic Point", a significant student accommodation scheme with over 900 apartments. There are also a number of schemes proposed for residential development that have recently come forward for development in Pumpfields, which will consolidate the high density and scale of the area that borders the south eastern edge of Ten Streets.

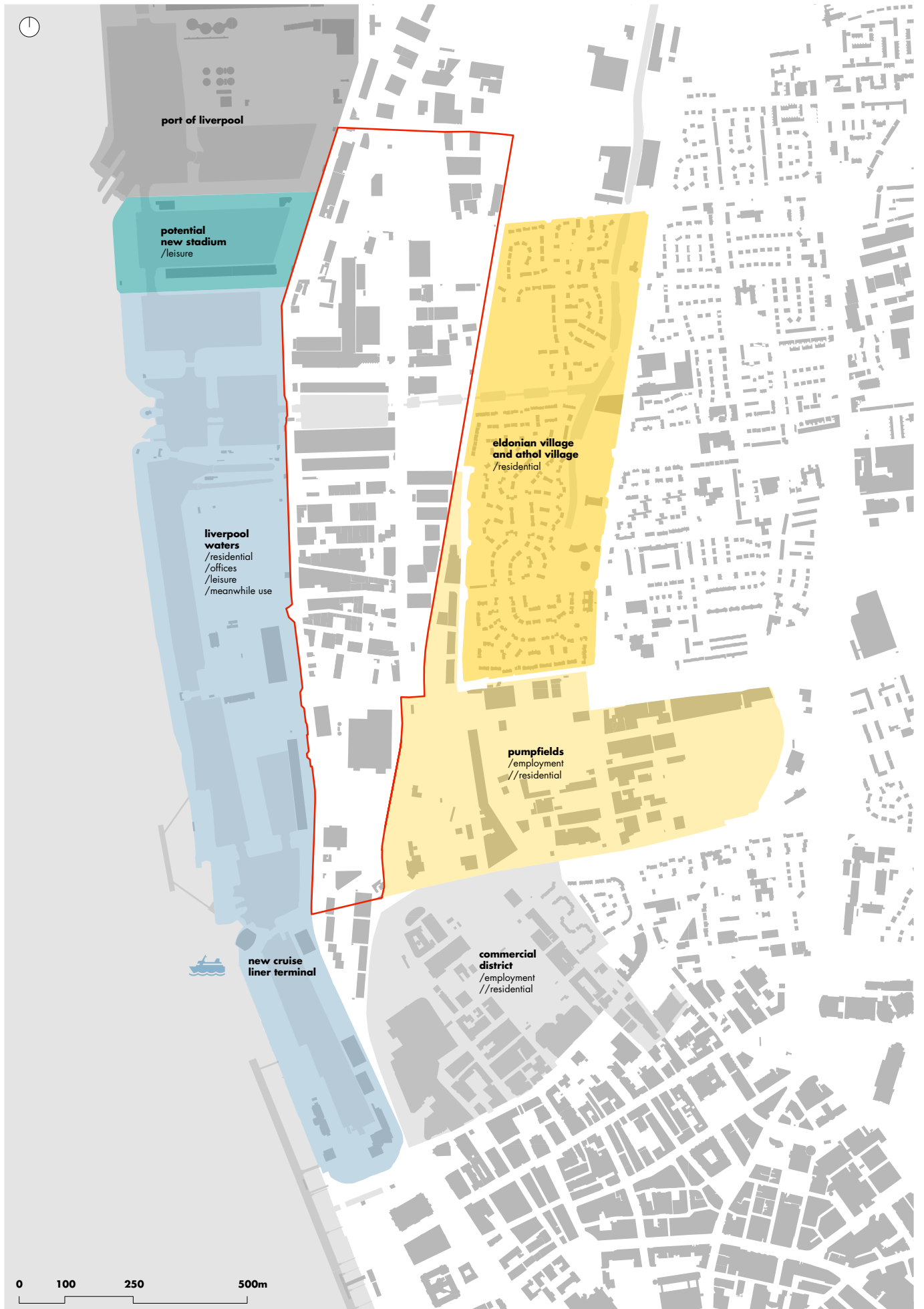


figure xxiv The surrounding development and regeneration context

development context

There has been limited development activity within the SRF area in recent years, with the only planning applications relating to the Stanley Dock complex and opportunistic developments within the Ten Streets areas. On the contrary, there have been a number of major developments consented or proposed within the surrounding areas, including the Waterfront, Pumpfields, and the Commercial District.

ref no.	site	proposal
ten streets framework area		
TS1	143-145 Great Howard Street	Convert public house to form hotel (13 bedrooms) with restaurant/cafe at ground floor.
TS2	50-52 Waterloo Road	5 storey building for business, general industrial and/or storage and distribution use within Use Classes B1, B2 and B8.
TS3	56-62 Waterloo Road	6 Storey Office Building.
TS4	Land at Chadwick Street, Little Howard Street and Great Howard Street	2 storey retail warehouse (Use Class A1) for storage and sale of engineering supplies.
TS5	Southern Warehouse	128 bed apart-hotel, restaurants and assembly/ leisure plus car parking.
TS6	Tobacco Warehouse	538 residential apartments, 1750 sqm public exhibition space, 4,175sqm offices; and car parking.
waterfront		
WF1	Liverpool Waters	Redevelopment of up to 60 hectares of former dock land to provide a mixed use development of up to 1,691,100 sq m, comprising a mix of residential, commercial, leisure uses and infrastructure.
WF2	Plaza 1821, William Jessop Way	15 storey residential tower comprising 105 apartments and two ground commercial units with car parking spaces and landscaping works.
WF3	Moda, William Jessop Way	31 storey residential tower comprising 278 private rented sector apartments, top floor restaurant/cafe together with plant, storage, reception, residential amenity areas and hard and soft landscaping.
WF4	William Jessop House, William Jessop Way	8 storey office building with ground floor commercial retail.
pumpfields		
P1	Junction of Lanyork Road and Leeds Street Liverpool	Three towers (39, 33 and 27 storeys), comprising 1,002 residential units, together with commercial/retail uses, offices (Use Class B1) and residents facilities
P2	70-90 Pall Mall, Liverpool	Erection of a mixed use development comprising of three buildings of up to eighteen storeys, containing 507 residential units, ground floor retail, cafe/bar with external terrace, gym, residential amenity space.
P3	North Liverpool Community College	Refurbishment of part of building as construction training centre.
P4	Via Verde, Leeds Street	Redevelopment with 5 blocks from 4 to 12 storeys containing 914 flats with ground floor commercial space.
P5	4 Paul Street	Erection of 20 no. 3 to 4 storey townhouses.
P6	60 Vauxhall Road	Erection of two linked blocks of 11 and 13 storeys, creating 312 apartments.
P7	9-27 Freemason's Row	Erection of four 11-15 storey interconnected blocks of residential apartments containing 656 units with ground floor commercial units.
P8	Blackstock Street / Paul Street	Erection of 5 to 8 storey building comprising 200 flats and parking.
P9	Bevington Bush / Alderley Street	Erection of three 9 - 17 storey blocks of residential accommodation, containing 614 apartments with ground floor communal space, gym, commercial unit.
P10	Land corner Bevington Bush, Gardners Row, Edgar Street	Erection of three 9-19 storey apartment blocks containing 381 residential units with ground floor communal space, a commercial unit.
commercial district		
CD1	122 Old Hall Street	Erection of 27 storey residential development, comprising 168 dwellings, plus associated public realm.
CD2	30-36 Pall Mall	Erection of part 10, part 22 storey residential development comprising 336 apartments with associated communal facilities, two ground floor commercial units.
CD3	Ralli House, 60 Old Hall Street	Conversion from office to create 115 serviced apartments with roof-top gym.
CD4	Orleans House, Edmund Street	Conversion of offices to 71 apartments with basement parking.
CD5	1 Old Hall Street	Refurbishment of over 21,000 sq ft offices.
CD6	Mercure Liverpool Atlantic Tower Hotel, Chapel Street	Major refurbishment and rebranding of hotel as Mercure.
CD7	Exchange Station, Tithebarn Street	Refurbishment of existing office building providing 175,700 sq ft

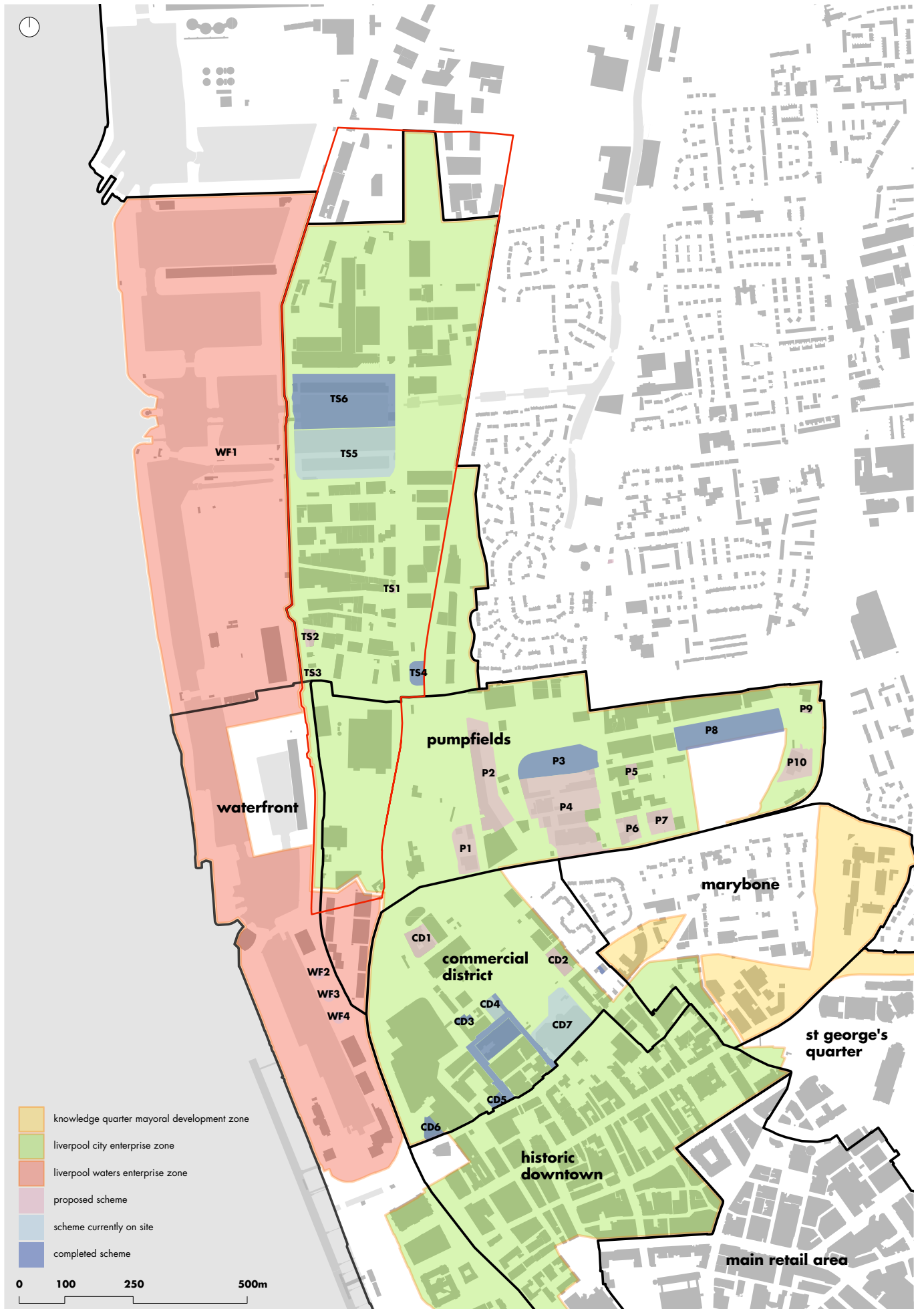
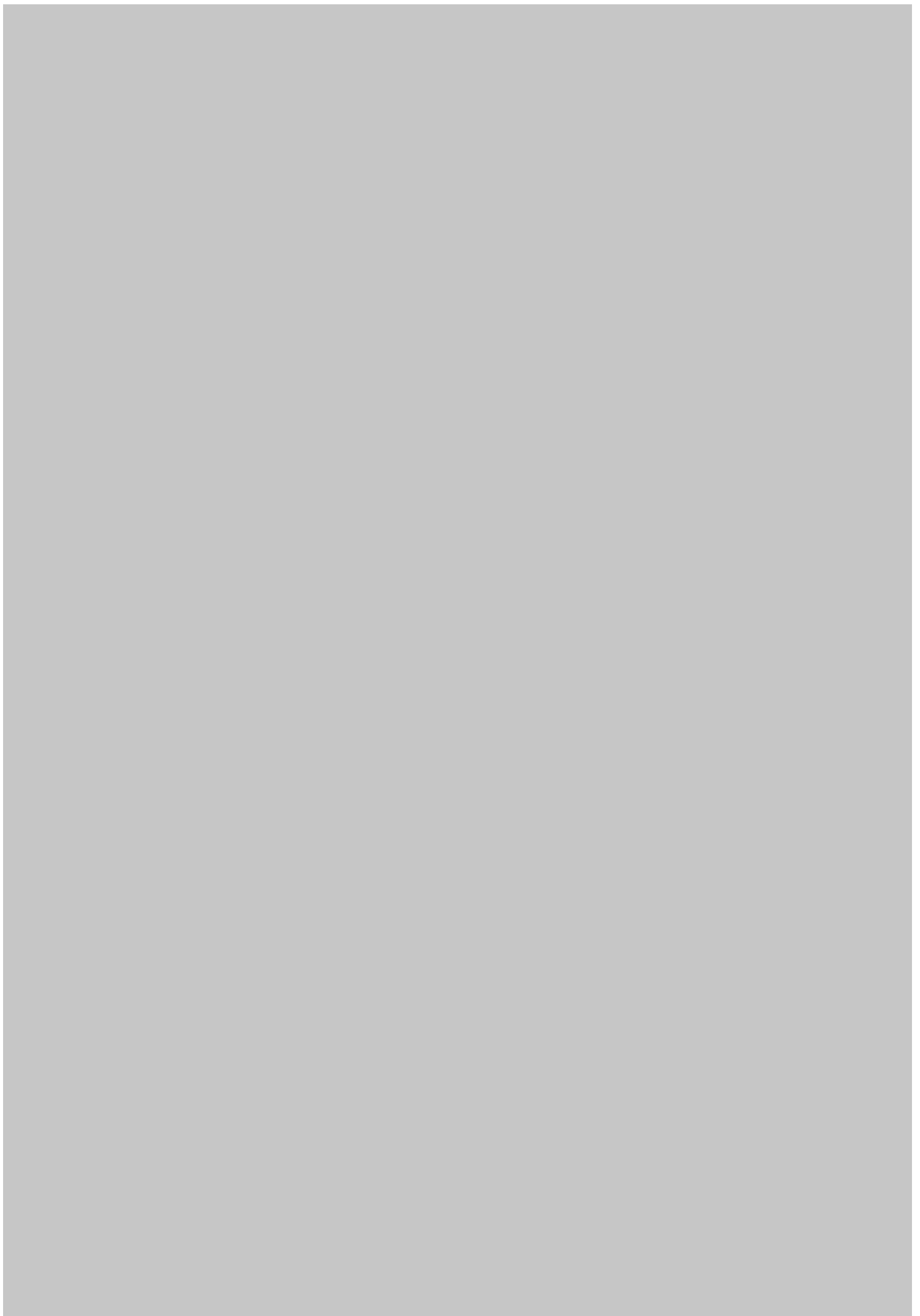


figure xxv Development context



06 planning policy

This section seeks to provide a summary of the key planning policies that have been considered to formulate a set of development principles, develop design guidance and prepare an illustrative masterplan for the Ten Streets SRF area. It is not intended as a comprehensive account of relevant planning policy and should be read in addition to the detailed requirements found in relevant National and Local policy and supplementary guidance.

national planning policy

The National Planning Policy Framework (“NPPF”) provides the overarching planning framework that underpins decision making and the plan making process in the UK. The NPPF provides the Government’s planning policies for England and sets out how these are expected to be applied. The NPPF expects the planning system to embrace positive development and to deliver the types of sustainable development that will create inclusive, mixed and vibrant communities. The Framework also:

- Sets out the importance of the three dimensions to sustainable development: economic, social and environmental, including contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation (Paragraph 7).
 - Sets out a clear presumption in favour of sustainable development, which is the golden thread for both plan making and decision taking (Paragraph 14).
 - Seeks to promote economic growth by planning proactively to meet development needs in order to create jobs and prosperity, building on inherent strengths (Chapter 1).
 - Promotes sustainable travel, accessible by a range of sustainable modes of transport with access to a range of services and facilities (Chapter 4).
 - Reaffirms that good design is a key aspect of sustainable development and should contribute positively to making places better for people; planning positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes (Chapter 7)
 - Advocates for an inclusive planning system that aims to involve all sections of the community in the development of Local Plans and in planning decisions (Chapter 8).
- Seeks to conserve and enhance the natural environment supporting development that is resilient to climate change and introduces new green infrastructure (Chapter 10 & 11).
 - Requires planners to sustain and enhance the historic environment, recognising that heritage assets are an irreplaceable resource and attaching significant weight to the conservation of heritage assets (Chapter 12).

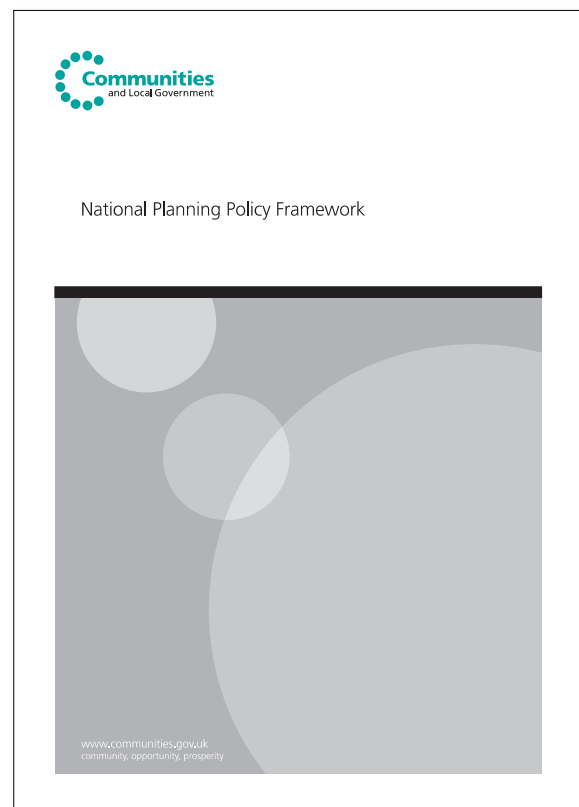


figure xxvi Cover of the National Planning Policy Framework

the development plan

The Liverpool Unitary Development Plan (“UDP”) was adopted in 2002 and its saved policies, along with the Joint Merseyside and Halton Waste Local Plan (2013), form the existing Development Plan for the framework area. The Council is currently preparing a new Local Plan for Liverpool, which will supersede the policies of the UDP. Public consultation on a Draft of Local Plan took place in September 2016.

the adopted udp

land use

The framework area is identified under a number of saved UDP policies, which primarily designate the area for industrial/employment uses alongside areas identified for a mix of uses in the Stanley Dock Complex and the City Fringe. The key UDP policies within the SRF framework area include:

policy E1 (primary industrial areas)

Policy E1 covers a large part of the SRF framework area, including the Ten Streets, the Northern Gateway and a large part of the Eastern Corridor. Policy E1 states that planning permission will be granted for industrial/business uses (Use B1/B2/B8) and small scale ancillary uses. The policy also allows for the development of other types of uses subject to certain criteria, such as when a proposal would clearly act as a catalyst to the comprehensive redevelopment of the site or area primarily for industrial/business use and would not prejudice the long term development of the area for these uses. The Proposals Map and Schedule 6.1 of the UDP sets out a list allocated for industrial / business development within the framework area, including (as illustrated on the Proposals Map Extract):

- Site E38 ‘Land to the West of Regent Road/North of Walter Street’ (0.51 ha)
- Site E39 ‘Land bounded by Boundary Street/Gt Howard Street/Athol Street’ (2.16 ha)
- Site E41 ‘Land at Lightbody Street/Gt Howard St’ (0.61 ha)
- Site E45 ‘Whitley Street/Great Howard St’ (0.40 ha)

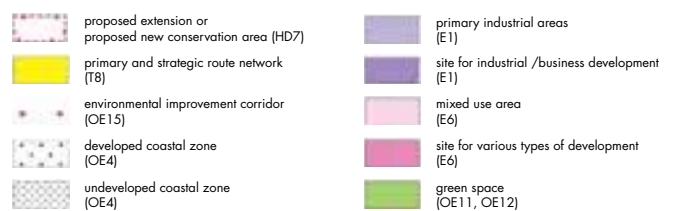


figure xxvii UDP extract of the SRF area

policy E6 (mixed use areas and sites for various types of development)

Policy E6 relates the Stanley Dock and the land adjacent to it (Sites M43 & M65 – Sites for Various Types of Development) and the City Fringe (Mixed Use Area). On Sites for Various Types of Development as identified on the Proposals Map, planning permission will be granted for the uses specified as follows:

- Site M43 'Gt Howard St/Sherwood St' (1.64 ha) uses: B1/B2/C3/D2/Parking
- Site M65 'Stanley/Salisbury/Collingwood Docks' (11.10 ha) uses: A1/A3/B1/C3/D2

Policy E6 also states that planning permission will be granted for a mix of uses in those locations specified in the UDP's mixed use area profiles. The Stanley/Clarence Docks Area profile states that this area provides opportunities for tourism, recreational and commercial uses. In assessing proposals within both Mixed Uses Areas, the UDP promotes the principle of mixed use development whereby a range of complementary uses will be encouraged.

highways, access and parking

Strategic UDP policy GEN 6 encourages balanced approach towards the provision of transport infrastructure that provides access to employment, leisure and retail facilities, meets the needs of the City's residents and improves facilities for cyclists and pedestrians. These aims are also encouraged in the following policies:

policy T6 (cycling) promotes and supports initiatives designed to maximise the role of cycling, such as by improving the condition of designated cycle routes in the City, catering for cyclists' needs in the design of all new highways improvement schemes and giving consideration to the provision of safe cycling routes through all major redevelopment sites. Policy T6 also requires secure cycling parking facilities to be provided at locations regularly visited by the public.

policy T7 (walking and pedestrians) requires that consideration is given to the provision of safe and convenient walking routes through all major

redevelopment sites. Policy T7 also indicates that the introduction of traffic calming measures and speed reduction will be investigated in areas where heavy pedestrian flows are anticipated.

policy T8 (traffic management) indicates that priority will be given to investing in the maintenance and enhancement of Primary and Strategic Road Routes through making improvements to public transport facilities and services, road safety, conditions for pedestrians and cyclists, access to areas of employment and the operation of the highway network.

policy T9 (road safety) seeks to ensure that the risk of accidents is reduced wherever changes are made to the existing highway network.

policy T11 (major road corridors) indicates that the A565 at Great Howard Street is one of the major road corridors that was identified in the UDP for improvement measures, which are now being brought forward as part of the Liverpool Corridors work.

policy T12 (car parking) requires that in the City Centre, if it is not possible for a development to include car parking provision, a commuted sum from developers is provided to improve public car parking and public transport facilities in the vicinity.

policy T15 (traffic impact assessment) requires all major development proposals likely to result in a material change in the character or volume of traffic on the surrounding highway network to be accompanied by a Traffic Impact Assessment (TIA).

