

SUPPORTING PLANNING STATEMENT

February 2017

**APPLICATION FOR RESIDENTIAL-LED MIXED USE
ACCOMMODATION**

LANYORK ROAD, LIVERPOOL

on behalf of:

EQUITY GROUP LIMITED



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1. INTRODUCTION

- 1.1 This Planning Statement has been prepared on behalf of the applicant, Elliot Property Construction Ltd, Equity Group Ltd. (c/o Hill Dickinson LLP) and RSG Partnership, in support of a detailed Planning Application for the construction of three 34-storey towers, together with a two storey podium. A total of up to 1,002 apartments (C3) are to be provided in conjunction with commercial / retail (A1, A2 or A3), offices (B1), residents' facilities (lounge, meeting space and cinema room), fitness gym and swimming pool, parking/cycle spaces, landscaping, access and associated development.
- 1.2 Responding to the local environmental context of the site, the design proposals have been through several iterations during the pre-application stage. Ongoing correspondence with planning officers and consultees has informed the design applied for.
- 1.3 In promoting the proposed scheme it is recognised that due regard must be given to a number of relevant up-to-date policy considerations as well as other material planning considerations. In developing these proposals, full regard has been given to the provision of Section 38(6) of the Planning and Compulsory Purchase Act 2004.
- 1.4 The general approach to, and content of, this application has been discussed with officers of Liverpool City Council (LCC) prior to its submission and during the application process. These discussions have influenced the evolution of the scheme into its final form and the supporting information accompanying the application.
- 1.5 Our ongoing dialogue has enabled us to agree a list of documents which accompany this application. These include:
- Design and Access Statement, including contextual design analysis/visual assessment, prepared by FCH Architects
 - Landscape Statement, prepare by Landscape Projects;
 - Transport Statement, including Minimum accessibility standard assessment (MASA) and Traffic Management Plan, prepared by DTPC;
 - Desktop Ground Conditions (Phase 1) & Survey of Unexploded Ordnance, prepared by Clancy;

- Phase 1 Ecological Assessment, prepared by Penny Anderson Associates;
- Framework Travel Plan, prepared by DTPC;
- Drainage Strategy, prepared by Clancy;
- Utilities Strategy, prepared by Abacus;
- Lighting Assessment, prepared by WYG;
- Site Management Strategy, prepared by UrbanBubble;
- Tree Survey, prepared by Amenity Tree Care;
- Ventilation Strategy, prepared by Abacus;
- Environmental Statement Volume 1 (Main Text), coordinated by Zerum and comprising:-
 - 1. Introduction, prepared by Zerum;
 - 2. Context & Methodology, prepared by Zerum;
 - 3. Scheme Description, prepared by Zerum;
 - 4. Evolution and alternatives, prepared by Zerum;
 - 5. Townscape and Visual, prepared by Planit IE;
 - 6. Heritage, prepared by Planit IE;
 - 7. Air Quality, prepared by WYG;
 - 8. Wind Assessment, prepared by WYG;
 - 9. Sunlight / daylight Assessment, prepared by WYG;
 - 10. Noise & Vibration, prepared by WYG;
 - 11. Socio-Economic, prepared by Zerum;
 - 12. Archaeology, prepared by Oxford Archaeology; and
 - 13. Conclusions, prepared by Zerum;
- Environmental Statement Volume 2 (Appendices), coordinated by Zerum; and
- Environmental Statement Volume 3 (Non-Technical Summary), coordinated by Zerum.

1.6 The application is also supported by a full set of plans and elevations, prepared by the scheme architects, FCH Architects, and landscape plans and details prepared by Landscape Projects.

1.7 The remainder of this statement:

- provides context and describes the site and its surroundings;
- describes the development proposals;

- outlines the Development Plan framework and relevant national policy guidance;
- provides a detailed analysis of the main planning considerations; and,
- concludes by summarising the main points raised in this document.

2. DEVELOPMENT CONTEXT

- 2.1 This section briefly describes the site, its surroundings and local setting, and outlines the relevant planning history of the site.

SITE DESCRIPTION

- 2.2 The application site comprises an area of 0.77 hectares in the central urban area of Liverpool and fronts the corner of Pall Mall and Leeds Street; the northern section of the City's inner ring road (A5053). The application site is located on the northern edge of Liverpool City Centre and is located within the 'Atlantic Corridor', a designated area of Liverpool which occupies a pivotal and high profile location. The Atlantic Corridor includes a number of the city's most strategic regeneration investments and is comprised of five character zones.
- 2.3 This application is specifically concerned with a site within the City Fringe character zone, an area proposed as a transition into the city centre, supporting a wide range of uses including hybrid units and ancillary mixed uses (leisure and residential) focused along key frontages, as set out in the Atlantic Corridor Development Framework, adopted October 2016.
- 2.4 The site is currently occupied by a single-storey late 20th Century industrial unit (currently occupied by Rigo Spa pool, thermal bathing and spa manufacturers) and a small industrial estate, known as Acorn Industrial Estate (currently occupied by a number of small businesses including a nail product wholesaler and a florist). The plots within which the units are located are hard surfaced and laid out for car parking. Very little natural habitat exists on the site and that which does is in the form of a few scattered trees. This is considered typical within the local context and unlikely to be of any significant value for any protected or notable species. In addition, the site is recorded as an open, cleared site in the Atlantic Corridor Development Framework.
- 2.5 The site is bounded to the north by Lanyork Road and beyond this a surface area car park, to the east Pall Mall and Inchcape Mercedes-Benz of Liverpool adjacent, addressing both Leeds Street and Pall Mall at the opposite corner. North Point a new mixed-use development, which has commenced development, is located to the north east of the site.

- 2.6 To the south is Leeds Street 'A5053' and a surface area car park beyond, within the defined City Centre, and to the west is the Merseyrail Line. This is set within a deep cutting and enters a tunnel constructed in the 1970s under the City Centre adjacent to the site but rises to an above ground level on to a Victorian viaduct to the north of the site. The line runs parallel to Pall Mall. Further west is the Princes Half Tide Dock and Liverpool's historic docks and waterfront (approximately 350m distance).
- 2.7 The site is allocated for industrial purposes in the Liverpool UDP (2002). However, this allocation doesn't reflect the Council's aspirations for the site these 15 years later. This area is now known collectively as 'Pumpfields', which is considered to be the northern expansion of the City Centre, with development providing support services for the City's Commercial District, suited for comprehensive mixed-used redevelopment to create a new City Quarter. Land further to the north comprises the residential area of Eldonian Village, whilst land on the southern side of Leeds Street includes the City Centre's Commercial District and established residential communities. The City Centre Main Retail area is situated 0.6 miles to the south. Great Homer Street District Centre is situated 1 mile to the east.
- 2.8 Great Howard Street, Vauxhall Road and Scotland Road all serve as arterial road routes into the City from the North and connect with the inner ring road (Leeds Street - A5053). These streets all serve as major bus routes, whilst two bus services (101 & 103) operate along Great Howard Street. The nearest rail station is Moorfields, situated 0.6km to the south; Liverpool Lime Street Station is located 1.2km to the south east and provides direct links to London and Manchester as well as other national, regional and local destinations. Pall Mall provides for unrestricted on-street car parking.
- 2.9 The Mersey Narrows Site of Special Scientific Interest/Special Protection Area/Ramsar Site is located approximately 1500m to the west of the site, across the other side of the River Mersey. Further afield, the New Ferry SSSI is approximately 4.3km away to the southwest, and the Mersey Estuary SSSI 4.9km to the southeast. There are no notable geological designations nearby, including no Geological Conservation Review sites nor Geological Places to Visit.
- 2.10 The Application Site is not located within, nor adjacent to any locally designated Conservation Areas, nor is it within the immediate setting of any statutory listed buildings. It is however immediately adjacent to the boundary of the Buffer Zone for the Liverpool Maritime Mercantile City World Heritage Site, as designated by UNESCO.

Great Howard Street to the west, and Leeds Street, immediately adjacent to the Site to the south, mark the boundary.

- 2.11 The Environment Agency Flood Map for the area indicates that the site is located within Flood Zone 1, where there is a low probability (less than 1 in 1,000 annual probability of river or sea flooding in any year) of flooding.
- 2.12 The site and surrounding area is located within an Air Quality Management Area (AQMA).

PLANNING HISTORY

- 2.13 A review of the relevant planning history of the site identifies that the site has had applications submitted for:
- **L257178** – to erect seven starter factory units consented on 2nd March 1982;
 - **99P/1261** – To continue to use the land as a car park which was consented on 19th July 1999.
 - **02F/2869** – To use industrial premises as a service and distribution centre for motor vehicles consented on 4th December 2002.
 - **02F/3394** – To erect single-storey office accommodation extension to existing building, lay out storage area and vehicle washdown enclosure, together with new external lighting, sliding gate and boundary fencing which was consented on 10th February 2003.
- 2.14 The planning history covering the application site has consistently been for low density development or surface area car parking. As a consequence of the type of development applied for the site has not contributed positively to the local character.

