

Great George Street Developments
Great George Street
Planning Statement

Issue | July 2019

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Introduction

1.1 Overview

1.1.1 This planning statement is submitted in support of a full planning application on behalf of Great George Street Developments Limited for: *full planning permission to demolish existing structures and erect a mixed use development over 7 buildings (2-18 storeys) comprising 466 apartments and 37 townhouses (Use Class C3), 6,280sqm of commercial space (A1,A2,A3,A4,D1 and D2), 6,074sqm hotel (Use Class C1) and 4,183sqm of office space (Use Class B1) with associated access, parking, servicing , so and hard landscaping and public open space.*

1.1.2 This planning statement provides a review of the proposed development against relevant national and local planning policies and guidance, identifying the key benefits arising from the proposal and setting out the process the design team have gone through, pre-application.

1.1.3 The application site has been the subject of a number of failed regeneration projects, the latest being the ‘New ChinaTown Project’. Since outline consent was granted for this (150/1998), The Baltic Triangle has developed significantly and has carved an identity and a place in the City. It has become synonymous with the creative side of business; capturing a positive, forward looking and entrepreneurial spirit as well becoming a leisure destination in its own right.

The proposals outlined in this application recognise this moment as an opportunity to cement the future of this area. The brief demands;

- A true mixed use development, creating sustainable business opportunities as well as space for existing local businesses to grow into and aspire to;
- A live/work community that provides real choice of accommodation and recognises the needs of city centre living;
- An inspirational public realm, knitting the scheme together through considered hard and soft landscaping;
- High quality architecture together with an urban design response to repair the broken fabric of this part of the City;
- A destination space providing cultural and creative opportunity.
- A scheme that is all this and that is commercially viable to deliver.

1.1.4 The document should be read alongside the suite of information that make up this planning application. These support and enable the planning application to be validated and determined and include:

- Application Form and Certificates;
- Air Quality Assessment;
- Bat Survey Report;
- Consultation Statement;
- Daylight and Sunlight Assessment;
- Design and Access Statement;
- Flood Risk Assessment and Drainage Strategy;
- Heritage Impact Assessment;
- Landscape and Public Realm Statement;
- Management Strategy;
- Noise Assessment;
- Preliminary Ecological Appraisal;
- Geotechnical Report;
- Transport Assessment;
- Travel Plan;
- Townscape and Visual Impact Assessment;
- Wind Desk Based Assessment.

1.1.5 In addition to the supporting documents, detailed architectural and landscape drawings support this application. These are:

- L(00)001 – 3D Visual 1;
- L(00)002 – 3D Visual 2;
- L(00)003 – 3D Visual 3;
- L(00)004 – 3D Visual 4;
- L(00)005 – 3D Visual 5;
- L(01)001 Site Location Plan;
- L(02)000 Existing Site Plan;
- L(02)001 Basement Level Site Plan;
- L(02)002 Lower Ground Level Site Plan;
- L(02)003 Upper Ground Level Site Plan;
- L(02)004 Level 01 Site Plan;
- L(02)005 Level 02 Site Plan;
- L(02)006 Level 03 Site Plan;
- L(02)007 Level 04 Site Plan;
- L(02)008 Level 05 Site Plan;
- L(02)009 Level 06 Site Plan;
- L(02)010 Level 07 Site Plan;
- L(02)011 Level 08 Site Plan;
- L(02)012 Level 09 Site Plan;
- L(02)013 Level 10 Site Plan;

- L(02)014 Level 11 Site Plan;
- L(02)015 Level 12 Site Plan;
- L(02)016 Level 13 Site Plan;
- L(02)017 Level 14 Site Plan;
- L(02)018 Level 15 Site Plan;
- L(02)019 Level 16 Site Plan;
- L(02)020 Level 17 Site Plan;
- L(02)021 Level 18 Site Plan;
- L(04)201A Block 2A GA Plans 1 of 2;
- L(04)201B Block 2A GA Plans 2 of 2;
- L(04)202 Block 2B GA Plans;
- L(04)203 Block 2C GA Plans;
- L(04)301 Block 3A GA Plans;
- L(04)302 Block 3B GA Plans;
- L(04)303A Block 3C GA Plans 1 of 2;
- L(04)303B Block 3C GA Plans 2 of 2;
- L(04)304 Block 3D GA Plans;
- L(05)001 Great George Street and Upper Pitt Street Elevation;
- L(05)002 St James Street and Duncan Street Elevation;
- L(05)201 Block 2A GA Elevations;
- L(05)202 Block 2B GA Elevations;
- L(05)203 Block 2C GA Elevations;
- L(05)301 Block 3A GA Elevations;
- L(05)302 Block 3B GA Elevations;
- L(05)303 Block 3C GA Elevations;
- L(05)304 Block 3D GA Elevations;
- L(06)001 Site Section A-A and B-B;
- PL1822.VW-001 Red Line Boundary;
- PL1822.VW-002 Overall General Arrangement Masterplan;
- PL1822.VW-003 Overall Levels Strategy;
- PL1822.VW-004 Overall Lighting Strategy;
- PL1822.VW-005 Illustrative Site Wide Section;
- PL1822.VW-101 Phase 2 – Detail General Arrangement Plan;
- PL1822.VW-102 Phase 2 – Hardworks Plan;
- PL1822.VW-103 Phase 2 – Softworks Plan;
- PL1822.VW-104 Phase 2 – Detailed Levels Plan;
- PL1822.VW-105 Phase 2 – Illustrative Sections;
- PL1822.VW-106 Phase 3 – Detail General Arrangement Plan;
- PL1822.VW-107 Phase 3 – Hardworks Plan;
- PL1822.VW-108 Phase 3 – Softworks Plan;
- PL1822.VW-109 Phase 3 – Detailed Levels Plan;
- PL1822.VW-110 Phase 3 – Illustrative Sections;
- PL1822.VW-111 Perimeter Paving – Hardworks Plan;
- PL1822.VW-112 Perimeter Paving – Softworks Plan;

2 Site Background

2.1 The Development Site

2.1.1 The site is located on the fringe of Liverpool's southern City Centre boundary and comprises largely of derelict land covered by large areas of unkempt grass (see Figure 1). There are a number of built structures on site, which include an empty social housing block fronting Cookson Street and Upper Pitt Street, a substation and a ventilation shaft to the Merseyrail alignment that runs north-south beneath Great George Street.

2.1.2 Great George Street defines the eastern site boundary and serves as an arterial road into the City Centre from southern approaches. On the opposite side of Great George Street, the Grade I listed Anglican Cathedral dominates with a residential housing precinct in its foreground. Land directly to the west is primarily residential.

2.1.3 The western boundary is made up by a number of streets which helps comprise the 2 interconnecting triangular plots. The streets that bound the land include St James Street, Duncan Street, Upper Pitt Street and Cookson Street.

2.1.4 The site has been cleared of the residential terraces and industrial units that had previously occupied it for the most part. Some structures remain including derelict housing, a substation and some commercial premises as well as the Grade II listed "Wedding House". Other than this building, the only occupied structure on the site at present is the row of 12 no. terrace houses that front Duncan Street which will remain.

2.1.5 Further vacant land lies to the North of the site, bordered by Great George Street, Grenville Street South and Hardy Street. This land is part of the original consented hybrid application (Planning Ref 150/1998) known as "Phase 1" and also owned by the applicant. Although the interface between this plot and the development site is important and has been considered as part of this application, "Phase 1" should not be considered as part of this proposal (see the enclosed site location plan for clarification).

2.1.6 Liverpool City Centre Main Retail Area (MRA) is situated 350 metres to the north, Park Road Centre 1km to the south and London Road Centre 1km to the north.

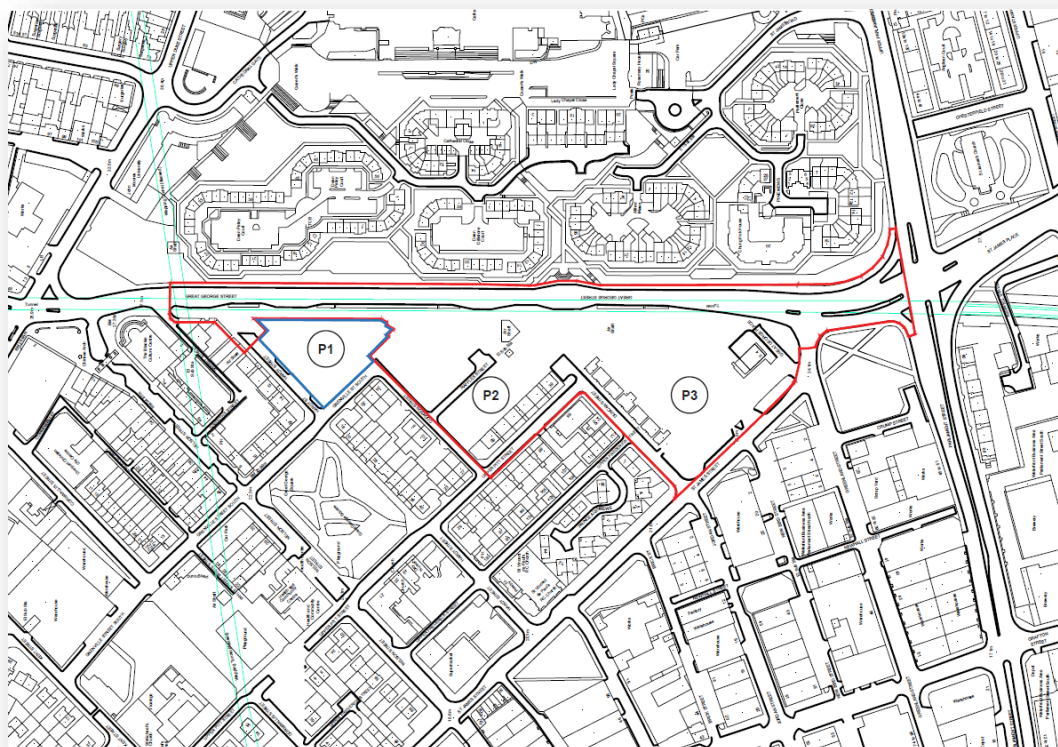


Figure 1 - Site Location

2.2 Site Accessibility and Local Amenities

2.2.1 Due to the nature of the proposals and the size of the site, accessibility for all has been considered throughout the scheme. The development site is currently accessed from Cookson Street, Raffles Street, Duncan Street and Great George Place. The areas immediately surrounding the site to the east and west are primarily residential in nature. Chinatown lies directly adjacent to the north of the development whilst the Baltic Triangle, Liverpool's creative and digital quarter, is located to the west.

2.2.2 There are a wide range of transport links within and around the site. New bus stops and public transport routes have recently been added to the area due to further development across this area (specifically the Baltic Triangle). Public realm works have also been improved and the development proposals will look to enhanced these further through the scheme.

2.2.3 A5038 Great George Street runs east of the site from south to north between Duke Street/Upper Duke Street and A562 Parliament Street/Upper Parliament Street, which is one of the key routes towards areas to the east and south of Liverpool. The road continues into A5038 Berry

Street and Renshaw Street, connecting the site with Liverpool city centre.

- 2.2.4** Great George Street is approximately 0.6km in length, of which carriageway is c.9.5m wide at the narrowest section. It mainly comprises two lanes in both directions and is subject to a speed limit of 30 mph. The street currently serves as a primary bus route, and there are four bus stops along the carriageway in the vicinity of the site.
- 2.2.5** The proposed development site borders the south of Liverpool City Centre. Due to the proximity of the city centre, a wide range of amenities are accessible on foot including health care facilities, shops, bars and restaurants. Liverpool Central Railway Station is located 1km to the north west of the site via Great George Street. Liverpool One Bus Station, located 1km to the north west of the site, is also accessible on foot via St James Street.
- 2.2.6** Along the key highway network, pedestrian footways are provided in excess of 2m on both sides of the roads. In the vicinity of the site, pedestrian crossings are provided at the junctions of Great George Street and Parliament Street/ Upper Parliament Street and the junction of Great George Street and Duke Street/ Upper Duke Street. Both crossings provide dropped kerbs, with the latter also providing tactile paving.
- 2.2.7** The former provides dropped kerbs in places but not tactile paving whereas the latter has both.
- 2.2.8** The local cycle routes near Liverpool City Centre provide good connectivity to various amenities including shops, transport hubs and residential areas. In the vicinity, on-road cycle routes to the City Centre are provided via Jamaica Street/Park Lane and Duke Street. Within 800m of walking distance, there are a number of cycle parking/storage spaces and City Bike stations. City Bike is a bike share system which allows people to easily rent a bike electronically and return it at any station across the city. Most of the roads in the central area of the city are restricted access for motor vehicles, creating a cycle-friendly environment. Off-road cycle tracks are also provided along River Mersey.
- 2.2.9** Local bus services are easily accessible at bus stops on Great George Street and St James Street, which are located less than 400 metres from the site. A number of bus services are provided toward the south of Liverpool including Garston and Liverpool John Lennon Airport in Speke. There are also frequent services to the Liverpool One Bus Station, which provides inter-regional bus services, e.g. towards London, Leeds, Southport, Newcastle upon Tyne etc. There are two off-

peak circular services in the city centre, which is available from Great George Street. Seating and shelters are provided at most of bus stops for waiting passengers.

