



# **Liverpool Architecture Festival**

# INSURANCE AND RISK MANAGEMENT SOLUTIONS FOR ARCHITECTS

TRUSTED AND  
REASSURING,  
TAILORED TO  
YOUR NEEDS

Griffiths &  
Armour

☎ +44 (0)151 236 5656

🌐 [griffithsandarmour.com](http://griffithsandarmour.com)

Proud Sponsor of:

**A** **Liverpool  
Architecture  
Festival**



Monday 04 October

# Liverpool Architecture Festival 2021

The Liverpool Architecture Festival 2021 has been an overwhelming success. From a standing start just six months ago, to all events over the two week period being sold out, we would like to thank all participants and stakeholders in the LAF 2021.

Over 600 people attended walking and building tours, symposiums, design charrettes, open studios and socials. Over 40 practices from all across the Liverpool City Region have participated in the LAF, and this is where our strength lies.

The intention of the LAF was to galvanise the LCR architecture community, and champion the diverse range of excellent design talent that we have in the region.

We are trying to build a collective legacy that makes architecture better for all, and by judging the 2021 edition the LAF will go from strength to strength.

Many thanks for your support, and participation, we look forward to seeing you at the LAF 2.0 in Summer 2022.



Mathew Giles & Elizabeth Edge  
Liverpool Architecture Festival Directors

Special thanks go to Yasaman, Carrie, & Ffion for their tireless support, and highly skilled work over the last six months.

Many thanks to Paul for his ongoing championing of the LAF.

Thank you Sam, Melody & Matthew for your endless patience.



BY APPOINTMENT TO  
HER MAJESTY THE QUEEN  
REPROGRAPHICS SERVICES  
HOBBS REPROGRAPHICS LTD  
LIVERPOOL

# hobs repro

## WHAT CAN WE DO FOR YOU...

Brochures

Leaflets

Newsletters

Business Cards

Signage

CAD Drawings  
(up to A0 size)

Posters

Creative Services

Bid/Tender Printing

3D Printing

CGIs & Animations

Virtual Reality

Scanning

O&M Printing

Display Stands

Exhibition Stands

Finishing & Binding

Bespoke Packaging

Legal Document  
Printing

Labels & Stickers

All site signage onto  
various materials

**For a quotation or more information contact  
Michelle Haslam, Business Manager**

0151 709 0261 | [liverpool@hobs.com](mailto:liverpool@hobs.com)

Hobs Repro, 8 Castle Street, Liverpool L2 0NE



**hobs.com**



Monday 04 October

# Launch Event + Building Tour



Over 100 architects and LAF stakeholders joined us for the launch of the Liverpool Architecture Festival 2021 at the RIBA award winning Royal Court Theatre on Monday 4th October. The building tour of the recent refurbishment by architects AHMM sold out prior the event, and was followed by the Launch event taking place in the Royal Court Studio.

An introductory presentation by the LAF Committee was followed by a presentation by newly elected RIBA President Simon Allford. Simon set out his objectives for the next two years of his -presidency. Jonathan Falkingham, architect and Urban Splash co-founder, then hosted a Q&A with the audience about the future of architecture, and the role of the architect.

A drinks reception followed allowing for networking and discussions of the exciting events over the two weeks ahead.



Tuesday 05 + Saturday 09 October

# Modernist Society Walking Tour

Modernism has a huge presence in the architecture of Liverpool. Dominic Wilkinson of the Modernist Society's Liverpool chapter hosted two sold out walking tours around the city taking in areas from the University of Liverpool campus down to the city's historic business district.

The tours were attended by a mix of college, and university architecture students all the way through to practice Directors showing how diverse an audience the LAF attracts.





Wednesday 06 October

# LYA Drafts + Draughts



Following the success of the first Drafts & Draughts event in 2019 the LYA created an evening built on pizza and ideas as part of the LAF. Over 40 attendees were be placed into random teams, and assigned a key development site in Liverpool on which they will design architectural interventions. This session's site was the Canning Place Police Station and the adjacent docks. The teams were asked to communicate ideas through three fun rounds: sketching, modelling, and written presentation.

The judges were an excellent mixture of architectures, built environment professionals, and local stakeholders in the surrounding area:

Elaine Cresswell - reShaped;  
Mark Lawler - MD, Baltic Creative;  
Melody Beard - Liverpool ONE;  
Lifa Zvimbande - RIBA North West; and  
Matthew Ashton - MGMA Architects.



# LYA





Thursday 07 October

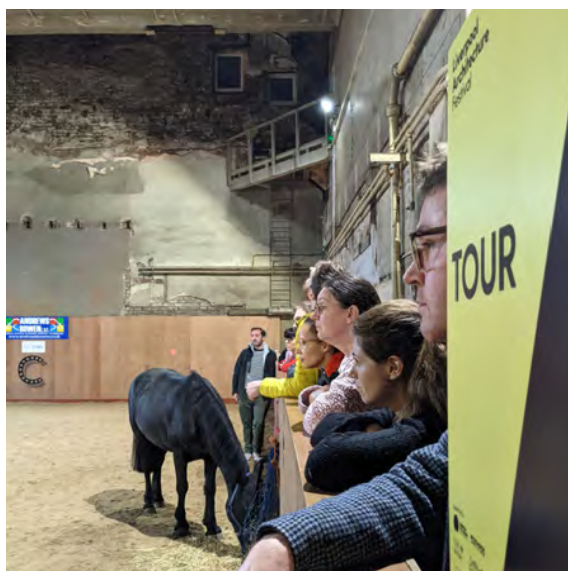
# Park Palace Ponies Building Tour

Harrison Stringfellow Architects hosted two sold out tours of their RIBA MacEwan Award winning scheme Park Palace Ponies. The tours were an excellent opportunity to hear from Su Stringfellow and their Client about the challenges that they overcame to deliver such an excellent part of L8 community infrastructure.

The project demonstrates that design can unlock the most challenging briefs with minimal budgets, and that working with an informed, passionate Client can lead to great things.

The LAF would like to thank Harrison Stringfellow for their efforts in being such great supporters and stakeholders of the LAF 2021. Su, Sarah, Sian, Jessie and the team have put a lot of time into a number of successful events over the two weeks of the LAF.

