

6 PLANNING POLICY AND GUIDANCE

6.1 INTRODUCTION

This chapter of the ES lists all planning policy relevant to the application site and proposed development.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990 require planning applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise.

The statutory development plan for Liverpool City Council currently comprises:

- Liverpool Unitary Development Plan (UDP) (adopted 2002); and
- Joint Merseyside & Halton Waste Local Plan (adopted 2013).

This section addresses the statutory development plan, whilst the following sections summarise the following non-statutory planning policies and strategies which could be termed 'other material considerations' to the statutory development plan:

- **Material Considerations - Local Guidance:** Supplementary Planning Documents (SPDs), Supplementary Planning Guidance (SPGs) and Strategic Regeneration Frameworks (SRFs);
- **Material Considerations – Emerging Policy:** emerging Local Plan for Liverpool (2018) and Spatial Development Strategy (Liverpool City Region, 2019);
- **Material Considerations - National Policy & Guidance:** National Planning Policy Framework (NPPF, 2019), Planning Practice Guidance (2014 and as amended), National Design Guide (2019); and
- **Other Material Considerations:**
 - **Economic strategies:** A summary of relevant economic strategy documents from the Liverpool City Region (LCR) Combined Authority, Liverpool Local Enterprise Partnership (LEP) and Liverpool City Council; and
 - **Other:** Other strategies and policies of relevance to the proposed development.

A detailed overview of the statutory development plan is therefore provided below.

6.2 UNITARY DEVELOPMENT PLAN

As detailed above the statutory development plan for Liverpool currently comprises the UDP and a detailed overview of 'saved' policies is detailed below.

6.2.1 Site Allocation

The site is covered by the following allocations on the UDP adopted Proposals Map:

- **Policy H4 *Primarily Residential Areas*:** this policy states that planning permission will be granted for new housing that satisfies other plan policies. Where there will be no detrimental effect on the amenities and character of the residential area, the Council will permit new industrial and business development. New and improved community facilities will be permitted, providing there is no adverse impact on residential amenity, traffic generation and car parking. Other forms of development will be permitted providing that there is no adverse impact on residential amenity, traffic generation or car parking.
- The site is adjacent to an Environmental Improvement Corridor (Walton Lane to the south of the application site is part of the North East Corridor). **Policy OE15 *Environmental Improvement Corridors*** identifies Walton Lane as one of the priority routes (A59/A580). The City Council will enhance the appearance of these areas by requiring development proposals to retain existing landscape and wildlife features and contribute to the overall aim of improving the environment of the corridor (e.g. incorporating high standard of landscaping and boundary treatment).

6.2.2 Other Relevant Policies

Other relevant policies of the statutory development plan have been grouped as follows:

- Principle of development / Proposed use
- Design
- Heritage
- Environment
- Transport

6.2.2.1 Principle of development / Proposed use

Football Clubs

Policy C7 The Football Clubs states that the City Council will assist both clubs (Liverpool and Everton) in progressing their development proposals, provided that these do not adversely affect residential amenity and are in accordance with other policies in the Plan.

The supporting text for this policy acknowledges that the success of both football clubs has 'elevated Liverpool to its position as a premier football City, renowned throughout Europe and the World' (para. 12.56, p. 315).

Furthermore, the UDP states that both stadia represent major tourist and visitor centres and therefore football plays an 'increasingly important role in the economy of the City' (para. 12.67, p.315). The City Council is noted as being keen to maintain this position by accommodating the development of both clubs.

Housing

Under **Policy GEN4 Housing**, the Council established a target to deliver 23,100 additional dwellings between 1986 and 2001, improve the living

environment of existing residential areas and consider the design and layout of proposed housing, particularly housing for the elderly and disabled.

Policy H1 The Provision of Land for New Housing reiterates the housing target of Policy GEN4.

Community / Social Facilities

Policy GEN7 Community Facilities aims to promote the satisfactory provision and distribution of community facilities, including leisure facilities, for the City's residents.

Under **Policy C1 Social Facilities**, planning permission will be granted for the development of new social facilities in locations which are accessible by public transport and particularly within city, district and local centres.

Policy C2 Care Facilities states that permission for new residential care homes will be granted providing that there is no adverse impact on the residential character of the area and amenity of local residents; there is adequate garden / amenity space; there is adequate car parking, servicing and fire escapes and the proposals meet other UDP policy requirements regarding new housing developments.

Under **Policy C3 Health Facilities** the City Council will support development proposals which contribute to the health and well-being of the authority's residents. Applications for new health centres will be approved, providing that there are situated in locations which are accessible by public transport and exclusive on-site parking facilities are provided in line with the Council's standards.

Policy C4 Child Care Facilities states that planning permission will be granted for child care facilities where the premises are capable of accommodating the proposed use without resulting in any significant loss of amenity for adjoining residents the location is considered suitable and would not result in a material change to the character of the area; there is on-site parking proposed and satisfactory vehicle access can be provided, including provision of a drop off and picking up area; and there is suitable outdoor playspace, separated from car parking and service areas.

In accordance with **Policy C5 Schools** the Council will seek the efficient distribution and use of schools, ensuring that new schools are located and designed for the maximum convenience and accessibility of children, disabled people and the local community. The Council will encourage dual use of education facilities, particularly where local community facilities are limited, providing that it does not conflict with the delivery of the education service.

Under **Policy C10 Children's Play Areas**, the Council will seek to provide safe children's playground throughout the city, which are designed and equipped to a high standard.

Office use

Policy GEN1 Economic Regeneration aims to reverse the decline in economic activity, investment and employment in the City. Means of achieving this include concentrating available resource in Regeneration

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Areas, including the waterfront and docks; promoting the principle of mixed use development in appropriate locations; promoting the role of Liverpool as a regional retail, cultural and tourism centre; strengthening the commercial role of the City Centre; encouraging leisure development in areas which are highly accessible with no detrimental impact on existing centres; and promoting regeneration within the City’s most deprived communities.

In accordance with **Policy E2 Office Development**, in areas outside the Main Office Area planning permission will be granted for appropriate B1 and A2 Use Class development, subject to the consideration of residential amenity, traffic generation and other plan policies.

Retail use

Policy GEN5 Shopping aims to secure quantitative and qualitative provision of shopping facilities, focusing on the city centre main retail area and other designated centres. There will be a strong presumption against permitting retail proposals outside these locations where there would be an adverse impact on their vitality and viability.

Under **Policy S5 District Centres**, the vitality and viability of district centres will be maintained and enhanced. When considering retail proposals in other locations, the Council’s primary consideration will be the impact on the continued vitality and viability of the District Centres.

For development proposed on the edge of District Centres, **Policy S6 Development in or on the Edge of District Centres** the Council will only permit development if the applicant has demonstrated that there is a need for the development and the sequential approach has been adopted; if the development would not (either by itself or cumulatively with any other proposed or completed developments) undermine the vitality and viability of nearby designated centres; the design and scale is appropriate; highway and servicing issues are addressed; and residential amenity is not adversely affected.

Policy S14 Use of Shops and Other Premises for Class A3 (Food and Drink) use states that in the city centre main retail area and district and local centres, planning permission for A3 use will be granted subject to compliance with several criteria. Elsewhere, A3 uses will be permitted providing that the development will not increase the level of disturbance or nuisance to the detriment of residential amenity and would not increase traffic movement or create a demand for parking which would be detrimental to the area.

Policy S16 Shopfront Design states that new or refurbished shopfronts will need to meet a series of criteria, including ensuring that the design is appropriate to the locality and the building; fascia signs are not over-dominant; illumination is sensitively located; and access is not restricted.

Design

In accordance with **Policy H5 New Residential Development**, planning permission will be granted for new residential development which respects the character of the surrounding area (in terms of density, design and

layout) and which maintains levels of privacy and amenity for existing and future residents. Residential development must ensure that the highway and parking provision is safe, attractive, convenient and nuisance free for pedestrians, cyclists and drivers. The City Council will welcome residential schemes which include an element of local community facilities, particularly where existing facilities would be inadequate as a result of an increase in population associated with the proposed development.

Policy HD18 General Design Requirements states that the scale, density and massing of proposed development should relate well to its locality. Developments should include characteristics of local distinctiveness e.g. design, layout, materials. Building lines and layout of new development should relate to those of the locality. New development should not detract from the city’s skyline, roofscape and local views within the city. There should be no severe loss of amenity or privacy to adjacent residents. External boundary and surface treatment should be included as part of the development and should be designed to relate well to its surroundings. Adequate arrangements should be made for the storage and collection of refuse within a site, including provision of litter bins. The exterior of a building should incorporate materials to discourage graffiti. Adequate arrangements should be made for pedestrian and vehicular access and car parking.

Policy HD19 Access for All establishes that developments should include suitable provision for disabled people, giving consideration to ensuring ease of access and movement through public areas. This includes careful provision and design of parking areas, paths, dropped kerbs, pedestrian crossings and street furniture.

