

Pall Mall Liverpool

Planning Statement

Pall Mall Liverpool Planning Statement

June 2019

WSP | Indigo

In conjunction with

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Curtins
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Pall Mall Liverpool

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Relevant Planning Policy

1. Executive Summary

- 1.1. WSP | Indigo has prepared this Planning Statement on behalf of Kier Property Developments Limited and CTP Limited. It supports a support a hybrid planning application for mixed use office, hotel and leisure development on Pall Mall, Liverpool.

- 1.2. The hybrid application proposes:

The demolition of disused building adjacent to Pall Mall.

Full permission for the erection of an eight-storey building (Use Class B1(a) floors 1 to 7, flexible uses within Use Class A1, A2, A3, A4 and/or B1(a) at ground floor) with basement including parking, cycle storage, plant, showers and changing facilities; full permission for open space including hard and soft landscaping and associated vehicular and pedestrian accesses including alterations to Edmund Street and extension of highway, and associated engineering and infrastructure.

Outline permission (including means of access) for new hotel (Use Class C1), for two new buildings (Use Class B1(a) on upper floors, flexible uses within Use Class A1, A2, A3, A4 and/or B1(a) at ground floor, basement parking, for pavilion building (flexible uses within Use Classes A1, A3 and/or A4) and associated hard and soft landscaping and associated engineering and infrastructure.

- 1.3. The application site constitutes brownfield land in Liverpool city centre's Central Business District. It lies to the rear of Exchange Station, with Bixteth Street to the south-west and Pall Mall to the north-east.
- 1.4. As the application site is in the buffer zone of the World Heritage Site (WHS), a comprehensive set of studies have been undertaken to assess the impact of the scheme.
- 1.5. The proposed development, named Pall Mall Liverpool, has been designed to reflect the identification of the surrounding area as an area suitable for development, in the adopted Supplementary Planning Document on the WHS. Pre-application discussions with Liverpool City Council have supported the principle of office, hotel and commercial development on this site as well as the massing, scale and general approach to design. The applicants have also presented the proposals to the Places Matter Design Review Panel, who were supportive of the scheme subject to minor changes that have been incorporated.
- 1.6. The application comprises five buildings, but also the landscaping and public realm improvement works across the site.
- 1.7. Having considered the relevant planning policies, planning permission should be granted for the following reasons:

Reason 1

- 1.8. The proposal is acceptable in principle and complies with the development plan.

Reason 2

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

Reason 3

- 1.10. The proposed development is sustainable development.

2. Introduction

- 2.1. This Planning Statement has been prepared and submitted to Liverpool City Council (the Local Planning Authority, (LPA)) by WSP | Indigo on behalf of Kier Property Developments Limited and CTP Limited to support a hybrid planning application for mixed use office, hotel and leisure development on Pall Mall, Liverpool.

About the applicants

- 2.2. Kier Property is a leading trader developer in the UK. It has an ambitious acquisition and development programme to deliver property development schemes throughout the UK across all asset classes.
- 2.3. CTP Limited is a privately-owned company that acts as Development Manager and Developer across the Northern Regions of the UK. CTP specialises in Offices and Mixed-use schemes and have created landmark schemes in the regions of the UK. Partnerships, an emphasis on design, and place making are the continuing themes of its development activity. Its expertise is solidly based on delivering High Quality work place environments, in both new-build and refurbished space with many award-winning schemes to its credit.

The proposal

- 2.4. The hybrid application proposes:

The demolition of disused building adjacent to Pall Mall. Full permission for the erection of an eight-storey building (Use Class B1(a) floors 1 to 7, flexible uses within Use Class A1, A2, A3, A4 and/or B1(a) at ground floor) with basement including parking, cycle storage, plant, showers and changing facilities; full permission for open space including hard and soft landscaping and associated vehicular and pedestrian accesses including alterations to Edmund Street and extension of highway, and associated engineering and infrastructure.

Outline permission (including means of access) for new hotel (Use Class C1), for two new buildings (Use Class B1(a) on upper floors, flexible uses within Use Class A1, A2, A3, A4 and/or B1(a) at ground floor, basement parking, for pavilion building (flexible uses within Use Classes A1, A3 and/or A4) and associated hard and soft landscaping and associated engineering and infrastructure.

