



Report

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Planning, Design & Access Statement Old Haymarket, Liverpool

GMPVF

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For and on behalf of GVA Grimley Ltd

1. Introduction

- 1.1 This Planning, Design & Access Statement has been prepared by GVA, on behalf of the Greater Manchester Property Venture Fund (GMPVF) (hereafter referred to as 'the Applicant'), in support of a full planning application for the continued use of the Old Haymarket site as a car park.
- 1.2 This application is retrospective as the site is currently in use as a car park, following the expiration of the previous temporary planning permission which granted this use (ref. 10F/1287). This permission expired on the 31st July 2012.

Supporting Information

- 1.3 The following documents and plans have been prepared and are submitted as part of this planning application:
- Covering letter;
 - Application form, relevant certification (duly signed) and relevant application fee;
 - Planning, Design and Access Statement; and
 - Site Location Plan.

Structure of the Planning, Design & Access Statement

- 1.4 This Planning, Design & Access Statement details the proposed development and considers the proposal against the relevant planning policy framework. As such, this Statement highlights the compliance with the planning policies of Liverpool City Council (hereafter referred as the 'Local Planning Authority' or 'LPA'). The remainder of this Statement is structured as follows:
- **Chapter 2 – Application Site and Surroundings:** describes the site composition, its context and relevant planning history;
 - **Chapter 3 – Proposed Development:** outlines the development as proposed in this planning application;
 - **Chapter 4 – Planning Policy Framework & Key Considerations:** provides the planning policy context for the proposals, including both statutory and non-statutory planning policies and guidance at national and local levels; and
 - **Chapter 5 – Conclusions:** summarises the contents of this statement and confirms the acceptability and merits of the proposed development.

2. Site and Surroundings

The Site

- 2.1 The site is located off Preston Street, Liverpool at Ordnance Survey (OS) grid reference SJ 34646 90667 and extends to approximately 0.14ha.
- 2.2 The site is located within Liverpool City Centre. The site is bound to the east by Old Haymarket and to the west by Preston Street. The southern site boundary is formed by Shaw Hill Street and the rear elevation of buildings fronting Victoria Street. The northern site boundary is formed by the side elevation of Preston Point, an apartment block, and the Liverpool Central Travelodge.
- 2.3 The site is currently in use as a car park and can accommodate approximately 39 vehicles.

Surrounding land uses

- 2.4 The surrounding area is occupied by a range of uses associated with Liverpool City Centre. The entrance to the Birkenhead Tunnel is situated to the north of the site and is surrounded by surface car parking and adjacent landscaping.
- 2.5 A range of uses occupy the area to the north, west and south of the site, including student accommodation, cafes, offices, Council offices (Municipal buildings), shops and car parking.
- 2.6 The site is located within the Castle Street Conservation Area. The William Brown Street Conservation Area is located adjacent to the site, to the east, beyond Old Haymarket.

Access

- 2.7 The site boundary is delineated by a fence which runs around the perimeter, with a gated access at the corner of Shaw Hill Street and Preston Street, to the south west of the site. Vehicular and pedestrian access is via this entrance.

Planning History

- 2.8 The following table summarises the planning application history for the site, dating back to 1976. This information has been obtained via the Council's online planning application search.

Figure 2.1: Application history

Application reference number	Address	Description of development	Decision
10DIS/2546	Land at junction of Shaw Hill Street and Preston Street and at the rear of Old Haymarket, Liverpool, L1	To discharge condition 4 in association with 10F/1287.	Condition discharged 17/11/2010
10F/1287	Land at junction of Shaw Hill Street and Preston Street at the rear of Old Haymarket, Liverpool, L1	To continue to use site as a public car park for a period of two years.	Approved 27/07/2010
06F/3676	Old Haymarket (former Manchester Street)	To erect mixed development comprising landscaped open space/ground floor and mezzanine commercial/leisure/retail accommodation for uses within Classes A1, A2, A3, B1, D1, D2 and A3 in the open square of the Town and Country Planning (Use Classes Order) 1987, with 5 floors of residential and 2 floors of recessed penthouse accommodation for up to a maximum of 70 units, including basement car parking.	Withdrawn 31/01/2010
02F/1184	Phase 3 Old Haymarket Development, Old Haymarket, Liverpool, L1	To erect a mixed use development comprising ground floor and mezzanine for retail/leisure use involving use for purposes within class A3 (food and drink) of the Town and Country Planning (use classes) Order 1987; together with dual consent for the upper floors :- option 1	Approved 24/04/2002