3. DESCRIPTION OF PROPOSED DEVELOPMENT

- 3.1 The Proposed Development comprises the demolition of the existing buildings and the construction of three towers of 39, 33 and 27 storeys together with a two storey podium. The development includes landscaping at ground level, provision of parking (surface, basement and within the development), provision of cycle parking and the creation of a podium-level garden space for residents and occupiers of the development. The following uses are proposed:-

	GIA Sq.m	Number of units
Residential Apartments	49,026	1,002
Gym, spa, pool & fitness	1,047	1
Commercial / retail unit (A1 A2, A3 or B1 Use Class)	569	1
Office Use (B1 Use Class)	353	1
Residents' club lounge, meeting, cinema and management facilities	353	-

Floor Layouts

- 3.2 The accommodation is briefly laid out as described below and comprises:-
- 3.3 **Basement Level Plan** - The basement level will accommodate 34 car parking spaces with 4 reserved for disabled users. There will also be motorcycle parking spaces in the basement. Two large plant rooms will be located in the basement and accessed via the cores. Each block will have a laundry room accessible from the stair/ lift core along with a comms room dedicated to each block. The refuse chutes in each block will terminate in the basement and will be collected and stored in the refuse store. Each block will have a refuse store. Upon collection of refuse all the 1100l bins will be transported to refuse holding room via a platform lift located in Block C refuse store.
- 3.4 **Ground Floor Plan** - The ground floor plan accommodates the 3 primary residential entrances, a gym/pool, commercial unit to the North, various cycle storage spaces, plant/substations and parking. There are 34 parking spaces with 4 disabled spaces. There shall also be at-grade parking spaces to the rear and motor cycle spaces in the carpark.

- 3.5 **Mezzanine Floor Plan** - This level provides a mezzanine to the pool/ gym and also to the commercial unit. It is also used for parking. It provides 36 parking spaces, 4 of which are disabled. There are motor cycles spaces, cycle spaces and plant areas.
- 3.6 **Second Floor Plan** - At the second floor level each block has been dedicated to a singular use. Block A will feature the gymnasium and fitness studios that form part of the Leisure and Spa facility. Block B has all the residents' amenities such as the cinema lounge and club lounge. The residents' amenities also include a small dining facility, meeting rooms and the building management office. In Block C the second floor level will be used as a commercial office space.
- 3.7 All three blocks will open out onto the garden deck. The elevated garden deck will allow residents and users of the building to enjoy and relax in the landscaped spaces and enjoy the wonderful views of the city and the waterfront from the raised deck.
- 3.8 **Typical upper floor plan - higher studio %** - The typical upper floor plan varies with a higher % of studios on the lower levels. Each level is used for residential. The mix of apartments range from studio apartments to 2 - bedroom apartments.
- 3.9 **Typical upper floor plan - higher 2 bed %** - This typical upper floor plan is found on the upper levels of the blocks. Each level is used for residential use. The mix of apartments range from studio apartments to 2 - bedroom apartments, with a higher % of 2 beds than found lower down the scheme. In this scenario the studios adjacent the cores are replaced with a 2 bed apartment on each side
- 3.10 **First 3 Levels of Penthouse Apartments** - The first 3 levels of penthouse apartments will be primarily used for residential. The mix of apartments range from studio apartments to 3 - bedroom apartments. There is a focus on bigger, more luxurious apartments on this level.
- 3.11 **Top Level of Penthouse Apartments** - The top level of penthouse apartments will be used for residential use. The mix of apartments range from studio apartments to 3 - bedroom apartments. There is a focus on bigger, more luxurious apartments on this level. The end 3 - beds have internal winter gardens.
- 3.12 **Roof Plan** - The roof of the blocks will be accessed from the stair cores which project higher than the adjacent floors. There shall also be a plant enclosure which balances the stair projection. There shall be 2 hoists, one either end of the roof to provide gantry access for cleaning and maintenance.

Residential Accommodation

- 3.13 The proposal seeks to create a modern and well considered residential development with a mix of apartment types that responds to the character of the surrounding area as well as local demand. The proposed mix of apartments is set out below.

	Proposed Scheme			
	Block A	Block B	Block C	Total
Total number of apartments	416	326	260 s	1,002
1 bed studios	92 (22%)	38 (12%)	32 (12%)	162 (16%)
1 bed apartments	144 (35%)	120 (37%)	96 (37%)	360 (36%)
2 bed apartments	172 (41%)	160 (49%)	124 (48%)	456 (46%)
3 bed apartments	8 (2%)	8 (2%)	8 (3%)	24 (2%)
No of storeys	39	33	27	N/A
Office floorspace (Not including ground floor entrance)	N/A	N/A	353 sq.m	353 sq.m
Commercial floorspace	N/A	N/A	569 sq.m	569 sqm.m
Communal Residents Area	N/A	353 sq.m	N/A	353 sq.m
Fitness, spa, pool and gym	1,047 sq.m	N/A	N/A	1,047 sq.m

Table 3.1

DESIGN

- 3.14 The location of the site provides an opportunity to create a landmark gateway building on a key junction into and out of the city centre. The proposed development will be visible when approaching from the South via the Strand, the North via Great Howard Street and from the East/West via Leeds Street. The three key routes provide access to the wider city region with The Strand a key route towards the South of the City and to Liverpool John Lennon Airport. Leeds Street is an arterial route to both the Queensway and Kingsway Tunnels taking traffic to Wirral and further to Cheshire and North Wales. Great Howard Street is a key route to the dock lands and SuperPort and further to Southport and the East Lancashire Road.

3.15 The Proposed Development has been progressed following a detailed analysis of the site and local context whilst taking into consideration the national and local requirements for residential developments.

3.16 The proposals have been developed through careful consideration of the site including:

- Analysis of the local character and context;
- Evaluation of use requirements of the local area;
- Detailed analysis of the site itself including orientation, topography, access, proximity to neighbours and connection with the streetscape;
- Review of relevant planning policy, land use designations and discussions with LCC planners during the pre-application process; and
- Assessment, consideration and reduction of environmental impacts as part of an iterative design development.

3.17 The building has been designed to be fully accessible to all users, to comply with all relevant parts of the Building Regulations and to provide access for all.

Scale and Massing

3.18 The height of the Proposed Development is as follows:-

- Ground Floor +0.00 (AOD +17.00)
- Second Floor (Podium) +7.00 (AOD +24.00)
- Block A Roof Level +120.30 (AOD +137.30)
- Block B Roof Level +102.30 (AOD +119.30)
- Block C Roof Level +84.30 (AOD +101.30)

3.19 When developing the massing of the building it was important that the building takes advantage of the waterfront views. Inspiration from the waterfront setting also fed into the facade of the scheme, and inspired the building skin.

3.20 Elevating the residential blocks to the 3rd floor provides a buffer to the noise and lower air quality closer to the main roads and train line below, whilst enhancing the views from all levels. The building height ensures that all levels will have excellent views of the city.

- 3.21 The three blocks have been placed on the East - West orientation to allow maximum sun penetration to the podium garden deck. The facade has also been angled to create views out of the interior elevations and to avoid direct overlooking. The end of the buildings also skew in to allow more light into the central areas and to allow views out from the interior apartments.

Materials and Appearance

- 3.22 The facade treatment has been developed to ensure the building is strikingly modern and reflects its waterfront and strategic setting.
- 3.23 The building will primarily be constructed using a mixture of glazed and metal cladding faceted to follow the floor lines. On the standard floors there is a gentle facet which allows views out of the inner elevations of the blocks whilst creating a gentle rhythm. This is augmented by a solid metal line at the floor levels and a fine perforation to the solid panels to provide ventilation.
- 3.24 At the upper levels the facade has a more regular pattern which helps to create a crown to the building. This area of the facade extends up to form a parapet and is higher on the sides to allow the side elevations to express themselves as ripples with subservient ends.
- 3.25 The lower levels have an inset glazed sleeve at podium level with the towers suspended on feature columns to the front. There is a subservient block to the lower floors which is simpler in nature and which accommodates all of the commercial uses.
- 3.26 It was important to articulate the facade for a number of reasons. One of these was to create an architecturally interesting facade which is integral to a scheme of this scale on such an important gateway site. The articulation applied to each facade has helped remove any issues regarding overlooking. The faceted facade treatment also means no windows are angled directly to the adjacent block and faces to waterfront / city.
- 3.27 A further benefit of the facade articulation was to help with wind mitigation. It was important to bring some definition to the facade treatment to help reduce wind flows around the blocks and to enhance the local environment at street level.

