

Health and Wellbeing Statement

Pall Mall Liverpool

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June 2019

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1. Introduction

- 1.1. Liverpool City Council (the Local Planning Authority) has recently updated its validation checklist for planning applications, resulting in a requirement for certain applications to be accompanied by Health and Wellbeing Statements.
- 1.2. WSP | Indigo has prepared this Health and Wellbeing Statement on behalf of Kier Property Developments Ltd and CTP Limited, to support a hybrid planning application for commercial development at Pall Mall. The proposed development comprises a detailed application for an office building (with flexible ground floor uses and basement parking) and public realm, and an outline application for two office buildings (with flexible ground floor uses), public realm, a hotel and a pavilion. The outline application includes details of means of access.
- 1.3. This statement should be read alongside the other application documents, including in particular the Design and Access Statement, the Planning Statement, the Transport Assessment and the Travel Plan.
- 1.4. The statement is informed by the LPA's Advice Note and Checklist documents.

2. Context

- 2.1. The LPA's Advice Note explains that "well designed proposals can support healthy communities and encourage healthy lifestyles", but that "others may contribute to poor health, for example by poor design that discourages walking or cycling."
- 2.2. The Advice Note confirms a Health and Wellbeing Statement should accompany planning applications for non-residential developments of more than 5,000 sqm, and that it should be a separate document from other reports.
- 2.3. The statement should ideally cover eight points:
 - a description of the development to be assessed
 - an explanation of the background and context of the proposal
 - an explanation of how the development has the potential to impact on health and wellbeing with particular relevance to national and local planning policies
 - a consideration of any potential positive impacts
 - a consideration of any potential negative impacts
 - an explanation of the nature and extent of any impact on health including, where appropriate, references to current research and/or policy
 - an indication of the groups most likely to be affected by the development
 - an indication of any mitigation measures proposed
- 2.4. The LPA's Checklist is intended to help ensure that larger developments in Liverpool are designed and built to maximise their potential health benefits. A completed version of the Checklist is included in **Appendix 1**.

3. Health and Wellbeing

- 3.1. This section is based on the points provided in the LPA's advice note.

A description of the development to be assessed

- 3.2. The proposed development is a hybrid application for a mixed-use development. The application proposes three new B1(a) office buildings (one in detail, two in outline), each with flexible-use units at ground floor (ie A1, A2, A3, A4, B1(a)), a new hotel (in outline) and new public space including a pavilion building within the landscaped setting. There will also be associated infrastructure, engineering, highways and landscaping works.
- 3.3. The application site comprises land between Pall Mall and Bixteth Street, to the rear of the former Exchange Station, within the defined Main Office Area of Liverpool city centre.

An explanation of the background and context of the proposal

- 3.4. The site has been allocated for office-led development since at least the adoption of the Unitary Development Plan in 2002. A previous permission for mixed-use development on the site lapsed without being implemented.
- 3.5. The current proposals have been being prepared over the past few years, with pre-application discussions with the LPA in 2018 and 2019, and community engagement in 2017, 2018 and 2019.
- 3.6. The office development will be Liverpool's first new Grade A office space for several years.

An explanation of how the development has the potential to impact on health and wellbeing with particular relevance to national and local planning policies

National policy

- 3.7. National Planning Policy Framework includes a social objective to sustainable development, including supporting healthy communities. This includes fostering well-designed and safe built environments and creating accessible open spaces.
- 3.8. Chapter 8 of NPPF promotes healthy and safe communities. The following points are relevant to the proposed development.
- 3.9. The mixed-use development will include opportunities for social interaction because the public space is designed to be used as a place of leisure and relaxation by local residents, for breaks and rests by employees within the Central Business District and as a through-route for passers-by. The street layout will direct people through the public space. The buildings will have active street frontages including to the pedestrianised public space.
- 3.10. The public space is designed to be safe and accessible, reducing any fear of crime or disorder. By being privately managed, it can be maintained in a clean and orderly manner. There will be a hierarchy of lighting. The inclusion of commercial uses, a hotel and good connectivity to residential properties will extend the activity within the public space beyond traditional working hours.
- 3.11. By encouraging walking and cycling, including through the design of the public space and through reducing the amount of car parking on site and provision of excellent cycle storage, a healthier lifestyle will be promoted. Green infrastructure within the public space also foster

wellbeing.

