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Report

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Planning Statement

Former Greenhill Nursery, Nursery Lane, Liverpool

Morris Homes North Ltd

July 2014



CONTENTS

1. Introduction.....	1
2. Planning Policy Context	2
3. The Site and Surrounding Area	5
4. The Site is Suitable for Residential Development.....	7
5. The Presumption in Favour of Sustainable Development Applies.....	11
6. The Redevelopment is Sustainable	14
7. Conclusion	20

APPENDICES

Appendix 1	Site Development Brief
Appendix 2	LCC Pre-application Response
Appendix 3	SHLAA Assessment of the Site

1. Introduction

- 1.1 This Planning Statement is prepared by GVA on behalf of Morris Homes North Ltd (“the applicant”). It aims to assist Liverpool City Council (LCC) in its consideration and determination of the accompanying full planning application for the residential development of land at the former Greenhill Nursery, Greenhill Road, Liverpool (“the site”).

The Planning Application

- 1.2 This Statement accompanies a full planning application which seeks detailed planning permission for the development of the site to provide 83 dwellings (Use Class C3), including associated infrastructure and landscaping (“the application proposals”).
- 1.3 The accompanying Design & Access Statement (DAS) provides a detailed description and assessment of the proposed development. This Statement reviews the application proposals against the key planning policy tests.

Background

- 1.4 The site was previously under the ownership of LCC and a private vendor. A Development Brief¹ was prepared to market the redevelopment opportunity provided by the site (see Appendix 1) and the applicant subsequently secured control of it in 2013. The applicant subsequently entered into pre-application discussions with LCC regarding the redevelopment of the site and a formal pre-application response was provided in January 2014 (see Appendix 2). This Statement draws upon the advice and feedback provided in that response where relevant, but, at the outset we highlight that the response confirmed that “...*the principle of a residential development in this location is acceptable*...”.
- 1.5 There is no planning history of relevance to the current application proposals.

¹ *Residential Development Opportunity – Development Brief: Former Greenhill Nursery, 2020*
Liverpool

2. Planning Policy Context

- 2.1 This Section identifies the key planning policies against which this application should be determined.

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) (March, 2012) states that the achievement of sustainable development should be at the heart of decision-taking.

Sustainable Development

- 2.3 The NPPF emphasises that there should be a **presumption in favour of sustainable development**. In respect of the determination of planning applications this means:

- Approving development proposals that accord with the Development Plan without delay; and
- Where the Development Plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - o Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - o Specific policies in this Framework indicate development should be restricted."

- 2.4 Local Plans should have a presumption in favour of sustainable development '*so that it is clear that **development which is sustainable can be approved without delay***' (paragraph 15). A Local Plan without this provision is considered to be out-of-date.

Up-to-Date Plan

- 2.5 Paragraph 215 sets out the weight that can be given to policies in pre-existing plans;
- 2.6 "*... due weight should be given to relevant policies in existing plans **according to their degree of consistency with this framework** (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).*"

- 2.7 It follows that where policies do not accord with the NPPF that they can be given no weight in decision-taking.

Five Year Housing Land Supply

- 2.8 Paragraph 47 of the NPPF states that local planning authorities (LPA) are required to **boost significantly** the supply of housing. In order to achieve this LPAs must:

- Use their evidence base to ensure that their Local Plan meets the **full, objectively assessed needs for market and affordable housing** in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;
- Identify and update annually a supply of **specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements** with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land.

- 2.9 Paragraph 49 states:

"Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites."

Planning Practice Guidance

- 2.10 On 6th March 2014 the Government published the Planning Practice Guidance (PPG) in its final form and it is a material consideration in the determination of planning applications. It replaces numerous other guidance documents which have now been withdrawn. The PPG provides a wide range of guidance about all aspects of the planning system which is a material consideration in the determination of planning applications. It is not proposed to attempt to summarise the content of the PPG here;

however, key elements of it will be referred to throughout this Statement where relevant.

Local Planning Policy

Unitary Development Plan

- 2.11 The saved policies of the Unitary Development Plan (UDP; November 2002) comprise the Development Plan for the City. Irrespective of our view regarding the weight which should be provided to specific policies of the UDP, the purpose of the table below is to identify those policies which may be of relevance to the determination of the accompanying planning application.

Policy Reference	Description
HD18	General Design Requirements
H4	Primarily Residential Areas
H5	New Residential Development
OE14	Open Space in New Developments

Table 2.1: Saved policies of the UDP

- 2.12 The above policies will be referred to where relevant throughout this Statement.

The Emerging Local Plan

- 2.13 LCC was previously preparing a new Core Strategy (CS) to replace the UDP. This reached the 'submission draft' stage² in 2012. However, the preparation of the CS has now been abandoned in favour of the preparation of a comprehensive Local Plan (LP). Given that a) the emerging CS has been abandoned and b) that no consultation has been undertaken in respect of the LP (which remains at an early stage), neither the CS nor the LP can be afforded any weight in the determination of the accompanying application.

² *Submission Draft Liverpool Core Strategy*, Liverpool City Council (2012)

3. The Site and Surrounding Area

- 3.1 This Section provides a factual description of the site and its surroundings. The current status of the site and its suitability for redevelopment is discussed in the following Section.

Site Description

- 3.2 The site, which is approximately 2.66ha in size, is located to the north east of Long Lane Recreation Ground in Garston, Liverpool. The accompanying site location plan identifies the precise location and extent of the site. It is bounded:

- To the north by Greenhill Road;
- To the south by Nursery Lane;
- To the east by Long Lane; and
- To the west by an operational rail line.

