



Planning Application for Residential Development at Cressington House, 249 St Mary's Road, Garston, Liverpool, L19 0NF

Planning Supporting Statement

24 February 2015

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1 Introduction

1.1 Introduction

JLL acts on behalf of Trillium (PRIME) Property GP Limited ('The Applicant') and has been instructed to prepare this Statement in support of an outline planning application for the demolition of existing buildings on site and the redevelopment of the site for up to 32 dwellings (Use Class C3) with associated areas of open space /green infrastructure and main vehicular access from St Mary's Road (all other matters reserved) ('The Proposed Development') at Cressington House, 249 St Mary's Road, Garston, Liverpool, L19 0NF ('The Site').

This Statement should be read in conjunction with the following documents and drawings, which have been submitted to support the planning application:

- Application form
- Ownership Certificate
- Agricultural Holdings Certificate
- Planning Supporting Statement
- Design and Access Statement
- Transport Statement (including Merseyside Accessibility Standard Assessment (MASA))
- Arboricultural Survey
- Noise Assessment
- Lifetime Homes Checklist
- Draft S106 Heads of Terms

Drawing Title	Drawing Number	Drawing Scale	Size	Drawing Revision
Site Location Plan	L(01)001	1:1250	A4	P01
Existing Site Layout Plan	L(02)001	1:500	A3	P01
Proposed Indicative Site Layout Plan	L(02)008	1:500	A3	P01
Parameters Plan	L(02)009	1:500	A3	P01
Demolition Plan	L(02)010	1:500	A3	P01
Proposed Site Access Plan	TPMA5038_100	1:250	A3	-

This Statement considers the material planning issues associated with the planning application; outlines the benefits of the proposal; and considers the proposal against the relevant national and local planning policies.

2 Background and Context

Trillium (PRIME) Property GP Limited manages large, complex property portfolios and has established a UK-wide estate of more than 8,000 buildings. The company has long-term property partnerships with some of the UK's largest occupiers, including BT, the Department for Work and Pensions and DVLA. TT is one of the UK's largest property companies, owning and managing an 8million square metre, £5.5billion estate and housing 1% of the UK's workforce.

Cressington House has been the premises for the Department for Work and Pensions since circa 1970 however all staff have now relocated to other office locations within Liverpool, in Widnes, Wavertree, Toxteth and Edge Hill.

Trillium (PRIME) Property GP Limited was established in 1997 to acquire and manage the 1.5m sqft Department for Work and Pensions (the DSS) Estate.

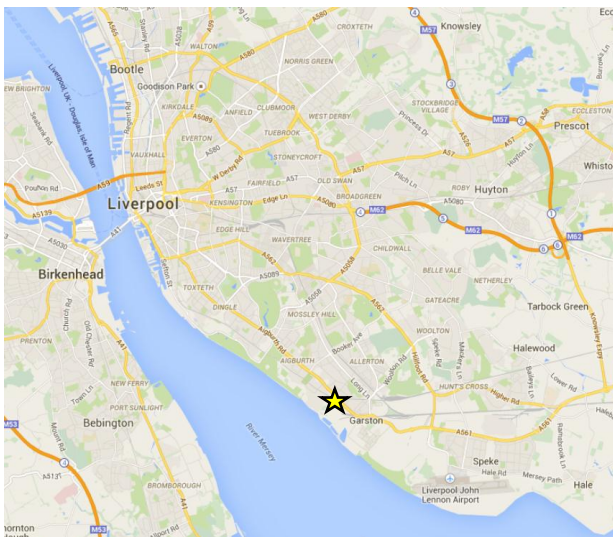
3 Description of the Site and Surrounding Area

