
Ovatus I, Liverpool

Planning Statement

November 2016

xxx-project number-xxxx
xxx-report name-xxx

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Report name

sub heading

Executive Summary	4
1. Introduction	6
2. The Proposed Development	8
3. Site Context	9
4. Reason 1	12
5. Reason 2	15
6. Reason 3	20
7. Technical Issues	27
Appendix 1	32
Appendix 2	36

Executive Summary

1.1. 122 Old Hall Street Limited is applying for planning permission for:

“The erection of a 27-storey residential development plus basement levels, comprising 168 dwellings, plus associated public realm, landscaping and engineering works”

1.2. The application site is a surface car park off Back Leeds Street, on the corner of Leeds Street and to the east of 122 Old Hall Street, in the commercial quarter to the north of Liverpool city centre.

1.3. As the application site is in the buffer zone of the World Heritage Site, a comprehensive set of studies have been undertaken to assess the impact of the scheme, including a Townscape and Visual Impact Assessment and a Heritage Impact Assessment.

1.4. The proposed development, named Ovatus I, has been designed to reflect the identification of the surrounding area as an area suitable for tall buildings in the adopted Supplementary Planning Document on the World Heritage Site. Pre-application discussions with Liverpool City Council have supported the principle of residential development on this site, as well as the massing, scale and general approach to design. The applicants have also presented the proposals to the Places Matter Design Review Panel, who were supportive of the scheme subject to minor changes that have since been incorporated.

1.5. The application does not only the 27-storey tower, but also the landscaping and public realm improvement works at ground-level. The applicants are separately proposing to ‘stop up’ Back Leeds Street to enable the area at the entrance to the proposed building to be landscaped in a manner that improves the social and environmental role of this space, and that also softens the potential effects of Leeds Street.

1.6. The scheme has been designed with a second phase (Ovatus II) in mind, however this is will be subject to a separate planning application in due course; Ovatus I is an acceptable development in its own right, as evidenced by the detailed range of supporting documents.

Executive Summary

1.7. Having considered the relevant planning policy, planning permission should be granted for the following reasons:-

Reason 1

1.8. The World Heritage Site SPD supports tall buildings in this area.

Reason 2

1.9. The proposed development achieves a high standard of design appropriate for the site's context.

Reason 3

1.10. The proposed development is sustainable development.

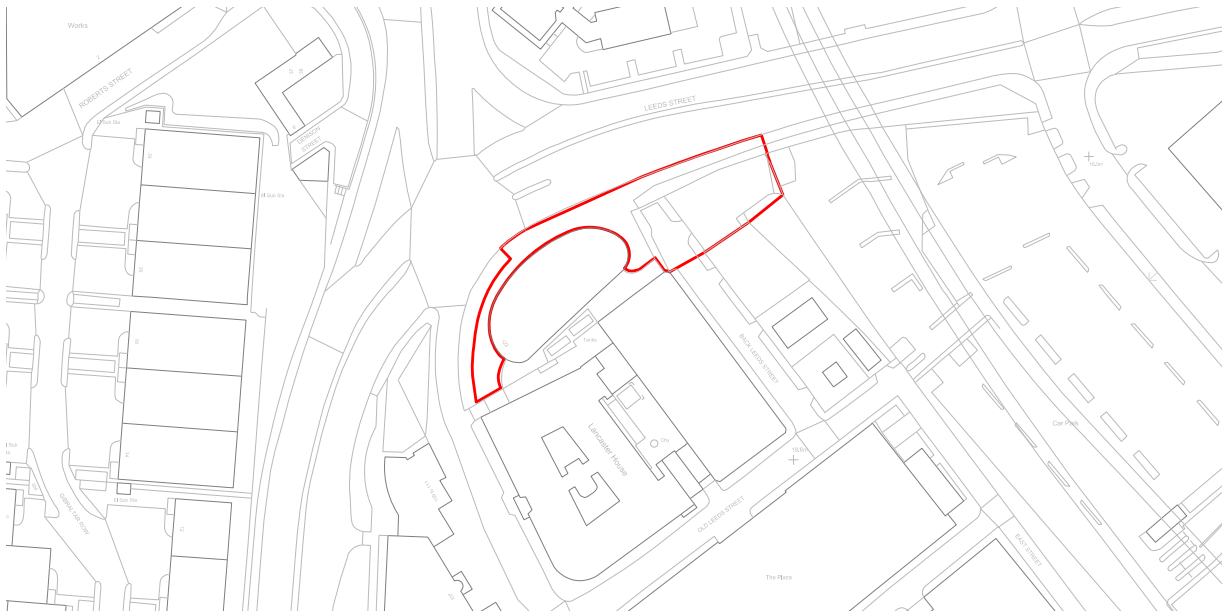
1. Introduction

1.1. Indigo Planning has prepared this Planning Statement on behalf of 122 Old Hall Street Limited (the applicant) in support of a full planning application on land at the corner of Leeds Street and Back Leeds Street, to the east of 122 Old Hall Street, Liverpool, L3 9SP.

1.2. The application seeks full planning permission for the following development:

“The erection of a 27-storey residential development plus basement levels, comprising 168 dwellings, plus associated public realm, landscaping and engineering works”

1.3. Figure 1 below shows the site.



1.4. The application is accompanied by the following documents:

- Design and Access Statement;
- Design and Access Statement – Landscape Character;
- Transport Statement;
- Minimum Accessibility Standard Assessment (MASA);
- Ecological Appraisal;
- Tree Constraints Report;
- Heritage Impact Assessment;
- Sustainability Statement;
- Wind Assessment;
- Phase I Preliminary Risk Assessment;
- Noise and Vibration Impact Assessment;

1. Introduction

- Drainage Strategy;
- Flood Risk Assessment;
- Waste Management Strategy;
- Air Quality Assessment;
- Archaeology Assessment;
- Lifetime homes checklist;
- Elevations, plans and sections;
- Landscaping plans.

1.5. Planning permission should be granted for the following reasons:

Reason 1

1.6. The World Heritage Site SPD supports tall buildings in this area.

Reason 2

1.7. The proposed development achieves a high standard of design appropriate for the site's context.

Reason 3

1.8. The proposed development is sustainable development.

1.9. A summary of relevant planning policy is provided in **Appendix 1**.

2. The Proposed Development

- 2.1. This application seeks full planning permission for a residential development comprising 168 dwellings, associated public realm and landscaping to be named Ovatus I.
- 2.2. The proposed development comprises 27 storeys, offering a residents' entrance from the public realm at ground floor level - which will comprises a two storey height space. Residential floor levels 1-23 are to include a collection of studios, one-bedroom and two-bedroom apartments. Floors 23 and 24 comprise four no. three bedroom apartments and floors 25 and 26 offer duplex apartments.