## Harrison Stringfellow





F L O O R S C A N

# ACOUSTICS

CELEBRATING 25 YEARS

Located in Runcorn, and covering the whole of the UK, Floorscan Acoustics have been specialising in the supply and installation of acoustic products and systems, supporting Architects for 25 years.

Floorscan's services include:  
Domestic Soundproofing  
Commercial & Industrial Soundproofing  
Retrofit & Change of Use Requirements  
The Code for Sustainable Homes

01928 571 108  
info@floorscan.co.uk

[www.floorscan.co.uk](http://www.floorscan.co.uk)



## BASEENERGY

Building Assessments for a Sustainable Environment

- |                                 |                                 |                             |
|---------------------------------|---------------------------------|-----------------------------|
| ✓ BREEAM New Construction       | ✓ EPC's                         | ✓ Sustainability Statements |
| ✓ BREEAM Domestic Refurbishment | ✓ Water Efficiency Calculations | ✓ Daylight Studies          |
| ✓ SAP & SBEM Calculations       | ✓ Air/Sound Testing             | ✓ Flood Risk                |
|                                 | ✓ Energy Statements             | ✓ Surface Water Run-off     |

North **0151 933 0328** e-mail: [north@baseenergy.co.uk](mailto:north@baseenergy.co.uk)  
South **020 3286 2016** e-mail: [south@baseenergy.co.uk](mailto:south@baseenergy.co.uk)

[www.baseenergy.co.uk](http://www.baseenergy.co.uk)

Friday 08 October

# Design Charrette: Mind the Gap

Mind the Gap was a thought provoking design charrette that focused on developing contextual, local, and variable responses to often overlooked built environment settings in the Liverpool City Region. This charrette was convened by the Liverpool Architecture Festival as part of a dedicated drive to raise the profile of good design standards, provoke interest in architecture across the region, and generate discussion about the possibilities for change in each of the varying site contexts.

The design ideas competition intended to seek out under-utilised and opportunity sites in varying areas of the region, and explore their possibilities by inviting architects from the Liverpool City Region to submit innovative ideas for their imaginative re-use.

Local authorities that make up the Liverpool City Region selected a site within their respective boundaries. The sites varied in scale and complexity but were typical of under-developed and infill nature settings across the region. Each site represented an opportunity, the chance to reconnect with the wider public and to become and incubator for a new ways of thinking about places.

With an emphasis on community, climate, and reuse, proposals could be complex or simple, commercial or public, and constitute a piece of public art or a new building. The main requirement was that proposals responded to the surrounding area and serve their community.

The five site selected were:  
Breck Road, Anfield, Liverpool;  
Earlestown Station, Newton Le Willows;  
Runcorn Town Centre, High St, Runcorn;  
Stella Precinct, Seaforth; and  
West Kirby Concourse, West Kirby.

More can be read about the successful Design Charrette on page 30.





Breck Road, Anfield, Liverpool, L5 6QB

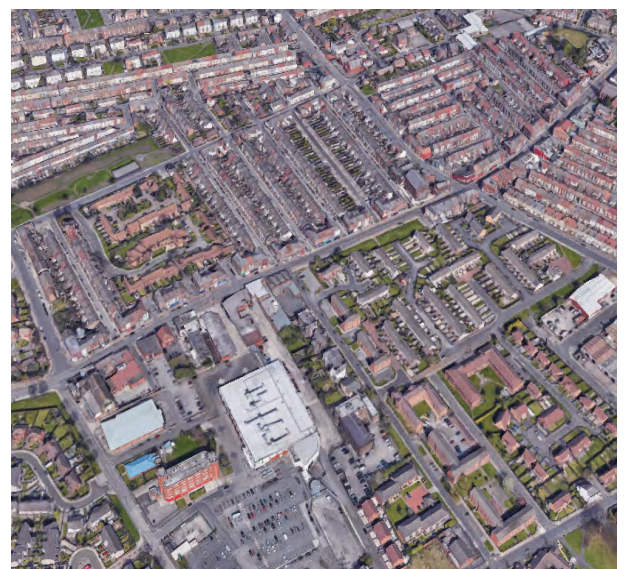
## Site 01 Breck Road



Breck Road is a district centre in the Everton suburb of North Liverpool. The street runs South-West to North-East from the junction with Breckfield Road to Walton Breck Road to the East, and is bisected by A5089 Belmont Road.

The site area comprises a mixed residential, commercial, and civic street with multiple ownerships. The established C19 grain is three-storey terraced properties with commercial at ground floor and residential over, punctuated by two-storey C20 infill sites and monument assembly buildings including the Bait-ul-Lateef Mosque and Holy Trinity Church. Breck Road community library is located in a C20 shopping precinct set perpendicular to the street. The district centre is located approximately 0.5 mile from Anfield, home of Liverpool Football Club.

Breck Road has an active community of residents and traders. The site allows for engagement with the complexities of an active out-of-centre high street, with clear opportunities for development alongside the existing community infrastructure.





Condy Lofthouse Architects

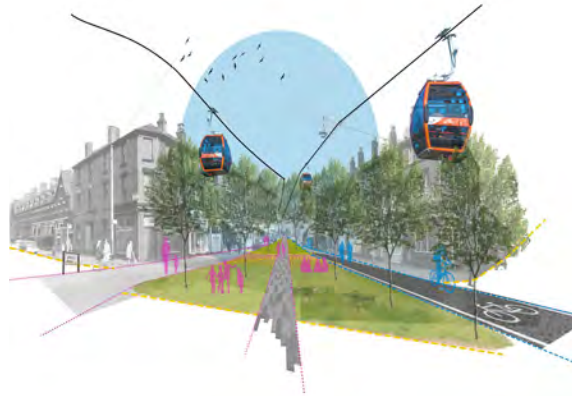
# Reclaim the Streets

2019 saw the outbreak of the global Covid-19 pandemic, restricting persons to their homes in lockdown and bringing everyday life to a halt. 'One walk a day' became the mantra of hope for an escape from the boundaries of confinement, throwing the simplicity of just 'one walk a day' to the forefront of mental and physical health aid, as a seemingly small act resonated in a huge way for many.

Breck Road's urban landscape has been dominated by vehicular transport throughout its lifespan. With electric trams first opening in Liverpool in November 1898, the tram was an iconic backdrop to daily Liverpool life, inter-connecting Breck Road to its wider context and Liverpool city centre. 1957 saw the trams abandoned and replaced with buses and cars, further taking precedence over the mere pedestrian.