2.2.10 Liverpool Central rail station is easily accessible from the proposed development site on foot and by cycle, e.g. an approximate 13-minute walk (1.1km). Bus number 82D provides connectivity from the site to the station c. every 10 minutes during peak hours.

2.2.11 The supporting Design and Access Statement and Transport Assessment details the site's connections and accessibility further and have focussed on pedestrian, cycle, bus and rail connectivity as well as access for all.

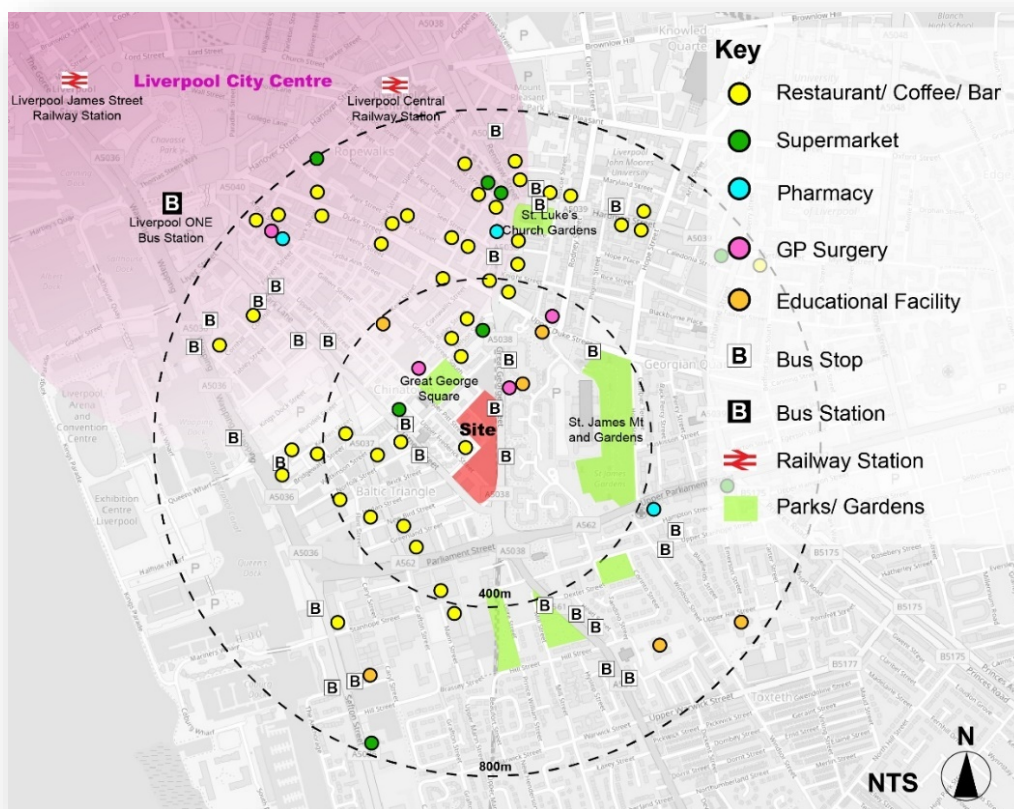


Figure 2 – Local Amenities

2.3 Relevant Planning History

2.3.1 The following applications were submitted and approved by Liverpool City Council (LCC) within or around the development site in the recent past. Further information regarding each application can be found on Liverpool City Council's website using the planning reference number provided.

[Planning Ref: 15O/1998 – Decision 01.09.2016](#)

Hybrid application - To redevelop land in 3 phases for a mixed use scheme comprising residential accommodation, commercial units, Chinese themed bazaar, food court, leisure and hospitality facilities and landscaped gardens. 1. Full (Phase 1) - To erect a 5-7 storey mixed use building comprising 5 no. townhouses (Class C3), 112 no. apartments (Class C3) with private gardens/terraces, public event space (Class D2) (153 sq.m), mixed commercial space in 10 units within any combination of Use Classes A1, A2, A3, A4, A5, B1, D1 or D2 (333 sq.m), 50 no. car parking spaces at lower ground level accessed via Hardy Street, cycle parking, plant and bin stores, means of enclosure and hard and soft landscaping. 2. Outline (Phases 2 and 3) - To erect 8 no. buildings (siting, massing and height fixed, access and landscaping reserved) comprising 673 no. apartments and 10,532 sq.m of mixed commercial space within any combination of Use Classes A1, A2, A3, A4, A5, B1, C1 (including a 131 no. bedroom hotel with ancillary restaurant and gymnasium and other uses totalling up to 2,581 sq.m) D1 or D2, alterations to railway ventilation shaft, private open space/public realm/gardens/terraces, 649 no. subterranean car parking spaces accessed via St James Street and Upper Pitt Street, cycle parking, plant and bin stores, means of enclosure and hard and soft landscaping.

[Planning Ref: 16F/2728 – Decision 14.07.2017](#)

To erect 6 storey building containing commercial units providing flexible floorspaces for A1, A2, A3, A4, A5, B1, B2 and B8 uses

[Planning Ref: 17F/357 – Decision 03.04.2018](#)

To demolish existing buildings and erect 9 to 12 storey block containing 217 apartments (Use Class C3) Two Commercial Units (Use Classes A1,A2,A3,A4 and B1) with associated terraces, access, servicing, parking and landscaping.

[Planning Ref: 18F/1649 – Decision 27.09.2018](#)

To demolish existing structures and erect mixed use development over four buildings (8 to 18 storeys) comprising 505 apartments (Use Class C3), an ancillary residential spa and facilities, 12 commercial units (1,961sqm) (Use Classes A1,A2,A3,A4 and B1) with associated access, parking, servicing and landscaping.

2.3.2 The above applications show that development in and around the plot proposal has been historically supported and this application will

support the existing developments and sustain this location as a key area for growth for the City of Liverpool.

2.3.3 Planning application reference 15O/1998 is still a valid application and is related specifically to the proposed. As already stated, the proposed development is standalone to this application but is associated to the locations if “Phase 2 and 3” of the outline development. Phase 1 of the outline planning application has received full planning consent and is owned by the applicant.

2.3.4 The outline consent, featured a strong, but somewhat more varied active frontage along Great George Street. As well as this, the design also included a subterranean but vibrant Chinese market style commercial offering. This included external walkways and bridges.

2.3.5 The scheme was subject to a high budget marketing campaign and promised the delivery of a “new China Town”. The scheme collapsed and although work has started on Phase 1, the site has remained abandoned since.

2.3.6 Although the interface between this plot and the development site is important and has been considered as part of this application, “Phase 1” should not be considered as part of this proposal (see Figure 1 for clarification).

2.4 Heritage Context

2.4.1 The development is within the World Heritage Site (WHS) Buffer Zone and within the setting of a number of designated heritage assets. The site is not located within any conservation area but there are buildings of special architectural or historic interest adjacent to the site.

2.4.2 The Anglican Cathedral (Grade I listed) is located to the east of the site, which dominates the area, whilst to the south is the former North and South Wales Bank building, now the Wedding House (Grade II listed).

2.4.3 The supporting Heritage Impact Assessment sets out the proposed development in the context of the historic environment and provides a commentary on their significance, and the potential for impact due to the development proposals. The assessment also includes the potential impact upon the Outstanding Universal Value (OUV) of the WHS. The

report concludes there is no impact on OUV as the proposal is assessed as neutral both in terms of its setting and its OUV.

2.5 Site Designations

2.5.1 The application site is allocated as a ‘Primarily Residential Area’ in both the Liverpool Unitary Development Plan (2012) and the submission draft of the Liverpool Local Plan (May 2018). It also falls within the Buffer Zone of Liverpool’s WHS. The application site is situated 150 metres south of the Lower Duke Street Conservation Area, a designated character area of Liverpool’s World Heritage Site.

2.5.2 There are no scheduled ancient monuments in the application site or within the immediate vicinity and no listed buildings located on site.

2.5.3 The Liverpool Bay Special Protection Area Statutory Designated Site was identified within a 2km radius of the development area. Two non-statutory designated sites were also identified within this radius: Princes Park Local Wildlife Site and Everton Park and Nature Garden Local Wildlife Site.

2.5.4 The site is located in Flood Zone 1, the nearest open watercourse is the River Mersey that is approximately 2.2km to the west of the site and therefore has a low probability of flooding.

2.6 Statutory Development Plan

2.6.1 The application for planning permission is to be determined by Liverpool City Council as stated within Section 38(6) of the Planning and Compulsory Purchase Act 2004:

“If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

2.6.2 The development plan relating to the site is the Liverpool Unitary Development Plan (UDP) (2002) but Section 5 provides a comprehensive overview of other relevant policy documents, both nationally and locally.

2.7 Environmental Impact Assessment

2.7.1 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 require when determining whether an Environmental

Impact Assessment (EIA) is required, it is first necessary to establish whether or not the proposed development falls within the definition of a ‘Schedule 1’ development (where an EIA is compulsory) or a ‘Schedule 2’ development (where an EIA is discretionary).

2.7.2 The proposal falls under a ‘Schedule 2’ development, specifically Category 10(b)ii as an “Urban Development Project” as it includes more than 150 dwellings.

2.7.3 Therefore, in line with the Town and Country Planning (Environment Impact Assessment) Regulations 2017, an EIA Screening Request was submitted to Liverpool City Council on 19th April 2018 requesting a formal Screening Opinion for the proposed works.

2.7.4 The screening request concluded that the characteristics of the proposed development in combination with the site’s location would not result in significant environment effects and therefore the proposed development would not represent EIA development in accordance with the regulations.

2.7.5 Through the formal pre-application process, the Case Officer has confirmed that although the development falls within Schedule 2 of the EIA Regulations, the proposals would not produce significant environmental effects and therefore do not comprise ‘EIA Development’ as defined in the Regulations. This was confirmed in writing via a Screening Opinion on the 8th October 2018.

3 Development Description

3.1 Quantum of Development

3.1.1 This application will provide a mixed use development near the City Centre adjacent to the Chinatown and Baltic Triangle neighbourhoods, revitalising Great George Street and creating the potential for an improved link between the city and South Liverpool.

3.1.2 More details can be reviewed through the *supporting Design and Access Statement* but in summary this planning application is for ***full planning permission to demolish existing structures and erect a mixed use development over 7 buildings (2-18 storeys) comprising 466 apartments and 37 townhouses (Use Class C3), 6,280sqm of commercial space (A1,A2,A3,A4,D1 and D2), 6,074sqm hotel (Use Class C1) and 4,183sqm of office space (Use Class B1) with associated access, parking, servicing , so and hard landscaping and public open space.***

3.1.3 The development is set across 7 blocks of mixed use development and improved landscaping. A detailed description of the buildings and their makeups are set out below.

3.1.4 The supporting Design and Access Statement, Landscape and Public Realm Statement and the accompanying drawings provide further information on design details. However, the quantum of development for each block is set out below.