Pre-Application

- 2.3. Two meetings have been held with Liverpool City Council (the Council) to discuss the design of the building and its relationship with the public realm. Discussions have been on-going since June 2016. The Council has agreed with the principle of development and acknowledged that tall buildings are suitable in this part of the city.
- 2.4. The scheme was also presented to the Places Matter Design Review Panel, which has also assisted the evolution of the scheme.
- 2.5. Technical matters have been considered from the outset and discussions with relevant stakeholders have informed the proposal.

Ovatus II

- 2.6. During the pre-application discussions with the Council and the presentation to the Design Review Panel, the applicant has made reference to a second residential development at 122 Old Hall Street, to the west of the application site for Ovatus I.
- 2.7. The design work to date has also had regard to the potential for a second tower however, for the avoidance of doubt, this second tower does not form part of this application.

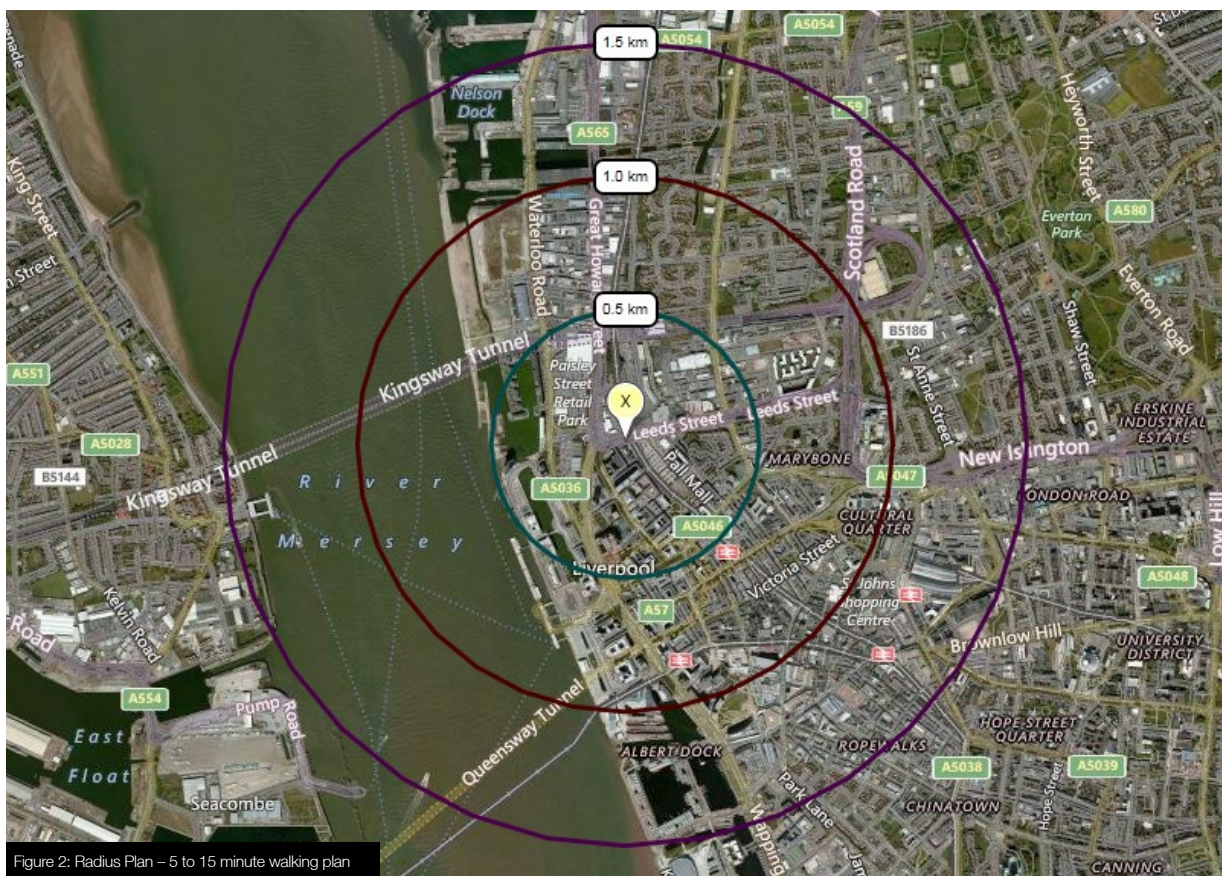
3. Site Context

- 3.1. The application site is presently a surface car-park located off Back Leeds Street, at the junction of Leeds Street and Old Hall Street.
- 3.2. The site is a prominent position in this part of Liverpool. It is bordered to the east by the Pall Mall corridor, which Liverpool City Council intend to redevelop in a comprehensive manner, with an invitation to tender recently being announced to seek a development partner for the area along Pall Mall between Tithebarn Street to the south and Leeds Street to the north. However the application site is separate from the Pall Mall corridor, is in separate ownership and offers development potential in its own right.
- 3.3. On the northern side of Leeds Street, a major mixed-use development named North Point is currently under construction. Another potential residential-led scheme has also been announced elsewhere on Leeds Street.
- 3.4. To the south of the site lies an area along Old Hall Street that has been steadily developed over the past decade, with more than 71,000sqm of new Grade A office space being successfully delivered in Liverpool's Commercial District in the last five years. This area includes the Plaza and the commercial quarter area comprising several office blocks and complimentary uses including bars and shops.
- 3.5. The major Liverpool Waters development will be located in the area parallel to the Mersey estuary, to the west and north-west of the site.
- 3.6. The plan in **Appendix 2** shows the site along with other major developments that are shaping the future of the city.
- 3.7. The site is a sustainable location, being under-utilised brownfield land. It is well-served by public transport, and is situated in an accessible part of the city where local services, facilities, and leisure uses are situated. Figure 2 refers.
- 3.8. The site is within 0.5 km (roughly equivalent to five minutes' walk) of the following:
 - Liverpool Waters;
 - Avril Robarts Library;
 - Costco; and
 - Several bars, restaurants and offices.

3. Site Context

3.9. The site is within 1.5km (roughly equivalent to 15 minutes' walk) of the following:

- Railway stations including Moorfields, James Street, Liverpool Central and Liverpool Lime Street;
- Chavasse Park;
- Liverpool One shopping centre;
- Albert Dock;
- Leisure uses including bars, restaurants and cafes; and
- St John's shopping centre



Public Transport

3.10. The site benefits from excellent public transport connectivity.

3.11. The nearby bus stops offer frequent connections to places throughout Liverpool including Anfield, Everton, Vauxhall, Thornton, Toxeth and Aigburth Vale.

3.12. In terms of rail connections, Moorfields, James Street, Liverpool Central and Liverpool Lime Street stations are all within a 15 minute walk from the site.

3. Site Context

Access

- 3.13. Back Leeds Street is a no-through road, terminating at the southern edge of the application site. There is however a pedestrian right-of-way through to Leeds Street.
- 3.14. Vehicular access to the site will continue to be taken from Back Leeds Street.
- 3.15. Pedestrian access to the site will be possible from all sides of the proposed building.