Policy HD20 Crime Prevention encourages the incorporation of measures to provide for personal safety and crime prevention, including increasing overlooking, discouraging provision of hiding places, ensuring well designed public spaces (e.g. car parking, entrances) and making a clear distinction between public and private space. The Council will encourage the creation of lively and varied environments, to increase activity and passive surveillance.

In accordance with **Policy HD21 Energy Conservation** developers are expected to minimise the energy demand of new buildings by taking account of the most efficient siting, orientation and layout of new developments.

Policy HD23 New Trees and Landscaping establishes that new development proposals should make proper provision for planting of new trees and landscaping. High quality landscaping and boundary treatment should be incorporated and nature conservation should be promoted through the use of native species and new wildlife habitats, where appropriate.

Policy OE14 Open Space in New Residential Developments requires development exceeding 25 family dwellings to make appropriate provision for recreational open space to meet the need generated by the development. On-site provision is prioritised on the basis of 50 sq m per dwelling, laid out in a single plot as an integral part of the housing layout.

If on-site provision cannot be accommodated, the Council will consider off-site provision / commuted sum to enhance an existing open space situated within walking distance. Outline planning permission will usually be granted subject to a condition / section 106 agreement to ensure that the detailed scheme complies with this policy.

The provision of appropriate new works of public art, including visual, crafts and landscape design, is encouraged by **Policy HD24 Public Art**.

The design of lighting must take into account the need to minimise light spillage and ensure that it is the minimum level required for security and working purposes (**Policy HD28 Light Spillage**).

Heritage

In addition to the policies relating to Conservation Areas which are detailed above, the following policies relate to other heritage assets:

- **Policy GEN3 Heritage and Design in the Built Environment** aims to protect and enhance the built environment of the City, including by preserving and enhancing historically and architecturally important buildings, and where possible improving them; encouraging a high standard of design and landscaping in developments; improving accessibility; and creating an attractive environment which is safe and secure.
- **Policy HD5, Development Affecting the Setting of a Listed Building** states that planning permission will only be granted for such development if it preserves the setting and important views of the building. Where appropriate, this includes control over design and siting of development, the use of adjacent land and the preservation of landscape features.
- **Policy HD15 Historic Parks, Gardens and Cemeteries** establishes that the Council will protect and enhance the character and setting of Historic Parks, Gardens and Cemeteries and will not grant planning permission for development in or adjacent to the designated sites if it would adversely affect their character and setting. In particular, the Council will resist the removal of features that are integral to the designations’ character and setting; resist development which would adversely affect character / setting; resist development for uses not related to their original function; and ensure that any new development in / adjacent to the site is of the highest standard of design and materials appropriate to the historic character and setting.
- **Policy HD17 Protection of Archaeological Remains** states that the Council will seek to protect sites of archaeological importance. Where development is proposed on sites of known or suspected archaeological importance, the City Council will require developments to assess the archaeological implications of their proposals and permanently preserve archaeological remains and their settings in situ. Where in situ preservation is not justified and disturbance by development is acceptable in principle, applicants must agree a programme of mitigation, including excavation and recording.

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Environment

Policy EP15 Environmental Impact Assessments require planning applications to provide sufficient information to enable the Council and consultees to assess potential environmental impacts accurately. This may necessitate provision of an Environmental Impact Assessment depending on the scale, location or type of development proposed.

Policy GEN2 Open Environment states that the Council will protect and enhance a network of open space throughout the City. Of relevance to the proposed development, this includes protecting ecologically important sites and protecting and enhancing the landscape, heritage and wildlife value of the water courses in the City.

Under Policy GEN8 Environmental Protection Liverpool's environment will be protected and enhanced, for example through the recycling of land for productive use; ensuring efficient disposal of waste and encouraging recycling; preventing flooding; promoting renewable energy; and ensuring that developments are carried out with due consideration of public health.

Policy OE5 Protection of Nature Conservation Sites and Features seeks to protect nature conservation of open land and the water environment. In order to achieve this, development will not be permitted which directly or indirectly adversely affects a Special Protection Area, Ramsar site or Site of Special Scientific Interest (SSSI), unless there is no alternative solution and there are reasons of overriding public interest which support the development. Proposals which adversely affect a Site of Nature Conservation Value or Regionally Important Geological / Geomorphological site (RIGS) have similar policy protection, stating that the benefits of the proposed development must outweigh the need to safeguard the environmental value of the site. Developments which have an adverse effect on legally protected species or the conservation value of a neighbouring authority will not be permitted.

In accordance with **Policy OE6 Development and Nature Conservation** potential damage to designated ecological sites will be minimised. Developers are required to identify the nature conservation interest of the site, propose means of protecting and managing this value – possibly through the use of planning obligations or conditions – and provide compensatory measures for any nature conservation interest which is damaged or destroyed during the development.

The enhancement of nature conservation interest for both open land and watercourses is sought through **Policy OE7 Habitat Creation and Enhancement**. This includes supporting habitat creation, enhancing wildlife corridors and undertaking landscaping in a sensitive manner.

Under **Policy OE17 The Recreational Route Network**, the Council will develop, safeguard and enhance a network of recreational routes for both cyclists and pedestrians throughout the city.

Policy EP2 Contaminated Land states that before approving development on suspected contaminated land, developers will need to submit a site survey regarding contamination and remedial measures required to address the hazard, including timescales for implementation of the

mitigation. Planning permission may be granted subject to planning conditions regarding site investigations and remediation.

Developments which generate commercial waste will only be permitted where there is adequate provision for storage of waste on site and adequate access to enable waste to be transferred to a licensed waste disposal contractor (**Policy EP9 Waste Storage**).

In accordance with **Policy EP11 Pollution** developments which have potential to generate unacceptable air, water, noise or other forms of pollution will be resisted. Planning permission will not be granted for development next to existing premises authorised/licensed under pollution control legislation unless the Council is satisfied that sufficient measures can and will be taken to protect amenity and environmental health.

Policy EP12 Protection of Water Resources states that planning permission will not be granted for development that can adversely affect the quality or supply of surface water or groundwater, including through unsatisfactory arrangements for the disposal of foul sewage or surface water, or the disturbance of contaminated land.

Policy EP13 Flood Prevention states that unless appropriate alleviation or mitigation is conducted, planning permission will not be granted for development at unacceptable risk from flooding, development which is likely to increase the risk of flooding elsewhere or that which will result in an adverse impact on the water environment due to additional surface water run off.

Transport

Overarching policy **GEN6 Transportation** establishes the Council's aim to provide a balanced provision of transport infrastructure which is inclusive, safe and accessible. This includes improving facilities for cyclists and pedestrians and discouraging car use e.g. reducing the availability of car parking facilities. Access should be provided to leisure and other facilities for all of the City's residents.

Under **Policy C7 The Football Clubs the City Council** will seek effective solutions to remedy car parking and other amenity problems experienced by residents on a match day and to maintain and enhance residential amenity in the area.

Development which is likely to be used by the public should incorporate provision for taxi and Hackney Carriage facilities, where there are no existing facilities in close proximity to the site (**Policy T4 Taxis**).

Policy T6 Cycling promotes initiatives to maximise cycling as a transport mode, including improving the condition of designated routes; catering for cyclists' needs; considering the provision of safe cycling routes through all major development sites; improving road signage; introducing traffic calming and requiring new developments to provide secure cycle parking facilities.

Policy T7 Walking and Pedestrians supports measures to encourage walking and improving the pedestrian environment through better signing, lighting, surfaces and visibility. All major development should cater for

pedestrians' needs in the design and provide safe and convenient walking routes.

Policy T8 Traffic Management states that the priority for investment in roads will be given to the maintenance and enhancement of the Primary and Strategy Route Network. This includes schemes to improve road safety, conditions for cyclists and pedestrians and public transport facilities and services.

Policy T9 Road Safety seeks to implement road safety measures to reduce the number of road accident casualties and minimise the risk of accidents on new roads. This includes reducing the risk of accident and injury to more vulnerable road users in particular, including cyclists.

In accordance with **Policy T12 Car Parking Provision in New Developments** any development which generates a demand for car parking will be required to make provision on site to meet the minimum operational needs of the development. The need will be determined by several factors, including highway and pedestrian safety, residential amenity, accessibility by public transport and proximity to existing public car parks.

A minimum of 6% of the first hundred parking spaces in a development should be reserved for Blue Badge holders and thereafter the number of accessible spaces will be negotiable (**Policy T13 Car Parking for the Disabled**). This policy also establishes requirements relating to the width of bays, bay markings and proximity to the point of access of the development served. For multi-storey car parks disabled bays should be provided adjacent to lifts.

Policy T15 Traffic Impact Assessment states that for developments which are likely to result in a material change to the character or volume of traffic on the surrounding highway network, a full Traffic Impact Assessment will be required. Conditions may be imposed on developments which require off-site works to take place before development can be made acceptable, in order to secure these works prior to operation of the development.