BLOCK 2A - MAX HEIGHT 29.80m (LEVEL 09 +79.60)													
Level	GIA		NIA - Apartments		NIA - Commercial		NIA - Office		NIA - Townhouses		Apartments		Houses
	m ²	sqft ²	m ²	sqft ²	m ²	sqft ²	m ²	sqft ²	m ²	sqft ²	1 Bed	2 Bed	
LG	420	4521	0	0	0	0	0	0	0	0	0	0	0
UG	1385	14908	0	0	605	6512	0	0	585	6297	0	0	13
1	1385	14908	0	0	605	6512	0	0	585	6297	0	0	"
2	1325	14262	0	0	"	"	0	0	585	6297	0	0	"
3	1325	14262	1190	12809	0	0	0	0	0	0	5	10	0
4	1325	14262	1190	12809	0	0	0	0	0	0	5	10	0
5	1325	14262	1190	12809	0	0	0	0	0	0	5	10	0
6	1325	14262	1190	12809	0	0	0	0	0	0	5	10	0
7	1325	14262	1190	12809	0	0	0	0	0	0	5	10	0
8	1325	14262	1190	12809	0	0	0	0	0	0	5	10	0
9													
10													
11													
12													
13													
14													
15													
16													
17													
18													
19													
20													
TOTAL	12465	134172	7140	76854	1210	13024	0	0	1755	18891	30	60	13

Figure 3 - Block 2A Quantum of Development

BLOCK 2B - MAX HEIGHT 29.80m (LEVEL 08 +76.60)									
Level	GIA		NIA - Guestrooms		NIA - FOH		Guestrooms		
	m ²	sqft ²	m ²	sqft ²	m ²	sqft ²	Standard		Deluxe
LG	394	4241	0	0	176	1894	0	0	0
UG	710	7642	0	0	428	4607	0	0	0
1	710	7642	0	0	601	6469	0	0	0
2	710	7642	450	4844	0	0	22	1	1
3	710	7642	450	4844	0	0	22	1	1
4	710	7642	450	4844	0	0	22	1	1
5	710	7642	450	4844	0	0	22	1	1
6	710	7642	450	4844	0	0	22	1	1
7	710	7642	450	4844	0	0	22	1	1
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
TOTAL	6074	65380	2700	29063	1029	11076	132	6	6

Figure 4 - Block 2B Quantum of Development

BLOCK 2C - MAX HEIGHT 21.80m (LEVEL 06 +72.60)									
Level	GIA		NIA - Apartments		NIA - Townhouses		Apartments		Houses
	m ²	sqft ²	m ²	sqft ²	m ²	sqft ²	1 Bed	2 Bed	
LG	775	8342	0	0	470	5059	0	0	13
UG	1395	15016	50	538	920	9903	0	0	11
1	1500	16146	775	8342	450	4844	0	14	"
2	1500	16146	1130	12163	0	0	1	"	"
3	1260	13563	945	10172	0	0	8	8	0
4	1260	13563	945	10172	0	0	2	12	0
5	1260	13563	945	10172	0	0	8	8	0
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
TOTAL	8950	96337	4790	51559	1840	19806	19	42	24

Figure 5 - Block 2C Quantum of Development

Level	BLOCK 3A- MAX HEIGHT 41m (LEVEL 13 +91.60)									
	GIA		NIA - Apartments		NIA - Commercial		NIA - Office		Apartments	
	m ²	sqft ²	m ²	sqft ²	m ²	sqft ²	m ²	sqft ²	1 Bed	2 Bed
LG	0	0	0	0	0	0	0	0	0	0
UG	1215	13078	0	0	1025	11033	0	0	0	0
1	1215	13078	0	0	1025	11033	0	0	0	0
2	1375	14801	1065	11464	0	0	0	0	3	13
3	1375	14801	1065	11464	0	0	0	0	3	13
4	1375	14801	1065	11464	0	0	0	0	3	13
5	1375	14801	1065	11464	0	0	0	0	3	13
6	1375	14801	1065	11464	0	0	0	0	3	13
7	1375	14801	1065	11464	0	0	0	0	3	13
8	1375	14801	1065	11464	0	0	0	0	3	13
9	1375	14801	1065	11464	0	0	0	0	3	13
10	1375	14801	1065	11464	0	0	0	0	3	13
11	1375	14801	1065	11464	0	0	0	0	3	13
12	295	3175	250	2691	0	0	0	0	3	2
13	295	3175	250	2691	0	0	0	0	3	2
14										
15										
16										
17										
18										
19										
20										
TOTAL	16770	180512	11150	120019	2050	22066	0	0	36	134

Figure 6 - Block 3A Quantum of Development

Level	BLOCK 3B - MAX HEIGHT 8m (LEVEL 02 +58.60)									
	GIA		NIA - Apartments		NIA - Office		NIA - Commercial		Apartments	
	m ²	sqft ²	m ²	sqft ²	m ²	sqft ²	m ²	sqft ²	1 Bed	2 Bed
LG	0	0	0	0	0	0	0	0	0	0
UG	545	5866	0	0	0	0	425	4575	0	0
1	545	5866	0	0	425	4575	0	0	0	0
2										
3										
4										
5										
6										
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15										
16										
17										
18										
19										
20										
TOTAL	1090	11733	0	0	425	4575	425	4575	0	0

Figure 7 - Block 3B Quantum of Development

BLOCK 3C - MAX HEIGHT 56m (LEVEL 18 +106.35)										
Level	GIA		NIA - Apartments		NIA - Commercial		NIA - Office		Apartments	
	m²	sqft²	m²	sqft²	m²	sqft²	m²	sqft²	1 Bed	2 Bed
LG	764	8224	0	0	655	7050	0	0	0	0
UG	764	8224	0	0	655	7050	0	0	0	0
1	764	8224	0	0	655	7050	0	0	4	5
2	764	8224	501	5393	0	0	0	0	4	5
3	728	7836	501	5393	0	0	0	0	4	5
4	728	7836	501	5393	0	0	0	0	4	5
5	728	7836	501	5393	0	0	0	0	4	5
6	728	7836	501	5393	0	0	0	0	4	5
7	728	7836	501	5393	0	0	0	0	4	5
8	728	7836	501	5393	0	0	0	0	4	5
9	728	7836	501	5393	0	0	0	0	4	5
10	728	7836	501	5393	0	0	0	0	4	5
11	728	7836	501	5393	0	0	0	0	4	5
12	728	7836	501	5393	0	0	0	0	4	5
13	728	7836	501	5393	0	0	0	0	4	5
14	728	7836	501	5393	0	0	0	0	4	5
15	703	7567	501	5393	0	0	0	0	4	5
16	433	4661	283	3046	0	0	0	0	2	3
17	433	4661	283	3046	0	0	0	0	2	3
18										
19										
20										
TOTAL	13361	143818	7580	81591	1310	14101	0	0	64	81

Figure 8 - Block 3C Quantum of Development

BLOCK 3D - MAX HEIGHT 35.2m (LEVEL 08 +76.60)										
Level	GIA		NIA - Apartments		NIA - Commercial		NIA - Office		Apartments	
	m²	sqft²	m²	sqft²	m²	sqft²	m²	sqft²	1 Bed	2 Bed
LG	748	8051	0	0	630	6781	0	0	0	0
UG	748	8051	0	0	0	0	643	6921	0	0
1	707	7610	0	0	0	0	580	6243	0	0
2	707	7610	0	0	0	0	580	6243	0	0
3	707	7610	0	0	0	0	580	6243	0	0
4	707	7610	0	0	0	0	580	6243	0	0
5	370	3983	0	0	0	0	265	2852	0	0
6	370	3983	0	0	0	0	265	2852	0	0
7	370	3983	0	0	0	0	265	2852	0	0
8	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0
19										
20										
TOTAL	5434	58492	0	0	630	0	3758	40451	0	

Figure 9 - Block 3D Quantum of Development

- 3.1.5** Phase 2 of the proposal primarily consists of a varied residential offer which includes:
- 2+3 bedroom townhouses;
 - 2-bedroom duplex apartments; and
 - 1, 2 and 3 bedroom apartments.
- 3.1.6** The usage of these buildings is consistent with early ambitions for the scheme, with this phase being more sensitive to the existing residential context, hosting more private garden space and having the commercial spaces along Great George Street function more as nodal points along the path to Phase 3.
- 3.1.7** Beyond some small commercial units fronting Great George Street in Block 2A, the only other commercial presence in this phase of the development is Block 2B which is proposed as a hotel. The rationale behind this allocation is that this would provide some activity and life to the street fronting public spaces within Phase 2, allow for service access to the rear from Upper Pitt Street and Duncan Street, and provide a use compatible with the existing and proposed adjacent uses.
- 3.1.8** The opportunity provided by the site topography to introduce a podium level has allowed for the introduction of car parking at the lower ground and basement levels, this will be exclusive to residents and guests within this phase.
- 3.1.9** The variety of residential accommodation provided within this phase of the development has been introduced in order to attract and provide for various constructs of city dwellers, namely; young professionals, couples, families and cohabitants.
- 3.1.10** The various offers for residential accommodation total at 188 units for Phase 2 which is a significant reduction from the 381 units approved as part of the 2015 Outline Consent.
- 3.1.11** This reduction makes provisions for a less saturated proposal, which presents a greater variety in offer, more meaningful and usable landscape/garden solutions and is more sensitive to the existing context.
- 3.1.12** Lettable commercial space totals at 1,210m² with 605m² of this total having the future potential to become office space.
- 3.1.13** Beyond lower level front of house uses which include: a bar lounge, food court, library, TV area and fitness centre, Block 2B offers 130-150

guest rooms which consist of a mix of standard, accessible and deluxe rooms.

- 3.1.14** Lower ground and basement parking provide a total of 270 car parking spaces with provision for electric vehicle charging points and disabled spaces.
- 3.1.15** Phase 3 serves as the commercial heart and public hub of the scheme. Commercial activity will occupy the street and podium level frontage giving purpose and life to the surrounding public spaces and landscape at that level.
- 3.1.16** First floor is, at this stage, considered as a flexible space, which will be interchangeable between additional commercial and office space. With the exception of Block 3D, which is designated as office (Class B1), The upper levels of the buildings in this phase consist of 1, 2 and 3 bedroom apartments.
- 3.1.17** The level change across the site provides opportunity to utilise underground parking and service space.
- 3.1.18** Proposed as a new focus point along Great George Street, Phase 3 hosts 5,070m² of lettable commercial floor space, which serve to enclose and activate the primary public space within the development.
- 3.1.19** As per Phase 2, this is a significant reduction from the 8,992m² of commercial area approved as part of the outline consent, and whilst the number of residential units is greater, the proposed total figure of 315 units remains comparable to 292 units in the previously consented scheme.
- 3.1.20** This reduction in accommodation aims to provide both; a more contextually sensitive development, that does not detract from current business and/or character of the Baltic Triangle, and more importantly, one which will be sustainable and deliverable.

3.2 Design

- 3.2.1** Each of the buildings within the development have been designed to simultaneously stand alone as individual buildings, but also to work collectively as a whole. With each of the blocks having their own various height, form and use there is naturally an inherent separation between them. By utilising a consistent material palette and strong

coordinated datum lines along the street-scape, the various masses are consolidated to form a consistent whole.

- 3.2.2** Phase 2 of the development employs a strong and controlled approach toward the facade and elevational design. These blocks were designed to feel solid, rooted and safe.
- 3.2.3** The townhouses at the lower levels of Block 2A and Block 2C are identified and defined by expressed geometry with vertical recesses to create clear divisions between neighbouring properties and present opportunities for balconies. Furthermore, this distinction and breakdown of the elevation reduces the sense of scale and aids in characterising the blocks with a more domestic quality, in keeping with the surrounding context.
- 3.2.4** Relatively, various forms of masonry coursing and detailing have been utilised in pursuit of manufacturing a level of detail, that allows the architecture to present something to residents and passers-by, at the human scale. Furthermore, these features have been intentionally applied to imbue the architecture with a sense of craft and tactility.
- 3.2.5** In adherence to this ambition, various forms of metalwork framing and panelling are employed which contrast the heavy brickwork, define the commercial spaces and serve to breakdown the facade reducing the sense of scale. The design takes precedent from traditional proportions, industrial typologies and contemporary ornamentation and detailing, to create an original but familiar expression.
- 3.2.6** Phase 3 of the development remains consistent with Phase 2 with respect to materials and certain aspects of detailing. However, in order to properly address the sense of scale, larger proportions, and more dynamic expressions within the facade have been utilised.
- 3.2.7** This departure from the more reserved expressions of Phase 2 is also representative of the change in use and dynamic of the spaces within Phase 3, which serves as the commercial heart of the development. Once again however, consistent materials and strong horizontal lines where levels align, allow neighbouring buildings to share a dialogue with one another.
- 3.2.8** This is true of the masonry band that defines the lower levels of the blocks on Phase 3. This device, which picks up from the expression of townhouses in Phase 2, was conceived as a symbolic reference to the original terrace that abutted the Wedding House and fronted Great George Street.

