

# **SUPPORTING PLANNING STATEMENT**

FEBRUARY 2016

**PROPOSED RESIDENTIAL DEVELOPMENT**

**BEVINGTON BUSH/GARDNER'S ROW  
LIVERPOOL**

on behalf of:

**JAMWORKS**



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## 1. INTRODUCTION

- 1.1 This Planning Statement has been prepared on behalf of the applicant, Jamworks, in support of a detailed Planning Application. It accompanies a full detailed planning application for the demolition of existing buildings and the erection of three 7 - 15 storey blocks of apartments containing 381 units with ground floor communal space, an A1/A3 unit, associated access, servicing, parking and landscaping. The application concerns a site at Bevington Bush/Gardner's Row/Edgar Street, Liverpool.
- 1.2 This Statement describes the proposals and examines the planning issues which they raise. It should be read in conjunction with the series of detailed technical reports that also accompany the application.
- 1.3 In promoting the proposed use our client appreciates that due regard must be given to a number of relevant up-to-date policy considerations as well as other material planning considerations. In developing these proposals, full regard has been given to the provision of Section 38(6) of the Planning and Compulsory Purchase Act 2004.
- 1.4 The general approach to, and content of, this application has been discussed with Senior Officers of Liverpool City Council (LCC) prior to its submission at a formal Pre-Application meeting on Tuesday 2<sup>nd</sup> June 2015. These discussions have influenced the evolution of the scheme into its final form and the supporting information accompanying the application.
- 1.5 Our pre-application dialogue has enabled us to agree a list of documents which accompany this application. These include:
  - Design & Access Statement, prepared by FCH Architects;
  - Planning Statement, prepared by Zerum;
  - Transport Statement & Travel Plan, prepared by DTPC;
  - CGIs and Montages, prepared by Infinite 3D;
  - Landscape Plans, prepared by Planit;
  - Noise Assessment, prepared by AEC;
  - Tree Survey, prepared by Mulberry;
  - Geo-Environmental Survey, prepared by Clancy Consult;

- Ecology Survey.

1.6 The application is also supported by a full set of plans and elevations, prepared by the scheme architects, FCH Architects.

1.7 The remainder of this statement:

- Provides context and describes the site and its surroundings;
- Describes the development proposals;
- Outlines the Development Plan framework and relevant national policy guidance;
- Provides a detailed analysis of the main planning considerations;
- Concludes by summarising the main points raised in this document.

## **2. DEVELOPMENT CONTEXT**

- 2.1 This section briefly describes the site, its surroundings and local setting, and outlines the relevant planning history of the site.

### **SITE DESCRIPTION**

- 2.2 The Application concerns a site located at the northern edge of Liverpool City Centre within Vauxhall. The site is within the area collectively known as Pumpfields. This part of the city is in the process of regeneration and the area is described as the new northern extension of the city centre boundary that is creating space for the expansion of businesses and residential properties in the future.
- 2.3 The Application Site is bound by Gardners Row to the west, Bevington Bush to the north, Scotland Road to the east and Edgar Street to the south. To the north of the site is private derelict land used for informal storage, with light industry beyond. To the south there is also a single unit in use as a St John's Ambulance depot. To the west are a series of high density apartment complexes including Atlantic Point Village and The Reach.
- 2.4 The site is situated close to existing residential areas in the City Centre, and a short walk away from the City's business district and main shopping district. It is surrounded by a mix of residential, commercial use buildings and is extremely well located in relation to the amenities and facilities of Liverpool City Centre. Figure 2.1 below illustrates the site in the context of the surrounding facilities and amenities.
- 2.5 Liverpool's World Heritage Site Buffer Zone is situated to the south of Leeds Street, well beyond the site boundary to the south.

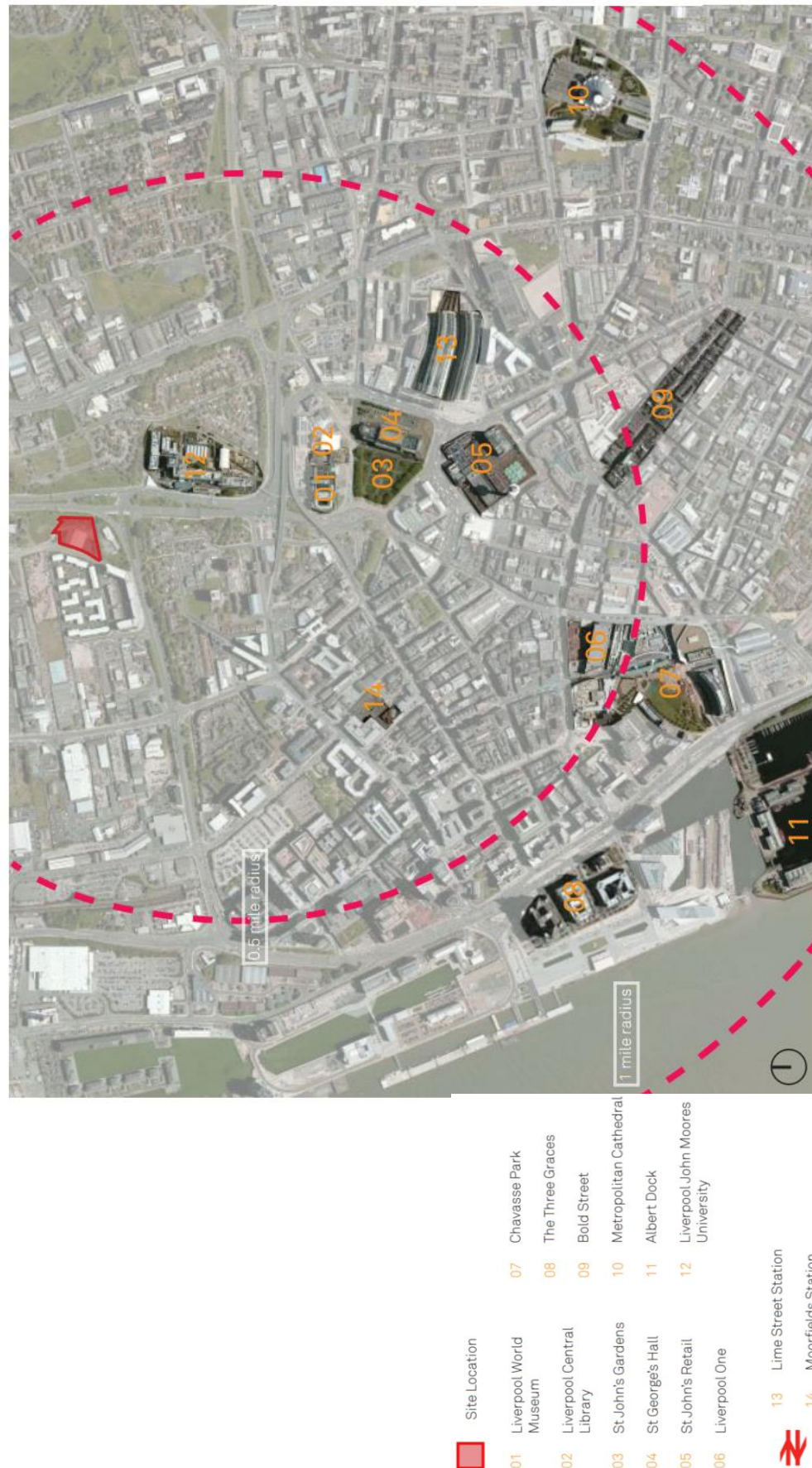


Figure 2.1

- 2.6 Further detail of the site location and strategic context can be found in the Design & Access Statement, produced by FCH Architects. The Google Map extract below (Figure 2.2) illustrates the site (in red) in the context of its surroundings. For information a Site Location Plan is provided at Appendix 1.