The future redevelopment of the Ten Streets framework area will need to ensure that priority is given to road safety conditions for a range of transport modes, including conditions for pedestrians and cyclists. Improved pedestrian, cycle and public transport connections should be integrated into the development of the area to ensure that improved access, connectivity and movement is achieved. As planning proposals are developed for the area, detailed transport and parking assessments will be required to enable an assessment of the impact of development proposals and identify mitigation measures where appropriate.

heritage

The Ten Streets framework area contains designated and non-designated heritage assets, including areas that are within the UNESCO World Heritage Site and its buffer zone and the Stanley Dock Conservation Area. UDP **Policies HD1 to HD14** require Listed Buildings and their settings and conservation areas to be preserved, maintained and enhanced. **Policy HD11 (New Development in Conservation Areas)** seeks to ensure that new development is designed to a high standard to ensure that the character and appearance of the area is maintained.

As planning proposals come forward within the framework area, robust heritage assessments will be required to ensure that the impact of development on the heritage and character of the area is appropriately considered. Heritage features must be preserved, maintained and enhanced in accordance with Policies HD1 to HD14 in order to preserve the unique character, grain and heritage of the area.

landscape & natural environment

The Ten Streets framework area contains an identified area of designated Green Space which connects Stanley Dock to the Leeds-Liverpool Canal Corridor and an Environmental Improvement Corridor along Great Howard Street.

Existing green space in the framework area should be protected from built development by policy **OE11 (Protection of Green Space)**, unless it can be demonstrated that no material harm would be caused. **Policy OE12 (Enhancement of Green Space)** encourages the enhancement of existing areas of green space and **Policy OE15 (Environmental Improvement Corridors)** seeks to enhance the appearance of Environmental Improvement Corridors.

The SRF provides opportunities to deliver new public spaces and enhance the public realm, whilst improving existing areas of green space and identified improvements corridors in the framework area to ensure that an attractive and vibrant quarter evolves.

design & amenity

The design of development in the Ten Streets framework area will be required to accord with UDP policy **HD18 (General Design Requirements)**. This policy requires that new development is designed to a high standard that reflects the locality in terms of scale, density, massing, layout, materials and character. The future redevelopment of the framework area will need to ensure a quality design approach to ensure that the distinctive features of the area are preserved and enhanced and with standards in accordance with planning policy.

leisure & recreation

The masterplan for the Ten Streets framework area includes the delivery of ancillary commercial uses, including retail. **UDP Policy S12 (Out of Centre Retailing)** seeks to restrict out of centre retail development unless it can be demonstrated that the proposal does not undermine the vitality and viability of identified retail centres. Proposals for the delivery of ancillary retail in the framework area would be required to demonstrate that it would not by its nature or scale conflict with this policy or the City's key retail centres.

joint merseyside and halton waste local plan (2013)

The Joint Waste Local Plan was adopted on 18 July 2013 and sets out a number of policies that are now material to the consideration of planning applications. Policies WM8 and WM9 are most relevant for most forms of development. Policy WM 8 (Waste Prevention and Resource Management) requires any development which involves demolition and/or construction to implement measures to achieve the efficient use of resources; while policy WM 9 (Sustainable Waste Management Design and Layout for New Development) seeks to ensure developers incorporate sustainable waste management principles into their proposals.

emerging policy

The new draft Liverpool Local Plan was approved for public consultation by the City Council's Cabinet on 19th August 2016. Public consultation then took place between 16th September 2016 and 11th November 2016. This followed on from the Initial Local Plan Regulation 18 consultation which took place in 2014.

land use

Chapter 6 of the draft of the Local Plan identifies a number of character areas within the City Centre with distinct primary roles and functions. Figure 1 indicates that the City Fringe Zone of the SRF framework area is located within the Commercial Quarter of the City Centre. The remainder of the SRF framework area is not identified spatially within the Plan, which is not yet accompanied by a detailed policies map. Key land use policies include:

policy EC1 (employment land supply) identifies a requirement for 120 hectares of land for industrial and business uses over the Plan period. Sites to meet this requirement will be identified on a Policies Map once the evidence base is finalised.

policy EC2 (employment areas) requires new employment development to be directed towards land designated as Primary Industrial Areas and allocated as Sites for Industrial/Business purposes, which will be identified on the Policies Map (once produced). Land in these areas will be protected for industrial and business uses. Proposals for other purposes should demonstrate that the proposed use is complementary to the primary employment use of the area, or, would not prejudice the long term development of the wider employment area.

policy EC5 (mixed use areas and sites for various types of development) states that in Mixed Use Areas, to be designated on the Policies Map, planning permission will be granted for those uses to be specified in Mixed Use Area profiles subject to the provisions of other relevant Plan policies. On sites for Various Types of Development to be identified on the Policies Map, planning permission will be granted for the uses specified in a Schedule. Paragraph 3.7 in the draft Local Plan states that the area adjoining the docklands in the north of the City remains an important location for employment.

policy EC3 (delivering economic growth) states that development of business sectors with strong growth potential in Liverpool and the City Region will be supported, including knowledge based industries, financial, professional and business services, port and maritime industry, airport and aviation-related activity, tourism/visitor economy and low carbon economy businesses.

policy EC4 (office development) states that within the Main Office Area in the City Centre and on the sites to be identified on the Policies Map, planning permission will be granted for Classes A2, B1 and complementary service uses such as A1 and A3. Outside the Main Office Area within the City Centre, and within district, local and neighbourhood centres, planning permission will be granted for appropriate Use Classes A2 and B1. Proposals for office development outside the City Centre, district, local and neighbourhood centres must comply with the sequential and impact assessment requirements set out in Policy SP6.

policy SP6 (out-of-centre and edge-of-centre town centre uses) sets out the criteria for proposals for Main Town Centre uses, as defined by National Planning Policy, outside the defined network of centres.

other relevant policies

The following other policies in the draft Local Plan are considered relevant to this Development Framework:

- Policy CC 8 – Waterfront Design Requirements
- Policy SP2 Town Centre Uses
- Policy SP3 Design of new Development within the City Centre MRA, District, Local and Neighbourhood Centres
- Policy UD1 Local Character and Distinctiveness
- Policy UD2 Development Layout and Form
- Policy UD3 Public Realm
- Policy UD4 Inclusive Design
- Policy UD5 New Buildings
- Policy UD6 Alterations and Extensions to Existing Buildings
- Policy UD7 Public Art
- Policy HD1 Designated Heritage Assets
- Policy HD2 Non-designated Heritage Assets of Archaeological Remains
- Policy GI 1 – Green Infrastructure
- Policy GI 3 – Open Space, Sport and Recreation Provision
- Policy GI 4 – Water Spaces
- Policy GI 5 - Protection of Biodiversity and Geodiversity
- Policy GI 7 – New Planting and Design
- Policy GI 8 – Management of Existing Site Vegetation
- Policy GI 9 – Green Infrastructure Enhancement
- Policy R1 - Air, Light and Noise Pollution
- Policy R3 Flood Risk and Water Management
- Policy TP1 Improving Accessibility and Managing Demand for Travel
- Policy TP2 Transport Assessments
- Policy TP3 Safeguarding Land for Transport functions
- Policy TP5 – Cycling
- Policy TP6 Walking
- Policy TP8 Car Parking and Servicing
- Policy TP9 Public Transport

other considerations

In addition to the adopted and emerging planning policy, there are a number of Supplementary Planning Documents which provide more detail and which are likely to be material in determining applications on this site.

world heritage supplementary planning document

The World Heritage SPD was adopted by the Council in October 2009 to provide guidance for protecting and enhancing the outstanding universal value of Liverpool Maritime Mercantile City World Heritage Site, whilst encouraging investment and development which secures a healthy economy and supports regeneration.

The SPD indicates that the entire framework area is located within the WHS Buffer Zone and a small portion of the framework area is located within the WHS Character Area 3 ('The Stanley Dock Conservation Area'). Section 4 of the SPD sets out general guidance for development in the WHS and Buffer Zone. The guidance seeks to ensure that any new development in these areas is designed to a high standard, is accessible to all and reflects the historic character of the surrounding area. The SPD provides specific guidance in relation to proposals for Tall Buildings, stating that there will be a strong presumption against high-rise developments within the World Heritage Site.

Chapter 6 provides guidance specific to the character areas within the World Heritage Site and states that: "The Stanley Dock Complex will be revitalised by a mixed-use scheme that will bring new life into the area and through the implementation of a Conservation Management Plan will also ensure the long-term conservation of the key historic buildings in the complex".

liverpool maritime mercantile city world heritage management plan 2017-2024

The World Heritage Management Plan sets out the Council's approach to the protection and management of the World Heritage Site. The approach is founded on basic principles of heritage management and champion the conservation of the historic environment through greater understanding and participation, encouraging people to enjoy, value and care for their world heritage.

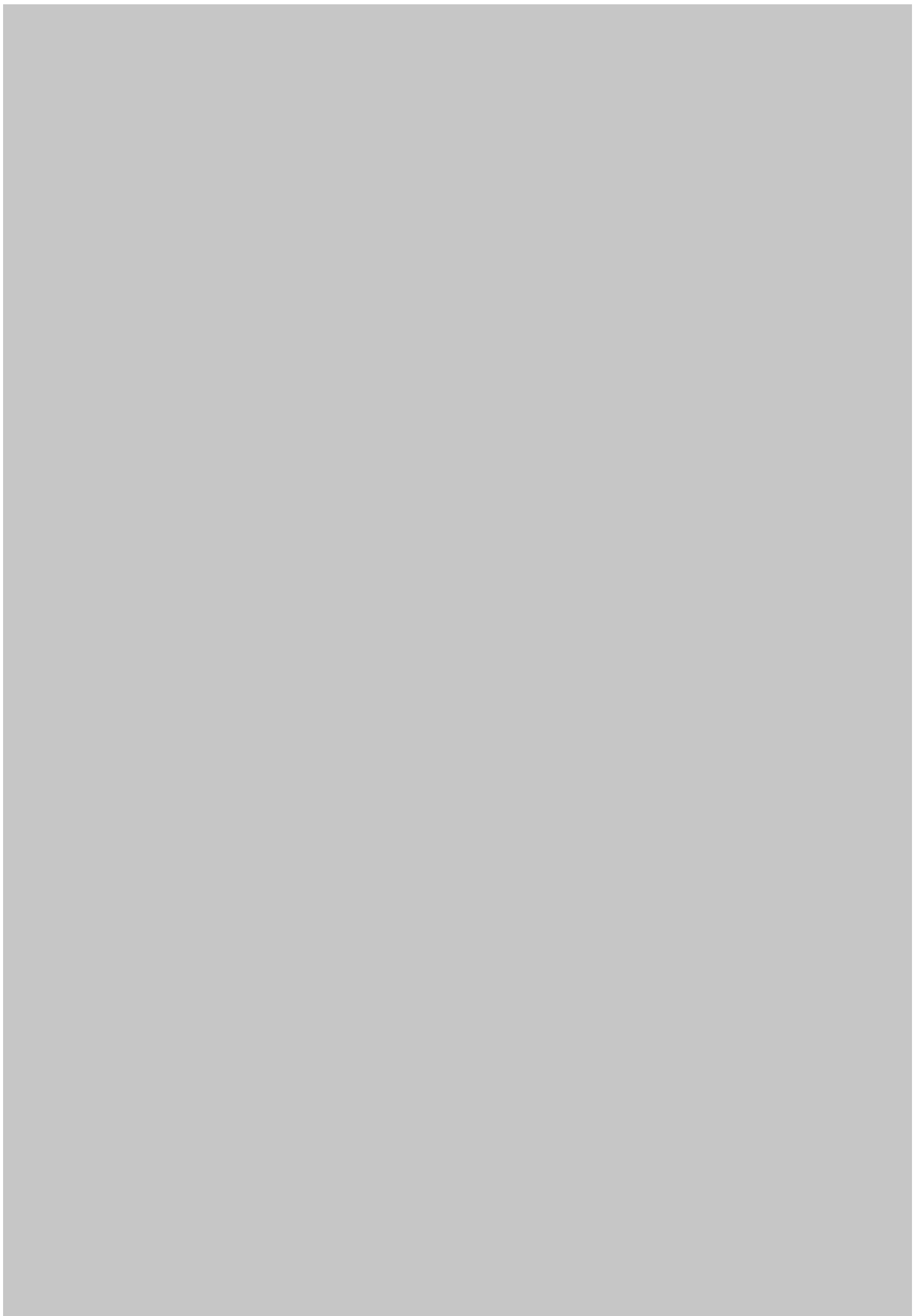
other SPD's and frameworks

The following SPDs, both formal and informal are also relevant in the determination of any applications in relation to the Ten Streets framework area:

- Ensuring a Choice of Travel SPD
- Design for Access for All SPD
- Commercial Quarter SPD
- Atlantic Corridor Development Framework

summary

The planning policy framework provides the policy basis that has underpinned the development of the Ten Streets SRF. The Development Framework that forms the basis of the SRF is rooted in adopted planning policy and will assist the Council and developers in bringing forward development proposals that accord with planning policy and assist in delivering the Ten Streets vision.

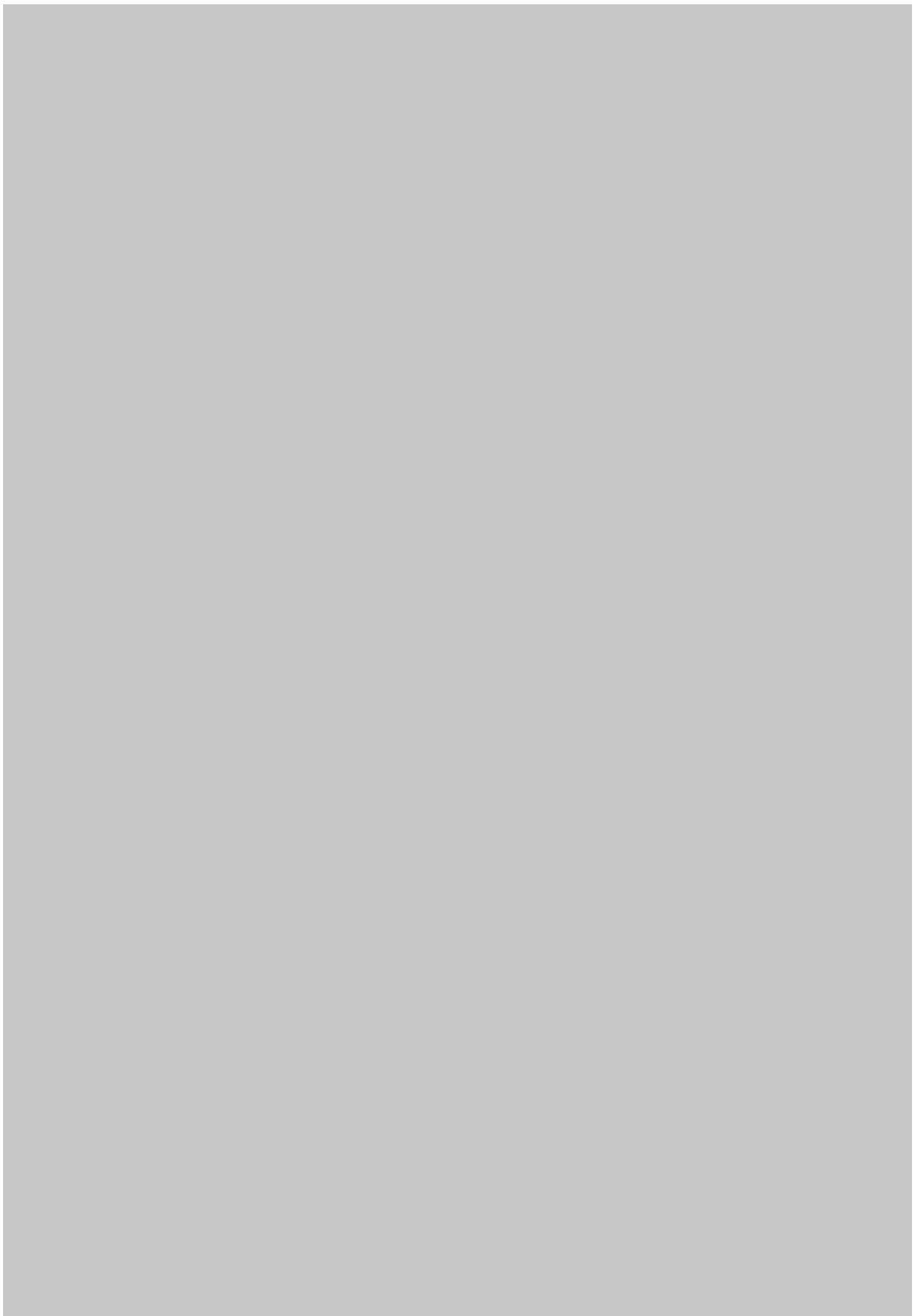


07 issues and opportunities

The Ten Streets framework area is one of both challenge and opportunity. The drivers for change in Section 2 set out the reasons why a holistic strategy is required to knit together the framework area and to ensure that the area is brought forward in an integrated manner. The opportunities and challenges presented below provide a snapshot of the key issues that have shaped a set of development principles and an illustrative masterplan for the SRF area.

key challenges	potential opportunities
land use	
<ul style="list-style-type: none"> • Unsightly, polluting and detracting uses that impact on the character, vision and aspirations for the area. • Proliferation of uses that are out of character with the area. • A lack of ancillary uses that encourage vibrancy and vitality. • A lack of uses to support new development opportunities, including car parking, public realm and open space. • Creating and retaining affordable creative spaces. 	<ul style="list-style-type: none"> • Encourage employment uses that support the character of the area. • Harnessing innovative and creative business uses to support the emerging creative sector. • Tourism and leisure uses to support the vibrancy of the area. • Ancillary food and drink uses to encourage activity in the day and evening. • Uses that support key surrounding regeneration initiatives. • Providing uses/infrastructure that supports surrounding regeneration initiatives – including a possible new football stadium and Liverpool Waters. • Restricting non-contributory uses in specific character areas.
land ownership	
<ul style="list-style-type: none"> • Fragmented and numerous land ownerships. • Unknown land ownerships. • Land assembly to deliver key sites / the vision. 	<ul style="list-style-type: none"> • Relocation of uses / relocation strategy. • Targeted land acquisitions. • Strategic acquisitions to support major infrastructure and development – such as a new football stadium. • Utilisation of existing LCC and partner developer land ownerships.
heritage	
<ul style="list-style-type: none"> • UNESCO World heritage site and the need to demonstrate sensitivity to its setting. • The need to respect the Stanley Dock Conservation Area, the key Listed Buildings, and other non-designated heritage assets. • Balancing the desire for regeneration alongside the desire to retain the special and unique character of the Ten Streets area • Sensitive restoration and costs associated with bringing heritage assets back into use. 	<ul style="list-style-type: none"> • Iconic buildings - the opportunity for iconic development (such as the Titanic Hotel). • The opportunity to create flagship and landmark restoration that complements heritage. • Opportunities for reinvention and reuse of buildings of merit that contribute to character • Bring forward supporting development that can reflect and capitalise on heritage assets.

key challenges	potential opportunities
connectivity and permeability	
<ul style="list-style-type: none"> • Tight urban grain and lack of permeability. • A lack of north-south pedestrian and cycle connections. • A lack of adequate public transport to serve the area. • The need for improved east-west connectivity. • Limited parking provision to support increased levels of development and any increase in visitors, particularly the high demand for on-street parking. 	<ul style="list-style-type: none"> • Infrastructure improvements to Regent Road and Great Howards Street. • Extension northwards of the City – improved accessibility, transport connections and permeability. • Improve movement and permeability across the Ten Streets. • Car parking to support redevelopment. • Improving connectivity by a variety of modes of public transport. • Potential for a new train station to serve the area.
public realm and amenity	
<ul style="list-style-type: none"> • Lack of usable public space. • No amenity space for people to congregate or relax. • Poor active frontages. 	<ul style="list-style-type: none"> • New open space and public spaces. • Spill out space for new uses. • Defined edges and activation of frontages. • Integration of open space and new uses. • Identifying new redevelopment opportunities to create new uses and new public spaces.