3.2.9 Proportions, features and materials have been selected in response to a variety of factors including:

- The pallet of the existing context
- The traditional typology historic to the area
- The industrial character of the surrounding area today
- The sense of craft associated with the Baltic Creative

3.2.10 Like many aspect of the development, site and context, the chosen materials are juxtaposing and as a result serve to define and emphasise one another. Two tones of brickwork and two tones of metalwork are proposed throughout. The brick, which is heavy, dull and textured forms the base of the buildings for the most part and is used to create strong openings and monumental thresholds.

3.2.11 The metal work in contrast is light, smooth and reflective and is used to articulate these opening, trim and define horizontal and vertical lines and create a sense of weightlessness to the upper levels.

3.2.12 Beyond offering some private external amenity to residents, balconies are used as a device to create depth, variation and provide breaks in the elevations.

3.3 Landscaping

3.3.1 The landscape and built fabric have been developed in tandem, with design teams working closely with one another to ensure that open space and built form both share a dialogue and complement each other.

3.3.2 The landscape and urban design proposals Include:

- A new Linear Park along Great George Street that encourages cycling and walking, with high quality public space and areas for dwell.
- A Commercial Plaza that will be a multifunctional space within the development with opportunity for local markets, performance and exhibitions.
- Great George's Place is proposed as a formal high quality public realm, bringing the historic civic space back to life and of high quality urban merit.
- The Residential Podium Gardens provide a verdant outdoor area with active and dwell spaces with opportunity for outdoor eating and

gathering. The Commercial Podium Garden is designed as a private space for the office tenants for lunch breaks and external meetings.

- 3.3.3** A critical consideration throughout development has been creating appropriate divisions between public and private space, without building boundaries or restricting the flow of movement.
- 3.3.4** The residential podium incorporates private gardens within a shared communal garden space. All apartments at ground floor and podium levels have individual private gardens. The communal garden will provide a number of play features to encourage children and families to utilise this secure place.
- 3.3.5** The podium to the back of the hotel is designed for quiet reflection for the hotel guests and also for the public. Small garden gates are positioned to each entrance of the podium. Edible plants are also proposed within all podium gardens.
- 3.3.6** The commercial plaza will form the main events space within the development - for markets, performance, and exhibitions. It is anticipated that events can spill out throughout the development creating a trail and sequence of coordinated events which can also be linked to The Baltic events programme.
- 3.3.7** Situated within the centre of the space are a series of timber platforms for multiple event uses along with casual seating. Outdoor dining and seating is encouraged and provided to the building thresholds. Situated to the back of the highest timber platform deck is a garden space and a series of planters and trees - providing a quieter space within the commercial podium.
- 3.3.8** The commercial office podium is designed as a private space for the commercial tenant for lunch breaks and external meetings. Small pockets of space are designed for individuals on lunch breaks along with larger pockets for external sheltered meeting rooms with tables.
- 3.3.9** For more detailed information on the landscape design and its development, please refer to the 'Landscape and Public Realm Statement'.

3.4 Refuse Strategy and Servicing

3.4.1 The Design and Access Statement and Management Strategy sets out Refuse and Servicing in more detail but to summarise:

Refuse

3.4.2 Refuse is collected from street level along Upper Pitt Street for Phase 2, with loading bay access to facilitate direct access to the residential and commercial bin stores within each block and a service route behind the hotel which provides covered direct access to the service areas of the hotel.

3.4.3 Within Phase 3, the servicing is directly from the car parking where generous ceiling heights and turning zones are afforded to facilitate direct access to the lower level refuse and service zones within each building of Phase 3, which removes any requirement for on street loading or visible service zones to neighbouring roads.

Deliveries

3.4.4 Along Great George St, two loading bays are provided to ensure that full level access is available at ground level to the residential buildings (and commercial ground floor) for deliveries and collections. A closer loading bay on Upper Pitt Street can be used for deliveries to Block 2A and this is alongside the access to the hotel that can be used for larger deliveries. A front of house loading bay on Great George Street can be used for smaller deliveries and collections.

3.4.5 Within Phase 3, all deliveries can be made via the underground delivery and service areas to each building. In addition, there are specific loading areas along St James St and Great George Place for the use of delivery and collection services.

Emergency Access and Egress

3.4.6 The landscaping to the public square within Phase 3 has been designed to allow full access to the perimeter of each building for maintenance and emergency vehicle access. The podium structure has been designed to withstand the loading requirements for a response situation that requires multiple fire response appliances accessing the podium level.

3.4.7 Each of the blocks has been designed to provide maximum efficiency and minimize travel distance between apartments and the fire protected escape core. All escape cores provide direct access through out from

the building and towards a suitable muster point away from the buildings.

3.4.8 Some of the blocks contain townhouses and each of these has a single entrance directly onto the street in addition, in the case of three storey townhouses, an additional escape access to the shared corridor from the top floors.

3.4.9 Office accommodation and commercial space at ground level contains escape doors within suitable travel distances to provide expedient escape as required.

3.5 Access and Parking

3.5.1 The proposal has been designed to be fully accessible to all users, to comply with all relevant parts of the Building Regulations and to provide access for all. Further details of the buildings accessibility are outlined in the Design and Access Statement and Transport Assessment but to summarise:

Pedestrian Movement

3.5.2 Pedestrian movement across the site is designed to provide direct access through to public spaces and building entrances within the boundary of the development. Access to the site is anticipated from a number of directions; along Great George Street from the universities and the city centre to the North, a possible new light rail station from the South at St James; Along the existing grain of roads (Cookson St, St James) to the West of the site from the city centre and across St James St from the amenities in the Baltic area of the city.

3.5.3 The public footpaths to each aspect of the site are to be upgraded and fronted with commercial units to reactivate the existing public realm and along Great George Street, the public footpath passes through a green linear route that provides the main anticipated pedestrian route along the site.

3.5.4 From Great George St, level access is afforded onto the podium level and the public footpath provides links through to the main public and semi-private spaces within the development. From access ways to the West, there is a change in level up to the public space and stepped

access is provided to maintain easy links through to the central spaces of the development.

Cyclist Movement

- 3.5.5** Cyclist access into the site will begin from one of the routes around the city on the cycle network. The scheme is aiming to provide an improvement in the access from the periphery of the site, provide an upgraded cycling experience along the site and provide convenient access points into the site to provide safe and direct access to each of the residential, commercial or office spaces within the development.
- 3.5.6** The public spaces will provide additional convenient cycle storage to provide additional public amenity alongside the commercial space that borders these public zones.
- 3.5.7** The site rises from the West towards Great George St and some of the routes into the site are stepped access. Many of the level cycle access points onto the public podium level are therefore accessed from the cycle path on Great George Street rather than the lower road levels at other parts of the site.

Vehicular Movement

- 3.5.8** Vehicle access onto the site is to a split level underground car park which sits two levels below Great George St. This maintains the surface level of the site for activity and public realm which would otherwise be lost to vehicle movements around a development of this nature.
- 3.5.9** Direct underground access is provided to each of the blocks within the development, each of which straddle the car parking levels and cores continue down to the lowest parking level, ensuring level access by vehicle to all of the floor space within the development.
- 3.5.10** General parking sits alongside allocated parking for commercial units, residential units, office space and the hotel. Access to the car parking is in two locations; for Phase 2, the access is along a new vehicle entrance to the site along Upper Pitt Street and for Phase 3, a new access has been formed alongside the existing housing on Duncan Street.
- 3.5.11** The proposed development will include 439 underground parking spaces. 26 parking spaces including 3 accessible bays will be for hotel use.

3.5.12 The allocation of car parking spaces is to be determined but currently the 41 parking spaces will be available for the commercial and office uses and the remaining 372 spaces will be allocated for residential use.

3.5.13 Regarding electric vehicle charging points, 5% of this development's parking spaces will be equipped with facilities to include charging equipment. This equates to a minimum 22 parking spaces for electric vehicles.

4 Statement of Consultation

4.1.1 A supporting Consultation Statement has been submitted as part of this application, setting out how the team has undertaken pre-application discussions with Liverpool City Council and relevant stakeholders. The relevant stakeholders include:

- Liverpool City Council (through formal pre-application meetings);
- Historic England;
- Places Matter! Design Review Panel;
- Local business owners and relevant stakeholders; and
- General public through an engagement event.

4.1.2 Pre-application engagement undertaken has been in accordance with best practice and in line with local and national planning policies. Furthermore, the engagement undertaken has been in accordance with the guidance set out in LCC's Statement of Community Involvement (SCI) (2015) in that:

- The proposals have been explained to relevant interested groups, individuals and stakeholders in the area around the site, through community engagement events and meetings; and
- Members of the public and key stakeholders were asked to provide their views on the application proposals through the feedback form that was available at the engagement events and contact details should they have any further queries.

4.1.3 The Consultation Statement explains the process that has been followed, a summary of the feedback received and demonstrates how the team have responded to these comments.

4.1.4 The feedback from all types of stakeholder engagement has been useful in terms of helping the project team to recognise key issues from the local community, design and heritage advisors as well as LCC. The recurring issues raised and the key matters discussed during the engagement event have been considered in the assessments that accompany the planning application. The engagement undertaken has also given stakeholders a good understanding of the application proposals.

4.1.5 The scheme has been finalised following the engagement process and has sought to outline and address the queries and comments raised during the engagement exhibition.

5 Planning Policy Context

This section of the Planning Statement provides an overview of the spatial policy context for this development. The decision-maker must make their determination in accordance with the relevant development plan unless material considerations indicate otherwise.

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states:

“If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.

5.1.1 The development plan relating to the site is the Liverpool Unitary Development Plan (UDP) (2002) but with reference to the above, this section considers material national and local planning policy guidance relevant to the application,

5.2 National Planning Policy Framework (2019)

5.2.1 The National Planning Policy Framework (NPPF) came into effect in March 2012 and was recently revised in February 2019. It sets out the Government’s planning policies for England and how these are expected to be applied. The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

5.2.2 There is a presumption in favour of sustainable development and economic growth, whilst balancing and protecting the needs and priorities of communities without adversely impacting on future generations.

5.2.3 Planning Authorities should give ‘due weight’ to relevant policies in their existing plans according to their degree of conformity with the NPPF. At present, the NPPF holds greater weight than both the Liverpool UDP (2002) and Local Plan Submission Draft (May 2018) due to the case that these local policy documents are seen as out-of-date or not formally adopted compared with the NPPF.

5.2.4 **Section 2** of the NPPF sets out three key themes that run through the whole framework (paragraph 8) and include:

- **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

- **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
- **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

5.2.5 Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development. For decision making this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. 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.

5.2.6 **Section 3** addresses how the planning system should be genuinely planned addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.

5.2.7 Paragraphs 15 and 16 set out 6 planning principles which state planning should follow:

- Be prepared with the objective of contributing to the achievement of sustainable development;
- Be prepared positively, in a way that is aspirational but deliverable;
- Be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations,

businesses, infrastructure providers and operators and statutory consultees;

- Contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;
- Be accessible through the use of digital tools to assist public involvement and policy presentation; and
- Serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework where relevant)

5.2.8 **Section 4** focusses on ‘decision making’ and promotes early engagement which is seen to have significant potential to improve the efficient and effectiveness of the planning application system for all parties (paragraph 39).

5.2.9 The more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits (paragraph 41).

5.2.10 **Section 5** addresses the need to deliver a sufficient supply of homes. To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay (paragraph 59).

5.2.11 **Section 6** refers to “building a strong, competitive economy”. Paragraph 80 states “...*significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development*”.

5.2.12 Ensuring the vitality of town centres is focussed on within **Section 7** and states that “*when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre.*” (Paragraph 87).

5.2.13 **Section 8** promotes health and safe communities and paragraph 91 sets out how decisions should aim to achieve healthy, inclusive and safe places. Paragraph 92 aims to:

“provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural

buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and

e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.”

5.2.14 Planning policies and decisions should consider the social, economic and environmental benefits of estate regeneration. Local planning authorities should use their planning powers to help deliver estate regeneration to a high standard (paragraph 93).

5.2.15 **Section 9** picks up on how sustainable transport should be promoted and paragraph 102 sets out how issues should be considered from the earliest stages so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

5.2.16 Paragraph 110 addresses how applications should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

5.2.17 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

5.2.18 **Section 11** assess making effective use of land and planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land (paragraph 118).

5.2.19 Good design and well-designed places are discussed in **Section 12**.

“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve”. (Paragraph 124).