		being for office space use, and option 2 being for a residential scheme	
L245484/01	15 Preston Street	To extend existing premises 24/28 Manchester Street by inclusion of adjoining vacant site 15 Preston Street (to be used as private vehicle park) (Details of means of access and enclosure and of surface treatment of the site)	Approved 18/07/1977
L245484	15 Preston Street	To extend existing premises 24/28 Manchester Street by inclusion of adjoining vacant site 15 Preston Street (to be used a private vehicle park).	Approved 23/05/1977
L243896	Site of 19/21 Preston Street	To use site of demolished warehouses as parking area for occupants of adjoining premises.	Approved 13/09/1976

3. Proposed Development

- 3.1 This application seeks retrospective planning permission for the continued use of the site as a public car park. In effect, the application is seeking the continued use of the site as a car park as approved under application reference 10F/1287. The use of the site as a public car park predates application 10F/1287 and the site was in its current use at the time of the sale of the site from Liverpool City Council to the Applicant.
- 3.2 Similarly to the previous application, the current application acknowledges that the use of the site as a car park is a temporary use and therefore permission is only sought for a further two year period. The proposed car parking use is intended as a short-term use in advance of the site being redeveloped in the future.
- 3.3 The car park is recognised as one of Liverpool City Council's car parks¹ with current opening hours listed as 07:30 to 19.30, Monday to Sunday. This application seeks to formalise the current use of the site and to secure its continued use for a further two year period.
- 3.4 Car parking at Old Haymarket takes place on an informal, unmarked basis as the surface comprises mainly of hardstanding. The site is fenced off with gates which allow the site to be made secure overnight. The car park is managed by an on-site team, to monitor use of the car park and ensure security during hours of operation.
- 3.5 As the site is currently in use as an operational car park, there are no further physical works proposed or required as part of this application; the site layout, appearance and access will remain in its current form.

¹ <http://liverpool.gov.uk/parking-travel-and-roads/council-car-parks/old-haymarket/>

4. Planning Policy Framework & Key Considerations

- 4.1 This chapter identifies the planning policy framework, comprising national and local planning policies, which the proposed development must be assessed against. Section 38(6) of the Planning and Compulsory Purchase Act (2004) and Section 70(2) of the Town and Country Planning Act (1990) require that applications for planning permission must be determined in accordance with the statutory development plan, unless material considerations indicate otherwise.
- 4.2 The adopted statutory development plan for Liverpool City Council presently comprises the saved policies of the Liverpool Unitary Development Plan (UDP, adopted 2002).
- 4.3 In addition to the statutory development plan, the following documents should be given appropriate weight in the planning assessment:
- National policy and guidance: National Planning Policy Framework (NPPF) (published in 2012) and Planning Practice Guidance (PPG) (published in March 2014);
 - Emerging Liverpool Local Plan (the draft Local Plan is currently undergoing a consultation period which expires on the 11th November 2016); and
 - Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPGs) prepared by the Council to expand upon existing policies.
- 4.4 The key policies from the statutory development plan and other planning policies are set out below:
- The NPPF establishes the presumption in favour of sustainable development, which should be seen as a 'golden thread' running through both plan-making and decision-taking. For decision-taking, **paragraph 14** of the NPPF requires local planning authorities to approve development proposals which accord with the development plan, without delay.
 - **Paragraph 40** of the NPPF requires local authorities to improve the quality of parking in town centres so that it is convenient, safe and secure.
 - **UDP Policy T14** states that the City Council will ensure that adequate parking facilities are provided to meet the needs of residents, shoppers and visitors. The provision of long stay parking will be limited to that required only to replace existing spaces lost through redevelopment.
 - The Liverpool UDP (**Policy E6**) states that on sites allocated for 'various types of development', planning permission will be granted for the uses specified for the particular site, subject to other relevant plan policies. The site forms allocation M49 'Land at Preston Street / Manchester Street', which extends to 0.48ha. Suitable uses at this site are:

A1/A2/A3/B1/C1/C3/D2 uses. This policy is reflected in the emerging Local Plan for Liverpool (**Policy EC5**), albeit the potential uses of the site have not yet been confirmed.