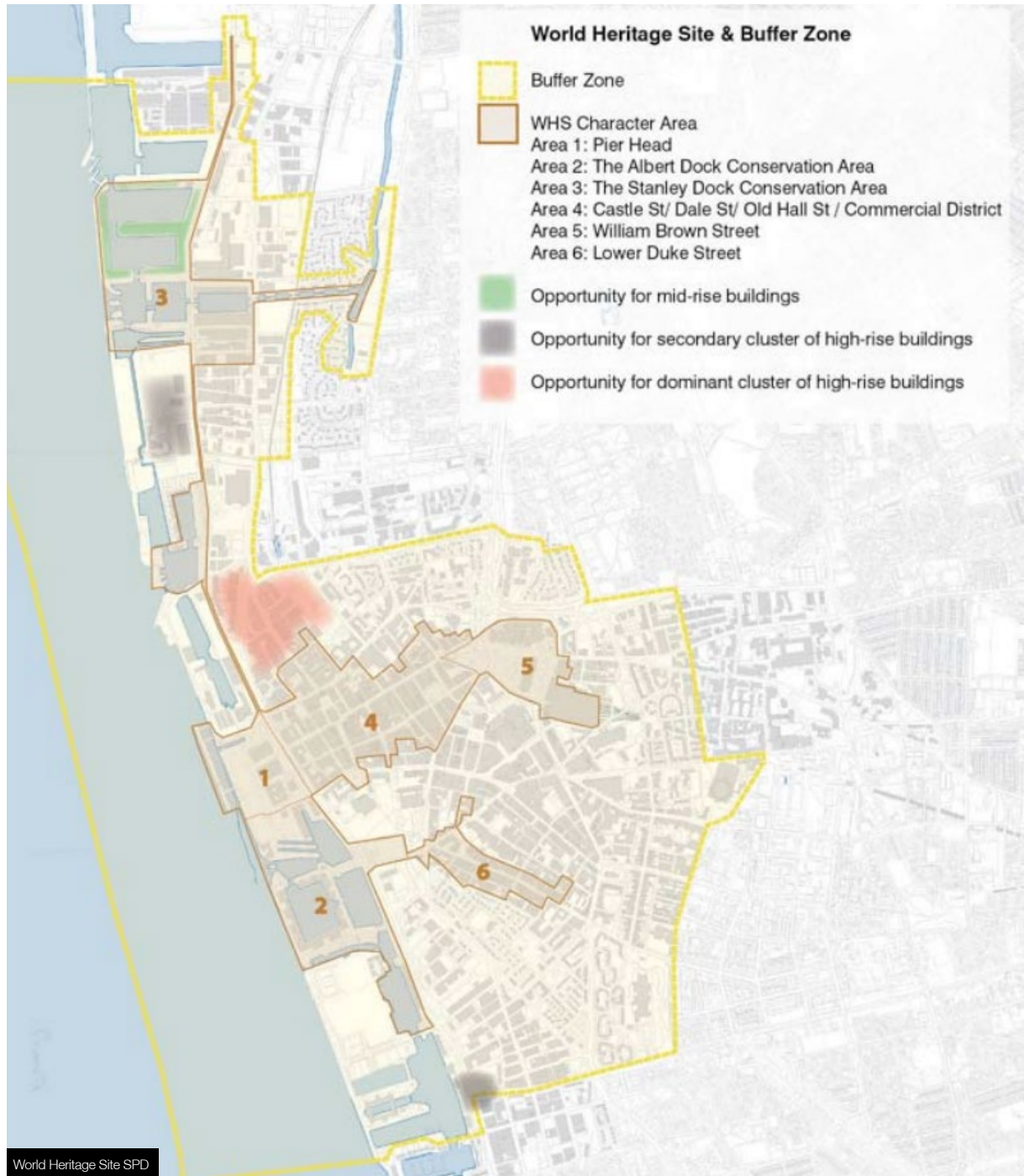
Heritage

- 3.16. Liverpool is a city defined in part by its history. Its historical, industrial and mercantile legacy is evident in the city's townscape and built form, and through various statutory designations that are in effect.
- 3.17. Indigo Planning has prepared a Heritage Impact Assessment in support of this planning application. It assesses the effects of the proposed development on a large number of heritage assets.
- 3.18. The application site is not in a conservation area and there are no listed buildings present.
- 3.19. The site lies within the buffer zone of the World Heritage Site, the boundary of which is approximately 165 metres from the edge of the site.

4. Reason 1

The World Heritage Site SPD supports tall buildings in this area

- 4.1. The World Heritage Site SPD was adopted in 2009. Figure 4.3 of the SPD identifies the area around the application site as an opportunity for a dominant cluster of tall buildings.



4. Reason 1

4.2. The SPD defines high-rise buildings as those significantly taller than surrounding buildings, including those of 15 storeys / 45m or taller.

4.3. Paragraph 4.6.15 notes that the Council recognises the potential benefits of tall buildings and the role they can play in regeneration. It confirms that:-

“The City Council therefore promotes the principle of the development of tall buildings in certain parts of the Buffer Zone.”

4.4. The identified area around the application site is described in the SPD as an extension to the existing commercial district, where a cluster of tall buildings would help strengthen the legibility of the city.

4.5. Development in this area can signpost the commercial heart of Liverpool and act as a northern gateway to the city centre. Paragraph 4.6.16 explains that the cluster should be centred on King Edward Street / Leeds Street / Pall Mall / Tithebarn Street, but not be limited to these streets in particular.

4.6. In assessing the suitability of tall buildings within the city centre, a detailed analysis has been undertaken of relevant issues therefore further justifying the appropriateness of the site for a tall building development. The application is supported by a Townscape and Visual Impact Assessment that assesses the development in this context.

4.7. The SPD establishes the principle of tall buildings in this location though also acknowledges that design is a key consideration in determining the acceptability of developments:-

- Firstly, development should physically and visually relate to the existing commercial core.
- Secondly the cluster should be visually separate from the Pier Head and not have a significant impact on views of the Pier Head from either the river or from Albert Dock.
- Thirdly, each proposal should reflect design precedents to create cohesion and balance. Although uniformity is not necessary, the form of development should not become cluttered as it has effects on sky-line.

The analysis considered the following issues:-

- urban design issues;
- existing national, regional and local planning policy and guidance;
- the location and form of existing tall buildings;
- the locations of existing permissions for tall buildings;
- the potential impact of tall buildings on key defined views and panoramas identified in the evidential report and on the overall city skyline
- locations of former tall structures
- transportation issues
- the potential of sites; and
- representations made during the public consultation on the draft of this SPD

4. Reason 1

- Finally, phasing is important. The SPD notes that Princes Dock should ideally be developed as a city quarter that can provide a context for further tall buildings in Liverpool Waters. However it is evident through other tower scheme approvals within the city centre that such development has not been restricted on the account of Princes Dock not being entirely developed.