08 the development framework

A Development Framework that underpins the Ten Streets SRF has been prepared to support the overarching vision for the framework area. It has been developed with full regard to the existing physical characteristics of the area, the Ten Big Ideas for Ten Streets, and through ongoing consultation with key stakeholders. The design and development principles set out in this section have been developed to reflect the vision for Ten Streets, the guidance contained in national and local planning policy and should be used to shape the future development of the framework area.

The Development Framework provides:

- 01** A **set of five key themes** that are intended to underpin a more detailed area based approach to each character area within the SRF;
- 02** A set of **development principles** for each of the six identified character areas which should be used to guide future development and against which future planning applications can be considered; and
- 03** An **illustrative masterplan** which provides an indication of how the development principles might be interpreted and applied into a broad spatial arrangement for the framework area.

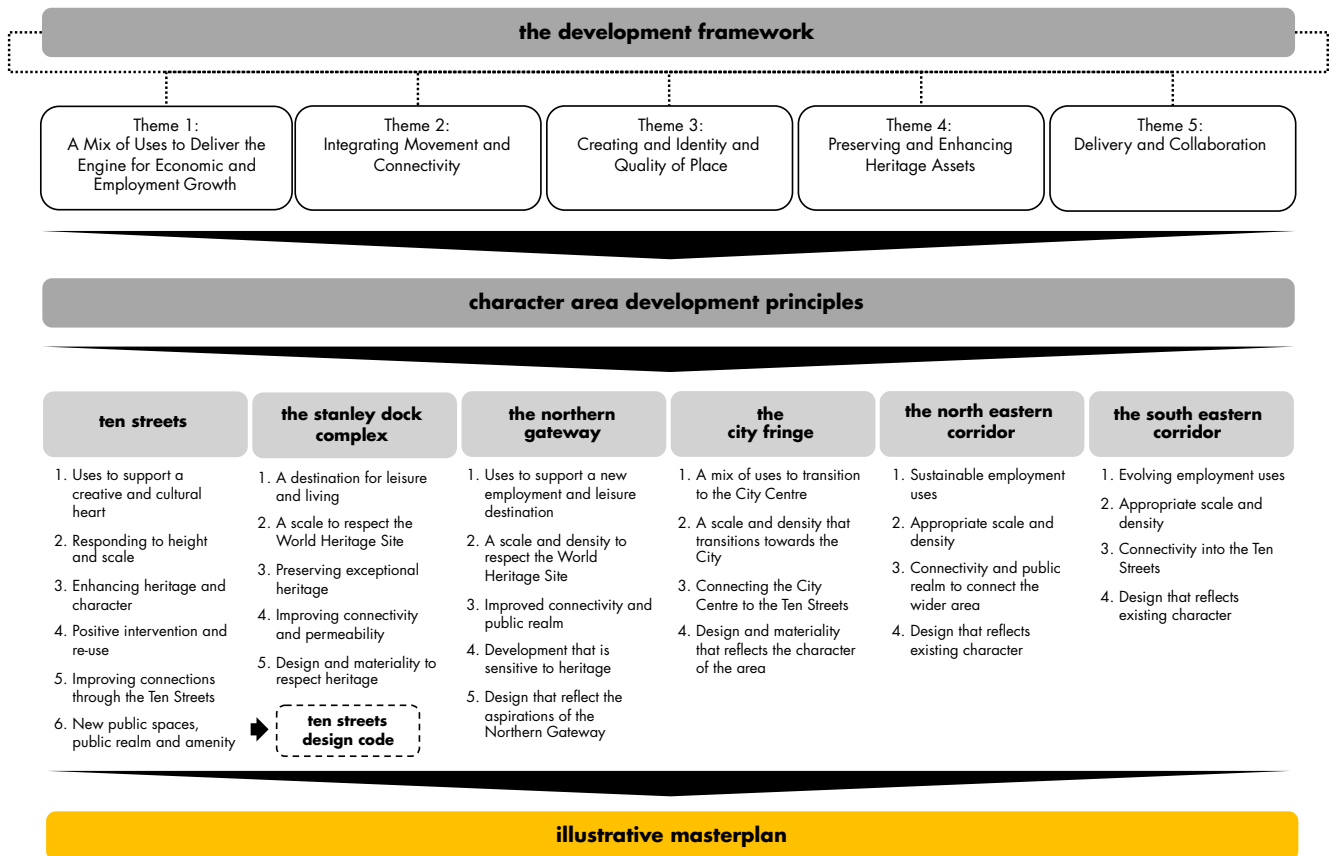


figure xxviii The structure of the Ten Streets SRF

key themes

Five key themes have been prepared to guide the future development of the framework area and underpin a more detailed approach to each character area. These themes draw on planning and strategic policy, the SRF vision, and the Ten Big Ideas for Ten Streets.

theme 1: a mix of uses to deliver the engine for economic and employment growth

The SRF area will play a key role in the economic and employment growth of the City and wider region. Building on the distinct character of the Ten Streets area, traditional employment businesses will be joined by new creative industries, alongside complimentary new opportunities for tourism, culture, commercial, leisure and ancillary uses. The SRF will support local businesses, seeking to expand existing employment opportunities, whilst identifying new, diverse, creative and innovative business opportunities that align with the SRF vision, and which are complementary to other areas in the City and wider region, such as the Baltic Triangle, to allow such business to continue to grow and thrive in Liverpool. The SRF supports the development of a mix of uses where they will catalyse existing and future employment opportunities, and support the Ten Streets character zone as a thriving location for business, supported by initiatives such as Liverpool in Work. The SRF will also support ancillary uses that help to deliver significant regeneration and growth opportunities, such as the potential new football stadium at Bramley-Moore Dock.

themes 2: integrating movement and connectivity

Improving access, connectivity and movement is integral to the future development and regeneration of the SRF area. The Ten Streets should be accessible by a variety of modes of transport and improvements to vehicle, cycle and pedestrian, and public transport connectivity will be strongly encouraged, particularly where they support existing infrastructure development; such as the highway investments through the North Liverpool Key Corridors at Great Howard Street and Regent Road, two east-west infrastructure links to the new Cruise Liner Facility and the Isle of Mann Ferry terminal, along with improvements to existing east-west routes. Any development should be of a high quality and be cognisant of the need to improve movement and access, and should support opportunities to seamlessly link into surrounding regeneration areas. There is also the potential for the exploration of opportunities to improve public transport and rail accessibility to the framework area in the longer term.

themes 3: creating an identity and quality of place

Creating a unique sense of place and identity, where the unique characteristics of the framework area are enhanced, is essential. The SRF will promote innovative approaches to design to enable the reinvigoration of spaces, frontages and streets; supporting the creation of new public spaces with clearly defined functions, active frontages, vibrant uses and new routes. The SRF requires a design response that promotes quality and reflects the existing characteristics of the area, including its unique character, grain and heritage. The SRF seeks to define a scale of development that is appropriate to each character area, supporting increased scale towards the City Fringe whilst retaining the scale and character of development at the heart of the Ten Streets character zone that reflects its industrial heritage.

themes 4: conserving and enhancing heritage assets

The framework area contains significant designated and non-designated heritage assets, including the UNESCO World Heritage Site and its Buffer Zone, the Stanley Dock Conservation Area, and Listed Buildings. Any development within the framework area should respect, conserve and enhance the important maritime heritage of the Stanley Dock Complex and the industrial heritage and unique character at the heart of the Ten Streets. Proposals that seek to restore or enhance important buildings and those that contribute to the intrinsic character of the area and their setting, including securing their long term use, will be encouraged.

theme 5: delivery and collaboration

The SRF promotes a collaborative / partnership approach to the development of the framework area that supports existing partnership arrangements between Liverpool City Council's businesses and the local community, such as Liverpool in Work which seeks to exploit new employment opportunities for local residents. Engagement with key public and private stakeholders should be undertaken to inform all future acquisitions and development proposals. The SRF will support strategic acquisitions to deliver key elements of the vision for the area, including critical infrastructure, public spaces and uses.

development principles

The vision, the Ten Big Ideas and the key themes for the framework area have been brought together in this SRF to form the basis for a set of area specific design and development principles for each individual character area.

ten streets

Character Area Development Principles

The Ten Streets is the heart of the SRF area and contains a number of buildings of merit and emerging employment and creative uses. As such, a more detailed set of development principles and a Ten Streets Design Code has been developed to ensure that the distinctive character of the area is preserved and the opportunity for improvement is capitalised upon.

key principle 1:

placing employment growth at heart of ten streets

The SRF seeks to ensure that employment remains the predominant use within the character area, consistent with the adopted and emerging policies of the Development Plan, particularly at the heart of the Ten Streets. Employment opportunities that support the existing character of the area and support the vision for the SRF will, therefore, be prioritised alongside opportunities for affordable workspace and space for creative businesses. However, to support the development of Ten Streets as a vibrant destination that promotes activity throughout the day, there is the scope to introduce some ancillary uses that will act as a catalyst to boost the creative sector. Uses supported by the SRF include:

- 01** Employment opportunities that support the vision for the framework area will be prioritised
- 02** Affordable workspace and space for creative businesses will be centred on a creativity hub at the heart of the Ten Streets
- 03** Ancillary commercial uses, including retail, food/drink, cultural, and leisure that encourage activity throughout the day and into the evening;
- 04** New public spaces, open space, public realm and green infrastructure;
- 05** Uses that support the development of Ten Streets as a creative and cultural hub, including outdoor events space and spaces that can be used for cultural expression and performance;

Any development must be assessed against the policy framework contained in the UDP (in particular Policy E1) or any replacement policies in the emerging Local Plan, with justification made to demonstrate how the introduction of non-employment (B-class) uses (such as leisure, tourism, cultural, and ancillary residential) will provide a catalyst for regeneration of the area and support the realisation of the vision set out in this SRF.



figure xxix Precedents of creative and cultural heart

key principle 2:

height and scale

The SRF seeks to ensure the scale and massing of the Ten Streets preserves its unique character whilst reflecting the scale, mass and character of adjacent development opportunities. The indicative maximum height and scale parameters are illustrated on the Parameter Plan and the key principles for the Ten Streets in relation to scale are as follows:

- 01** New development should maintain a lower scale, including variation in roofscapes at the heart of the Ten Streets, to ensure that the overall intrinsic character, urban grain and the buildings which contribute most to the uniqueness of Ten Streets are retained. New development should be subordinate in height to the Listed Buildings within the Ten Streets character area, and development immediately adjacent to a Listed Building should be at least one storey lower to ensure it remains a prominent feature in the townscape.
- 02** Development parcels that could support a modest increase in scale and height of development are located to the south of Ten Streets, where there is the opportunity for larger development plots to be created. Some additional height will be supported that relates to the street hierarchy in this location, to act as a transition into the City Fringe.
- 03** Development along Great Howard Street should define and reinforce the street edge and should not impact upon the setting of Listed Buildings

Where proposals seek to exceed the height parameters, a robust justification should be made that addresses planning policy and sets out how the proposal would impact on the character of the area, its heritage assets and the vision and objectives of this SRF.

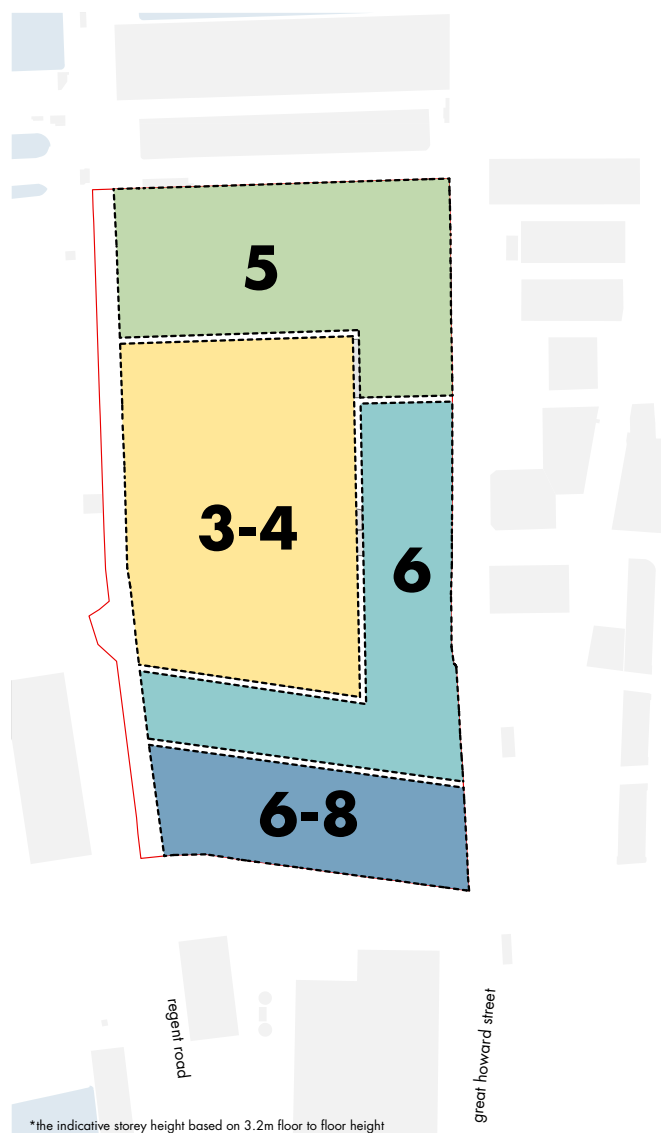


figure xxx Building height parameters

key principle 3:

conserving heritage and character

Conserving the character and heritage of the Ten Streets character zone is integral to the vision for the SRF and the integrity of the World Heritage Site and its buffer zone. The Ten Streets character zone includes Listed Buildings and important buildings of merit, which have been identified to contribute to the character and rich tapestry of the area. A robust assessment of the buildings in the Ten Streets has been undertaken and is illustrated on the following pages 82-87. The key principles in relation to heritage and character are as follows:

- 01** Any development should respect the setting and any impact on the Outstanding Universal Value of the World Heritage Site, in line with planning policy and the World Heritage Site SPD, which includes the Stanley Dock Conservation Area.
- 02** Listed buildings are to be retained and any development that impacts upon the setting of a listed building should demonstrate how this setting can be preserved, maintained and enhanced in accordance with planning policy.
- 03** There is a presumption that Grade A buildings, which are identified as non-designated heritage assets by way of their contribution to the character of the Ten Streets character zone, should be retained.
- 04** Development will be supported that restores and enhances designated and non-designated heritage assets and buildings which contribute to the character of the area, including adaptive reuse and restoration, in line with the Design Code within this SRF.
- 05** New development should explore opportunities to create views and vistas to Stanley Dock and the Tobacco Warehouse.



figure xxxi Grade A and B buildings

The grading of the existing buildings was undertaken to identify buildings of merit that, through their physical form and condition, architectural appearance, or potential regeneration capabilities are part of the wider vision for the Ten Streets character area. The existing use or landownership has played no part in this assessment process.

grade A buildings

These buildings have been identified as contributing to the character of the area and contribute to the Outstanding Universal Value of the World Heritage Site and its buffer zone and as such are proposed to be retained in their current form. Innovative enhancement and restoration of these buildings will be encouraged where the integrity of the building is maintained in line with the adopted design code.

- 01** 'Mr O Tooles' wine bar originally known as the 'Cape of Good Hope' dates back to the early/ mid 19th century which formed an integral part of the community within the historic Ten Streets area.
- 02** The Bonded Tea Warehouse formed part of the original Clarence Warehouses which stretched nearly the full length of Dublin Street. The remaining structure is an example of the typical warehousing of the historic Tens Streets area and is grade II listed for its special architectural and historic interest.
- 03** Three storey warehouse with a symmetrical facade, gable elevation and central hoist with loading doors is a historic example of a smaller scale warehouse within the Ten Streets area
- 04** A structure more contemporary than the original warehouses however has a scale and form complimentary to the Ten Streets character with a facade rigour and distinctive roof profile associated with the historic warehousing.
- 05** Three storey warehouse with a four window elevation with arched head fenestration. Detailing is expressed at first floor and eaves levels and again is an example of a smaller scale warehouse.
- 06** 'The Goat' public house dates back to the early/ mid 19th century which formed an integral part of the community within the historic Ten Streets area.



figure xxxii Grade A buildings



- 07** Six and five storey warehousing evoking the character of Ten Streets with rigorous brick facade, pitch roof profile, rhythmic window fenestration and recessed loading bays.
- 08** Three storey warehouse with a four window and brick gable elevation. Brick arch detailing to window heads and again is an example of a smaller scale warehouse.
- 09** Three storey warehouse with a six window and brick gable elevation. Brick arch detailing to window heads and again is an example of a smaller scale warehouse.
- 10** 'The Riverside Diner' cafe dates back to the early/ mid 19th century which formed an integral part of the community within the historic Ten Streets area + adjacent warehouse with three bay facade with central hoist access doors.
- 11** Seven storey brick warehouse with a detailed brick facade especially at roof level. Ordered window fenestration with central recess loading bay with projecting hoist structure.
- 12** Three storey brick warehouse with symmetrical facade including expressed gable, brick window arches, recessed load bay with expressed arch.
- 13** Grade II listed six storey brick warehouse which is an example of an early 'fire proof' warehouse associated with the International Port City of Liverpool and constructed c.1842-44.