6.3 JOINT WASTE LOCAL PLAN (2013)

The proposed development does not relate to a waste development. However, the complex construction process and large volumes of visitors anticipated to completed development mean that relevant policies in the Joint Waste Local Plan should be considered.

The Merseyside and Halton Joint Waste Local Plan (adopted July 2013) sets out development management policies to address a range of waste management related development issues, including waste prevention and resource management. The most relevant policies are as follows:

- **Policy WM8 Waste Prevention and Resource Management** requires development involving demolition and/or construction to implement measures to achieve the efficient use of resources taking particular account of: methods that minimise waste production and encourage re-use and recycling materials as far as practicable on-site; designing out waste by using design principles and construction methods that prevent and minimise the use of resources; make provision for the use of high-quality building materials made from recycled and secondary

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sources; and use waste audits or site waste management plans, where applicable, to monitor waste minimisation, recycling, management and disposal. Evidence demonstrating how this will be achieved must be submitted with development proposals of this type.

- **Policy WM9 Sustainable Waste Management Design and Layout for New Development** states that the design and layout of new built developments must, where relevant, provide measures as part of their design strategy to facilitate the collection and storage of waste, including separated recyclable materials, and provide sufficient access to enable waste and recyclable materials to be easily collected and transported for treatment.

6.4 MATERIAL CONSIDERATIONS – LOCAL GUIDANCE

This section summarises relevant Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPG).

6.4.1 CAR AND CYCLE PARKING STANDARDS (1996)

When assessing the requirements of a particular scheme, the Council will consider the nature and type of development; whether off-site parking could cause danger to highway and pedestrian safety; whether the area is served by public transport; and whether off-site parking would be detrimental to residential amenity.

In terms of parking design, pedestrian access should be separated from vehicular access. The internal layout should be user friendly, including good lighting and signage. Car parking spaces should be a minimum of 2.4m x 4.8m.

Where possible, parking for disabled people should be provided under cover to give protection during wet weather. Parking bays for the disabled should be 4.8m x 3.6m, or 2.4m wide if a common transfer zone between two bays is provided. Accessible parking bays should be within 50m of a building entrance if uncovered, or 100m if covered.

This document also establishes maximum and minimum car parking requirements and minimum cycle parking requirements for new development. However, more recent standards have been adopted in the Ensuring a Choice of Travel SPD (2008).

6.4.2 ENSURING A CHOICE OF TRAVEL SPD (2008)

The document provides guidance on the access and transport requirements for new development, including establishing car and cycle parking standards for different types of development.

Transport Assessments will need to address sustainable access; the impact on the existing transport network; and the need to mitigate impacts.

The Council will use a Minimum Accessibility Standard Assessment (MASA) to determine whether developments are accessible by all modes. MASAs

should be completed and submitted alongside planning applications for proposed developments.

Development over a certain threshold will also be expected to submit a Travel Plan which will, as a minimum: control car parking; nominate a Travel Plan Co-ordinator; provide improved public transport, cycle and pedestrian services and facilities both inside and outside the site; and promote public transport, walking and cycling.

6.4.3 DESIGN FOR ACCESS FOR ALL SPD (UNDATED)

The SPD provides guidance on providing positive and inclusive developments. The document advises developers on how to integrate inclusive design principles into their planning proposals, promoting a high quality and inclusive environment for all, irrespective of age, gender, mobility or impairment. The purpose of the document is to:

- Set out the Local Planning Authority's requirements in respect of provision for disabled people in new development;
- Enable the needs of disabled people to be taken into account at the earliest stages of planning a development (e.g. from concept; prior to planning application stage);
- Indicate likely requirements arising from Building Regulations and Highways legislation which may influence the design and layout of proposed developments in respect of their provision for disabled people; and
- Draw attention to best practice in the design of the internal and external environment in terms of making buildings and external spaces accessible to, and usable by disabled people.

The SPD requires an Access Statement to be produced as part of a planning application to demonstrate what has been done to ensure buildings, services and facilities are accessible to all. The document also focuses on improving accessibility in the public realm as well as improving access to historic buildings and sites.

New buildings will be required to be designed, positioned and orientated within a site to achieve an accessible approach from highways and the nearest public transport stations. The position of a proposed building will affect where the vehicle and pedestrian entrance to the site will be and therefore it should be carefully considered. Consideration should also be given to providing suitable drop off points immediately adjacent to a safe pedestrian route and as close as possible to the main entrance.

6.4.4 PLANNING ADVICE NOTE FOR DEVELOPERS ON DEVELOPING CONTAMINATED LAND (UNDATED)

The guide, produced by the LCC Environmental Protection Unit (EPU), comprises general advice to developers and requirements for planning application submissions on potentially contaminated land. Sufficient investigatory works should be undertaken for the purposes of assessing all 'site-specific' risks posed at / from a proposed development site.

The Planning Advice Note sets out the four phases of a typical contaminated land planning condition. The first three phases (desk base study, intrusive investigations and remediation strategies) are to be carried out prior to commencement of the development, with the remaining phase (completion and validation) to be carried out prior to occupation of the development.

Details of the content required for each phase of the condition are provided within the Planning Advice Note.

6.4.5 PLANNING ADVICE NOTE ON REFUSE STORAGE AND RECYCLING FACILITIES IN NEW DEVELOPMENTS (2005)

The Note provides advice on the Council's recommended standards for refuse storage and recycling in all new developments. The guidance will ensure that the right number and size of refuse containers are provided for particular developments, and are located externally, where possible. Larger schemes which are open to the public will be required to provide a storage area for the recycling of materials too.

Businesses must provide storage facilities within their curtilage for the effective containment of all waste. Adequate access must also be provided to enable waste disposal contractors to transfer waste away from the commercial premises.

For larger scale residential schemes (in excess of 50 units), a storage area for the recycling of materials must be provided. The recycling containers must be sited sufficiently away from residents so as not to cause either noise or general nuisance. Where noise is likely to be an issue then underground recycling containers could be considered.

6.4.6 NEW RESIDENTIAL DEVELOPMENT SPG (1996)

This Guidance Note supplements Policy H5 of the UDP and provides additional advice on a number of more detailed issues.

Regarding density, the Council does not operate a strict policy but rather considers the density and character of the surrounding area, particularly regarding the space around buildings; the need to retain, where appropriate, natural and man-made features within the site; and the development capacity of individual sites taking into account the need to protect privacy and amenity and provide adequate garden space.

The design of new residential development should take account of the character of the surrounding built form, paying particular regard to scale, building lines, roofscape, architectural features and materials.

Layouts should seek to maximise amenity and visual interest by using mixed forms of buildings where appropriate, establish a sense of cohesion and respect existing views of buildings, trees and spaces which contribute to the character of the area.

Proposals will be required to satisfy the minimum standards for space around buildings. The guidance note establishes window to window,

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window to wall and side spacing separation distances which should be adhered to.

The guidance includes minimum standards for garden provision. Where the garden depth does not meet these requirements, the Council may impose restrictions on permitted development rights to these houses, to ensure that the garden spaces do not diminish in the future.

The guidance note provides further details regarding landscaping, boundary treatment, parking and open space requirements. Regarding open space, this includes the requirement for on-site provision, the mechanisms available in-lieu of on-site provision and the location and design of new open space.

6.5 NATIONAL PLANNING POLICY AND GUIDANCE

This section summarises relevant aspects of the National Planning Policy Framework (NPPF, 2019), Planning Practice Guidance (PPG, 2014 and as amended) and National Design Guide (2019).

6.5.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF, 2019)

The National Planning Policy Framework (NPPF) was published in February 2019.

6.5.1.1 Chapter 2: Achieving Sustainable Development

Sustainable development is at the core of the Framework. Paragraph 8 of the NPPF establishes that there are three dimensions of sustainable development: economic, social and environmental. These dimensions are defined as:

- an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

These objectives are interdependent and need to be pursued in a manner which is mutually supportive. Decision-making should play an active role in guiding development towards sustainable solutions, but in doing so

should take local circumstances into account, to reflect the character, needs and opportunities of each area (para. 9).

Paragraph 10 details that at the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 11 sets this out for decision taking as follows:

'For decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 1. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 2. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.'

Paragraph 12 of the NPPF establishes that the presumption in favour of sustainable development does not change the statutory status of the development plan, which is the starting point for making decisions on planning applications.

6.5.1.2 Chapter 4: Decision Making

This chapter states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community (para. 39).

Regarding planning obligations, paragraph 56 of the NPPF states that these may only be sought when meeting all of the three tests:

1. 'Necessary to make the development acceptable in planning terms;
2. Directly related to the development; and
3. Fairly and reasonably related in scale and kind to the development.'

6.5.1.3 Chapter 5: Delivering a sufficient supply of homes

The NPPF establishes the Government's objective of 'significantly boosting' the supply of homes (para. 59). In order to do so, the NPPF stresses the importance of ensuring a sufficient amount and variety of land can come forward where it is needed.