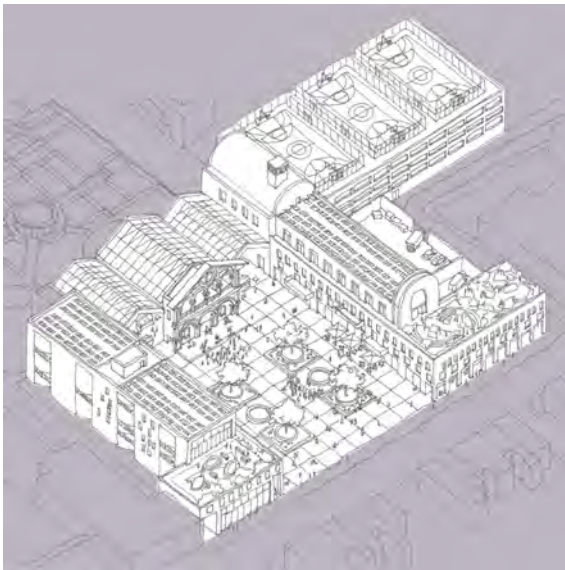
A lack of attention to the needs of the pedestrian has rendered Breck Road as undesirable with large expanse of little surveillance, green space without positive contribution to the community and a lack of architectural identity. Breck Road has the opportunity to facilitate the benefits of 'one walk a day,' through its connections to Everton and Breckside Parks. Thus, the street must be reclaimed by the pedestrian.

Through the reclamation of the streets, Breck Road can unlock the opportunity for the pedestrian to be thrust into prominence. In recognising the historical urban context of Breck Road and the dominance of the tram systems prior to the dominance of the car, the proposal plays with the displacement of hierarchy. By re-instating the tram lines that connected Breck Road to its urban context, the proposal raises the level of vehicular transportation, as articulated through a cable car, and allows for the pedestrian to take their place as the rightful ruler of the street.



MGMA Architects

# In Common



In Common presents spatial propositions by MGMA Architects in response to the conditions of Breck Road, north Liverpool, a setting nominated by Liverpool City Council as part of the 2021 Liverpool Architecture Festival Design Charette.

Breck Road comprises a dense high street of predominantly three-storey C19 properties of the “living over the shop” typology, punctuated with corner public houses, religious and monument buildings, and an amount of C20 infill, including large shed supermarkets, their car parks and service areas.

MGMA’s proposals seek to retain the urban structure of the setting, limiting demolition to those areas where the feasibility of conversion is outweighed by the need for a dramatic change, such as the delivery of the new civic core at Breck Square. The generic shed is adopted as a canvas for new inhabitation, providing much needed external amenity for the residential properties in the district.

In Common provides both conceptual and concrete proposals for change in this neglected district centre in the north of Liverpool. A toolkit rather than a masterplan, the project employs variety as a methodology for avoiding homogeneity. The scale of proposals is at once civic and intimate; MGMA offer proposals for large sites, for individual properties, and for the street condition. Dwelling spaces are created, along with dedicated zones for activity and recreation – each and all designed to encourage residents to gather, to rediscover a civic identity in their district.

This is a project of connections; re-establishing formal and material character links along the rejuvenated high street. Core principles for MGMA’s proposals include acknowledging patterns of change, encouraging density and delivering a renewed civic core, and offering small scale interventions to complement existing established communities.





Railway View, Queen Street, Newton-le-Willows, WA12 9AU

## Site 02 Earlestown Station

The Liverpool – Manchester line (1830) was the world's first passenger railway, and with the opening of the connection to Warrington (1831), Earlestown Station became the site of the first mainline railway junction. The settlement of Earlestown developed to the North of the railway junction, anchored by the market square, with a dense grid of commercial and residential streets. The area to the south of the Liverpool - Manchester line is characterised to the East of the Warrington line by commercial and industrial sites, with limited connections back to the core of the settlement. To the West of the Warrington line, fewer industrial sites are present and the district has a predominantly residential character of two storey terraced and semi-detached dwellings.

Earlestown Station has platforms on each of the lines, with an undeveloped area of tree planting occupying the central area of the site. A disused branch line to a colliery in the north was removed in the mid-C20 leaving the site interior vacant. The railway tracks, grade II listed station buildings, and platforms fall within the site and must be maintained – proposals must ensure an accessible connection between platforms is provided. Earlestown Station presents an opportunity to intervene in a setting of significance, a pioneer site in the development of the railways, connecting the southern districts of the settlement with the central area and market to the North.





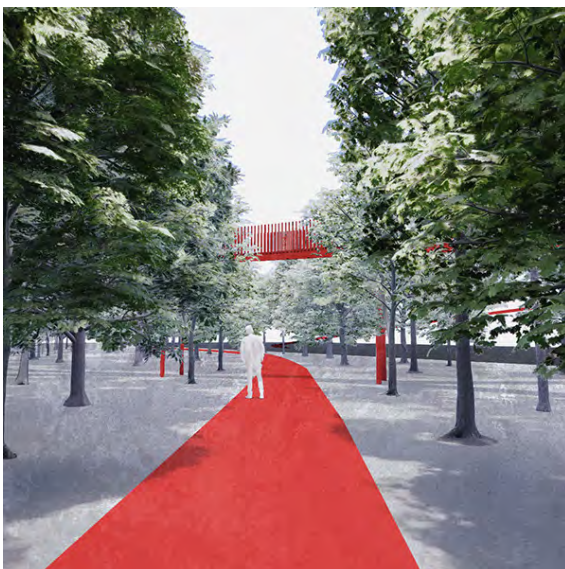
# Earlestown Station



Earlestown's transport heritage is firmly routed in the three intersecting railway lines that form the boundary to the site. The town itself and successful market, that runs to this day, were born out of the world's first passenger railway and mainline railway junction. Geographically our railway junction site forms the heart of the town, but in reality it creates a strong divide between North/South and East/West, creating a barrier between residential, retail and industrial uses. The Grade II listed station building sits unused and faces a featureless single storey shed. This building can only be accessed via steps using the railway bridge, whilst the main ticket office is located on the opposite platform, on Railway Station Road. A path on the site connects the five railway platforms, however, the rest of the site is fenced off to let nature take its course and cannot be accessed by the local community.