- 3.3 The site was previously operated as a nursery, but it has been vacant for several years and is now semi-derelict. The site is mainly flat, with a slight incline up to Greenhill Road, which comprises the main access. The site is:

- Located within Flood Zone 1, the area which experiences the lowest risk of potential flooding via tidal or fluvial sources;
- Not designated for its geological or biological importance;
- Does not contain any nationally significant designations (such as National Park, Scheduled Ancient Monument); and
- Is not designated for its landscape quality or importance.

Surrounding Context

- 3.4 The site is located approximately 7 miles to the south east of Liverpool City Centre and less than 1km from the Liverpool South Parkway Transport Hub.
- 3.5 Residential development surrounds the site on three sides (north, west and south), whilst the Long Lane Recreational Ground is located on the fourth side (east). The

surrounding area is therefore primarily residential in nature. It consists of predominantly ex-Council Houses which are currently either in private ownership or managed by Registered Social Landlords (RSLs).

4. The Site is Suitable for Residential Development

4.1 This Section discusses the suitability of the site for residential development.

Site Regeneration

4.2 The site was previously operated as a nursery and garden centre, but has been vacant for several years. The site still displays extensive evidence of its previous use, including numerous empty glass houses and ancillary buildings, as well as various concrete hardstandings and other urbanising features. Glass houses which were previously located at the north west of the site have been demolished. The site is currently in a state of disrepair and many parts of it are overgrown.





- 4.3 In accordance with the definition of 'previously developed land' (PDL) at Annex 2 of the NPPF, it is considered that the entire site is comprised of **brownfield land**. It is occupied by derelict permanent structures and fixed surface infrastructure, such as hardstandings, roads and other urbanising features; other land around the periphery of the site is located within the overall curtilage.
- 4.4 Given its previous use and its status as brownfield land, the site is demonstrably suitable for redevelopment. Indeed, it offers an excellent opportunity to remediate and redevelop a derelict and hazardous eyesore. One of the Core Planning Principles of the NPPF (paragraph 17) is to encourage the effective re-use of sites such as this one. The redevelopment proposals are therefore in accordance with the aspirations of the NPPF.

Suitability for Residential Re-Development

UDP Policy

- 4.5 The site and its surroundings are designated as a "Primarily Residential Area" by saved Policy H4 of the UDP. H4 states that, within this area, planning applications for residential development will be permitted provided that they satisfy other relevant policies. The UDP therefore establishes the principle of development – and indeed of

residential development – at the site. This is confirmed by LCC’s pre-application advice (see paragraph 1.4 above) to the applicant.

SHLAA Assessment

4.6 LCC’s most recent Strategic Housing Land Availability Assessment (SHLAA) was published in August 2013³. The SHLAA undertook an assessment of the site (SHLAA reference 304; see Appendix 3) which identified that it is suitable for residential development in principle. Indeed, the SHLAA concluded that the site is developable in years 6 to 10 and that:

- It provides a suitable location for development now; and
- It is considered achievable with a reasonable prospect of housing being delivered within 5 years.

4.7 The SHLAA identified that the site is developable rather than deliverable on the basis that it “faces availability constraints”. The acquisition of the site by the applicant and the submission of the accompanying planning application clearly demonstrate that the site is now available. As such, it is our view that the site should be considered **deliverable within years 0 to 5**.

Site Accessibility

4.8 Long Lane, which is immediately adjacent to the western boundary of the site, is well served by bus routes which provide direct and regular access to destinations including Liverpool City Centre, the Allerton Road retail area, the North Mersey Retail Park and Liverpool John Lennon Airport. The site’s location within the local road network also provides easy access to the national strategic road network. The site is also within walking distance of the Liverpool South Parkway Transport Hub, which is approximately 700m to the south-east of the site; this provides rail services to Liverpool City Centre and destinations throughout the UK.

4.9 The site is also located within an established residential area and is therefore within walking distance of a range of local services and facilities, including:

- Garston Lifestyles Centre – 300m

³ *Liverpool SHLAA Update 2012: Final Report*, LCC (August 2013)

- Gilmore Infant School – 450m
- Lloyd's Pharmacy – 700m
- Park's Veterinary Surgery – 700m
- Tesco Express – 1,200m

4.10 It is therefore considered that the site is in a demonstrably sustainable location which is accessible via several modes of transport, including sustainable transport.

5. The Presumption in Favour of Sustainable Development Applies

5.1 Paragraph 14 of the NPPF sets out that the Presumption in Favour of Sustainable Development, which is the key policy at the heart of the NPPF, applies in the determination of planning applications where:

5.2 *"...the development plan is absent, silent, or relevant policies are out-of-date..."*

5.3 The Presumption in Favour of Sustainable Development applies to the determination of the current planning application because of two distinct reasons:

- The status of the Development Plan; and
- The 5-year housing land supply situation.

5.4 Both of these issues and their implications for the determination of the planning application are discussed below.

Status of the Development Plan

5.5 The UDP was adopted over a decade ago in November 2002. Its policies in respect of housing supply were intended to facilitate the delivery of new homes between 1985 and 2001. It is therefore clear that the plan period, at least in respect of housing supply, ended many years ago and that the UDP is therefore time-expired. The NPPF makes clear that local Development Plan policies can only be afforded full weight if, among other things, they have been prepared in accordance with the Planning and Compulsory Purchase Act 2004. This is clearly not the case with the UDP.

5.6 The result is that that housing supply policies of the UDP are demonstrably out-of-date and the Presumption in Favour of Sustainable Development is engaged.

