

# PLANNING STATEMENT

October 2017

**PROPOSED RESIDENTIAL DEVELOPMENT**

**CLEGG STREET**

on behalf of:

**CARO DEVELOPMENTS**



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## 1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared on behalf of Caro Developments to support a planning application demolition of the existing buildings and structures and erection of a part seven, part six storey residential development comprising 103 apartments (C3 Use), with associated access, servicing, parking and landscaping.
- 1.2 The application site is located in north Liverpool, on the edge of the Liverpool city centre boundary to the east of Great Homer Street.
- 1.3 This Statement describes the proposals and examines the planning issues which they raise. The scheme has taken due regard of a number of relevant and up-to-date policies as well as other material planning considerations. In developing these proposals, full regard has been given to the provision of Section 38(6) of the Planning and Compulsory Purchase act 2004.
- 1.4 The general approach to, and content of, this application has been discussed with Senior Planning Officers of Liverpool City Council (LCC) prior to its submission with a formal pre-application meeting having taken place before the Application was submitted. These discussions have influenced the evolution of the scheme into its final form and the required supporting information which accompanies this application.
- 1.5 Pre-application discussion has enabled a full list of documents which accompany this application to be identified and agreed. These are:
  - Design and Access Statement, prepared by Falconer Chester Hall;
  - Planning Statement (This document) prepared by Zerum Consult Ltd;
  - Landscape Strategy, prepared by Layer;
  - Transport Statement, prepared by Vectos;
  - Framework Travel Plan, prepared by Vectos;
  - Ground Conditions Report, prepared by Clancys;
  - Surface Water Drainage Strategy, prepared by Clancys;
  - Air Quality Assessment, prepared by Wardell Armstrong;
  - Arboricultural Survey, prepared by DEP;
  - Daylight/Sunlight Assessment, prepared by GIA; and
  - Noise Assessment, prepared by Wardell Armstrong.

- 1.6 The application is also supported by a full set of plans and drawings including: site location plan, proposed site plans, proposed floor plans, elevations, sections, and various 3D model drawings, prepared by the scheme architects, Falconer Chester Hall.
- 1.7 The following sections of this statement:
- Provide context and describe the site and its surroundings;
  - Outlines the development proposals;
  - Summarises the National Planning Policy Framework and the Development Plan against which the proposals will be assessed;
  - Assesses the proposal against the Development Plan and any other material considerations; and
  - Concludes by summarising the main points raised in this document
- 1.8 The assessment of both national and local policy considerations, takes as its starting point the development plan before taking account of relevant material planning considerations including the requirements of the National Planning Policy Framework and National Planning Policy Guidance.

## 2.0 DEVELOPMENT CONTEXT

- 2.1 This section describes the site, its surroundings and local setting, and outlines the relevant planning history of the site. The Design and Access Statement provides a more comprehensive contextual analysis.

### SITE DESCRIPTION

- 2.2 The application site consists of a terrace of 8 small workshop/industrial units comprising a total floor area of 798.4 sqm (8,594 sqft), with single units measuring circa 92 sqm. The site area is approximately 0.22 hectares in size and is located on the boundary of Liverpool city centre, outside the buffer zone for the World Heritage Site.
- 2.3 The site is bounded by:
- **North:** Everton Park;
  - **East:** Clegg Street;
  - **South:** City Point development; and
  - **West:** Great Homer Street.
- 2.4 Further detail of the site location and strategic context can be found in the Design & Access Statement, produced by FCH Architects. The Google Map extract below (Figure 2.1) illustrates the site in the context of its surroundings. For information a Site Location Plan is provided at Appendix A.

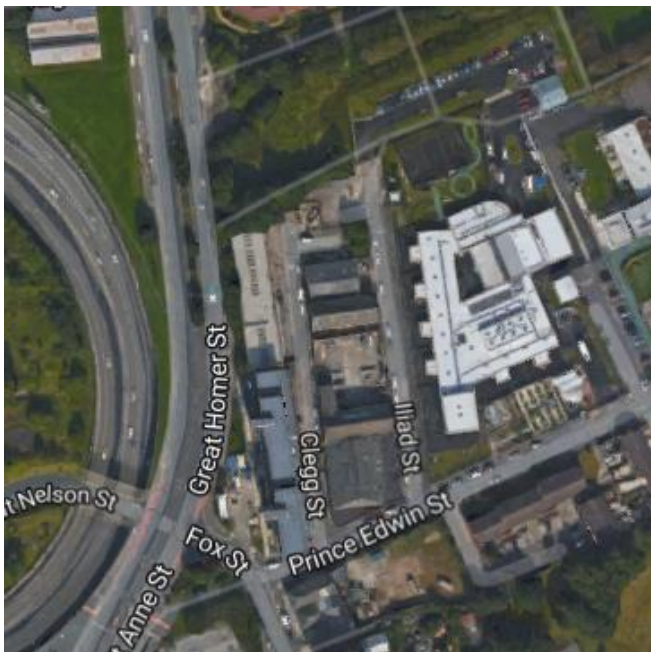


Figure 2.1

## SITE SURROUNDINGS

- 2.5 The main development in the surrounding area is 'Project Jennifer' located to the north of the site bounded to the east by Great Homer Street and to the west by Scotland Road. Figure 2.2 below outlines the extent of the original Project Jennifer site.



Figure 2.2

- 2.6 Project Jennifer was originally consented in December 2006 (Ref: 05O/3571) for:

*'To demolish existing buildings and carry out redevelopment of site so as to create a new District Centre, including superstore (10,569sq.m), petrol filling station, non-food retail units, shops, an open market, market hall, community facilities and leisure use, residential development (481 dwellings), light industrial units, a transport interchange, access and pedestrian improvements, and environmental enhancements through creation of a new public realm (Outline Application).'*

- 2.7 Since the original application was consented there have been various applications to bring forward different aspects of 'Project Jennifer', the most notable of which was the Sainsbury's foodstore consented in November 2015 (Ref: 15F/3114) for:

*'To erect Sainsbury's foodstore, petrol filling station and retail block (within Use Class A1) with associated parking, landscaping and access works (full application and develop land for commercial use (within Use Classes A1 to A5) (Outline Application).'*

- 2.8 Project Jennifer aims to deliver:

- A new Sainsbury's supermarket and petrol station
- A new 80,000 sq ft District Centre – anchored by B&M Bargains
- 900 customer car parking spaces
- A new home for Great Homer Street's famous "Greatie" Market – which opened in September 2013
- Improvements to local roads, a new link road "Jennifer Avenue" and junction between Great Homer Street and Scotland Road
- New homes - Marwood Tower is being refurbished and is set to complete September 2016
- Improvements to the public realm
- Health facilities – subject to funding
- Improved pedestrian walkway from the district centre to Everton Park
- Estimated creation of 1,000 jobs (250 in construction)

- 2.9 Project Jennifer provides future employment opportunities for potential residents of the application site in addition to providing retail and food and drink facilities within walking distance.
- 2.10 Immediately to the east of the site is Everton Park. Further east of the site is Millstead special educational need (SEN) school and north east is a modern residential estate. To the south is an area of old industrial units and residential properties.
- 2.11 Immediately surrounding the site are residential developments. On Clegg Street, and adjacent to the site, a student scheme called City Pont which was developed by the current applicant. It is a modern block of student accommodation which contains 22 cluster flats providing 176 bedrooms. Opposite is Phoenix Place, a new development which is currently being built on land between Clegg Street and Iliad Street. It will provide 348 student rooms (274 cluster rooms and 74 studios) over two blocks (6-storey and 7-storey) with associated communal space/facilities and hard and soft landscaping.
- 2.12 There are also a number of other new developments taking place on sites within the immediate locality. These include, Fox Street Village, a scheme of residential/student accommodation, which will comprise 400 self-contained apartments across five blocks (first phases have been delivered), and on St Anne Street, there is consent for a new apartment block where the Litecraft retail unit is presently situated that will provide 313 units over 5-8 storeys.