The proposal aims to sustainably open up the railway intersection to the community by celebrating its heritage and existing natural habitat. A fully accessible infrastructure is proposed, with intersections, nodes for pop-up events and cultural performances created where natural clearings in the foliage exist. The Grade II listed station can become the heart of the heritage trail and become a working museum. Connectivity across the site is achieved by introducing a series of accessible ramps and lifts that will carry users into the tree tops, across the site and safely down to the platforms. These will also enable wider connection to the historical Market Square, the main High Street and the Heritage Nature Trail taking people to the Sankey Viaduct.



Our proposal provides an infrastructure to bridge the key elements that Earlestown has to offer, making it a destination and not just an intersection.



# Reconnect, Activate, Sustain



## ● Reconnect

- Physically re-connecting accessible pathways through the site and providing safe well lit spaces to pause, reflect and enjoy.
- Metaphorically providing room for discussion around heritage along the town trail and opportunity for mental activity and chat. Small talk saves lives.



## ● Activate

- Introducing uses and activities which support the existing community and extend the opportunities to engage with new audiences.
- Breathing life into the building for a rolling programme of knowledge exchange with local groups and enterprises.
- New destination tea house serving the best tea and biscuit pairings. Serving commuters and community.



## ● Sustain

- Bringing the green triangle back into productive use from its allotment past for growing, foraging and edible plants.
- Introduction of a green servicing strategy to anchor corner of site.
- Encourage investment, housing and facilities and sustainable community enterprises supporting commercial ventures.

A quiet evening site visit filled with birdsong reminded us of the African Sankofa bird symbol from Ghana, and its meaning seems a fitting starting point for a town that was renamed after Sir Hardman Earle, a member of the Liverpool slave-trading dynasty, and whom accepted compensation equivalent to £2million following the abolition of slavery on his plantations, whilst the enslaved received nothing.

Earlestown developed during the industrial revolution and with the advancement of the railways. In July 1831, less than 6 months after the Liverpool and Manchester railway began service, the Warrington and Newton Railway was opened. A station was built at the junction of the two railways, and was originally given the name Newton Junction, the world's first railway junction. As well as the railways prominent employers included T&T Vicars, one of Earlestown's oldest firms, whose advancements in engineering contributed to the production of ship's biscuits for sustaining long trade voyages.

The junction forms a triangle, perhaps an unintentional nod to the trade triangle in which Hardman Earle and his family were intrinsically linked. Now, overgrown and fenced off all that can be found are metaphorical reminders of the horror which the town's namesake promoted.

Residential areas have grown around the junction, but rather than connecting the parts it disconnects it, shortcuts through the station are unwieldy and inaccessible. Pathways feel dark, quiet and disconcerting. Platforms are isolated. This dense oasis of green sits between the platforms fenced off.

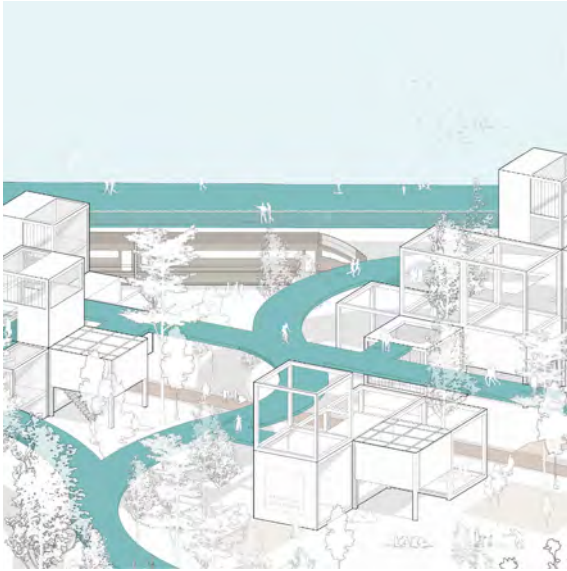
And so, what next?

The meaning of San Kofa expresses the importance of reaching back to knowledge gained in the past and bringing it into the present in order to make positive progress. Our proposal is a starting point for conversation rather than a complete masterplan, drawing on the historic references we found interesting and giving thought to what we think would make a sustainable future for the site, town and community.

# Harrison Stringfellow



# Integration Station



The site at Earlestown Station, once the centre of a thriving interchange now exists as an uninhabited island, visited only by travellers passing through who hurry quickly transverse the no man's land to reach the station platforms. The historically important station building sits vacant contributing to the sense of detachment and disjunct between settlement areas and different land uses. The pandemic has emphasised the fragility within our individual and collective health and well-being, and we are no longer able to flourish and engage as spaces have become unsustainable, redundant and unappealing leading to enhanced feelings of remoteness, detachment and disconnect. However, the situation has also presented us with opportunity



...opportunity to reactivate our imagination  
 ...opportunity to remould our environments  
 ...opportunity to reorder our relationships  
 ...opportunity to reengage and interact  
 ...opportunity to reflect, individually and as a collective.

The essence of Integration Station is to utilise the 'gap' contextually, to embrace and celebrate the 'island' as a place to escape to, whilst embarking on a journey to reconnect with the community. After checking in at the ticket office the journey begins via a new high-level network of routes reconnecting the existing community beyond the railway as well as connecting the existing heritage structures and station platforms. The route has purpose, providing links to the required destination but also encouraging engagement and interaction. Integration pods create opportunities to overcome social feelings of remoteness, detachment and disconnect. As humans, social integration is essential to every aspect of our health. By creating the infrastructure to support developing community bonds and fostering social interaction, we can repair some of the damage caused by the pandemic through the creation of

...purposefulness  
 ...belonging  
 ...contentedness.



PADDOCK  
JOHNSON



High Street, Runcorn, WA7 1AH

## Site 03 Runcorn Town Centre

The site comprises two adjacent parcels of land located within an urban block in Runcorn Town Centre bounded by High Street to the North, Devonshire Place to the west, Leira Way to the East, and the Bridgewater Canal to the South.

Area 1 is located at the junction of High Street and Leira way, and comprises the sloping vacant land to the north of the Brindley Theatre. The frontage to High Street is obstructed by occupied two storey commercial premises and an area of mature trees, not included in the development site. The eastern boundary of area 1 is the access road to the Brindley and the adjacent car park (area 2).

Area 2 comprises the open landscape and car parks with the Bridgewater Canal to the south, and the rear of the historic commercial properties and late C20 health centre at High Street to the north. The eastern portion of the site has been previously cleared around the retained building included in the site, a two-storey former Building Society premises.