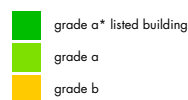
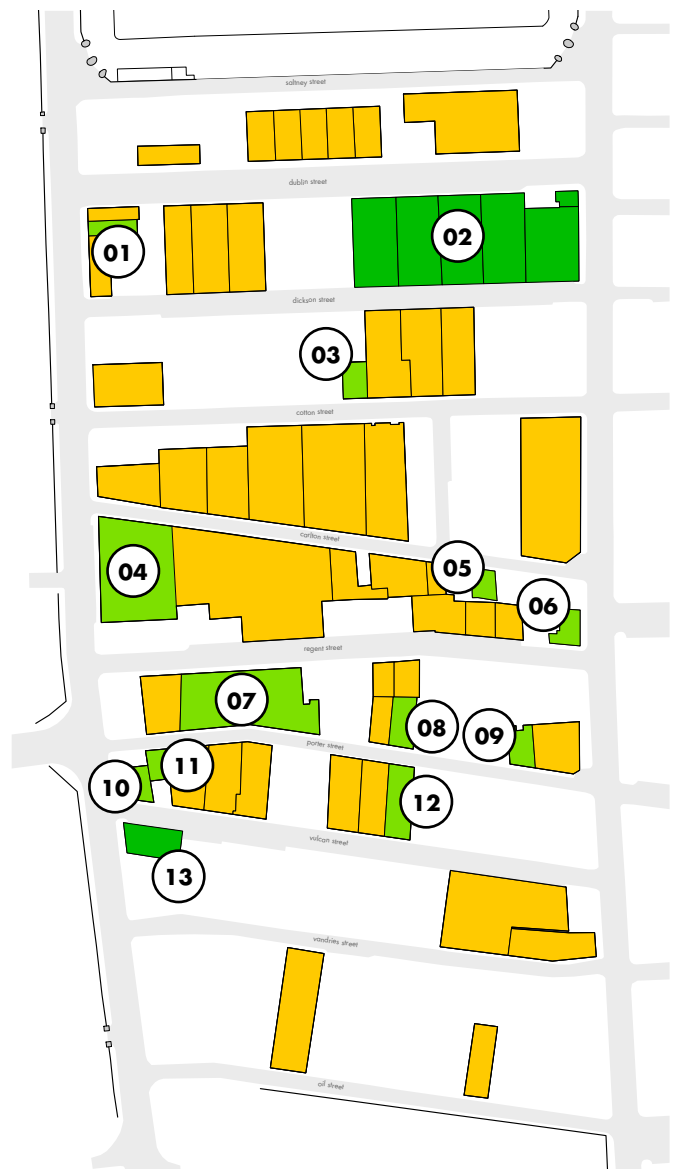


figure xxxiii Grade A buildings



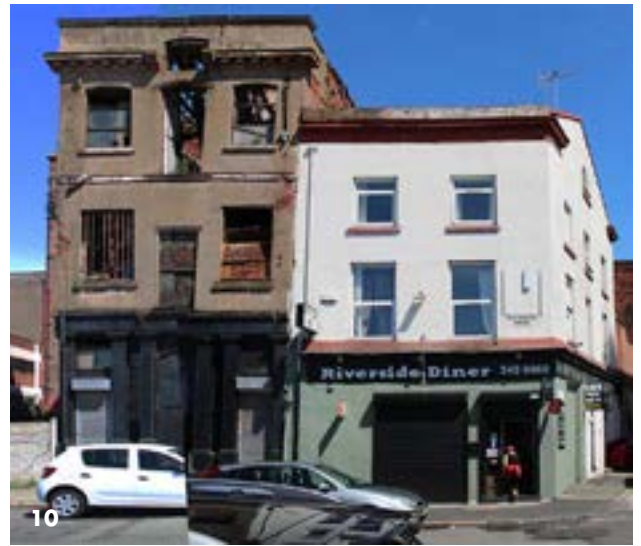
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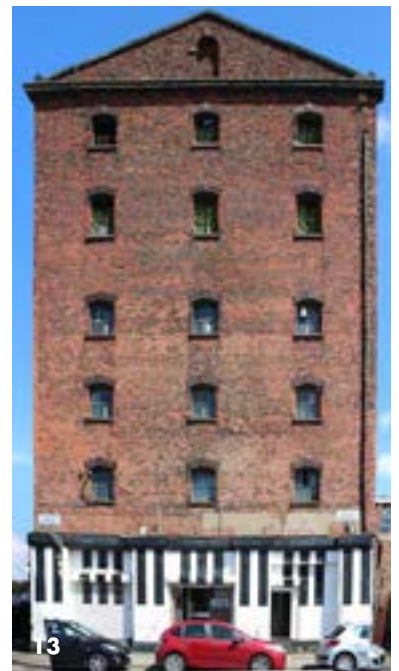
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12



13

grade B buildings

These buildings have been identified as having the potential to be reused or redeveloped in accordance with the Ten Streets vision and design code. The retention of distinctive elements of the existing building will be encouraged to retain and enhance the Ten Streets identity. Retention of the building envelope external is plausible where it aligns with the controlled palette. Other options can include the retention of the structural frame with contemporary cladding again in line with the palette or retention of frame to inform a public space.

- 01** Brick warehouses have the opportunity to be retained in their original form with innovative enhancements and alterations including new apertures, extensions + penthouses to create the quality of space quality required for existing + new uses. This may also include the insertion of new floors within existing larger volumes creating additional floor space.
- 02** The more 'industrial sheds' clad in varying metal profiled cladding have the opportunity to be stripped back to the original steel frame structure. These steel frames have invariably a high load capacity allowing for the insertion of additional floors with the single volume space. These structures can then be reclad in contemporary materials in line with the Ten Streets palette. The retention of these structures including the foundations also minimises the requirement to excavate into the ground for new foundations eliminating the likelihood of having to deal with contaminated ground.
- 03** Similar to the 'industrial sheds' these more contemporary structures, whilst initially seem unworthy of retention, they invariably have a good quality, high capacity structure which are robust enough to be stripped back and regenerated with a new envelope appropriate for the potential new uses.



figure xxxiv Example grade B buildings



key principle 4:

positive intervention and re-use

The SRF supports the positive, innovative and sustainable reuse and remodelling of existing buildings within the character area, particularly where the buildings and structures are identified as contributing to the character of the Ten Streets. The SRF encourages:

- 01** Retention and re-use of Listed Buildings (Grade A*) in line with planning policies and relevant legislation.
- 02** A presumption in favour of the retention of Grade A buildings which are identified as non-designated heritage assets. The innovative enhancement and restoration of these buildings will be encouraged where the integrity of the building is maintained in line with the adopted Design Code and where the end user of the building aligns with planning policy and the SRF vision.
- 03** The re-use and redevelopment of Grade B buildings where they provide a vibrant mix of uses that align with the Ten Streets vision, planning policy and Key Principle 1. The reuse of these buildings will be encouraged where it seeks to retain distinctive structural and external features of existing buildings in line with the adopted Design Code and where the end user of the building aligns with planning policy and the SRF vision. Only where it has been demonstrated that the re-use of Grade B buildings is not achievable will redevelopment be permitted.
- 04** The redevelopment of Grade C buildings that detract from the character of the area. New development should retain and enhance the existing character of the Ten Streets in line with the adopted Design Code. existing character of the Ten Streets in line with the adopted Design Code.



figure xxxv Building grades at Ten Streets

key principle 5:

improving connectivity

Proposals which improve pedestrian and cycle connectivity will be actively encouraged, whilst improved vehicular routes and public transport that support ongoing transport interventions on Great Howard Street and Regent Road will be supported. The introduction of a new north-south route is integral to the permeability of the zone and to improving connectivity. Opportunities to acquire, remove/introduce or remodel buildings, streets and spaces will be supported where they:

- 01** Support the delivery of a new north-south pedestrian and cycle route through the Ten Streets character zone. The precise location of the new route will be determined through the availability of sites and future planning applications, however, it should allow for new east-west active frontages, improved daylight to buildings and public realm areas, and the opening up of views to Listed Buildings.
- 02** Remodel Oil Street as a new route that forms the primary access to the Ten Streets from the south east.
- 03** Promote Oil Street and Cotton Street as the primary east-west vehicular routes, connecting to Liverpool Waters.
- 04** Explore the reconfiguration of Dublin Street as a pedestrian zone or shared surface.
- 05** Enhance east-west pedestrian and cycle connections between Regent Road and Great Howard Street at Oil Street, Cotton Street and Dublin Street.
- 06** Improve links between Ten Streets and the City Fringe, Liverpool Waters, Stanley Dock, the proposed new football stadium at Bramley-Moore Dock and the Eastern Corridor.
- 07** Capitalise on infrastructure improvements and reinforce the relationship/edge with Great Howard Street and Regent Road.
- 08** Deliver improved links between new uses and public spaces that are inclusive and fully accessible.

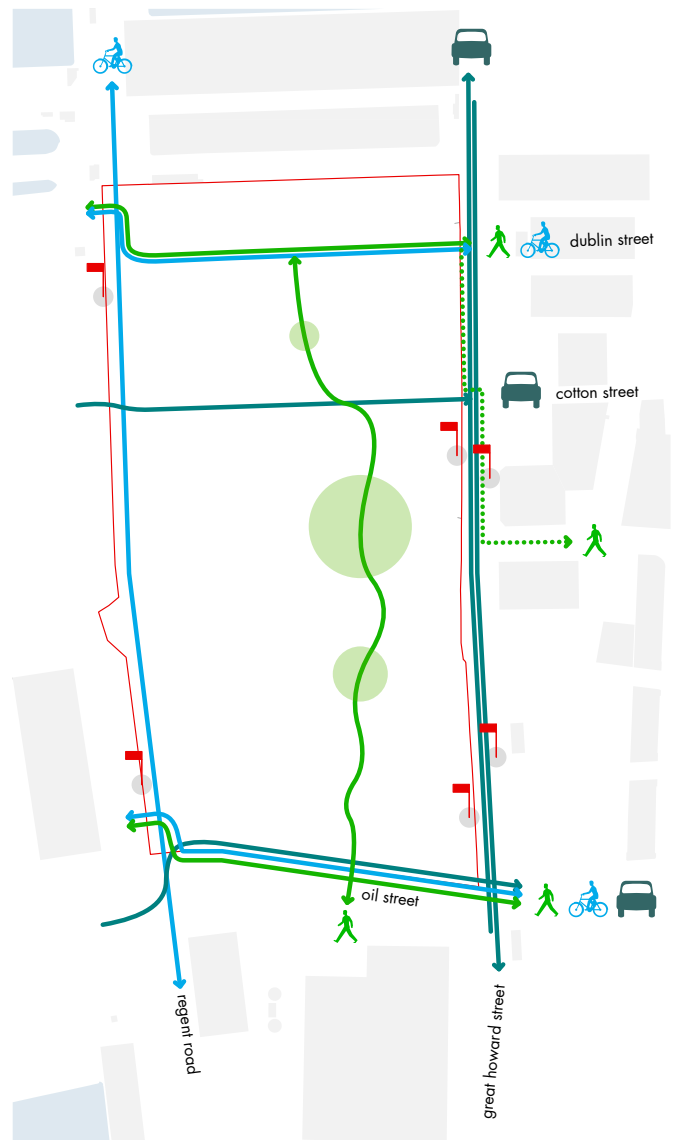


figure xxxvi Connectivity through the Ten Streets

- 09** Provide for safe and appropriate access to any new development opportunity, as well as adequate footpaths and lighting for each site. Parking provision for new developments should be self-sufficient so that there is no impact on the free and safe flow of traffic or the amenity of adjacent land users.

key principle 6:

new public spaces, public realm & amenity

The SRF encourages the provision of high quality new public spaces, improved public realm and green infrastructure which deliver an improved level of amenity for the Ten Streets character zone. The SRF encourages new development or intervention opportunities that will:

- 01** Support the delivery of a new central public square / plaza within the Ten Streets, which will create a new amenity heart in the character zone.
- 02** Support the delivery of high quality public spaces, public realm and amenity space, such as outdoor events space and areas where people can stop and relax.
- 03** Improve the layout and materiality of the public realm across the Ten Streets and provide active frontages to enliven the current street hierarchy.
- 04** Reinforce the edge along Great Howard Street and Regent Road, to define the built form and improve the gateway experience into the Ten Streets from surrounding areas.
- 05** Link into new public spaces and public realm in emerging developments, including Liverpool Waters, the City Fringe, Stanley Dock (the South Warehouse) and the eastern residential communities, through consistency in high quality hard and soft landscaping, signage, and lighting schemes.



figure xxxvii Public realm precedents

key principle 7:

design and materiality

An extremely high quality of design, materials and public realm is required for the Ten Streets character zone to reflect its location within and neighbouring the UNESCO World Heritage Site. New development in the Ten Streets should:

- 01** Retain and enhance existing Listed Buildings, preserved structures and roadways/footpaths.
- 02** Positively contribute to the area through an approach of discerning conservation, including the use of new materials, but in a way that is legible as high quality design 'insertions'.
- 03** Positively encourage a ground floor communal use and creative integration of buildings with public realm.
- 04** Ensure that design is sympathetic to the World Heritage Site and important Listed Buildings, celebrating the existing fabric.
- 05** Retain a sense of scale to elevations which is sympathetic to the existing grain of the area rather than that of a new urban/commercial development.
- 06** Retain and enhance the iconic roof profile of the area (north-south ridges) to enforce the uniqueness of the Ten Streets character zone within the wider SRF masterplan.



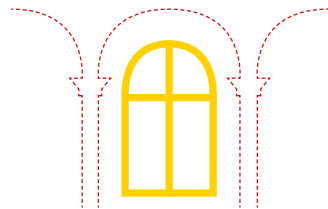
figure xxxviii Design and materiality precedents

ten streets

ten point design code

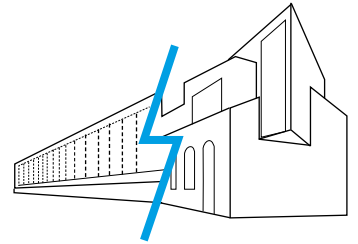
summary

01



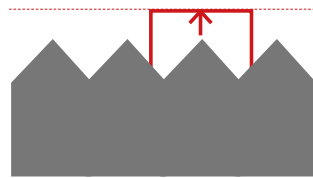
retained character,
heritage + structures

02



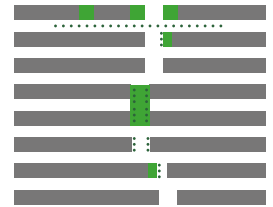
a mix of old + new with
a controlled material palette

03



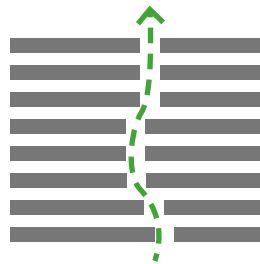
celebrating re-use within
controlled height parameters

04



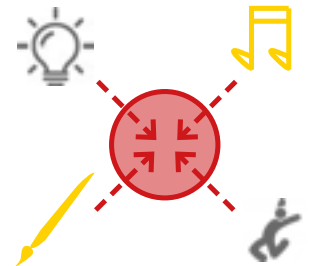
pocket parks +
public spaces

05



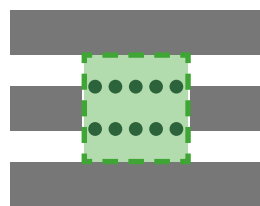
a new primary north/south
pedestrian route

06



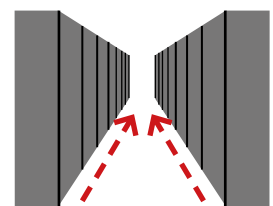
a creative hub
(with affordable workspace)

07



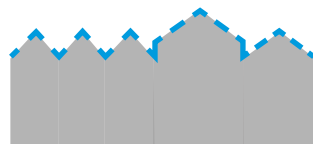
a new central square
+ greenery

08



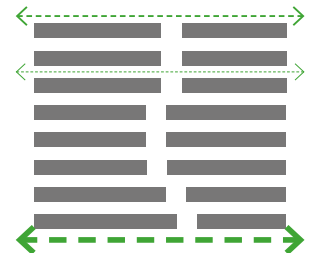
enforced edges to regent rd
+ great howard st

09



an iconic + recognisable
roof profile

10



a hierarchy of
east/west routes

the stanley dock complex

Character Area Development Principles

The Stanley Dock Complex is at the heart of the framework area's heritage and maritime history, forming part of the UNESCO World Heritage Site. The Stanley Dock Complex has seen and is undergoing significant change through the development of the Titanic Hotel and restoration of the Tobacco and South Warehouses and has the potential for ancillary development to the east of Great Howard Street. The development principles for the Stanley Dock Complex seek to preserve important heritage assets and support their sensitive restoration.

key principle 1:

a destination for leisure and living

A mix of uses will be supported within the Stanley Dock Complex that reflect its emerging status as a high quality leisure and residential destination. In addition to the consented schemes at Stanley Dock, which include the residential development of Tobacco Warehouse and apart-hotel use at the Southern Warehouse, the following uses will be supported within the Stanley Dock Complex:

- 01** Residential uses which will build on the ongoing refurbishment of the Tobacco Warehouse and respect the unique heritage of the area.
- 02** Complementary ancillary uses, such as retail and restaurant uses, to provide active ground floor uses and which have a positive dialogue with and provide natural surveillance to the Canal network.
- 03** Car Parking to support the new Cruise Liner Terminal Facility on the site to the south of the Canal network within the Stanley Dock character area.
- 04** Energy generating uses, including exploring the possibility for a new Energy Centre.



figure xxxix The Stanley Dock Conservation Area

key principle 2:

conserving and restoring heritage

The Stanley Dock Complex sits within the World Heritage Site and contains a number of buildings of outstanding character. The unique maritime character and setting of the Stanley Dock Complex should be conserved and enhanced to support its ongoing regeneration in line with planning policy. New development should respect this heritage and seek to:

- 01** Ensure that the Outstanding Universal Value of the UNESCO World Heritage Site and the Stanley Dock Conservation Area is preserved, in line with planning policy and the World Heritage Site SPD.
- 02** Bring existing buildings back into use by supporting the restoration of both designated and non-designated heritage assets and Listed Buildings in a sensitive and high quality manner.
- 03** Ensure that redevelopment to the east of Stanley Dock, including uses such as residential, leisure or car parking, is sensitively delivered and that the World Heritage Site and its associated Listed Buildings are conserved, maintained and enhanced in accordance with planning policy.
- 04** Explore opportunities to reactivate and bring into use the canal basin to the east of Great Howard Street.



figure xl The Stanley Dock Conservation Area

key principle 3:

scale and density

The Stanley Dock Complex is largely established in terms of its height context and it is important that Listed Buildings, including the Tobacco Warehouse and Stanley Dock, remain visual markers and the tallest landmark buildings to the north of the framework area. The indicative maximum height and scale parameters are illustrated on the Parameters Plan and any development should:

- 01** Retain Listed Buildings and at their existing height and scale.
- 02** Ensure that new development to the east of Great Howard Street is lower in scale than the Listed Buildings in Stanley Dock.

Where proposals seek to exceed the height parameters, a robust justification should be made that addresses planning policy and sets out how the proposal would impact on the character of the area, its heritage assets and the vision and objectives of this SRF.

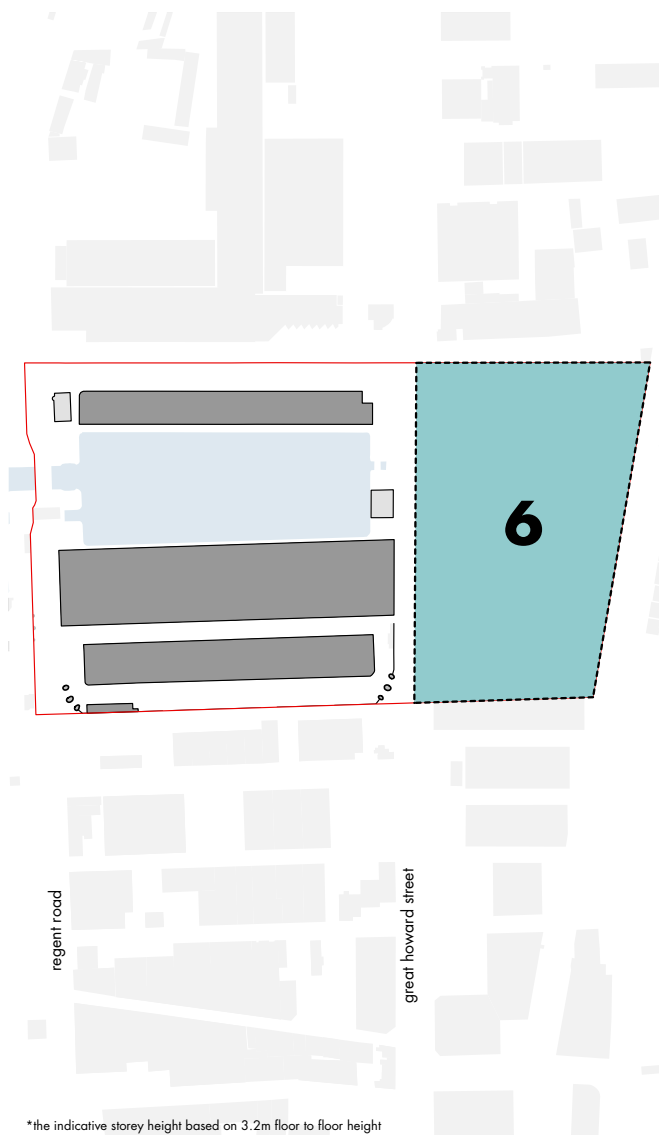


figure xli Building height parameters

key principle 4:

connectivity and permeability

The Stanley Dock sits at an integral location within the framework area, linking the Ten Streets character zone to wider regeneration opportunities surrounding Bramley-Moore Dock to the north. Any development or interventions should support:

- 01** Improved linkages between the Stanley Dock Complex and Ten Streets, particularly via opportunities to sensitively utilise existing breaks and openings in the Southern and Western Stanley Dock wall.
- 02** Improved connectivity between the Stanley Dock and land to the north and south of the canal basin to the east of Great Howard Street, exploring the potential for improved pedestrian access through the centre of the eastern parts of the Stanley Dock wall and pedestrian crossing on Great Howard Street.
- 03** Infrastructure, public realm, and public transport improvements to Regent Road and Great Howard Street.
- 04** Opportunities for improved access to the canal system and current waterway network.