3.1 Site Location

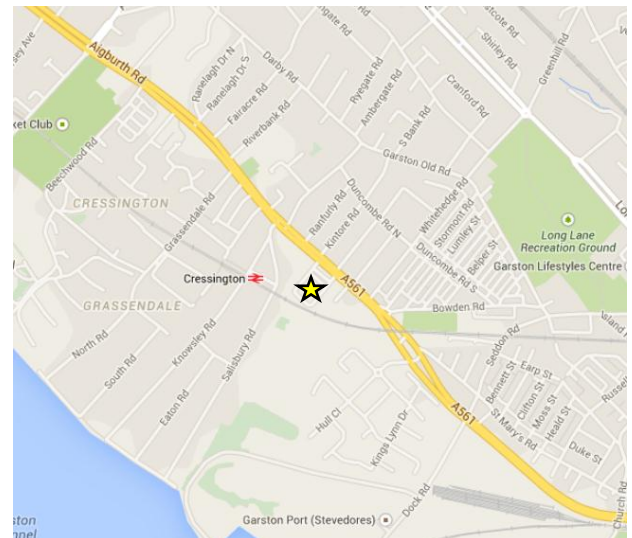
The Site is located in Cressington, within the administrative area of Liverpool City Council (LCC). It lies approximately 8.5km south east of Liverpool city centre. The Site is located approximately 5.5km to the northwest of Liverpool John Lennon Airport, 7km to the south of Junction 4 of the M62 and 9.5km to the west of Knowsley Expressway.

The Site is located on the southern side of St Mary's Road (A561) which is a dual carriageway with a tree-lined central reservation. Neighbouring uses to the west include a plant hire company and car garage; and to the east, an operational telephone exchange and beyond that, terraced residential properties known as 'The Railway Cottages'. The Site is bounded to the south by the operational Merseyrail Northern Line railway line, which connects Liverpool Central to Liverpool South Parkway and Hunts Cross, and beyond it, residential properties off Salisbury Road and Cressington Park. To the north of the Site are residential properties off St Mary's Road.

The Site is located approximately 200m from the edge of Garston local centre and lies adjacent to the Grassendale and Cressington Conservation Area.



Source: Google Maps 2015



3.2 Site Description

The Site extends to 0.77 hectares and is identified on the Site Location Plan L(02)SK07_P01, which has been submitted with the planning application.

The Site comprises Cressington House, a four-storey office building, together with associated ancillary buildings and car parking. A line of trees exist at the frontage of the site, behind a 1m high boundary wall.

The Site has an access point from St Mary's Road, close to the western boundary of the Site and an egress point close to the eastern boundary. The existing access and egress points are barrier controlled and connected by a one-way internal access road which provides for vehicular circulation within site.

The surrounding area is predominantly residential with Cressington railway station located approximately 400m from the Site, accessed off Knowsley Road.

4 Scheme Evolution

4.1 Planning History

A review of LCC's online planning history records has been undertaken. No recent planning history relevant to the site has been identified.

4.2 Evolution of Scheme up to Submission

The planning application has been developed following pre-application discussions with Officers at LCC, namely Jon Woodward (Planning Team Leader (East Area)) and Rob Burns (Heritage and Urban Design Officer). A pre-application meeting was held on 19 November 2014, and a formal response in writing was issued on 12 January 2015.

The Council has confirmed in its response that residential development at this location would be acceptable in principle, and has advised of the scope of supporting information that would be required to be submitted with the application. The Applicant has taken on board the advice and has ensured that all supporting reports stated have been prepared and are submitted with the application.

4.3 Consultation

It has been confirmed with Officers at LCC that no public consultation will need to be undertaken prior to the submission of the application. LCC will consult with statutory consultees and neighbours on receipt of the application.

Discussions between the highways consultants (Curtins) and the Highways Officer at LCC (Stephen Walker) have been on-going over recent months. The development proposals and the associated highways considerations have been discussed and agreed in principle, which has led to the submission of the application.

4.4 Environmental Impact Assessment

The Applicant has liaised with Officers at LCC regarding the need for an EIA Screening Request to be submitted, however, agreement has been reached that an EIA Screening Request in respect of the proposed development is not required.

5 Description of Proposed Development

The proposed development for which outline planning permission is sought comprises the demolition of Cressington House and any ancillary buildings, and a new residential development comprising 32 dwellings, a new vehicular access point from St Mary's Road, and associated landscaping. All other matters are reserved for future determination.

The design of the proposals and the philosophy behind them are set out in the Design and Access Statement, which is submitted with the application.

Demolition

This planning application seeks planning permission for the demolition of the existing Cressington House office building and all ancillary buildings and structures on the site.

The demolition will involve an initial 'soft-strip' to remove any remaining fixtures and/or partitioning together with asbestos removal as required; the disconnection of electricity, gas and water supplies from service providers via statutory authorities; and the sequential mechanical demolition of existing structures following a top-down approach to the retained ground floor slab.