The two site areas present an opportunity to reconnect the historic High Street with the pioneering Bridgewater Canal and the established cultural centre of the Brindley Theatre.



# Bridge the Gap



Runcorn is in the midst of great change. For many years it has been dominated by infrastructure not serving, but bypassing the town. A series of flyovers and railway arches loomed over the town centre, which also experienced displacement with out-of-town retail and the lure of neighbouring cities drawing people away from the centre.

Plans are afoot to transform the centre with a new Station Quarter where flyovers existed. This will provide new business and living opportunities. The High Street is to be reinvigorated with a focus on skills training and culture. The Brindley is to be extended offering additional facilities. The two existing waterways are to be linked. The project site is positioned between all of the above, making the site a crucial part of the jigsaw.



Our proposals aim to retain, restore and reinforce the High Street. Through working with existing buildings and the broken urban grain, we are aiming to create a new pattern of movement linking across the site and utilising the canal. Proposals seek to treat buildings individually, but considering the wider vision. Rather than propose a new vision, we think it is important to work with existing proposals and create suitable space to realise the dream with appropriate infill.

A new street structure is provided perpendicular to the canal and High Street linking the two and affording common views and green shared landscapes. A new type of back-to-back house is proposed with gardens on the roof to allow for public space at street level. This efficient house type increases density and provides central flexible family living. The landscape around the Brindley is to be altered to improve visibility, the setting for the cultural asset and to link the canal and High Street. An apartment block with training centre at ground floor edges the site.





DK-Architects

# High Street

Our chosen site encompasses 'High Street' in Runcorn, extending along the Bridgewater canal and terminating at the Brindley Theatre. There is a clear disconnect between the vehicular trafficked areas, retail / commercial activity on Church Street and the historic High Street. Our proposals explore how the areas can re-connect and expand, re-activating existing street frontages and creating anchor points to encourage foot and cycle traffic. Our proposed interventions are as follows:

1. Corner of High Street / B5155 - introduction of level access to the canal side via this significant corner. We hope to encourage cycle and pedestrian access to the canal, linking into the existing Bridge cycle way and Runcorn loop line. Extension and re-use of a derelict bank building to create a café, bike hire and low-cost space for small business start-ups, generating revenue for the area and supporting the Bridgewater Way sustainable travel initiative.
2. Creation of a modular social space adjacent to the existing 'Camden Buildings' to provide an 'Altrincham Market' style venue, acting as a conduit between Church Street and the canal, via the community garden and areas of re-defined landscaping.
3. Unifying the existing shop fronts at street level and residential conversion of the back of house and upper floors of the existing 'Camden Buildings'. Greening of the existing hard standing to the rear and extension of established corridors from High Street, providing children's play facilities, set off seating and areas for tranquil contemplation canal side.
4. Creation of a canal side access to The Brindley's rear café terrace with a new stepped amphitheatre cut into the adjacent bank, to encourage a dialogue with the canal users and to draw cyclists and pedestrians from the higher ground through to the tow path via the existing pedestrian bridge.



DK-Architects



# Runcorn Town Centre



Our analysis of the site in question and Runcorn in general, is that a wider linking approach needs to be adopted to knit lower and upper Runcorn back together. This site sits on that seam and although recent changes to the road network have improved the legibility of the town centre, there are still a number of shortcomings.

It is clear that the ambitious Runcorn station masterplan is trying to link this important transport hub to the main town centre – but it still faces the multiple challenges of a major dual carriageway, abrupt changes in topography, poor links over the canal and a high street that turns its back on upper Runcorn.



Our design strategy would be to landscape the southern side of the site into a graduated parkland leading down to the canal. By introducing new seating and pathways this will allow movement from convenient parking locations to the canal and town centre.

We would then exploit the canal with a series of new mooring inlets – bringing the opportunity for much more life and activity on this stretch of the canal. We would form an active frontage onto the canal and maximise the opportunities using the Bridgewater as a focal point at one end of the site and propose another cultural hub at the western end of the site.



At present one passes through Runcorn and the canal is barely visible. Residents tend to use the cultural facilities of nearby Liverpool and Frodsham, as the offer in Runcorn has withered. We would anticipate that by utilising Runcorn's excellent transport links, working to overcome the challenges outlined above and with the addition of high-quality new interventions the town could once more read as one and flourish.

**FALCONER  
CHESTER  
HALL**

Seaforth Road, Seaforth, Sefton, L21 3TB

## Site 04 Stella Precinct

Stella Precinct is a part-two/ part-three storey mixed commercial, educational, and residential complex located within Seaforth local centre, approximately 0.1 mile south of Seaforth & Litherland Merseyrail station. Constructed on the site of the Edwardian Stella Cinema, demolished in 1964, the precinct provides residential apartments at the upper floors and commercial units at ground floor, arranged in three interlocking blocks in an 'S' formation.

The site presents a surface car park to the principal frontage at Seaforth Road, with a service yard to the rear. The southern (three storey) wing faces Bowersdale Park at Elm Road, which is part pedestrianised. Adjacent to the West of the site is Our Lady Star of the Sea Parish Hall, occupied by North Mersey Amateur Boxing Club. To the North East are C19 semi detached residential properties, and to the North-West the Seaforth Arms Hotel PH and an area of mature trees not located within the development site.

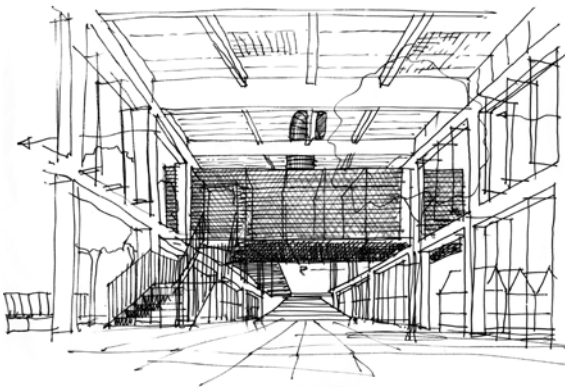
Stella Precinct presents an opportunity to intervene in a park-side and high street context at a key mixed-use site in the heart Seaforth.