4.8. The provision of tall buildings within the northern area of the commercial quarter is acceptable in principle. The proposed development represents a conscientiously designed tower scheme which is complementary to the World Heritage Site designation.

4.9. In respect of the Pier Head and Albert Dock, the TVIA shows that the proposed development will be visibly separate from these iconic locations.

4.10. The design team paid careful attention to existing and committed developments whilst assessing the site and its potential for a building of 27-storeys. Crucially, the team have also acknowledged the potential for a second tower to be proposed in due course. The pre-application discussions with the Design Review Panel and the Council have also had regard to this possibility, the result being that, although Ovatus II is not proposed within this application, the landscaping strategy and public realm works integral to Ovatus I are compatible with any future development.

4.11. At 27 storeys in height. Ovatus I will itself provide context for future developments in the locality.

4.12. The accompanying HIA concludes that the proposed development will have an overall neutral effect upon designated heritage assets and an overall neutral effect upon the outstanding universal value of the World Heritage Site.

5. Reason 2

The proposed development achieves a high standard of design appropriate for the site's context

- 5.1. The design of the scheme has evolved following a rigorous design process and regular discussions with the Council, as well as the Places Matter Design Review Panel.
- 5.2. These discussions have informed the high quality scheme proposed which will vastly improve and regenerate this part of Liverpool from its current underused state.
- 5.3. Figure 3 shows a CGI of the proposed scheme, demonstrating how the site would look once the scheme is delivered.

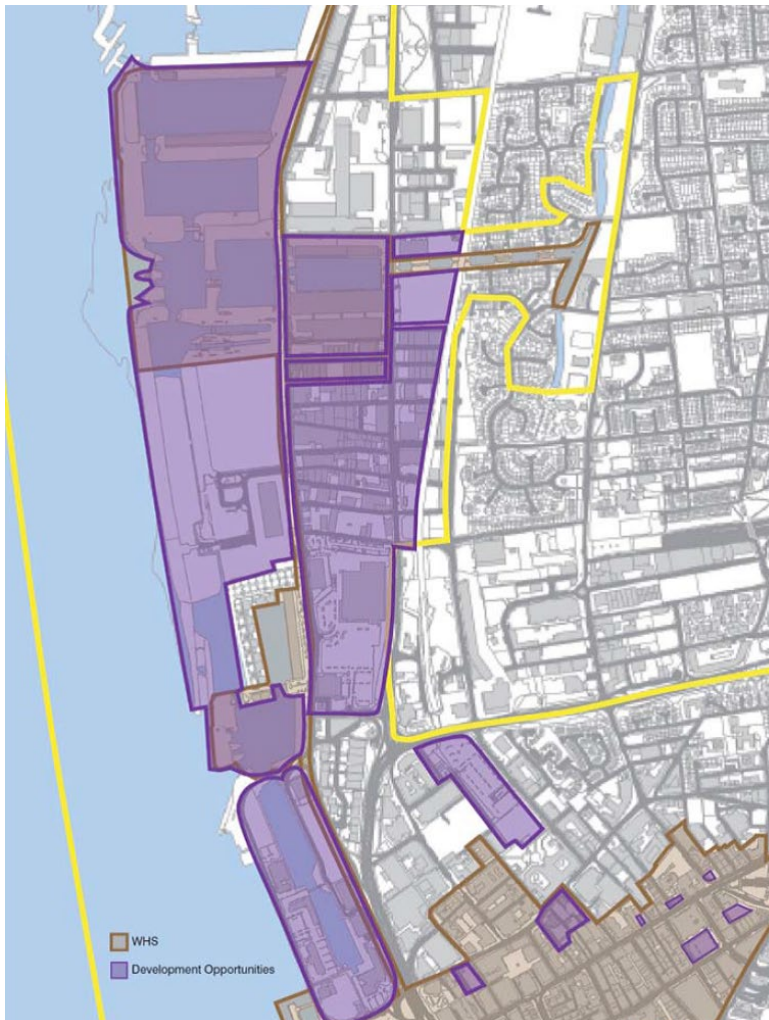


Figure 3: CGI

5. Reason 2

Design Policy

- 5.4. Design policy HD18 requires new development to comply with a list of criteria, where appropriate. The criteria, as set out at Appendix 1, seek to ensure that new developments reflect the detailed design considerations to ensure high quality design. New developments should reflect characteristics of local distinctiveness in terms of layout and materials, surface treatment and scale, density and massing.
- 5.5. Page 105 of the SPD shows sites that have opportunities for development. The application site is identified as such, as shown on the extract below.



- 5.6. The NPPF attaches great importance to the design of the built environment and specifically aims to ensure that developments establish a strong sense of place and optimise the potential of sites to accommodate development and create safe and

5. Reason 2

accessible environments. Decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

Design Guidance

SPG10 New Residential Development (1996)

- 5.7. Supplementary Planning Guidance Note 10 advises applicants of the council's requirements for the provision of new development. The guidance sets out criteria to ensure development is well integrated into the surroundings and offers a good standard of amenity to future occupants whilst protecting the amenity of existing occupiers. The criteria include matters in relation to density, design, layout and space around buildings which are summarised at **Appendix 1**.

Liverpool Maritime Mercantile City World Heritage Site - SPD (2009)

- 5.8. Whilst the Liverpool UDP does not reference the World Heritage Site (WHS) as it pre-dates the inscription of the WHS, this World Heritage SPD provides the current guidance to ensure development proposals have due regard to the WHS.
- 5.9. The purpose of the SPD is to provide a planning framework for development which will enhance the City's heritage whilst encouraging economic regeneration.
- 5.10. The site is located within the Buffer Zone as opposed to the actual WHS boundary, therefore certain design requirements and restrictions are not applicable to the proposal. However the design of the development is sensitive to the requirement to preserve and enhance the setting, character and outstanding universal value of the WHS. Further details relating to the developments setting and design in a heritage context are provided in the Heritage Impact Assessment, along with the two reports that comprise the Design and Access Statement.

Design Considerations

Skyline

- 5.11. At a height of 27 storeys, the proposed development complements the existing buildings within the surrounding area which vary between four and 40 storeys in height. The proposed tower will be shorter than both West Tower and the Radisson Blu Hotel tower to the west of the site.

5. Reason 2

5.12. The scale of the proposed development reflects its context, particularly in terms of how it will interact with the existing tall building cluster and pre-existing street pattern. The materiality of the proposed tower will be consistent with that of the buildings that characterise the Commercial District.

5.13. As encouraged by the SPD, the proposal will form a new landmark on the skyline, however careful analysis and assessment confirms that the development will remain visibly separate from the iconic features of the Pier Head and Albert Dock.

5.14. The Design Review encouraged careful alterations to the roofscape of the building to help give Ovatus I a distinct but suitable feature at its uppermost levels. As a result, the corona was developed further to make a positive contribution to the skyline.