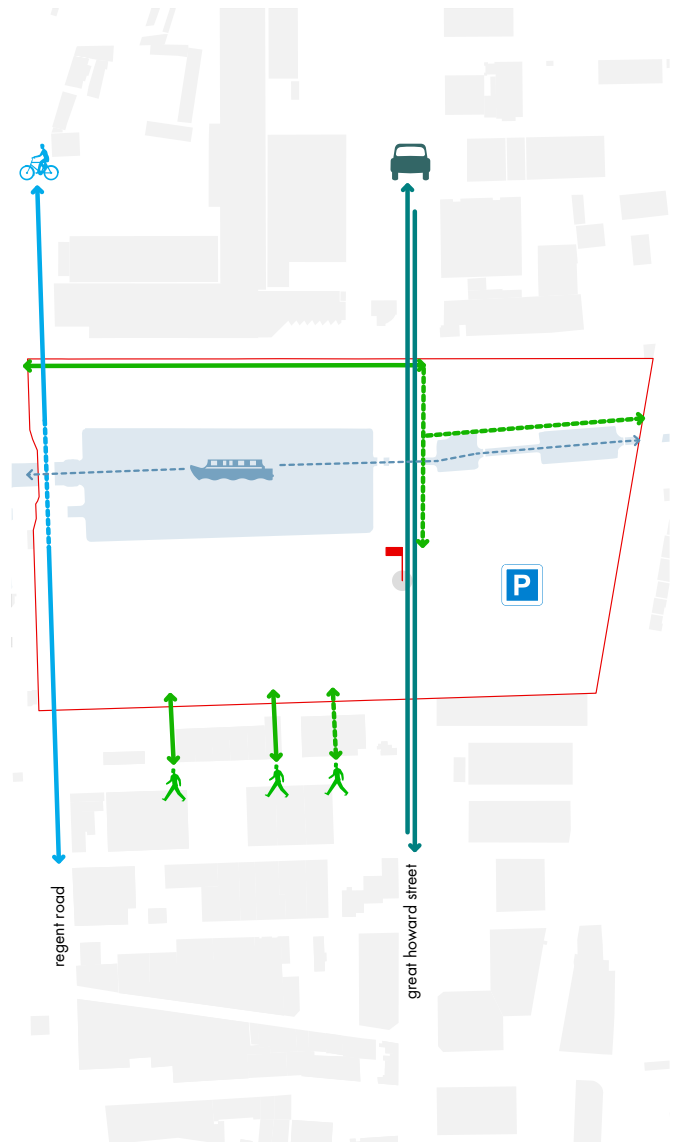


figure xlii Connectivity through the Stanley Dock Complex

key principle 5:

design and materiality

An extremely high quality of design, materials and public realm is required for the Stanley Dock Complex to reflect its location within the World Heritage Site. New development in the Stanley Dock Complex should:

- 01** Retain and enhance existing Listed Buildings and structures.
- 02** Reference the existing buildings in any design response and materials palette.
- 03** Incorporate design that reflects the maritime character of the Stanley Dock.
- 04** Ensure that design is sympathetic to the World Heritage Site and important Listed Buildings.

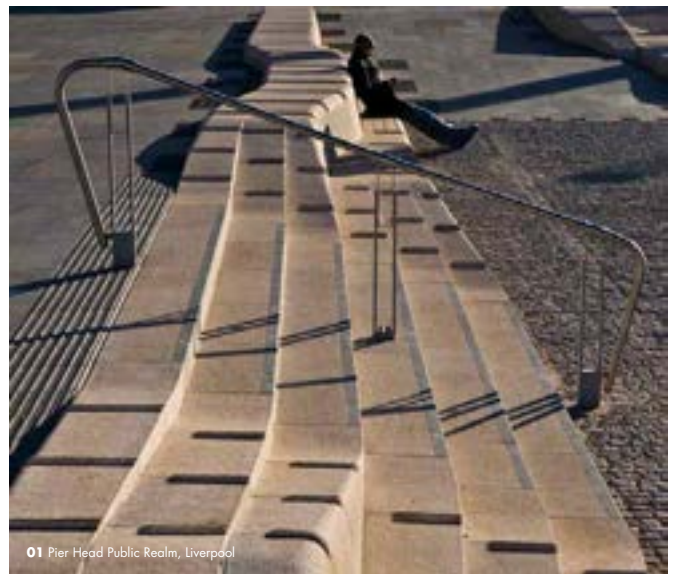


figure xliii Design and materiality precedents

the city fringe

Character Area Development Principles

key principle 1:

a mix of uses to support a city fringe location

The City Fringe provides a unique opportunity in that it forms an important transition between the City Centre and the wider North Docks area. The uses in this location should reflect the edge of City location of the site and the potential for a larger scale mix of uses in line with the UDP (Policy E6). Uses supported include:

- 01** Employment / commercial uses that complement the Commercial District and the vision for Ten Streets.
- 02** The retention of the current Travellers Site unless a suitable alternative site can be found by the City Council in the immediate area.
- 03** Residential uses that complement the emerging residential character of the area, including new developments in the vicinity, such as the Pumpfields District and at Liverpool Waters.
- 04** Ancillary retail / food and drink uses.
- 05** New public realm, public spaces and car parking which support improved connections between the Commercial District/City Centre and Ten Streets; and which support new development in this character area.



figure xlv Uses precedents

key principle 2:

scale and density

The City Fringe provides an opportunity to provide an increased scale which reflects the edge of City location and complements the emerging height context at Liverpool Waters, the Pumpfields District and the Commercial District. The indicative maximum height and scale parameters are illustrated on the Parameters Plan and any development should:

- 01** Have regard to the principles and guidance within the World Heritage Site SPD and preserve the Outstanding Universal Value of the World Heritage Site.
- 02** Sensitively transition in height between Ten Streets and the edge of the Commercial District.
- 03** Seek to respond to the design, scale and character of emerging development in Pumpfields and Liverpool Waters.
- 04** Explore opportunities for larger development plots around central areas of public space and public realm.

Where proposals seek to exceed the height parameters, a robust justification should be made that addresses planning policy and sets out how the proposal would impact on the character of the area, its heritage assets and the vision and objectives of this SRF.

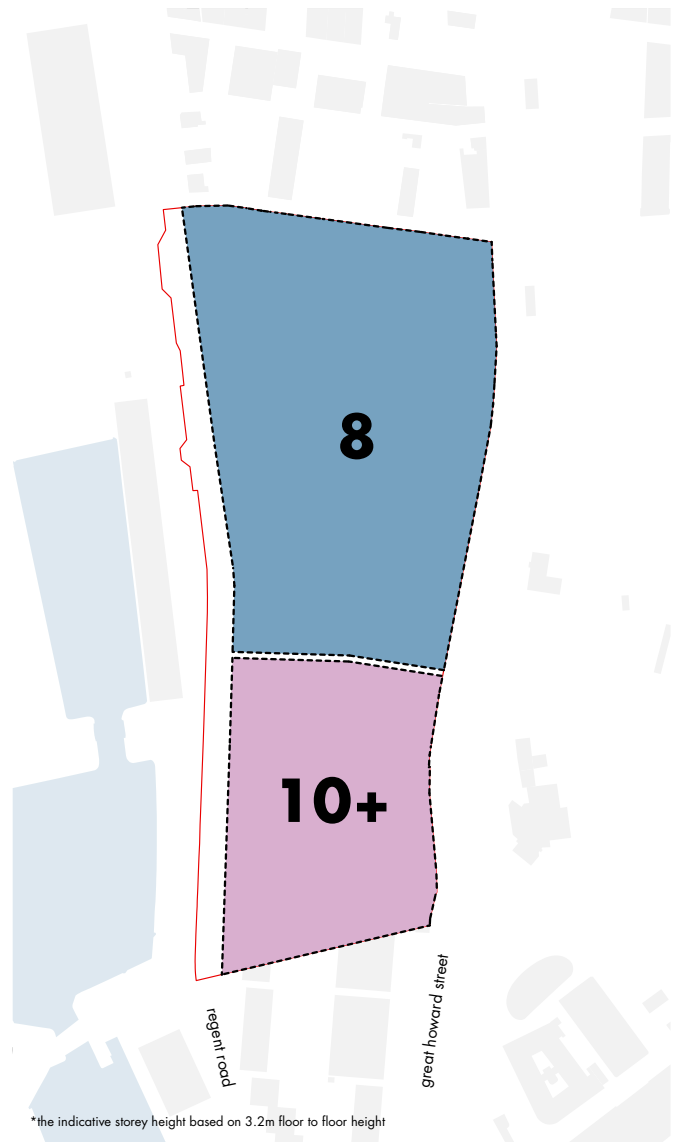


figure xlv Building height parameters

key principle 3:

connecting the city centre to ten streets

The City Fringe is integral to the connectivity between the City Centre and the wider framework area. Any development or interventions should:

- 01** Support the development of a new route from the City Centre to Liverpool Waters and the Ten Streets via a new pedestrian link along Oil Street.
- 02** Encourage enhanced north-south connections as part of any redevelopment of the site.
- 03** Link into new infrastructure improvements on Great Howard Street, Regent Road and around the Leeds Street corridor.
- 04** Support a new high quality central area of public realm / landscape for new residents and workers.

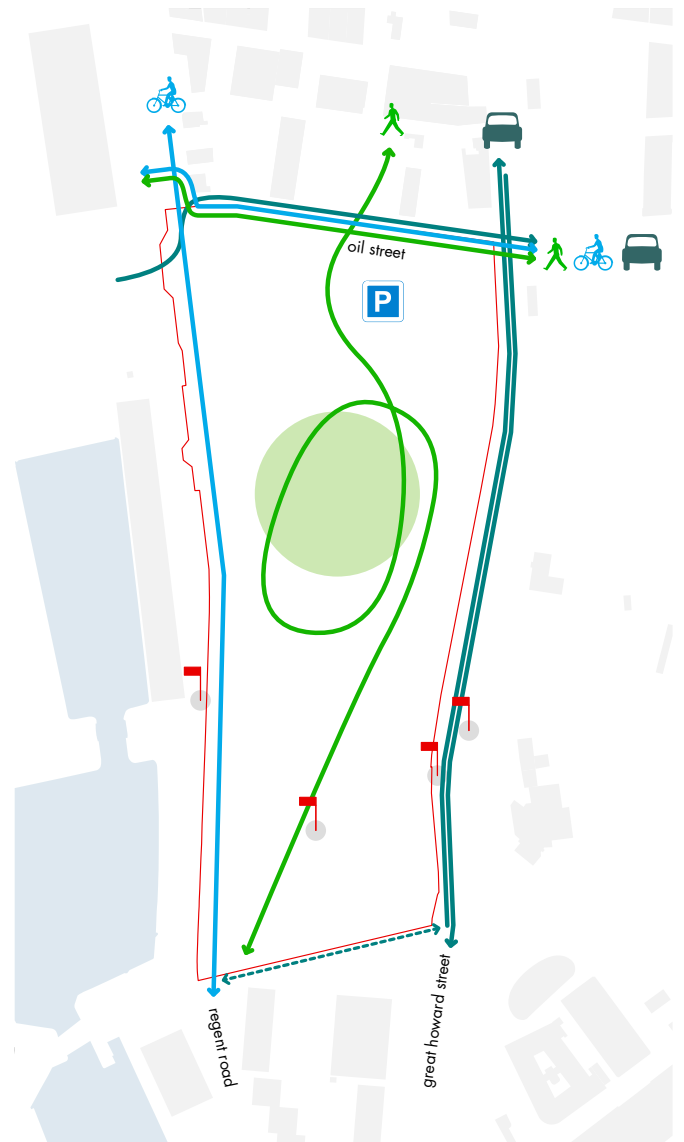


figure xlvii Connectivity through the City Fringe

key principle 4:

design and materiality

A high quality of design and the use of appropriate materials will be important in the City Fringe, which will relate strongly to the new developments at Pumpfields, Liverpool Waters and the Commercial District. New development in the City Fringe should:

- 01** Encourage the use of contemporary material as the site transitions between Ten Streets and existing and emerging development in the City Centre, reflecting the character of and design response of developments at Liverpool Waters, the Pumpfields District and the Commercial District.
- 02** Include sensitive design directly adjacent to the Ten Streets that draws reference to its industrial heritage, design and materiality.
- 03** Encourage high quality, modern public spaces and a contemporary public realm, including hard and soft landscaping, signage and lighting schemes.



figure xlvii Design and materiality precedents

the northern gateway

Character Area Development Principles

key principle 1:

uses that support a new employment and leisure destination

The Northern Gateway is a key location for access and spill out from Bramley-Moore Dock, which is the proposed location for a new football stadium, and as an area that connects the Ten Streets to Sandhills Station, Liverpool SuperPort and residential areas to the east. The area is an important regeneration opportunity with limited buildings of merit that can transform the North Docks and add to the success of the Stanley Dock Complex. Uses supported include:

- Employment / commercial uses.
- Ancillary leisure and tourism related uses.
- Ancillary retail.
- Significant new public realm and public spaces.
- New routes and boulevards to allow uses of the sports facilities to safely move through the space efficiently.
- Ancillary uses which may be required to support the development of a new stadium.

Any development must be assessed against the policy framework contained in the UDP (in particular Policy E1) or any replacement policies in the emerging Local Plan, with justification made to demonstrate how the introduction of non-employment (B-Class) uses (such as leisure, hotels or residential) will provide a catalyst for regeneration the area, the development of the a new sports stadium and support the realisation of the vision set out in this SRF.



figure xviii Uses precedents

key principle 2:

scale and density

The indicative maximum height and scale parameters are illustrated on the Parameters Plan and any development should:

- 01** Respect the scale of the World Heritage Site and the Stanley Dock Conservation Area.
- 02** Not be greater in scale than the Tobacco Warehouse, which forms the visual marker for the Stanley Dock Complex and is iconic in the context of the wider area.
- 03** Promote a scale of development that transitions from the higher rise Stanley Dock Complex to the lower rise character of the Port of Liverpool to the north.
- 04** Explore opportunities for larger development plots which facilitate large areas of public space.

Where proposals seek to exceed the height parameters, a robust justification should be made that addresses planning policy and sets out how the proposal would impact on the character of the area, its heritage assets and the vision and objectives of this SRF.

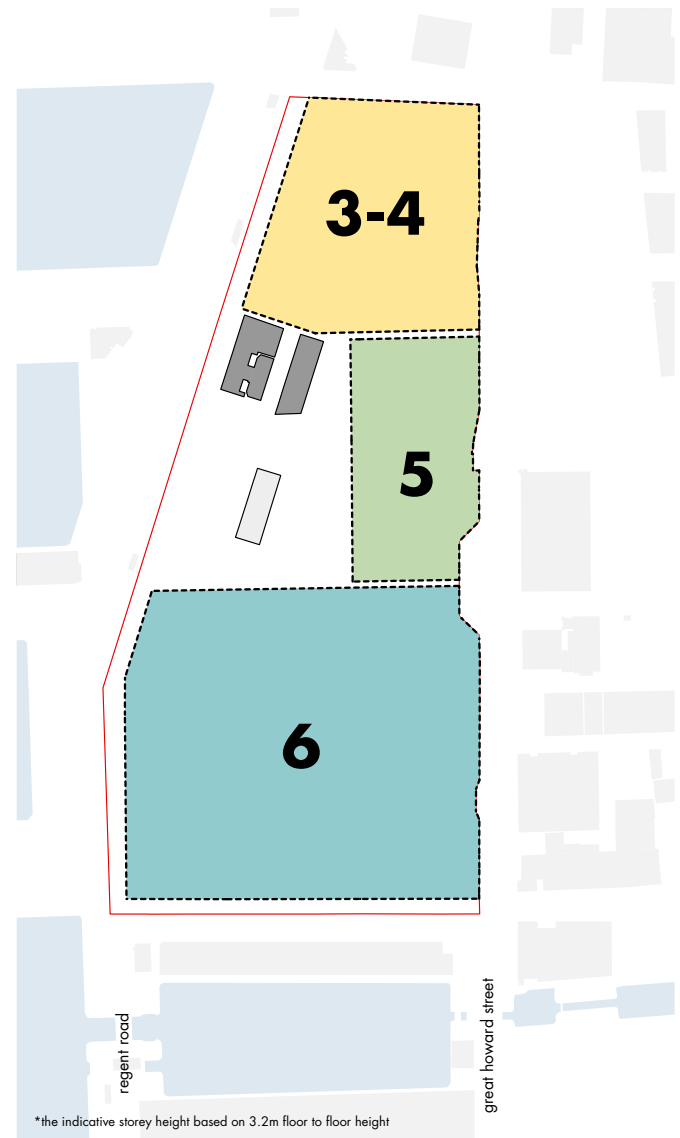


figure xlix Building height parameters

key principle 3:

supporting connectivity and public realm

Access to the proposed new football stadium and the wider framework area means that connectivity, permeability, movement and public realm will be paramount to the redevelopment of the Northern Gateway. Any development or interventions should:

- 01** Support improved connections between Sandhills Station and Bramley-Moore Dock / the Stanley Dock Complex.
- 02** Reference the alignment of the disused railway line as a new pedestrian route.
- 03** Enhance east-west pedestrian and cycle connections between Regent Road and Great Howard Street, as well as to Bramley Moore Dock.
- 04** Support improved connectivity between the Bramley Moore Dock and the wider Ten Streets Framework area and the City Centre to allow for choice of routes.
- 05** Encourage the development of a new boulevard / public space / plaza between Regent Road and Great Howard Street.
- 06** Encourage high quality, modern public realm design, including hard and soft landscaping, signage and lighting schemes.

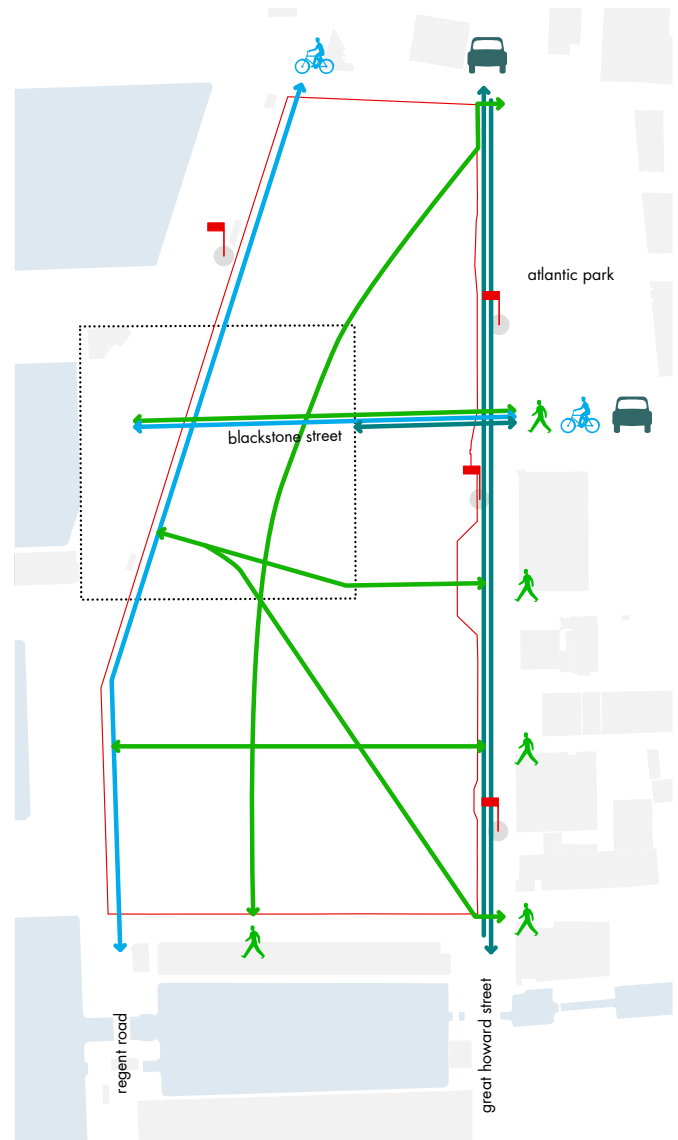


figure 1 Connectivity through the Northern Gateway

key principle 4:

development that is sensitive to heritage

The Northern Gateway sits in a sensitive location adjacent to the Stanley Dock Complex, the waterfront and the World Heritage Site. The unique maritime character and setting of the should be conserved and enhanced to support its ongoing regeneration in line with planning policy. New development should:

- 01** Be sensitive to the World Heritage Site and must respect the setting of high quality Listed Buildings within the Stanley Dock Complex.
- 02** Explore opportunities to re-use or restore any buildings / structures of architectural interest.
- 03** Respect views and vistas into Stanley Dock and its associated Listed Buildings.
- 04** Ensure that the design positively contributes to the World Heritage Site and important Listed Buildings.



figure li Precedent sensitive to heritage

key principle 5:

design and materiality

A high quality design and the use of appropriate materials will be important in the Northern Gateway to reflect its relationship to the World Heritage Site and the proximity to the Stanley Dock Conservation Area. New development in the Northern Gateway should:

- 01** Relate to the materiality of the Stanley Dock Complex, including the Titanic Hotel and Tobacco Warehouse; combining a mix of old and new styles within a controlled material palette.
- 02** Incorporate design that reflects the industrial and maritime character of the waterfront and surrounding area.
- 03** Ensure that design is sympathetic to the World Heritage Site and important nearby Listed Buildings.
- 04** Seek to retain the fabric of building and structures of architectural merit, where possible.



figure lii Design and materiality precedent

the north eastern corridor

Character Area Development Principles

key principle 1:

sustainable employment use

The North Eastern Corridor is an area of sustained employment uses situated around Atlantic Park. Uses supported in the North Eastern Corridor include:

- 01** Employment and commercial uses that support the Atlantic Village and Park Zone as a focus for creative industries, light industrial uses and start up office space.
- 02** Employment uses and opportunities which support the relocation of industrial users from Ten Streets.
- 03** Ancillary food and drink, café and retail uses.
- 04** Ancillary leisure uses.