5.2.20 Paragraph 127 states that:

Planning policies and decisions should ensure that developments:

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

Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot (paragraph 128)

5.2.21 Meeting the challenge of climate change and flooding is addressed in **section 14**. Paragraph 150 states that new development should be planned for in ways that:

- a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and
- b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.

5.2.22 Paragraph 163 states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- b) the development is appropriately flood resistant and resilient;
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- d) any residual risk can be safely managed; and
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

5.2.23 Conserving and enhancing the historic environment is raised in **section 16**. 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.

5.2.24 As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require

developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

5.2.25 Paragraph 192 states that in determining applications, local planning authorities should take account of:

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

5.2.26 Paragraphs 193 – 202 raise how potential impacts should be considered and mitigated against so no there is no substantial harm or loss.

The NPPF was issued by the Government to remove obstacles to investment, development and the sustainable creation of jobs. It is a key consideration to this planning application. The above has concluded that the proposal represents a positive response to the NPPF in regarding sustainable development, design, inclusivity and an appropriate approach in respect of regeneration projects within the City and re-use of derelict land.

5.3 Planning (Listed Buildings and Conservation Areas) Act 1990

5.3.1 Section 72 of the above act requires that in considering whether to grant planning permission with respect to buildings or other land in a conservation area, the local planning authority shall pay special attention to the desirability of preserving or enhancing the character or appearance of that area. As mentioned, the site is not within any conservation areas but has potential to impact the setting of nearby designated sites.

5.3.2 The desirability of protecting the setting of listed buildings is set out in Section 66 of the above act and requires that in considering whether to grant planning permission for development that affects a listed building or its setting, the local authority shall have special regard to the desirability or preserving a listed building or its setting or any features of special architectural or historic interest which it possesses.

The supporting Heritage Impact Assessment justifies the development proposals further in relation to the above legalisation and concludes that there is no adverse impact to the historic setting of the area.

5.4 National Planning Practice Guidance

5.4.1 The National Planning Practice Guidance (NPPG) resource was launched on the 6th March 2014 seeking to make planning guidance easier and simpler for practitioners and the public. The NPPG supports the NPPF, brings together and updates previous guidance into one online resource clarifying a number of key planning issues which were previously raised in complicated guidance.

The guidance further emphasises the importance of properly addressing key planning issues set out in the NPPF and backs up the viability of the proposed development through the use of seeing positive planning proposals as sustainable development.

5.5 Liverpool Unitary Development Plan (2002)

5.5.1 Local Planning Authorities must determine planning applications in accordance with their development plan unless material considerations indicate otherwise. Although the NPPF holds greater weight over Liverpool's local policy due to an out of date Local Plan, relevant planning policy is still vital in decision-making within Liverpool and this development proposal.

5.5.2 The Liverpool Unitary Development Plan (UDP) was adopted in November 2002 and the majority of its policies were saved by the Secretary of State in 2007. The age of the document is such that many of the general policies in place are of broad relevance only, their detailed requirements having been overtaken by more up-to-date national policy guidance.

5.5.3 The following UDP policies are relevant to this application:

Policy GEN1: Economic Regeneration

5.5.4 The Plan aims to reverse the decline in economic activity, investment and employment which Liverpool has experienced in recent years and promote the principle of mixed use development in appropriate locations throughout the City.

This proposal seeks to attract more residents, visitors and workers to Great George Street through a mixed-use development, additionally reactivating the street and improving public realm. The development

would provide a new economic hub in a currently derelict site, helping to encourage the success of the Baltic Triangle neighbourhood.

Policy GEN3: Heritage and Design in the Built Environment

- 5.5.5** The Plan aims to protect and enhance the built environment of the City by preserving and enhancing historically and architecturally important buildings and areas, and by creating attractive environments which are safe and secure both day and night.

The new development has a high standard of design and landscape and intends to promote the area's historic, distinctive and culturally significant districts, including its ties to Chinatown, all to enhance the local and visitor experience to the area. The Heritage Impact Assessment that supports this application further justifies how the scheme does not adversely impact the OUV of the area.

Policy GEN4: Housing

- 5.5.6** The Plan aims to promote a good quality living environment for residents through provision for additional dwellings and considering carefully the design and layout of proposals in regard to access for all.

The proposal provides over 500 additional dwellings for the area, sensitively designed to maintain privacy whilst carefully considering accessibility to and throughout the site. The site is allocated within the updated SHLAA (2017) and is considered suitable for housing.

Policy GEN5: Shopping

- 5.5.7** The Plan aims to secure a qualitative and quantitative provision of shopping facilities in appropriate locations throughout the City.

The mixed-use development will create retail space adjacent to Chinatown and the Baltic Triangle, near thriving and emerging locations, which will ensure vitality and viability. The type of retail proposed within the site does not look to compete with the Main Retail Areas (i.e. Liverpool One) and will offer a different attraction, suited for the area.

Policy GEN6: Transportation

- 5.5.8** The Plan aims to provide a balanced provision of transport infrastructure which protects and enhances the environment through reducing the reliance on the private car and improves facilities for cyclists and pedestrians.

This proposal seeks to enhance Great George Street through narrowing the street, improving the public realm, widening footways and pedestrian spaces and creating cycle lanes to encourage more sustainable modes of transport. A Travel Plan and Transport Assessment support this application and concludes that the development will not have adverse impacts on the network and will help improve facilities for cyclists and pedestrians in this area with enhanced connectivity.

Policy GEN9: Liverpool City Centre

- 5.5.9** The Plan aims to maintain and enhance the City Centre's role and function as a regional centre by improving access and circulation and improving the general physical environment.

The proposed public realm improvements will help reinvigorate and re-connect this area to the City Centre by creating a more attractive space and route for pedestrians and cyclists to utilise, thus improving the physical environment of Great George Street.

Policy E2: Office Development

- 5.5.10** The Plan aims to encourage office development in the Main Office Area and parts of the City outside of the area subject to consideration of residential amenity, traffic generation and other Plan policies.

The proposed office space will be supported by both a residential and retail offer, and will help meet the increasing demand for quality office space in the City. The supporting Transport Assessment has assessed traffic generation on the existing network and the impact on existing and proposed residential amenity and concludes that the proposed development can come forward without adding adverse impact to the network.

Policy E8: Tourist Attractions and Facilities

- 5.5.11** The plan aims to support the development of tourism in Liverpool, improving visitor support facilities, carrying out environmental improvements to key visitor linkages and encouraging the development of new tourist accommodation all within the city centre of Liverpool.

The proposed scheme includes a hotel provision, which would help accommodate future visitor levels into the city. Pedestrian access is incorporated throughout the public realm design to better integrate the surrounding sites of Chinatown, Liverpool Cathedral and the Baltic Triangle, all of which are popular with visitors and tourists.

Policy HD5: Development Affecting the Setting of a Listed Building

- 5.5.12** The plan aims to preserve the setting and important views of a listed building through controlled and sensitive design.

The site boundary includes the Wedding House, a Grade II listed building. The Grade I Anglican Cathedral is situated across Great George Street from the site. As such, the design progressed in a way to respect and complement these listed structures, as well as imposing height controls and sensitive landscaping to fit in with the setting of the listed buildings. The supporting Heritage Impact Assessment details how the development will not impact on the OUV greatly.

Policy HD18: General Design Requirements

- 5.5.13** When assessing proposals for new development the City Council will require applications to comply with the criteria to ensure a high quality of design.

Careful consideration has gone into the design of the Great George Street proposal to ensure that it meets the high standards required within this historical setting. This includes appropriate scaling, representative character and distinction, suitable materials, maintained privacy for existing residents and minimal interference with the skyline and local views. The design team have undertaken extensive consultation with Liverpool City Council, Historic England and Places Matter Design Panel to ensure high quality design is considered throughout the site.

Policy HD19: Access for All

- 5.5.14** The plan will ensure that all new non-residential development proposals provide a fully accessible and suitable environment for everyone. Consideration is given to the need to ensure ease of access and movement for disabled people, both as employees and customers between and within public areas by the careful provision, siting and design of parking areas, paths, dropped kerbs, pedestrian crossing, street furniture and open space.

The scheme aims to incorporate and design a fully inclusive public realm suitable for all users. Situated along a key gateway road into the City Centre, it will use high street design standards to integrate into the surrounding areas of Chinatown and the Baltic Triangle.

Policy HD20: Crime Prevention

- 5.5.15** The City Council will encourage developments, 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.

Through careful design and layout of proposed buildings, the scheme has incorporated features such as active uses on the ground floors, visibility and natural surveillance to make provision for crime prevention.

Policy HD23: New Trees and Landscaping

- 5.5.16** All new developments should make proper provision for the planting and successful growth of new trees and high-quality landscaping.

The scheme includes provision of green infrastructure running along Great George Street, incorporating trees, grass and landscaping as well as a fully accessible public realm and space for outdoor events in the Phase 3 commercial square. The site currently is of low value in terms of landscaping and green infrastructure. The proposed development looks to revitalise this area, making it a much greener, inviting space.

Policy HD24: Public Art

- 5.5.17** The City Council encourages provision of appropriate new works of art as part of development proposals.

The landscaping plans include enhancement of the public realm through green infrastructure and public art. There are opportunities to incorporate further public art within the development through the existing vents for the underground rail lines which cannot be removed.

Policy OE14: Open Space in New Residential Developments

- 5.5.18** For residential developments exceeding 25 dwellings, developers should make appropriate provision for recreational open space to meet the need generated by the development.

Proposals include enhancement of the public realm, provision of green infrastructure throughout the site and along Great George Street, in addition to public and semi-private gardens for residents and users of the space. This development will create a new area of open space which hasn't been accessible to the public for several years.

Policy H3: City Centre Living

- 5.5.19** The City Council will support and encourage proposals which improve the City Centre housing stock including the inclusion of housing within mixed-use development schemes that form an integral part of the city well connected to other zones/districts.

The proposal provides over 500 additional dwellings for the area, sensitively designed to maintain privacy whilst carefully considering accessibility to and throughout the site. The site is allocated within the updated SHLAA (2017) and is considered suitable for housing. The development offers a wide mix of housing to suit the needs of several occupiers who want to reside in the City Centre.

Policy H4: Primarily Residential Areas

- 5.5.20** Within Primary Residential Areas as defined on the Proposals Map, planning permission will be granted for new housing development which satisfies other Plan policies and where there will be no detrimental effect on the amenities and character of the residential area.

The development site is allocated as a Primarily Residential Area according to the Liverpool UDP Proposals Map. Throughout the design process, proposals have taken the surrounding character areas into consideration to ensure there is no adverse impact on residential amenity and to provide new and improved facilities for the area. The supporting Design and Access Statement and more specifically Daylight and Sunlight Assessment details this further.

Policy H5: New Residential Development

- 5.5.21** Planning permission will be granted for new residential development of which the density, design and layout respects the character of the surrounding area, and existing and future residents.

The proposed development has been designed to respect the surrounding residents and character areas. The blend of massing will ensure the development relates to adjacent homes and communities sympathetically.

Policy T6: Cycling

- 5.5.22** The City Council will promote and support initiatives designed to maximise the role of cycling as a transport mode.

The proposal has made provision for cycle parking spaces both in secure underground areas for residents and workers plus more general areas within the landscaping of the scheme. The way Great

George Street will be re-configured will also allow cycling to take more of a priority in the streetscape.

Policy T7: Walking and Pedestrians

- 5.5.23** The City Council will implement measures to encourage walking as a mode of transport and to make the pedestrian environment safe and more convenient.

The proposal intends to make the development site more pedestrian friendly, ensuring a fully accessible public realm and space for outdoor events. Narrowing of the highway on Great George Street will allow for wider footpaths, more open routes and clear access points to and from the site for those travelling on foot.

Policy T8: Traffic Management

- 5.5.24** Priority for investment in roads will be given to the maintenance and enhancement of the Primary and Strategy Route Network.

This scheme includes public realm and highway improvements along Great George Street and other roads within the application boundary which is designated as a Primary and Strategic Route Network on the UDP Proposals Map. The proposal therefore includes enhancement of a strategic city route and aligns with this policy. The Transport Assessment details this further.

Policy T12: Car Parking Provision in New Developments

- 5.5.25** All new developments 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.

A level of car parking is included under the podium incorporates 439 spaces; this will be devoted to meet the needs of those living and working in the development's dwellings and commercial premises. The Transport Assessment sets out how the existing highway (with proposed enhancements through this scheme) will not be impacted upon.