The 5-Year Housing Land Supply Situation

5.7 The NPPF states at paragraph 49 that:

"Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites."

- 5.8 Mindful that the North West RSS has been revoked and that there is no up-to-date development plan which aims to deliver new homes for the current period, there is no up-to-date housing requirement for the City. In such circumstances, recent legal decisions have established a precedent that the correct way to establish the 5-year housing land supply position is to compare the deliverable housing land supply against an assessment of full, objectively assessed needs. In this regard, the recent submission draft CS identified a need to deliver **10,695 dwellings** over the 5-year period. Whilst the CS itself can be given no weight (see paragraph 2.13 earlier), the evidence which underpinned the housing requirement remains of relevance.
- 5.9 It is GVA's view that, in line with paragraph 47 of the NPPF, a 20% buffer must be applied to the 5-year requirement to account for persistent under-delivery. This view is reached mindful that LCC's most recent Annual Monitoring Report (AMR) sets out that between 2003/04 and 2011/12:
- A total of 12,252 dwellings (net) were delivered against a requirement for 17,750 dwellings (net), equating to a **cumulative shortfall of 5,298 dwellings (net)**; and
 - The number of housing completions only exceeded the requirement in two of the nine years.
- 5.10 In addition, numerous appeal decisions and high court decisions have concluded that past undersupply should also be added to the 5-year requirement, such that needs which have been unmet in previous years are met as soon as possible in future years. The 5-year requirement for the City is therefore **18,132 dwellings** when both a 20% buffer and past undersupply are accounted for (10,695 + 20% + 5,298 shortfall).
- 5.11 LCC's most recent SHLAA³ identified a deliverable housing land supply of 11,989 dwellings, including a substantial windfall allowance⁴. When compared to the above requirement, this supply is equivalent to just **3.31 years supply**. It is therefore our view that LCC does not have a 5-year housing land supply.

Implications for the Determination of the Application

5.12 The accompanying application must be determined in accordance with the Presumption in Favour of Sustainable Development. This means that planning permission must be granted unless:

- Doing so would result in significant and demonstrable adverse impacts; **and**
- The adverse impacts will outweigh the benefits of the application proposals.

5.13 Following the conclusions of the previous Sections that the site is in need of remediation and is a suitable and sustainable location for residential development, the following Section of this Statement is concerned with the following question – is the proposed redevelopment sustainable?

⁴ The applicant reserves the right to provide further comments in respect of the deliverable housing land supply.

6. The Redevelopment is Sustainable

- 6.1 This Section highlights that the redevelopment of the site will help to meet a shortfall in the housing land supply and will deliver affordable homes for those in need. Both of these issues are material considerations of significant weight in the determination of the grant of planning permission.

Social Sustainability

Meeting Housing Needs

- 6.2 Mindful of the above conclusion that there is a shortfall of deliverable housing land, the application proposals will provide much needed new homes and will help to reduce the substantial housing land shortfall. Moreover, data from the 2011 Census showed that there is a low rate of home ownership in Liverpool; only 46.94% of households own a home in the City, compared to 64.51% across the North West and 63.34% across England. The delivery of new homes is therefore a material consideration of significant weight in favour of the grant of planning permission.
- 6.3 The application also includes 16 smaller homes which will be sold at lower cost than the majority of the dwellings on site. These will therefore help to increase the rate of homes ownership amongst lower income households in the City.

Economically Sustainability

- 6.4 The NPPF states that there are three elements to sustainability - social, economic and environmental. Moreover, the NPPF requires LPAs to respond positively to opportunities for economic growth and, at paragraph 19, states that:

*“The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore **significant weight** should be placed on the need to support economic growth...”*

- 6.5 In addition to the above, the Localism Act 2011 establishes that local finance considerations are a material consideration in the determination of planning applications.
- 6.6 An assessment of the economic benefits of the residential re-development proposals has been undertaken and is set out in detail in the accompanying Economic Statement. In summary, these benefits include:
- A total capital investment associated with the construction of the new dwellings of approximately **£6.15m**;
 - **159** new full time local jobs during the construction period;
 - Between **£868,000 per annum** of additional spending power;
 - **£790,000** in New Homes Bonus payments to NTC.
 - **£143,000** in additional annual Council tax payments.
- 6.7 The development will therefore deliver numerous economic benefits, providing a boost to the local economy and new employment opportunities. These economic benefits add significant weight in favour of the planning application and it is clear that the application proposals are sustainable in economic terms.

Environmental Sustainability

- 6.8 A range of specialist technical assessments regarding the site and the proposed residential development accompany the planning application. A summary of their conclusions regarding the impact of the proposals is provided in this Section.
- 6.9 The design of the proposed redevelopment and its accordance with relevant Development Plan policies (such as HD18 'General Design Requirements' and H5 'New Residential Developments') is considered within the accompanying Design and Access Statement.

Landscape and Trees

- 6.10 The site is not subject to any statutory or local landscape designations and is not therefore recognised as having a significant landscape quality. Moreover, given that the site comprises existing buildings, hardstandings, roads and other urbanising

features which have established an existing development “footprint”, the proposed re-development does not give rise to any issues associated with the merging of settlements or the encroachment of residential development into the countryside.