Townscape

5.15. The site is located within the Commercial District of the city. Several different character areas surround the site including the North Liverpool Industrial Zone and the Waterfront Quarter.

5.16. The majority of high-rise office buildings are located on the western and north-western edges of the Commercial District, with building heights decreasing with closer proximity to the city centre. This area has a strong commercial townscape character of office buildings with occasional retail functions to ground-floor frontages, whilst to the north and to the east are areas that have been – or will be – subject to new residential proposals.

Public Realm

5.17. The architects and particularly the landscape architects have taken great care in designing the public realm at ground level, including the area between Ovatus I and the site of Ovatus II (the existing data centre). This public realm enhancement will be aided by the stopping-up of Back Leeds Street, and suitable treatment will continue around Ovatus I and along the boundary with the highway.

5.18. These improvements to the public realm serve social and environmental purposes, as well as physically and psychologically interacting with the new residential development. There will be planting to improve the

5. Reason 2

microclimatic conditions, improve biodiversity and reduce the effects of Leeds Street upon the public area. The hard landscaping creates legible and cohesive areas of public space. The accompanying DAS reports discusses this in more detail.

Heritage

- 5.19. A full and robust Heritage Impact Assessment (HIA) accompanies this application. It has been prepared in conjunction with a Townscape and Visual Impact Assessment, as well as various other reports including an Archaeological Assessment and the Design and Access Statement.
- 5.20. The HIA finds that the overall effects upon designated heritage assets are neutral, albeit there are some negligible adverse effects upon the settings of particular assets.
- 5.21. In regard to the World Heritage Site, the HIA concludes that although there are some negligible adverse effects on assets within the World Heritage Site, the overall effect on the Outstanding Universal Value of the World Heritage Site is neutral.

Residential Amenity

- 5.22. The proposal is for an apartment-led residential development which responds directly to the local market requirements and wider economic climate, seeking to provide a high quality scheme suitable for a range of prospective occupiers working in and around the city.
- 5.23. The proposed development will offer a range of different-sized apartments from studios to three-bedroom duplex apartments all of which meet the required space standards.

6. Reason 3

Development Plan

- 6.1. The Liverpool Unitary Development Plan (UDP) was adopted in November 2002 and the majority of its policies were saved by the Secretary of State in 2007. The out-dated nature of the document is such that many of the general policies in place are of broad relevance only, their detailed requirements having been overtaken by more up to date national policy and guidance.
- 6.2. The annotations on the UDP proposals map identify the site as part of the main office area, where Policy E2 applies ([see Appendix 1](#)).



6. Reason 3

- 6.3. Within the UDP, it states that within the main office areas, business and professional services will be supported in addition to complementary services such as shops and restaurants. The site also lies within the Commercial Quarter that aims to maintain and enhance the role and function of the city centre as a regional commercial, retail and tourist centre.
- 6.4. Whilst the site falls within the main office area, it remains undeveloped. The proposed development will complement the uses and emerging developments within the quarter whilst ensuring an under-used site is brought forward for an iconic residential scheme. This approach accords with UDP Policy H3 that sets out that residential proposals in non-residential areas will be supported where they do not prejudice the character, viability or functioning of the area's predominant land use, where they form an integral part of the city centre and where they provide adequate safeguarding for the amenity and health of future residents. The supporting assessments, including Noise Impact Assessment and Air Quality Assessment, reveal that there would be no effects on residential amenity from existing non-residential uses.

Emerging local plan

- 6.5. The council are in the process of preparing a new local plan. A consultation on Liverpool's draft local plan took place in September/October 2016 however this was not a complete initial draft due to crucial employment land and open space needing to be identified in addition to a proposals map being created.
- 6.6. Area specific policy approaches are set out for the city centre character areas. Policy CC1 sets out the aspirations for the Commercial Quarter. Within this quarter, the council seek to ensure the provision of high quality office space in order to meet current and future office, financial and professional business needs.
- 6.7. Policy CC1 also sets out requirements for new development proposals within the commercial district. In supporting the provision of high quality office space, new developments are to contribute to enhancing the area's function as the primary location for the financial, professional and service businesses whilst contributing to enhancement of the public realm and ensure that buildings are energy efficient.

6. Reason 3

- 6.8. Whilst the proposed scheme proposes residential development, it will act as a catalyst for all kinds of new development, supporting existing businesses and encouraging further commercial growth through increased footfall and expenditure. The proposal will therefore contribute towards the enhancement of the area's function as the primary location for businesses, albeit through a more indirect approach.
- 6.9. In any event, the emerging local plan does not carry any weight in the decision-making process, rather is referred to in this Planning Statement to demonstrate that Ovatus I will not prejudice any future growth intentions in the local area.

National Planning Policy Framework

- 6.10. The National Planning Policy Framework (NPPF) (2012) has a presumption in favour of sustainable development and economic growth whilst protecting and balancing the priorities and need of communities without adversely hindering future generations.
- 6.11. Planning authorities should give 'due weight' to relevant policies in their existing plans according to their degree of conformity with the framework. Given that the UDP is considerably out-dated and the emerging local plan is at the consultation stage, the NPPF holds greater weight than both these local policy documents.
- 6.12. Three key themes run through the NPPF; an economic role, social role and environmental role.
- 6.13. Paragraph 22 states that where there is no reasonable prospect of a site being used for employment, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support local communities.
- 6.14. Whilst the site is not allocated specifically for employment, the site falls within the commercial quarter whereby the primary function is to promote financial, professional and service businesses. However the increased population and subsequent expenditure generated by residential development will enable regeneration of this part of the city and will be compatible with existing and future developments at Pall Mall. Furthermore, the site has long been in use as a surface car park, despite being in an area that in principle is suitable for high density development.

Economic Role; planning for prosperity: ensuring the availability of sufficient land of the right type and in the right places to allow for growth and innovation;

Social Role; planning for people: promoting strong, vibrant and healthy communities, meeting the need of present and future generations and creating a good quality built environment with accessible local services;

Environmental role; planning for places: protecting and enhancing the natural, built and historic environment.

6. Reason 3

- 6.15. The framework states that housing applications should be considered in the context of the presumption in favour of sustainable development (paragraph 49). Paragraph 50 emphasises the need to deliver a wide choice of high-quality homes and create sustainable, inclusive and mixed communities.
- 6.16. Local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community. Whilst the Council has a five year housing land supply, the development will assist in providing a range of apartments to meet the differing needs and requirements of the community, including a selection of large three-bedroom apartments.
- 6.17. Paragraph 111 sets out that planning policies and decisions should encourage the efficient use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value. The supporting assessments clearly show that the site is of low environmental value in its current state.
- 6.18. The development proposed conforms to the three roles described above. The residential tower will redevelop an underused car park located in a prominent location in the city centre and will support the need for apartments of different sizes and prices. Overall, this development complies with relevant policies supporting sustainable development within the NPPF.