- 3.12. Therefore, the scheme is compliant with paragraph 91 of NPPF.
- 3.13. In accordance with NPPF paragraph 95, the local police architectural liaison officer was consulted in 2019. The public space has been designed to integrate external lighting with the landscaping, and will be managed throughout. The office building's design has been amended slightly, to reduce the potential for hiding places within the façade line at ground level.
- 3.14. Access to the building's core and to the building's car park will be controlled.
- 3.15. In line with paragraph 103 of NPPF, the development will limit the use of private car and offer a genuine choice of transport modes: walking, cycling, bus or train. This will improve air quality and promote healthier active travel.

Local policy

- 3.16. The Council has a Joint Health and Wellbeing Strategy, the vision of which is "a fairer, healthier, happier Liverpool." The Strategy notes some stark inequalities and problems within the city, including a difference in life expectancy between different wards as much as 11 years. One in three children in Liverpool live in poverty, compared with one in five in England.
- 3.17. The draft Local Plan notes that the city is the third worst nationally in respect of health deprivation and disability. Amongst the local plan's objectives are ensuring new development contributes to a healthy city, and new green infrastructure encourages better health and mental and physical wellbeing.
- 3.18. As well as boosting the local economy through new job creation, the proposals will provide environmental and social benefits that help improve health and well-being and reduce inequalities.

A consideration of any potential positive impacts

- 3.19. Impacts on health and wellbeing will tend to be positive due to the good design and the intended use of the development; these include:
- Reduction in on-site car parking through the removal of a surface car park;
 - Provision of storage for 132 bikes within Building A;
 - Provision of showers and changing facilities within Building A;
 - The use of travel planning to encourage more active travel choices;
 - Provision of green infrastructure including trees and plants that will help biodiversity;
 - Public space that is designed to encourage walking and being outside; and
 - Public space that gives opportunity for social interaction between different users.

A consideration of any potential negative impacts

- 3.20. The existing site experiences a significant change of levels. This poses a challenge to the design and layout of the site. Whilst every effort has been made to create a fully accessible environment, it has not been possible to avoid some steps and associated platform lift. The decision has been to position this within the arcade through the ground floor of Building A, rather than in the external landscape. Building A is however accessible from both Bixteth Street and The Gardens.
- 3.21. There will be external step-free routes from Bixteth Street to Pall Mall.
- 3.22. There will be some change to residential amenity in nearby properties through impacts on daylight and sunlight arising from the new development. Although there is a relationship

between amenity and wellbeing, the resulting daylight and sunlight environments will not result in unacceptable living conditions; the change to amenity needs therefore to be considered in conjunction with the other positive impacts of the development.

An explanation of the nature and extent of any impact on health including, where appropriate, references to current research and/or policy

- 3.23. Effects on health will tend to be positive and long-term. These include indirect impacts from improving the city's economy and the direct impacts identified above in relation to encouraging healthier travel, improving air quality and creating an inclusive and welcoming green lung to the development.

An indication of the groups most likely to be affected by the development

- 3.24. Groups most likely to be affected by the development, in terms of health and wellbeing, will be local residents and local employees, as well as the wider public who would use The Gardens as a through route.
- 3.25. Local residents most likely to use The Gardens are those who live in apartments with little or no external amenity space. These residents would experience the positive impacts of the landscaped areas, as well as the improved air quality from a reduction in vehicular trips.
- 3.26. The Gardens will likely help improve the health and wellbeing of local employees, as the landscaping and design and layout should encourage their use, in an area of the city that has little other green space.

An indication of any mitigation measures proposed

- 3.27. Mitigation has been incorporated into the lengthy design process, for example through creating level access as far as possible, reducing the amount of car parking, providing more cycle storage than policy requires and designing a building capable of achieving BREEAM Excellent.
- 3.28. A Construction Management Plan should be provided pursuant to a planning condition, to control potential negative effects through the construction phases.