- 6.11 The applicant acknowledges that some trees will be removed as part of the remediation and redevelopment of the site. However, almost all of the trees to be removed are category C or lower and are therefore not of significant retention value, with the exception of three category A trees and a group of category B trees/shrubbery at the north of the site. In almost all cases, the removal of these trees is an unavoidable consequence of the redevelopment of the site, and the majority of the higher value trees and shrubs will be retained.
- 6.12 Moreover, a landscaping scheme will be delivered alongside the proposed re-development. This comprises **new areas of shrub and tree planting** (see the accompanying DAS for further discussion). In particular, new shrubs and trees will be planted within and adjacent to the site. This will help to reduce its visual impact upon the surrounding landscape and offset the harm resulting from the removal of some existing trees. The landscaping strategy as a whole will deliver significant environmental improvements at the site, creating new areas of habitat and increasing biodiversity.

Open Space

- 6.13 The site is immediately opposite the Long Lane Recreation Ground, to the west of the site. As such, it is considered that future occupants at the site will enjoy a high degree of access to a substantial area of open space, which offers leisure and recreation opportunities in very close proximity to the new homes.
- 6.14 Notwithstanding, it is acknowledged that saved Policy OE14 requires the provision of new open space alongside new homes. In the event that such provision is necessary (mindful of the close proximity of the recreation ground), such provision can be dealt with via an off-site contribution and will be discussed with LCC prior to the determination of the application.

Ecology

- 6.15 An Extended Phase 1 Habitat Survey of the site has been undertaken and is submitted alongside the planning application. Mindful that the site comprises brownfield land,

the Survey has identified that the majority of habitats at the site are not of high ecological value. Some small areas including scrub and semi-improved grassland are present at the site, but these are not considered to be an obstacle to development. There are no statutory ecological designations at the site.

- 6.16 No protected species were identified within the application site. It is therefore considered that the proposed re-development will not have a significant adverse impact upon the biodiversity of the site or the surrounding area.

Noise

- 6.17 Paragraph 109 of the NPPF sets out that, among other things, the planning system should new development should prevent new development from contributing to – or experiencing – unacceptable levels of noise pollution. An Acoustic Survey has been undertaken by Peninsular Acoustics. There is a need for mitigation for some of the new homes at the site due to the location of the rail line. However, the Acoustic Survey concludes that:

- Good levels of noise can be achieved in all ground floor living rooms using ‘standard’ thermal double glazing in windows; and
- The installation of acoustic glazing in the bedrooms of plots which experience external noise in excess of 45dBA.

- 6.18 It is therefore considered that the new homes at the site will not experience a harmful level of noise pollution.

Transport

- 6.19 The NPPF states at paragraph 32 that:

*“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are **severe**.”* (emphasis added)

- 6.20 A Transport Assessment (TA) of the proposed development has been undertaken. This sets out the findings of traffic surveys undertaken of the local highway network and assessment of the impact of the proposed re-development. It concludes that, *inter alia*:

- The site has a good level of accessibility by non-car modes of transport. Pedestrian and cycle infrastructure in the area is good, and the site is located within walking distance of various local facilities, employment opportunities and schools. There are also bus stops and a well-connected railway station within easy walking distance;
- The site will be accessed via a new priority junction provided on Greenhill Road; and
- The proposed redevelopment will generate 31 and 35 two-way vehicle movements during the AM and PM peaks respectively. This equates to **just over one vehicle movement every two minutes, on average, during the peak hours**. The impact of this on local highway network will be minimal and it is forecast that relevant junctions will operate well within operational capacity.

6.21 It is therefore considered that the proposed redevelopment is acceptable in terms of its accessibility, means of access and impact on the local highway network.

Flood Risk and Drainage

6.22 The Environment Agency Flood Map shows that the site is located entirely within Flood Zone 1. It therefore has the **lowest probability of flooding** and is considered appropriate for residential development. In addition, there is no risk of flooding from other sources such as sewers, groundwater, land or other artificial sources.

6.23 A detailed Flood Risk Assessment has been undertaken and accompanies the application. It confirms that the proposed redevelopment will not increase the risk of flooding associated with surface water run-off. This is because the surface water run-off rates will be restricted to those experienced at present by the installation of new drainage infrastructure.

Ground Conditions

6.24 A Desk Study Report has been undertaken in respect of the ground conditions at the site. Mindful that the site is brownfield, these have identified that there is a "low/moderate" risk that some remedial action will be required at the site and that further investigatory work is required prior to the commencement of the proposed redevelopment. It is considered that the redevelopment of the site is therefore

acceptable subject to the remediation of the land, which can be secured via the use of an appropriately worded condition in the event that planning permission is granted.

Summary

- 6.25 It is clear that the site is currently of low environmental value. The assessments discussed above identify that the re-development of the site will not result in any significant adverse environmental impacts. Whilst the re-development will result in the loss of some trees – albeit only a small number of which are of higher retention value – this is an unavoidable result of the remediation of the site. Moreover, it is considered that the adverse impacts are not significant mindful of the mitigation works proposed and given that the re-development will deliver a range of environmental enhancements to the site which will improve its overall environmental quality, resulting from the remediation of a piece of brownfield land. It is therefore clear that the proposed residential re-development of the site is **sustainable**, particularly given the social and economic benefits which will also be delivered.