Refuse Strategy

- 3.28 Residents will have access to a refuse chute located within each tower. All the refuse chutes terminate in three separate refuse stores at basement level. On refuse collection days the refuse will be transported through the basement and up to the ground floor refuse store below Block C via a platform lift. From here the bins will be transferred outside to the refuse collection vehicle which will utilise the servicing bay at the rear of the podium.

Landscaping

- 3.29 The scheme includes hard and soft landscaping in and around the perimeter of the site. Proposed new landscaping for the site will create a clear, visual identity for the site and complement the architectural language of the buildings to ensure a holistic approach to the whole development.
- 3.30 The proposal will include a podium garden deck at second floor level. The garden deck will provide residents and other users of the development a landscaped break out space to enjoy and relax in. The elevated garden deck will provide wonderful views across the city and towards the waterfront and River Mersey.
- 3.31 The three blocks will each have separate functions at podium level to encourage a mix of people using the garden deck. Block A will house the leisure and spa facility. The gymnasium and fitness studios will be located at the podium level with access to the garden. All the residential amenity spaces, such as the club lounge and cinema lounge, will be located in Block B. These spaces will allow residents and building staff to use the garden deck throughout the day and during the evening. Commercial office space is proposed at the podium level in Block C. As such, users working at the office will be permitted to use the garden deck as a break out space and to enjoy throughout the day and at lunch breaks.

Access & Parking

- 3.32 All vehicular arrival points into the proposed building will be via Pall Mall to remove the need to slow and turn direct from Leeds Street which experiences much higher volumes of traffic compared to Pall Mall.
- 3.33 Residents and visitors arriving on foot or in vehicles will arrive via Pall Mall to the arrival space created by setting back the podium from the site boundary. A landscaped

buffer space will create a safe separation between the vehicle access road and the main pedestrian walkway. Covered car parking is accessed from Pall Mall, further ground surface car park spaces are available at the rear of the development and are accessed via Lanyork road.

- 3.34 Service vehicles will use Lanyork Road to access the rear of the proposed building. A service loading bay will be provided to ensure any service vehicles do not block the path of residents parking to the rear of the building.

Drainage

- 3.35 The existing site is currently 94% impermeable and discharges surface water runoff to the public surface water sewer, where it is collected and discharged to the public combined sewer system in Leeds Street.
- 3.36 The Proposed Development will reduce local area flood risk by controlling surface water on site. Following the SuDS and water disposal hierarchy it has been determined that surface water will primarily be controlled using flow controls and storage tanks before being discharged to the public combined sewer system.
- 3.37 The proposed system will be designed to control surface water run-off for all storms up to and including the 100 year plus climate change event. Water will be stored on site below ground before being discharged at a rate with a 30% reduction from existing rates to give 46l/s, lower than United Utilities acceptable flow rate of 55l/s.
- 3.38 The proposed system will be designed to meet the Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems, March 2015.

STATEMENT OF CONSULTATION

- 3.40 Consistent with the Council's Adopted Statement of Community Involvement (Adopted 21st June 2013), the applicant has undertaken pre-application discussions with Senior Officers of the local planning authority. A formal pre-application application was made to Liverpool City Council Planning Authority. Meetings were held between June 2016 and December 2016 with Chris Ridland and Sam Campbell and subsequent telephone conversations and emails.
- 3.41 This process enabled the required supporting documentation to be agreed (summarised earlier) and advice received has been used to inform the proposals

presented in this application. Full consideration was made of all comments received at the Pre-App stage and the scheme has progressed and been revised as a result of the comments made.

- 3.42 In determining the appropriate approach to pre-application consultation, both the Applicant and their main professional advisors have sought to adopt a 'best practice' approach to both design and delivery. Pre-application discussions with Liverpool City Council commenced in advance of the submission of the application.
- 3.43 Given that there are very few residential properties in the immediate area and given that the development accords with the council's aspirations for the area we did not believe that a wider community engagement exercise was necessary. However, should the application attract significant local interest we would be happy to arrange for a public consultation event to take place to inform members of the public or key local interests.
- 3.44 Given the above, we believe that an appropriately comprehensive process of pre-application consultation has been undertaken.

4. PLANNING POLICY

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that when determining a planning application, the decision maker must make their determination in accordance with the development plan unless material considerations indicate otherwise.
- 4.2 Given this obligation, this chapter therefore considers national planning policy guidance relevant to the application, which is a material consideration in the determination of this application, as well as reviewing the development plan for the site which currently consists of the Liverpool UDP of November 2002. The Council is producing one Local Plan for Liverpool which will set out a spatial vision, spatial objectives and strategic policy as well as dealing with site allocations. However, the Draft Liverpool Local Plan September 2016 is only at an early stage in its development and therefore would not be a material consideration to this application.

NATIONAL PLANNING POLICY

- 4.3 The National Planning Policy Framework (NPPF) was published on 27th March 2012. It outlines a clear presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-making. The Ministerial Foreword sets the tone of the document when it states that,

'Development that is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, and every decision.'

- 4.4 The NPPF outlines that the primary objective of development management is to foster the delivery of sustainable development. Local planning authorities should look for solutions rather than problems, working pro-actively with applicants to secure developments that improve the economic, social and environmental conditions of an area. The concept of sustainable development is reinforced throughout the NPPF, including Paragraph 49 which states that housing applications should be considered in the context of sustainable development.
- 4.5 The Framework identifies 12 core planning principles which should underpin both plan making and decision taking. Amongst other things, planning should:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made to objectively identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas.
- Encourage the effective use of land by reusing land that has been previously developed.
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

4.6 The proposed development is consistent with the NPPF's core planning principles. It is important that Councils take advantage of brownfield development opportunities, particularly those which relate to underused assets/properties such as this. It is important that the proposals look to realise the full potential of the site whilst bringing a vacant brownfield site into positive and productive reuse.

4.7 Section 4 of the NPPF relates to the promotion of sustainable transport. Paragraph 32 states that, '*Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*' The proposed development would not have a material adverse impact on the road network. There is therefore no justification for refusing the proposed scheme on transport grounds.

4.8 Section 6 of the NPPF deals with the need to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. In particular, Paragraph 50 states that 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 (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes); and
- Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand.

- 4.9 Section 7 of the NPPF relates to Good Design. Paragraph 56 in particular states that a well-designed development is key to sustainable development and that it is 'indivisible from good planning, and should contribute positively to making places better for people.' In summary it states that Councils should aim to ensure developments:
- will function well and add to the overall quality of the area;
 - establish a strong sense of place;
 - optimise site potential and sustain an appropriate mix of uses;
 - respond to local character and identity;
 - create safe and accessible environments;
 - Are visually attractive as a result of good architecture and appropriate landscaping.
- 4.10 In determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area. The application scheme responds to this as it has been designed to a very high standard by a leading architect.
- 4.11 Attention should also be paid to Paragraph 111, which encourages '*the effective use of land by re-using land that has been previously developed (brownfield land)*'.
- 4.12 The NPPF's policies on the historic environment are set out in Chapter 12, paragraphs 126-141. Paragraph 126 notes that local authorities should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account the desirability of new development making a positive contribution to local character and distinctiveness.
- 4.13 Paragraph 128 requires applicants to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. Paragraph 129 then goes on to state Local Planning Authorities should undertake an assessment of 'significance' into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

- 4.14 In the case of a development proposal leading to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use (Paragraph 134). Paragraph 137 also states that local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.
- 4.15 The NPPF is the latest in a sequence of similar policy statements recording successive Governments' growing commitments to removing obstacles to investment, development and the creation of jobs. It is therefore an important consideration in the context of this proposal. It is concluded that this proposal represents a positive response from the NPPF with particular regard to sustainability, good design and appropriate approach in respect of regeneration projects.

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)

- 4.16 On 6th March 2014 the Department for Communities and Local Government (DCLG) launched a new planning practice guidance web-based resource. The NPPG, in a similar manner to the NPPF, states good design is integral to sustainable development, and is about creating places that work well for everyone whilst looking good, lasting well, and adapting to the needs of future generations. The NPPG states that the key issues to be considered in development are:
- Local character;
 - Safe, connected and efficient streets;
 - Network of greenspaces;
 - Crime prevention;
 - Security measures;
 - Access and inclusion;
 - Efficient use of natural resources;
 - Cohesive and vibrant neighbourhoods.
- 4.35 The NPPG then states that development should look to be:
- Functional;
 - Supportive of mixed uses and tenures;

- Inclusive of successful public spaces;
- Adaptable and resilient;
- Distinctive in character;
- Attractive;
- Permeable to movement.

