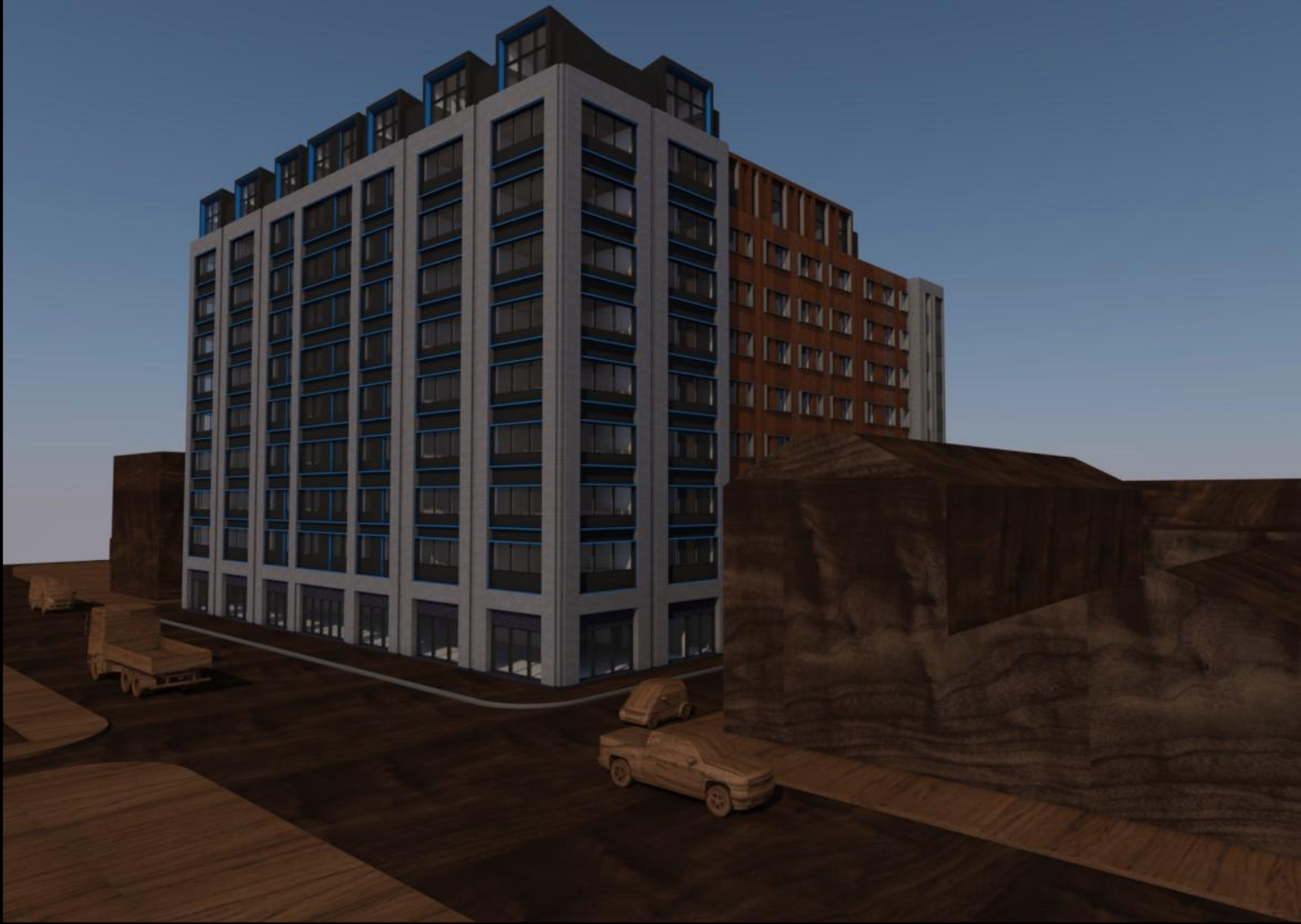


Planning Statement

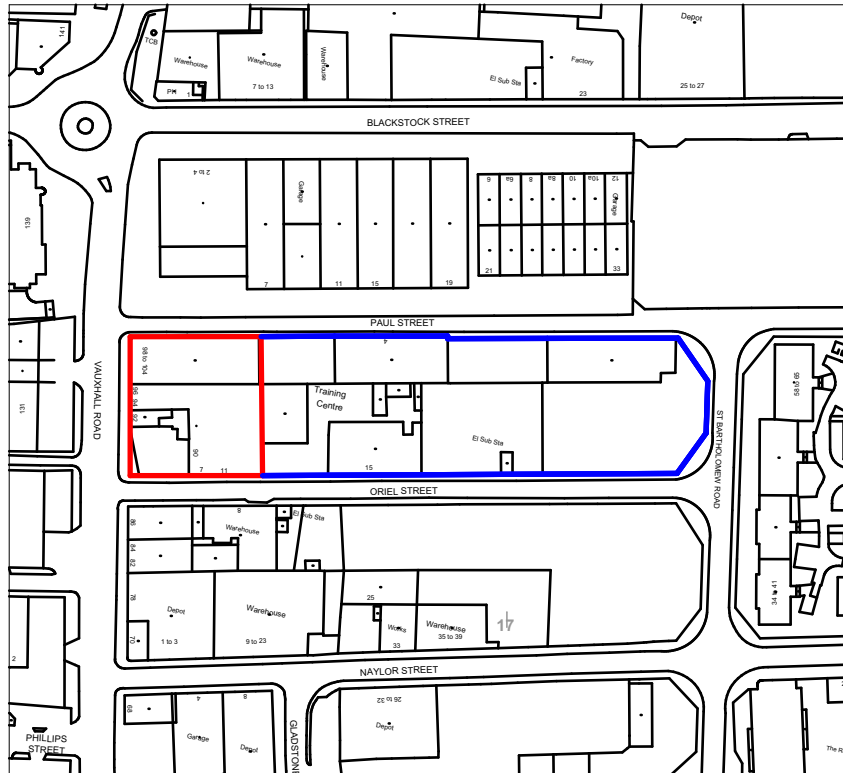
L3



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I.0 Introduction

The proposed site is predominantly located on Paul Street, L3 with a small amount of frontage and vehicular access from Oriel Street. Having developed a parcel of land on Paul Street previously, our Client has purchased the proposed site as part of a phased developments across their current portfolio of land in this block, this being the first of a number of phases.

This statement describes the proposal and considers it in line with current planning policy and supplementary guidance.

The proposed design and content of the application has been discussed with members of Liverpool City Council prior to its submission, and any comments made have been incorporated within the scheme where feasible. Feedback for this proposal was generally positive with members of the council enthusiastic about regenerating this part of the city.

A series of documents have been produced to accompany this application and have been listed elsewhere, but at the risk of repetition they comprise:

Location Plan
Site & Other Plans
Design & Access Statement
Planning Statement (this document)

2.0 Application History

In 2017 and 2018 consultations were undertaken with Liverpool City Council Planning Officers relating to a potential significant planning application in the L3 area of Liverpool City Centre North.

Constructive Thinking worked closely with the emerging masterplan for the Pumpfields area of the city, and the opportunities and constraints of the site that forms the basis of this application were identified. Pre application consultations were very positive and the proposals were identified as a catalyst of urban regeneration. The proposed development is of key importance in the definition of this zone within the Liverpool City masterplan, and should be reviewed alongside other emerging planning consents in the area.

In 2018 2nr Planning applications were submitted to Liverpool city Council for Approval.

* Full Planning application [Ref 18F/0585] dealing with Phase 1 of the development and was for 69 residential units and 400 sqm of commercial floor space at ground floor level. The application submitted to Liverpool Local Authority Planning Officers was determined in 2018 with planning consent for the development [subject to legal agreement being put in place].

* Outline Planning application [Ref 18O/0548] is for future phases 2-4 that will enable the construction of the remainder of the perimeter block to the site, and will redefine the eroded urban edge at back of pavement of the currently largely vacant site. This application is currently in determination and subject to decision, although it has the backing of local counsellors and local authority planning officers responsible for generating the urban planning policy and development strategy for the Pumpfields area of L3.

2.1 Extant Permission and the Emerging Masterplan

Throughout 2018 and 2019 Constructive Thinking has been actively engaged in supporting Liverpool City Councils aspirations for the development masterplan for the area.

In defining and recording emerging patterns of planning applications currently either determined or in the process of determination in the city, Constructive Thinking modelled all significant planning applications within the immediate area of this site, to enable a more meaningful reflection on the extant permission for the 69 units that is currently in place under application ref 18F/0585.