Figure 2.2

### EXISTING SITE

- 2.7 Currently on site is a large, disused warehouse of 1,339.5 sqm and vacant ancillary office block of 193.7 sqm. The total site area measures approximately 0.4 hectares in size. The property is currently vacant and has been for the last 6 years, from 2009. It has been actively marketed for industrial use by agents Mason Owen for 5 Years, since 2010. Appendix 2 includes a copy of the circulated agents listing for the property.
- 2.8 The site has been occupied since the 1800's with a tannery in the northern and central areas, a soap works and school in the south west and residential/small commercial premises in the south east. The soap works, school and other buildings were demolished and the tannery extended to cover the entire site during the early 1900's. It was eventually demolished in the late 1960s/early 1970s. An industrial unit was subsequently constructed in the central portion of the site during the 1980s and the site remains essentially unchanged. The surrounding area has been occupied by heavy industry including a number of saw mills, tanneries, oil refineries with several



above ground tanks, sugar refineries, warehouses, factories, yards and garages all located within close proximity.

### **SITE ACCESSIBILITY**

- 2.9 The site benefits from excellent transport links, with Scotland Road (A59) located close by, and comprising one of the main arterial routes linking Liverpool City Centre with north Liverpool. In addition, the Wallasey Mersey Tunnel entrance lies within approximately one mile to the north giving access to the Wirral and the M53 Motorway, which in turn leads onto the M56 and the national motorway network beyond.
- 2.10 The site also benefits from good access to public transport. The nearest train station is Moorfields, 0.5 miles away from the site, with Liverpool Lime Street only 0.7 miles away to the south. A major bus route lies just to the west of the site along Scotland Road with 18 services available. Streets surrounding the site provide for unrestricted car parking.
- 2.11 There are also numerous allocated cycle routes around the site, including both on road and traffic free routes leading into the city centre, to Liverpool Waterfront as well as further north towards Kirkdale. A series of toucan crossings can be found close to the site, alongside the adjacent main roads.
- 2.12 The accompanying Design & Access Statement provides more detail in terms of the site's connections and accessibility.

### **PLANNING HISTORY**

- 2.13 A review of the relevant planning history of the site reveals two minor applications. Firstly, planning reference B29060 was approved in 1970 to erect a 33 kV substation which remains beyond the boundary of the application site. Secondly, planning reference 90/392 to use part of the existing business centre for retail purposes associated with the sale of products produced within the business centre was approved in 1990.



### 3. DESCRIPTION OF PROPOSED DEVELOPMENT

- 3.1 The preliminary sub-sections of this Statement have already touched upon the context and content of the application. More detail is provided as part of the submitted Design and Access Statement (D&AS), prepared by FCH Architects.
- 3.2 In summary, the application seeks to secure detailed planning approval for demolition of the existing buildings on site and the erection of three 7 – 15 storey blocks of apartments containing 381 units with ground floor communal space, associated access, car parking, servicing and landscaping. The scheme will contain 279 no. self-contained studio apartments, 80 no. 1-bedroom apartments and 22 no. 2-bedroom apartments.
- 3.3 The proposed Site Layout Plan (Appendix 3) shows the extent of the proposed development in relation to the nearest road, surrounding land uses and wider area. Careful thought has been given to ensure that the proposed scheme conforms to the surrounding land uses (both current and future) and respects both wider views of the development and its more immediate surroundings.

#### RESIDENTIAL ACCOMMODATION

- 3.4 The scheme proposes 3 buildings:

Block A - a 7 storey building, which will accommodate a total of 132 units (no. 102 studios, no. 18 one-bed apartments and no. 12 two-bed apartments) across all seven storeys. Block A also contains, within the ground floor:

- 2 no. Entrance Lobby / Foyer
- Residents-Only Gym
- 2 no. Laundry
- 2 no. Bin Store
- Bike Store - 68 Spaces
- Bike Store - 48 Spaces
- Car Parking Spaces
- Plant Room
- Sub Station

Block B – a 15 storey building, with a total of 148 units (no. 117 studios and no. 31 one-bed apartments) across the top 14 floors. On the ground floor, features:

- Entrance Lobby / Foyer
- Meeting Room / Office
- Laundry
- Bin Store
- Bike Store - 56 Spaces
- Plant

Block C – a 9 storey building, which will accommodate a total of 101 units (no. 60 studios, no. 31 one-bed apartments and no. 10 two-bed apartments) across the nine floors. At ground floor level, Block C also contains:

- Entrance Lobby / Foyer
- Communal / Games Area
- Laundry
- Bin Store
- Bike Store - 30 Spaces
- Plant

- 3.5 The three blocks are linked with two entrance lobbies, which allow for access from within the internal courtyard, and from outside the proposal, on Edgar Row and Scotland Road respectively.
- 3.6 The ground floor area fronting Scotland Road and Edgar Street will primarily contain the required communal areas, with the larger entrance into Block B & C. Refuse stores, plant room, substation and cycle storage are located at the rear of the development together with a small staff car park accessed from Gardener's Row.
- 3.7 The individual residential units are simply arranged either side of the central corridor accessed by the four main stair/lift cores.

## ACCESS & PARKING

- 3.8 The accompanying D&AS provides more detail in terms of the proposed access and parking. Pedestrian access is from a number of locations around the site. The main entrance is from Edgar Street. A high quality landscaped area denotes the entrance (in line with UDP Policy HD23), and a dramatic cantilever and corner windows make for a welcoming and interesting arrival into Blocks B & C.
- 3.9 There is a secondary pedestrian access from Gardner's Row. Access from here is taken through the private internal courtyard that is created in the centre of the three proposed buildings. The semi-public courtyard (accessible to residents and their visitors only) creates an area where residents can socialise and relax. The position of the courtyard has been carefully positioned so that it would have no impact on residents.
- 3.10 There is also a minor pedestrian entrance from Scotland Road, leading to bus stops and the public landscaped area alongside Block B.
- 3.11 The Application Site is situated in a location where walking provides a convenient mode of travel to a variety of local facilities, including a GP surgery, dentist and general store within a 10 minute walk. The adjacent road network contains a fully integrated network of footways and toucan crossings that combine to provide direct and safe links to local facilities in the immediate area, both of which are important factors in encouraging walking trips. The proposal also includes improvements to the pathways alongside Scotland Road.
- 3.12 It is proposed that the vehicular access to the site will be to the side of the site, from Gardner's Row, into the car parking area within Block A.
- 3.13 Parking provision for the development is located within a basement car park and off Gardner's Row. 3 surface parking spaces are provided and 52 in a basement level.
- 3.14 Car free development is appropriate in locations that are accessible by a wide range of sustainable transport options such as the Application Site. The proposal is therefore in line with local policy guidance which promotes sustainable transport choices that will mitigate the impact of proposals on the environment, respond to congestion affecting roads and public transport in the area and promote healthier lifestyles.

- 3.15 The proposal involves the provision of stands with a capacity of 202 cycles internally on the ground floor and 12 stands/24 cycles covered in the north side of the scheme giving a grand total for residents of 226. There are also 11 hoops for visitor cycle parking.

## DESIGN

- 3.17 The site has been developed following a detailed analysis of the site and local context whilst taking into consideration the national and local requirements for residential developments. The accompanying D&AS sets out how the design concept for the scheme has developed in terms of both form and function.
- 3.18 The proposals have been developed through careful consideration of the site including:
- Analysis of the local character and context;
  - Evaluation of use requirements of the local area;
  - Detailed analysis of the site itself including orientation, topography, access, proximity to neighbours and connection with the streetscape;
  - Review with planners during the pre-application process;
  - Pressures of the site.
- 3.19 The proposed scheme has been modified to meet the comments and requirements discussed during the first Pre-Application meeting. The D&AS outlines the changes in full, however, it is worth noting the following:
- The building height was reduced to 9 storeys towards The Reach to match the height and scale of the existing building.
  - The mass of the building was broken down into three distinctive buildings with different elevation treatments to avoid repetitive facades.
  - The tallest building now fronts Scotland Road to define strong street elevation, and to avoid overshadowing the existing residents of The Reach and Atlantic Point Village.