Policy T15: Traffic Impact Assessment

- 5.5.26** New development which is likely to result in a material change in the character or volume of traffic on the surrounding highway network will be required to submit a full Traffic Impact Assessment.

A Transport Assessment has been submitted as part of this planning application and details road and public transport improvements as highlighted in this policy.

Policy EP1: Vacant, Derelict and Neglected Land

- 5.5.27** The City Council will promote and encourage the reclamation of derelict land and restoration of neglected land for appropriate development.

The proposed site for Great George Street is on vacant brownfield land in a unique location next to the Baltic Triangle, Chinatown and the Georgian Quarter. The site will help achieve the aims of urban regeneration in this underutilised area.

EP9: Waste Storage

- 5.5.28** Planning permission will be granted for development providing adequate provision for on-site storage of all waste arising from the operation of the premises and enabling waste to be disposed of properly.

Waste is covered in the Servicing chapter of the Transport Assessment, Design and Access Statement and Management Strategy submitted as part of this application. The design ensures that collection and storage of waste is possible.

EP11: Pollution

- 5.5.29** Planning permission will not be granted for development which has the potential to create unacceptable air, water, noise or other pollution or nuisance.

Narrowing of the highway, provision of high quality green infrastructure along Great George Street and green landscaping throughout the site will positively contribute to air quality and overall living conditions for new and existing residents in this area. The supporting Air Quality Assessment and Noise Assessment ensures that the design does not adversely impact these specific issues.

UDP Summary

- 5.5.30** The UDP Proposals Map indicates the site is located within a ‘Primarily Residential Area’; therefore, this development proposal aligns with current local plan designations and conforms to local policy. The proposal will build on what is currently vacant brownfield land in a

unique location and will help continue to regenerate and boost the vitality of the area with new visitors and interest in the site.

- 5.5.31** As stated above, the proposals provide development opportunities for a range of uses, thus it is evident that the UDP provides strong support for regeneration of the site through the proposed development and associated public realm.

5.6 Liverpool City Council's Submission Draft Local Plan (2018)

- 5.6.1** In February 2013, Liverpool City Council determined that previous strategic development planning work (i.e. Liverpool's Core Strategy Submission Draft 2012) should not be submitted due to changes in Government guidance and policy. Instead, a Local Plan for Liverpool should be prepared setting out strategic objectives and more detailed guidance for the next 15-20 years.

- 5.6.2** Work already prepared for the Core Strategy will be retained and built upon allowing it to become the central strategy of the Local Plan. Once adopted, the Local Plan will replace the Liverpool UDP (2002).

- 5.6.3** As the Local Plan is still in the examination stage, it holds little weight when determining this application as it is subject to change. However, the Liverpool Local Plan 2013-2033 Submission Draft (May 2018) will still be referenced as the document will be relevant when adopted and is considered to align with objectives of the NPPF; and therefore it is considered to carry due weight.

- 5.6.4** The following policies are considered relevant to this application:

Policy STP1: Spatial Priorities for the Sustainable Growth of Liverpool

- 5.6.5** The policy sets out that to create a robust and regionally competitive economy, including attractive residential neighbourhoods, development will be located in sustainable locations.

The proposed site for Great George Street is on previously developed land situated next to the Baltic Triangle, Chinatown and the Georgian Quarter. Its strategic location and proposal of mixed-use development, which includes residential, commercial and office provision, will ensure sustainable regional economic growth.

Policy STP2: Sustainable Growth Principles and Managing Environmental Impacts

- 5.6.6** This policy sets out that new development should seek to avoid negative impacts on the environment through the adoption of best practice to ensure sustainable growth of the city.

The proposal site for this development is on previously developed land. It aims to improve the overall well-being of existing and new users, creating a high quality public realm that will enhance social inclusion. It will also contribute to the establishment of green infrastructure through landscaping, therefore positively contributing to the environment.

Policy STP4: Presumption in Favour of Sustainable Development

- 5.6.7** Where the Local Plan does not contain policies relevant to the proposed development or relevant policies are out of date at the time of making the decision, the City Council will grant planning permission unless material considerations indicate otherwise or any adverse impacts of doing so would significantly outweigh the benefits when assessed against the policies in the NPPF.

This proposal does not produce any adverse impacts and conforms to relevant policies within the NPPF and should be considered as acceptable development throughout local and national planning policy.

Policy CC14: The Baltic Triangle

- 5.6.8** Development in the Baltic Triangle should be supportive of a mix of uses. All development should contribute to improving the public realm and environmental quality, enhance linkages to adjoining areas, respect existing character, and ensure high quality design.

The Great George Street proposal is situated on the borders of the Baltic Triangle, Chinatown and the Georgian Quarter. It will support mixed-use development including the addition of a hotel, much needed high quality office space and a mix of residential offers. A main objective of the development is to enhance the public realm and improve the well-being of existing and new users/residents. Promotion of active transport, mainly walking and cycling, will be a focus for movement in and around the site. The scale, mass and materials of the proposed buildings will complement the existing character of the Baltic Triangle and should encourage further connection between the City Centre and this area.

Policy CC15: Ropewalks

- 5.6.9** This policy details what mix of uses will be supported in the Ropewalks and states that development proposals within the area must include active uses at ground floor level.

Although the proposed site is not located within the Ropewalks, its close proximity to this character area make it beneficial that the proposals take account of this policy. As highlighted in the proposal already, the design of the scheme includes active uses at ground floor, takes a comprehensive approach to redevelopment and maximise potential links to surrounding areas.

Policy CC21: The Night Time Economy

- 5.6.10** Planning permission for night time economy uses will be granted if it is clearly demonstrated that there would be no adverse impact on residential amenity and operation of nearby businesses.

Proposals for the site include a more commercial end at Phase 3, with potential to introduce evening or night time uses. The scheme has taken this into account with its focus on Phase 2 as the primary residential portion of the site, and Phase 3 being more integrated. Therefore, adverse impact is minimal upon existing and future residents. A Noise Impact Assessment details this further.

Policy CC22: Food and Drink Uses and Hot-Food Takeaways within the City Centre and MRA

- 5.6.11** Outside the Main Retail Area (MRA), proposals for food and drink uses should demonstrate there will be no adverse impact on residential amenity or character of the local area.

As previously stated, proposals for the site include a more commercial end at Phase 3, with potential to introduce food and drink uses. The scheme has taken this into account with its focus on Phase 2 as the primary residential portion of the site, and Phase 3 being more integrated. Therefore, adverse impact is minimal upon residents.

Policy CC24: Housing Provision in the City Centre

- 5.6.12** Planning permission for residential development, both new build and conversions, in the City Centre will be provided granted it complies

with multiple indicators such as diversifying the City Centre housing offer and adequate provision for access and parking.

The proposal provides residential accommodation that will contribute to improving and diversifying the City Centre housing offer. Additionally, its design is reflective and fitting with the surrounding character. Narrowing of the main road and green landscaping will help to improve public realm and minimise sound pollution for residents and hotel guests.

Policy CC26: Protection and Enhancement of Green Infrastructure

- 5.6.13** Development proposals within the City Centre should protect areas of open space and be expected, wherever possible, to include an element of green infrastructure within the overall design of the scheme.

The proposal has green infrastructure at its core principles. Landscaping along Great George Street and interwoven throughout the site will be high quality and intentional to positively contribute to the overall design of the scheme. The development will in fact bring a much needed area of high quality public open space into the area.

Policy EC4: Culture, Tourism and Sport

- 5.6.14** Proposals which reinforce and promote Liverpool's role as centre for tourism, culture and major events and as a key destination for business tourism will be supported.

The Great George Street scheme includes a hotel, which combined with a high quality public realm, will attract more visitors towards Chinatown, the Baltic Triangle and the Georgian Quarter. The site also has the capacity to hold events in the Phase 3 commercial square.

Policy EC5: Office Development

- 5.6.15** Outside the Main Office Area, planning permission will be granted for appropriate Use Classes A2 and B1.

The proposals include provision for office development outside the Main Office Area and the applicant considers these are much needed for this area to help support the Baltic Triangle. The development looks to provide an offer which is different to what is set within the

Main Office Area and through careful design and commercial advice it is felt that these proposals are acceptable development in this area.

Policy H3: Proposals for Residential Development

- 5.6.16** Proposals for residential development of ten or more dwellings should demonstrate they provide an appropriate mix of types and sizes which reflect need and demand of the district.

The scheme includes two Phases with a mix of residential dwellings, ranging from townhouses to 3 bedroom apartments. The mix therefore reflects a variety of needs for potential users.

Policy H7: Primarily Residential Areas

- 5.6.17** Within the Primary Residential Areas designated on the Policies Map, planning permission will be granted for new housing development provided the character of the area is protected.

The site is located within the Primary Residential Area as designated on the Proposals Map. The design has carefully taken into account the surrounding area, including existing residents, and therefore will have no adverse impact on residential amenity.

Policy H12: Accessible Housing

- 5.6.18** All development proposals for new homes are to provide quality living environments for residents both now and in the future and contribute to delivering sustainable communities. Provision must meet the requirements of occupants with varied needs and allow for potential adaptations to meet changing needs of occupiers in the future.

The proposal aims to be a high quality, fully accessible and inclusive development which provides homes for people of all ages and circumstance. This is demonstrated throughout the various phases and different dwellings offered in each. The Design and Access Statement details this further.

Policy H14: New Residential Development Open Space Requirements

- 5.6.19** New residential development exceeding 10 dwellings should provide appropriate high quality new public open space.

A key principle of the proposed design is the public realm and its associated green infrastructure. This high quality design provides open space and space to dwell for residents. This development will

re-open space to the public and future residents which hasn't been accessible for several years.

Policy SP4: Food and Drink Uses and Hot-Food Takeaways

- 5.6.20** Planning permission for food and drink uses will be granted provided there is no adverse impact on residential amenity in terms of noise, customer activity, etc.

The primarily commercial Phase 3 contains provision for potential food and drink uses on the ground floor. The Noise Assessment and further detailed design will ensure mitigation against noise spillage.

Policy UD1: Local Character and Distinctiveness

- 5.6.21** Development proposals should demonstrate that a full design consideration has taken place to optimise design quality and sustainability, demonstrating the development responds to the built landscape.

The proposed site for this development is situated in a unique location in the City Centre; it is surrounded by differing character areas of the Baltic Triangle and Chinatown. The listed buildings of the Wedding House and Anglican Cathedral make the area even more distinct. Therefore, sensitive and appropriate design has been considered to complement and fit in with the existing character of the area. The massing and scaling of the scheme will not exceed that of the Cathedral to maintain the distinctiveness of the iconic building.

Policy UD2: Development Layout and Form

- 5.6.22** Development proposals should demonstrate that the layout and form have been considered fully and will optimise high quality design and sustainability.

Great George Street encompasses mixed-use development. Residential development and ground floor active frontages aim to ensure and optimise natural surveillance over the public space and promote community cohesion. The overall approach is to design and create a harmonious environment that balances the requirements for green space, privacy, safety and a fully accessible public realm. Ensuring optimum movement and connectivity in and around the site will ensure the development is sympathetic to existing home and communities.

Policy UD3: Public Realm

- 5.6.23** Public realm design should take account of the movement hierarchy of the area and prioritise pedestrians and cyclists over vehicles where appropriate.

Through careful consultation and consideration of the surrounding area, the public realm proposals seek to improve existing conditions to promote accessibility and connectivity with nearby quarters i.e. the Baltic Triangle, Chinatown and the Georgian Quarter. They additionally provide green infrastructure to make the space enjoyable for people to live, work and visit.

Policy UD4: Inclusive Design

- 5.6.24** All developments should meet the highest standards of accessibility and inclusion so that all potential users can use the development safely and easily.

The development and associated public realm has been carefully designed to allow all users to access the site safely. Further detail is provided in the Design and Access Statement as part of this application.

Policy UD5: New Buildings

- 5.6.25** All new buildings must be designed to the highest design standards based on a clear rationale and aesthetic based on the characteristics of the area.

The supporting Design and Access Statement sets out the rationale of the proposed developments and how it demonstrates high quality design. LCC and key stakeholders have been involved in the evolution of the scheme to ensure the final design is sensitive to the area and is of high quality.

Policy UD6: Tall Buildings

- 5.6.26** Proposals for tall buildings must make a positive contribution to the streetscape and skyline of Liverpool by being of the highest quality of design.