2.13 Figure 2.3 below illustrates the site in the context of the surrounding land uses.



Figure 2.3

### SITE ACCESSIBILITY

- 2.14 The site is in a sustainable location, benefitting from a variety of travel options within walking distance of the site.
- 2.15 As identified by the accompanying Transport Statement (TS), prepared by Vectos, an analysis of the pedestrian routes in the area has been completed to identify areas situated within a 1km and 2km catchment, equivalent to a 12 minute and 24 minute walk respectively.
- 2.16 The 1 kilometre catchment encompasses a large area to the north of Liverpool City Centre including employment, education and leisure opportunities as well as open green space around Everton Park. When considering the 2 kilometre catchment, the area covers the majority of the city centre including the central business district around Old Hall Street and retail facilities on Church Street and Lord Street. A sample of local facilities within the vicinity of the site is included in Table 3.2 of the TS.
- 2.17 The existing pedestrian facilities in the vicinity of the site are of a good standard. Footways are provided in the vicinity of the site with informal crossing facilities including dropped kerbs and tactile paving provided to facilitate connectivity with the city centre. Pedestrian connectivity is further enhanced by formal crossing facilities which



are provided on the B5186 St Anne Street. Overall, it is concluded that the pedestrian network in the area around the site facilitates connectivity with a number of key services (including the city centre) and therefore ensures walking can be actively promoted as a sustainable mode. The site is therefore considered to be highly accessible on foot.

- 2.18 With regard to cycling, an analysis of the sites 5 kilometre catchment has been undertaken and is presented as Plan VN70880-G103 of the TS. This plan illustrates that the 5 kilometre catchment encompasses the whole of Liverpool city centre and surrounding suburbs. Within the 5 kilometre catchment, cycle maps produced by LCC have been referenced to highlight the cycle infrastructure in the vicinity of the site. St Anne Street is categorised as being an on-carriageway, signed cycle route with a toucan crossing facility close to the site. This infrastructure assists in providing a link towards Liverpool city centre to the south but also residential communities to the north in Kirkdale.
- 2.19 Overall, it is considered that the development site provides an excellent opportunity for cycling can be promoted as a sustainable mode for a range of journey purposes utilising existing signed routes, advisory cycle lanes and crossing facilities.
- 2.20 With regard to bus travel, the IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres, and preferably be no more than 300 metres.
- 2.21 The closest bus stop with multiple services is located on St. Anne Street within 300 metres of the site along existing walking routes. The northbound and southbound stops provide a lay-by, shelter with seating and timetable information. The TS outlines the main bus services that serve stops within 400 metres of the site.
- 2.22 Overall, it is considered that there are excellent bus facilities surrounding the site, providing a number of very frequent services which are available within easy walking distances and at key travel times. The services are therefore suitable for a variety of trip purposes and as such the site is considered highly accessible by bus.
- 2.23 In relation to rail services, the nearest rail station for National Rail services is Liverpool Lime Street, located approximately 1.2 kilometre to the south of the site. It provides services to St. Helens, Wigan, Preston and Manchester as well as services to Birmingham and London. The Mersey Rail network is also available within approximately 1.5 kilometres at Moorfields. The Mersey Rail network provides a high frequency service

between the city centre and surrounding district centres including Aintree, Southport, Ormskirk and Birkenhead.

- 2.24 In summary, the review of the accessibility of the site in the TS has concluded that it is located in a highly sustainable location, and is therefore development in this location is ideally placed to encourage future residents to undertake trips by walking, cycling or public transport, rather than being reliant on the private car. LCC's, Minimum Accessibility Standard Assessment (MASA) has been completed. This has revealed that the site is highly accessible and benefits from excellent sustainable transport provision.

### 3.0 DESCRIPTION OF PROPOSED DEVELOPMENT

3.1 The previous sections of this Statement have touched upon the context and content of the application. More detail is provided as a part of the supporting Design and Access Statement, prepared by FCH Architects.

3.2 The proposed application is for:

*'Demolition of the existing buildings and structures and erection of a part seven, part six storey residential development comprising 103 apartments (C3 Use), with associated access, servicing, parking and landscaping.'*

3.3 The Proposed Site Layout Plan (Appendix B) shows the extent of the proposed development in relation to the nearest roads and surrounding land uses. Careful thought has been given to ensure that the proposed scheme conforms to the surrounding land uses (both current and future) and respects both wider views of the development and its more immediate surroundings.

### ACCOMMODATION

3.4 The scheme proposes an 'L-shaped' block of six and seven storeys that fronts on to Great Homer Street. This residential development comprises 103 apartments (C3 Use).

3.5 A full schedule of proposed accommodation is provided in the Design & Access Statement. However, in summary, the proposed residential accommodation includes:

Accommodation Type	Amount
1-Bed Apartments	67 (65%)
2-Bed Apartments	36 (35%)

### BASEMENT AND GROUND

3.6 Starting at the bottom of the proposed development, and working up through the building, the ground floors contain 32 car parking spaces (24 no of which are located within the building and 8 are external), as well as a cycle store for 71 bikes, a residential lobby, plant room, refuse store and substation. The car park is accessed from ground floor level.

- 3.7 The main lift core is located off the residents lobby on the ground floor. There is also an additional stairwell providing access to the southern end of the block fronting Clegg Street.

### UPPER LEVELS

- 3.8 The upper floors (Levels 2 – 5) have been designed for a combination of One Bedroom Apartments and Two Bedroom Apartments. On each level there is a total of 7no. 2 Bed Apartments, and 12no. 1 Bed Apartments. The sixth floor has been designed to step back from the facade, giving relief within the massing on the park edge. The level consists of 18 apartments, 4no 2 Bed Apartments and 14no 1 Bed Apartments.

### DESIGN

- 3.9 The aim of the scheme is to create a modern high quality development that relates to, respects and responds to the character of the surrounding area. The proposals represent an opportunity to regenerate a partly vacant and otherwise underutilised brownfield site.
- 3.10 The design intention is to provide engaging residential space that activates the street to add to the vitality and viability of the area.
- 3.11 The site has been development following a detailed analysis of the site and local context whilst taking into consideration the national and local requirements for residential developments. The accompanying DAS sets out how the design concept for the scheme has development in terms of both form and function.
- 3.12 The scheme development has been an iterative process that has involved pre-application consultation with Liverpool City Council (LCC) Officers who have provided comments that were then incorporated into the scheme before a final design option was provided.
- 3.13 The massing of the scheme has evolved considering the site location, surrounding land uses and LCC officer comments. The initial proposal was 9 storeys high at the Everton Park end of the scheme and reduced in height to 6 storeys towards City Point. Responding to the comments received the mass of the building was reduced, with the height being reduced at the Everton Park end of the scheme to 6 storeys and the scheme rising to 7 storeys adjacent to City Point.