7. Conclusion

7.1 This Statement has set out the re-development proposals and assessed them against relevant planning policy and other material considerations. The following key conclusions can be made:

- The site is entirely brownfield, in accordance with the NPPF definition, and is comprised largely of semi-derelict buildings, roads, concrete hardstandings and other urbanising features, as well as areas of scrub and grassland. The re-development of the site will therefore achieve one of the core aims of the NPPF;
- The site is vacant and the remaining buildings are in a state of disrepair. There is therefore a compelling need to remediate the site to deliver environmental improvements;
- The site is suitable for residential re-development in principle. This is confirmed by the site's designation within a 'Primarily Residential Area (UDP Policy H4) and its assessment as "suitable" by LCC's SHLAA. The site is sustainably located in terms of access to a range of services and facilities, and is accessible via sustainable modes of transport;
- The application must be determined in accordance with the NPPF's **Presumption in Favour of Sustainable Development**, which is the key determinative policy for the application. This is because:
 - The extant **development plan is both time-expired and out-of-date**; and
 - NTC is **not able to demonstrate a 5-year housing land supply**;
- The proposed development is **sustainable** and there are no significantly adverse impacts which justify the refusal of the application.

7.2 In particular, the proposed residential re-development of the site:

- Is **socially sustainable**, in that it will help to address the shortfall of deliverable housing land and will help to meet needs for both market and affordable homes in the Borough;

- Is **economically sustainable**, in that it will deliver a range of economic benefits – including new jobs, investment and spending in the local economy – which are a material consideration in favour of the approval; and
- **Will not result in any significant environmental impacts**. Whilst there will be some harm associated with the loss of trees, these impacts are:
 - a) the **inevitable and unavoidable** result of the remediation and redevelopment of the site; and
 - b) **are not significant**, particularly given that **mitigation works** are proposed to help offset the harm.

7.3 In conclusion, the application proposals comprise sustainable development which will achieve one of the Government's core aims – the remediation and re-development of brownfield land. The proposed residential re-development accords with relevant saved policies of the UDP and will help to meet the Borough's housing needs, whilst delivering economic and environmental benefits. In accordance with the Presumption in Favour of Sustainable Development, the application should be approved without delay.

APPENDICES

APPENDIX I

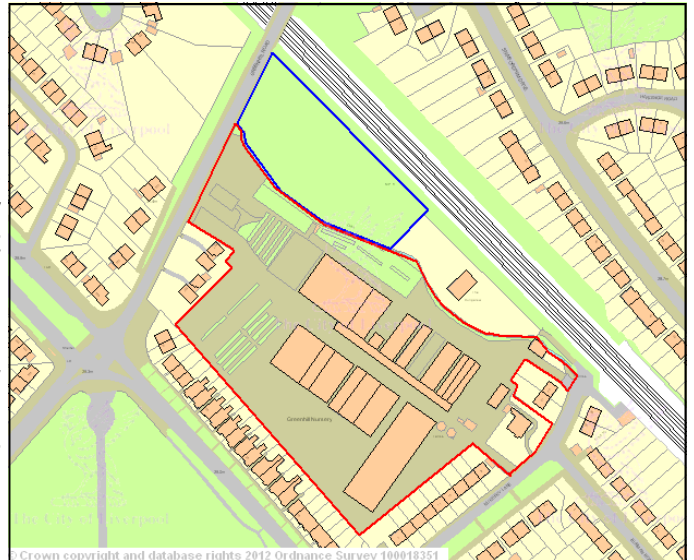
Site Development Brief

Former Greenhill Nursery, Nursery Lane, Liverpool L19 6PR

1. Physical Context

Site Location

The former Greenhill Nursery site is located to the North East of Long Lane Recreation Ground in Garston. It is bounded to the North by Greenhill Road, to the South by Nursery Lane, to the East by Long Lane, and to the West by the operational railway line Weaver Junction – Liverpool. The Railway and adjacent land is owned by Network Rail, and their comments are included below. The site is approximately 7 miles south east of Liverpool City Centre, and less than 1 km from the Liverpool South Parkway Transport Hub. The immediate area is a primarily residential area, aside from Long Lane Recreation Ground to the West of the site. The area consists of predominantly ex council housing stock which is either in private ownership or managed by Social Landlords



The Western part of the site abuts Long Lane, Garston which is well served by bus routes to the rest of the City including Liverpool City Centre. Routes north lead through the Allerton Road Retail area to Queens Drive (A5058), and the National Motorway network. Routes to the South give access to the North Mersey Retail Park, Liverpool John Lennon Airport, and Speke Boulevard (A561) which gives access to the Run-corn Bridge and the National Motorway Network. The Liverpool South Parkway Transport Hub provides excellent rail links in to Liverpool, and to the rest of the UK via the National Rail Network.

Site Description

The site is in the main rectangular, running north west from its boundary with Nursery Lane to Greenhill Road. The northern, southern and western boundaries of the site abut the rear gardens of residential properties in Nursery Lane, Greenhill Road, and Long Lane. The Eastern boundary is adjacent to the Railway Line

The site is mainly level with an incline up to Greenhill Road, which provides the main access to the site. There is also a gated vehicular and pedestrian access point at Nursery Lane.

The total site area is approximately 6.56 Acres and comprises two adjacent plots of land – one owned by the Council (2.16 Ha), and the other in private ownership (0.5 Ha). The site will be disposed of as one development site.

The main part of the site contains a number of empty glass houses and ancillary buildings. The glass houses on the north western part of the site have been demolished. The site has not been fully utilised over recent years, and large parts of the site are overgrown.

Site Constraints

The site is designated as a primarily Residential Area in the adopted Unitary Development Plan (2002), and therefore a residential use would be acceptable.

Weaver Junction – Liverpool Railway Line

Any proposal next to the operational railway has the potential to impact upon the safety and performance of the railway line. Therefore, Network Rail has made detailed comments which need to be considered and actioned to ensure that no works on site, or any works in the future for maintenance purposes, detrimentally impact the railway.

Details of the Network Rail requirements are included in an information pack.