Any development must be assessed against the policy framework contained in the UDP (in particular Policy E1) or any replacement policies in the emerging Local Plan, with justification made to demonstrate how the introduction of non-employment (B-Class) uses will provide a catalyst for regeneration the area, the development of the a new sports stadium and support the realisation of the vision set out in this SRF.



figure liii Precedents of sustainable employment use

key principle 2:

scale and density

The indicative maximum height and scale parameters are illustrated on the Parameters Plan and any development should:

- 01** Respect the scale of the World Heritage Site and the Stanley Dock Complex.
- 02** Not be greater in scale than the Tobacco Warehouse, which forms the visual marker for the area.
- 03** Promote a scale of development that transitions to the lower rise residential areas to the east of the framework area.

Where proposals seek to exceed the height parameters, a robust justification should be made that addresses planning policy and sets out how the proposal would impact on the character of the area, its heritage assets and the vision and objectives of this SRF.

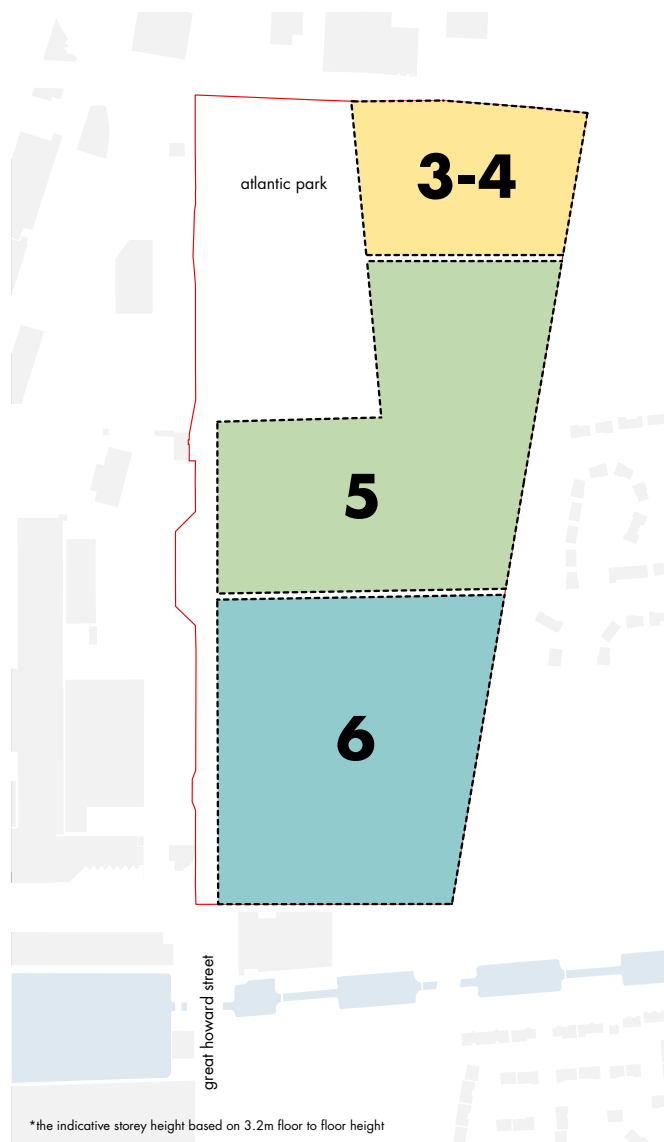


figure liv Building height parameters

key principle 3:

connectivity and public realm

Connectivity to proposed waterfront developments, the wider residential neighbourhoods and transport connections are important the effective development of the North Eastern Corridor. Any development or interventions should:

- 01** Support improved connections between Sandhills Station and Bramley Moore-Dock / the Stanley Dock Complex.
- 02** Support connectivity between Atlantic Park and the Bramley-Moore Dock.
- 03** Encourage enhancements and improvement to Atlantic Park.
- 04** Enhance north-south pedestrian and cycle connections between Atlantic Park and the Ten Streets character zone.
- 05** Encourage high quality, modern public realm design, including hard and soft landscaping, signage and lighting schemes.

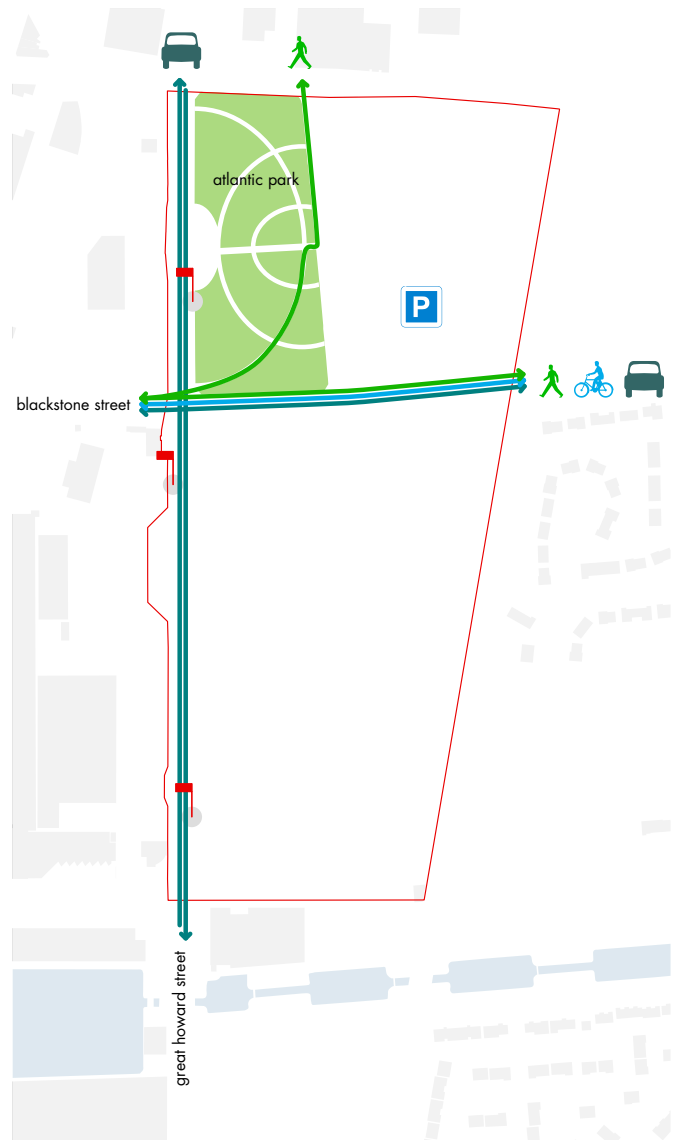


figure 1v Connectivity through the North Eastern Corridor

key principle 4:

design and materiality

The North Eastern Corridor is an important transition between North Liverpool and the Stanley Dock Complex. New development in the North Eastern Corridor should:

- 01** Reflect the materiality of existing buildings of merit.
- 02** Incorporate design that reflects the industrial and maritime character of the area.
- 03** Ensure that design is sympathetic to the World Heritage Site and important Listed Buildings.
- 04** Seek to retain the fabric of building and structures of architectural merit, where possible.



01 Leszczynska Antoniny Manor Intervention, Leszno, Poland

figure lvi Design and materiality precedent

the south eastern corridor

Character Area Development Principles

key principle 1:

evolving employment uses

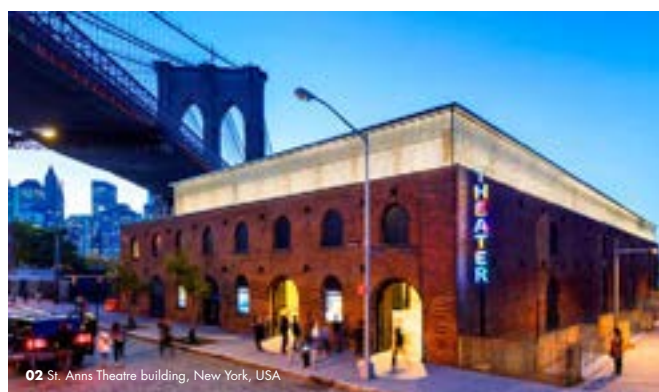
The South Eastern Corridor is an area of sustained employment situated to the east of Ten Streets. Uses supported include:

- Employment and commercial uses where appropriate that support the SRF vision and the existing employment profile of the area;
- Ancillary uses to support the employment uses in the area;

Any development must be assessed against the policy framework contained in the UDP (in particular Policy E1) and emerging Local Plan, with justification made to demonstrate how the introduction of non-employment (B-Class) uses will provide a catalyst for regeneration the area and support the realisation of the vision set out in this SRF.



01 Jeff and Larissa Sand studio, San Francisco, USA



02 St. Ann's Theatre building, New York, USA

figure lvii Employment uses precedents

key principle 2:

scale and density

The indicative height and scale parameters are illustrated on the Parameters Plan and any development should:

- 01** Respect the scale, character and urban grain of Ten Streets.
- 02** Not be greater in scale than the Tobacco Warehouse, which forms the visual marker to the north.
- 03** Redefine the edge of Great Howard Street.
- 04** Promote a scale of development that transitions to the railway line and residential areas to the east.

Where proposals seek to exceed the height parameters, a robust justification should be made that addresses planning policy and sets out how the proposal would impact on the character of the area, its heritage assets and the vision and objectives of this SRF.

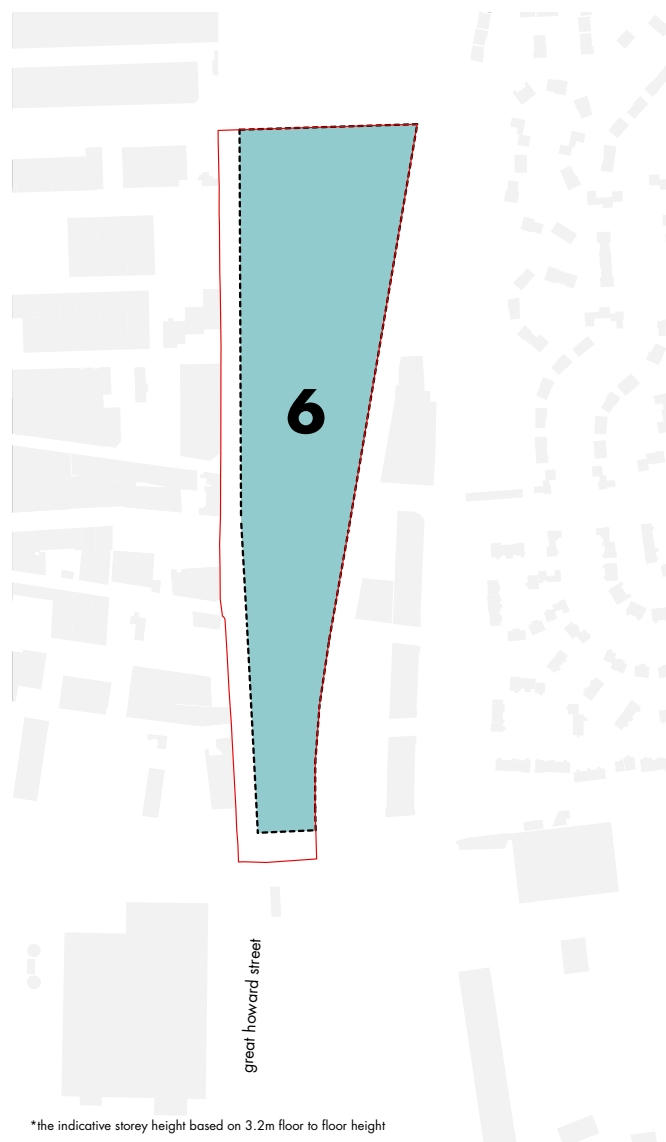


figure lviii Building height parameters

key principle 3:

connectivity and public realm

Connectivity between Ten Streets, Pumpfields, the residential communities to the east and to the City and North Liverpool areas are important considerations for the South Eastern Corridor. Any development or interventions should:

- Support improved connections between the residential area to the east and Ten Streets / Liverpool Waters.
- Support connectivity between Pumpfields, the Commercial District, the City Centre and the Ten Streets character zone.
- Reinforce Great Howard Street as a key north-south route by exploring the possibility of intervention to reinforce the edge of Great Howard Street.
- Reinforce east-west pedestrian and cycle connections into Ten Streets.
- Encourage high quality, modern public realm design, including hard and soft landscaping, signage and lighting schemes.

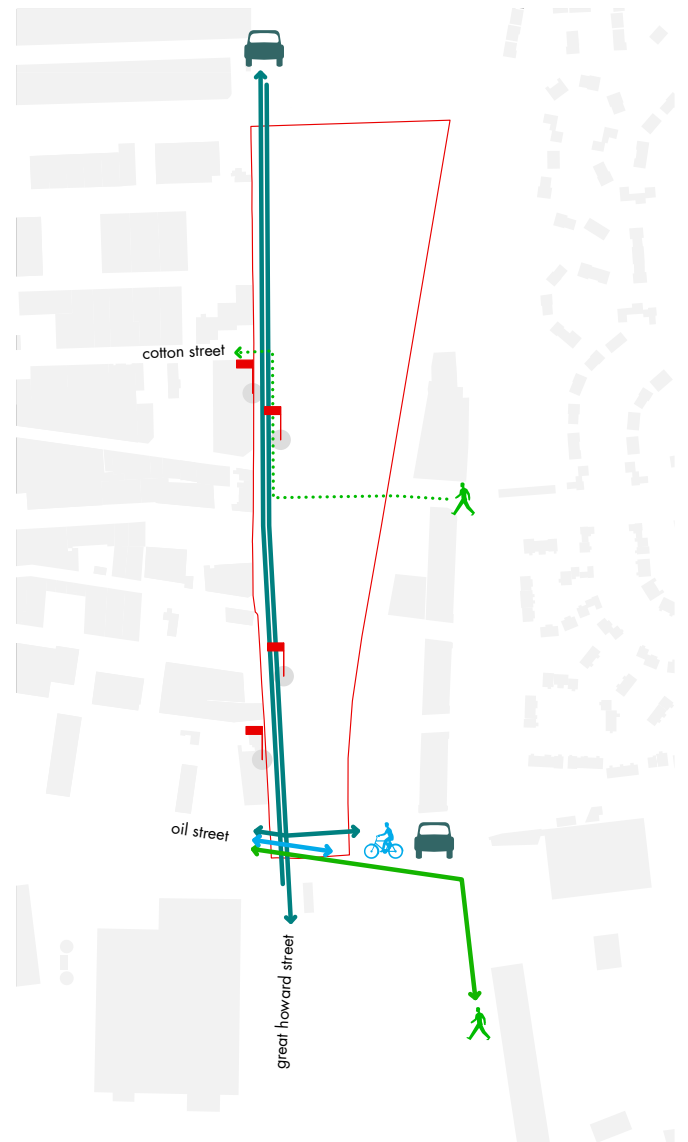


figure lix Connectivity through the South Eastern Corridor

key principle 4:

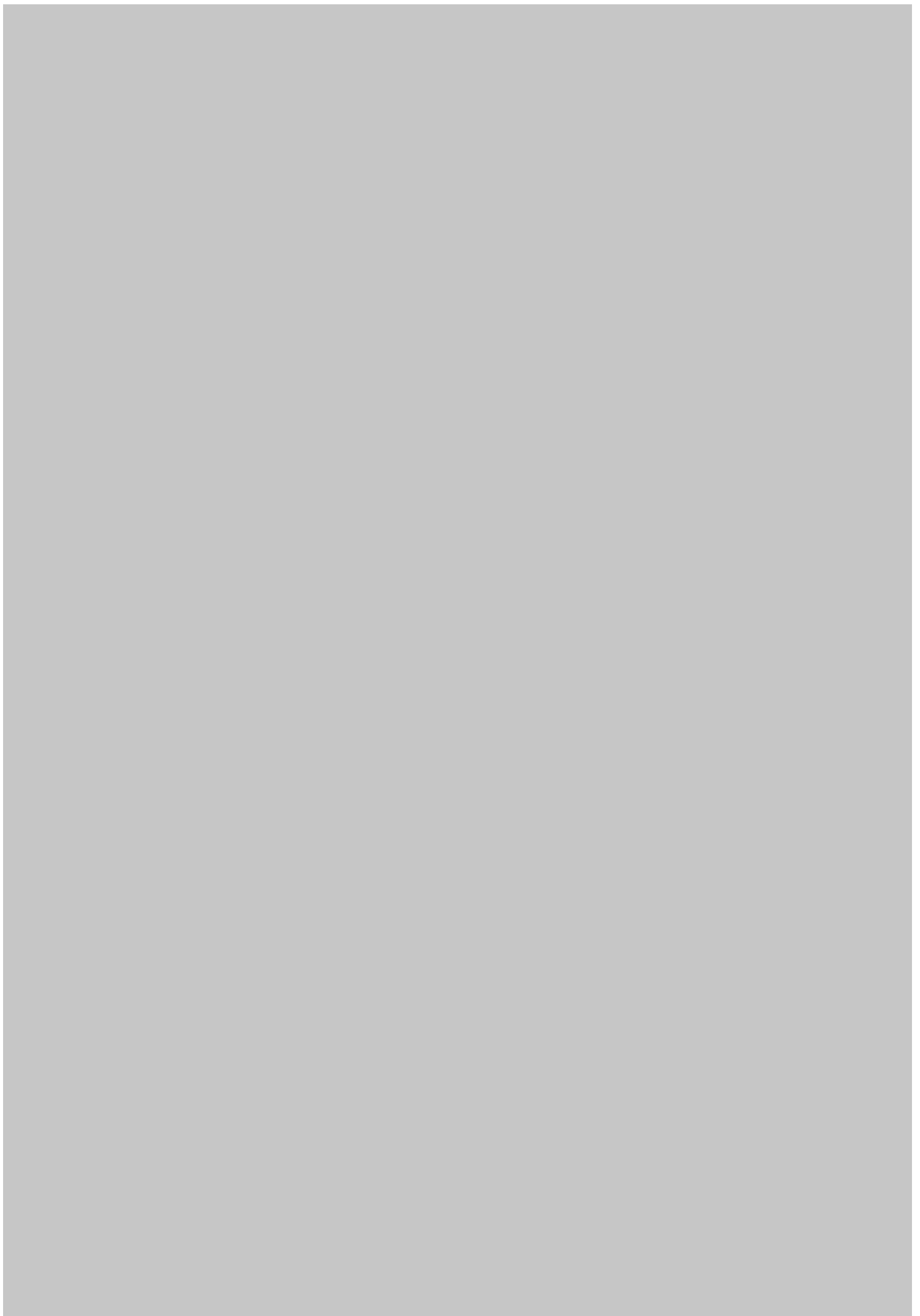
design and materiality

The South Eastern Corridor is an important transition between the City Centre and the North Docks, including the Stanley Dock Complex. New development in the South Eastern Corridor should:

- 01** Reflect the materiality of existing buildings of merit.
- 02** Reinforce the industrial and commercial character of the area.
- 03** Explore opportunities to mix old and new.



figure 1x Design and materiality precedents



09 illustrative masterplan

An overarching illustrative masterplan has been developed that demonstrates how the six identified character areas could be woven together to deliver an integrated approach to the development of the framework area. The illustrative masterplan presents one possible form of development for the Ten Streets framework area, subject to the relocation of various current land uses, including a possible broad spatial distribution of uses, transport connections and development opportunities that will support the realisation of the Ten Streets vision.