ABW Architects

# Seaforth



Our proposal will re-enforce the existing community through use of existing facilities and providing a people centred approach to place making. It will reinvent the local centre, reduce travel and provide a new typology for a post pandemic era. Bringing people together and increasing activity to form a self perpetuating and sustainable model for a local centre. Bringing local government to the high street to make it more accessible to the people whom they serve, increase of population density at local centres, particularly for third generation housing so they are included at the heart of community and for ease of access to focused facilities. This model could be replicated across other centres. A space that is attentive to a multi generational population to counter isolation and support networks.

By creating a focal point to draw people in from a 10 minute radius, we must address the wider environmental issue of the bypass, which causes problems with air quality and cutting the community off to the north and to the docks. Greening over the bypass, filtering its emissions providing greenery and habitat, plus an easier more pleasant route to connect people. Existing boundaries to Parish Hall and Hotel and the S shape of the precinct building create unobserved negative spaces. By removing them and creating a more permeable ground floor, we can create a place for people to focus congregate and connect. Improved ground floor spaces for market, retail, café, local business to support local people, access to local decision makers, space for shared working for those who cannot work from home and community; create a draw as a local destination, reducing the need for wider travel.

By opening up the existing concrete frame of the North - South block as a winter garden we create a community event space. By reusing the East - West blocks of the existing building and adding floors we can improve local population density, to give a critical mass to better support facilities on site.

**ABW**  
architects

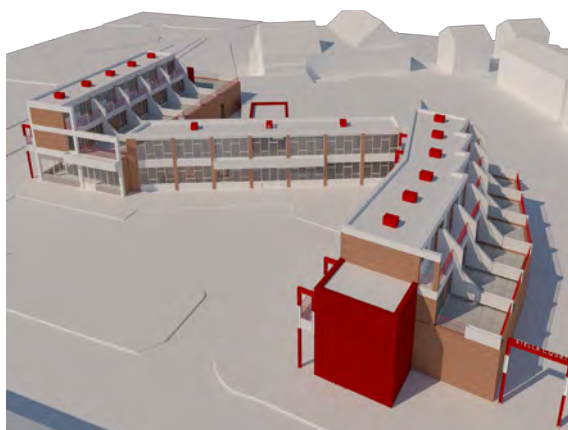
Seaforth Road, Seaforth, Sefton, L21 3TB

## Site 04 Stella Precinct

The site was formerly occupied by the Edwardian Stella Cinema. Stella Precinct was built on the site and is typical of this Post-war era, fusing pre-war English and more recent European styles. It presents mixed commercial units at ground floor with maisonettes above comprising of three interlocking blocks of two and three storeys in an S formation. There were substantial alterations in the late 90s which removed the balconies above and introduced both a wraparound canopy and overhanging lid to each block.

Our interventions look to maximise the visual appeal and allow for more permanent uses within the complex. The more transient units like the vape shop, sweet shop, off license, bookmakers, merchant chandlers would be replaced with more complimentary units that will allow the place to thrive once more. The Stella Works motif is expressed in the structural elements of the new proposed deck. The removal of the 90s additions would reveal the original rhythm of the buildings. Paired with a muted palette of white tiles and mosaic echoing the modernist era and allowing for a unity to the streetscape.

Incorporating the existing dance and yoga studios that are currently tucked away in a corner of the site along with the soft play centre, creche and break out rooms. The Bowersdale Park elevation will be opened to allow for activity along the pedestrianised route. This unit will be a mixed-use hub with café and co-working spaces that lead into more flexible units that can support local businesses and start-ups. The retail element is represented in the Northern block, this includes a Co-op and the existing Cake shop and Pet Clinic as well as a Florist taking the vacant end unit. The maisonettes above will be accessed by new cores that present themselves to the streetscape as pavilions and allow for deck access maximising the amenity to the rear of each residential unit. Small rear extensions and ziggurat like partitions provide each residential unit with private terraces with planters breathing further life into these disused amenity spaces.





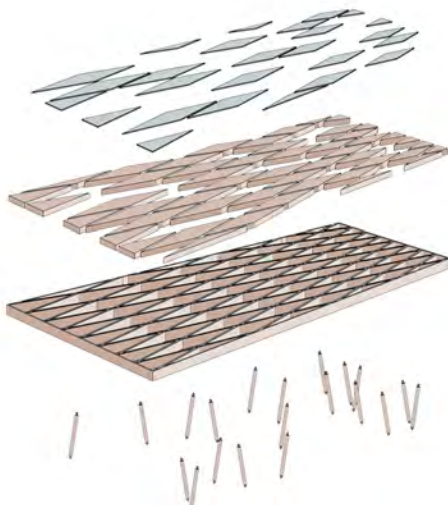
# Seaforth Community Precinct



You'd be forgiven to think that the once lively Seaforth has fallen into ruin. However, the residents have not given up. With many small community businesses working hard to reach out to the local community and a plethora of volunteers willing to make efforts to keep Seaforth clean, an intervention here would be embraced wholeheartedly.

Rejuvenating an all but lost community asset through pedestrian experience. Using permanent and semi-permanent structures which empower residents and vendors to have control over their public space, we are proposing a scheme which focuses on the cleanliness and walkability for all users of a renewed community parkland asset.

By  
Daniel Rankin-Gayle, Molly Fitzpatrick,  
Phillippa Mack, Finnegan Hulbert



Grange Road, West Kirby, Wirral, CH48 4HX

# Site 05 West Kirby Concourse

West Kirby Concourse is a mixed-use civic centre completed in 1977. It comprises a swimming pool, fitness centre, library, youth centre, and health centre in the main building complex at the southern portion of the site, together with a former fire station building and surface car park to the northern portion. The site fronts onto Grange Road, the principal thoroughfare in the town of West Kirby, with a landscaped area featuring mature trees.

The Concourse was comprehensively developed on the site of the original railway station, replaced by the extant station (now West Kirby Merseyrail) in the late C19, which adjoins the site to the east. To the West the site fronts Orrysdale Road. To the North sits Baden Court, a late C20 four-storey development of retirement apartments, which is not included in the development site.

The campus nature of the site and the linear grid arrangement of the buildings, faced in aggregate concrete block, are clearly a considered departure from the tight Victorian and Edwardian grain of the town centre. West Kirby Concourse presents a significant opportunity to intervene alongside an established civic campus, or to comprehensively redevelop a new town quarter.