A review of the scale and massing of the neighbouring planning permissions made apparent the changes imminent within the immediate built context of the area. There are a number of key planning consents in the locality that significantly increase the verticality and density within the neighbourhood. Pumpfields is on the cusp of significant urban regeneration, and a review of the rapid progress of recent planning applications and consents identified opportunities to increase the scale and height of the proposed development to better sit alongside its proposed neighbours.

During discussions with LCC Planning Officers it was demonstrated and agreed that the vertical scale of the development site forming the basis of this application could be reviewed and increased to a notional height of an additional 2 or 3 storeys above the 7 storeys that formed the extant permission for phase 1.

Application 18F/0585 for 69 residential units in Phase 1 represented a development massing of approximately 26.1 m in height above the ground floor at street level below, and this was calculated at 6 floors above ground [7 floors total] with an average floor to floor height of 3.7m.

Applying the development scale as discussed with LCC planning Officers it was agreed that a massing 9 storeys of nominal height of 32m to Vauxhall Road could be considered acceptable, and it was agreed that this should be reduced in scale by one storey to Oriel Street, and stepped again to another storey lower to Paul Street.

During development of the General Arrangement of the design with input from systems manufacturers and engineers the efficiency of the structural system of the extant permission was enhanced. The impact of this improvement in efficiency reduced the floor to floor height significantly and this has led to the potential for accommodating 9 floors above ground [10 floors total] within the agreed massing profile of maximum 32m in height of the development site.

3.0 Development Context

This section discusses the site and the surrounding context

Site Description

The application site is located to the northern area of the city centre on Vauxhall Rd.This part of the city has been considered for regeneration through residential and business development.

The application site is part of an area of land bounded by Paul Street to the North, Oriel Street to the South with Vauxhall Road to the West and South Bartholomew Road to the East.The site is a brownfield site with an area of approximately 2,000 sq meters.There is a car park to the South, a series of commercial units to the North and residential buildings directly to the East.

The site is within walking distance of the city centre, with excellent transport links to the North West and further afield, all within short walking distance.To the South of Leeds Street is Liverpool’s World Heritage Site Buffer Zone.The proposed site lies well outside of this buffer zone.

Site Accessibility

The site features strong transport links to the City Centre and surrounding areas.Scotland Road (A59) is 2 minutes walk to the East, which is one of the main arterial roads into the City.The site is also close to Vauxhall Road, which is the main route to Bootle to the North of the City.

Both Scotland Road and Vauxhall Road provide a range of bus routes to surrounding areas and the City Centre.The site has good connectivity by car with main routes to Bootle, the North and Wirral (via the Wallasey Tunnel) all in close proximity.

Liverpool Lime Street train station is less than one mile from the site, which is less than 20 minutes walk away.

4.0 Description of Proposed Development

This hybrid application seeks detailed permission to construct 134 residential units with some 634m² of commercial floor space at ground floor level along Vauxhall Rd and Outline permission for the remainder of the block on a similar basis.

The associated proposed drawings (Site and Bock Plan) show the proposal in its immediate context.The proposal has been designed to provide quality residential accommodation with some of off-street parking.The mass of the proposal has been considered against that of the adjacent buildings on Vauxhall Rd, & St Bartholomew Rd, along with those recently approved on Leeds St, and amended in line with recently approved schemes in the vicinity.

A proposed Site layout has been provided along with a proposed car park layout, which indicates the number of parking spaces to be provided and how the site will be accessed.

Access and Parking

The new car park is accessed off Oriel Street via a motorised gate. Provision has been made for 26% secure off-street parking.

Design

The scheme has been designed as a perimeter block with surface level parking within the courtyard; a raised platform then creates a shared amenity space for residents.

The block is designed with the top floors set back to reduce the scale of the block and respond better to its urban setting and give formal reference to the historic industrial context.The scale of the building has been broken down further in both horizontal and vertical planes. The final proposals are comprised of a plinth level at ground floor, with the main body of the building above being divided into clearly defined vertical volumes with further vertical articulation achieved through fenestration.

Scale of the block is further reduced with a number of reveals to the main elevation to give the feel of a terrace. Industrial modular materials of brick are also employed to ensure the building sits comfortably in its environment.

The facades are constructed in dark and light brickwork to maintain the language of the surrounding area whilst giving a contemporary feel to the block.This has been supplemented along the subsidiary elevations with contemporary low maintenance cladding materials. All of these finishes are necessarily low maintenance and should retain their appearance over time.