The site will be remediated in accordance with an approved remediation strategy, to be conditioned as necessary to any planning permission granted.

Development Parameters

The Parameters Plan (Drawing Ref: L(02)009 P01) submitted with the application identifies the parameters for development on the Site. However, the final size, location, design and mix of residential development as well as the detailed landscaping scheme will be subject to approval following detailed design and implementation at Reserved Matters stage.

The Parameters Plan identifies the following uses and quantum of development:

- Residential development (0.688ha) comprising 32 dwellings; and
- Open space (0.080ha).

The Proposed Site Layout Plan (Drawing Ref: L(02)008-P01) which has been submitted with the application shows how a scheme of 32 dwellings could fully meet the challenges and opportunities of the site having regard to the Parameters Plan.

Landscaping and Open Space

The site currently comprises trees along the site's frontage with St Mary's Road. The majority of the more substantial trees along this frontage will be retained, with the remainder removed to make way for the new site access and properties fronting St Mary's Road. None of these trees are protected by a Tree Preservation Order.

An Arboricultural Survey has been carried out and is submitted in support of this application. The Survey shows which trees are proposed to be removed and which will be retained. All trees and shrubs on the southern and western boundary of the site are proposed to be retained.

The Proposed Site Layout Plan shows the proposed landscaping and boundary treatments for the Site.

Movement and Access

Access to the Site will be provided via a single new, centrally-positioned junction off St Mary's Road, which will serve the residential properties within the Site. The Site will be accessed by way of a left-hand turn off St Mary's Road, and traffic will leave the Site by way of a left-hand turn onto St Mary's Road. Right-hand turning movements into and out of the site will be restricted.

The proposed Site access has been agreed in principle with LCC's highways officer (Stephen Walker), as has the extent of the highway to be adopted. The relevant drawing (Ref: TPMA5038_100) is provided at **Appendix 2**.

The development has been designed in such a way to meet standards for accessibility contained within the Design for Access for All SPD. House types will be fully Lifetime Homes compliant.

The Transport Statement submitted with the application includes a Merseyside Accessibility Standard Assessment (MASA), which demonstrates the accessibility of the site by various modes of transport.

A Transport Statement has been undertaken and is submitted with the application. The Transport Statement confirms that the Site can be considered accessible by a variety of sustainable modes of transport. The proposed development will benefit from existing facilities and services within desirable and acceptable walking distances and there are cycle routes adjacent to the Site which would link the development to other surrounding areas. The Site also benefits from very good public transport links, with a number of bus services and Cressington Railway Station accessible within 400m of the Site.

The Transport Statement confirms that the likely levels of additional vehicle movements generated by the development proposals would be immaterial and would be imperceptible to existing users of the highway network. It is therefore considered that there are no highways and transportation reasons to refuse planning permission for the proposed development.

Parking

The scheme has been designed in such a way to enable off-street parking within the curtilage of each of the residential properties. In line with recommended parking standards, provision has been made for two car parking spaces per dwelling. There is also some scope to utilise the existing on-street parking outside the site boundary, on St Mary's Road, which may be used for visitor parking.

Planning Obligations

Following pre-application discussions with Officers, it is recognised that a planning obligation will be required for the development, which will include the following:

- A financial contribution in lieu of public open space, amounting to £1,000 per residential unit. Therefore a total of £32,000 is to be provided; and
- A financial contribution amounting to 15% of the application fee will be required, to go towards S106 monitoring.

The development proposals will include areas of good quality tree planting therefore there is scope for the requirement for a contribution towards the provision of street trees to be waived.

Draft S106 Heads of Terms are submitted with the application, for consideration and further discussions with LCC.

6 National Planning Policy Context

6.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and consolidates previous national planning guidance. Local Plans are to be consistent with the NPPF and reviewed to take into account its policies. The NPPF is a material consideration in the determination of the planning application.

NPPF, paragraph 197 provides that in assessing and determining development proposals, local planning authorities should apply a presumption in favour of sustainable development.

The NPPF, at paragraph 186 states that local planning authorities should approach taking planning decisions in a positive way to foster the delivery of sustainable development. Paragraph 187 states that authorities should ‘...look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible...’

The clear message is that authorities should be looking for ways to help development come forward.