Flood Risk Information

The City Council has contacted the relevant bodies to ascertain any potential flood risk issues. Details will be included in the information pack, however, for further information, it is recommended that Bidders contact Laura Gilmore in the first instance at laura.gilmore@liverpool.gov.uk.

Greenhill Road Boundary

Erosion to the embankment slope at Greenhill Road has been identified which is threatening the stability of the highway and could potentially impact on the development and public safety. The immediate concern relates to a large tree near the top of the embankment (the roots of which uplift the blacktop footway). Careful consideration and assessment therefore is essential, and there will be a requirement to ensure that the embankment maintains and supports the stability of the highway.

2. Local Authority Context

2.1 Unitary Development Plan (UDP) 2002

The immediate areas to the north, south, and west of the site are designated as primarily residential areas, with the immediate area to the East a railway line. The primary planning considerations associated with this site are the requirements for New Residential Development, and the impact of the adjacent railway line.

Relevant policies relating to new residential development include Policies H4, H5, and HD 18 which states that –

Policy H4

Within the Primary Residential Areas defined on the Proposals Map, planning permission will be granted for new housing development that satisfies other Plan policies

Policy H5

Planning permission will be granted for new residential development which accords with the provisions of policies HD18 on General Design Requirements, and OE14 regarding the provision of new open space.

Policy HD18:

General Design requirements will include the following:

- (i) The scale, density, massing, building lines and layout of the proposed development should relate well to its locality, and,
- (ii) There is no severe loss of amenity or privacy to adjacent residents and there are adequate arrangements made for pedestrian and vehicular access and for car parking.

It will also be necessary to have regard to **Policy HD22: Existing Trees and Landscaping**.

2.2 Ensuring a Choice of Travel Supplementary Planning Document (SPD)

This SPD has been developed in partnership with the Merseyside Local Authorities and Merseytravel in order to provide consistent guidance to developers on access and transport requirements for new development across the Merseyside area.

Relevant Policies include

Policy 3 - T12 – Car parking provision in new developments

All new developments including changes of use, which generate a demand for car parking will be required to make provision for car parking on site, to meet the minimum operational needs of the development. Additional space for non operational car parking will be permitted up to a maximum standard. This will be determined by:

the nature and type of use. Suggested guidelines are

Flats – 1 space per dwelling

Houses – Average of 1.5 spaces per dwelling

There will be a requirement for cycle parking if the development includes flats/apartments.

Transport Assessments and Transport Statements.

Major developments will be required to submit a Transport Assessment which examines in detail the demand for travel generated by a development. Large developments may be required to submit a Transport Statement if additional information is required to support that included in the Accessibility Assessment.,

As a guide, a Transport Statement may be required if the development is 30 to 50 units in size, or a Transport Assessment will be required if the proposed development is more than 50 units. Bidders should seek the Council's advice if a Transport Statement is required in addition to completion of the Accessibility Assessment.

Further information can be obtained from Anna Wong, Highways Team at anna.wong@liverpool.gov.uk

Section 106 Agreements

The City Council's policy for securing Section 106 contributions is set out within the Liverpool Unitary Development Plan (UDP). The City Council has agreed measures to secure S106 planning obligations from developers, which build on existing national and local planning policies. Further information can be obtained from the Council's website at www.liverpool.gov.uk

Local Development Framework (LDF)

The City Council is currently preparing its Local Development Framework which, over time, will replace the UDP. As part of the LDF process the City Council is preparing a Core Strategy that will guide the City's future development based activity.

Detailed Planning enquiries should be made to the Planning and Building Control Service, Development Control Division, South Team. Telephone 0151 233 3021 or e-mail at planningandbuildingcontrol@liverpool.gov.uk

Lifetime Homes

The City Council is committed to achieving the highest standards of inclusive design, both in its own projects and those it influences through its statutory powers. The Supplementary Planning Document (SPD) 'Design for Access for All' together with the emerging LDF Core Strategy require that new housing should enable the needs of a household to be met over its lifetime and therefore all new housing, affordable and private are designed to 'Lifetime Homes' (LHT) standards. Additionally, the Planning SPD "Design for Access for All" requires at least 10% of all new dwellings in a development designed to be wheelchair accessible.

To aid developers and their agents, the Council have produced a Lifetime Homes Developers Checklist which will be used in the assessment of applications for residential development. This can be found on line at:

<http://liverpool.gov.uk/planning-and-building-control/guidance-and-policies/planning-advice-notes/>

Site Ownership

The site is owned in part by Liverpool City Council and in part by a private vendor (see attached plan). The two elements of the site will be offered together as one package and will be disposed of on a freehold basis, which will be conditional upon the purchaser obtaining full planning consent, and which will include a requirement to develop the site within 3 years of the lease commencement date.

Development Opportunity / Acceptable Uses

The site has potential for residential development and the Council would wish to encourage proposals for a mix of 3 and 4 bedroom houses.

Local Authority Terms

If selected, Developers should be aware that the City Council now operates a pre-application charging schedule for planning advice which interested parties are strongly recommended to engage in.

The City Council also offer a competitive Building Control Service with free pre submission advice and again if selected, interested parties are invited to contact the Building Control manager who will be happy to discuss your service requirements.

The selected party will also be responsible for the City Councils reasonable Surveyors and Legal fees.