Paragraph 64 of the NPPF requires major development involving the provision of housing to ensure that a minimum of 10% of the homes are available for affordable home ownership, unless this would exceed the level of affordable housing required in the area.

In accordance with paragraph 73, LPs are required to identify and update annually a supply of specific deliverable sites sufficient to provide a five year supply of housing against the annual requirement. This supply should include the relevant buffer.

6.5.1.4 Chapter 6: Building a strong, competitive economy

Paragraph 80 of the NPPF states that significant weight should be attached to the need to support economic growth and productivity through the planning system. Paragraph 80 sets out how planning policies and decisions should 'help create the conditions in which businesses can invest, expand and adapt' whilst paragraph 82 states that LPAs should recognise and address the specific locational requirements of different sectors.

6.5.1.5 Chapter 7: Ensuring the vitality of town centres

In accordance with paragraph 85, planning decisions should support the role of town centres as the heart of local communities, adopting a positive approach to their growth, management and adaptation.

Paragraph 86 establishes the sequential test to planning applications. Main town centre uses should be located in town centres, then in edge of centre locations. Only if suitable sites are not available should out of centre sites be considered.

Under paragraph 87, when considering edge of centre proposals, preference should be given to accessible sites which are well connected to the town centre.

In accordance with paragraph 89, Local Planning Authorities should also require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500m² of gross floorspace).

6.5.1.6 Chapter 8: Promoting healthy and safe communities

Planning decisions are required to achieve healthy, inclusive and safe places that promote social interaction (e.g. through mixed use developments and active street frontages); are safe and accessible; and enable and support healthy lifestyles, for example, through the provision of green infrastructure, local shops and layouts that encourage walking and cycling (para. 91). Paragraph 92 of the NPPF states that decisions should:

- a) 'plan positively for the provision and use of shared spaces, community facilities (such as sports venues, open space,) and other local services to enhance the sustainability of communities and residential environments;
- b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;
- c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

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- d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and
- e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.'

In accordance with paragraph 93, planning decisions should consider the social, economic and environmental benefits of estate regeneration.

Paragraph 94 requires a sufficient choice of school places to be available to meet the needs of existing and new communities.

The NPPF notes that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities (para. 96).

Under paragraph 95, planning decisions should promote public safety and take account of wider security and defence requirements. This includes anticipating and addressing potential malicious threats, particularly in areas where large numbers of people are expected to congregate.

6.5.1.7 Chapter 9: Promoting sustainable transport

Paragraph 103 states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

In assessing proposals, it should be ensured that: appropriate opportunities to promote sustainable transport modes are taken up; safe and suitable access to the site can be achieved for all users; and any impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (para. 108).

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (para. 109). In accordance with paragraph 110, applications should:

- a) 'give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

At paragraph 111, it states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement / assessment so that the likely impacts of the proposal can be assessed.

6.5.1.8 Chapter 11: Making effective use of land

The NPPF requires decisions to promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions (para. 117).

Planning decisions are required to give substantial weight to the value of using suitable brownfield sites within settlements for homes and other identified needs and to support appropriate opportunities to remediate derelict, contaminated or unstable land (para. 118).

The NPPF supports the promotion and development of under-utilised land and buildings (para. 118).

In accordance with paragraph 120, planning decisions should reflect changes in demand for land. Local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs.

Paragraph 121 establishes that:

'Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.'

6.5.1.9 Chapter 12: Achieving well-designed places

Paragraph 124 of the NPPF states that the creation of high-quality buildings and places is fundamental to what the planning and development process

should achieve. Good design is a key aspect of sustainable development. Effective engagement between applicants and the local community and LPA can be essential to this.

Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot (para. 128). LPAs are encouraged to ensure they make appropriate use of tools and processes for assessing and improving the design of developments.

In accordance with paragraph 127, planning decisions should ensure that developments:

- a) 'will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Planning permission is to be refused for development of poor design, that fails to take account of the opportunity to improve an area's character, quality and function (para. 130).

Paragraph 131 states that: 'In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.'

6.5.1.10 Chapter 14: Meeting the challenge of climate change, flooding and coastal change

Paragraph 149 details that local plans should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply / demand considerations. Paragraph 150 specifies that in supporting the move to a low carbon future, new

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development should be planned to reduce greenhouse gas emissions (e.g. through location, orientation and design) and avoid increased vulnerability to the range of impacts arising from climate change.

In determining planning applications, LPAs are directed to expect new development to (paragraph 153):

- Comply with adopted Local Plan policies on local requirements for decentralised energy supply, unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

In terms of flood risk, inappropriate development in areas at risk of flooding should be avoided by directing development elsewhere. Where such development is necessary, it should be made safe for its lifetime without increasing flood risk elsewhere (para. 155).

Paragraph 163 states that LPAs should ensure that flood risk is not increased elsewhere as a result of proposed developments. Development should only be permitted in areas at risk of flooding where, in light of a site-specific flood risk assessment, it can be demonstrated that the most vulnerable development is located in areas of lowest flood risk; the development is appropriately flood resistant and resilient; sustainable drainage is incorporated where appropriate; residual risk can be safely managed; and safe access and escape routes are included.

Paragraph 165 of the NPPF requires major developments to incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:

- a) 'take account of advice from the lead local flood authority;
- b) have appropriate proposed minimum operational standards;
- c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
- d) where possible, provide multifunctional benefits.'

6.5.1.11 Chapter 15: Conserving and enhancing the natural environment

Planning decisions are required to minimise impacts on biodiversity and provide net gains. New and existing development must not be put at risk from, or contribute towards, unacceptable levels of soil, air, water or noise pollution or land instability (paragraph 170). This section of the NPPF also requires degraded, derelict, contaminated and unstable land to be remediated where appropriate.

In accordance with paragraph 175, LPAs should consider that if significant harm to biodiversity as a result of development cannot be avoided, adequately mitigated or (as a last resort) compensated for, then planning permission should be refused. Furthermore, opportunities to enhance biodiversity should be supported, including incorporating biodiversity

improvements in and around developments, particularly where this can secure measurable net gains for biodiversity.

Paragraph 177 states that the presumption in favour of sustainable development does not apply in instances where a development is likely to have a significant effect on a habitats site, unless an appropriate assessment has concluded that the project will not adversely affect the integrity of the habitats site.

Under paragraph 178, planning decisions should ensure that a site is suitable for development in terms of risks arising from land instability and contamination. Paragraph 179 of the NPPF establishes that the responsibility for securing a safe development rests with the developer and/or landowner.

Planning decisions should mitigate and reduce the potential adverse impacts associated with noise and light pollution (paragraph 180). Planning decisions should sustain and contribute towards compliance with objectives for pollutants, taking into account the presence of Air Quality Management Areas (paragraph 181).

6.5.1.12 Chapter 16: Conserving and enhancing the historic environment

The Chapter attaches great importance to the conservation of heritage assets. Regarding heritage assets, the NPPF states: 'These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations (para. 184).

The significance of heritage assets, including any contribution made by their setting should be clearly set out by the applicant (para. 189). Developers should submit an appropriate desk-based assessment and, where necessary, a field evaluation where sites have the potential to be of archaeological interest.

In determining applications, paragraph 192 sets out what local planning authorities should take account of:

- a) 'the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.'

Under paragraph 193, when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be placed on the asset's conservation. The more important the asset, the greater the weight should be. This is irrespective of the level of harm anticipated upon the asset and its significance.

Paragraph 194 states that: 'Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from

development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'

In accordance with paragraph 196: 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use'.

The effect of a development on the significance of non-designated heritage assets will be taken into account when determining applications. A balanced judgement is required, having regard to the scale of harm or loss to the significance of the heritage asset (para. 197).