Benefits

- 6.19. The proposals wholly accord with the government's presumption in favour of sustainable development. There are significant material considerations which weigh in favour of the site's development and justify the granting of planning permission for the proposed scheme.

Environmental

- 6.20. The proposal results in the redevelopment of a previously developed site for housing. This fully accords with both local and national policy which looks in the first instance to provide new housing on brownfield sites, thereby reducing the pressure on greenfield sites in the city. This is an efficient and appropriate use for the site.

6. Reason 3

- 6.21. The scheme itself will provide a high quality design and result in the re-use of an underutilised site, improving the appearance of the area. A new, high quality, scheme on the site will help to attract people into this area of the city, acting as a catalyst for regeneration and setting standards in design and appearance.
- 6.22. The proposal includes landscaping to enhance the public realm, to mitigate against any adverse microclimatic effects and to provide biodiversity benefits.

Economic

- 6.23. Sustainable development is one of the main Government objectives when considering planning applications and new infrastructure. This development will recycle a brownfield site through creating a high quality development within an accessible location.
- 6.24. The proposed high quality residential accommodation will attract a mix of residents that will add to the already vibrant city centre. The 168 apartments will bring more footfall within the city centre, helping local business and enabling the primary business area to continue to prosper. The development is also likely to act as a catalyst for further future development within the commercial quarter.
- 6.25. The proposed development will deliver a significant investment into the local area through increasing household expenditure in the local area.
- 6.26. The redevelopment will also have a positive impact by way of job creation in the construction industry during the build programme.
- 6.27. Data from the Annual Business Survey published in November 2013 reveals that the total turnover in the construction sector during 2013 was £204,282 million. The average number of people employed in the construction sector during 2013 was 1.3 million, suggesting that average turnover per FTE construction job in 2013 was £157,019.
- 6.28. Using the build cost estimate of £35m and the average turnover per full time equivalent construction job in 2013 of £157,019 it is estimated that the development will generate 222 temporary construction jobs. (build cost divided by £157,019 ** need build cost estimate)

Average weekly expenditure for the North West (excluding net household costs) is £402.90.

This creates an annual figure of £20,950.80

Development of 168 dwellings (and accounting for VAT) results in a net extra household expenditure of circa £2,933,112 per annum. This does not allow for any leakage of expenditure to other areas.

(calculation = £20,950.8/1.2 = £17,459 then for 168 dwellings it would be £17,459 x 168 = £2,933,112)

6. Reason 3

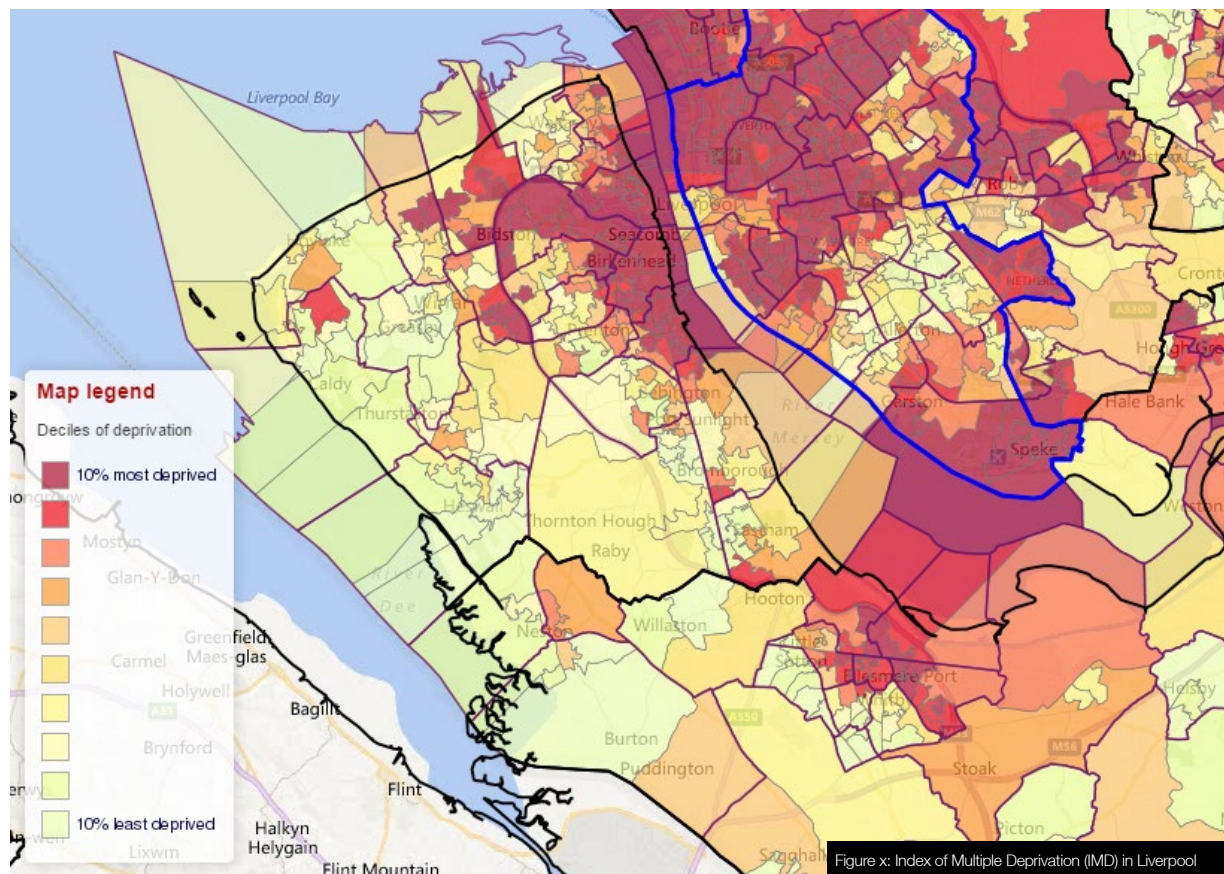
6.29. The standard convention in economic impact assessment is that ten person years of construction employment equate to one full-time equivalent, permanent job in the construction sector. This means that the construction of the scheme will support the equivalent of around 22 permanent construction jobs.

6.30. The well-located proposed housing scheme will also assist in retaining students from the universities to further increase expenditure in the area as well as supporting the job sector.

Social

6.31. The development will deliver a high quality mix of apartments responding to demand in the local area and will be suitable to a variety of needs, particularly: graduates, young couples, families (hence the two and three bedroom apartments) and others who are looking to move into the city centre.