Achieving Sustainable Development

Paragraph 7 of the NPPF explains that sustainable development has three dimensions (economic, social and environmental), which give rise to the need for the planning system to perform a number of roles:

- **“an economic role** - contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **a social role** - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural wellbeing; and
- **an environmental role** - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.”

The NPPF indicates that these roles are mutually dependent and that “...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system”.

Presumption in Favour of Sustainable Development

Central to the NPPF is the presumption in favour of sustainable development.

“For **plan-making** this means that:

- local planning authorities should positively seek opportunities to meet the development needs of their area; Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:
 - 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; or
 - specific policies in this Framework indicate development should be restricted.

For **decision-taking** this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - 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; or
 - specific policies in this Framework indicate development should be restricted.”

Core Planning Principles

Paragraph 17 of the NPPF highlights a set of core land-use planning principles that should underpin both plan making and decision-taking within the context of the overarching roles that the planning system ought to play. The principles particularly relevant to the planning application proposals are that planning should:

- *“proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;*
- ...
- *encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;*
- *promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);*
- *conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;*
- *actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable...”*

To deliver sustainable development, the NPPF sets out guidance under 13 policy areas. The policies which could be most relevant to the planning application proposals are summarised below.

Delivering a wide choice of high quality homes

A fundamental objective of the NPPF is to *“boost significantly the supply of housing”*, as set out in Paragraph 47.

In order to achieve this, Local Planning Authorities (LPA's) should *“Identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land”*.

LPAs are also required to *“identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15”*.

To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.

Paragraph 49 further states that *“housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites”*.

Paragraph 51 refers to commercial buildings currently in B use classes and states: *“Local planning authorities should identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies and, where appropriate, acquire properties under compulsory purchase powers. They should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.”*

Building a strong, competitive economy

In relation to the economy, Paragraph 19 of the NPPF states that *“The Government is committed to ensuring that the planning system does everything it can to encourage sustainable economic growth.”*

Paragraph 21 is clear that *“policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances”*.

Paragraph 22 further states that *“Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.”*

Promoting sustainable transport

NPPF Paragraph 29 acknowledges that the transport system should be balanced in favour of sustainable transport modes, however, *“the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary”*.

The NPPF makes specific mention to sustainable transport, stating at Paragraph 32 that *“all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- safe and suitable access to the site can be achieved for all people; and*
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

Requiring Good Design

Paragraph 56 describes good design as a *“key aspect of sustainable development”*.

Paragraph 57 states that *“it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes”*.

Paragraph 58 states that *“planning policies and decisions should aim to ensure that developments:*

- 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;*
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;*
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;*
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;*
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and*
- are visually attractive as a result of good architecture and appropriate landscaping”*.

Whilst in general, decision takers should consider the extent to which good design has been used to make development visually attractive, paragraph 65 states that *“Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design.....”*

Paragraph 66 requires applicants to *“work closely with those directly affected by their proposals to evolve designs to take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably”*.

Promoting Healthy Communities

The NPPF encourages developments to facilitate social interaction and the creation of healthy and inclusive communities. Paragraph 69 encourages places to promote “safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas”.

Conserving and enhancing the natural environment

Paragraph 111 states that “Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value”.

Conserving and enhancing the historic environment

Paragraph 128 of the NPPF states that “In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.”

Paragraph 132 of the NPPF states that “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional”.

Paragraph 134 of the NPPF states that “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 securing its optimum viable use.”