# West Kirby Concourse



Completed in 1974, West Kirkby Concourse is a mixed-use leisure centre containing various functions; Public library & One Stop shop, Swimming pool, Leisure & Fitness facilities, Health Centre and a Youth Hub. The Concourse currently has poorly defined thresholds and boundaries between public & private spaces, contrasting previous 1970's ideas of public space around buildings with contemporary more privatised spaces. The existing Health Centre is proposed to relocate to a new building within walking distance of the site. The complex currently has six separate entrances which are generally concealed around corners, creating difficulty accessing the building. The building is well-used by the local community but not necessarily well-loved. The swimming pool is the most elegant part of the existing building and has a jewel-like quality; lighting up from the outside. A core tower lacking elegance is highly visible & can be seen on approaching West Kirby and also from the beach.



Referencing the Nordic origins of West Kirby, the project takes inspiration from the *sólarsteinn*, prisms of calcite believed to have been used by Vikings for navigation purposes. The project imagines the Concourse as a prism of light, reflecting the colours of the setting sun, and using these colours to help navigate access to the building.



The proposal seeks to improve the public realm, enlarging the public square adjacent to West Kirby rail station. Improvements to the tower create a coloured prism with halo, visible when approaching the town. A new main entrance to the building is highlighted by the rooftop extension containing a multi-use games pitch. The service areas to the East of the site are contained within a new enclosure improving access to the Youth Hub. To the North of the site, single family dwellings are proposed to give a street edge to the site boundaries. Ground floor rooms accessed from the street allow residents to make/sell/create with living accommodation above accessing gardens at first floor deck level. A reconfigured public car park sits to the rear of the townhouses creating a buffer between the residential use and the existing train line.

Ryder Architecture

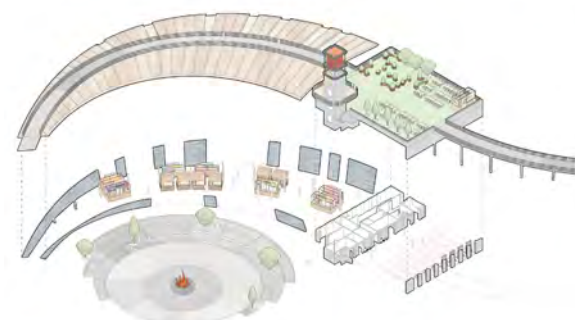
# West Kirby Conc-Norse

The town of West Kirby has a little-known Viking past which currently remains under appreciated and unexploited by both visitors and residents of the town.

The West Kirby Conc-Norse aims to reintroduce the town to its lesser known Viking roots whilst encouraging small businesses to capitalise on the Nordic past in an attempt to reinvigorate the town. The proposal takes a sensitive approach to the existing Leisure Centre on site by introducing a series of smaller interventions (designed with subtle Viking cues) to form a new heart space for the town.

At its centre, a new market 'Longhall' will form the driving force of the space's activation and will create a new medium for businesses to sell wares and engage with customers from near and afar.

At the head of the existing fire station's tower, a beacon will draw new visitors into the site from West Kirby's retail centre and beyond. The new heart space will lay the foundations for farmer's markets, re-enactment groups, gardeners, commuters, cyclists, pensioners, archers and axe-throwers to come together and engage with the town in a new way.



Ryder



# concorse



The concrete blocks of West Kirby concourse stand at the heart of the charming seaside town - a brutalist landmark at the nexus of several transport routes and significant vistas. The building is strong, defensive, and currently intimidates rather than welcomes. Visitors must cross a no-mans-land of paving to reach the main entrance - a small and fussy addition that crashes into the existing building. shedkm would like to honour the original, ambitious, and admirable design intent, removing anything which has confused or obscured this and only adding things which reinforce it.

Access to the building and surrounding spaces could be improved, knocking walls down to create generous, bold and appropriate openings that welcome the public into new gallery spaces and existing leisure facilities. Colour could be used to emphasise, celebrate and enliven the architecture, highlighting key spaces, complementing the concrete, and assisting navigation through and around the building to the fire station and woodland beyond. The tower of the fire station could be extended, climbing even higher and becoming a beacon for the project, visible from a distance, attracting people from all directions.



A terrace of three-storey houses could define the northern edge of the parkland, addressing the road. Private gardens would overlook the shared woodland, with cars discreetly parked amongst the planting and trees. The chimneys of the new homes could pick up and run with the architectural rhythm established by the buttresses of the concourse building. The sale of these homes would provide some if not all of the money needed for the project.



All elements could be bound by a shared landscape - a green carpet - improving access, defining new routes, establishing external spaces, and introducing greenery to all corners of the site. New and old should speak the same design language and work together to create a welcoming, harmonious, and vibrant community in a forgotten corner of this special town by the sea.

Friday 8 October

# Design Charrette: Networking

The Design Charrette received submissions from 13 practices, and the University of Liverpool, and were presented to a panel that included a diverse mix of community, architectural, climate, and planning leaders.

Paul Monaghan (Chair) - Liverpool City Region Design Champion & AHMM Director;  
Professor Soumyen Bandyopadhyay - Sir James Stirling Chair in Architecture & Head of School, Liverpool School of Architecture;  
Samantha Campbell - Head of Planning Liverpool City Council;  
Chithra Marsh - Associate Director Buttress Architects;  
Gerry Proctor MBE - Chair of Engage Liverpool; and  
Rachel Waggett - Principal Environment Officer Liverpool City Region.

All entries were of a very high standard, much to the delight of the panellists. The diverse approaches to all sites resulted in an engaging full day discussion about how architecture can have immediate, and longer lasting benefits on all areas across the Liverpool City Region.

The Design Charrette was very successful in bringing together practices to discuss very common issues through the LCR. Over 100 people attended the event from over 20 practices.





# Post Covid Townhouse



The Liverpool City Region Metro Mayor - Steve Rotheram - and the Liverpool City Region Design Champion - Paul Monaghan - are pleased to announce that as part of the Liverpool Architectural Festival and to support the work of the Liverpool City Region Spatial Development Strategy (SDS) a competition has been held to design a "Post Covid Townhouse". The competition saw over 50 entries from throughout the LCR, and beyond, with judging taking place this October. The winning entry will be awarded £4,000, with £1,000 for second place.