- 3.14 When developing the massing of the building it was important that the building took advantage of the Everton Park and city centre views but at the same time respected the Park. The building height ensures that the upper levels reflect the surrounding buildings but also respects the Park.
- 3.15 The scheme proposes a mixture of brickwork and aluminium cladding, creating a quality building worthy of the notable setting. Brickwork will be used to create a rhythm within the facades, framing extensive glazing, with projecting aluminium panels emerge on the seventh storey. The combination of a matt finish with a more reflective material helps to break down the mass of the building and creates a vertical rhythm along the street. The ground floor will be clad in perforated aluminium with a glazed entrance situated on the northern corner.

### **REFUSE AND SERVICING**

- 3.16 A Management Strategy will be put in to place to move bins to a holding area at ground floor on collection day. This is discretely positioned off the street. Recycling bins will be provided within each of the individual bin stores.

### **LANDSCAPING**

- 3.17 The main objective of the landscape scheme is to provide a well-designed, cost effective, sustainable landscape that responds to the architecture.
- 3.18 As outlined in the accompanying Landscape Strategy, the landscape concept has been generated using the structural grid of the building. Bands of paving and planting extrude from the architecture across the site. The key design principles and drivers for the landscape are:
- Creation of a pedestrian friendly streetscape;
  - Providing human scale by way of furniture and tree planting against the backdrop of the architecture;
  - Continuity in materials across the site in both hard and soft landscaping;
  - Texture, colour and movement through ornamental shrub and grass planting softens the interface between the architecture and ground floor.

## **ACCESS & PARKING**

- 3.19 The buildings have been designed to be fully accessible to all users, to comply with all relevant parts of the Building Regulations and to provide access for all. Further details of the buildings accessibility are outlined in the Design and Access Statement.
- 3.20 The proposed development will accommodate 2no. accessible car parking spaces, all of which are on the ground floor level located in the internal and external car park.
- 3.21 In terms of parking, as the Transport Statement confirms, given the highly accessible nature of the scheme, residents working within the city centre would be compelled to walk/cycle/car share or use public transport to travel to work, though car travel is facilitated through on-site parking.
- 3.22 As is the case with many developments that are within urban locations close to or within the city centre, it is anticipated that prospective residential purchasers will have made a choice that they wish to live in a busy urban environment where car ownership may be considered to be unnecessary. However, for those who do own a car there is provision on site of 32 car parking spaces and there are a significant number of car parking spaces available elsewhere within the city centre where contract parking can be secured.

## **STATEMENT OF CONSULTATION**

- 3.23 As outlined within the Council's Adopted Statement of Community Involvement (Adopted 21<sup>ST</sup> June 2013), the applicant has undertaken pre-application discussions with Senior Officers of the local planning authority. A meeting was held on 10<sup>th</sup> August 2017, with Senior Council Officers where the Application Site, the proposed scheme and supporting documentation were discussed. That process enabled the required supporting documentation to be agreed (summarised earlier).
- 3.24 The D&AS illustrates that full consideration was made of all comments received at the Pre-App stage and that the scheme has progressed and been revised as a result of the comments made.
- 3.25 In determining the appropriate approach to pre-application consultation, both the Applicant and their main professional advisors have sought to adopt a 'best practice' approach to both design and delivery. Pre-application discussions with Liverpool City Council commenced in advance of the submission of the application.

- 3.26 As we do not consider the proposal to be more than of local importance, we do not believe that a full community engagement exercise is necessary. However, should the application attract significant local interest on its submission we would be happy to arrange for a public consultation event to take place to inform members of the public.
- 3.27 We believe that an appropriately comprehensive process of pre-application consultation has been undertaken



## 4.0 ACCORDANCE WITH THE DEVELOPMENT PLAN

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that when determining a planning application, the decision maker must make their determination in accordance with the development plan unless material considerations indicate otherwise.
- 4.2 Given this obligation, this chapter therefore considers national planning policy guidance relevant to the application, which is a material consideration in the determination of this application, as well as reviewing the development plan for the site which currently consists of the Liverpool UDP (November 2002).
- 4.3 The Council is producing a Draft Local Plan for Liverpool which was published for consultation mid-September 2016. However, this Plan is only at an early stage in its development and therefore would not be a material consideration to this application.

## NATIONAL PLANNING GUIDANCE

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

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

- 4.5 The NPPF outlines that the primary objective of development management is to foster the delivery of sustainable development. Local planning authorities should look for solutions rather than problems, working pro-actively with applicants to secure developments that improve the economic, social and environmental conditions of an area. The concept of sustainable development is reinforced throughout the NPPF,

including Paragraph 49 which states that housing applications should be considered in the context of sustainable development.

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

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

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

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

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

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

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

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

4.11 In determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area.

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

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

4.14 The NPPF is the latest in a sequence of similar policy statements recording successive Governments' growing commitments to removing obstacles to investment, development and the creation of jobs. It is therefore an important consideration in the

context of this proposal. We have concluded that this proposal represents a positive response from the NPPF with particular regard to sustainability, good design and appropriate approach in respect of regeneration projects.

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

- 4.15 On 6<sup>th</sup> March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. It was accompanied by a Ministerial Foreword which included a list of the previous planning practice guidance documents cancelled when the NPPG site was launched.
- 4.16 The NPPG, in a similar manner to the NPPF, states good design is integral to sustainable development, and is about creating places that work well for everyone whilst looking good, lasting well, and adapting to the needs of future generations. The NPPG states that the key issues to be considered in development are:
- Local character;
  - Safe, connected and efficient streets;
  - Network of greenspaces;
  - Crime prevention;
  - Security measures;
  - Access and inclusion;
  - Efficient use of natural resources;
  - Cohesive and vibrant neighbourhoods.
- 4.17 The NPPG provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.
- 4.18 The NPPG sets out in relation to brownfield sites, that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should:
- Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use; and

- Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable

4.19 The NPPG then states that development should look to be:

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

## DEVELOPMENT PLAN

4.20 As outlined earlier Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the statutory development plan, unless material considerations indicate otherwise.

4.21 The Liverpool Unitary Development Plan (UDP) is an older-style document, having been adopted in 2002. Whilst a number of policies within the Liverpool UDP have been 'saved' in 2007, Paragraph 215 of the National Planning Policy Framework (NPPF) sets out that due weight should be given only to those policies in existing plans according to their degree of consistency with the Framework. With this in mind, it is now a held principle by the Planning Inspectorate on behalf of the Secretary of State that whilst some policies may be classed as 'saved', they would only hold material weight if they are up-to-date in respect of the requirements of the NPPF.