7 Local Planning Policy Context

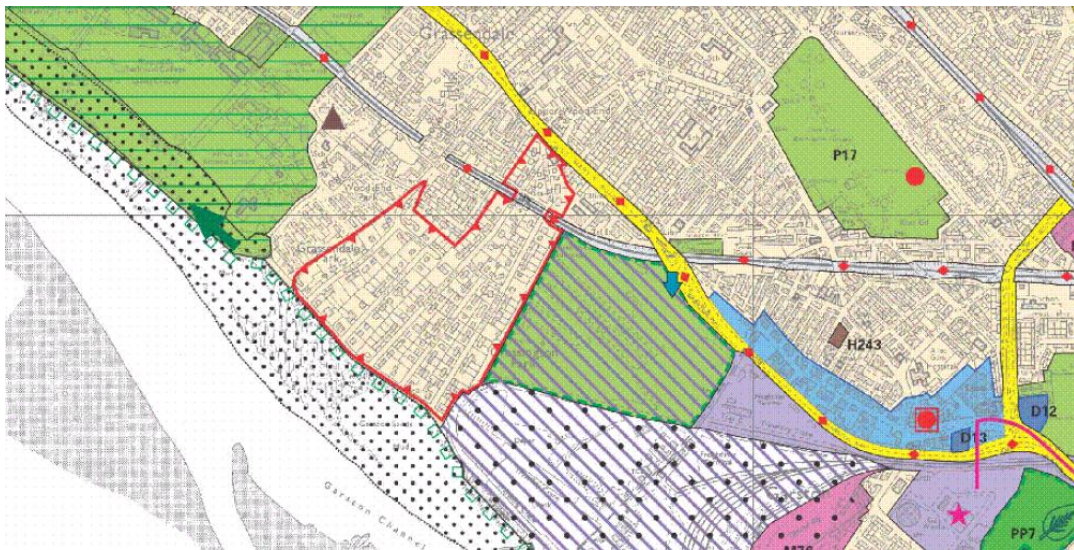
7.1 Introduction

Section 38(6) of the 2004 Planning and Compulsory Purchase Act states that development should be carried out in accordance with the development plan, unless material considerations indicate otherwise.

The statutory Development Plan for Liverpool comprises the saved policies of the Liverpool Unitary Development plan (UDP) 2002.

7.2 Development Plan Allocation

The Site is identified as being within a 'Primarily Residential Area' in the UDP (Policy H4) (see Proposals Map Extract below). It is also located adjacent to (but not within) the Grassendale and Cressington Conservation Area.



Source: Liverpool City Council

7.3 Liverpool Unitary Development Plan (UDP)

The UDP was adopted by the Council in 2002 and the majority of policies were 'saved'.

The UDP pre-dates the publication of the NPPF (2012) and, in applying Paragraphs 14, 211 and 215, due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF.

The UDP includes the following relevant policies:

- Policy H4 'Primarily Residential Areas', which states that planning permission will be granted for new housing development that satisfies other plan policies.
- Policy H5 'New Residential Development', which states that "planning permission will be granted for new residential development which accords with the following criteria:
 - i. The density, design and layout respects the character of the surrounding area, and maintains levels of privacy and amenity for existing and future residents; and
 - ii. the highway and parking provision ensures a safe, attractive, convenient and nuisance-free highway environment for pedestrians, cyclists and drivers.

Proposals for new residential development will be expected to comply with the provisions of policies HD18 on General Design Requirements and OE14 regarding the provision of new open space."

- Policy HD12 'New Development Adjacent to Conservation Areas' advocates planning permission to be granted only where it protects the setting of the conservation area and important views into and out of it. Proposals for development adjacent to conservation areas should therefore be designed to be sympathetic in design, scale, location and use of materials.
- Policy HD18 'General Design Principles' requires applications to *"comply with the following criteria, where appropriate, to ensure a high quality of design:*
 - *The scale, density and massing of the proposed development relate well to its locality;*
 - *The development includes characteristics of local distinctiveness in terms of design, layout and materials;*
 - *The building lines and layout of the development relate to those of the locality;*
 - *External boundary and surface treatment is included as part of the development and is of a design and materials which relate well to its surroundings;*
 - *All plant machinery and equipment are provided within the building envelope or at roof level as an integral part of the design;*
 - *The development pays special attention to views into and out of any adjoining green space, or area of Green Belt;*
 - *The development has regard to and does not detract from the city's skyline, roofscape and local views within the city;*
 - *The satisfactory development or redevelopment of adjoining land is not prejudiced;*
 - *There is no severe loss of amenity or privacy to adjacent residents;*
 - *In the case of temporary buildings, the development is of a suitable design and not in a prominent location*
 - *Adequate arrangements are made for the storage and collection of refuse within the curtilage of the site and the provision of litter bins where appropriate;*
 - *The exterior of the development incorporates materials to discourage graffiti; and*
 - *Adequate arrangements are made for pedestrian and vehicular access and for car parking."*
- Policy T12 'Car Parking in New Developments', which states that *"all new developments including changes of use, which generate a demand for car parking will be required to make provision for car parking on site, to meet the minimum operational needs of the development. Additional space for non-operational car parking will be permitted up to a maximum standard. This will be determined by:*
 - *The nature and type of use;*
 - *Whether off-site car parking would result in a danger to highway and pedestrian safety;*
 - *Whether the locality in which the proposed development is located is served by public car parking facilities;*
 - *Whether off-site parking would result in demonstrable harm to residential amenity; and*
 - *The relative accessibility of the development site by public transport services.*

The City Council will investigate the feasibility of levying commuted sums from developers in lieu of car parking provision for developments within the City Centre controlled parking zone."