- Ground floor spaces fronting main roads are designated for communal facilities for residents private usage, an on-site management office and private leisure/gym uses, in particular along the southern and eastern elevations, and south-western building corner, thereby creating a more animated and inviting development.
- The main entrance has been relocated to Edgar Street with the intention of incorporating the derelict area of public highway at the end of Edgar Street into the development to provide enhanced amenity space provision and a more attractive setting to the development.
- Openings within the mass of the building add interest and permeability to the development.
- All kitchens and lounges are located at the corners of the development to create animated elevations.
- Entrances to the buildings were designed to be welcoming and distinctive.
- High quality landscaping scheme proposed as part of the development. This includes an 'Urban Garden' in the courtyard in-between the three blocks, giving the residents private amenity space.
- Moving the Plant Room away from the street frontage, placing a room with windows in its place to animate the frontage.
- Similarly, the ground floors were utilised further to increase their usage, thus creating more active frontages.
- The addition of upper level terraces to break up elevations, add visual interest, and to incorporate more trees into the development.

3.20 The building has been designed to be fully accessible to all users, to comply with all relevant parts of the Building Regulations and to provide access for all. Further details of the buildings accessibility are outlined in the Design & Access Statement.

- 3.21 The proposal seeks to create a modern and well considered development with a mix of residential unit types that responds to the character of the surrounding area and fulfils market demands.

## **MATERIALS**

- 3.22 In terms of materials, the proposed scheme will be constructed using a carefully balanced palette of materials. Further details of the proposed materials are outlined in the D&AS, but can be summarised below:

- Block A –
  1. Gold-White Brick (or similar)
  2. Horizontal brise soleil
  3. Aluminium powder coated glazing unit
  4. Profiled cladding
  5. Juliet Balcony
  6. Anodised Aluminium Cladding
- Block B –
  1. Schwarz-Blau Brick (or similar)
  2. Horizontal brise soleil
  3. Aluminium powder coated glazing unit
  4. Profiled cladding
  5. Juliet Balcony
  6. Anodised Aluminium Cladding
- Block C –
  1. Silber-Grau Brick (or similar)
  2. Horizontal brise soleil
  3. Aluminium powder coated glazing unit
  4. Profiled cladding
  5. Juliet Balcony
  6. Anodised Aluminium Cladding

- 3.23 In summary, there is each of the blocks vary in brick colour to add a degree of visual interest. However, the defining features and details are of a limited palette of proposed materials across the site in order to create a sense of community within the new development and to complement the neighbourhood. These materials are

similar to other similar developments in the city centre, to emulate their success and to allow the proposal to sit well within the local context, reducing its impact on adjacent properties and the wider area.

### **REFUSE STRATEGY & SERVICING**

- 3.24 A refuse and servicing strategy has been drafted, and is within the Design & Access Statement. In summary, the refuse strategy depicts the proposed waste and servicing routes for both residential and non-residential purposes, leading to three separate, distinct waste collection areas. Further details of the refuse strategy are included within the TS.

### **LANDSCAPING**

- 3.25 The scheme includes hard and soft landscaping in and around the perimeter of the site. Proposed new landscaping for the site will create a clear, visual identity for the site and complement the architectural language of the buildings to ensure a holistic approach to the whole development. Within this development, the landscaping also draws upon the sites historical past as a tannery.
- 3.26 Landscaping is mostly focused within the inner courtyard of the three buildings, creating an 'Urban Garden'. The paving of the Urban Garden features several 'zig zags', consisting of bound aggregate and stone, creating visual interest in an irregular saw-tooth pattern. These 'zig-zags' then become straighter towards the southern side of the courtyard. The inspiration for this pattern reflects the process of tanning leather, with the irregular lines on the northern side of the courtyard reflecting the imperfect 'raw hide' which is then processed into regularised 'leather', represented by the straighter lines on the southern side. This heritage is also recognised in the iron panels of the gates, designed to look like wrung leather.
- 3.27 As well as the visual enjoyment which encourages residents to stay in the Urban Garden, beyond its use as a thoroughfare, time in the Urban Garden is facilitated with subtle low lighting and several raised planters which have benches on the outskirts. The planters are to be made from Corten, a material relating back to the industrial character of the sites past. These planters, as well as the other flower beds within the courtyard, make use of colourful and verdant plants to add year round interest to the



- Urban Garden. Both perennial and evergreen, shade tolerant species will be chosen, as well as pine trees.
- 3.28 Around the perimeter of the building to the east, alongside Scotland Road, an informal path across grass defined by new path to offer wider benefits to pedestrians, also connect building to allow access to bus stops. This pathway will run roughly along the north-south perimeter of Block B, and at the north end will connect with a pathway to a bus stop along Scotland Road. This existing, narrow pathway of 1m will be widened to 2m in width to connect the site to the bus stop. Soft landscaping is also planned for this area, to interconnect with another planned development to the north of the site.
- 3.29 The landscaping on the external of the building will also make use of deciduous tree planting, as well as bulb planting along Scotland Road for seasonal colour. Evergreen tree planting and hedging is being considered to create some year round screening from Scotland Road, in both terms of residential privacy and as sound buffers.
- 3.30 To the south east of the building, a 'spill out' area is designed to incorporate outdoor seating into the ground floor communal space.
- 3.31 Further details including the site's spatial analysis, landscaping concept, approach, design elements and management can be found in the Landscape Statement. A general plan can be found in Figure 3.1.



**Figure 3.1**

## 4. PLANNING POLICY

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that when determining a planning application, the decision maker must make their determination in accordance with the development plan unless material considerations indicate otherwise.
- 4.2 Given this obligation, this chapter therefore considers national planning policy guidance relevant to the application, which is a material consideration in the determination of this application, as well as reviewing the development plan for the site which currently consists of the Liverpool UDP of November 2002.
- 4.3 The Council is producing one Local Plan for Liverpool which will set out a spatial vision, spatial objectives and strategic policy as well as dealing with site allocations. Whilst it will effectively supersede the intended Core Strategy DPD, consideration should also be given to the Liverpool Core Strategy Submission Draft 2012 and any other local policy documents which are considered to be material considerations.

### NATIONAL PLANNING GUIDANCE

- 4.4 The National Planning Policy Framework (NPPF) was published on 27<sup>th</sup> March 2012 and is the Government's attempt to put in place a clearer, more consistent National Planning Policy Framework which consolidates more than 1,000 pages of national planning policy, in 47 documents, into 1 document. This Framework has replaced all the other national planning policy documents.
- 4.5 The NPPF has a clear presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-making. The Ministerial Foreword sets the tone of the document when it states that,

*'Development that is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, and every decision.'*

- 4.6 The NPPF outlines that the primary objective of development management is to foster the delivery of sustainable development. Local planning authorities should look for

solutions rather than problems, working pro-actively with applicants to secure developments that improve the economic, social and environmental conditions of an area. The concept of sustainable development is reinforced throughout the NPPF, including Paragraph 49 which states that housing applications should be considered in the context of sustainable development.

4.7 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 the 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 for 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.

4.8 The proposed development is consistent with the NPPF's core planning principles. It is important that Councils take advantage of brownfield development opportunities, particularly those which relate to underused assets/properties such as this. It is important that the proposals look to realise the full potential of the site whilst bringing a vacant brownfield site into positive and productive reuse.

4.9 Section 4 of the NPPF relates to the promotion of sustainable transport. Paragraph 32 states that, *'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'* The proposed development would not have a material adverse impact on the road network. There is therefore no justification for refusing the proposed scheme on transport grounds.

4.10 Section 6 of the NPPF deals with the need to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. In particular, Paragraph 50 states that local planning authorities should:

- Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes); and
- Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand.

4.10 Section 7 of the NPPF relates to Good Design. Paragraph 56 in particular states that a well-designed development is key to sustainable development and that it is 'indivisible from good planning, and should contribute positively to making places better for people.' In summary it states that Councils should aim to ensure developments:

- will function well and add to the overall quality of the area;
- establish a strong sense of place;
- optimise site potential and sustain an appropriate mix of uses;
- respond to local character and identity;
- create safe and accessible environments;
- are visually attractive as a result of good architecture and appropriate landscaping.