- In accordance with UDP **Policy EP1**, the City Council will promote and encourage the reclamation of derelict land and the restoration of neglected land and will encourage the reuse of vacant sites, for appropriate uses. Where development is not immediately forthcoming on vacant land, the City Council will encourage temporary uses provided that the scheme includes suitable landscaping, surfacing and perimeter treatment and that the long term development of the site is not compromised.
- Within the emerging Local Plan (Draft, September 2016), **Policy CC13** states that proposals for the temporary use or a more efficient use of vacant buildings / sites within the City Centre will be appropriate, providing that development meets a number of criteria, including that it does not prejudice any further development proposals, it complies with the car parking strategy for the City Centre and that there are no adverse impacts upon traffic conditions, the character/amenity of the surrounding area or existing uses.
- Liverpool UDP **Policy HD8** states that the Council will take positive action to secure preservation or enhancement of Conservation Areas and will seek support for the repair of buildings and environmental improvements.
- The emerging Local Plan identifies the site as falling within **Zone 4 'The Historic Quarter'**. A key consideration for this area is the need to encourage appropriate re-use of vacant and underused buildings and the requirement to improve environmental quality within this area.

4.5 The proposed development accords with national and local planning policy relating to temporary uses on vacant land and car parking in the City Centre. The existing car park provides spaces within walking distance of many of the amenities / facilities of the City Centre, including employment, retail and leisure destinations. The car parking area can be locked after hours and is surrounded by a perimeter fence. Therefore, the car parking is convenient, safe and secure, in line with the requirements of the NPPF.

4.6 This application seeks permission for the temporary continuance of the use of this site as a car park. The continued provision of this City Centre parking site is therefore in compliance with UDP Policy T14.

4.7 This application seeks the temporary continued use of this site as a car park, in recognition that the site is to be redeveloped in the short to medium term. Therefore, the proposed development does not directly conflict with UDP Policy E6 or emerging Policy EC5, as the short-term use of the site will not prejudice the future development of alternative uses later in the plan period.

- 4.8 Reuse of this vacant site for a temporary period accords with the requirements of UDP Policy EP1 and emerging Policy CC13, which seek to reuse vacant sites for appropriate uses, including temporary uses which do not prejudice the long-term development of the site. Policy CC13 requires the short-term use to be compliant with the City's car parking strategy. As an existing car parking site which is listed on the Council's website, it is considered that the proposed continued use of the site as a car park is compliant with Policy CC13.
- 4.9 In light of the above, it is considered that the proposed continued use of the site as a car park, for a temporary period, complies with local and national planning policy. The principle of sustainable development, as detailed in the NPPF, requires planning applications which accord with the development plan to be approved without delay.

5. Conclusions

- 5.1 This planning application seeks retrospective permission for the continued use of the site off Old Haymarket as a car park, accommodating approximately 39 vehicles, for a further 2 year period.
- 5.2 The application falls to be determined in accordance with Section 38(6) of the Planning and Compulsory Purchase Act (England and Wales) 2004; that is, it is to be determined in accordance with the policies of the development plan, unless material considerations indicate otherwise. The NPPF identifies a presumption in favour of sustainable development, which requires development proposals which accord with the development plan to be approved without delay.
- 5.3 As detailed in Chapter 4 of this statement, it is considered that the proposed development complies with the adopted plan for Liverpool, regarding car parking in the City Centre and temporary uses for vacant sites prior to redevelopment.
- 5.4 Overall, it is considered that the proposed development accords with the principles of sustainable development by allowing the temporary use of a vacant site as a car park, which will maintain the supply of City Centre parking sites whilst ensuring that the site can be redeveloped for alternative uses in the future. In light of this, GMPVF invites Liverpool City Council's support of this planning application.