Application submission

- 2.5. The planning application comprises the documents outlined within the table below, as agreed with the LPA in pre-application discussions:

Application requirements as agreed with Liverpool City Council	
Document	Provided
Application form and certificate	WSP Indigo
Fee	Paid under separate cover

Site location plan	Allies and Morrison
Existing site plan	Allies and Morrison
Proposed site plan	Allies and Morrison
Proposed block plans	Allies and Morrison
Proposed elevations	Allies and Morrison
Proposed floor plans	Allies and Morrison
Proposed sections and levels	Allies and Morrison
Proposed roof plan	Allies and Morrison
Proposed parking plan	Allies and Morrison
Proposed access plan	Allies and Morrison
Landscape Strategy and Drawings	Re-form
Design and Access Statement	Allies and Morrison, E3 Cube, Ernest Griffiths, Re-form
Planning Statement	WSP Indigo
Phase 1 Contaminated Land	Curtins
Daylight and Sunlight Assessment	Delva Patman Redler
Details of flues, extraction and ventilation	Ernest Griffiths
Drainage Strategy	Curtins (within Flood Risk Assessment)
Energy Statement	Ernest Griffiths
Flood Risk Assessment	Curtins
Health and Wellbeing Statement	WSP Indigo
Heritage Statement	Hinchliffe Heritage
Lighting Strategy	Ernest Griffiths
Minimum Accessibility Standard Assessment	SWECO (within Transport Assessment)
Townscape and Visual Impact Assessment	Hinchliffe Heritage (within Heritage Statement)
Statement of Community Engagement	UK Networks
Sustainability Statement	Allies and Morrison (within Design and Access Statement)

Waste Management Strategy	Allies and Morrison (within Design and Access Statement)
Transport Assessment	SWECO
Framework Travel Plan	SWECO
Wind Microclimate Assessment	BMT

Table 1: Planning application submission documents

- 2.6. These documents provide a full and detailed justification of the proposed development and its appropriateness against the statutory Development Plan and other material considerations.

Environmental Impact Assessment

- 2.7. An Environmental Impact Assessment (EIA) screening exercise has been undertaken, with the Screening Report enclosed at **Appendix 1**. It has been concluded by the LPA that the proposals are not EIA development, with the adopted Screening Opinion at **Appendix 2**.

Structure of Report

- 2.8. This Planning Statement provides details of the proposed scheme and sets out an assessment of the development against the requirements of relevant planning policy. The Statement concludes that the proposal complies with local and national policy, has significant benefits and that there are no over-riding technical or environmental constraints to development. It confirms that the development will deliver high quality office and commercial development within Liverpool City Centre.
- 2.9. The structure of this statement is as follows:
- Section Three considers the characteristics of the site and its context in relation to the surrounding area. The planning history of the site is also summarised;
 - Section Four outlines the pre-application consultation undertaken;
 - Section Five provides a description of the proposed development;
 - Sections Six to Eight consider the relevant planning policy and outlines planning permission should be granted for the following reasons:
 1. The proposal is acceptable in principle
 2. The proposed development achieves a high standard of design appropriate for the site's context
 3. The proposed development is sustainable development
 - Section Nine provides an overall summary and conclusions.

3. Site and surroundings

Site location

- 3.1. The application site constitutes brownfield land set within Liverpool city centre, in the Central Business District. **Appendix 3** provides a site location plan. The site is located to the rear of Exchange Station, a former railway station that has been extended and converted to primarily office uses. The site is bound to the south-west by Bixteth Street and to the north-east by Pall Mall. Surface car parks lie to the north-west of the site.
- 3.2. The site is around 1.2 ha in size, spanning around 115m from north-west to south-east, and around 125m from north-east to south-west.

Land use

- 3.3. The site is currently being cleared, levelled and remediated, pursuant to planning permission 18F/2614. The previous use of the site was a surface car park (with around 200 spaces) and an area of open space, comprising soft and hard landscaped areas.
- 3.4. Two railway tunnels run beneath the site at a depth of around 15m. These are in use by Merseyrail and Network Rail services.
- 3.5. The site was once occupied by the tracks, platforms and sheds of Exchange Railway Station.