6.5.2 PLANNING PRACTICE GUIDANCE (PPG, 2014 AND AS AMENDED)

The PPG provides guidance on a range of topics which are relevant to the assessments which inform this planning application. These are listed below, as well as a short summary of the type of information included within the PPG for each topic:

- **Air Quality** – requirements for Air Quality Assessments, guidance as to how impacts on air quality can be mitigated;
- **Appropriate Assessment** – scope for a Habitats Regulation Assessment and potential mitigation measures;
- **Climate Change** – guidance on how adaptation and mitigation measures can be integrated and how developments can be adapted;
- **Design: process & tools** – tools for assessing and improving design quality and details of effective community engagement on design;
- **Effective use of land** – supporting more effective use of land and planning for higher density development;
- **Environmental Impact Assessment** – overview of relevant legislation and the process, guidance for producing an Environmental Statement and the procedure for determining applications subject to an EIA;
- **Flood risk and coastal change** – guidance regarding the Sequential Test and Exception Test and how to address flood risk in individual planning applications;
- **Historic Environment** – details of designated and non-designated heritage assets and the heritage consent process;
- **Housing** – includes guidance relating to land availability assessments, needs assessments, needs of different groups, housing for older and

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disabled people, optional technical standards and housing supply and delivery;

- **Land affected by contamination** – guidance relating to how to determine whether land could be contaminated, identification of contamination risks and the use of planning conditions and obligations;
- **Light pollution** –summary of the light pollution considerations that the planning system needs to address;
- **Natural Environment** – provides information relating to green infrastructure, biodiversity, geodiversity, ecosystems and landscape;
- **Noise** – summary of how noise impacts can be determined, the use of noise standards and how to mitigate the impact of noise on residential development;
- **Open space** – includes guidance on open space, sports and recreation facilities, public rights of way and National Trails and Local Greenspace designations;
- **Planning Obligations** – defines planning obligations and advises when they can be sought, including information regarding the pooling of contributions;
- **Travel Plans, Transport Assessments and Statements** – details the type of information required in Transport Assessments and Travel Plans;
- **Use of planning conditions** – guidance regarding the circumstances in which conditions can be imposed, including the use of pre-commencement conditions;
- **Waste** – guidance relating to the waste hierarchy and waste in the context of determining planning applications; and
- **Water supply, wastewater and water quality** – details of water quality, the water environment and considerations for planning applications.

6.5.3 NATIONAL DESIGN GUIDE (2019)

The National Design Guide provides details of the ten characteristics of well-designed places, which work together to create a physical Character, sustain a sense of Community and address environmental issues affected by Climate. The ten characteristics are:

- Context** – enhancing the surroundings;
- Identity** – attractive and distinctive;
- Built Form** – a coherent pattern of development;
- Movement** – accessible and easy to move around;
- Nature** – enhanced and optimised;
- Public spaces** – safe, social and inclusive;
- Uses** – mixed and integrated;
- Homes and Buildings** – functional, healthy and sustainable;



Resources – efficient and resilient; and

Lifespan – made to last.

More details regarding the National Design Guide are provided in the submitted Design & Access Statement.

The Government has also issued an interim report on its **Building Better, Building Beautiful Commission**. The interim report, Creating space for beauty, was published in July 2019. The purpose of the Commission is to address the challenge of poor quality design and build of places across the country. Beauty should be seen in Buildings (windows, height, space and materials); Places (nature of streets, squares and parks) and being Beautifully Placed (sustainable settlement patterns and siting).

The latest report ‘Living with Beauty: Promoting health, well-being and sustainable growth’ was published in January 2020. The report provides a series of recommendations, encompassing the areas of: Planning; Communities; Stewardship; Regeneration; Neighbourhoods; Nature; Education and Skills; and Management.

6.6 MATERIAL CONSIDERATIONS – EMERGING POLICY

This section summarises relevant emerging (as yet not adopted) policies related to the LCC authority area and Liverpool City Region (LCR).

6.6.1 Emerging Liverpool Local Plan (Submission version, 2018)

The Liverpool Local Plan was submitted to the Secretary of State for examination in May 2018. The examination hearings took place in October 2020. The Inspector issued a Post Hearings Advice letter to the Council in November 2020. Consultation on the Main Modifications to the Plan is expected to take place in early 2021.

In accordance with paragraph 48 of the NPPF, LPAs may give weight to relevant policies in emerging plans according to the stage of preparation (the more advanced its preparation, the greater the weight that can be applied); the extent to which there are unresolved objections to the relevant policies; and the degree of consistency of the policies to the NPPF.

The approach to the emerging Local Plan has therefore been to give the policies substantive weight where consistent with the NPPF. However, full weight cannot be given to the emerging Local Plan until the plan has been adopted, with all outstanding objections resolved.

6.6.2 Vision

The Vision in the Local Plan is to create a sustainable, vibrant and distinctive city, which maximises development opportunities to create economic prosperity alongside sustainable communities and an outstanding and high quality natural and built environment (p.29). The Vision recognises the need for sustainable development and redevelopment of unique and important assets, including the City’s football stadia.

The emerging Local Plan proposes several Strategic Priorities, including:

- Strengthening the city’s economy;
- Creating a high-quality historic environment;
- Creating residential neighbourhoods that meet housing needs;
- Creating an attractive and safe city with a strong local identity;
- Using resources efficiently;
- Maximising sustainable accessibility; and
- Maximising social inclusion and equal opportunities.

The Vision states that by 2033 (p.29):

Liverpool’s residential neighbourhoods will be thriving and attractive places to live and the City’s population will have increased. The City’s housing offer will have been transformed with high quality and well-designed, low carbon housing within a range of volumes and a more diverse housing offer to meet residents’ needs and aspirations’

The site is within the ‘Urban Core’ of Liverpool. The emerging Vision states that within the Urban Core the population will increase over the plan period. Furthermore, the North Liverpool area will have transformed as a result of significant economic development, excellent neighbourhood design and investment in housing, schools, university and other higher education facilities, transport infrastructure, shopping facilities, local health facilities, public services and open spaces.

6.6.3 Site Allocation & Principle of Development

- The site is located within the Primarily Residential Area. **Policy H7, Primarily Residential Area**, states that within this area, planning permission will be granted for:
 - New housing development which protects the residential character of the area and living conditions of existing residents;
 - Industrial and business development which does not have a detrimental effect on the amenities / character of the area and has no adverse impact on traffic generation or car parking;
 - New and improved community facilities, providing there is no adverse impact on amenity, traffic generation or car parking and ensuring compliance with Policy SP5; and
 - Other forms of development providing there is no adverse impact on residential amenity or the character of the area.
- The site is also adjacent to a **Primary Strategic Route Network (Policy TP1)**. This policy (**Policy TP1 Improving Accessibility and Managing Demand for Travel**) states that development proposals should make the best of existing infrastructure. The use of Travel Plans will be required to positively manage travel demand and improve accessibility of development. All developments should address the accessibility of pedestrians and cyclists, as well as public transport users.

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- Stanley Park and Anfield Cemetery are both Grade II* Registered Parks and Gardens and are located to the south of the site. **Policy HD1 Heritage Assets: Listed buildings; Conservation Areas; Registered Parks and Gardens; Scheduled Ancient Monuments** seeks to conserve and where appropriate enhance the historic environment. The extensive network of historic open spaces, parks and gardens, cemeteries and squares is recognised as an element of the historic environment which contributes most to the City's distinctive identity.
- Proposals affecting a designated heritage asset and its setting should seek to conserve the significance of the heritage asset. Substantial harm to or total loss of the significance of a designated heritage asset (or an archaeological site of national importance) and its setting will be permitted only in exceptional circumstances, where it can be demonstrated that the harm is necessary to achieve substantial public benefits that outweigh the harm or loss. Where less than substantial harm is anticipated, it will be permitted only where this is clearly justified and outweighed by the public benefits of the proposal
- Proposals affecting archaeological sites of less than national importance are required to conserve elements which contribute to their significance in line with the importance of the remains. Preservation of the remains in situ is the preferred solution to mitigate damage.

6.6.4 Other relevant policies

The following policies of the emerging Local Plan are also relevant to the principle of the proposed development.