4.11 In determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area. The proposed scheme responds to this advice as a high quality development is proposed, adopting an innovative approach to the creation of new homes within the wider regeneration context.

4.12 Also of relevance to this application is Paragraph 22, which discourages the long term protection of sites allocated for employment use where '*there is no reasonable prospect of a site being used for that purpose.*' As there is no reasonable prospect of the site being used for the allocated primarily industrial use, this application for an alternative use of the land should be treated on its merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

4.13 Attention should also be paid to Paragraph 111, which encourages '*the effective use of land by re-using land that has been previously developed (brownfield land)*'.

- 4.14 The NPPF is the latest in a sequence of similar policy statements recording successive Governments' growing commitments to removing obstacles to investment, development and the creation of jobs. It is therefore an important consideration in the context of this proposal. We have concluded that this proposal represents a positive response from the NPPF with particular regard to sustainability, good design and appropriate approach in respect of regeneration projects.

### **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

- 4.15 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. It was accompanied by a Ministerial Foreword which included a list of the previous planning practice guidance documents cancelled when the NPPG site was launched.

- 4.16 The NPPG, in a similar manner to the NPPF, states good design is integral to sustainable development, and is about creating places that work well for everyone whilst looking good, lasting well, and adapting to the needs of future generations. The NPPG states that the key issues to be considered in development are:

- Local character;
- Safe, connected and efficient streets;
- Network of greenspaces;
- Crime prevention;
- Security measures;
- Access and inclusion;
- Efficient use of natural resources;
- Cohesive and vibrant neighbourhoods.

- 4.17 The NPPG then states that development should look to be:

- Functional;
- Supportive of mixed uses and tenures;
- Inclusive of successful public spaces;
- Adaptable and resilient;
- Distinctive in character;
- Attractive;
- Permeable to movement.

## DEVELOPMENT PLAN

- 4.18 As outlined earlier Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the statutory development plan, unless material considerations indicate otherwise.
- 4.19 The Liverpool Unitary Development Plan (UDP) is an older-style document, having been adopted in 2002. Whilst a number of policies within the Liverpool UDP have been 'saved' in 2007, Paragraph 215 of the National Planning Policy Framework (NPPF) sets out that due weight should be given only to those policies in existing plans according to their degree of consistency with the Framework. With this in mind, it is now a held principle by the Planning Inspectorate on behalf of the Secretary of State that whilst some policies may be classed as 'saved', they would only hold material weight if they are up-to-date in respect of the requirements of the NPPF.
- 4.20 Having regard to the above, the following UDP policies are considered relevant to this application:
- Policy **E1**: Primarily Industrial Areas
  - Policy **H3**: City Centre Living
  - Policy **H5**: New Residential Development
  - Policy **GEN3**: Heritage & Design in the Built Environment
  - Policy **GEN6**: Transportation
  - Policy **HD18**: General Design Requirements
  - Policy **HD19**: Access for All
  - Policy **HD20**: Crime Prevention
  - Policy **HD21**: Energy Conservation
  - Policy **HD23**: New Trees and Landscaping
  - Policy **HD24**: Public Art
  - Policy **OE14**: Open Space in New Residential Developments
  - Policy **T12**: Car Parking Provision in New Developments
  - Policy **EP1**: Vacant, Derelict and Neglected Land
  - Policy **EP9**: Waste Storage
  - Policy **EP11**: Pollution
- 4.21 The Application Site lies within part of the Vauxhall Industrial Area, and is allocated in the Council's adopted UDP as being within an area which is Primarily Industrial (as

outlined in Policy E1). Policy E1 only allows non-industrial/business uses to be developed if the proposal:

- would not prejudice the long term development of the area primarily for these uses;
- would not cause unacceptable traffic and highway congestion and related problems or have an adverse impact on residential amenity or on the operation of existing businesses; and
- would not conflict with other policies in the Plan.

However notwithstanding the Primarily Industrial UDP allocation of the site, the principle of residential led redevelopment has been established on several similar vacant plots within the Vauxhall area. It is also worth noting that the site lies beyond the buffer zone of the World Heritage Site.

- 4.22 Chapter 9 of the UDP sets out a number of housing policies. Policy H3 is relevant in that it specifically encourages and supports proposals which will improve city centre housing stock. Paragraph 9.60 states that, some forms of city centre residential accommodation will prove more suitable for some groups of people than for others. It suggests that the lack of amenity and play space combined with the impact of living close to pubs, cafes, night clubs and other sources of noise and disruption, would not tend to attract families. Such locations, it identifies, will appeal most to young, single and students.
- 4.24 Policy H5 sets out number of practical development control criteria, to be taken into account in considering new residential developments. These include density and design, the context of the character of the surrounding area, highway/parking considerations and open space. The policy states that new developments will need to accord with Policy HD18 (General Design Guidance) and OE14 (Provision of New Open Space).
- 4.25 Policy GEN3 states that the UDP aims to protect and enhance the built environment of the City by encouraging a high standard of design and landscaping in developments and creating an attractive environment which is safe and secure both day and night.
- 4.26 Policy GEN9 states that the UDP aims to improve the living environment of the city centre.



- 4.27 UDP Policy HD18 requires that careful consideration is given to a number of design related criteria, which all applications should comply with, including:
- Scale, density and massing relating well to its locality;
  - Local distinctiveness;
  - Building lines relating to the immediate locality; and
  - Materials.
- 4.28 Policy HD19 states that the City Council will ensure that consideration is given to the need to ensure ease of access and movement for disabled people between and within public areas.
- 4.29 Policy HD20 relates to crime prevention and states that, the City Council will encourage developers, in the design and layout of new developments, to incorporate measures which reflect the need to make proper provision for personal safety and crime prevention.
- 4.30 Policy HD21 states that, in order to conserve energy resources the City Council will expect developers to minimise the overall demand for energy arising from their development proposals by taking into account the need for energy sensitive siting, orientation and layout in the design of new developments.
- 4.31 Policy HD23 outlines that, all new development proposals should make proper provision for the planting and successful growth of new trees and landscaping, including any replacement planting provided as compensation for the loss of any trees due to development.
- 4.32 This proposal is consistent with Policy GEN6 which states that, the City Council will promote and support initiatives designed to maximise the role of cycling as a transport mode and that, the City Council will implement measures to encourage walking as a mode of transport and to make the pedestrian environment safer and more convenient, as well as encouraging the siting of developments close to public transport links.
- 4.33 Policy T12 outlines that any new development which generate a demand for car parking will be required to make provision for car parking on site, to meet the minimum operational needs of the development.

- 4.34 Of the remaining UDP policies which could be considered to be relevant to the application proposals. This development represents a positive response to Policy EP1 which promotes and encourage the reuse of derelict and redundant land for appropriate uses. Policy EP9 seeks to ensure that proposals provide adequate provision for onsite storage of waste and recycling. Policy EP11 outlines that Planning permission will not be granted for development which has the potential to create unacceptable air, water, noise or other pollution or nuisance.

### EMERGING LOCAL PLAN

- 4.35 The Liverpool Core Strategy DPD has been under preparation for a number of years. It is now intended that it will not be submitted as a separate DPD, but it will instead, form a framework for the Local Plan for Liverpool. The Core Strategy Submission Draft of 2012 therefore provides a more up to date policy document than the UDP. The following policies of the emerging Local Plan are the main once relevant to this application and are considered to align with the principles, aims and objectives of the NPPF. They therefore are considered to carry due weight.

- 4.36 Emerging strategic policies which are considered relevant include:

- SP1: Sustainable Development Principles;
- SP2: Land for Employment
- SP9: The Location and Phasing of New Housing;
- SP10: Housing Provision in the City Centre;
- SP13: Housing Mix – City Wide Principles;
- SP23: Key Place Making and Design Principles.