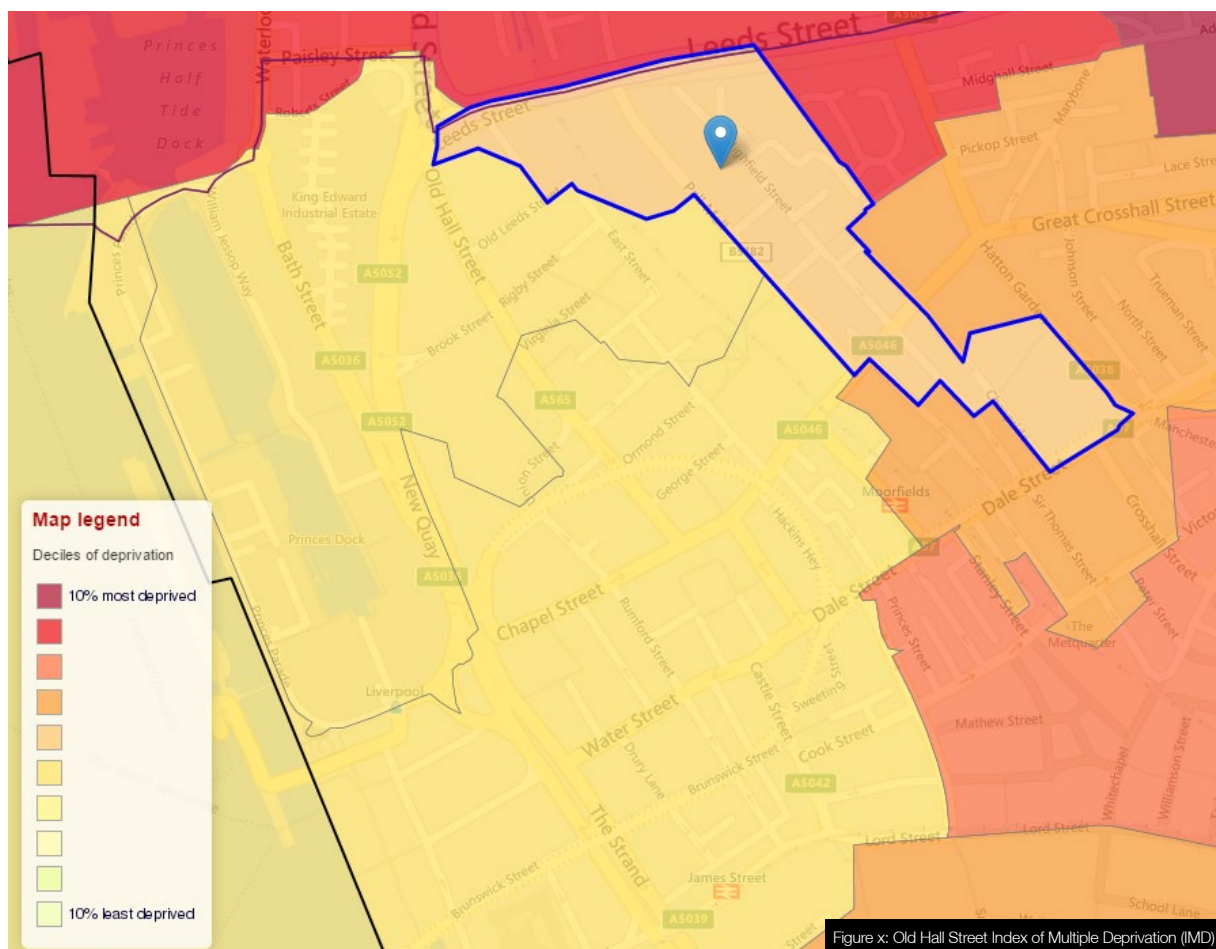
6.32. The Liverpool area is ranked 14,362 out of 32,844 LSOAs in England; where 1 is the most deprived LSOA. This is amongst the 50% most deprived neighbourhoods in the country. Figure X refers.



Source: <http://dclgapps.communities.gov.uk/imd>

6. Reason 3

6.33. Within the city, areas have different deprivation rankings. The site largely falls within an area ranked amongst the 50% most deprived neighbourhoods in the country. The area to the west incorporating a small part of the site is also amongst the 50% most deprived. The area to the north is amongst the 20% most deprived.



Source: <http://dolgaapps.communities.gov.uk/imd>

6.34. The proposed residential scheme will improve the area through providing an inclusive, innovatively designed development to attract and retain residents within this part of Liverpool.

7. Technical Issues

- 7.1. This section sets out the key planning issues and material considerations pertaining to the proposed residential scheme and confirms that the proposal accords with planning policy at all levels.
- 7.2. This proposal takes into account the following considerations:
- Microclimate;
 - Air Quality;
 - Noise;
 - Ecology;
 - Highways;
 - Waste;
 - Drainage and Flood Risk

Microclimate

- 7.3. A wind assessment has been completed by WSP | Parsons Brinckerhoff. Whilst the results indicate that the local wind environment would be subject to a relatively moderate increase in the general wind speeds of the adjacent areas and higher wind speeds are typically expected due to the increased massing, this increase in windiness in the context of the area which is windy already is not excessive and does not represent a significant impact from the proposed building.
- 7.4. In relation to pedestrian safety, the results of the assessment indicate that there is a potential increase in windiness in the area adjacent to the BMW car park on Leeds Street. This is mainly due to southerly and westerly winds deflected by the proposed building, generating wind pressure differences across the facades and creating the wind acceleration in this location. Mitigation measures are therefore being considered to reduce wind speeds in the immediate surroundings of the site to help reduce these effects.

Air Quality

- 7.5. A qualitative assessment of the potential impacts on local air quality from construction activities has been carried out by WSP | Parsons Brinckerhoff using the IAQM methodology.
- 7.6. The assessment identified that there is a Medium Risk of dust soiling impacts and a Low Risk of increases in particulate matter concentrations due to construction activities. However,

7. Technical Issues

through good site practice and the implementation of suitable mitigation measures, the effect of dust and PM10 releases will be significantly reduced.

- 7.7. It follows that the residual effects of dust and PM10 generated by construction activities on air quality are therefore considered to be not significant, the residual effects of emissions to air from construction vehicles and plant on local air quality is considered to be not significant and the proposed development will not generate sufficient road traffic once open to cause a significant air quality effect.
- 7.8. To this end, it is considered that the development proposals comply with national and local policy for air quality.

Noise

- 7.9. The noise assessment undertaken by WSP | Parsons Brinckerhoff demonstrates that through the use of appropriate mitigation, the potential noise and vibration impact on both future occupants of the proposed development and existing off site noise sensitive points, meets the appropriate criteria in noise terms.

Ecology

- 7.10. An ecology report has been undertaken by WSP | Parsons Brinckerhoff which sets out that due to the size and location of the site and the habitats present, it is not likely to support species of notable wildlife value that would be a potential constraint to development of the site.
- 7.11. The site largely comprises hard standing, steel fencing and brick walls with a small area of bare ground covered with scattered scrub located in the south-eastern corner of the site which offers potential habitat for wild birds. Subsequently, avoidance of contravention of legislation regarding birds is recommended through appropriate timing of vegetation clearance or the completion of nest searches prior to the commencement of works.
- 7.12. No impacts upon statutory designated sites within 10km or non-statutory sites within 2km are expected from the proposal due to the ecological context of these sites and their distance from the site.