4. Conclusion

- 4.1. This Health and Wellbeing Statement accompanies a hybrid application for office and commercial development on a site that has long been identified as a key regeneration site within Liverpool City Centre.
- 4.2. The proposals include a detailed application for Office Building A and outline proposals for Hotel Building B and Office Buildings C and D, and Pavilion Building E.
- 4.3. At the heart of the development will be The Gardens, largely designed in detail apart from in areas where the landscaping needs to interact with the detailed layout of buildings B-E.
- 4.4. The design principles that influence the proposed development generally support positive impacts on health and wellbeing. These include:
- Reduction in car parking and encouragement of cycling and walking as a mode of travel to work within the development;
 - Encouragement of walking through the site by the public travelling to other destinations within the surrounding area;
 - Detailed proposals for the public realm, including The Gardens, that will be inclusive to all; and
 - A green environment at the centre of the development for use by the local community, including residents and workers, with additional biodiversity interest, more trees and greater opportunities for social interaction.
- 4.5. Given the site's location in the Main Office Area (as defined in the UDP) and its longstanding allocation for commercial development, the principle of development is well-established. There are also strong contextual reasons to re-establish routes across the site and develop a strong grid-like urban grain. Whilst there may be some change to daylight and sunlight in neighbouring high-density residential properties, these residents will also benefit from improved air quality and an inclusive, welcoming and green space. The direct impacts on health and wellbeing will therefore be positive, whilst indirect impacts through enhanced economic conditions will also be positive.
- 4.6. There are no health or wellbeing grounds to refuse planning permission, indeed the benefits of the development in this regard support the approval of this proposal.

Appendix 1

Checklist

Construction

How is construction planned to minimise impacts on local residence, from noise disruption, increased traffic volumes and air quality?

- 4.7. The development will be subject to a Construction Management Plan, pursuant to planning condition, to allow the LPA to control how the build phase is carried out.
- 4.8. To minimise noise disruption, construction work is expected to be restricted to hours that would not impose upon residential receptors.
- 4.9. To minimise impacts from construction traffic, the Construction Management Plan will include the design of the construction compound and include a routing arrangement for construction traffic. This will use main roads for construction traffic, rather than residential streets. Locally, the traffic will need to use Pall Mall to access the site, which includes residential receptors. The hours of construction to be agreed in the Construction Management Plan will cover timings of vehicular movement, particularly of HGVs and abnormal loads.
- 4.10. To minimise impacts from air quality, the Construction Management Plan will include best practice stipulations on dust and emissions.

Inclusivity, social cohesion and community

How does design enable use by different groups? This may include people with physical disabilities, older people, children or people with mental health problems.

- 4.11. The masterplan for the site achieves relatively flat transitions across the site from Bixteth Street to Pall Mall, and also towards the land to the north-west (currently surface car parking) that is likely to for future development phases. The masterplan plots the development's highest ground-level point at the northern end of The Gardens on the new Edmund Street thoroughfare.
- 4.12. The inclusive design strategy is detailed within the Design and Access Statement. It includes creating an outdoor environment that can be used by everyone, providing choice and convenience within the external landscape, and recognising that everyone benefits from improved accessibility.
- 4.13. This manifests as:
 - Logical integration of wayfinding and signage with desire-lines to ease navigation around and through the site;
 - Making entrances prominent and legible;
 - Careful placing of seating and other street furniture, including mounting signage and bins on lighting columns where possible, or mounting lighting on other structures;
 - Tactile surfaces;
 - Lighting that avoids excessive reflections, glare and shadowing;
 - A gradient of 1:30 along the extended Edmund Street;
 - A 1:119 gradient through The Sidings;
 - A 1:32 gradient along Bixteth Walk (ie to the south of Building A); and
 - Raised edges to lawns, but with transitional kerbs with flush channels to enable wheelchair access.
- 4.14. No group will be excluded from the development as a result of the design and layout.

How does design promote interaction and community?

- 4.15. The design includes public access through the ground-floor arcade of Building A, which will foster interaction and prevent the ground-floor becoming insular.
- 4.16. The landscape has been designed to have different types of space, including more intimate seating areas and more open grassed areas.
- 4.17. The intention behind the landscaped public realm is to encourage walking and cycling through the area, whilst providing opportunities for resting and relaxing.
- 4.18. The public realm will be privately owned and managed, but will be accessible to all, including office workers, local residents and passers-by.

Have local communities, including marginalised people, been included in the design process?

- 4.19. The proposals have been presented to the Corporate Access Forum twice.
- 4.20. There have been three separate public consultations over the course of 2017-2019, to which local residents and local workers have all been invited.
- 4.21. The design of the public realm has evolved over two years, taking into account comments received during this engagement process.

Housing quality and design

- 4.22. This is not applicable to this development, which is for commercial uses.

Physical activity

Does the development encourage physical activity? This may include facilitating active travel, connecting with sports facilities or prioritising the use of stairs over lifts.