4.22 Having regard to the above, the following UDP policies are considered relevant to this application:

- Policy **E1**: Primarily Industrial Areas
- Policy **H3**: City Centre Living
- Policy **H5**: New Residential Development
- Policy **GEN1**: Economic Regeneration
- Policy **GEN6**: Transportation
- Policy **HD18**: General Design Requirements

- Policy **HD19:** Access for All
- Policy **HD20:** Crime Prevention
- Policy **HD21:** Energy Conservation
- Policy **HD23:** New Trees and Landscaping
- Policy **HD24:** Public Art
- Policy **OE14:** Open Space in New Residential Developments
- Policy **T6:** Cycling
- Policy **T7:** Walking and Pedestrians
- Policy **T8:** Traffic Management
- Policy **T9:** Road safety
- Policy **T12:** Car Parking Provision in New Developments
- Policy **T14:** City Centre Car Parking Strategy
- Policy **T15:** Traffic Impact Assessment
- Policy **EP1:** Vacant, Derelict and Neglected Land
- Policy **EP9:** Waste Storage
- Policy **EP11:** Pollution

4.23 The Application Site is allocated in the Council's adopted UDP as being within a 'Primarily Industrial' area. Policy E1 is therefore relevant and states that, within the primarily industrial areas, planning permission will be granted for industrial/business uses (Use C classes B1/B2/B8) and small scale ancillary uses. Planning permission for other uses will only be granted where the proposal:

- i. Would clearly act as a catalyst to the comprehensive redevelopment of the site or area primarily for industrial/business use;
- ii. Would not prejudice the long term development of the area primarily for these uses;
- iii. Does not involve the development of a warehouse in the City Centre in excess of 2,500 square metres
- iv. Would not cause unacceptable traffic and highway congestion and related problems or have an adverse impact on residential amenity or on the operation of existing businesses; and
- v. Would not conflict with other policies in the Plan.

4.24 However notwithstanding the Primarily Industrial UDP allocation of the site, the principle of residential redevelopment has been established on several similar sites within the surrounding area. This is discussed in more detail in Section 5 of this Statement.

- 4.25 Chapter 9 of the UDP sets out a number of housing policies. Policy H5 sets out a number of practical development control criteria, to be taken into account in considering new residential developments. These include density and design, the context of the character of the surrounding area, highway/parking considerations and open space. The policy states that new developments will need to accord with Policy HD18 (General Design Guidance) and OE14 (Provision of New Open Space).
- 4.26 Of the 'General Policies' Policy GEN1 promotes the principle of mixed use development in appropriate locations. Paragraph 5.109 also states that residential uses within mixed use developments can introduce diversity, security and life into areas of regeneration. Policy GEN9 states that the UDP aims to improve the living environment of the city centre.
- 4.27 UDP Policy HD18 requires that careful consideration is given to a number of design related criteria, which all applications should comply with, including:
- Scale, density and massing relating well to its locality;
  - Local distinctiveness;
  - Building lines relating to the immediate locality; and
  - Materials.
- 4.28 Policy HD19 states that the City Council will ensure that consideration is given to the need to ensure ease of access and movement for disabled people between and within public areas.
- 4.29 Policy HD20 relates to crime prevention and states that, the City Council will encourage developers, in the design and layout of new developments, to incorporate measures which reflect the need to make proper provision for personal safety and crime prevention.
- 4.30 Policy HD21 states that, in order to conserve energy resources the City Council will expect developers to minimise the overall demand for energy arising from their development proposals by taking into account the need for energy sensitive siting, orientation and layout in the design of new developments.
- 4.31 Policy HD23 outlines that, all new development proposals should make proper provision for the planting and successful growth of new trees and landscaping, including any



replacement planting provided as compensation for the loss of any trees due to development.

- 4.32 Policy HD24 relates to Public Art and states that, the Council will encourage the provision of appropriate new works of art, including the visual arts, crafts and landscape design, within public places and as part of new development proposals. Such works of art will be expected to contribute to their surroundings and the amenity of the wider area.
- 4.33 This proposal is consistent with Policy GEN6 which states that, the City Council will promote and support initiatives designed to maximise the role of cycling as a transport mode and that, the City Council will implement measures to encourage walking as a mode of transport and to make the pedestrian environment safer and more convenient, as well as encouraging the siting of developments close to public transport links.
- 4.34 The transportation policies within Chapter 11 of the UDP are covered within the submitted Transport Statement. In summary, this proposal is consistent with Policy T6 and T7 which promote and encourage cycling and safe pedestrian movements. The scope of an appropriate Transport Statement has been discussed and agreed with the Council prior to its submission (Policy T15) and this document gives appropriate consideration to questions of traffic management and road safety in accordance with Policies T8 and T9. Policy T12 outlines that any new development which generate a demand for car parking will be required to make provision for car parking on site, to meet the minimum operational needs of the development and T13 sets out the requirement for disabled parking facilities to be included within the scheme.
- 4.35 Of the remaining UDP policies which could be considered to be relevant to the application proposals. This development represents a positive response to Policy EP1 which promotes and encourage the reuse of derelict and redundant land for appropriate uses. Policy EP9 seeks to ensure that proposals provide adequate provision for onsite storage of waste and recycling. Policy EP11 outlines that Planning permission will not be granted for development which has the potential to create unacceptable air, water, noise or other pollution or nuisance.

#### **OTHER MATERIAL CONSIDERATIONS**

- 4.36 Other material policy considerations include:
- Ensuring a Choice of Travel Supplementary Planning Document (March 2010);

- Design for Access for All Supplementary Planning Document (July 2010);
- Supplementary Planning Guidance Note (SGN) 10: New Residential
- Planning Advice Note: Refuse Storage & Recycling Facilities in New Development (March 2005);
- Supplementary Planning Guidance Note 8: Car and Cycle Parking Standards (April 1996);
- Section 106 Planning Obligations.

## **ENSURING A CHOICE OF TRAVEL**

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

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

## **DESIGN FOR ACCESS FOR ALL**

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

## **NEW RESIDENTIAL DEVELOPMENT**

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

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

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

## **SECTION 106 PLANNING OBLIGATIONS**

- 4.41 The purpose of this guidance note is to provide guidance on Section 106 Planning Obligations. These legal agreements will be negotiated between LCC and developers in the context of a grant of planning permission. They are intended to make development proposals acceptable, which might otherwise be unacceptable, and provide a means to ensure that a proposed development contributes to the creation of sustainable communities, particularly by securing contributions towards the provision of infrastructure and facilities.
- 4.46 The guidance note expands of the policy for securing Section 106 contributions set out within the UDP (including policies OE14, HD23, HD24).

## **5.0 PLANNING ASSESSMENT**

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

- The Principle of Development
- Scale, Massing and Design
- Access and Parking Provision
- Residential and Neighbouring Amenity
- Potential S.106 Obligations

### **PRINCIPLE OF DEVELOPMENT**

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

5.3 At the national policy level, Paragraph 22 of the NPPF makes it clear that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for the purpose.

5.4 In this instance, there is no reasonable prospect of the site being used for the primarily industrial use, and therefore, applications for alternative uses of land or buildings should be treated on their own merits having regard to market signals and the relative need for different land uses to support local communities. It has been illustrated through other planning applications in the surrounding area that the suitability of the area for residential accommodation is well established.

5.5 The site is allocated in the current UDP as being within an area identified for Primarily Industrial Use, however, since the UDP's adoption in 2002 the aspirations for the area in which the Application Site sits has changed.

5.6 The application is accompanied by an Employment Land Statement, prepared by Matthews & Goodman (M&G). This Statement illustrates that the application site is no longer suitable or desirable for employment uses. It goes on to state that, the loss of the application site (0.22 ha) will have a negligible impact upon the overall employment land supply figures.