Information Pack

An information pack is available on request. It contains directions for the submission of Expression of Interest, a blue tender return envelope and a CD containing the following information:

1. Title information
2. Utilities enquiry replies
3. Flooding enquiry reply
4. Asbestos report
5. Network Rail pre-application advice
6. Lease plan

FURTHER INFORMATION

Contact: Malcolm Irvine

Tel: 0151 237 4146

E-mail: malcolm.irvine@2020liverpool.co.uk

MISREPRESENTATION ACT 1967 AND PROPERTY MISDESCRIPTIONS ACT 1991

2020 Liverpool gives notice that: 1. These particulars are for guidance and information purposes only and do not constitute any part of an offer or contract; 2. Whilst care has been taken in the preparation of these particulars, none of the statements contained in these particulars is intended to be relied upon as a statement or representation of fact or as a bidding on the City Council; 3. It is a matter for the prospective purchasers to view the property, to examine legal documents, make enquiries as to services or any other matters. Upon receipt of an expression of interest, the prospective purchaser shall be deemed to have full Knowledge of all the facts relating to the property; 4. Prospective purchaser must satisfy themselves by their own enquiries as to the correctness of any statement; No employee of the City Council or 2020 Liverpool has authority to make or give representation or warranty in relation to this property.

APPENDIX II

LCC Pre-application Response

Date: 02.01.14

**Jonathan Pickthall
Morris Homes
Morland House
Altrincham Road
Wilmslow
SK9 5NA**



Enquiry ref: 0844/13

PRE-APPLICATION REPORT

Location

Greenhill Nursery
Greenhill Road
L19

Description of Proposal

Residential development of 86 dwellings, including 3 bed mews and 3 and 4 bed detached properties.

Site Description

The application site is a former nursery site. The site is bounded by a railway line, and Greenhill Road and Nursery Lane. There is a bridge on Greenhill Road which allows cars to cross over the railway line. Greenhill Road and Nursery Lane are made up of a mix of terraced and semi-detached dwellings of differing styles.

Site History

The planning history below is relevant to the development under consideration but does not constitute a formal response under the Land Charges Act 1975

B14489 - To erect domestic garage. Approved 26/07/1961.

L261205 - To install new boilerhouse with 14 metres High Chimney.
Approved 25/11/1982.

Planning Constraints

The site constraints below are relevant to the development under consideration but do not constitute a formal response under the Land Charges Act 1975.

The site is allocated as a primarily residential area in the Liverpool Unitary Development Plan.

Relevant Planning Policies

Section 38(6) of the 2004 Planning and Compulsory Purchase Act states that development should be carried out in accordance with the development plan unless material considerations indicate otherwise. The development plan comprises the Liverpool Unitary development Plan (UDP) adopted 2002, the North West England Plan Regional Spatial Strategy (RSS) to 2021 adopted 2008 and the emerging Local Development Framework (LDF).

National Planning Policies

NPPF 6 (49) states that housing applications should be considered in the context of the presumption in favour of sustainable development.

NPPF 7 (56) states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Liverpool Unitary Development Plan Policies

HD18 – General Design Requirements

H4 – Primarily Residential Areas

H5 – New Residential Development

OE14 – Open Space in New Developments

SPG10 – New Residential Development

Ensuring a Choice of Travel SPD

Internal Consultations

The following key Council services would be consulted over a planning application. (others may be added during the planning application process)

Environmental Health

Highways

Drainage

Access Officer

External Consultations

The following key external organisations/individuals would be consulted over a planning application. (others may be added during the planning application process)

Neighbouring residents/businesses

Environment Agency

Ward Councillors

Network Rail

United Utilities

Pre-application advice

The advice given below is as accurate as possible but is an officer's view of your proposal based upon the information you provide and material planning considerations. Advice is given without prejudice to any subsequent planning decision by the City Council.

Principle of Development:

The application site is within a Primarily Residential Area as defined in the Proposals Map of the Liverpool Unitary Development Plan. Policy H4 'Primarily Residential Areas' states that planning permission will be granted in these areas for new housing development provided that other plan policies are satisfied. As such, the principle of a residential development in this location is acceptable, subject to compliance with other policies within the plan.

Impact on Residential Amenity:

When designing a new residential development, regard should be given to required interface distances given in Supplementary Planning Guidance Note 10. This is particularly important when there are existing occupiers within close proximity to any new build dwellings. On looking at your proposed layout plan, it would seem that interface distance distances between existing dwellings on Nursery Lane and gable ends of proposed new dwellings are below standard. This is also true of the rear of houses on Nursery Lane and proposed new dwellings.

Design:

Comments relating to design are general and are given as a potential starting point for further discussion.

The overall density of the development is high, this leads to a cramped layout of predominantly detached dwellings. The layout also presents an unsatisfactory relationship between a number of dwellings and detached garages. Garages should be positioned so that they are not dominant in the public realm, do not result in poor outlook from adjacent properties, contribute to enclosure and should respect the respective building lines.

The proposed dwellings fronting Nursery Lane should be set back within the site to respect the existing building line (whilst still respecting interface distances). Any corner properties should have dual frontage and should not be located forward of the return street frontage.

In order to promote permeability and connectivity there needs to be, at the very least, a pedestrian connector from the development onto Nursery Lane. This should be appropriately designed to encourage passive surveillance with active frontages animating the space. Any rear / side boundaries fronting the public realm should be constructed from brick.

The property types within the site do not appropriately address / enhance / create character areas and street hierarchy. This is a missed opportunity given the central access road, and more organic / informal homezone areas.

As stated above, these views are initial thoughts and will hopefully form the basis of more detailed discussion. However, it would appear that a lower density development may help to overcome some of the issues raised.