- 4.23. Firstly, the development drastically reduces the amount of car parking on the site. There will be basement car parks to Building A and Building C, providing around 25 spaces in each. Instead, cycle parking is given priority.
- 4.24. The design of the public realm is intended to be welcoming and encourage people to get outside and to walk.

Are facilities provided for cycle storage and showers, with connection to local cycle networks?

- 4.25. Building A includes more cycle storage than is required by planning policy, and also includes showers and changing facilities. The development is surrounded by a network of streets that allow for contraflow cycling.

Healthy food environment

- 4.26. This is not applicable to this development, which is not for residential use.

Air quality

Does the proposal seek to improve air quality locally and minimise the impact of air pollution on residents, employees or other users? This should also be considered during the construction phase.

- 4.27. Local air quality will improve by virtue of the net loss of car parking and drastic increase in

the amount of cycle storage at the site.

- 4.28. Flues associated with boiler plant will be on the roof of Building A.
- 4.29. Ventilation of the offices will be via inlet and discharge louvres at roof plant level.
- 4.30. Ventilation and extraction from any ground-floor units will be via high-level louvres within the ground floor, but extract air from any kitchen will be passed through four stages of filtration.
- 4.31. The basement car park will be mechanically ventilated, controlled by sensors. Usually this extraction (to high level of the ground-floor facing Bixteth Street) is only when there are a high frequency of vehicle movements.

Noise pollution

Are residents and employees protected from noise pollution either by appropriate acoustic insulation or spatial planning?

- 4.32. Given the urban context of the site, there will inevitably be external background noise in the area. However there are no intrusive sources of noise nearby that need special consideration to protect employees from noise pollution.
- 4.33. The proposed uses will not be significant sources of noise that would affect local residents or employees.

Active travel, transport and connectivity

How does the proposal facilitate and encourage active travel and the use of public transport?

- 4.34. The application prioritises cycle storage over car parking. The building is designed to give great facilities for cyclists, including safe and secure storage, and convenient shower and changing facilities.
- 4.35. The application is accompanied by a travel plan.

Does the proposal seek to reduce the risk of traffic accidents and promote the safety of pedestrians, wheelchair users and cyclists?

- 4.36. Yes. The proposed development has been presented twice to the Corporate Access Forum.

The economy and employment

Does the proposal promote local employment and training?

- 4.37. The proposal is employment-led, being predominantly B1(a) use class development. The type of employment will depend on the occupiers, but it is expected that the offices will tend to be professional service roles.
- 4.38. However there will be other employment on site, including hospitality, retail, facilities management, security, administration, maintenance and housekeeping.
- 4.39. At this stage, the opportunities for local training aren't known, but a development of this size would typically include for local training roles during construction, whilst the myriad of jobs created by the development would likely include roles for persons at the start of their career (or indeed changing career).

Does the development offer quality employment and opportunities for those often excluded from the jobs market?

- 4.40. As the development will be creating many jobs, it is expected that there will be opportunities for those often excluded from work.

Does the proposal promote employee health and wellbeing?

- 4.41. The development will encourage active travel. The development includes the public space, which will be a pleasant environment for employees to relax and rest.

Environmental sustainability

Are buildings designed to be energy efficient and environmentally sustainable?

- 4.42. Yes. The buildings are intended to be able to achieve BREEAM excellent.

Are buildings adequately insulated?

- 4.43. Yes. The buildings are intended to be able to achieve BREEAM excellent.

Is there a strategy for renewable energy usage?

- 4.44. No. The buildings take a fabric-first approach to reducing carbon and emissions.

Access to public services and infrastructures

Does the proposal link with existing public services and infrastructure? This should include healthcare services and other social infrastructure.

- 4.45. Yes. The development is located in the city centre.

Is consideration made of the impact on these?

- 4.46. As the proposal is not for residential development, there are unlikely to be impacts on the capacity of local services.

Access to open space and green spaces

Does the proposal provide spaces for people to interact, and facilitate community inclusion?

- 4.47. Yes. The proposal includes new public space with integrated seating, hard and soft landscaping and a new pavilion, along with break-out spaces from the ground-floor uses. The public space is designed for use outside of traditional office hours.

Do public spaces feel safe, through use of lighting and appropriate design?

- 4.48. Yes. Lighting and landscaping have been designed together to foster a safe environment.