5.7 GL Hearn were commissioned to provide an Employment Land Study as part of the process of preparing the new Local Plan. The report was published in February 2017. According to the report the Council has identified that just under 2 hectares of

employment land has been lost since 2013 to residential and other non-employment uses. The identified current employment land supply for the city has earmarked 29 sites across the city to support employment uses which cumulatively provide potential for 62.8 ha of developed land across the city for purely B-class purposes (this figure does not include the 314,500 sqm of B1 development at Liverpool Waters). The Report identifies a good supply of existing buildings within Liverpool comprising some 435,000sqm and therefore the loss of the application site amounting to 798.4 sqm is insignificant. The Study also states that the Council does not need to specifically protect employment space and recommends taking a more flexible approach to development proposals for the area.

- 5.8 Importantly the existing accommodation on site does not confirm to prospective occupiers requirements and expectations for a small multi-unit estate. Site restraints and accessibility for commercial vehicles along Clegg Street coupled with no off street parking or loading areas/service yards and no secure gated and fenced environment all detract from the lettability of the space. Occupiers prefer to be located on modern estates on main arterial routes around Liverpool or close to the city's excellent motorway network with good access to junctions which the application site cannot deliver.
- 5.9 Strategic Policy 2 of the Core Strategy emphasises that new employment development will be directed towards the City's five identified Strategic Investment Areas (SIAs) or 'Arc of Opportunity' of which the application site does not fall within. It is therefore considered that the proposal will not undermine the future business use of the remaining industrial area or harm the economic growth of the wider City.
- 5.10 As the M&G Report outlines, recent B2/B8 activity has focused around sites in Speke, Halewood and Stonecross and away from city or fringe of city centre location which are no longer deemed desirable. Much of the demand is for larger modern warehouse facilities with limited take-up for units below 929sqm (10,000sqft).
- 5.11 In addition, once the new Phoenix Place development is completed the application site will be surrounded by residential development. It will be out of character on a gateway thoroughfare into the city centre. Redevelopment of the site for residential use will be more in-keeping with the immediate area.
- 5.12 The application site is a brownfield redevelopment opportunity which has been vacant and largely underused on a long term basis. The NPPF promotes the reuse of previously developed land, as seen in Paragraph 111, and pro-actively seeks to deliver new

homes where such opportunities exist. This is also echoed in UDP Policy EP1, particularly where such development would also be highly sustainable.

- 5.13 The proposed development accords with these principles and the application site is certainly located within a highly sustainable urban location. It is well placed in terms of close proximity of bus and rail provision thereby enabling residential occupiers to be far less reliant upon the use of a private car. Its proximity to the city centre also means that it enjoys safe, direct and attractive pedestrian/cycle linkages to local services including retail, leisure, community facilities, health care, and places of employment.
- 5.14 In summary, the high-quality proposal will contribute towards a complimentary mix of uses, in a highly accessible location, stimulating the regeneration of an underdeveloped part of Liverpool, enhancing the profile and image. The apartments will contribute towards a healthy mix of residential accommodation within a sustainable location enabling people to live and work in close proximity.
- 5.15 The redevelopment of a brownfield site and semi-vacant industrial units will enhance the character of this gateway into the City Centre without prejudicing redevelopment potential of nearby land. The proposal presents an efficient re-use of an urban brownfield site according with policy EP1. In addition, an increased residential population will have benefits in terms of knock-on spending for local businesses. We therefore consider that this development proposal accords with the NPPF, Policies GEN1, GEN4, H3, H5, E1, E2, S14 & EP1 of the adopted Liverpool Unitary Development Plan.

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

- 5.16 It is considered that the application scheme is a very positive response to the design principles which are enshrined in a number of Policies and Guidance, for example, NPPG key issues for consideration, Section 7 of the NPPF, and UDP policies (including HD18, HD19, HD20 and HD23).
- 5.17 In terms of layout, the architects have undertaken a detailed analysis of the site and the surrounding area, whilst also taking into consideration the national and local policy requirements for residential development. Key points are:
- The sites relationship with surroundings;
  - Movement and connections; and
  - Local land uses.

- 5.18 As it stands, the application site currently comprises a terrace of 8 small workshop/industrial units comprising a total floor area of 798.4 sqm (8,594 sqft). By this token it makes a poor contribution to the character and setting of the local area and does not provide high quality frontage along Great Homer Street.
- 5.19 The brief from the client was to design residential scheme to bring activity to the location, connecting to Everton Park and creating a high quality design element supporting ongoing redevelopment such as Project Jennifer and the adjacent City Point and Phoenix Place development. They wanted to create a sustainable residential development which provided a good mix of dwelling sizes with access to nearby amenity space.
- 5.20 The proposal is seeking to bring forward a partially vacant and underused brownfield site which currently does not address Great Homer Street, an important arterial route linking into the city centre. The importance of understanding the legibility of the route is increasing as developments in the locale continue to encourage redevelopment of Liverpool north of the city centre. Liverpool Waters is dramatically changing the Liverpool waterfront parallel to the application site to the east and more closely Project Jennifer is redeveloping a substantial area north of the application site.
- 5.21 Project Jennifer increases the likelihood that there will be greater footfall along Great Homer Street and therefore the scale of development at the site currently proposed increases the legibility for those travelling to or from Project Jennifer into the city centre. In addition, providing a landmark development at this location appropriately integrates Everton Park to those who will be making use of this route helping to encourage sustainable travel and use of important public spaces.
- 5.22 Another key aspiration was to create bright, airy, open plan, modern apartments which would add to the residential provision in Liverpool. The apartments would be afforded a considerable provision of secure ground floor parking and ample cycle storage to augment the schemes location adjacent to well serviced bus stops. The site also benefits from being within walking distance of the city centre where a wide range of leisure, commercial, employment and educational uses can be found.
- 5.23 In line with the updated standards, all of the 1-bedroom and 2-bedroom apartments and communal spaces are designed to M4(2) standard, which broadly reflects the requirements of Lifetime Homes. The space standards of M4(2) allow a generous lobby, movement around the beds, space to use the bathrooms, space around furniture and



space around the kitchen facilities. Compliance with these standards will be approved as part of the Building Regulations approval process.

- 5.24 The above apartment blueprint allows that as the demand for accessible dwellings presents itself, the larger apartments can be converted to meet demand. This proposal avoids an overprovision which would be unnecessary for the vast majority of non-wheelchair user residents, and instead offers flexibility for the future.
- 5.25 In summary, the proposal is considered to be of an appropriate scale, height and massing to provide high quality, flexible accommodation. It will respect the character and setting of the local area creating links to Project Jennifer and Everton Park by improving permeability and connectivity at this gateway location in to the city centre.
- 5.26 It is considered that the application scheme is a very positive response to the design principles which are enshrined in Section 7 of the NPPF, UDP Policies GEN3, E6, HD18, HD21, S14, S16, EP1 and Design for Access for All SPD (July 2010).

#### **ACCESS AND PARKING PROVISION**

- 5.27 Paragraph 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe. UDP Policy GEN6 also confirms the need for development proposals to avoid having a negative impact upon local traffic management road safety.
- 5.28 In response to the above, Vectos were appointed to provide transport and highway advice for the traffic and transportation implications associated with the proposed scheme.
- 5.29 The accompanying Transport Statement (TS) states that the overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy is to echo the sustainability sentiment of national policy.
- 5.30 The proposed development is located on brownfield land in the urban environment which makes it a sustainable use of land as well improving local amenity. There are, pedestrian and cycle linkages to a number of locations, frequent public transport services to other major centres and interchanges, and adequate parking provision which ensure that this development is as sustainable, as required in local and national policy.