4.17 The NPPG provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

4.36 The NPPG sets out in relation to brownfield sites, that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should:

- Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use; and
- Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

DEVELOPMENT PLAN

4.18 As outlined earlier Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the statutory development plan, unless material considerations indicate otherwise. The Liverpool UDP is an older-style document, having been adopted in 2002. Whilst a number of policies within the Liverpool UDP have been 'saved', Paragraph 215 of the National Planning Policy Framework (NPPF) sets out that due weight should be given only to those policies in existing plans according to their degree of consistency with the Framework. With this in mind, it is now a held principle by the Planning Inspectorate on behalf of the Secretary of State that whilst some policies may be classed as 'saved', they would only hold material weight if they are up-to-date in respect of the requirements of the NPPF.

4.17 Whilst having regard to the above, the following UDP policies are considered relevant to this application:

Policy E1 :	Primarily Industrial Areas
Policy GEN1 :	Economic Regeneration
Policy GEN3 :	Heritage & Design in the Built Environment
Policy GEN4 :	Housing
Policy GEN6 :	Transportation
Policy GEN7 :	Community Facilities
Policy GEN8 :	Environmental Protection
Policy GEN9 :	Liverpool City Centre
Policy H3 :	City Centre Living
Policy H5 :	New Residential development
Policy HD5 :	Development Affecting the Setting of a Listed Building
Policy HD12 :	New Development Adjacent to Conservation Areas
Policy HD18 :	General Design Requirements
Policy HD19 :	Access for all
Policy HD20 :	Crime Prevention
Policy HD21 :	Energy Conservation
Policy HD23 :	New Trees and Landscaping
Policy HD24 :	Public Art
Policy OE7 :	Habitat Creation and Enhancement
Policy OE14 :	Open Space in New Residential Developments
Policy T6 :	Cycling
Policy T7 :	Walking and pedestrians
Policy T8 :	Traffic Management
Policy T9 :	Road Safety
Policy T12 :	Car Parking Provision in New Developments
Policy T13 :	Car Parking Provision for the Disabled
Policy T15 :	Traffic Impact Assessment
Policy EP9 :	Waste Storage
Policy EP11 :	Pollution
Policy EP15 :	Environmental Impact Assessments

4.18 The Application Site is within the Lanyork Road/Pall Mall industrial area as allocated under the adopted UDP at site E52 under policy E1. Policy E1 only allows non industrial/business uses to be developed if the proposal:

- i. Would clearly act as a catalyst to the comprehensive redevelopment of the site or area primarily for industrial/business use;

- ii. Would not prejudice the long term development of the area primarily for these uses;
- iii. Does not involve the development of a warehouse in the city centre in excess of 2,500 square metres;
- iv. Would not cause unacceptable traffic and highway congestion and related problems or have an adverse impact on residential amenity or on the operation of existing businesses; and
- v. Would not conflict with other policies in the plan

4.19 However, notwithstanding the Primarily Industrial UDP allocation of the site, the principle of residential-led redevelopment has been established on several sites within the neighbouring 'Pumpfields' area. Separately, the Council adopted the Atlantic Corridor Development Framework in October 2016 diversifying the uses to be supported, including at this site. In addition, whilst not within the industrial sector the proposal will provide an increase in employment from the existing baseline position. The socio-economic chapter identifies that the development is likely to provide 103 FTE jobs. This includes office workers, commercial unit staff and management staff for the residential and leisure uses. This is in addition to the existing jobs on the site which will move to new premises in the area.

4.20 Chapter 9 of the UDP sets out a number of housing policies. Policy H3 is relevant in that it specifically encourages and supports proposals which will improve city centre housing stock. Paragraph 9.60 states that, some forms of city centre residential accommodation will prove more suitable for some groups of people than for others.

4.21 Policy H5 sets out a number of practical development control criteria, to be taken into account in considering new residential developments. These include density and design, the context of the character of the surrounding area, highway/parking considerations and open space. The policy states that new developments will need to accord with Policy HD18 (General Design Guidance) and OE14 (Provision of New Open Space).

4.22 Of the 'General Policies' Policy GEN1 promotes the principle of mixed use development in appropriate locations. Paragraph 5.109 also states that residential uses within mixed use developments can introduce diversity, security and life into areas of regeneration. Policy GEN9 states that the UDP aims to improve the living environment of the city centre.

- 4.23 Policy GEN3 states that the UDP aims to protect and enhance the built environment of the City by encouraging a high standard of design and landscaping in developments and creating an attractive environment which is safe and secure both day and night.
- 4.24 Policy GEN7 states that the UDP aims to promote satisfactory provision and distribution of community facilities – including recreational, leisure and social facilities for all City's residents.
- 4.25 Chapter 7 of the UDP is relevant to this application as it concerns heritage, design and the built environment. Policy HD5 & HD12 require a high standard of design within the vicinity of designated heritage assets, and establishes that consent will not be granted for works that would adversely affect the architectural or historic character to the setting of listed buildings and conservation areas, respectively. This is particularly important in considering the site's close proximity to the World Heritage Site Buffer and both Castle Street and Stanley Dock Conservation Areas.
- 4.26 UDP Policy HD18 requires that careful consideration is given to a number of design related criteria, which all applications should comply with, including:
- Scale, density and massing relating well to its locality;
 - Local distinctiveness;
 - Building lines relating to the immediate locality; and
 - Materials.
- 4.27 Policy HD19 states that the City Council will ensure that consideration is given to the need to ensure ease of access and movement for disabled people between and within public areas.
- 4.28 Policy HD20 relates to crime prevention and states that, the City Council will encourage developers, in the design and layout of new developments, to incorporate measures which reflect the need to make proper provision for personal safety and crime prevention.
- 4.29 Policy HD21 states that, in order to conserve energy resources the City Council will expect developers to minimise the overall demand for energy arising from their development proposals by taking into account the need for energy sensitive siting, orientation and layout in the design of new developments.

- 4.30 Policy HD23 outlines that, all new development proposals should make proper provision for the planting and successful growth of new trees and landscaping, including any replacement planting provided as compensation for the loss of any trees due to development.
- 4.31 Policy HD24 relates to Public Art and states that, the Council will encourage the provision of appropriate new works of art, including the visual arts, crafts and landscape design, within public places and as part of new development proposals. Such works of art will be expected to contribute to their surroundings and the amenity of the wider area.
- 4.32 This proposal is consistent with Policy GEN6 which states that, the City Council will promote and support initiatives designed to maximise the role of cycling as a transport mode and that, the City Council will implement measures to encourage walking as a mode of transport and to make the pedestrian environment safer and more convenient, as well as encouraging the siting of developments close to public transport links.
- 4.33 The transportation policies within Chapter 11 of the UDP are covered within the DTPC Transport Statement. In summary, this proposal is consistent with Policy T6 and T7 which promote and encourage cycling and safe pedestrian movements. The scope of an appropriate Transport Statement has been discussed and agreed with the Council prior to its submission (Policy T15) and this document gives appropriate consideration to questions of traffic management and road safety in accordance with Policies T8 and T9. Policy T12 outlines that any new development 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 and T13 sets out the requirement for disabled parking facilities to be included within the scheme.
- 4.34 Policy EP9 seeks to ensure that proposals provide adequate provision for onsite storage of waste and recycling. Policy EP11 outlines that Planning permission will not be granted for development which has the potential to create unacceptable air, water, noise or other pollution or nuisance.
- 4.35 The nature of the proposed development is of such a scale that in accordance with Policy EP 12 a supporting Environmental Impact Assessment has been completed and is to be submitted with the application in order for Liverpool City Council to fully assess the potential environmental impacts from the scheme.

- 4.20 Of the “General” UDP Policies (Chapter 5), firstly Policy GEN4 promotes a good quality living environment for all Liverpool's residents. Policy GEN9 states that the UDP aims to improve the living environment of the city centre.
- 4.21 Policy HD18 requires that careful consideration is given to scale, density and massing, local distinctiveness, building lines and materials in ensuring that new development delivers a high quality of design. Such matters and the other criteria that are listed by Policy HD18 have been given careful consideration by the scheme architects, in considering the appropriateness of their proposals.
- 4.22 Policy T13 states that a minimum of 6% of the first 100 spaces, should be reserved for Blue Badge holders. Parking bays should be wide enough to facilitate the easy transfer of a wheelchair to and from a car, located close to the point of access to and from the development served.
- 4.23 Of the remaining UDP policies which could be considered to be relevant to the application proposals. This development represents a positive response to Policy OE7 as it has undertaken the landscaping in an ecologically sensitive manner.
- 4.24 Other material planning considerations include:
- Atlantic Corridor Development Framework (October 2016)
 - Ensuring a Choice of Travel SPD (2008);
 - Design for Access for All SPD (July 2010);
 - Strategic Investment Framework (2012);
 - Planning Advice Note: Refuse Storage & Recycling Facilities In New Development (March 2005);
 - Supplementary Planning Guidance Note 8: Car and Cycle Parking Standards (1996);
 - Supplementary Planning Guidance Note 10: New Residential Development (1996);
 - World Heritage Site SPD (2009);
 - Baltic Triangle Planning Framework (January 2008) (Non Statutory Planning Guidance); and
 - Section 106 Planning Obligations.