7. Technical Issues

- 7.13. Ecological enhancements have been recommended to improve the biodiversity value where possible and appropriate however given that this is a constrained urban site, it is recognised that there would be limited scope to introduce all recommendations.

Highways

- 7.14. A transport statement has been carried out which considers the implications of the development proposals on the transport network, with an emphasis placed on ensuring that the long term and sustainable benefits of the proposed development are captured. The statement recommends that planning permission is not withheld for the proposed development on transport and highways grounds, ie permission can be granted.
- 7.15. The transport assessment highlights that the site is an extremely accessible location with a wide range of services, facilities and amenities within the walking catchment area. Whilst there is no parking proposed for this development, the proposal provides more than the Council's requirement of 168 cycle parking spaces (187 cycle parking spaces).

Waste

- 7.16. A Waste Management Strategy has taken into account the need to lessen the overall impact of waste generation through recycling of materials from the operational phase of the proposed development. The residential units will incorporate sufficient internal waste storage containers to promote the separation of recyclable materials at source. Residents will manually transport their waste down to the refuse and recycling bins located in the waste storage area at based level 1 via the lifts. On collection day, the on-site facilities management team will transport bins from waste storage area at basement level 1 to the bin presentation point at ground floor level.
- 7.17. The proposals set out above meet the requirements of relevant waste policy and follow applicable guidance.

7. Technical Issues

Drainage and Flood Risk

- 7.18. A drainage strategy has been prepared which considers any potential constraints, foul and surface water flows and discharge points and proposed surface water storage volumes. Following discussions with United Utilities, the report concludes that a new foul water network and surface water network will be implemented at the site which will provide the appropriate drainage onsite.

Appendix 1

Appendix 1

Planning Policy

Unitary Development Plan (2002)

Office Development (E2)

Policy E2 relates to the main office area within the City Centre. The policy supports use classes A2, B1 and complementary service uses including Classes A1 (shops) and A3 (restaurants).

Economic Regeneration (GEN 1)

Policy GEN 1 identifies the City Centre as one of five areas of the city in which resources for economic regeneration will be concentrated in order to reverse the decline in economic activity, investment and employment Liverpool has experienced previously.

Liverpool City Centre (GEN 9)

Policy GEN 9 aims to maintain and enhance the City Centre's role and function as a regional centre through, inter alia:

- furthering economic development;
- enhancing the living environment; and
- improving the general physical environment.

City Centre Living (H3)

Policy H3 supports the growth of the City Centre residential population, through conversion of redundant office space and new mixed-use development.

Appropriate residential proposals in non-residential areas will be supported where the development:

- will not prejudice or harm the character, viability or functioning of the area's predominant land use or that of adjacent areas, in terms of its scale, density and design;
- forms an integral part of the City Centre, and is not planned and designed as distinctly separate or self-contained zones; and
- provides adequate safeguards for the amenity and health of future residents.

Appendix 1

General Design Requirements (HD18)

Policy HD18 requires new development to comply with a list of criteria, where appropriate in order to ensure a high quality of design. This includes ensuring that:

- The scale, density and massing of the proposed development relates well to the locality;
- The proposed scheme includes characteristics of local distinctiveness in relation to design, layout and materials including the building lines and layout relating to others in the area;
- External boundary and surface treatment which relate well to the surroundings are included as part of the development;
- Plant machinery and equipment is provided within the building envelope or at roof level as an integral part of the design;
- The development has regard to the city's skyline, roofscape and local views and does not detract from such views within the city; and
- Adequate arrangements are made for the storage and collection of refuse in addition to pedestrian and vehicle access for the car parking.

SPD

The Liverpool Commercial Quarter SPD was adopted in 2006. The application site is the north-western point of the Quarter's boundary. The SPD envisaged that the northern section of the Quarter would primarily be used to create a multi-storey car park. No development proposals have come forward for such a car park.

SPG10 New Residential Development (1996)

Density

The council does not operate a strict density policy, rather it is dictated by the density and character of the surrounding area, the need to retain, where appropriate, natural and man-made features within the site and the development capacity of individual sites taking into account the need to protect privacy and amenity and the provision of adequate garden space.

Design

New housing should be well designed and should contribute to improving the quality of the urban environment. Characteristics of local distinctiveness should be considered when designing a scheme, buildings should complement the roofscape of existing buildings in the street scene and materials should complement the surrounding buildings.

Appendix 1

Layout

The relationship of buildings, spaces and landscape features should respect the character of the locality and establish an identity and sense of place.

Space around buildings

Proposals are normally required to satisfy the minimum standards for space around buildings outlined. The standards in practice will vary depending upon the character and spaciousness of the surrounding area.

Appendix 2



- 1 Liverpool waters: Major redevelopment comprising offices, 9,000 new homes, retail, leisure, visitor attractions, community facilities, and two new parks.
- 2 Stanley Dock: Mixed use development comprising 538 apartments, public exhibition space, offices, circa 9,200sqm commercial floorspace and two new hotels.
- 3 North Liverpool Atlantic Gateway: Mixed use zone with offices, light industry, retail trade counters, education/ training facilities, hotel and residential.
- 4 The Anfield Project: Stadium expansion, training hotel, terraced housing improvement programme, circa 106 new homes
- 5 Pall Mall Exchange: Commercial led mixed use development site with scope for 200,000sqm of office floorspace
- 6 King's Dock: Leisure/ entertainment, hotel, restaurants, water based attractions and residential
- 7 Cains Brewery Village: Mixed use development with residential, food retail, hotel, leisure (cinema, cafes, restaurants) and light industrial
- 8 New China Town: Leisure, retail, business and live/work space
- 9 Knowledge Quarter – Project Paddington: Extension to Knowledge Quarter including a new railway station, offices, a 30-storey landmark building, 27 acres of public realm, retail, hotel, conference facilities, and 700 parking spaces.
- 10 Knowledge Quarter – Health Campus: Educational/ research led development to include the £118 million Clatterbridge Cancer Centre
- 11 Lime Street Gateway: New mixed use scheme with ground floor commercial, retail and leisure uses, 90 bedroom hotel and student accommodation.
- 12 Liverpool Innovation Park / Digital & Creative Campus: Mixed uses including offices, theatre school, film & television studios including refurbishment of the historic Littlewoods Building

Mayoral development zone

- Environmental technology
- North Liverpool
- Knowledge Quarter
- Central Liverpool

Key

- Site boundary
- Key sites
- Rail Line
- Site

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Title	City wide context plan	Date: 01.11.16 Scale: NTS Project No: 25290001 Drawing No: 25290001/1 Drawn By: MR		T 0161 836 6910 F 0161 836 6911 info@indigoplanning.com	
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