Refuse Strategy and servicing

Each phase will have its own dedicated bin store accessible from Paul St/Oriel St. There will also be space in the circulation cores for post and metering



5.0 Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, when making their decision, the decision maker must take their determination in accordance with the development plan unless material decisions indicate otherwise.

In relation to the above statement, we have here considered the national planning policy guidance relevant to this application, as well as reviewing the development plan for the site which currently consists of the Liverpool UDP of November 2002.

The Council is currently producing a Local Plan for the City which will set out a spatial vision along with relevant objectives, policy and site allocations. On its adoption, the Local Plan will supersede the intended Core Strategy DPD. However the Liverpool Core Strategy Submission Draft 2012 should also be taken to be material considerations in relation to the application, along with other local policy documents.

National Planning Guidance

The primary objective of the NPPF is to promote sustainable development, and encourages local planning authorities to work pro-actively with applicant to secure developments that improve the economic, social and environmental conditions of an area.

The Framework identifies 12 core planning principles which should underpin both plan making and decision taking. Amongst other things, planning should:

- Proactively drive and support sustainable economic development to deliver homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made to objectively identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.
- Always seek to secure high quality design and a good standard of amenity all existing and future occupants of land and buildings.
- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas.
- Encourage the effective use of land by reusing land that has been previously developed.

Our proposal is consistent with the NPPF's core principles. It is of extreme importance that the council take full advantage of brownfield development opportunities such as this which will improve on the current site, bringing it back into use whilst also contributing to satisfying the increasing need for housing in this area.

The above point is also addressed in paragraph 111 of the NPPF which encourages "the effective use of land by re-using land that has been previously developed (brownfield land)".

Development Plan

Ward: Kirkdale

UDP allocation: Primarily Industrial Area.

Air Safe Zone: Liverpool Air Safe Zone Warning.

Relevant Planning Policies

Section 38(6) of the 2004 Planning and Compulsory Purchase Act states that development should be carried out in accordance with the development plan unless material considerations indicate otherwise. The development plan comprises the Liverpool Unitary Development Plan (UDP) adopted 2002, the North West of England Plan Regional Spatial Strategy (RSS) to 2021 adopted 2008 and the emerging Local Development Framework.

National Planning Policies

National Planning Policy Framework.

Liverpool Unitary Development Plan (November, 2002)

GEN4: Housing.

GEN5: Shopping.

GEN8: Environmental Protection.

E1: Primarily Industrial Areas.

E2: Office Development

HD18: General Design Requirements.

HD19: Access for All.

HD20: Crime Prevention.

HD23: New Trees and Landscaping.

HD24: Public Art.

OE14: Open Space in New Residential Developments.

H3: City Centre Living.

H5: New Residential Development.

S13: Use of Shops for Class A2 (Financial and Professional Services) Uses.

S14: Use of Shops and Other Premises for Class A3 (Food and Drink) Uses.

S16: Shopfront Design.

T6: Cycling.

T7: Walking and Pedestrians.

T8: Traffic Management.

T9: Road Safety.

T14: City Centre Car Parking Strategy.

EPI1: Vacant, Derelict and Neglected Land

EP2: Contaminated Land.

EP9: Waste Storage.

EPI1: Pollution.

EPI2: Protection of Water Resources.

EPI3: Flood Prevention.

SPG Note 9: Shopfronts.

Other Material Considerations

Liverpool City Centre Strategic Investment Framework (November, 2012).

Draft Pumpfields Development Framework (August, 2016).

Ensuring a Choice of Travel – Supplementary Planning Document (2008).

Design for Access for All – Supplementary Planning Document (July, 2010).

Council's Executive Board Report for Planning Obligations (September, 2015).

Liverpool's Local Transport Plan.

6.0 Summary and Conclusions

This document seeks to consider the main elements of the proposal and give a brief overview of the relevant planning policy against which it will be assessed. This section summarises the most salient points and confirms the positive case to be made for the development.

Pre-application discussions have taken place with the developer and the local council. These were generally positive discussions, with the council giving a useful commentary which has assisted with the development of the proposal.

The application has been considered against national and local guidance and policy, and the principles of the scheme are considered to satisfy the requirements of the above mentioned policies. We would therefore argue that the principle of this development aligns with national and local policy and is acceptable.

The proposed development satisfies a growing need for quality housing in this area of the city. The proposal is respectful of the surrounding context, at a sustainable density. We would also argue that the proposal represents sustainable development by developing brownfield land and allowing it to contribute to the local area.



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