- 4.37 The draft Core Strategy acknowledges that the City Centre is the primary economic, commercial, retail, cultural and tourism centre for the City and the Region (Para. 3.26). There has been significant investment and interest in recent years in new housing, which has spread into city centre fringe areas where there are available vacant and derelict land and buildings (Para. 3.32). It also acknowledges that there was potential capacity for significant expansion of the City Centre housing stock, although at the time of its drafting, the impact of the 2008 credit crisis and the general down turn in the economy had been acknowledged (Para. 3.33).

- 4.38 Consistent with the NPPF, Strategic Policy 1 emphasises the importance of sustainable development principles, a number of which are met by the current application proposals. The first priority is to reuse previously developed land. This is vital to improve accessibility, reduce the need for travel and encourage sustainable transport modes, thereby contributing to the delivery of sustainable communities. Strategic Policy 1 also emphasises the need to deliver high quality design.
- 4.39 The draft Core Strategy encourages housing provision in the City Centre (Strategic Policy SP10) in recognition of the positive role it can play in supporting ongoing City Centre regeneration. In particular Strategic Policy SP9 outlines that, the provision of new housing will be managed to deliver housing market renewal in Liverpool's Urban Core and broaden housing choice and improve the sustainability of existing residential neighbourhoods in both the Urban Core and the City's Regeneration Fringes. The priority for development will be to maximise the re-use of vacant and underused brownfield land and buildings. Strategic Policy 2 of the Core Strategy emphasises that new employment development will be directed towards the City's five identified Strategic Investment Areas (SIAs) of which the application site does not fall within.
- 4.40 Strategic Policy 13 identifies that, all new housing provision should enable the needs of a household to be met over its lifetime, for example through the application of "Building for Life" and/or "Lifetime Homes" criteria.
- 4.41 Other strategic policies which are of relevance to this application include Policy 23, which encourages innovative high quality design and a creation of well integrated useable places. Relevant considerations include high quality architecture, sustainability as a key driver of a design process, including the accessibility of all parts of the development to all users.

#### OTHER MATERIAL CONSIDERATIONS

- 4.42 Other material policy considerations include:
- Ensuring a Choice of Travel SPD (March 2010);
  - Design for Access for All SPD (July 2010);
  - Supplementary Planning Guidance Note 10: New Residential Development;
  - Strategic Investment Framework (2012);

- Supplementary Planning Guidance Note 8: Car and Cycle Parking Standards;
- Planning Advice Note: Refuse Storage & Recycling Facilities in New Development (March 2005);
- Planning Advice Note: Section 106 Planning Obligations.

### **ENSURING A CHOICE OF TRAVEL**

4.43 Adopted in December 2008, this SPD was written to provide guidance to developers with regard to access and transport requirements. The objectives of this SPD are to:

- Ensure that there is reasonable access to new developments, through a good choice of transport methods;
- To reduce the environmental impact of travel;
- To improve road safety;
- Promote healthier lifestyles and reduce the level of traffic growth and congestion;
- Reducing car parking spaces in new developments where appropriate.

### **DESIGN FOR ACCESS FOR ALL**

4.44 This SPD was written to highlight the most important principles in designing inclusive buildings, which meet the needs of all users including disabled people. The SPD indicates that 10% of all new dwellings must be wheelchair accessible, and that accessible units must be built to Lifetime Homes standard.

### **NEW RESIDENTIAL DEVELOPMENT SPD**

4.45 This SPD was adopted in April 1996 to guide new residential development in Liverpool. Paragraph 1.10 states that the city centre and surrounding inner areas urgently require urban renaissance and pledges to adopt a concerted and comprehensive approach to influencing housing supply across all tenures and values in the interests of improving the quality of housing stock.

## STRATEGIC INVESTMENT FRAMEWORK 2012

- 4.46 Liverpool's City Centre's Strategic Investment Framework creates a 15 year vision for the City Centre, outlining key developments and improvements to the principal business and residential districts. The site falls into the 'Business Area' (as identified in dark blue on figure 4.1 below).



**Figure 4.1**

- 4.47 One of the 'Strategic Actions' is to expand the residential population and create distinctive neighbourhoods. It suggests that implementation will expand the City Centre population from 32,000 to over 42,000.

## **CAR AND CYCLE PARKING STANDARDS**

- 4.48 The purpose of this guidance note, which was adopted by the City Council in April 1996, is to set out the Council's standards for car parking, including layout and design, in relation to proposals for new development. This guidance note also supplements Policy T12 (Car Parking Provision in New Developments) and Policy T6 (Cycling) in the Liverpool Unitary Development Plan.
- 4.49 Amongst recommended parking standards, including required Blue Badge spaces, optimum layouts and car parking dimensions, a schedule of parking is provided; within the City Centre all private residential development, other than sheltered housing, is subject to a maximum car parking standard of 1 space per private dwelling plus 10% for visitors, with no minimum standard. All units should be accessible by cycle.

## **REFUSE STORAGE & RECYCLING FACILITIES IN NEW DEVELOPMENTS**

- 4.50 The purpose of this guidance note is to provide advice on the Council's recommended standards for refuse storage and recycling in all new residential developments. The guidance note also covers the provision of recycling facilities at all developments, building upon UDP Policy HD18 and EP9.

## **SECTION 106 PLANNING OBLIGATIONS**

- 4.51 The purpose of this guidance note is to provide guidance on Section 106 Planning Obligations. These legal agreements will be negotiated between LCC and developers in the context of a grant of planning permission. They are intended to make development proposals acceptable, which might otherwise be unacceptable, and provide a means to ensure that a proposed development contributes to the creation of sustainable communities, particularly by securing contributions towards the provision of infrastructure and facilities.
- 4.52 The guidance note expands of the policy for securing Section 106 contributions set out within the UDP (including policies OE14, HD23, HD24). The City Council's Executive Board in 2005 and 2008 have agreed that the following short term interim measures to

secure S106 planning obligations from developers, which build on existing national and local planning policies, be adopted for development control purposes pending the adoption of the emerging LDF.



## 5. PLANNING ASSESSMENT

5.1 Having set out the policy background this chapter considers the principal issues that are considered relevant in the context of this application:

- The Principle of Development
- Housing Provision
- Scale, Massing & Design
- Access & Parking Provision
- Residential & Neighbouring Amenity
- Landscaping & Open Space
- Potential S.106 Obligations

### PRINCIPLE OF DEVELOPMENT

5.2 Having regard to the relevant policy framework it is evident that the proposed development accords with local and national policy objectives to support sustainable development and regeneration.

5.3 At the national policy level, Paragraph 22 of the NPPF makes it clear that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for the purpose. The site has been vacant since 2009 and agents, Mason Owen, have actively marketed the property for employment/industrial use since 2010. For information a copy of the marketing brochure is appended at Appendix 2.

5.4 In this instance, where there is no reasonable prospect of a site being used for a primarily industrial use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support local communities.

5.5 The site is allocated in the current UDP as being within an area identified for Primarily Industrial use, however, since the UDP's adoption in 2002 the aspirations for the area in which the Application Site sits has changed. As identified within other residential led redevelopment projects within the same E1 allocation, the wider area has become known as 'Pumpfields' within the Business Area of the Strategic Investment

Framework's City Centre allocation. Pumpfields is defined as a northern extension of the city centre, and a district prime for regeneration through both business and residential led developments in line with the housing renewal in the urban fringes aim of Core Strategy SP9.