Surrounding area and environment

- 3.6. A mix of land uses surround the site, including residential apartments to the west and on the eastern side of Pall Mall, office buildings to the south-east and on the opposite side of Bixteth Street, and surface car parks to the north-west.
- 3.7. The front elevation of the former Exchange Station remains in situ to the south of the site, having been converted to offices and extended in the 1980s. The former station's principal elevation was to the south to Tithebarn Street. To the south of Tithebarn Street is Moorfields underground station, whilst the primary retail area of Liverpool city centre is located further south.
- 3.8. Pall Mall forms part of the Liverpool Central Business District; further west and north-west is a cluster of office buildings on Old Hall Street and St Paul's Square. In and beyond this office area are some of Liverpool's tallest buildings, with the Leeds Street and Old Hall Street areas being the location of some proposed (and committed) apartment schemes in the past five years.
- 3.9. Westmorland Drive is a residential area located at its closest around 80m to the north-east.
- 3.10. The site is located in Flood Zone 1.

Surrounding environment

- 3.11. The service yard for Exchange Station is located within the Castle Street Conservation Area, the boundary of which abuts the rear of Exchange Station. A small part of the application site falls within the Conservation Area.
- 3.12. An initial heritage assessment by Hinchliffe Heritage shows eight listed buildings within the immediate vicinity of the site:

- 59-61 Tithebarn Street (Grade II);
 - 67 Lion Tavern, Moorfields (Grade II);
 - 35 Windsor Building, George Street (Grade II);
 - The Albany, Old Hall Street (Grade II*);
 - 33 Berey's Buildings, George Street (Grade II);
 - 12 Lombard Chambers, Ormond Street (Grade II);
 - Cotton Exchange, Old Hall Street (Grade II); and
 - Orleans House, Edmund Street (Grade II*).
- 3.13. There are many more listed buildings located in Liverpool city centre, but the above are those that are most sensitive to potential impact from the development proposal.
- 3.14. The site is within the WHS buffer zone. The site abuts the boundary of the WHS to the south-west and the south-east.
- 3.15. The Mersey estuary lies around 600m to the west.

Accessible location

- 3.16. The site is in an accessible location with Leeds Street, King Edward Street, Vauxhall Road and Tithebarn Street within a circa 350m radius of the site operating major bus routes providing access to locations throughout the Liverpool City Region. In addition, Moorfields Railway Station is situated 250m to the south, and is easily accessible off Old Hall Street and Dale Street.

Site history

- 3.17. The majority of the site was first developed in the first quarter of the 19th century, comprising houses and warehouses.
- 3.18. The first Exchange Station opened in 1850. Tracks were raised above street level, with stairs and ramps leading up to the higher level. An underpass was provided that linked Pall Mall with Bixteth Street. The station acted as a terminus to lines from Preston, Bolton and Crosby and Southport.
- 3.19. The station was rebuilt to increase capacity, reopening in phases in 1886 and 1888. The station and a hotel were positioned further forward on Tithebarn Street, at street level. The station included four train-shed roofs enclosing 10 platforms. The use of the station declined post-1945 and the station closed in 1977.
- 3.20. In 1985 part of the station was retained and a large part demolished, with a new extension providing office development, with landscaped open space immediately to the rear, and surface car parking beyond.
- 3.21. The site has been identified as a key regeneration site for more than a decade (including in the Unitary Development Plan (UDP) 2002) however has not yet been developed.

Planning history

- 3.22. The relevant planning history for the site is set out below.
- 3.23. Planning permission 05O/2289 was granted in 2005 but since lapsed. This approved an outline application for mixed-use development comprising offices, retail and restaurant uses, 322 residential properties, car parking and various landscaping and engineering works.
- 3.24. Planning permission 18F/2614 was granted in 2019:

To carry out reclamation works to prepare the site for future proposed commercial development; works to include ground remediation,

*constraint removal, existing service and drainage removal / diversion,
demolition and relocation of substation, demolish Pall Mall retaining wall
to create vehicle access onto Pall Mall.*

- 3.25. A subsequent application was approved on 26 March 2019 to discharge conditions 3,4,6,8,9,11,12,14,15,16 & 17 attached to planning application reference 18F/2614.
- 3.26. This permission has been implemented; the site is currently being cleared and remediated.

4. Pre-application consultation

Policy context

National Planning Policy Framework

- 4.1. Paragraphs 39 to 46 set out the importance of pre-application engagement and front-loading stakeholder consultation.
- 4.2. Early engagement and good quality pre-application discussions help to improve the efficiency and effectiveness of the planning system and bring improved outcomes for the community (paragraph 39).
- 4.3. Applicants, statutory planning consultees and the local planning authority are encouraged to take an early, pro-active approach to ensure that advice is provided in a timely manner, resolve issues as early as possible and speed up the planning process (paragraphs 40-42).