- 5.31 The TS has critically assessed the walking, cycling and public transport accessibility of the site.
- 5.32 As stated in the Ensuring a Choice of Travel SPD, road safety should be a strong deciding factor in developments. The TS recognises that the local urban area has a good level of infrastructure in terms of road widths, path provision, street lighting and crossing points. Therefore the local area has excellent facilities to promote movement of pedestrians, puffin crossings, wide footways, and directional signage to aid visitors to the area, and the proposed development site is located in the urban area with a range of local land uses, services and facilities. The proposed application site can therefore be considered as being accessible on foot.
- 5.33 In relation to cycling, there are a variety of leisure, employment and amenity attractions within the cycle catchment area that can access the site. The National Travel Survey identified that bicycle use depends on topography, and that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. A 5 kilometre catchment encompasses the whole of Liverpool city centre and surrounding suburbs.
- 5.34 Within the 5 kilometre catchment, cycle maps produced by LCC have been referenced to highlight the cycle infrastructure in the vicinity of the site. St Anne Street is categorised as being an on-carriageway, signed cycle route with a toucan crossing facility close to the site. This infrastructure assists in providing a link towards Liverpool city centre to the south but also residential communities to the north in Kirkdale.
- 5.35 Within 80 metres of the site, Prince Edwin Street provides a link to National Cycle Route 810 which connects Ainsdale rail station and central Liverpool via Formby, Crosby and Stanley Park.
- 5.36 Accessibility to bicycles is ensured by the Citybike scheme, the largest public bike sharing scheme outside London. There are currently 160 bike stations in operation in Liverpool with a range of tariffs available. There is therefore a variety of leisure, employment and attractions within the cycle catchment area that can access the site.
- 5.37 Overall, it is considered that the development site provides an excellent opportunity for cycling can be promoted as a sustainable mode for a range of journey purposes utilising existing signed routes, advisory cycle lanes and crossing facilities. In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

- 5.38 In terms of public transport, the closest bus stop with multiple services is located on St. Anne Street within 300 metres of the site along existing walking routes. These public transit services provide an opportunity for residents to access the wider area, and indeed the rest of the country, from the proposed development via public transport.
- 5.39 Overall, it is considered that there are excellent bus facilities surrounding the site, providing a number of very frequent services which are available within easy walking distances and at key travel times. The services are therefore suitable for a variety of trip purposes and as such the site is considered highly accessible by bus.
- 5.40 With regard to train services, the nearest rail station for National Rail services is Liverpool Lime Street, located approximately 1.2 kilometre to the south of the site. It provides services to St. Helens, Wigan, Preston and Manchester as well as services to Birmingham and London.
- 5.41 The Mersey Rail network is also available within approximately 1.5 kilometres at Moorfields. The Mersey Rail network provides a high frequency service between the city centre and surrounding district centres including Aintree, Southport, Ormskirk and Birkenhead.
- 5.42 In summary, the application site can be considered as having a very good potential to be accessible by walking, cycle and public transport in accordance with planning policy guidance related to urban areas.
- 5.43 The highly accessible nature of the site will ensure that a high proportion of residents travel by sustainable modes, which together with additional alternative travel facilities will ensure that the parking ratios for the development are acceptable.
- 5.44 A reduced car parking provision is appropriate in locations that are accessible by a wide range of sustainable transport options such as the Application Site. The submitted Travel Plan Framework effectively promotes the use of sustainable means of travel and incorporate mechanisms for implementation, monitoring and review. The proposal will therefore encourage sustainable means of travel. However, the development makes provision for 32 parking spaces including 2 disabled parking bays.
- 5.45 The provision provides capacity for those wishing to make use of the well-connected vehicular routes immediately from the Application Site whilst others can benefit from the excellent public transport, walking and cycling routes in this locality, the provision of cycle parking within the development, and associated enhancement of the surrounding highways.

5.46 The quantum of parking proposed for the site is considered appropriate for the site for the following reasons:

- Site located on the edge of the city centre within easy walking and cycling distances of local services with excellent public transport provision;
- Prospective future residents are likely to be aware of the availability of car parking at the site before choosing to reside in the buildings and would be unlikely to choose to reside at this location if they have a car but space is not available; and
- A Travel Plan to be adopted at the site which will actively promote a range of sustainable travel options.

5.47 Given the highly sustainable location of the site on the edge of the city centre, including excellent access to a number of local retail, employment and leisure opportunities, it is considered that it is wholly appropriate that a development in this location provide a lower level of parking provision than generally prescribed by LCC.

5.48 The TS also illustrates that the proposed scheme can be adequately accommodated without adverse impacts upon the operation of the local highway network.

5.49 The finalised Travel Plan will be agreed, prior to first occupation of the development, incorporating mechanisms for implementation, monitoring and review on a regular basis. This shall include the appointment of a designated Travel Plan Coordinator. The site is highly accessible on foot and cycle, and situated in close proximity to numerous bus routes. Providing 32 car parking spaces and 71 no. secure cycle parking spaces is considered to adequately cater for all residents of the development. On this basis, the proposal will encourage sustainable means of travel, and suitably mitigates local impacts upon road congestion.

5.50 On the basis of the above information, it is considered that the proposal would accord with the NPPF, Policies GEN6, E6, HD18, HD19, T6, T7, T8, T9, T13 & T15 of the adopted Liverpool UDP, Ensuring a Choice of Travel – SPD, and Design for Access for All – SPD.

#### **RESIDENTIAL & NEIGHBOURING AMENITY**

5.51 The location of the proposed development in an urban residential location means that the proposal itself is not a departure from the nature of the surrounding area. However, it is recognised that the proposed development will have a noticeably different interface with surrounding land uses given its scale from the existing workshops/units.

- 5.52 The surrounding land uses as set out in Section 2 comprise a mix of vacant land, highway network, and other residential uses. Given the location of nearby residential developments the application is supported by a Daylight/Sunlight Report, which was undertaken by GIA. This report assesses the impact of the proposed development on the nearby residential developments of Great Homer Street (consented but not yet built), Jam Works City Point (built) and Iliad Street (under construction).
- 5.53 The report outlines, as is always the case with urban development that it is inevitable when constructing buildings in an urban environment that alterations in daylight and sunlight to adjoining properties can occur. It is well-established and accepted that the BRE Guidelines, which set out the numerical benchmark for daylight and sunlight assessments, are predicated on a relatively low rise suburban environment. Despite this, considering the nature of the developments, the results are very good.
- 5.54 On this basis, it is considered that the proposed development is adequately spaced, and suitably modelled, so as to avoid adverse levels of overbearing, overshadowing and overlooking to neighbouring buildings where they exist.
- 5.55 The floor plans indicate that the proposed apartments would be of a size and layout which would accord with local and national policy. Furthermore the mix of apartment types is welcomed in the NPPF as it diversifies the housing mix within a predominantly residential area in close proximity to the city centre.
- 5.56 All of the proposed apartments meet minimum space requirements and will offer reasonable levels of privacy and outlook to future residents indeed many of the units will benefit from open views. The residential accommodation includes bin stores and secure internal cycle storage. It is therefore considered that the arrangement, size, access and security arrangements of the apartments will provide a reasonable level of amenity to future residents.
- 5.57 To ensure that future residents are not unduly disturbed by nearby businesses and traffic noise a Noise Assessment was undertaken.
- 5.58 Wardell Armstrong were instructed to undertake a Noise Assessment for the proposed development. Their report provides details of glazing and ventilation specifications and details any required mitigation.
- 5.59 Any mitigation proposed will ensure that the properties enjoy a good degree of sound insulation, to protect the amenity of the future residents of the proposed development.