- 5.6 In addition, both the residential accommodation and the ancillary commercial facilities will complement the built out elements of the wider scheme and help to promote an efficient use of land which reflects well to its surroundings, helping to improve the vitality and viability of the area.
- 5.7 The application site is a brownfield redevelopment opportunity which has been vacant and largely underused on a long term basis. The NPPF promotes the reuse of previously developed land, as seen in Paragraph 111, and pro-actively seeks to deliver new homes where such opportunities exist. This is also echoed in UDP Policy EP1, particularly where such development would also be highly sustainable. The proposed development accords with these principles and the application site is certainly located within a highly sustainable urban location. It is well placed in terms of close proximity of bus and rail provision thereby enabling residential occupiers to be far less reliant upon the use of a private car. Its proximity to the City Centre also means that it enjoys safe, direct and attractive pedestrian/cycle linkages to local services including retail, leisure, community facilities, health care, universities and colleges.
- 5.8 With regard to the loss of the employment land allocation, Liverpool's most recent Employment Land Study identifies that there is currently a supply of employment land of around 274 hectares, and a demand ranging from 200 to 320 hectares with allowances for flexibility and responses to changing market conditions. On this basis the City, as a whole, is in a reasonably balanced position with respect to its employment land availability.
- 5.9 It is also notable that the City has not undertaken an employment land assessment since 2009, and that since this date the economic climate has begun its recovery. It is notable that even despite the healthier economy, the site still remains vacant and no employment/industrial uses have come forward.
- 5.10 Strategic Policy 2 of the Core Strategy emphasises that new employment development will be directed towards the City's five identified Strategic Investment Areas (SIAs) or 'Arc of Opportunity' of which the application site does not fall within. It

is therefore considered that the proposal will not undermine the future business use of the remaining industrial area or harm the economic growth of the wider City.

- 5.11 With regard to the notion of 'sustainable development', which is a major theme running throughout local and national planning policy, the applicant has considered this a central theme to the proposal. This includes the development having been sited, oriented and laid out in a manner to conserve energy as prescribed in UDP Policies HD21, GEN9, and EP11.
- 5.12 An Ecology Report has been instructed, and will be submitted following the formal submission of the associated planning application. The report will examine what habitats and species exist at the site presently, and will reassure the reader that wildlife can be protected from injury or disturbance during development. This report will reassure the reader that there is no adverse impact on local biodiversity as a result of the development.
- 5.13 It is considered that, as the change of use of the site won't prejudice the long term development of the area's primary industrial use, nor create unacceptable congestion at the cost of other businesses, nor will it conflict with other policies in the plan, the principle of redeveloping the site for residential led re-development is considered acceptable.
- 5.14 The applicants have identified a need for one bedroom apartments and studios within Liverpool City Centre, and have therefore put forward this proposal as a response to that demand and ensured economic viability.

## HOUSING PROVISION

- 5.15 One of the core planning principles in the NPPF is to identify housing needs. Paragraph 47 echoes this, requiring local planning authorities to identify and update annually a supply of specific deliverable sites, sufficient to provide five years' worth of housing against their housing requirements. A Strategic Housing Land Availability Assessment (SHLAA) needs to be prepared "*to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the planned period*".
- 5.16 The last Liverpool City Council SHLAA Update was written to a baseline of 1<sup>st</sup> April 2013. Our research of the relevant documents suggests that the application site was

not recorded as a residential development opportunity which would contribute towards the five year supply, though sites within the same Policy E1 designation were. The site would therefore make a 'windfall' contribution towards the City Council's housing supply targets of 40,950 dwellings (net) for the period 2011-2028.

- 5.17 As part of the work associated with the Core Strategy, GVA undertook a SHLAA Update which was published in August 2013. It identifies that, Liverpool has a total 5 year housing supply of 11,989 dwellings from sites contained within the SHLAA database and the inclusion of windfall sites. This exceeds the 5 year housing requirement of 10,695 dwellings set within Strategic Policy 9 of the Liverpool Core Strategy Draft Submission Document (2012).
- 5.18 However, Paragraph 47 – bullet 2 of the NPPF (2012) firstly requires Local Authorities to identify an additional buffer of 5% (moved forward from later in the plan period), over and above their housing requirement (target) set for the period 0-5 years, and secondly, where there has been a record of persistent under delivery of housing, Local Authorities provide for an increased buffer of 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land.
- 5.19 The Liverpool SHLAA Update (2012) has concluded that Liverpool has a total 5 year supply capacity of 11,989 dwellings. This equates to a 12% supply buffer in excess of the housing requirement (of 10,695 dwellings) set for the period 0-5 years. This, therefore provides a buffer to meet the requirement to provide a 5% buffer set within Paragraph 47 – bullet 2 of the NPPF (2012). There is, however, a shortfall of 845 dwellings in Liverpool's 5 year supply capacity to meet the increased 20% buffer specified in the NPPF (2012) should it be deemed that Liverpool has a record of persistent under delivery of housing.
- 5.20 However, the GVA report highlights that, this shortfall in meeting the 20% buffer as cited above should be viewed in the context of the ambitious housing target set for the city within the Liverpool Core Strategy Draft Submission Document (2012). It should be noted that the housing target is considerably in excess of the objectively assessed housing need (requirement) established within the Liverpool Strategic Housing Market Assessment (SHMA) 2011. It remains that the proposal will towards the five year supply, through a 'windfall' contribution.

- 5.21 The NPPF has a stated aim for local authorities to '*deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities*' within Paragraph 50. The proposed development will boost the supply of new homes, developed in line with the rising market demand for city centre living in Liverpool.
- 5.22 In accordance with Paragraph 50, the applicant identified a need for one bedroom apartments/studio flats within Liverpool City Centre. This is not only seen in private market demands, but also within the Liverpool Strategic Housing Market Assessment of May 2011, which identified high level of demand for 1 bedroom properties, with 47% of all households in need requiring a one-bedroom property, with only 8% of all properties in Liverpool a bedsit or 1 bedroom flat.
- 5.23 One bedroom apartments and studios, like the proposed, are increasingly popular due to the increasing demographic of single person households which are increasing at a rate of 166,000 a year within the UK. These households are on course to become the biggest type of household by 2031, reaching 10.9 million across the country, according to the Government Office for Science. This increase is coupled with the proportion of the population living in UK cities set to rise to 92.2% by 2030 in accordance with the same census data. This suggests that, as a core urban centre of the UK, Liverpool will have an increasing demand for smaller city centre properties.
- 5.24 The applicant recognises that the primary demographic for the proposed units will be young, single professionals, who will wish to locate in the Pumpfields district due to the easy access to the city centre, employment areas, leisure facilities, retail, and proximity to higher education institutes including Liverpool John Moores University, Trinity University, Liverpool University, and City of Liverpool College. The sites also provides easy access to the national road network, and multiple forms of regular running public transport.
- 5.25 The proposal offers a unique living experience within Liverpool City Centre, offering facilities that will support city dwellers demand for leisure, entertainment, and convenience as well as utilise their ready use of technology that is helping to bring life and establish communities to Liverpool. This includes facilities placed within the ground floor of the proposal, including the residents' gym, TV lounges, study space and communal games room. The facilities within the proposal create a 'community' within the blocks, create an animated street frontage, and prevents the area from becoming a singular residential land use.

- 5.26 In addition to these facilities for residential use, the private living space of the development proposes high quality city centre living, with larger than average studio and one bedroom apartments on offer, with a standard of specification for decoration and appliances above average. The overall buildings will ensure security by having a staffing presence, and secure entrances. Unlike many other city centre residential developments, the proposal provides a secure, onsite outdoor area within the inner courtyard that will be landscaped to an exceptional standard, further details of which can be found in the Landscaping Plan. All three buildings are accessed from this courtyard, so its design is integral to the project, as opposed to an ancillary afterthought.
- 5.27 The proposals entirely accord with national policy in so far as the application will deliver new housing development, which will assist Liverpool City Council by contributing towards the central government objective of significantly boosting the supply of housing. This proposal will particularly enhance urban renaissance within the city centre, in line with the New Residential Development SGN, a sentiment that is just as relevant in 1996 as it is today, as it is mentioned within emerging Strategic Policy SP10.
- 5.28 The proposed scheme is a regeneration project that will help to transform the Northern part of the City Centre and the wider area of Pumpfields, generating footfall and additional spending power and helping to support businesses in the city centre. The proposed development has the capacity to accommodate 381 units, potentially attracting a number of additional residents to the city centre, and contributing to the longstanding policy ambition of repopulating the City. The proposals therefore accord with the current and emerging strategic spatial policies for development in Liverpool.