figure lxi Illustrative Masterplan



figure 1xii Illustrative Masterplan - character areas

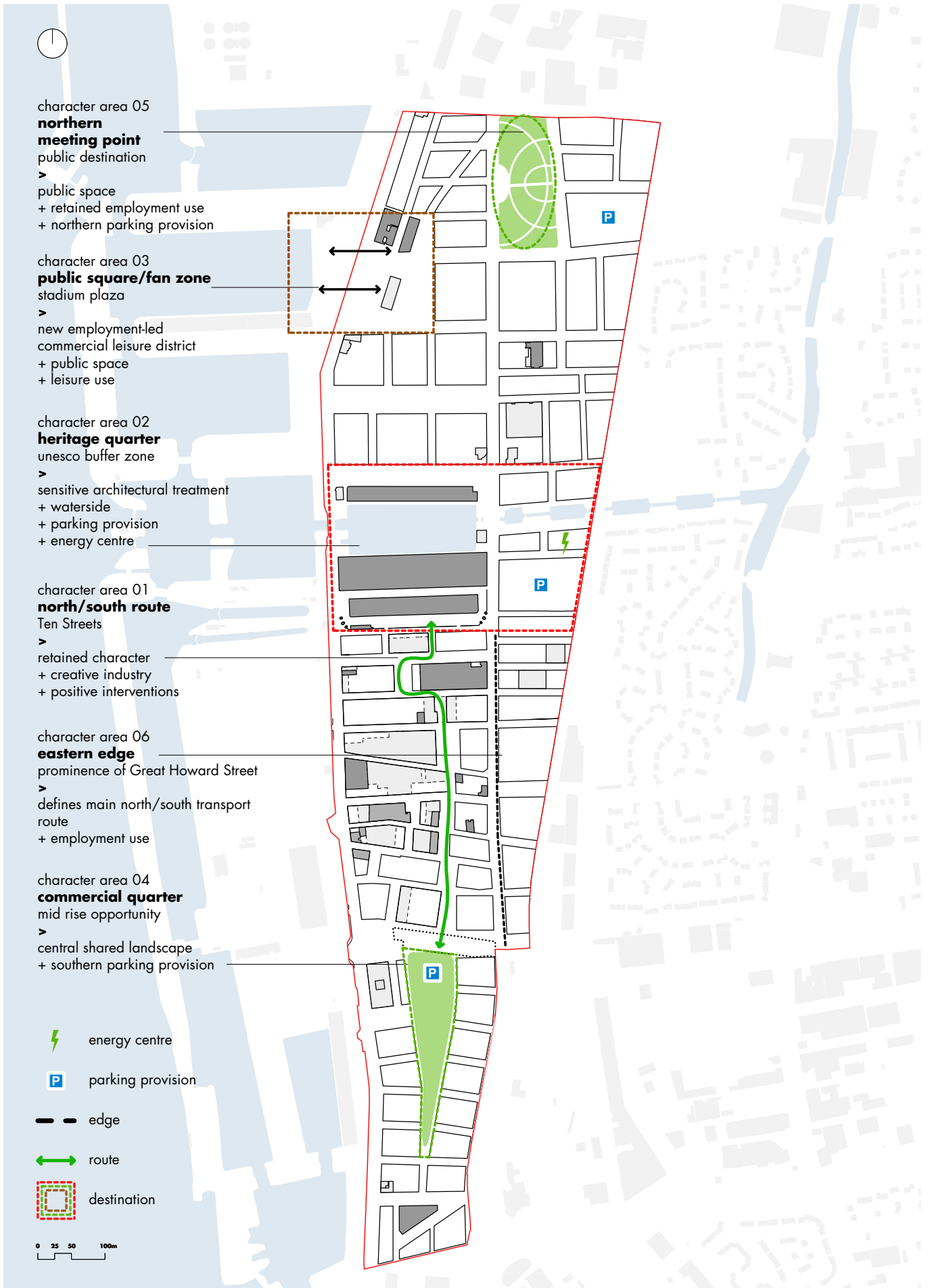


figure lxiii Illustrative Masterplan - main principles

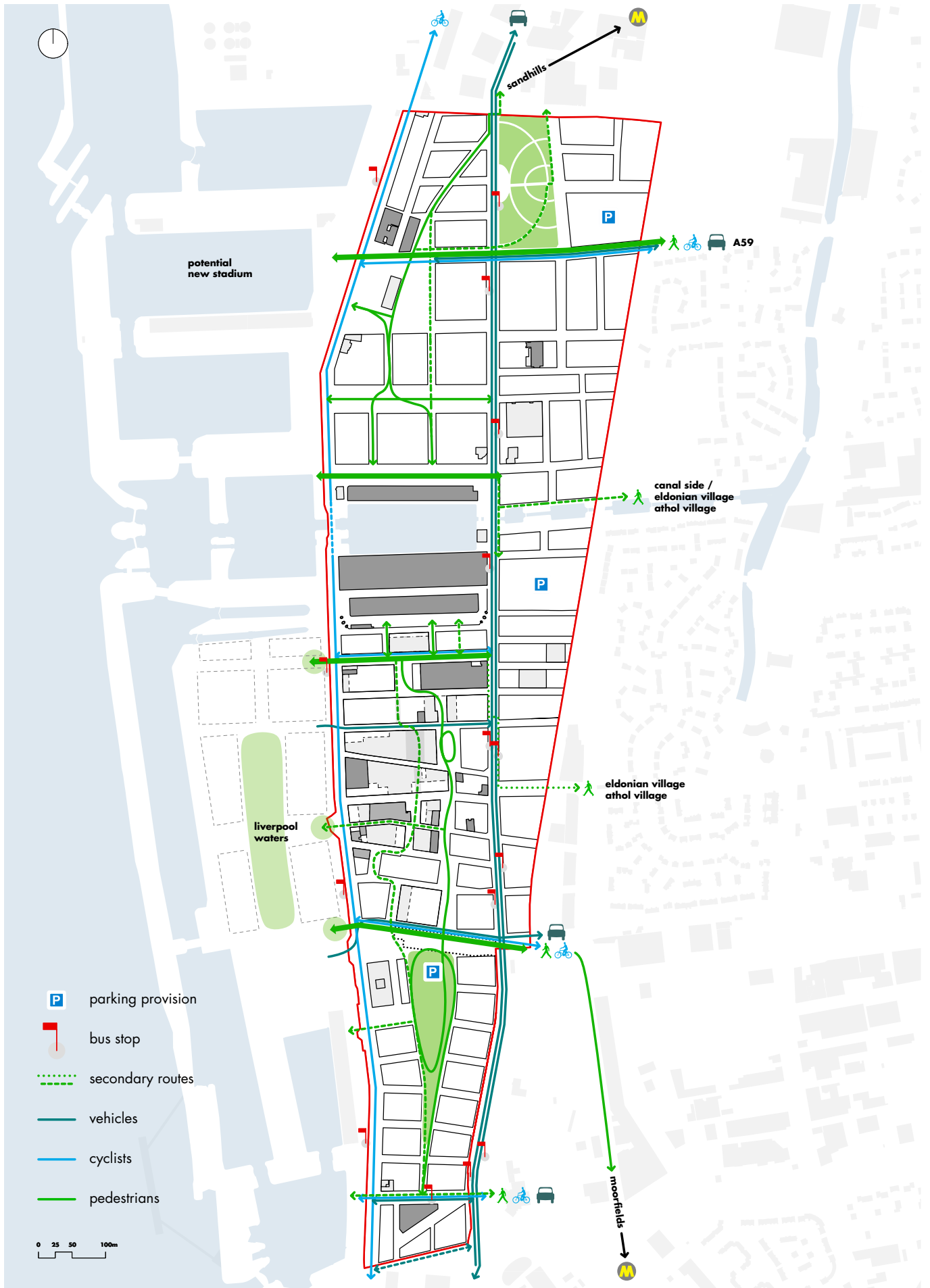


figure lxiv Illustrative Masterplan - connections

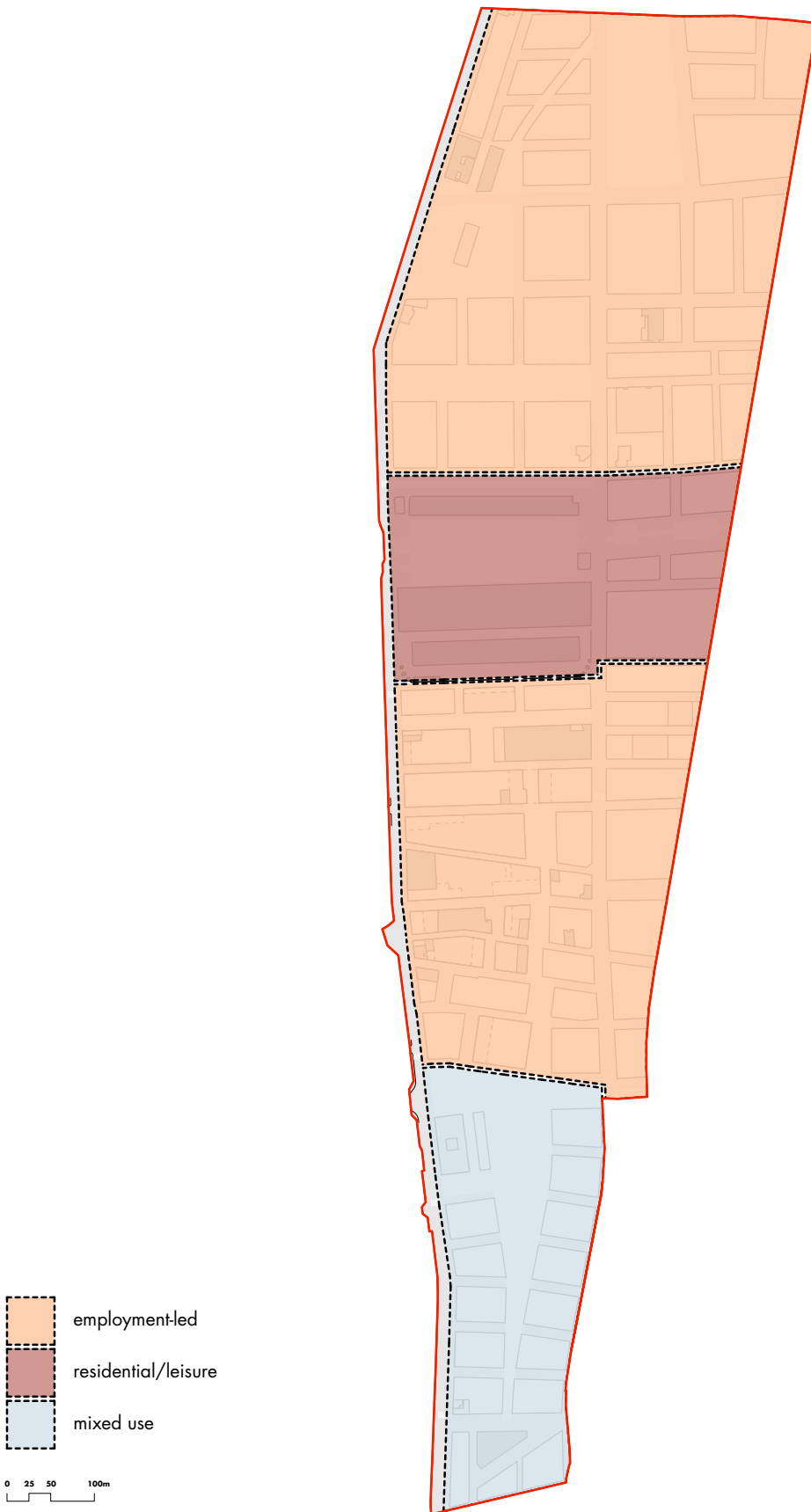
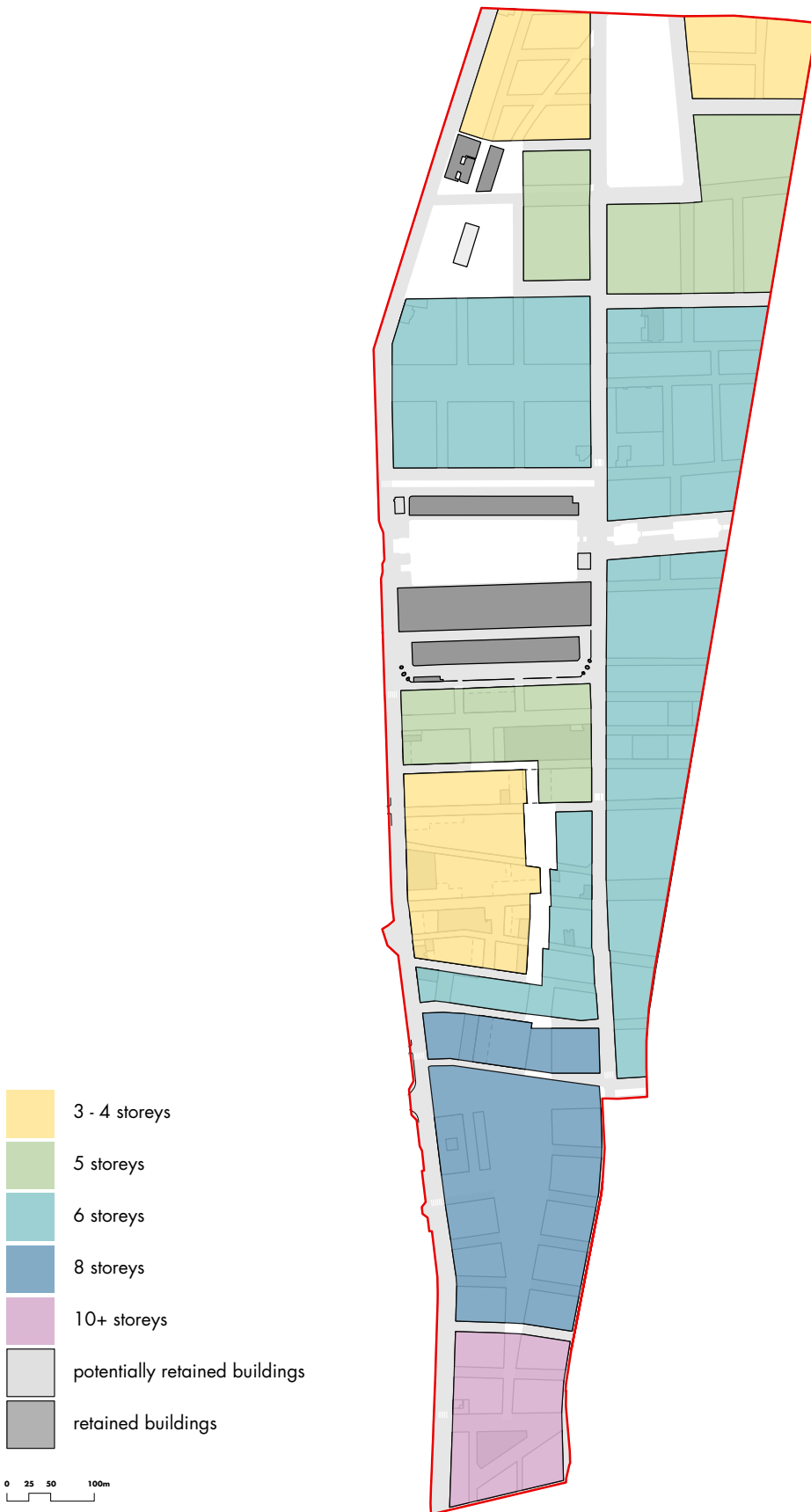