## The Brief:

To design a high density family home which provides an efficient use of land;  
To provide facilities that address the impact of the Covid Pandemic, including private amenity space, secure cycle parking, home office space as well as providing suitable accommodation for a family;  
To incorporate climate mitigation measures addressing climate change; and  
To provide a realistic approach to cost & buildability as winning designs could be taken forward as deliverable schemes.

The submissions were assessed anonymously by the following:

Chair Paul Monaghan - Liverpool City Region Design Champion, founding director AHMM Architects;  
Kevin McCloud MBE - TV-Presenter & Architectural Critic;  
Joanna Averley - Chief Planner, Ministry of Housing, Communities and Local Government;  
Lifa Zvimbande - Regional Director RIBA;  
Barbara Spicer - Former Chief Executive Plus Dane Housing Group;  
James Soane - Director, Project Orange Architecture and Design Studio; and  
Hazel Rounding - Director, shedkm.



**LIVERPOOL  
CITY REGION**  
COMBINED AUTHORITY

**METROMAYOR**  
LIVERPOOL CITY REGION

Sunday 10 + Thursday 14 October

# Herbert Rowse Walking Tour

Herbert Rowse has possibly the greatest record of building delivery in Liverpool. Iain Jackson of University of Liverpool recently published a book following the progression of Rowse's work and hosted two sold out walking tours. The tours included highlights such as India Buildings, and Martins Bank on Water Street, as well as an interesting narrative on how Rowse became such an architectural influence.

The mix of attendees saw students, members of the public, and architectural professionals delve into the Liverpool's architectural history.





Monday 11 October

# Ellis Williams Building Tour



The Yoko Ono Lennon Centre is a new teaching facility for the University of Liverpool that also incorporates the Tung Auditorium (a new medium sized music venue that can accommodate a 70-piece orchestra). Situated on one of the key gateways to the University, Ellis Williams Architects hosted a building tour and seminar discussing how the concept was developed, the development of the scheme and the technical challenges involved in the delivery.

The Liverpool Architectural Society and Liverpool Architecture Festival were delighted to be hosted by Senior Associate Mushtaq Saleri and Project architect Jade Meeks from Ellis Williams Architects.

This was a rare opportunity to see this new purpose-built state of the art teaching and performance centre an iconic addition to the University of Liverpool.



elliswilliams

ERCO

Ecophon<sup>®</sup>  
SAINT-GOBAIN  
A SOUND EFFECT ON PEOPLE



Tuesday 12 October

## LAS Film Club

I Am Cuba is an anti-American propaganda film, made as a Cuban-Soviet co-production, that has been snatched from oblivion, restored, and released in the United States as a presentation of Martin Scorsese and Francis Coppola. Since the film's prediction of a brave new world under Fidel Castro has not resulted in a utopia for Cubans, who suffer under one of the world's most dismal bureaucracies, the film today seems naive and dated - but fascinating.

This screening will begin with a short 10-15 minute introduction from the Liverpool Architectural Society.



Wednesday 13 October

## Future Listings Symposium

Liverpool City Region is home to world renowned architectural heritage and hundreds of listed buildings. The city's unique heritage is a strong attribute and a draw for inspiration and learning, but what are the listed buildings of the future?

Future Listings saw 6 presenters making the case for a currently unlisted building and why it should be listed in the future. The interactive event will then ask the audience to vote for the one that they think should be listed. We are delighted to have had such a high calibre list of names joining us:

Alex Starritt - Local Listings Project Officer;  
Peter de Figueiredo - Historic Building Advisor;  
Matthew Ashton - MGMA Architects;  
Victoria Alderton - Paddock Johnson Architects;  
Agustina Solassi - Conservation & Heritage Planning Officer, Sefton Council; and  
John Hinchcliffe - Hinchcliffe Heritage.





Friday 15 October

# Open Studios + Architecture Social



Open Studios allowed for practices to mix with their peers, and for students and the public to have a peek behind the curtain of architecture studios. It was a great opportunity to lower creative defences, and let people into the environment that is the base from which the creative process operates.

There was no need to book, you just turned up. There was a diverse range of offices from three of the Liverpool city regions volunteering. The Liverpool Architecture Festival would like to thank the following practices:

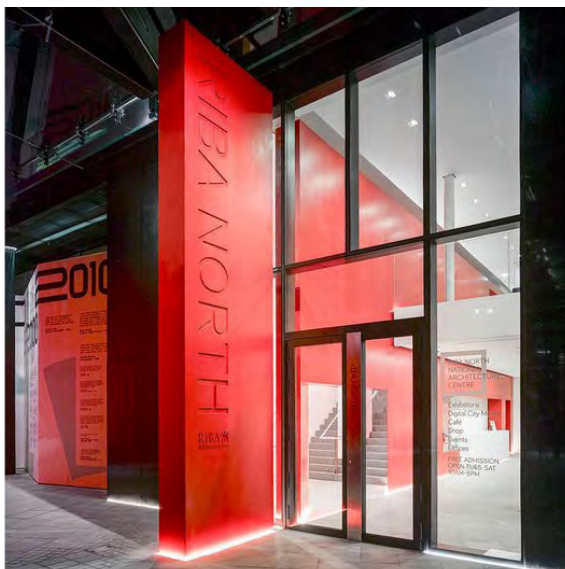
10 Architect  
ArchiPhonic  
Architects Direct  
Architectural Emporium  
Clayton Architecture  
Constructive Thinking  
Falconer Chester Hall Architects  
Harrison Stringfellow  
MGMA Architects  
Shack Architecture  
shedkm  
Smith Young  
Studio MUTT  
unit 3 design studio

This informal event then led participants to the Architecture Social at RIBA North in Mann Island Winter Garden.



The Architecture Social was the closing party to celebrate the end of the Liverpool Architecture Festival, and a successful fortnight. The Social encouraged all stakeholders in the LAF to come together and reflect on a successfully sold out series of events and plan for 2022.

There was a pop-up exhibition displaying the entries of the LAF Launch; LAF Design Charrette; LAF Future Listings; The Walking Tours; The Building Tours; LYA Drafts & Draughts; and The LCR Townhouse competition at the neighbouring Mann Island site.



supported by



**LIVERPOOL  
CITY REGION**  
COMBINED AUTHORITY

**METROMAYOR**  
LIVERPOOL CITY REGION

**RIBA**   

---

North West

Griffiths &  
Armour

**F L O O R S C A N**  

---

**ACOUSTICS**

  
**BASE**ENERGY

**hobs**