7.4 Emerging Liverpool Local Plan

The Core Strategy has been under preparation for several years but will now form the framework for the Local Plan for Liverpool. Previous stages of the Core Strategy can therefore only be afforded very limited weight in the decision making process.

An initial round of public consultation took place between December 2013 and April 2014, intended to notify key stakeholders and interested parties of the council's intention to prepare a Local Plan and to encourage representations on what it should contain.

Representations were received from more than 140 individuals and organisations, making comments on around 900 issued including suggestions for the future use of over 250 sites. Comments on these representations were invited until 31 January 2015; the Council wants to know whether the comments are supported or opposed.

A draft Local Plan is expected to be published for consultation in late summer 2015.

7.5 Joint Merseyside and Halton Waste Local Plan

The Joint Merseyside and Halton Waste Local Plan is now fully in force; it was adopted by all participating Councils with effect from 18th July 2013. The application Site is not included in the Joint Waste Local Plan.

7.6 Supplementary Planning Documents and Other Material Considerations

Ensuring a Choice of Travel SPD

The SPD was adopted by LCC in 2008 and provides guidance to developers on the access and transport requirements for new development across Merseyside. Due consideration has been paid to the SPD in designing the proposed development scheme.

Design for Access for All SPD

The SPD highlights the important principles to be considered when designing inclusive buildings which meet the needs of all users including disabled people. The purpose of the SPD is:

- To advise developers of the ways in which they can integrate inclusive design principles into planning proposals, thus promoting a high quality and inclusive environment for all, irrespective of age, gender, mobility or impairment;
- To set out the Council's requirements in respect of provision for disabled people in new development;
- To enable the needs of disabled people to be taking into account at the earliest stages of planning a development;
- To indicate the 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
- To 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 useable by disabled people.

Liverpool Employment Land Study – Stage 3 (March 2009)

The Stage 3 Employment Land Study provides an insight into the supply and demand position for B Class employment land and premises in Liverpool across the Plan period to 2016.

The headline figures show that there appears to be a reasonable supply of employment land in the City, however there is a demand for land to accommodate warehouse and distribution uses (Class B8). The Study concludes that there is a good supply of land suitable for office (B1) uses to meet likely future requirements for office accommodation under all forecast demand scenarios.

7.7 Summary

In working up development proposals for the Site, due consideration has been paid to the relevant adopted UDP policies set out above. It can be demonstrated that the proposals comply with the relevant local planning policies in so far as:

- The scheme has been designed to an appropriate density, design and layout to maintain levels of privacy and amenity for existing and future residents;
- Careful consideration has been paid to ensure that the highway and parking provision ensures a safe, attractive and convenient highway environment for pedestrians, cyclists and drivers;

- The development, being located adjacent to a Conservation Area, protects the setting of the conservation area and important views into and out of it by respecting the boundaries with other uses. The proposed development has been designed in such a way to be sympathetic of the surrounding character through its design, scale, location and use of materials;
- The proposals have been designed to a high quality to ensure the scheme makes a positive contribution to the surrounding area;
- Adequate provision for car parking on site has been made; and
- The proposed development satisfies other plan policies.

8 Planning Considerations

8.1 Loss of Employment Use

The application Site has been vacant since February 2015. The previous occupiers of the site – The Department for Work and Pensions – have relocated to a variety of other existing premises in Liverpool, including Widnes, Wavertree, Toxteth and Edge Hill. The site is therefore previously-developed (brownfield) land.

The site is not identified as being within or adjacent to an employment area therefore there are no specific policies in place to restrict the loss of employment floorspace at this location.

The Liverpool Employment Land Study (published 2009) concludes that there is a good supply of land suitable for office (B1) uses, in the city.

8.2 Principle of Residential Development

Formal pre-application advice has been sought from LCC to confirm the acceptability of residential development in this location, in principle. The formal pre-application response received from LCC on 12 January 2015 was supportive of the principle of development, which has led to the submission of this outline planning application.