#### **SCALE, MASSING & DESIGN**

- 5.29 It is considered that the application scheme is a very positive response to the design principles which are enshrined in a number of NPPG key issues for consideration, Section 7 of the NPPF, UDP policies (including HD18, HD19, HD20 and HD23) and more directly set out in a Strategic Policy 23 of the Core Strategy Submission Draft (2012).

- 5.30 In terms of layout, the architects have undertaken a detailed analysis of the site and the surrounding area, whilst also taking into consideration the national and local policy requirements for residential development. Key points are:
- The sites relationship with key landmarks;
  - City design quality;
  - The history of the site;
  - Movement and connections; and
  - Local land uses.
- 5.31 Following pre-application discussions, the mass of the building was broken down into three distinctive buildings or 'blocks' with a different elevation treatment on each to avoid repetitive facades. Openings within the mass of the buildings add interest and permeability to the development.
- 5.32 Consideration has also been given to the scale of the proposed buildings. Neighbouring buildings vary from two storey residential dwellings to 15 storey residential apartment blocks. The area has a large percentage of smaller scaled residential and industrial buildings to the north of the site. The scale increases to the West towards the waterfront and to the South towards the city centre. The building height was reduced to 9 storey towards 'The Reach' to match the height of the existing building. The tallest building fronts Scotland Road to define a strong street elevation.
- 5.33 With regard to layout, the entrance to the building has been designed to be welcoming and distinctive. Ground floor spaces fronting main roads are designated for communal living/leisure spaces for residents, an on-site building management office and private leisure/gym uses, in particular along the southern and eastern elevations, and south-western building corner, thereby creating a more animated and inviting development.
- 5.34 Following discussions, the main entrance to the building has been relocated to Edgar Street with the intention to incorporate the derelict area of public highway at the end of Edgar Street into the development to provide enhanced amenity space provision and a more attractive setting to the development, although this will require agreement of the Council's Highways Manager.



- 5.35 All kitchens/communal lounges are located at the corners of the development to create animated elevations further enhanced with corner windows. All areas will be built to the accessibility standards within UDP Policy HD19, with all one-bed apartments to comply with Lifetime Homes Standards and a provision of 5% DDA compliant studios if required by LCC.
- 5.36 The design of the proposed development is considered to be of a very high quality, reflective of not only the strong aesthetics the applicant aspires to, but also the local vernacular of properties in the surrounding area. The design intention is to provide residential accommodation with ancillary commercial facilities that will add to the vitality and viability of the site as a residential development.
- 5.37 The chosen materials are refreshing and modern, having been based on similar successful schemes, including perforated panel treatments, facing brickwork with various bonding effects and pressed aluminium cladding. These materials were designed to be thermally efficient (in line with UDP Policy HD21) whilst taking advantage of pioneering techniques to deliver a high quality finished product to the standards prescribed within Paragraph 56 of the NPPF and the development aspirations of the NPPG.
- 5.38 The proposal aims to provide a scale of attractive development appropriate to the local area at a density appropriate for efficient city centre development. This will act as a catalyst for further regeneration and build upon the Pumpfields character while remaining harmonious with the surrounding buildings, having considered both the wider regeneration context and immediate neighbours. As such the proposed development would comply with the design requirements of UDP Policy HD18, Strategic Policy 23 of the Draft Core Strategy and the NPPF.

## **ACCESS & PARKING**

- 5.39 Paragraph 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe. UDP Policy GEN6 also confirm the need for development proposals to avoid having a negative impact upon local traffic management road safety.

- 5.40 In response to the above, DTPC were appointed to provide transport and highway advice for the traffic and transportation implications associated with the proposed residential units.
- 5.41 The accompanying Transport Statement (TS) states that the overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy is to echo the sustainability sentiment of national policy.
- 5.42 The proposed development is located on brownfield land in the urban environment which makes it a sustainable use of land as well improving local amenity. Also, the development will incorporate uses with good linkages to local facilities and infrastructure which will promote sustainability by reducing the number of car trips to local facilities.
- 5.43 Furthermore there are, pedestrian and cycle linkages to a number of locations and facilities are available, frequent public transport services to other major centres and interchanges, and adequate parking provision all ensure that this development is as sustainable, as required in local and national policy.
- 5.44 The TS has critically assessed the walking, cycling and public transport accessibility of the site. In summary it found that, the local area has excellent facilities to promote movement of pedestrians, puffin crossings, wide footways, and directional signage to aid visitors to the area, and the proposed development site is located in the urban area with a range of local land uses, services and facilities. The proposed application site can therefore be considered as being accessible on foot.
- 5.45 In relation to cycling, there are a variety of leisure, employment and amenity attractions within the cycle catchment area that can access the site. The *National Travel Survey* identified that bicycle use depends on topography, and that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. A 5 km distance incorporates a substantial part of the adjacent Liverpool, which means the development site is well linked to the wider area. A 5 minutes cycle radius from the site can be seen in the Cycling Isochronal Map within the Transport Statement. Accessibility to bicycles is ensured by the City Bike, a public bike hire scheme, station a three minute walk away. In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

- 5.46 In terms of public transport, the development site is located well within 200 metres from the nearest bus stops and the local rail station is circa 950m walking distance which allows the site to access a wide catchment area via rail and possibly cycle/taxi connections. These services provide an opportunity for residents to access the wider area from the proposed development via public transport.
- 5.47 As stated in the *Ensuring a Choice of Travel* SPD, road safety should be a strong deciding factor in developments. The TS recognises that the local urban area has a good level of infrastructure in terms of road widths, path provision, street lighting and crossing points. The safety records indicate that the area unfortunately has some recorded road traffic accident events, but not at a level where safety issues would arise requiring intervention.
- 5.48 In summary, the application site can be considered as having a very good potential to be accessible by walking, cycle and public transport in accordance with planning policy guidance related to urban areas.
- 5.49 UDP Policy T12 ensures a minimum car parking provision within new residential developments, whilst UDP Policy GEN6 encourages cycling provision, including storage. The current proposal provides a total of five surface car parking spaces at ground level. The proposal also involves the provision of stands with a capacity of 202 cycles internally on the ground floor and 12 stands/24 cycles covered in the north side of the scheme giving a grand total for residents of 226. The external design accommodates 22 stands/11 hoops for visitors.
- 5.50 The proposed residential units would be non-car based other than possibly visiting vehicles such as service vans, taxis, visitors' cars and are set out in the travel plan with a management mechanism set out in the TS. The highly accessible nature of the scheme as with most centre type schemes would require staff to use walk/cycle/car share/public transport as their chosen mode of transport. These are set out in the Sustainability chapter of the TS.
- 5.51 Keeping car parking to a minimum is not only appropriate in locations that are accessible by a wide range of sustainable transport options such as the Application Site, but also suitable for the target demographic of the proposal who have a lower car ownership rate than average. The proposal is therefore in line with local policy guidance which promotes sustainable transport choices that will mitigate the impact

of proposals on the environment, respond to congestion affecting roads and public transport in the area, and promote healthier lifestyles.

5.52 It is considered that, the demand for car parking generated by these proposals is likely to be low due to the central location with the vast range of amenities nearby within walking distance. As mentioned previously, there is a good level of accessibility to a range of public transport services that can provide sustainable transportation to the proposal's residents. It is less likely that residents will own a car due to their generally young, single demographic and urban residency. However, on-street car parking is abundant in the area, and cycle provision is central to the development proposals, allowing for personal modes of transport amongst the potential residents.

5.53 In summary the Transport Statement finds that:

- The scheme accords with local and national policy to site development adjacent to good transport linkages and other attractions to minimise trips and share trip movements.
- The site has a sustainable location and the site layout is designed to accord with good practice.
- There are no operational issues that would arise if the development was to proceed as such the scheme would have little or no impact on the local network.
- It is considered that there are no reasons why the scheme should not be approved from a transportation point of view.