figure lxxv Illustrative Masterplan - land uses



*Storey height based on 3.2m floor to floor height

figure lxvi Illustrative Masterplan - height parameters

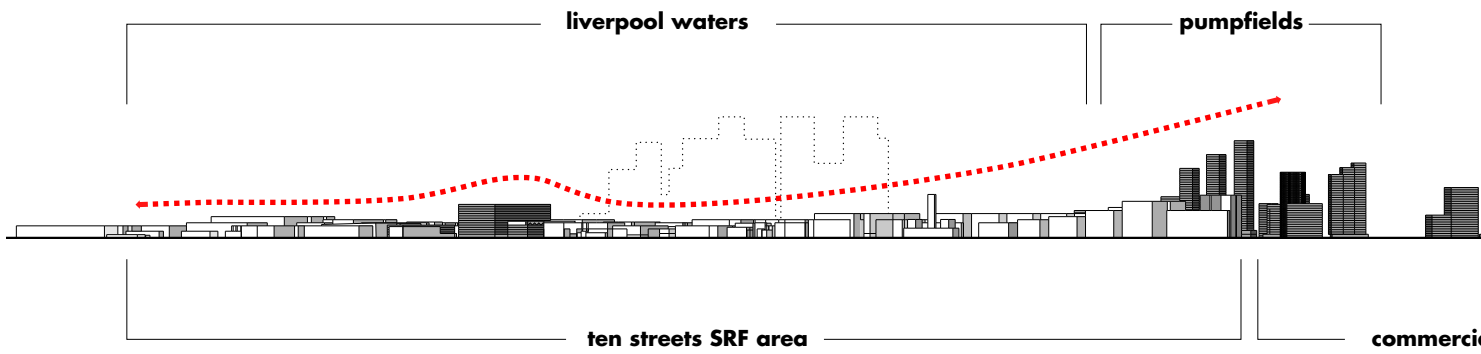


figure lxvii Illustrative Masterplan - in wider context

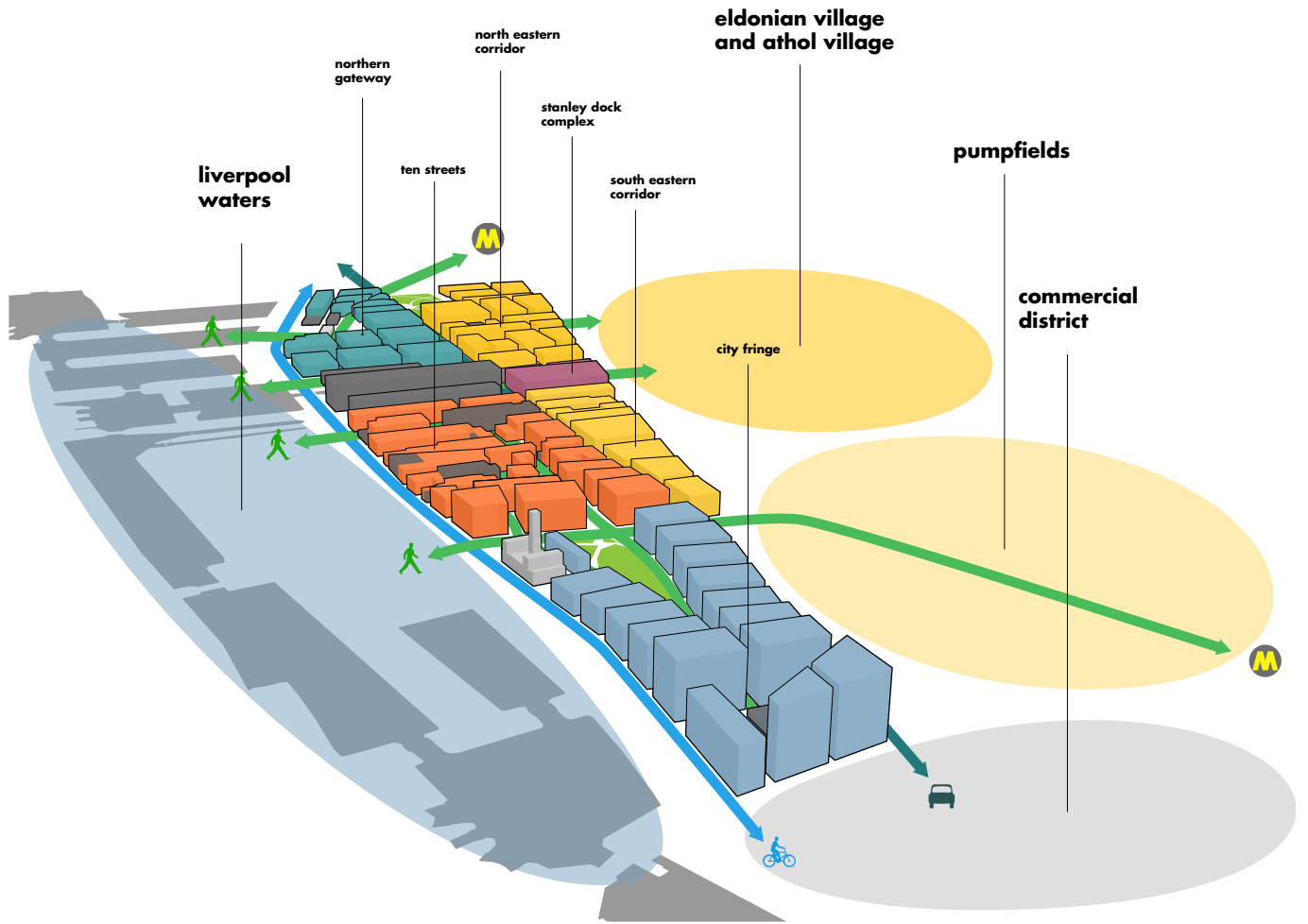


figure lxviii Illustrative Masterplan - connections

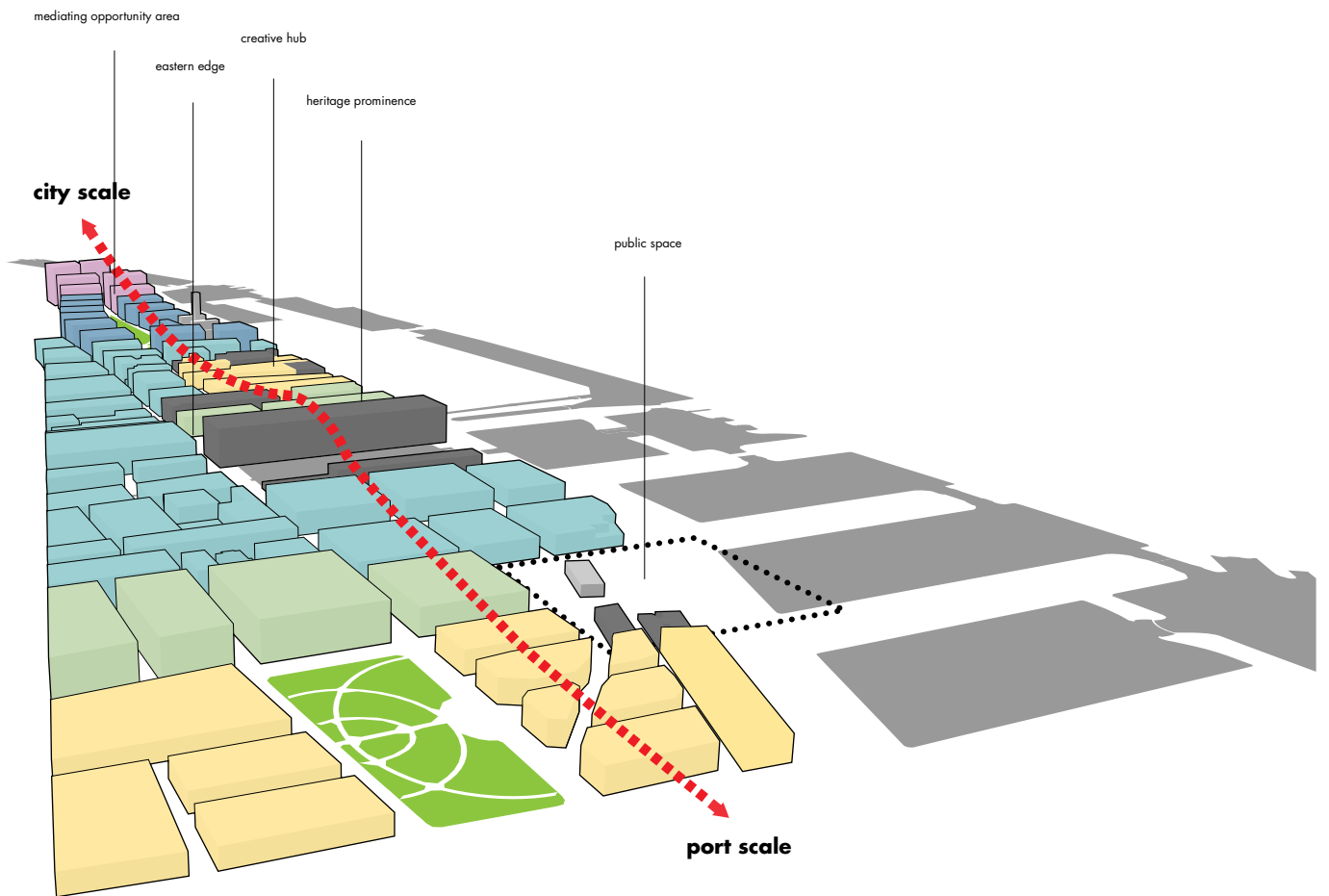
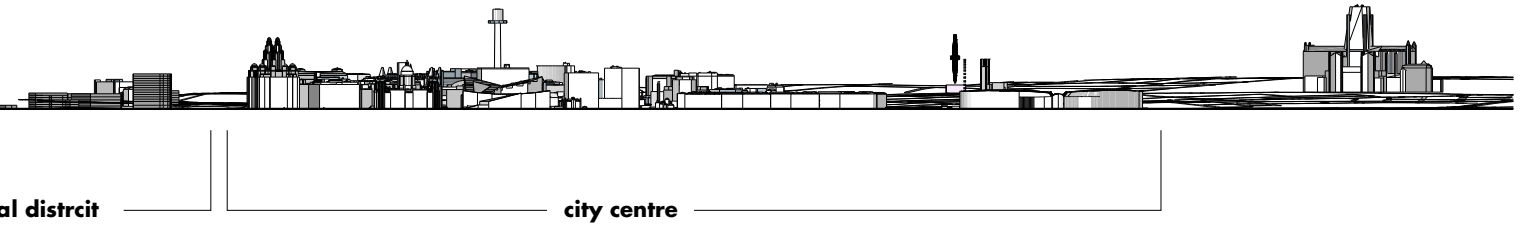


figure lxix Illustrative Masterplan - height parameters

ten streets

ten point design code

summary and precedents

01

retained character, heritage + structures



02

a mix of old + new with a controlled material palette



03

celebrating re-use within controlled height parameters



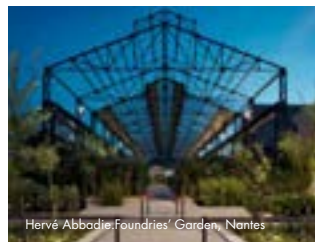
04

pocket parks + public spaces



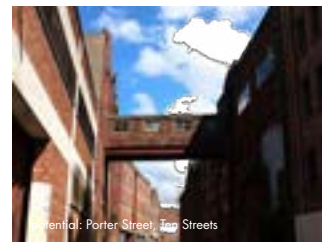
05

a new primary north/south pedestrian route



06

a creative hub (with affordable workspace)



07

a new central square + greenery



08

enforced edges to regent rd + great howard st



09

an iconic + recognisable roof profile



10

a hierarchy of east/west routes



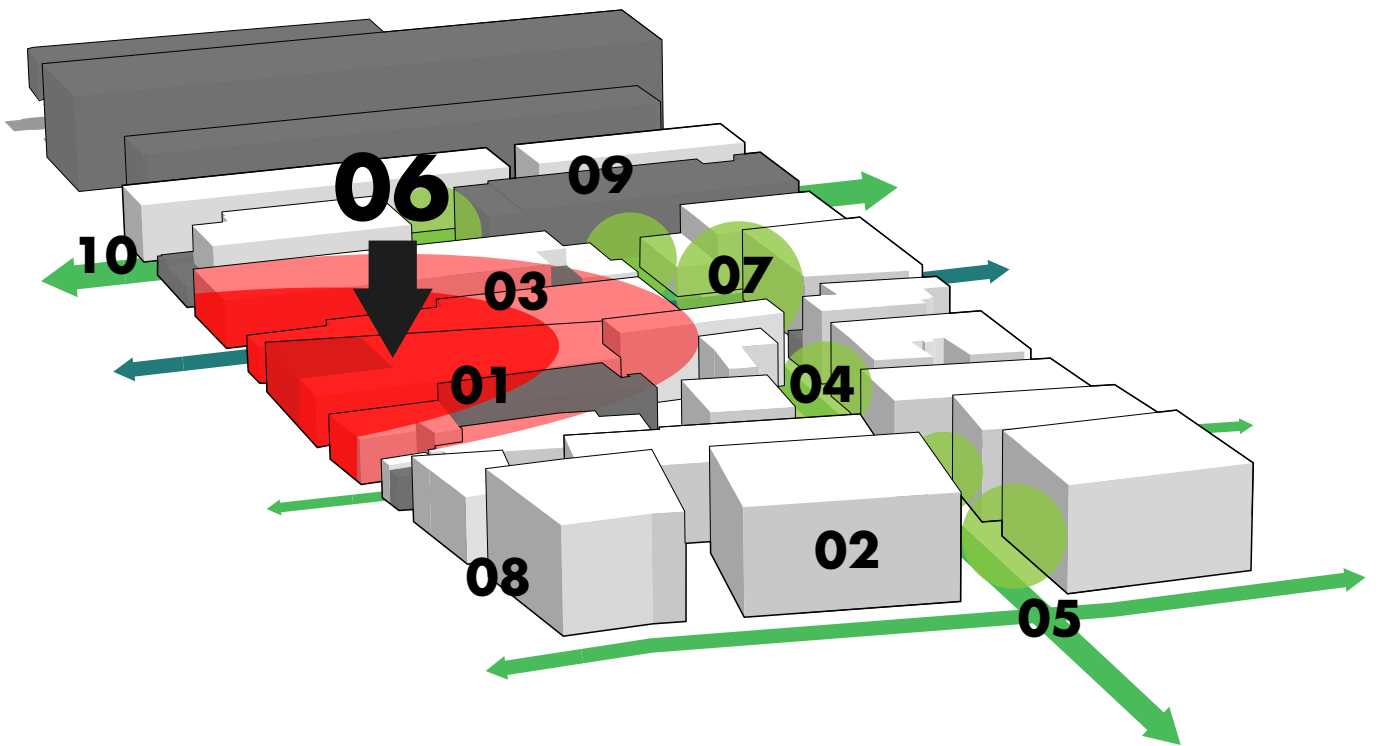
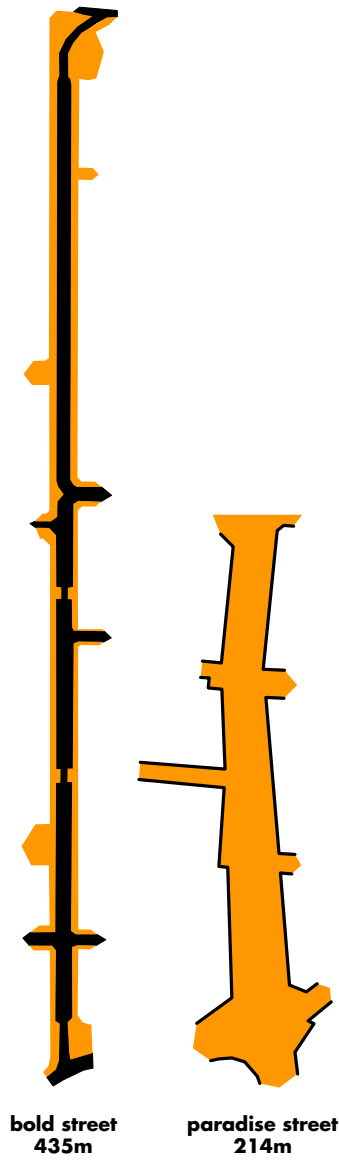


figure lxx Illustrative Masterplan - potential Ten Streets character zone

05

a new primary north/south pedestrian route

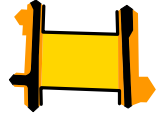


- precedent building
- precedent road
- precedent pedestrian way
- new potential north south route
- roads
- potential route through
- hard landscape
- retained building
- potentially retained building
- potential plot

figure lxxi Illustrative Masterplan - scale comparison of the potential north-south route

07

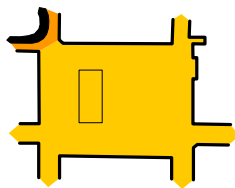
a new central square
+ greenery



concert square
858 m²



derby square
5200 m²

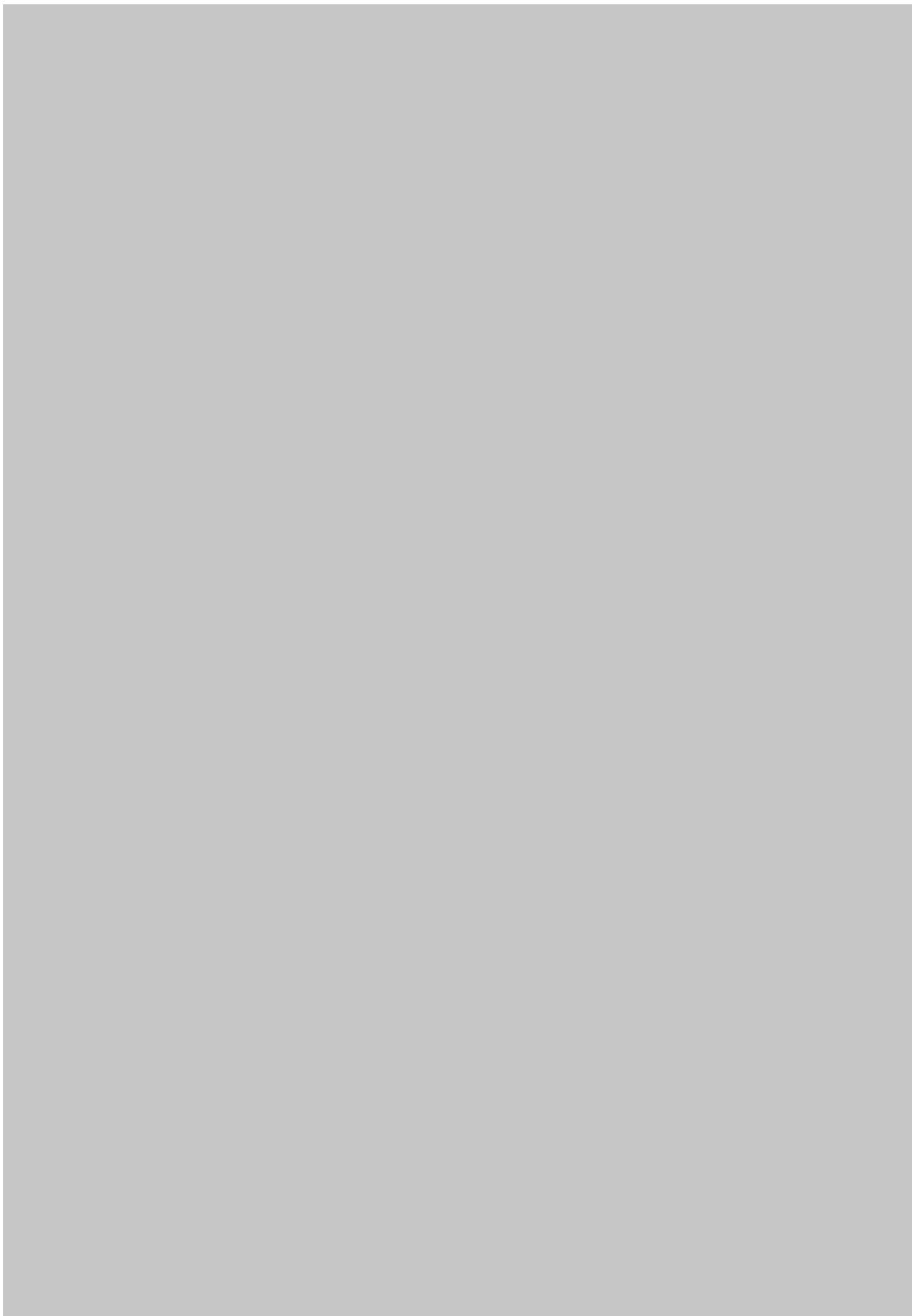


williamson square
3450 m²



-  new potential public realm
-  precedent building
-  precedent road
-  precedent pedestrian way
-  new potential north south route
-  roads
-  potential route through
-  hard landscape
-  retained building
-  potentially retained building
-  potential plot

figure lxxii Illustrative Masterplan - scale comparison of the potential central square



10 implementation and phasing

The SRF for Ten Streets seeks to facilitate transformational change that will create a significant new quarter at Liverpool's North Docks, drawing the City Centre northwards through the Ten Streets character zone. This type of radical evolution will not happen overnight and will require organic change, strategic intervention and significant investment. The transformation of Ten Streets has been initiated with the high quality renovation of the Titanic Hotel and the ongoing refurbishment of the Tobacco and South Warehouse's. The potential for a new stadium has the potential to facilitate rapid change, creating a catalyst that will accelerate the redevelopment of the wider framework area.

immediate opportunities

The first phases of the transformation of Ten Streets has already begun, with the renovation and development of key Listed Buildings at Stanley Dock and the organic influx of new creative industries into the Ten Streets character zone, such as the Invisible Wind Factory and Make Liverpool. Other early initiatives in the framework area that have the potential to build upon this ongoing change should include:

- The redevelopment of plots within the framework area that are under the control of the Council or its development partners;
- Encouraging the redevelopment of vacant, derelict or underutilised sites, particularly in the Ten Streets character zone;
- Working with the private sector to bring forward development opportunities in line with the vision and development principles set out in the SRF;
- Engaging in dialogue with the business community and potential inward investors to draw into the Ten Streets the types of uses and amenities that will realise the vision, including Liverpool City Council providing a “sign-posting” service to assist exiting businesses with their relocation needs;
- Working with partners to understand the requirements and programme for the proposed new football stadium at Bramley-Moore Dock; and
- Interim uses that help to animate the area in the short-term and create a destination and identity that supports the longer term vision for the area.

It is not the intention to prescribe defined phases of development within this SRF, with certain character areas and development opportunities reliant on the relocation of existing businesses or occupants. That said, early opportunities to deliver sites or development projects (such as public realm enhancements, lighting or signage schemes) that contribute to the overall vision of the SRF and / or individual character areas will be encouraged.

transformational regeneration

The development of the Ten Streets framework area over the next 5 years will be significantly influenced by the programme and proposals for the new football stadium at Bramley-Moore Dock and the development of Liverpool Waters. These developments, whilst outside of the framework area, will require significant supporting infrastructure, connections, ancillary and potentially temporary uses which the Ten Streets framework area is in a pivotal position to provide. Equally, these strategic projects could provide the catalyst for the delivery and regeneration of key character areas with the SRF, such as the Northern Gateway. It is important that the SRF and subsequent development proposals look forward and that a permanent legacy for any temporary uses is secured.

implementation

The ongoing growth and development of the framework area should be supported by planning applications which are brought forward in line with planning policy and the principles of the SRF as a Supplementary Planning Document. In order to realise the vision, projects within the framework areas will require strategic land acquisition to assemble development sites and to deliver critical open space and infrastructure. The City Council will facilitate this process and seek to acquire land where necessary, in order to deliver the regeneration and strategic development opportunities that are critical to the wider economic, physical and social regeneration of the area, and to support the delivery of major regeneration initiatives in a timely and coordinated manner.

The City Council and developers should engage with businesses, the local community and landowners to explore these opportunities and to consider relocation strategies for existing businesses where the required to keep them within the immediate area or the wider City Region.

The City Council also has a statutory obligation to meet the accommodation needs of the Gypsy and Traveller Community, and the site located with the SRF area is currently the only facility for doing this. Redevelopment of this site will only occur if an alternative site can be found by the City Council in the immediate local area. As long as the site remains, all development that may impact on the site will be required to take the site and its residents' needs into account and aim to enhance the environment for them.

developer contributions

As stated earlier in this document, the Ten Streets SRF provides the opportunity to plan strategically for how the unique characteristics and circumstances of this particular area can contribute to the continued growth of this part of the City. The quality of uses, public realm, and architecture as well as the manner in which the more functional requirements (access, servicing, car parking etc.) are handled must therefore be of the highest quality. In this case, the contribution of new development, including extensions or alterations to existing buildings, to the quality of the environment in the area, the mix of uses, as well as reinforcing routes and desire lines from surrounding areas, will be of particular importance.

Without an overall strategic approach to the area, and a drive for high quality design, the piecemeal redevelopment of the area would represent a significant missed opportunity in terms of reinforcing its existing characteristics and creating a more sustainable neighbourhood. A key purpose of this document will, therefore, be to provide a framework for the Local Planning Authority to ensure that any future development in the SRF area is of the highest quality in terms of design and supporting public realm, highways and other community infrastructure in line with national and local planning policies.

In accordance with national planning guidance, it therefore follows that in order to secure a sustainable future for the area and deliver a neighbourhood of choice, the Local Planning Authority will utilise all reasonable resources and mechanisms to secure appropriate contributions from new development on a site-by-site basis, either directly or in the form of financial contributions where appropriate, that will allow public realm and other community infrastructure to come forward in tandem with the delivery of development sites. This approach will help achieve quality outcomes and deliver the vision of the SRF and underpin the vitality and viability of the area.

It is proposed that appropriate contributions could relate (but are not limited) to:

- New public realm;
- Signage, lighting and artwork;
- Access and car parking provision;
- Highways improvements;
- Public transport improvements;
- Affordable workspace centred on the Ten Streets character area that both attracts and retains creative and innovative businesses within Ten Streets: and
- Contributions to the RIBA Liverpool City Model.

monitoring and review

The City Council will expect the detailed proposals for redevelopment to have regard to the SRF's design principles and design guidance and to build on the wealth of community consultation that has been undertaken. This SRF provides development partners, businesses, potential investors and the local community with a clear vision for the future development of the Ten Streets framework area. In order to be flexible and adaptable to change, such as the timing and implication of major development opportunities, the effectiveness of the SRF and its key principles will be monitored and formal review undertaken when appropriate.