Consultation with Historic England has ensured the massing and scale of the proposed buildings does not negatively impact listed buildings in the surrounding area. The Townscape and Visual Impact Assessment and Heritage Impact Assessment submitted as

part of this application provides further detail on contribution to streetscape and skyline.

Policy UD8: Public Art

- 5.6.27** All major developments and developments proposals should accommodate public art.

The landscaping plans include enhancement of the public realm through green infrastructure and public art. There are opportunities to incorporate further public art within the development through the existing vents for the underground rail lines which cannot be removed.

Policy HD1: Heritage Assets

- 5.6.28** The City Council will support proposals which conserve or, where appropriate, enhance the historic environment of Liverpool. Policy HD1 lists a number of considerations that should be taken into account when proposals impact Heritage Assets within World Heritage Sites or Conservation Areas.

Through detailed conversations with Historic England and Liverpool City Council, the proposals are sensitive to the setting. This has been set out within the supporting Design and Access Statement and Heritage Impact Assessment.

Policy HD2: Liverpool Maritime Mercantile City World Heritage Site

- 5.6.29** The City Council will support proposals which conserve or enhance the Outstanding Universal Value of the World Heritage Site.

As stated above, detailed conversations with Historic England and Liverpool City Council has taken place to ensure that the proposed development does not adversely impact the OUV of the World Heritage Site. Through bringing this important site back into the accessibility of the public and potential residents, workers etc. we feel that some areas of the OUV is enhanced through regeneration. The Heritage Impact Assessment that supports this application details this further.

Policy GI7: New Planting and Design

- 5.6.30** All new development should make provision on site for the planting and successful growth of appropriate new trees and landscaping, including any replacement planting.

The Great George Street proposal aims to incorporate trees and landscaping, as well as inclusion of green infrastructure along Great George Street, to improve the quality of outdoor space and the overall public realm.

Policy GI9: Green Infrastructure Enhancement

- 5.6.31** Development proposals should be designed to incorporate new and/or enhanced green infrastructure of appropriate design which reflects the needs of the area.

As previously stated, the Great George Street proposal aims to incorporate trees and landscaping, as well as inclusion of green infrastructure along Great George Street, to improve the quality of outdoor space and the overall public realm.

Policy R1: Air, Light and Noise Pollution

- 5.6.32** Development proposals which are likely to have a pollution impact should demonstrate appropriate measures to avoid pollution to air, water and soil.

The Air Quality Assessment and Noise Assessment submitted as part of this application detail mitigation measures for potential pollution from this development.

Policy TP1: Improving Accessibility and Managing Demand for Travel

- 5.6.33** Development proposals should make best use of existing transport infrastructure and phased appropriately to coincide with new transport infrastructure provision. Additionally, Travel Plans should be utilised to positively manage travel demand.

A Travel Plan has been submitted as part of this application and details proposed and improved movement around the site. The proposed development is already served well by public transport routes with bus routes running along Great George Street. Additionally, multiple pedestrian access points into and through the site will be included.

Policy TP2: Transport Assessments

- 5.6.34** Development proposals should be accompanied by a Transport Statement or Transport Assessment to ensure consideration has been given to effects on the transport network.

A Transport Assessment has been submitted as part of this application and states that there will be no negative impact brought on by the development proposals.

Policy TP5: Cycling

- 5.6.35** Proposals for new development should demonstrate that they will have a positive impact on the cycling network and its users as well as provide appropriate cycle access and sufficient, secure cycle parking facilities.

A Transport Assessment has been submitted as part of this application and details cycle access and facilities provided as part of the scheme.

Policy TP6: Walking and Pedestrians

- 5.6.36** All new development proposals should demonstrate that they will have a positive impact on the pedestrian network and its users.

The new and improved public realm, including narrowing of the main road, will bring more foot traffic to the area. It will additionally ensure that pedestrians feel safer and more comfortable to use the surrounding network.

Policy TP8: Car Parking and Servicing

- 5.6.37** All new developments which generate a demand for car parking or servicing will be required to make provision to meet such demand on site, appropriate to the scale and nature of the development, in accordance with the City Council's standards.

The development will create a demand for car parking spaces which will be provided through underground parking located below the podium; servicing will also take place on this level. Both parking and servicing are detailed in the Transport Assessment submitted as part of this application.

Policy TP9: Public Transport

- 5.6.38** Public transport should be considered in the design of all development and it should be clear how the issue of ensuring public transport usage as a realistic alternative to private car trips has been addressed.

A Transport Assessment has been submitted as a part of this planning application and details provision for active travel as well as public transport utilisation.

- 5.6.39** As stated throughout this policy assessment, the proposals provide opportunities for a range of uses. Therefore, it is evident that the Submission Draft Liverpool Local Plan provides strong support for regeneration of the site through the proposed development and associated public realm.

5.7 Ensuring A Choice of Travel – Supplementary Planning Document (2008)

- 5.7.1** This document provides guidance for developers with regard to requirements for access and transport. The main objectives of the Supplementary Planning Document (SPD) are to:

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

The supporting Transport Assessment and Travel Plan has used this SPD to ensure that the scheme is correctly assessed against the set guidance. Although there will be an increase in car parking within the proposals, it is thought that the Great George Street Development will not increase traffic congestion or add any movements onto the local area, apart from servicing which will be minimal and strategically placed. Proposals submitted as part of this development will additionally improve connectivity and the public realm, thus promoting active travel for those in the area.

5.8 Design for Access for All – Supplementary Planning Document (2011)

- 5.8.1** This document highlights the key principles in designing inclusive buildings which meet the needs of all users including disabled people. The needs of disabled people should be taken into account at the earliest stages of planning a new development to ensure a fully accessible environment.

The Design and Access Statement which supports this application sets out how this SPD has been used to ensure that the proposed mixed-use development and improved landscaping allows all service users to enjoy the development. The scheme evolved with these needs in mind in order to ensure the proposed buildings and public realm are fully accessible for all.

5.9 Liverpool City Centre Strategic Investment Framework (2012)

- 5.9.1** The Liverpool City Centre Strategic Investment Framework (SIF) (2012) seeks to guide investment and business growth across the City Centre. The site falls under the ‘Creative Quarter’ designation. The SIF contains high level aspirations including reconnecting the Baltic Triangle to the surrounding area through redevelopment and opening up routes. The SIF identifies Great George Street as an opportunity for development to strengthen the neighbourhood feel of the area.

The proposals will create new public spaces and increase the site’s connectivity to the surrounding character areas. The residential led, mixed-use development will boost Great George Street as a place to live, work and visit, thus enhancing the neighbourhood feel of the area.

5.10 Baltic Triangle Development Framework (2017)

- 5.10.1** This development framework sets out the vision for the Baltic Triangle and provides context for regeneration and principles for development. It highlights the area’s rise in residential provision which has led to many independent businesses operating from commercial units at ground floor level. Pedestrian and cycle connections and identification of public greenspace is emphasised as important for increasing connectivity to the City Centre.

The Great George Street scheme contains many principles identified as desirable for future development in the Baltic Triangle. The

mixed-use development provides residential units with animation on the ground floor level; landscaping and transport proposals make provision for enhanced public realm and increased connectivity. Therefore, the proposals will create an attractive environment in line with principles for the Baltic Triangle.

5.11 Liverpool Maritime Mercantile City World Heritage Site – Supplementary Planning Document (2009)

- 5.11.1** This SPD provides guidance for protecting and enhancing the OUV of the Liverpool Maritime Mercantile City World Heritage Site, while also encouraging investment and development to secure a healthy economy. As new development within the WHS has the potential to alter visual character of the area, it is important for development brought forward to respect the network of views to, from and within the WHS.

The proposed scheme sits within the Buffer Zone of the WHS. As such, the design has evolved with careful consideration of the surrounding townscape, particularly with regard to the Grade II listed Wedding House and Grade I listed Anglican Cathedral. Consultation has taken place with Historic England, resulting in changes to the design to respect the surrounding listed buildings. A Heritage Impact Assessment and Townscape Visual Impact Assessment have been submitted as a part of this application and contain further details.

5.12 Section 106 Planning Obligations Guidance Note

- 5.12.1** This note provides guidance on the financial obligations which may be required through a S106 agreed between Liverpool City Council and the applicant. S106 agreements intend to ensure that development proposals contribute to the creation of sustainable communities and secure contributions (if required) for enhanced public realm, infrastructure and upgraded facilities.

- 5.12.2** Through additional, updated guidance within the NPPG, Local Planning Authorities are required to work with parties to promote the redevelopment of brownfield sites.

The requirement of a S106 agreement has been discussed with Liverpool City Council throughout this application process. During the determination period of the application further discussions will be held. The proposal provides enhanced public realm areas and creates better infrastructure and facilities for a wide range of users, not just residents. Through further discussions, the applicant would look to work with Liverpool City Council on a flexible approach to seek

planning obligations where necessary and take in mind the proposed contributions the scheme will have on the area.

5.13 Overall Policy Conclusion

- 5.13.1** The proposed development conforms to relevant national and local planning policies and objectives set within the adopted development plan (UDP, 2002) and the emerging submission draft local plan (Liverpool Local Plan, 2018).
- 5.13.2** The site is currently a brownfield, derelict site which cannot be accessed and is a blight on an area of high importance. The proposed development will look to bring the site back into use and will regenerate the underutilised site with high quality mixed use development. The site will also allow a better connectivity between the City Centre and the Baltic Triangle neighbourhood.
- 5.13.3** The site is in a sustainable location and considered appropriate for this size of scheme. It complies to NPPF requirements and therefore conforms to the presumption in favour of sustainable development.

6 Supporting Documentation

- 6.1.1** The list of supporting documentation needed for submission as part of this planning application was confirmed between the design team and the Liverpool City Council Case Officer via email on 6th April 2018. For further information and specific policy relating to each discipline, refer to the individual documents all submitted in this proposal. An overview of each document is as follows.

6.2 Air Quality Assessment

- 6.2.1** An air quality assessment was prepared to accompany the site proposals. The proposed development has the potential to cause air quality impacts during the construction and operational phases, particularly from proposed traffic generated by the development.
- 6.2.2** Construction effects have been assessed using the qualitative approach described in the latest IAQM guidance and it was concluded that with the appropriate best practice mitigation measures in place, there is likely to be a negligible effect from the dust-generating activities on site.
- 6.2.3** The assessment used an optimistic scenario, using the predicted 2023 vehicle emissions and background concentrations from Defra. A pessimistic case (sensitivity test) was also carried out with 2017 emissions and background concentrations used in the future scenarios.
- 6.2.4** The most likely future scenario for NO₂ concentrations is likely to lie somewhere between the optimistic and pessimistic cases. Considering this and the use of the conservative verification factor, the impact of the proposed development is considered to be not significant on local air quality.

6.3 Bat Survey Report

- 6.3.1** One statutory and two non-statutory designated sites were identified within 2km of the site boundary. None of the sites are designated for supporting bat species.
- 6.3.2** A number of dusk emergence/dawn re-entry surveys were undertaken on “Building 1 and 2” (see Bat Survey Report for further reference). Building 1 was identified as a confirmed common pipistrelle day roost; no bats were recorded emerging from Building 2.
- 6.3.3** It is concluded that prior to works which may disturb roosting bats or lead to the loss of their roosting site, that a bat mitigation license must

be obtained from Natural England for Building 1. As the site is considered to provide local value to foraging bats, it is recommended that enhancements for foraging bats are considered through landscaping and appropriate lighting design.

6.4 Daylight and Sunlight Assessment

6.4.1 An assessment of daylight and sunlight access was carried out for the proposed development. The daylight access for existing properties adjacent to the site boundaries was assessed in terms of Vertical Sky Component. The resulting values were compared against the existing condition and the condition with the scheme which currently holds outline planning permission for the site (Planning Ref 15O/1998).

6.4.2 The proposed development in general improves the daylight access for the existing properties over that achieved with the previously consented scheme, with the exception of two single-storey residential properties on Cookson Street. An assessment of the sunlight access to the gardens on Duncan Street was also carried out. The level of sunlight achieved in these gardens is similar to that achieved by the consented scheme.

6.4.3 The proposed buildings with residential accommodation benefit from generally good levels of daylight access. There are relatively few areas achieving a VSC of less than 15%, where achieving adequate daylight will be difficult.

6.5 Flood Risk Assessment and Drainage Strategy

6.5.1 A relevant Flood Risk Assessment and Drainage Strategy supports this application and includes an assessment of existing flood risk and any risk resulting from the proposed development, with regard to fluvial, groundwater, sewer and surface water sources.