- **Policy EC1 Employment Land Supply** outlines an overall employment requirement (Use Class B1/B2/B8) of 149.5ha over the plan period.
- **Policy EC3 Delivering Economic Growth** establishes that the development of the tourism and visitor economy, including the football club of Everton, will be supported and where appropriate, protected and enhanced. Development of new and existing business sectors with strong growth potential in Liverpool and the City Region will be supported, including creative, cultural and media industries and financial, professional and business services.
- **Policy EC5 Office Development** states that proposals for office development outside the City Centre, district, local and neighbourhood centres must comply with the sequential and impact assessment requirements set out in national planning policy. All proposals for office development will be subject to consideration of residential amenity, traffic generation and other Plan policies.
- **Policy H1 Housing Requirement** establishes the Council's target to deliver at least 34,780 net additional dwellings between the period of 2013 to 2033.
- **Policy H3 Proposals for Residential Development** outlines the requirement for development of 10 or more dwellings to provide an appropriate mix of dwelling types and sizes which reflects identified housing needs.
- Proposals for 10 or more dwellings should ensure that 20% of the homes to be provided are affordable and comprise 80% social / affordable rent and 20% intermediate (shared equity housing) provision.
- **Policy H4 Older Persons Housing** relates to independent living, retirement housing and residential care and nursing home provision. Proposals for retirement housing will be granted planning permission providing that the development is in a suitable location; addresses issues such as accessibility, noise and traffic fumes; is an appropriate form, scale and design; highways impact, parking and servicing matters are adequately addressed; gardens and amenity space are provided; a legal agreement is put in place to limit occupancy to ensure residents are aged 55 or over; and ensuring that the proposal complies with other design policies.
- **Policy H12 Accessible Housing** establishes the requirement for housing to meet relevant parts of the Building Regulations to ensure that housing is accessible and adaptable. All new homes should meet the Government's Nationally Described Space Standard.
- **Policy H13 New Housing - Physical and Design Requirements outside the City Centre** considers the density, design, separation distances, landscaping / boundary treatment, highways and parking and refuse and recycling measures in new development proposals. In terms of density, the Council will determine the appropriate density for new residential development based on the character of the surrounding area; the need to retain natural and man-made features; and the development capacity of sites having regard to the need to protect privacy and amenity and the provision of private garden space.
- **Policy H14 New Residential Development Open Space Requirements** states that new residential developments exceeding 10 dwellings should provide appropriate high quality new public open space of at least 50 sq m per dwelling, laid out in a single plot as an integral part of the housing development. This policy establishes the mechanisms available if on-site provision of the open space is not considered possible.
- **Policy SP4 Food and Drink uses and Hot Food take-aways** establishes a set of criteria for such uses, including requirements for appropriate hours of operation; no adverse impact on residential amenity; satisfactory approach to traffic and parking implications; appropriate locations for trade waste; appropriate fume extraction system and noise insulation; and no increase in potential for crime and anti-social behaviour.
- **Policy SP1 The Hierarchy of Centres for Liverpool** aims to protect and enhance the vitality and viability of centres within the City's network. Liverpool City Centre is identified as the Regional Centre, and therefore the focus for leisure, cultural and tourist uses. This is followed by a number of district and local centres.
- **Policy SP5 Community Facilities** states that planning permission will be granted for the provision of a new community facility providing that:
 - The proposal is located within a designated centre; or
 - Is required to meet a clearly identified local need; and
 - Is close and accessible to the community it serves by a range of sustainable transport modes including walking, cycling and public transport;
 - Will not have an adverse impact on residential amenity. Hours of opening should be appropriate to the specific location and appropriate car parking should be provided/ be available; and
 - Is within a building which is flexible, adaptable and capable of multi-use.
- **Policy SP6 Out-of-Centre and Edge-of-Centre Retail and Leisure uses** states that retail and leisure proposals outside the defined network of centres must demonstrate compliance with the sequential approach; evidence that the proposals would not have a significant adverse impact (if over 350 sqm); include a statement on the proposal's connectivity to the centre (for edge of centre sites); and provide an accessibility statement for sustainable transport.

The following briefly summarises other relevant policies of the Local Plan:

- **Policy STP1 Spatial Priorities for the Sustainable Growth of Liverpool** aims to create a robust and regionally significant, competitive economy as well as attractive and thriving residential neighbourhoods, providing new homes and land for employment uses in sustainable locations. To achieve this economic development will be focused in the City's key employment areas, including North Liverpool. The policy also specifically supports the provision of a range of new homes on previously developed sites in sustainable locations, to meet the identified need for new housing.
- **Policy STP2 Sustainable Growth Principles and Managing Environmental Impacts** states that the Council will support development proposals which address, as appropriate, strategic economic, social and environmental principles, including: contributing to delivering economic growth and ensuring a strong, responsive and competitive economy; making efficient use of land; making use of suitable brownfield land and support opportunities to remediate land (especially derelict, contaminated or unstable land); locating development in areas which are accessible by sustainable transport, minimising environmental impact; delivering high quality contextual design; conserving the City's heritage assets; adapting to the effects of climate change and minimising adverse impacts; and including measures to improve air quality.
- **Policy STP3 Protecting Environmentally Sensitive Areas** seeks to avoid and/or mitigate negative impacts on European habitats sites. Development which may have an adverse impact will be subject to a Habitat Regulations Assessment.
- **Policy STP4 Presumption in Favour of Sustainable Development** states that planning applications which accord with the Local Plan will be approved unless material considerations dictate otherwise. Where the

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Local Plan is silent on an issue or the policies are out of date, the protocol as established in the NPPF is to be adopted.

- **Policy STP5 Infrastructure Provision** states that new developments should make use of existing infrastructure capacity where possible. Measures to address capacity issues will be required to be in place in a timely and phased manner.
- **Policy STP6 Developer Contributions** states that new developments need to meet the reasonable costs of providing on and off-site infrastructure requirements and to meet the needs for additional, or improvements to existing, infrastructure and services which would mitigate the impacts generated by new development. Developers are expected to fund the future maintenance of facilities provided as a result of development. If viability is an issue, site specific independent financial evaluation will be required.
- **Policy UD1 Local Character and Distinctiveness** establishes that development proposals should demonstrate that several aspects of local design have been taken into account, including local grain and pattern of development; means and pattern of enclosure; patterns of movement and street character; materials, colours, tones and textures; relationship to topography; the need to preserve and improve views into and across development; heritage assets; and focal buildings and landmarks.
- **Policy UD2 Development Layout and Form** states that development proposals should demonstrate that the following are taken into account: the hierarchy of streets and spaces; form, height, scale and massing; the need to reduce opportunities for crime; the need to promote physical activity; the creation of active frontages; and the establishment of sufficient sunlight and daylight.
- **Policy UD3 Public Realm** requires public realm design to reinforce and complement local distinctiveness; be based on a clear rationale of the function of an area; establish a primacy of pedestrians and cyclists over vehicles; incorporate historically important features; incorporate strong inclusive design principles; minimise physical barriers and visual clutter; minimise risk of criminal activity and perception of insecurity; incorporate appropriate street lighting and signage; and encourage physical activity.
- **Policy UD4 Inclusive Design** states that development proposals should meet the highest standards of accessibility, safety and inclusion to ensure development can be used safely and easily. The principles of inclusive design, including the specific needs of disabled people, should be integrated into the development.
- **Policy UD5 New Buildings** lists a series of criteria for new development proposals, including that buildings are robust and adaptable; orientation and micro-climate issues have been considered; materiality, tone and texture of an area are reflected in the design; the building aids legibility; adequate sound attenuation is provided; building design

is resource and energy efficient; and it provides appropriate levels of car and cycle parking and servicing provision.

- **Policy UD8 Public Art** states that the City Council will encourage applicants for all major developments to consider the opportunity to integrate artists' ideas and visions into the development process.
- **Policy GI1 Green Infrastructure Resources** affords protection to the Mersey Estuary SSSI/ SPA/Ramsar Site, Biodiversity assets (including Local Wildlife Sites and Local Nature Reserves), water spaces and public rights of ways.
- **Policy GI5 Protection of Biodiversity and Geodiversity** requires development which may have a significant effect on an internationally important site to be accompanied by sufficient evidence to allow the Council to conduct a Habitats Regulation Assessment. Adverse effects should be avoided and/or mitigated. Where significant harm cannot be avoided, adequately mitigated, or as a last resort, compensated, then planning permission will be refused. Applications should be supported by an Ecological Appraisal and include details of avoidance, mitigation and/or compensation where appropriate.
- Development which may cause direct or indirect significant harm to other designated sites of nature or geological conservation importance, Priority Habitats, legally protected species and / or Priority Species will only be permitted on:
 - *National sites (Mersey Estuary Ramsar site/Mersey Estuary Site of Special Scientific Interest (SSSI))*: where there are no alternatives and where the benefits of development clearly outweigh the impact on the features of the site that make it of special scientific interest, and its broader contribution to the national network
 - *Local Sites (Local Nature Reserves (LNRs), Local Wildlife Site (LWS) and Regionally Important Geological/Geomorphological Sites (RIGS))*: where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the Liverpool City Region (LCR) Ecological Network.
- **Policy GI7 New Planting and Design** states that where appropriate, depending on the character of the site and locality, new development should make provision on site for the planting and successful growth of new trees and landscaping, including any replacement planting provided as compensation for loss due to development. New planting schemes must consider sustainability, locational challenges, opportunities for the creation of new habitats, stock size and suitable plant selection.
- **Policy GI9 Green Infrastructure Enhancement** states that developments should be designed to incorporate new and/or enhanced green infrastructure, which should be appropriate in terms of type, standard and size. Green infrastructure should be provided at key gateways and along key corridors. Green infrastructure should also integrate and enhance biodiversity features, as well as improve green routes where

possible. All development proposals, where possible, should contribute to ensuring a net gain in biodiversity.