This method of noise insulation would protect residents from noise issues, in line with Policy EP11 of the UDP.

- 5.60 Refuse and recycling facilities are to be provided in line with the guidelines set in the Refuse Storage & Recycling Facilities in New Developments guidance note. Waste generated by the development will be taken to a dedicated refuse store on the ground floor and then only be placed outside immediately prior to collection. This will mitigate problems of odour, vermin, litter and detritus, and avoid blocking of the public highway.
- 5.61 The development will provide a refuse store in the northeast corner. Refuse vehicles will use the existing turning head on Iliad Road to directly access this storage area. As such refuse collection vehicles will be able to stop with 25 metres of the collection area in accordance with Manual for Streets guidelines.
- 5.62 To demonstrate that the highway network is appropriate to accommodate refuse vehicles an AutoTRACK assessment has been undertaken. This is presented in Drawing VN70880- TR105 (within the TS) and demonstrates that all required vehicle movements can be safely undertaken.
- 5.63 As stated previously, the intention is to provide the best possible experience for residents, including safe, first-class accommodation within a high quality building. Good management is therefore key to long-term tenancies and the success of the development. The appointed management company's role will be to provide a totally integrated facilities management service. They will have a proven track record with an experienced team to ensure the on-site operations are a success.
- 5.64 In summary, the layout and design of the development will provide high quality and secure accommodation for residents, whilst safeguarding the amenity of neighbouring occupiers. There will be increased activity and animation of adjacent streets and spaces, which will create a more vibrant and inviting local environment. Potential problems of noise and waste can be suitably mitigated during construction and for the lifetime operation of development so as to ensure that local residents, existing and proposed, are not adversely disturbed or exposed to harmful externalities. On this basis, it is considered that the proposal accords with the NPPF, and Policies GEN8, E6, HD8, HD18, HD20, H5, EP2, EP9 & EP11 of the Liverpool UDP.

## LANDSCAPING

- 5.65 UDP Policy HD23 promotes high quality landscaping in new developments. The proposed landscaping scheme has been designed as an integral part of the development rather than an afterthought.
- 5.66 The key design principles for the landscape are set out in the Landscape Strategy and include:
- Creation of a pedestrian friendly streetscape;
  - Providing human scale by way of furniture and tree planting against the backdrop of the architecture;
  - Continuity in materials across the site in both hard and soft landscaping;
  - Texture, colour and movement through ornamental shrub and grass planting softens the interface between the architecture and ground floor.
- 5.67 Alongside the architectural drivers and inspiration behind the proposed scheme, practical constraints have also been a strong consideration in its development. Site security and access have also been key elements, as have material choices that are robust and vandal resistant. Soft landscape has been designed to reduce maintenance and ensure longevity.
- 5.68 The overall design and detailing of the proposals is considered to represent a high quality statement which will make a very positive contribution for local environment. As such, the scheme satisfies the landscaping requirements of UDP Policies GEN3, E6, HD8, HD12, HD18, HD19, HD20, T6, T7, T8, T9 & EP1 of the adopted Liverpool UDP.

## POTENTIAL S.106 OBLIGATIONS

- 5.69 There is a policy requirement to provide open space/ public realm, street trees, and public art by way of a Section 106 Agreement in relation to the proposed development. Further discussions will take place with officers during the application process regarding any legal agreement to meet the policy objectives.