6.5.2 The proposed site is located in Flood Zone 1 and therefore considered to be outside the 1 in 1,000 annual probably event fluvial / tidal flood outline. In regard to the River Mersey due west of the site, the risk of fluvial flooding is assessed to be low. Therefore, application proposals are in accordance with NPPF as the site location is suitable for all types of development.

6.5.3 Residual risk of surface water flooding will be mitigated by setting Finished Floor Levels at a minimum of 0.15 m above adjacent ground levels following re-profiling of the site. Surface water runoff from the

developed site can be sustainably managed in accordance with the NPPF and local policy.

6.6 Heritage Impact Assessment

6.6.1 This report assesses the potential impact on heritage assets and the OUV of the World Heritage Site. The report has been compiled following a number of site visits as the design of the scheme has evolved, as well as an analysis of legislation and guidance, and research undertaken through local and national archives.

6.6.2 The overwhelming assessment is that the proposal has neutral impact in most cases, and where it is on the adverse range, the viewpoints are not regarded as strategic or significant, and do not take account of the benefits of a new residential population in relation to the vitality of the area, and the advantages of restoring the density in an area where a huge amount of clearance has decimated the physical and social fabric.

6.6.3 There is no impact on OUV, as the proposal is assessed as neutral both in terms of its setting and its outstanding universal value.

6.7 Management Strategy

6.7.1 This strategy document provides explanation of how the services to the completed development will be managed. Key policy documents will be developed for all operations including but not limited to Traffic Management, Use of the Public Realm and Mobile Food and Beverage.

6.7.2 A site facilities team manager will be appointed dealing with high level management issues and employed by CBRE. There will be a 24 hour/365 days a year on-site presence, including security and a site maintenance team to deal with the 24-hour nature of the estate.

6.7.3 When events are staged, staff trained in events will be brought in to oversee. Suitably qualified contractors will be appointed under contracts with appropriately measurable Service Level Agreements and KPIs, devised to measure quality service and delivery issues.

6.8 Noise Assessment

- 6.8.1** The Noise Assessment has been undertaken relating to the proposed mixed-use development, to quantify the noise impacts at residential and commercial buildings around the site.
- 6.8.2** The dominant noise source around the site was road traffic on Great George Street, St James Street, Grenville Street and Upper Pitt Street and the measured noise levels are summarised within the report. It was confirmed that internal levels within the residential properties due to noise from the surrounding roads would need to be controlled to meet the levels presented in BS8233:2014 guidance.
- 6.8.3** Measures to control the potential impact of noise break out of the ground floor commercial units on the nearest noise sensitive properties and the first-floor apartments will be developed at construction phase.
- 6.8.4** Appropriate planning conditions can be applied to the proposed development to ensure internal noise levels compliant with LCC's requirements in the proposed accommodation are achieved, and that noise from any mechanical services plant is also appropriately controlled. Therefore, based on this assessment, noise should not be considered a determining factor in relation to any planning permission being sought.

6.9 Preliminary Ecological Appraisal

- 6.9.1** This report details the results of the Preliminary Ecological Appraisal undertaken at Great George Street. One statutory designated site was identified within a 2km radius of the site boundary—Liverpool Bay Special Protection Area—and two non-statutory designated sites were identified within a 2km radius of the site boundary. However due to the lack of complimentary habitat, connectivity and distance, it is not anticipated that there will be any impacts on the statutory designated site.
- 6.9.2** Two buildings were identified to have bat roost suitability. One building has moderate bat roost suitability and the second with low bat roost suitability. The habitat on site was identified to provide low suitability to foraging bats. Further surveys on these buildings and habitat on site are recommended.
- 6.9.3** The scattered trees and scrub provide suitable nesting opportunities for common breeding bird species. Building 2 was also observed to support feral pigeon. Any works which are likely to damage a breeding bird nest, for example vegetation clearance or building demolition, should

be carried out outside of the bird nesting season (bird nesting season runs March – August inclusive). It is recommended that any removal of trees or scrub on site are replaced using species of local provenance, where practicable.

6.10 Geotechnical Report

6.10.1 This site appraisal is intended to provide information that will assist decision-making by identifying potential ground engineering and contamination issues. This report was submitted originally with the original outline consent (Planning Ref 15O/1998) for this site. It was confirmed with the Case and Environmental Health Officer that this report is still valid and relevant and can therefore be referred to and used as part of this new application.

6.10.2 This report was produced for the southern area of the site, and included a summary Phase I Desk Study, intrusive investigation, chemical analysis, geotechnical testing, risk assessment and recommendations. The site appraisal has shown the site is should be suitable for the proposed development, assuming compliance with all the recommendations contained within the report.

6.11 Transport Assessment

6.11.1 A Transport Assessment was prepared within this application for the proposed Great George Street development. Sustainable travel was investigated in this report, and as it was concluded that the majority of trips will be concentrated within Liverpool City Centre, this creates significant opportunities for sustainable travel.

6.11.2 The proposals include 439 car parking spaces; 26 of which are intended for hotel use, 41 for commercial use and the remaining for residential use. Additionally, 5% of spaces (22 spaces) will have vehicle charging facilities.

6.11.3 There will be a minimum of 300 covered and secured cycle parking spaces within the basement of the development, as well as scope to include CityBike within the public realm.

6.11.4 The development will benefit from a host of public realm upgrades including: an off-carriageway cycle lane, additional loading bays, two new pedestrian crossings, raised table traffic calming measures, and footway material upgrades surrounding the site.

6.11.5 It is understood that traffic generated from this development will not cause any additional saturation or queueing concerns that do not already exist with the addition of traffic growth by 2023.

6.11.6 The junction upgrades for Great George Street and St James Street have been modelled using LinSig as part of the mitigation measures. The proposed mitigation to improve the functionality of the Berry Street/Duke Street junction and the Great George Street/Upper Parliament Street junction include amending cycle timings, pedestrian stages and potential upgrades to signal co-ordination in the city centre.

6.11.7 This report concludes that the transport demand generated by this development can be accommodated on the local road, train, bus, cycling and walking networks. The proposed public realm improvements will further enhance the quality of the highway in the area and encourage sustainable travel in line with local and national policy.

6.12 Travel Plan

6.12.1 The Framework Travel Plan sets out aspirations of the developer to encourage alternative travel to single-occupancy car journeys, as one of the ways to reduce the environmental impact of the development, and to ensure that residents, visitors and staff at the commercial units at the site have access to and a choice of, a range of travel options. The document should be read in conjunction with the Transport Assessment.

6.12.2 Prior to site occupation, a Travel Plan Co-ordinator should be appointed to implement day-to-day running of the Travel Plan and to chair the Travel Plan Steering Group (TPSG). The TPSG will agree to a monitoring framework to measure the effectiveness of existing measures in relation to achieving Travel Plan targets. Sustainable travel will be actively encouraged.

6.13 Townscape and Visual Impact Assessment

6.13.1 This report assesses the likely significant effects of the proposed development during the construction and operational phases with respect to townscape and visual amenity.

6.13.2 A three-stage assessment process has been adopted. Firstly, the nature of receptors (sensitivity) was assessed, and secondly, the nature of the effects (magnitude) likely to result from the proposed development was

assessed. From this, the overall significance of the identified effects on receptors have been assessed.

6.13.3 The design proposals have been formulated through a lengthy iterative process involving environmental assessment and consultation. This process has allowed site constraints and opportunities to directly influence development proposals. As a result, mitigation measures form part of the detailed design and are embedded within it.

6.13.4 The proposed development is predicted to have a beneficial effect on all the townscape receptors at the operational stage considered as part of this assessment. Reinstatement of a clear range of uses, a legible network of high quality streets and spaces which are well overlooked and activated at street level will positively enhance the site, signpost regeneration at what is a key node, and positively enhance the immediate context by providing new linkages and destinations. The proposed development also proposes works to Great George Street to facilitate movement and access, and the reinstatement of Great George's Place to the south.

6.14 Wind Assessment

6.14.1 This report contains a qualitative assessment of the likely wind conditions around the proposed development. It outlines the overall methodology and the use of the Lawson Comfort Criteria to describe the expected on-site wind conditions. The assessment is based upon analysis of meteorological conditions for Liverpool, adjusted to the site, and a review of the scheme drawings in the context of the meteorological data.

6.14.2 The majority of thoroughfare areas are expected to be suitable for the intended use; however, the narrow spaces between Phase 1 and Block 2A and between Blocks 2B and 3A are expected to have windier than required conditions and occasional strong winds exceeding the 15m/s safety threshold.

6.14.3 Example mitigation measures have been discussed within the report and with the implementation of these measures, it is expected that wind conditions in and around the proposed development would be suitable for the intended uses.

6.15 Summary

6.15.1 The preceding overviews provide a high level summary of information contained in the supporting documentation. As previously stated, detailed information concerning each discipline can be found within the individual documents. The above pick up on a number of principal issues that are relevant to assessing this application which include:

- Principle of development, scale and massing;
- Residential amenity;
- Landscaping and open space;
- Heritage;
- Microclimate;
- Transport, access and highways impact;
- Servicing;
- Ecology;
- Flood Risk and Drainage; and
- Microclimate.

6.15.2 The supporting documentation generally conform to all relevant planning policy, discussed previously within this Planning Statement and each report concludes that the development would not adversely impact on the existing site. The associated documentation collectively provides strong support for the development of these proposals.

7 Conclusion

7.1.1 This planning statement sets out the development proposals, the process the design team have gone through and provides an overview of the relevant planning policy framework this application will be assessed against.

7.1.2 Section 5 and 6 helps summarise arguments in favour of the proposed development through policy compliance and setting out the benefits of the development. The development conforms with the current and emerging local development plan and relevant guidance notes and SPDs. The principle of development is therefore considered acceptable in this location and will bring a number of benefits to the area which include:

Strategic Benefits

7.1.3 Through the NPPF, sustainable development is one of the main Government objectives when it comes to planning applications and new infrastructure. This development is situated on vacant brownfield land and will look to utilise this plot of land to create a high quality mixed-use development within an accessible and unique location to the City Centre which will not generate any additional vehicular traffic.

7.1.4 The proposed high quality mixed use development and public realm intends to attract a mix of visitors that will add to the already vibrant City Centre especially within the Baltic Triangle. This will give the potential to bring positive benefits across Liverpool with this new development opportunity.

Physical Benefits

7.1.5 The improved public realm works will reinvigorate this area of the City allowing residents and visitors to enjoy the space through high quality design that will reshape the streetscape with an increased focus on pedestrians and cyclists and improved hard and soft landscaping.

7.1.6 The proposed ground floor active frontages will give the existing site a welcoming and exciting new lease of life and will promote activity in this currently underused area between the Baltic Triangle and Chinatown.

7.1.7 Narrowing of the main road combined with green landscaping and a linear park along the edge will decrease the volume of vehicular traffic and improve noise and air pollution, as well as improve the safety for existing and new residents. Prioritising pedestrians and cyclists over private vehicle users will enhance the connectivity with the surrounding

areas and improve the overall health and well-being of residents and visitors in the area.

Socio-Economic Benefits

7.1.8 The new development will better connect the site to surrounding areas increasing footfall to the Baltic Triangle and Chinatown. There will be a mix of ground floor use classes, promoting a space that people can enjoy.

7.1.9 It also has the capacity to display public events and exhibitions which would bring further visitors and nearby residents into the area both in the day-time and night-time.

7.1.10 A hotel development and high quality office space will provide employment through staffing. Additionally, inclusion of a hotel within this development also increases the likelihood of visitor expenditure which would be put back into the local economy.

Summary

7.1.11 Discussions have been held with LCC planning officers as well as relevant stakeholders which has allowed the development to positively evolve, taking account of comments received where relevant.

7.1.12 The proposals will help reinvigorate an area close to the Baltic Triangle which is currently vacant and has poor quality landscaping, inaccessible to the public. The site will help interact with all service users and provide a welcoming feel to the wider surrounding areas and a better connection with the City Centre.

7.1.13 Supporting documents within the planning application help set out how the proposals will bring benefit to the area and will not negatively impact on vehicular movements or the historical setting or significance of the nearby listed buildings or the OUV.

7.1.14 The NPPF shows there is a “presumption in favour of sustainable development”. The proposals are consistent with the core principles set out within the NPPF and local planning policies. It will help regenerate a strategic area of Liverpool with a high quality, mixed use area and therefore, should be granted full planning permission.