- **Policy R1 Pollution** requires development that is likely to have a pollution impact to demonstrate that appropriate measures are incorporated, that the impacts will not be significant and that the development will not lead to a significant decline in air quality. Major developments should incorporate measures to reduce air pollution.
- **Policy R3 Flood Risk and Water Management** states that development should protect and enhance water quality, reduce flood risk and include water efficiency measures. Proposals must follow the sequential approach to determining the suitability of land for development, directing development to the area at lowest risk of flooding. Developments must demonstrate that there is no increase in flood risk anticipated at the site or elsewhere and should seek to reduce flood risk. Developments should comply with the Water Framework Directive. Where reasonably practical, developments should incorporate Sustainable Drainage Systems (SuDS) to manage surface water run-off.
- **Policy R7 Renewable and Low Carbon Energy** states that future development will be required to connect to a decentralised energy network where one has been constructed or is programmed to be constructed, unless it can be demonstrated that this is not viable. All major developments will be required to integrate low carbon energy and decentralised energy networks into the proposal.
- **Policy TP2 Transport Assessments** establishes that a Transport Statement or Assessment will be required to accompany a planning application for development proposals that generate significant amounts of movement. Developments must ensure new road layouts are safe and can operate efficiently; the development would not individually or cumulatively with other projects have a severe impact on the functioning of the network; there is no detrimental impact to the safety of users of the transport network; there is provision for walking, cycling and the use of public transport; and vehicle and cycle parking and servicing are appropriate to the scale and nature of development proposed.
- **Policy TP5 Cycling** requires new developments to demonstrate they will have a positive impact on the cycling network, be designed to encourage cycling, provide appropriate cycle access and sufficient secure cycle parking facilities; demonstrate best practice in design for cyclists; and ensure that the layout is fully accessible for cyclists, and encourages and facilitates cycle usage.
- **Policy TP6 Walking and Pedestrians** states that developments must be designed to encourage walking, provide appropriate pedestrian access, demonstrate a positive impact on the pedestrian network, ensure layouts are fully accessible and demonstrate best practice in design for pedestrians.
- **Policy TP7 Taxis** reiterates UDP Policy T4 regarding taxi rank provision.
- **Policy TP8 Car Parking and Servicing** requires demand for car parking to be met on site, in accordance with the Council's standards. 5% of

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spaces should have charging points available. Parked cars should be unobtrusive, using discreet and innovative solutions to avoid car parking dominating the street-scene. Adequate provision should be made for parking, servicing and loading, including access by emergency and refuse vehicles. All new development should have regard to road safety considerations.

- **Policy TP9 Public Transport** requires transport assessments to consider how opportunities could be taken to provide good access to the bus and rail network, including (where appropriate) providing and improving the infrastructure necessary to support such greater accessibility. Applications should demonstrate how proposed development relates to walking & cycling distances and routes to stations, convenience of bus access to stations and details of service frequencies.

6.6.5 Spatial Development Strategy (SDS) – About Liverpool City Region: Our Places (2019)

The Liverpool City Region (LCR) Combined Authority is in the process of preparing its first Spatial Development Strategy (SDS). An initial consultation period ended on the 14th January 2020. After receiving the responses, the Combined Authority will review and, along with any evidence needed, take comments into account when drafting policies. A draft of the SDS will then be presented to the Combined Authority.

Central to setting the SDS's policy direction will be the Local Industrial Strategy (draft published in March 2020). Its vision is to deliver a prosperous and inclusive economy founded on five priorities, ensuring that:

- People with the right opportunities are able to turn passion into prosperity;
- There is a dynamic business base that creates opportunity;
- We are a City Region of collaboration that transforms research into reality;
- We are a City Region that connects all our communities to opportunity; and
- Create revitalised and distinctive places.

As part of this round of SDS public consultation on 'Our Places', six policy themes have been defined:

- **Environment and Climate Change** – The Combined Authority declared a Climate Emergency in May 2019 and aims to make the city region net carbon neutral by 2040. The SDS will play a central role in supporting and monitoring efforts to act on climate change; ensuring that new development is resilient to predicted impacts and contributes towards reducing greenhouse emissions. The consultation asks about the main challenges in planning for a changing climate and how to tackle these challenges.
- **Healthier, Safer and Resilient Homes and Communities** – The Combined Authority has identified the quality of housing as a key

determinant of our health and wellbeing. A Design Champion and an Air Quality Task Force have been appointed to tackle these two key matters. The Combined Authority has also adopted a social value approach to preparing policies in the SDS. The Combined Authority states that it is vital that future development in the LCR communities offers wider opportunities and benefits to people. A 'Social Value Evaluation' of the SDS will be carried out to highlight where 'social value gain' can be secured through the planning process.

- **A thriving and Vibrant City Region** - The Combined Authority consider that the role of spatial planning is key in supporting the diversification and adaptation of town centres. The Metro Mayor and Combined Authority also recognise the importance of culture and creativity as valuable assets; defining the city region as a vibrant and unique place and contributing significantly towards the prosperity of the local economy. The SDS will need to consider how strategic planning policy supports our cultural well-being and plans positively for our cultural facilities. It will also need to take account of the wider social, cultural, economic and environmental benefits offered by our historic buildings.
- **A Connected City Region** – This theme focuses on the strategic vision for digital and transport connectivity. The SDS should be proactive in promoting sustainable forms of transport such as walking and cycling, low and ultra-low emission vehicles and public transport. The LCR Combined Authority Transport Plan provides direction for SDS policy as part of an integrated approach. Its key transport priorities are:
 - Better public transport accessibility and choice;
 - Moving away from car dependency;
 - Working with Government and Transport for the North (TfN) to deliver a direct HS2 and Northern Powerhouse Rail link to the LCR;
 - Increasing rail capacity to enable more sustainable movement of freight; and
 - Improving access to Liverpool John Lennon Airport by public transport.
- **An Inclusive Economy** - The Combined Authority aims to create a fairer, more prosperous city region for everyone. Informed by the Local Industrial Strategy, the SDS policies will encourage sustainable economic growth. The Metro Mayor promotes a 'brownfield first' approach to development, whereby brownfield sites are prioritised to ensure the re-use of sustainable, previously developed land is maximised.
- **The Infrastructure we need** – Necessary infrastructure will be identified in an Infrastructure Plan, which will sit alongside the SDS. This will identify the key pieces of strategic infrastructure needed to support the delivery of the SDS, helping ensure that future development in the City Region is co-ordinated and sustainable.

6.7 MATERIAL CONSIDERATIONS – OTHER

This section summarises other relevant material considerations, including decisions made regarding heritage assets, economic policies / strategies and other relevant guidance.

6.7.1 Heritage at Risk – North West Register (Historic England, 2020)

Anfield Cemetery is included within the Heritage at Risk – North West Register. The entry notes that positive progress has been made in the last year and Historic England has grant aided remedial repairs to the Grade II listed catacombs. A Conservation Management Plan has also been produced and a landscape management plan is being developed by the local authority.

Although in a stable condition, the register notes that the condition of the Park & Garden is generally unsatisfactory with major localised problems, and is of a medium vulnerability.

6.7.2 Economic strategies

The following section summarises economic strategies at the City Region and local authority level which are relevant to the application site and proposed development.

6.7.2.1 Building Our Future – Liverpool City Region Growth Strategy, LCR Combined Authority (2016)

This document outlines the City Region's Strategy for Growth and acknowledges the unique strengths and assets of each local authority area within the LCR Combined Authority.

The Strategy proposes to deliver economic growth and improve the quality of life for residents by focusing on the following three growth pillars:

- **Productivity** - Sustain economic growth to maximise the potential of the Region's sector strengths and related assets and focus on starting and growing more successful businesses by promoting innovations and entrepreneurial activity.
- **People** - Improve and increase skills, developing existing talent and attracting new talent for sustainable growth.
- **Place** - Improve the Region's transport, energy and digital infrastructures, and protect and enhance our cultural and environmental assets. This will improve quality of life for residents and attract and retain investors, skilled workers and visitors who will contribute to growth.

The document states that the City Region will maximise the impact of investment and opportunities by strategically focusing on those sectors with the greatest potential.

The Strategy identifies 'Place-Making' as an area of relevance to delivering the 'Place' pillar. In this regard, the ambition of the strategy is to protect and enhance the distinctive quality of place, to improve quality of life for

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residents and attract and retain those investors, skilled workers and visitors who will contribute to future economic growth.

The Strategy considers that there are further opportunities to enhance Liverpool City Region’s distinctive quality of place as a means to attract and retain those investors, visitors, workers who will contribute to future economic growth and the quality of life of residents.

6.7.2.2 Strategic Investment Fund (SIF) Strategy, LCR Combined Authority (2018)

The document builds upon the Growth Strategy to set out the investment priorities of the Combined Authority.

Productivity priorities

The Investment Strategy generally states that the SIF will support projects that facilitate ‘...the expansion of existing enterprise through physical and intellectual capital, typically...development/refurbishment of suitable premises’ (para 3.11).

People priorities

The SIF Strategy reiterates that improving the local skills base is key to ensuring that any growth can be inclusive across the City Region.

It states that the Fund will support ‘projects which support the creation of facilities to support skills development’ and ‘projects which provide training opportunities’.

Building upon the Growth Strategy’s Place Pillar, the SIF Strategy sets out how funds will be allocated to support the City Region’s Place-making ambitions.