Planning Practice Guidance

- 4.4. Planning Practice Guidance (PPG) makes clear that pre-application engagement offers the potential to improve the effectiveness of the planning system, and the quality of planning applications.
- 4.5. This can be achieved by working collaboratively and openly with interested parties at an early stage, to understand and seek to resolve issues (ID: 20-001-20150326).
- 4.6. The approach to pre-application engagement will be tailored to the nature of the proposed development and the issues to be addressed.

Liverpool City Council's Statement of Community Involvement (2013)

- 4.7. The LPA's Statement of Community Involvement (SCI) was adopted in June 2013, followed by an addendum in August 2016.

Engagement on Planning Applications

- 4.8. With respect to community engagement for planning applications, the SCI sets out a number of protocols for applicants, third parties and the LPA itself.
- 4.9. It states that pre-application discussions between the LPA and the applicants will be actively encouraged. Applicants are also encouraged to engage with third parties before an application is submitted to give an opportunity to discuss issues early and seek to achieve consensus.
- 4.10. The LPA encourages applicants to, amongst other methods, hold discussions with statutory consultees, neighbours and members and organise public exhibitions.
- 4.11. Once submitted, third parties may make representations on planning applications.

Consultation overview

- 4.12. The consultation process included:
 - Several pre-application discussions with LPA over a two-year period;
 - Public consultation in 2017 and 2018 on emerging proposals;

- A public exhibition on final proposals held at St Pauls Place, Liverpool on Tuesday 18 and Wednesday 19 June 2019; and
 - Production of a dedicated website (www.pallmallliverpool.co.uk), providing information relating to the proposals.
- 4.13. Further details on the consultation process are set out within the Statement of Community Engagement, prepared by UK Networks, submitted with the application.

Community engagement

- 4.14. By having three rounds of community engagement, the applicants have demonstrated their commitment to meaningful consultation that achieves tangible outcomes. The Design and Access Statement summarises how the final design has been influenced by community engagement, whilst the Statement of Community Engagement captures areas of concern, areas of support and general comments from respondents across the three events.
- 4.15. The 2017 consultation established a vast majority of respondents supported the regeneration of the city and of the site. The offices and the green space were the main topics of interest. In terms of ancillary uses, bars and restaurants were the most popular.
- 4.16. The quality and quantity of public space had become a more significant issue with respondents by 2018.
- 4.17. Over the 24+ months of consultation and engagement, the colonnades have been removed from Building A, Edmund Street has been widened, Building A has been reduced in height, and the proposed landscaping has introduced greater variety of spaces and species.

Engagement with Liverpool City Council

- 4.18. Formal pre-application discussions have taken place with the LPA for more than 12 months.

May 2018

- 4.19. A pre-application meeting was held on 7 May 2018 between the LPA, Kier Property Development Limited, CTP Limited, Sweco, Re-form Landscape Architecture and Allies and Morrison. This was arranged in order to establish a co-operative approach with the LPA from an early stage, and sought to discuss, amongst other things proposals for both the full and outline planning application element, the public consultation strategy and the development proposals to date.

June 2018

- 4.20. Following an initial meeting held on 7 May 2018, as set out above, a further pre-application meeting was held on 10 June 2018 between the LPA, Kier Property Development Limited, CTP Limited, Sweco, Re-form Landscape Architecture and Allies and Morrison. Several themes were at the meeting including the sub-station relocation, scope of the hybrid planning application, public consultation, parking cycle and security, EIA and visual impact.

May 2019

- 4.21. A third pre-application meeting took place on 2 May 2019 between the LPA, Kier Property Development Limited, CTP Limited, Re-form Landscape Architecture, Allies and Morrison and WSP | Indigo. Discussions were had regarding the development proposals to date, development parameters and EIA.
- 4.22. Further to the meeting on 2 May 2019, a subsequent meeting took place on 13 May. Additional discussions were had regarding the scope of the hybrid application, EIA screening, public consultation and validation requirements.

- 4.23. The LPA has supported the evolution of the proposals, on a without prejudice basis. There has also been agreement to the scope of necessary supporting documents and to the principle of applying for a 'hybrid' permission, including outline and detailed elements.