ATLANTIC CORRIDOR DEVELOPMENT FRAMEWORK

- 4.25 The Atlantic Corridor Development Framework sets out the broad strategic aspirations for this northern part of the city centre. The Framework sets out a series of development zones which are to be brought forward as the city expands northwards. Outside of the Atlantic Corridor Development Framework immediately, to the east of the application site, the Pumpfields area is beginning to be regenerated with schemes coming forward that are supporting the integration into and expansion of the city centre.
- 4.26 The application site is within the City Fringe Zone within the Atlantic Corridor Framework which is proposed to be the transitional area into the city centre, with a wide range of uses encouraged including leisure and residential. The application site is located at the gateway into the City Fringe Zone, supporting a landmark development to support the integration between these new areas of the city centre and the current extent of the city.
- 4.27 The Atlantic Corridor Development Framework includes reference to the Ten Street investment cluster which is located to the north west of the application site. The Ten Streets area is now subject to its own regeneration framework which is out for consultation as of 6th February 2017. The proposed scheme would act as a catalyst to support the regeneration of the Ten Streets district supporting Liverpool City Council's aspiration.

ENSURING A CHOICE OF TRAVEL

- 4.28 Adopted in December 2008, this SPD was written to provide guidance to developers with regard to access and transport requirements. The objectives of this SPD are to:
- Ensure that there is reasonable access to new developments, through a good choice of transport methods;
 - To reduce the environmental impact of travel;
 - To improve road safety;
 - Promote healthier lifestyles and reduce the level of traffic growth and congestion;
 - Reducing car parking spaces in new developments where appropriate.

DESIGN FOR ACCESS FOR ALL

- 4.29 This SPD was written in 2010 to highlight the most important principles in designing inclusive buildings, which meet the needs of all users including disabled people. The SPD indicates that 10% of all new dwellings must be wheelchair accessible, and that accessible units must be built to Lifetime Homes standard. The Lifetime Homes standard no longer exists and has been replaced with changes to Part M of the Building Regulations.

STRATEGIC INVESTMENT FRAMEWORK 2012

- 4.30 Liverpool's City Centre's Strategic Investment Framework (SIF) creates a 15 year vision for the City Centre, outlining key developments and improvements to the principal business and residential districts. The site falls into the 'Business Quarter' (as identified in Figure 4.2 below).
- 4.31 One of the 'Strategic Actions' is to expand the residential population and create distinctive neighbourhoods. It suggests that implementation will expand the City Centre population from 32,000 to over 42,000.



Figure 4.2

REFUSE STORAGE & RECYCLING FACILITIES IN NEW DEVELOPMENTS

- 4.37 The purpose of this guidance note is to provide advice on the Council's recommended standards for refuse storage and recycling in all new residential developments. The guidance note also covers the provision of recycling facilities at all developments, building upon UDP Policy HD18 and EP9.

SUPPLEMENTARY PLANNING GUIDANCE NOTE 8 CAR AND CYCLE PARKING STANDARDS

- 4.38 The purpose of this guidance note, which was adopted by the City Council in April 1996, is to set out the Council's standards for car parking, including layout and design, in relation to proposals for new development. This guidance note also supplements Policy T12 (Car Parking Provision in New Developments) and Policy T6 (Cycling) in the Liverpool Unitary Development Plan.

- 4.39 The guidance stipulates that there is no minimum car parking requirement for city centre residential developments, there is however a maximum allowance for car parking within the city centre; 1 space per private dwelling plus 10% for visitors.
- 4.40 The guidance also offers minimum standards of cycle parking to encourage greater provision; within the city centre, all residential units should be cycle accessible.

SUPPLEMENTARY PLANNING GUIDANCE NOTE 10: NEW RESIDENTIAL DEVELOPMENT

- 4.41 This note supplements Policy H5 (New Residential Development) in the Liverpool Unitary Development Plan and was adopted in 1996. The main objective of the policy is to ensure that new developments are well integrated into their surroundings and offer a good standard of amenity to future occupants whilst protecting the amenity of existing occupiers.
- 4.42 The note then goes on to set out criteria required to achieve these objectives under the headings of density, design, layout, space around buildings, garden provision, landscaping, boundary treatment and parking and highways.

WORLD HERITAGE SITE SPD

- 4.43 The World Heritage Site SPD was adopted in 2009. It provides a planning framework for development which seeks to enhance the city's heritage and boost investment, tourism and regeneration. Above all, it is intended as a policy document which will encourage economic regeneration with an emphasis on quality. It is part of an emerging statutory development framework for the city which will outline more specific guidance on land allocations to prioritise target areas for economic growth for the whole city, including the World Heritage Site and areas bordering on it. The SPD includes important principles about World Heritage Site management in the longer term, with the emphasis on preserving and enhancing Liverpool's outstanding universal value and the quality of its public realm.
- 4.44 The application site lies outwith the World Heritage Site and its buffer zone, although it immediately borders the latter. Section 4.6.16 states that the principal opportunity for high-rise buildings is in and around the existing cluster of tall buildings, partly as this would strengthen the legibility of the city by signposting the location. The proposed Tall Buildings Cluster should be centred on the King Edward Street/Old Hall Street/Tithebarn Street/Pall Mall/leeds Street area, but will not be rigidly limited to these streets.

SECTION 106 PLANNING OBLIGATIONS

- 4.45 The purpose of this guidance note is to provide guidance on Section 106 Planning Obligations. These legal agreements will be negotiated between LCC and developers in the context of a grant of planning permission. They are intended to make development proposals acceptable, which might otherwise be unacceptable, and provide a means to ensure that a proposed development contributes to the creation of sustainable communities, particularly by securing contributions towards the provision of infrastructure and facilities.
- 4.46 The guidance note expands the policies for securing Section 106 contributions set out within the UDP (including policies OE14, HD23, HD24). The City Council's Executive Board in 2005 and 2008 have agreed that the following short term interim measures to secure S106 planning obligations from developers, which build on existing national and local planning policies, be adopted for development control purposes.

5. PLANNING ASSESSMENT

5.1 Having set out the policy background this chapter considers the principal issues that are considered relevant in the context of this application:

- The Principle of Development
- Housing Development
- Scale, Massing & Design
- Impact on Heritage and Townscape
- Access & Parking Provision
- Residential Amenity
- Potential S.106 Obligations

PRINCIPLE OF DEVELOPMENT

5.2 Having regard to the relevant policy framework it is evident that the proposed development accords with local and national policy objectives to support sustainable development and regeneration.

5.3 The application site is allocated in the current UDP as being within an area identified for Primarily Industrial Use, but there is no site specific designation. However, since the UDP's adoption in 2002 the aspirations for the area in which the Application Site is located and the surrounding area has changed.

5.4 The Strategic Investment Framework 2012 has outlined an aspiration for the city centre to grow to the north with the identification of a new area of the city to be known as 'Pumpfields'. Pumpfields is located immediately to the east of the application site and is currently actively going through a period of regeneration. A number of applications along the Leeds Street frontage are coming forwards with residential-led mixed use developments changing the nature of the surrounding area. The change of Pumpfields is in keeping with the Liverpool City Council's aspirations reflected in the consents being granted. A selection of these consents are ref '15F/2208' for erection of 3 new buildings providing 381 residential apartments and retail unit, and ref '16F/1739' for 280 residential apartments and commercial space.

5.5 In addition, to the changing land use topography of the surrounding area the application site is within the recently adopted Atlantic Corridor Development Framework at the gateway to the city fringe area. The City Fringe includes for a mix of developments being encouraged and specifies mixed uses of leisure and residential

focused along key frontages and streets. In addition, within the City Fringe is the Ten Streets re-development opportunity.