At para 3.16 it notably indicates that the SIF will:

- Support ‘Place renewal projects’ that champion improving quality of place by promoting a holistic approach to bringing place and people together around a unique proposition;
- Help ensure that the supply of developable land responds to demand, including by supporting site remediation where it is needed and encouraging the provision of the ‘the right supporting physical and social infrastructure’;
- Support projects that maximise the visibility of the City Region’s major place-based assets to the global marketplace;
- Support ‘Projects which ensure that the City Region has the housing stock needed to attract skilled people and provide the quality of life we want for existing communities’, for example those seeking to ‘upgrade the housing offer in the most deprived areas’;
- Support ‘projects which support the creation of good quality jobs (including paying the real living wage, permanent contracts and workplace progression)’;
- Support projects which provide training opportunities;

- Support Projects which prioritise and deliver the use of local labour / local supply chains; and
- Support projects which address specific challenges of people who face complex and multiple barriers to work or are furthest away from employment.

6.7.2.3 SIF Skills Capital Funding Prospectus, LCR Combined Authority (2019)

The SIF Skills Capital Funding Prospectus echoes the objectives identified in the City Region Growth Strategy under the ‘People Pillar’.

It recognises that a significant skills gap is currently a strong barrier to growth across the area and seeks to allocate funding towards ‘capital investment that encourages learning and training in the identified City Region growth sectors’ (Section 2.2, first bullet).

6.7.3 LCR Construction Action Plan, LCR Combined Authority (2018)

The City Region’s Construction Action Plan seeks to enhance the contribution of the construction sector to ‘fair and inclusive growth’ outcomes in the area (at Page 3).

It highlights the need to build capabilities and skills and the sector to address significant supply and demand issues (for example, Pages 4, 6 and 24) to meet this goal.

From pages 39 to 43, it highlights how major development projects can make a significant contribution to sustainable economic growth whilst driving large-scale opportunities in the construction sector.

6.7.4 Inclusive Growth Plan: A strong and growing city built on fairness, Liverpool City Council (2018)

The City’s Inclusive Growth Plan has several priorities:

- Investing in our children and young people;
- People who live well and age well;
- Quality homes in thriving neighbourhoods;
- A strong and inclusive economy;
- A connected and accessible city with quality infrastructure; and
- Liverpool – the most exciting city in the UK.

The last aim is included in order to grow the city’s reputation as a cultural and sporting capital and the most exciting city in which to live, visit, work, study and invest.

6.7.5 Metro Mayor ‘Our Future Together’ Manifesto (2017)

The following summarises the Metro-Mayor’s manifesto vision for an ambitious, fair, green and connected City Region.

6.7.5.1 Ambitious

The manifesto’s pledge for Ambition (pages 6 to 11) highlights that the City Region should seek to increase the visibility of its heritage and cultural (including sports-related) assets to promote the City Region’s brand and encourage inward investment in the area.

Under this objective, the Mayor’s stated goal for the area was for it to become a ‘high-skill, high-value economy’. In order to deliver this, the manifesto highlights that the area must address its productivity gap through steps including:

- Focusing on its strengths and sectors where it has a competitive edge;
- Supporting the growth of local businesses, including by ‘help[ing] established companies to expand’; and
- Developing the capabilities of its workforce.

6.7.5.2 Fair

In his manifesto, the Metro Mayor fully recognised that a high-quality physical environment and good public infrastructure are key to supporting a fairer society (page 12, page 14). It highlights that a better use of brownfield land, good design and concerted action to improve the quality and attractiveness of neighbourhoods will be essential to support increased quality of life for all across the City Region. It also encourages development to use ‘community-led neighbourhood design’ to deliver housing and services that meet people’s aspirations.

6.7.5.3 Green

Pages 16 to 19 of his Manifesto emphasised the Metro Mayor’s intention to deliver a zero-carbon City Region by 2040.

The document identifies that promoting green and renewable energy, low carbon transport and sustainable land use will be key to delivering this ambition.

6.7.5.4 Connected

The manifesto highlighted that promoting greater connectivity across the City Region would be a key pillar of the Metro Mayor’s strategy to unlocking prosperity. At page 21, it acknowledges that physical connectivity issues have become an economic obstacle and that interventions which seek to address this challenge will be supported.

6.7.6 Northern Powerhouse Strategy (2016)

Liverpool is one of the core cities at the heart of the Northern Powerhouse vision, a Government initiative which seeks to ‘unleash the full economic potential’ of the North.

In 2016, the Government published its strategy for the Northern Powerhouse, setting out the key steps through which this objective will be reached.

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6.7.6.1 Connectivity objectives

The Strategy identifies connectivity challenges as a key barrier to productivity across the area (para 1.6).

Paragraph 2.2 highlights how delivering physical connectivity improvements will be key to supporting 'cohesive economies' within the Northern Powerhouse, and paragraph 2.8 states that it is the Government's ambition to encourage 'local areas to invest in local infrastructure'.

6.7.6.2 Enterprise and investment objectives

The Strategy seeks to support business growth and productivity across the Northern Powerhouse through its 'enterprise and innovation' goal.

At para 1.6, the document identifies that challenges relating to enterprise and innovation and trade and investment are core barriers to productivity in the area. In order to address those issues, the strategy sets out that the Government intends to 'continue to invest to support Northern businesses' (para 4.4), encourage mayoral combined authorities to 'invest in economically productive infrastructure' (para 4.7) and promote initiatives which help to showcase the 'northern offer' and create stronger branding for the region.

The 'enterprise and innovation' and 'trade and investment' objectives of the Strategy (para 1.6) also point to strong strategic support for place-making interventions across the Northern Powerhouse.

At paragraph 4.7, the document highlights that Government recognises that local infrastructure investment plays a key role in creating 'attractive places for businesses' and encourages mayoral combined authorities to support this type of intervention.

At paragraphs 5.2 to 5.5, the Strategy sets out an objective to develop a 'single internationally competitive offer to the world' across the Northern Powerhouse and increase its visibility on foreign investment markets. 'Infrastructure and regeneration' are highlighted as key channels for place-marketing.

Through its ambitions to create iconic new destinations supported by local infrastructure improvements around Bramley-Moore Dock and Goodison Park, the People's Project therefore meets the enterprise and investment goals of the Northern Powerhouse Strategy.

6.7.6.3 Skills objectives

Paragraph 1.6 of the Strategy also identifies a strong skills gap as another key barrier to sustained growth in the Northern Powerhouse.

Paragraphs 3.15 to 3.19 of the Northern Powerhouse Strategy indicate that the skills gap experienced in the area is driven in part by the challenges it experiences in attracting and retaining skilled workers.

The introduction to Section 3 of the document (at Page 17) indicates that the Government is committed to intervening to 'improve educational standards and skills levels across the region'.

They identify that delivering improvements in the quality of the local living and working environment will be essential to create a 'great place' capable of meeting and exceeding the aspirations of this category of the population.

The Strategy advocates an innovative approach to delivering those outcomes. Notably, it recommends that three elements should form a key part of the Northern Powerhouse's place-making strategy:

- Capitalising on the area's key strengths, including the strong attraction of its 'world-renowned sports teams' (para 3.15);
- Promoting the 'right housing offer' across the area, supporting the aspirations of skilled workers for good quality and affordable mix of housing and opportunities (para 3.17); and
- The use of the area's cultural assets to forge a strong regional identity (para 3.19).

6.7.7 United Nations Sustainable Development Goals (2015)

The United Nations Development goals seek to act as a 'plan of action for people, planet and prosperity' to 2030, at a global scale. The Sustainable Development Goals strongly emphasise that social and economic issues must be tackled jointly to deliver the United Nations vision for a better world by 2030.

They seek to promote sustainable development globally by inspiring UN member countries – including the UK - to take action to support long-term human, environmental and economic wellbeing at a global scale.

There are 17 Sustainable Development Goals:

1. No Poverty
2. Zero Hunger
3. Good Health and Well-Being
4. Quality Education
5. Gender Equality
6. Clean Water and Sanitation
7. Affordable and Clean Energy
8. Decent Work and Economic Growth
9. Industry, Innovation and Infrastructure
10. Reduced Inequalities
11. Sustainable Cities and Communities
12. Responsible Consumption and Production
13. Climate Action
14. Life Below Water
15. Life on Land
16. Peace, Justice and Strong Institutions

17. Partnerships

The following goals of particular relevance to the proposed development are grouped thematically:

- Goal 8 (to promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all) clearly identifies economic growth as an essential pillar of sustainable development, whilst Goal 9 (to build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation) points out that capital investment in economic infrastructure is essential to support growth.
- One of the Sustainable Development Goals, 'Sustainable Cities and Communities' (Goal 11), indicates that a high quality of built environment is essential to deliver a liveable city environment and overcome 'urbanisation challenges', such as poor accessibility and air quality.
- This is complemented in its intent by Goal 15, 'Life on land', which emphasises that preserving the environment from degradation should be a key priority for the global population.
- Goals such as 'No poverty' (Goal 1), 'Good health and well-being' (Goal 3), 'Quality Education' (Goal 4) and 'Reduced inequalities' (Goal 10), emphasise that significant human development efforts are required to allow economic growth to truly benefit the majority of the global population.