Impact on the Highway:

- Parking should comply with current Transport SPD standards, with an average of 1.5 spaces per dwelling. Any proposed 4 bed houses would require 2 parking spaces.
- Satisfactory visibility splays would be required from the site access point/Greenhill Road. There is a distinct change in levels which would warrant careful consideration to maximise safe visibility from the access point.
- A detailed street lighting design and drainage scheme would be required to the proposed development and from Greenhill Road. Existing lighting columns serving the development from Greenhill Road do not comply with current standards. Given the size and increased use associated with the development proposals, the current lighting to Greenhill Road should be upgraded to standards acceptable region wide. This would form part of a Section 278/38 agreement, of which the detailed designs shall be managed by the Highway Authority/2020 Liverpool at the expense of the developer.
- The palette of materials within the housing development shall be in accordance with City adoption standards. If the developer wishes to use alternative materials, there would be a requirement for this to be agreed by the City Council Highways Maintenance Team. Subsequent to this, it would be essential to provide a dowry/contribution fee towards the maintenance of the approved materials.
- The Home Zone and shared surface areas (with no defined footway and carriageways) would be maintained privately by the developer and will not be adopted by LCC.
- Detailed design of any traffic calm measures required within the development shall be managed under a Section 278/38 agreement.
- If the new internal roads are to be offered up for adoption, the traffic calm features provided are not agreed by Highways and would need to be managed through the s38 process. Rumble strips are also not supported by Highways and shall therefore be omitted from the plans.
- No vehicular access shall be encouraged from Nursery Lane, although a secondary emergency access is required for the development.
- The build out adjacent to no.6 is deemed unsatisfactory for turning movements and would impose safety concerns.
- Swept Path drawings are required to demonstrate that refuse vehicles can be accommodated with the curtilage of the development and site access point.
- Should the estate be offered up for adoption, there is a requirement to provide and maintain 2m footway within the development site with standard carriageway widths acceptable to accommodate larger refuse vehicle movement implemented under a S278/38 agreement.

- There are areas of landscaping, which if offered up for adoption, will need consent or prior agreement with Trees and Parkland Manager, Mr Peter Howson.
- A report produced in 2007 identified erosion to the South East embankment slope which is threatening the stability of the highway and could potentially impact on the development and public safety. The immediate concern relates to a large tree near the top of the embankment (the roots of which uplift the blacktop footway). Apart from the possible public safety issues if the tree was to fall the embankment and highway would be affected by the disturbance of the undermining roots. Careful consideration and assessment therefore is essential and requirements to ensure that the embankment maintains and support stability of the highway.
- Other required S278/38 element of highway works include:
 - i) Provision of dropped kerbs to facilitate driveway access point.
 - ii) Provision of uncontrolled pedestrian crossing to site access point / Greenhill Road.
 - iii) Inclusion of 20mph signs implemented to the proposed development site.
- Appropriate street name and numbering in accordance with LCCs policy and is overseen by the Highway Authority.

Trees:

It is unclear from the plans and also from my site visit what trees may be affected by the development. It may be that a tree survey is required as part of the application submission.

Application Requirements

The following key documents should be submitted with a planning application. Further documents may be required during the planning application process.

Design and Access Statement

Planning Statement

Minimum Accessibility Standard Assessment (for more details see the LCC

Ensuring a Choice of Travel SPD)

Transport Assessment

I hope you find this response useful but would point out that it is given without prejudice to the consideration of any formal application for planning permission.

Case Officer: Jenny Barnes

Telephone: 0151 233 3021

Email: Jennifer.Barnes@liverpool.gov.uk

Freedom of Information Act

We will generally not preclude access to information on pre-application discussions unless confidentiality is requested in writing. If confidentiality is

requested, any request for information will be considered within the "exemptions" provisions of the Freedom of Information Act.

Note: Officers will be sensitive and flexible to the needs of the developer and the nature of any proposals, but will also be guided by the need to secure the best development and design, in accordance with national and local planning policy. There is an expectation that developers will respond positively to advice given when an application is formally submitted.

APPENDIX III

SHLAA Assessment of the Site

LIVERPOOL STRATEGIC HOUSING LAND AVAILABILITY ASSESSMENT UPDATE 2012

SHLAA REF: 304
ADDRESS: LONG LANE / GREENHILL RD / GREENHILL NURSERY

WARD: CRESSINGTON INCLUDED IN FINAL 2008 STUDY ☒
AREA(Ha): 2.63783 CALL FOR SITES 2008 ☒
UDP REF: CALL FOR SITES 2010 ☐

UDP DESIGNATION: PRIMARILY RESIDENTIAL AREA
HOUSING MARKET SUB-AREA: SOUTHERN FRINGE
PRIORITY HOUSING AND NEIGHBOURHOOD RENEWAL AREA:
CORE STRATEGY SUB-AREA: Suburban Area

	GROSS CAPACITY	LOSSES / DEMOLITIONS	NET CAPACITY	SOURCE OF DWELLING CAPACITY: density assumption DWELLING TYPE: houses PLANNING PERMISSION FOR RESIDENTIAL AT 1/4/12 <input type="checkbox"/> PLANNING PERMISSION STATUS:
TOTAL	71	0	71	
1-5 YEARS	0	0	0	
6-10 YEARS	71	0	71	
11-16 YEARS	0	0	0	
17+ YEARS	0	0	0	

OVERALL SUITABILITY VERDICT: 1 - Site is a suitable location for development now

OVERALL AVAILABILITY VERDICT: 2 - Site faces availability constraints

OVERALL ACHIEVABILITY VERDICT: 1 - Site is considered achievable, with a reasonable prospect of housing being delivered within 5 years

DELIVERABLE OR DEVELOPABLE: Site considered developable