Given the location of the Site within a primarily residential area and its proximity to local services and facilities, the Site is considered a sustainable and accessible location for new housing.

The proposed development will help meet identified housing need in the city and contribute towards the Council's five year supply of deliverable housing sites.

The Site is deliverable for housing in that it is:

- Suitable: it will contribute towards meeting local housing needs and delivering sustainable communities on a previously developed and vacant site. Suitability of site for alternative uses has been considered and supporting information submitted with the application demonstrates that there will be no unacceptable adverse impacts should planning permission be granted.
- Available: the Site lies within a single ownership and is therefore immediately available, subject to the necessary demolition of the existing buildings and remediation works.
- Achievable – it is the Applicant's intention to dispose of the site once planning permission has been granted, and interest has already been shown by housebuilders.

We understand that Liverpool currently has a total that exceeds the five year housing target, therefore in accordance with Paragraph 49, the policies within the UDP are considered to be up to date.

The presumption in favour of sustainable development, as set out in the NPPF, encourages sustainable location and reuse of previously-developed land to deliver new homes;

- NPPF Para 17 – states that one of the core land use planning principles that should underpin both plan making and decision taking is to *“proactively drive and support economic development to deliver the homes, businesses and industrial units, infrastructure and thriving local places that the country needs and to encourage the effective use of land by reusing land that has been previously developed”*
- NPPF Para 47 – seeks to *“boost significantly”* the supply of land for housing and requires local planning authorities to identify a 5 year supply of deliverable housing sites, against their housing requirements which are suitable, available, achievable and viable. It further states (at Paragraph 49) that *“housing applications should be considered in the context of the presumption in favour of sustainable development.”*

Relevant local planning policies contained within the UDP support the reuse of brownfield land for housing in this location, and the provision of good quality housing developments, namely Policies H4, H5, HD12, HD18 and T12.

The supporting technical reports submitted with this application demonstrate that there will be no unacceptable adverse impacts if planning permission were to be granted for this Site. The proposed development complies with the relevant policies of the development plan and material considerations do not indicate that consent should otherwise be refused. Accordingly, applying the presumption in favour of sustainable development, the principle of residential development is acceptable.

8.3 Scheme Benefits

In accordance with the NPPF, the benefits of the planning application proposals are material considerations in the determination of the planning application. The planning application proposals would deliver significant economic, social and environmental benefits, which include:

Economic Benefits

- The demolition of a vacant building that is no longer required, thus contributing towards building a strong, responsive and competitive economy;
- Securing private investment by way of a multi-million pound project that will bring a vacant brownfield site back into beneficial use; and
- Providing local people with employment opportunities in the construction industry.

Social and Environmental Benefits

- Provision of up to 32 homes to meet both current and future housing need and to offer a choice and variety of high quality new homes;
- Improved landscaping of the Site which will improve the ecology, landscape and character of the site and surrounding area;
- Improved appearance of the Site which will add to the overall visual quality of the surrounding area;
- Improvements to site access and footway for both pedestrians and vehicles;
- Provision of on-street parking; and
- Financial contributions towards public open space and S106 monitoring.

9 Conclusions

This Planning Statement is submitted in support of an outline planning application for the 'demolition of existing buildings and the redevelopment of the site for up to 32 dwellings (Use Class C3) with associated areas of open space /green infrastructure and main vehicular access from St Mary's Road (all other matters reserved)'.

The relevant development plan in Liverpool comprises the UDP. The relevant policies are considered to be up-to-date and compliant with the NPPF.

It has been demonstrated that the proposed use complies with the relevant up to date policies within the development plan and will deliver a sustainable residential development on a previously-developed site in the Garston area of Liverpool.

The principle of residential development has been supported by officers at LCC through the formal pre-application process and the application submission complies with the scope set out in the formal pre-application response.

The benefits of the application proposals should be afforded significant weight in the determination of the application proposals.

The proposed use is strongly supported by policy and should only be refused where any adverse impacts significantly and demonstrably outweigh the benefits of the development. The supporting reports submitted with the application demonstrate that the development will not lead to any unacceptable adverse impacts, therefore planning permission should be granted without delay, subject to appropriately-worded conditions and legal agreement.



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