- 5.6 The proposed development is of a significant scale addressing the gateway position into both the city fringe zone of the Atlantic Corridor and into Pumpfields. The site is located at the key junction of Pall Mall and Leeds Street, this prominent position requires a clear landmark in order to support the wider integration of the new areas north of the immediate city centre to become part of the city in the future and delivering on Liverpool's aspirations.
- 5.7 A landmark development of the proposed scale which creates a destination in its own right and a clearly legible wayfinder for those in the local and wider surrounding area. The scheme acts as a catalyst for further development by increasing the population in this area and increasing the vibrancy and vitality not just of the immediate site but the surrounding area.
- 5.8 The mix of uses and high quality residential accommodation provided at the proposed development supplements the existing schemes in the surrounding area, such as Ten Streets. The proximity of the development to the Ten Streets redevelopment opportunity would create a mutually beneficial scenario where the increasing population would increase spending and therefore considerably improve the viability and vitality of Ten Streets. The re-development at Ten Streets would in turn provide creative employment opportunities and visitor destinations at this new part of the city, to which residents of the proposed development can benefit.
- 5.9 The low level of existing employment on site is currently in the process of relocating elsewhere within Liverpool. Whilst the proposed development is not proposing industrial development, the level of employment from the uses on site will be an increase from existing providing an estimated 103 jobs from the office, commercial unit, gym and management facilities. Further details are set out in the Socio-Economics Chapter of the Environmental Statement.
- 5.10 Industrial land uses are responding to changing market conditions with operations seeking to identify locations outside of the city centre in close proximity to strategic transport routes such as motorways, rail network, canal and aviation. The requirement for larger spaces and the ability to consolidate business operations is attracting industrial uses to these locations and away from the city centre as city centres continue to become increasingly densified residential, commercial, leisure and tourism destinations.

- 5.11 The application site is a brownfield redevelopment opportunity which has been largely underused for many years. The NPPF promotes the reuse of previously developed land and pro-actively seeks to deliver new homes where such opportunities exist, particularly where such development would also be highly sustainable. The proposed development accords with these principles and the application site is considered to be located within a highly sustainable urban location. It is well placed in terms of close proximity of bus and rail provision thereby enabling residential occupiers to be far less dependent upon the use of a private car. Its City Centre location also means that it enjoys safe, direct and attractive pedestrian/cycle linkages to local services including retail, leisure, community facilities, health care, employment and primary schools.
- 5.12 The principle of redeveloping the site for residential-led mixed use development is therefore considered acceptable.

HOUSING PROVISION

- 5.13 NPPF paragraph 47, requires local planning authorities to identify and update annually a supply of specific deliverable sites, sufficient to provide five years' worth of housing against their housing requirements. A Strategic Housing Land Availability Assessment (SHLAA) needs to be prepared "to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the planned period".
- 5.14 The last City Council SHLAA was prepared in 2012 and published in August 2013. Our research of the relevant documents suggests that the application site was not recorded as a residential development opportunity which would contribute towards the five year supply. The site would therefore make a "windfall" contribution towards the City Council's housing supply which should still be a position consideration in the case for a Grant of Permission.
- 5.15 The NPPF has a stated aim for local authorities to 'to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities'. The proposed development will boost the supply of new homes within Liverpool City Centre.
- 5.16 The proposals entirely accord with national policy in so far as the application will deliver new housing development, which will assist Liverpool City Council by contributing

towards the central government objective of significantly boosting the supply of housing.

- 5.17 It has been a longstanding ambition of the Council's, having been central to the UDP, to develop mixed use areas in the city centre, with high quality new development to enhance commercial, residential and leisure provision. This reflected the planned provision of a range of housing developments to meet changing and varied needs, and the ambition to make the city a more attractive place in which to live.
- 5.18 The proposed scheme is a regeneration project that will help to transform the northern part of the city centre acting as a catalyst for the Atlantic corridor Development Framework and Pumpfields regeneration and helping to support businesses in the city centre. The proposed development has the capacity to accommodate 1,002 households, potentially attracting a number of additional residents to the city centre, and contributing to the longstanding policy ambition of repopulating the City. The proposals therefore accord with the current and emerging strategic spatial policies for development in Liverpool.

SCALE, MASSING AND DESIGN

- 5.19 It is considered that the application scheme is a very positive response to the general design principles which are enshrined in a number of UDP policies), as well as the World Heritage Site SPD.
- 5.20 In terms of layout, the architects have undertaken a detailed analysis of the site and the surrounding area, whilst also taking into consideration the national and local requirements for residential development. Key points are:
- The site's relationship with key landmarks, views and local heritage (including the World Heritage Site);
 - City Design Quality;
 - The History of the Site;
 - Movement and Connections; and
 - Local Land Uses.
- 5.21 The proposed development reflects the ambitions of Liverpool both now and in the past. Across Liverpool the diversity of scale, the juxtaposition of the horizontal and the

vertical, the change in tone and texture, the variety of form and structure have helped to define the city and its identity. The towers at Lanyork Road are part of this fabric whilst cumulatively they are changing the morphology and the three dimensional envelop of the city. This proposal is one of several that expands the city centre core across the inner ring road and extends the effective area of the city centre.

- 5.22 The contrast between the north side of Leeds Street and the south is marked and dramatic. To the south, and the city centre, with its metropolitan uses and townscape, to the north, the decayed remains of failed regeneration and laissez-faire economics and a low quality and low interest area with utilitarian buildings. Projects such as this scheme are the first step to re-instating a vision of change and improvement, of stepping over the inner ring road to expand the city centre and the ripples of quality that distinguish the city core.
- 5.23 The importance of this response to the prominent position and the development opportunities it presents have directly influenced the proposals specifically in how the treatment of scale, massing and design addressed. The massing of the buildings have considered the waterfront setting orientating accordingly alongside the prominence of the Leeds Street elevation as an arterial route into the city.
- 5.24 The key gateway site has supported buildings of substantial height in order to properly produce a legible wayfinder that will encourage city centre residents to extend their reach across Leeds Street and into the new areas such as 'Pumpfields' to the east and Ten Streets to the north.
- 5.25 The nature of the scheme addressing Leeds Street has produced a prominent development along this key frontage. To introduce interest and high quality design the façade across the whole scheme has been articulated. The façade treatment creates architectural interest furthering the legibility of the site upon arrival.
- 5.26 The buildings have been split into three core areas along the elevation. The lower levels have an inset glazed sleeve at the podium level with the towers suspended on feature columns to the front. There is a subservient block to the lower floors which is simpler in nature and which accommodates all of the commercial uses.
- 5.27 The central core of the building will primarily be constructed using a mixture of glazed and metal cladding facettted to follow the floor lines. On the standard floors there is a gentle facet which allows views out of the inner elevations of the blocks whilst creating

a gentle rhythm, this is augmented by a solid metal line at the floor levels and a fine perforation to the solid panels to provide ventilation.

- 5.28 At the upper levels the façade has a more regular pattern which helps to create a crown to the building. This area of the facade extends up to form a parapet and is higher on the sides to allow the side elevations to express themselves as ripples with subservient ends.
- 5.29 In terms of materials, the proposed scheme will be constructed using a carefully balanced palette of materials. Further details of the proposed materials are outlined in the Design and Access Statement, but are summarised below.
- 5.30 A complementary palette of materials is proposed to ensure the development harmonises with the surrounding developments of note within the Liverpool townscape whilst maintaining its own identity through contemporary forms and helping to create a new landmark as a legible wayfinder into the new area of the city.
- 5.31 The site and its immediate surroundings are currently dominated by low rise warehousing typical of the industrial use to the locale. However, as the surrounding area is re-developing newer buildings along Pall Mall and Leeds Street are beginning to introduce a more varied palette of materials, including large areas of glazing, aluminium cladding and more neutral and modern colour tones.
- 5.32 A distinctive base is to be created along Pall Mall to create a sense of arrival and grandeur with concrete columns. Structural glazing set behind projecting fins encapsulates the ground floor and mezzanine levels and provides the balustrade to the garden deck.
- 5.33 To enhance the entrance portal a grand entrance will be carved from the base and expressed with a differing frameless glazing façade and highlighted with an aluminium surrounding to the edges.
- 5.34 To enliven the height of the scheme with added detail the gabled elevation will be articulated by projecting aluminium fin following the building line and a wider glazing module. The tapered approach gives the towers added elegance.
- 5.35 The main elevations including that along Leeds Street will consist of a unitised capless curtain wall glazing system and perforated aluminium panels, creating a highly reflective undulating surface. The perforated panels conceal inward opening vents

and the main ventilation systems. The façade will be punctuated at floor level with solid horizontal profiled bands.

- 5.36 The top 4 floors of the building are tightly faceted within the larger undulating bays of the elevation below. This provides a defined top to the building whilst providing a commonality to the overall façade. The glazing system will be entirely a unitised capless curtain wall glazing system with the floor lines expressed.
- 5.37 It is considered that the application scheme is a very positive response to the design principles, which are enshrined in Section 7 of the NPPF and UDP policies (including HD18, HD19, HD20 and HD23).