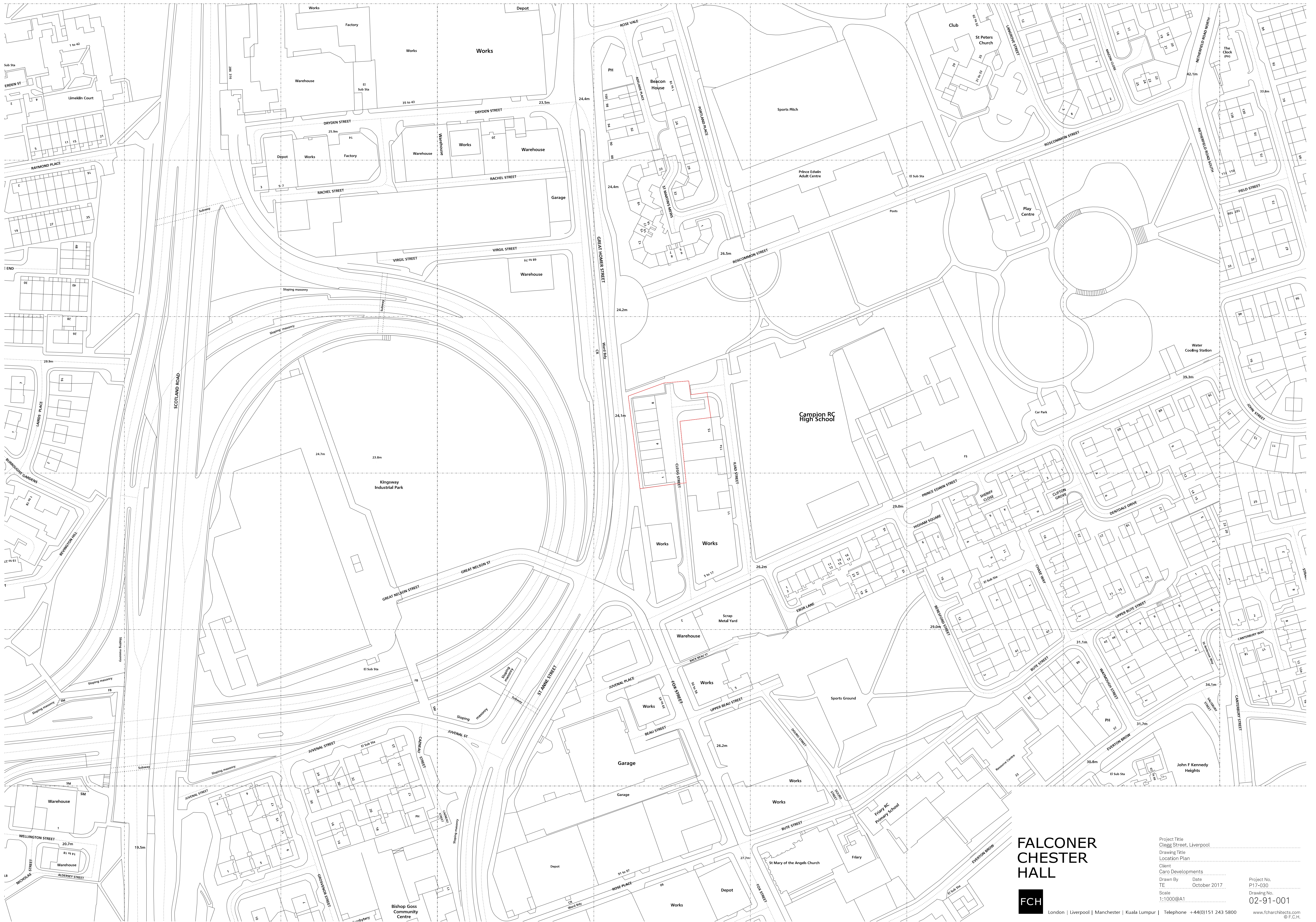
## 6.0 SUMMARY AND CONCLUSION

- 6.1 This document seeks to assess the application proposal against the planning policy framework which will be used to determine the planning application. This section summarises a number of general and site-specific arguments in favour of the proposed development.
- 6.2 Pre-application discussions have taken place with officers of the Council prior to submission of the application. The comments received have helped develop and shape the scheme into the form as presented by this application.
- 6.3 The application has been considered against the policies of the current development plan, Supplementary Planning Documents and local guidance, and national government guidance. It has been illustrated that the proposal conforms to the criteria set out in these policies and that the principle of development is acceptable. This report clearly demonstrates that the proposed development has policy support and is aligned with national policy.
- 6.4 The principle of residential development is considered acceptable in this location as it is a previously developed site and is located in an accessible location within easy reach of Liverpool City Centre. More importantly, the proposed development offers an opportunity to bring forward a high-quality residential development on a thoroughfare route into the city centre on a site which is largely vacant, of poor environmental quality, is underused and which does not make efficient use of previously developed land.
- 6.5 In summary the proposal will:
- Provide a high quality residential-led development which will enhance this route into the city centre providing a more appropriate gateway building;
  - Revitalise an underutilised/vacant, brownfield site which is located in a sustainable location;
  - Provide significant financial investment in the site;
  - Deliver a variety of high quality, well designed apartments that will grow the local community in the area; and
  - Create new jobs associated with construction, sales and then operation of the residential development.

- 6.6 The NPPF makes it clear that there is a '*presumption in favour of sustainable development*' and that this is the 'golden thread' running through both plan making and decision taking. The proposed development is consistent with the NPPF's core principles. The scheme has been designed to a high standard, makes use of brownfield land and is in a sustainable, urban location that benefits from nearby services and community facilities.
- 6.7 In summary, the proposed development will provide a high quality residential scheme in a sustainable location. We have illustrated that the application site is suitable and appropriate for residential development.
- 6.8 Statute requires that this application be determined in accordance with the development plan unless material considerations dictate otherwise. This proposal satisfies all relevant national and local policy considerations. In these circumstances, this application should be welcomed and planning permission granted accordingly.

## APPENDIX A – SITE LAYOUT PLAN





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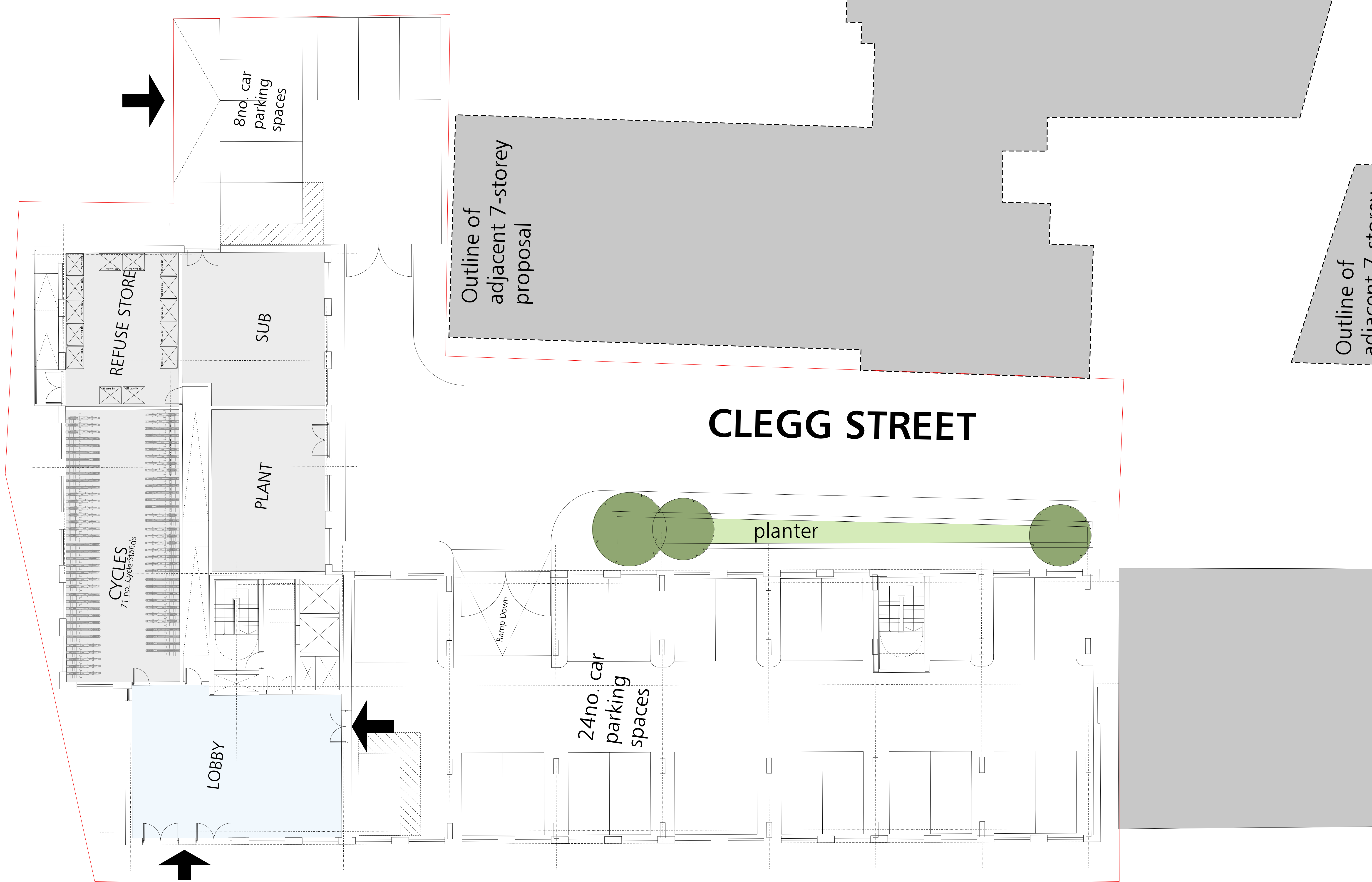
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Clegg Street, Liverpool  
Drawing Title  
Location Plan  
Client  
Caro Developments  
Drawn By  
TE  
Date  
October 2017  
Scale  
1:1000@A1

Project No.  
P17-030  
Drawing No.  
02-91-001

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## APPENDIX B – PROPOSED SITE PLAN



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Rev D - 18.10.2017 - Omitted organised parking bays.  
Rev C - 13.10.2017 - Amended car parking spaces.  
Rev B - 12.10.2017 - Amended to suit planning comments.  
Rev A - 03.10.2017 - Car Parking amended to suit Transport Consultants comments.  
Project Title  
Clegg Street, Liverpool  
Drawing Title  
Ground Floor Plan  
Client  
Caro Developments  
Drawn By  
TE  
Date  
September 2017  
Scale  
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Project No.  
P17-030  
Drawing No.  
02-03-001-OPT 03

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