## **RESIDENTIAL & NEIGHBOURING AMENITY**

5.54 The location of the proposed development in an urban residential, commercial and light industrial location means that the proposal itself is not a departure from the nature of the surrounding town.

5.55 As the site is within the Pumpfields regeneration area, there are other residential and mixed use schemes around of similar scales and densities. This includes the nearest residential properties, adjacent to the site to the west, the apartment block 'The Reach', as well as the purpose built student accommodation, 'Atlantic Point Village'.

5.56 The historical land use of Pumpfields has been industrial and commercial. Due to deindustrialisation coupled with regeneration, the area has steadily transitioned to a

mixed use, as industrial units became vacant and demand increased for residential units to replace them. There are still industrial units in active use around Pumpfields, predominantly light industrial, including a salvage storeyard, online distribution warehouse and machine parts workshop amongst others. The concentration of these units are to the north west of the site. The nature of operations within this area requires little heavy traffic, with few heavy goods vehicles typically associated with industrial areas. Traffic appears to primarily leave the area in a westerly direction, towards Vauxhall Road. With the vast majority of commercial units positioning towards the north of the site, with easy access to main roads in the opposite direction to the site, it is not envisioned that the proposal should cause any traffic disruption issues to the surrounding businesses.

- 5.57 Given that the general form, scale and massing of the proposal is very similar to others approved within the Pumpfields area, the inter-relationship between the nearby residential developments has already been assessed and deemed satisfactory. The development creates satisfactory privacy distances and won't cause any overlooking issues for nearby properties.
- 5.58 A Noise Consultant has been instructed to provide a schedule of works that will ensure that the properties enjoy a good degree of sound insulation, to protect the amenity of both the existing residents in the area and future residents of the proposed development, as well as details of Air Quality within the proposed development. In summary, a robust approach has been adopted in allowing for the potential impacts upon the residential amenity of future occupier.
- 5.59 The Noise Assessment found that the measured external noise levels, area of the windows (assumed to be around 50%) and assumed room dimensions were of a level to indicate that the required ventilation strategy would be sufficient with acoustic ventilators. This method of noise insulation would protect residents from noise issues, in line with Policy EP11 of the UDP.
- 5.60 With regards to glazing, the Noise Assessment also found that only on elevations which will be exposed to the highest sound levels (Gardners Row and Scotland Road frontages), 10/TC/6 standard glazing would be required.
- 5.61 All air quality and acoustic measures will meet performance specifications, to control external-to-internal noise levels to meet the daytime and night-time criterion as stated in BS8233 and World Health Organisation guidelines. However, where the glazing and ventilation strategies are different from the Council's standard requirement, the

applicant would agree this with the Local Authority in advance. As the findings of the Noise Assessment differ from the Council's standards, discussions with the Council during the Condition Discharge and Building Regulation Sign-Off stage will confirm the ventilation and glazing details.

- 5.62 Refuse and recycling facilities are to be provided in line with the guidelines set in the Refuse Storage & Recycling Facilities in New Developments guidance note.
- 5.63 As mentioned previously, staffing will be on site to maintain the communal facilities and act as security. The communal facilities on site will act as a means of ancillary facilities not found in each self-contained unit, and will make up for household facilities that aren't present within the clusters or apartments, such as lobby, reception/security, games area, private gym and a management office.

#### **LANDSCAPING, TREES & OPEN SPACE**

- 5.64 UDP Policy HD23 promotes a high quality of landscaping in new developments. The scheme includes hard and soft landscaping in and around the perimeter of the site. Proposed new landscaping for the site will create a clear, visual identity for the site and complement the architectural language of the buildings to ensure a holistic approach to the whole development.
- 5.65 As mentioned in Paragraphs 3.25-3.29, the landscaping details are individual to the proposal, influenced by the site's heritage. Beyond the site, a linear park is planned to interlink the scheme with another proposed development to the north of the site, over the road at Bevington Bush. Further details can be found in the Landscaping Plan and D&AS.
- 5.66 The creation of an ambitious linear park alongside Scotland Road is above and beyond the requirements that would be expected of a developers contributions to tree planting and open space creation in the city centre. The applicant has not only created an Urban Garden within the courtyard of the proposed development incidental to the enjoyment of residents and private visitors of the apartments, but also has created a park with unlimited access for the public.
- 5.67 By choosing to share the benefits of high quality landscaping with the wider area of Vauxhall, the applicant has chosen to spread the benefits of open space and tree planting on a far wider reach than that of usual developer contributions.

5.68 Whilst everything possible has been done to maintain the trees presently on site, the scheme will involve the limited loss of some trees, further details of which can be found in the Tree Survey. In summary, the Tree Survey found that:

- A precautionary method of working near trees could be carried out, as detailed in the accompanying Arboricultural Method Statement;
- Following site development, regular (annual or biannual) inspections of all retained trees should be undertaken by a qualified Arboricultural Consultant;
- The replacement of trees lost in the development will have a number of benefits for the development and the character of the area including a greater diversity of age class on the site and giving a greater diversity of species and therefore wildlife habitat.

5.69 The applicant is committed to replacing these trees and providing new trees within the development. This will have a number of benefits for the development and the character of the area, giving a greater diversity of age class on the site and giving a greater diversity of species and therefore wildlife habitat; increasing sustainability.

#### **POTENTIAL S.106 OBLIGATIONS**

5.70 Whilst UDP Policies OE14, HD23, HD24 require open space, trees and landscaping, and public art respectively in new developments, all three policies allow for provisions to be made through Section 106 agreements if it is not possible to provide these on site.

5.71 The possible need for and exact details of any S.106 would need to be agreed during the application process.

## 6. SUMMARY AND CONCLUSIONS

- 6.1 This document seeks to touch upon the main elements of the application proposal and to provide a brief overview of the planning policy framework against which the application will be assessed. This section summarises a number of general and site-specific arguments in favour of the proposed development.
- 6.2 Pre-application discussions have taken place with Officers of the Council prior to submission of the application. The comments received have helped develop and shape the scheme into the form as presented by this application.
- 6.3 The application has been considered against the policies of the current development plan, the emerging Local Plan and national government guidance. It has been illustrated that the proposal conforms to the criteria set out in these policies and that the principle of development is acceptable. This report clearly demonstrates that the proposed development has policy support and is aligned with national policy.
- 6.4 The principle of mixed use development is considered acceptable in this location as it is a previously developed site and is located in a highly accessible location at the edge of Liverpool City Centre. As such it is located in an area appropriate for large scale redevelopment. Aside from being a site of excellent opportunity, its redevelopment would not come at a detriment to the supply of employment land, both within the Pumpfields area and at a city-wide level.
- 6.5 The proposed development respects the context in which it sits and reflects the recent high quality re-developments that surround the site.
- 6.6 The proposed scheme represents significant investment that will act as a catalyst for further future investment in the area. The development will create a positive statement as to what can be achieved in Pumpfields and more widely within the Business Area of the city centre.
- 6.7 In summary the proposal will:
- Provide high quality apartments;
  - Bring back into active use an underutilised/vacant, brownfield site which is located in a sustainable location;
  - Provides significant financial investment in the site;



- Deliver a variety of much needed high quality, well designed housing that will encourage young professionals into the city;
- Create new jobs associated with construction, and then operation of the development.

6.8 The NPPF makes it clear that there is a '*presumption in favour of sustainable development*' and that this is the 'golden thread' running through both plan making and decision taking. The proposed development is consistent with the NPPF's core principles. The scheme has been designed to a very high standard, makes use of brownfield land and is in a sustainable, urban location that benefits from nearby services and community facilities.

6.9 In summary, the proposed development will provide a high quality residential scheme in a sustainable location. We have illustrated that the application site is entirely suitable and appropriate for residential development.

6.10 Statute requires that this application be determined in accordance with the development plan unless material considerations dictate otherwise. This proposal satisfies all relevant national and local policy considerations. In these circumstances, this application should be welcomed and planning permission granted accordingly.