APARTMENT TYPE AND MIX

- 5.38 This scheme is aimed at the private rental sector, with exemplar levels of service, communal facilities and on-site management team. In line with the updated standards, all of the 1-bedroom, 2-bedroom and 3-bedroom apartments and communal spaces are designed to M4(2) standard, which broadly reflects the requirements of Lifetime Homes. The space standards of M4(2) allow a generous lobby, movement around beds, space to use the bathrooms, space around furniture and space around the kitchen facilities. The studio apartments are designed to M4(1) standard, which means that they make provision for most people, including wheelchair users, to approach and enter the dwelling and to access habitable rooms and sanitary facilities on the entrance storey.
- 5.39 The proposed development provides a range of unit sizes from 1-bed studios to 3-bed apartments. The mix proposed responds to market demand, which is for affordable, yet very good quality residential accommodation.
- 5.40 The apartments will be for private rental and, given their city centre location, do not include family or affordable housing in accordance with planning policies which state that the provision of such housing is not a specific requirement. The mix proposed is both robust and viable and complements that across the wider area.

IMPACT ON HERITAGE & TOWNSCAPE

- 5.41 The Heritage Assessment (Chapter 5 of the Environmental Statement) prepared by Planit-ie, assesses the impact of the development on heritage assets, including

conservation areas, listed buildings and the World Heritage Site. The Heritage Impact Assessment has identified a broadly neutral impact on the significance of heritage assets. A high level of compliance with the policies and guidance contained in the WHS SPD has been identified. This accords with paragraph 137 of the NPPF which states that:-

'Local Planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.'

- 5.42 In relation to the Townscape and Visual Impact Assessment, the assessment provided by Planit IE was undertaken in a three-stage process, firstly establishing the nature of receptors, the nature of the effects and then from this the significance of the identified effects on receptors.
- 5.43 The proposals have been developed through an iterative process and mitigation has been embedded into the design. As a result the proposed development is predicted to result in a mostly beneficial impact to the townscape and the impact on heritage designations and building heights assessed as neutral.
- 5.44 The scale and massing of the proposed development, and its relationship with the WHS and its Buffer Zone is a key consideration, and this has been assessed in detail in the accompanying Heritage Impact Assessment. The height of the proposed development although higher than any existing buildings in close proximity, is consistent with that of the buildings that characterise this area of the city, and the commercial district behind. The development becomes part of an existing cluster of taller buildings. This relationship with the WHS and Buffer is largely neutral, and it doesn't alter the townscape setting of these buildings or the Outstanding Universal Value.
- 5.45 In overall terms, the Proposed Development does not impact on the Outstanding Universal Value, and preserves the authenticity and integrity of the Property. In relation to paragraph 134 of the NPPF, there are some minor adverse impacts, but these are cumulatively less than substantial, and the public benefit of creating a high quality design and the density of the development to create a critical mass to enhance the regeneration of the area, outweighs any minor adverse impacts.

- 5.46 It is therefore concluded that the application proposal complies with the NPPF, as well as all relevant local planning policy and guidelines.

ARCHAEOLOGY

- 5.47 An archaeological assessment has been completed to support the planning application and submitted with this application. Full details of the archaeological assessment are set out within the report however, in summary cartographic evidence illustrates that the Leeds Liverpool Canal once ran through the site area. Since the late 1970's the site area has been used predominantly for car parking and light industrial warehousing. The historical importance of the heritage assets identified rests largely on the group value of the Leeds and Liverpool Canal and associated yards.
- 5.48 Groundworks for any future development within the site area, have the potential for having a direct impact by damaging any below-ground archaeological remains. The railway construction will have significantly impacted upon the archaeological features along the length of the former railway lines. However, it is possible that areas of archaeological potential remain across the site area. Site investigations and mitigation are required prior to construction commencing.

ACCESS AND PARKING

- 5.49 Paragraph 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe. A Transport Statement has been provided with the planning application which provides a full analysis of access to the site and traffic generation, as well as further details regarding parking arrangements for the site.
- 5.50 In terms of public transport the site is highly accessible. A wide variety of cycle and pedestrian routes connect the site with the extant city centre and regeneration areas in Pumpfields and the Atlantic Corridor. The development will be serviced by a number of bus stops which are close to the Application Site. The sustainable location has resulted in a wide number of services being available providing connecting links to a broad area of the city In addition, railway services are available from Moorfields Station also within an acceptable walking distance.

- 5.51 The proposed development is providing a range of car parking spaces split over a number of levels which will be unallocated. The parking provision includes for 34 parking spaces at basement level, 34 covered spaces at ground floor along with 38 un-covered. In addition, a further 36 spaces are available at the mezzanine level. The total parking provision is therefore 142 car park spaces which reflects the low car ownership observed within the local area. In accordance with local planning policy requirements the development provides a contribution to encourage uptake of more sustainable methods of travel with citybike, metro card and clubcar schemes.
- 5.52 It is considered that, the demand for car parking generated by these proposals is likely to be low due to the city centre location, the range of amenities nearby, the good levels of accessibility to a range of public transport services and the 'car free' nature of the development proposals.
- 5.53 The changing nature of the surrounding areas furthers this position as increasing destination points for employment, leisure and retail will be within a circular radius from the application site. In addition, the aspiration for the surrounding areas is to decrease the dependency upon the private car and improve public transport connections such as within the Atlantic Corridor Development Framework and Ten Streets.
- 5.54 Secure cycle storage will also be available at ground and mezzanine levels. 84 cycle storage spaces will be made available at the ground floor with a further 120 at the mezzanine level totalling 204 cycle spaces; circa 20% of the number of apartments.
- 5.55 The Transport Statement includes a Minimum Accessibility Standard Assessment (MASA). This shows that for access on foot, cycle and public transport, and for vehicle access and parking the development meets the minimum accessibility standards.
- 5.56 To support accessibility across the development 8% of the parking spaces will be for disabled users and offered to disabled residents on a preferential basis, this exceeds the 6% standard. The environment for pedestrians will be improved along the Pall Mall, Leeds Street and Lanyork Road frontages and public realm improvements are proposed. Wayfinding and signage to assist pedestrians and disabled people will be installed where necessary and in accordance with appropriate consultation with relevant local authorities.
- 5.57 All entrances into the development are level with external hard surfaces by gently uplifting the surrounding areas to a slope of around 1 in 30, as determined by existing

surrounding site levels. There will be no need for ramps at any of the entrances. Obstructions such as steps, kerbs, street lighting columns and signposts along approach routes will be suitably highlighted with either bands of contrasting colour or tactile hazard warning to the surrounding ground, to direct those with visual impairments around the obstruction. Suitable lighting levels will be provided for safety and security.

- 5.58 The Transport Statement shows that the impact of the development on the highway network will not be severe.
- 5.59 The development therefore complies with all relevant national and local planning policy in relation to transport, access and parking, including Policies T6, T7, T12, T13 and T15.

AMENITY/ENVIRONMENTAL ISSUES

- 5.60 The location of the proposed development in an urban, mixed use/commercial location means that the proposal itself is not likely to have a significant impact upon the amenity of neighbouring uses.
- 5.61 Due to the location of the site on the periphery of the Vauxhall Industrial Area, the nearest residential properties are a reasonable distance away, and therefore we do not consider that the proposal will have an adverse impact on the amenities of those properties.
- 5.62 Analysis of daylight at surrounding properties shows that the guideline criteria are met at key receptors such as Liverpool YMCA, Proposed Via Verde Development and the committed Pall Mall development with all rooms receiving adequate daylight throughout this development.
- 5.63 The assessment has considered the impact of the development on residential gardens surrounding the site which has identified that the BRE standards have been comfortably satisfied, and are adequately sunlight throughout the year. Further details of the sunlight and daylight assessment can be found in the Sunlight and daylight assessment with the Environmental Impact Assessment at Appendix 9.1.
- 5.64 The nearest residential receptors have been assessed on potential impacts on residential amenity through a series of technical reports. The overall impact on residential properties has resulted in no significant impact on the receptors, therefore the proposal is considered acceptable.

REFUSE

- 5.65 A Refuse and Waste management strategy is set out in detail within the D&AS, however in summary it comprises three separate refuse chutes which terminate in the basement level of each of the blocks. The chutes are dedicated to each block and are collected from these locations to be transported to the refuse hold via a platform lift where the service vehicles can access the building at ground floor level.
- 5.66 At the ground floor level the refuse will be collected from the basement level stores and transported via the platform lift in Block C. the 1,100l euro bins will be removed to the rear of the building where the refuse collection vehicle is able to load the refuse at the loading bay.

LIGHTING

- 5.67 The light assessment supporting this application concluded that the risk of the proposed scheme resulting in an increase in obtrusive light on residential receptors will be low. It did not anticipate that there would be any significant adverse impacts with respect to local sensitive residential locations. In addition, to local receptors the specified lighting design would not result in sky glow levels that would have a significant effect on the surrounding dark sky landscape. Therefore, following the adoption of appropriate mitigation measures, the assessment demonstrates that the proposed development does not conflict with any regional or local planning policies.

GROUND CONDITIONS

- 5.68 A Phase 1 Preliminary Risk Assessment, providing an initial environmental assessment relating to ground conditions and contaminated land including an unexploded ordnance survey, has been submitted in support of this application. The assessment identified that the site used to be developed with several coal and flag yards ultimately redeveloped with railway lines and sidings. The site was then cleared in 1978 to be redeveloped with small number of commercial units.
- 5.69 The assessment identified the potential for Made Ground soils to be present beneath the site at depth. To support the application further investigation should be undertaken through bore holes and trial pits. Further details of the proposed further investigation are set out in the Phase I Ground Risk Assessment report.

WIND

- 5.70 A Wind Assessment, completed by RWDI has been undertaken in support of this application and has been submitted.
- 5.71 Wind tunnel tests were conducted in the presence of members of the design team for the proposed development to develop and refine measures to achieve a suitable wind microclimate within and around the development site.
- 5.72 34 mitigation configurations were tested over the course of five mitigation workshops, during which substantial progress was made in the objective of satisfying the normally acceptable standards of windiness within and around the proposed development.
- 5.73 The assessment has identified that although significant efforts (which included several design changes to the footprint of the building and planform of the towers of the Proposed Development) were undertaken over the five mitigation workshops to implement solutions in order to mitigate the wind-related issues, and subsequently create a suitable wind microclimate at the Site; there remain unresolved issues related to pedestrian comfort and safety.
- 5.74 These issues would still require further mitigation measures for each concerned location to meet the desired criterion and should be developed through further wind tunnel testing for their respective pedestrian uses (in terms of both comfort and safety), as per the Lawson Comfort Criteria.
- 5.75 The addition of the proposed further mitigation measures would be expected to result in conditions at thoroughfare and off-site locations suitable for sitting to walking use during the windiest season, while conditions at podium level amenity spaces would be expected to be suitable for sitting to strolling use during the summer season.

FLOOD RISK/DRAINAGE

- 5.76 The site is located within Flood Zone 1, and is not within a Critical Drainage Area. As the application site is currently 94% impermeable the proposed development provides an opportunity to reduce local area flood risk by controlling surface water on site. Surface water will primarily be controlled using flow controls and storage tanks before being discharged to the public combined sewer system.

- 5.77 The proposed system will be designed to control surface water run-off for all storms up to and including the 100 year plus climate change event. Water will be stored on site below ground before being discharged at an acceptable flow rate.

ECOLOGY

- 5.78 An Ecological appraisal has been submitted in support of this application. The appraisal identified through completion of an Extended Phase 1 Habitat Survey that no nature conservation interest within the habitats was recorded on site. The habitats within the site are of low ecological value, being common and widespread in the UK and typical of urban areas. Plant species recorded are common and typical of disturbed ground associated with sites dominated by hardstanding and buildings.
- 5.79 The buildings located on site were recorded as having negligible potential for bat roosts, and the lack of vegetation that might otherwise attract insect activity and the potential for foraging bats is low. In addition, no evidence was found for other protected species and no further species-specific surveys are considered necessary. The scheme will include landscaping which utilises native species where possible to enhance the overall biodiversity opportunities across the site. Subject to appropriate mitigation it is considered that the proposal provides an opportunity to enhance the existing biodiversity contribution of the site.

TREES

- 5.80 A tree survey has been carried out in support of the application by SMN Trees, the tree survey identified that there is a small group of trees to the southeast corner of the site adjacent to a single storey property. The individual trees have a relatively low arboricultural merit, however as these have been considered as a cohesive feature the survey recorded them as retention value B.
- 5.81 The trees identified will be required to be felled for the purposes of the scheme in order to deliver Block C. The proposed development offers substantial benefits which outweigh the loss of the six trees. In addition, the proposed landscaping will be providing a comprehensive array of planting that will offset and increase upon the provision of trees at the site, therefore providing a beneficial position on the baseline.

NOISE AND VIBRATION

- 5.82 A noise assessment has been completed in support of this application by WYG, the relevant technical report is provided as part of the ES appendices at Appendix 10.1.
- 5.83 The assessment appraised both the potential for the development to increase noise in the surrounding area, the potential impact on future residents from existing noise emitters and potential impact from vibration.
- 5.84 The proposed development has been identified to accord with the tests of the NPPF at paragraph 123 as it is not expected to have an adverse impact on health and quality of life. In addition all potential adverse impacts on health and quality of life related to noise can be mitigated using the glazing and ventilation strategy. The glazing and ventilation strategy achieves both ventilation and internal ambient noise levels below stated minimum thresholds. In addition, alternative ventilation can be provided from acoustic trickle vents where necessary.
- 5.85 Linked to the noise assessment the vibration assessment determined the proposed development is unlikely to suffer building damage associated with vibration from the adjacent roads and railway.

POTENTIAL S.106 OBLIGATIONS

- 5.86 The scheme does not offer any financial contributions. This is due to the abnormal cost of developing this site as a result of the previous use of the site, due to the quality of the design and architecture, and due to the level and quality of the landscaping being delivered as part of the scheme. It is also in recognition of the ability of the site to act as a catalyst for other investment and regeneration in the area and the wider socio-economic benefits that this scheme and wider regeneration can bring.

CONCLUSION

- 5.87 In conclusion, the proposed development clearly accords with the strategic objectives and relevant policies of the adopted development plan and will deliver a wide range of benefits.
- 5.88 The proposal will regenerate an underutilised brownfield site with a high quality residential-led mixed use scheme. The Application Site is in a highly sustainable location in Liverpool City Centre and the site is entirely suitable and appropriate for the

proposed scheme. The scheme therefore accords with the development plan and other relevant material considerations.

- 5.89 In conclusion, the proposed development is consistent with the aims, objectives and requirements of the NPPF and the Council should apply the presumption in favour of sustainable development and grant planning consent.

6. SUMMARY AND CONCLUSIONS

- 6.1 This document seeks to assess the application proposal against the planning policy framework which will be used to determine the planning application. This section summarises a number of general and site-specific arguments in favour of the proposed development.
- 6.2 Pre-application discussions have taken place with officers of the Council prior to submission of the application. The comments received have helped develop and shape the scheme into the form as presented by this application.
- 6.3 The application has been considered against the policies of the current development plan, Supplementary Planning Documents and local guidance, and national government guidance. It has been illustrated that the proposal conforms to the criteria set out in these policies and that the principle of development is acceptable. This report clearly demonstrates that the proposed development has policy support and is aligned with national policy.
- 6.4 The principle of residential development is considered acceptable in this location as it is a previously developed site and is located in a highly accessible location within Liverpool City Centre. As such it is located in an area appropriate for large scale redevelopment. More importantly, the proposed development offers a landmark scheme which will act as a catalyst for wider regeneration of the area. A scheme of this nature would act as a legible wayfinder into new areas coming forward in Liverpool's aspirations for the growth of the city such as Pumpfields, the Atlantic Corridor and Ten Streets.
- 6.5 In summary the proposal will:
- Provide a high quality residential-led mixed use development in a landmark building which will enhance the World Heritage Site and act as a gateway to both into and out of the city centre into new expanding areas;
 - Revitalise an underutilised/vacant, brownfield site which is located in a sustainable location;
 - Provide significant financial investment in the site;
 - Deliver a variety of high quality, well designed apartments that will grow the local community in the area; and
 - Create new jobs associated with construction, sales and then operation of the residential development.

- 6.6 The NPPF makes it clear that there is a '*presumption in favour of sustainable development*' and that this is the 'golden thread' running through both plan making and decision taking. The proposed development is consistent with the NPPF's core principles. The scheme has been designed to a very high standard, makes use of brownfield land and is in a sustainable, urban location that benefits from nearby services and community facilities.
- 6.7 In summary, the proposed development will provide a high quality residential scheme in a sustainable location. We have illustrated that the application site is entirely suitable and appropriate for residential development.
- 6.8 Statute requires that this application be determined in accordance with the development plan unless material considerations dictate otherwise. This proposal satisfies all relevant national and local policy considerations. In these circumstances, this application should be welcomed and planning permission granted accordingly.