Places Matter Design Review

- 4.24. The proposals were presented to Places Matter Design review in 2018. The review was broadly positive and supported the efforts to create a new city garden at the heart of the development.
- 4.25. The panel encouraged the retention of trees if possible, however this has not been possible due to the need to remediate and clear the site. However more trees and a more diverse mix of species will be planted as part of the development, than existed on the site before clearance.
- 4.26. The panel encouraged using views along existing side streets to help ascertain and show the scale of new planting.
- 4.27. The panel encouraged ways to improve the entry to the site along Edmund Street, including if possible street trees.
- 4.28. The panel urged the design to be inclusive and to not have any sense of being exclusive to the surrounding business uses, and supported the identification of a route from Pall Mall across the service yard.
- 4.29. The panel encouraged the architecture of Building A to evolve from a subtle façade design, to something characteristic of Liverpool. Means to make the entrances to the building bolder were also encouraged.
- 4.30. Overall, the panel summarised their support for developing the site in this manner.

Corporate Access Forum in July 2018 and 2019

- 4.31. The proposals were presented to Liverpool City Council's Corporate Access Forum in July 2018 and June 2019.

July 2018

- 4.32. Discussions were had regarding the proposals to date focussed around artist impressions and a map of the site. It was recognised that the scheme would help meet demand for Grade A office space, the opportunity for the site to deliver a mixed-use scheme including a hotel and improved public realm.
- 4.33. During the discussions the following points, amongst others, were raised by members including external lighting provision, disabled parking spaces, a proposed cycling route through the site and cycle storage provision.
- 4.34. Concerns were raised regarding the natural flow of the pathways through the site and street furniture clutter. It was agreed the project team would respond to these issues and take on board their comments given the early stage of the design.

July 2019

- 4.35. The final scheme was presented to the Forum in June 2019.

Summary

- 4.36. The resulting planning application is the result of more than two years of engagement and consultation, not only with the LPA and other statutory bodies including the Highways

Authority, Lead Local Flood Authority and Historic England but with organisations, local businesses and local residents.

5. Proposed Development

5.1. The hybrid application proposes:

The demolition of disused building adjacent to Pall Mall.

Full permission for the erection of an eight-storey building (Use Class B1(a) floors 1 to 7, flexible uses within Use Class A1, A2, A3, A4 and/or B1(a) at ground floor) with basement including parking, cycle storage, plant, showers and changing facilities; full permission for open space including hard and soft landscaping and associated vehicular and pedestrian accesses including alterations to Edmund Street and extension of highway, and associated engineering and infrastructure.

Outline permission (including means of access) for new hotel (Use Class C1), for two new buildings (Use Class B1(a) on upper floors, flexible uses within Use Class A1, A2, A3, A4 and/or B1(a) at ground floor, basement parking, for pavilion building (flexible uses within Use Classes A1, A3 and/or A4) and associated hard and soft landscaping and associated engineering and infrastructure.

Full Planning Application (Phase 1)

- 5.2. An unused building adjacent to Pall Mall will be demolished to facilitate development. The other remaining building on the application is a substation on Bixteth Street, the demolition of which has already been approved under previous planning permission 18F/2614.
- 5.3. Full planning permission is sought for a new office building, illustrated as Plot A on the plan provided at **Appendix 4**.
- 5.4. The building will comprise 16,446 sqm of new floorspace (gross external area) and will comprise a basement, ground-floor and seven storeys above. Access to the basement car parking is taken from Bixteth Street. Pedestrians can access the building's lobby via a through-arcade linking Bixteth Street with The Gardens at the heart of the application site.
- 5.5. A breakdown of the building's use is provided within **Table 2** below.

Floor Level	Use
Basement	Parking and servicing provision, including: <ul style="list-style-type: none"> • 24 car parking spaces; • Storage for 132 bicycles; • Showers and changing facilities; and • Plant machinery equipment.
Ground	Flexible uses proposed: <ul style="list-style-type: none"> • A1 (shops); • A2 (financial and professional); • A3 (restaurant and cafes); • A4 (drinking establishments); or • B1(a) (office)
One to Six	B1(a) (office)

Seven	B1(a) (office), including two external terraces associated with the office use.
Roof	Plant, behind a screen set back from the edges of the building

Table 2: Building A uses**Landscaping and Public Realm**

- 5.6. The proposal will deliver a high quality of hard and soft landscaped areas throughout the development, the majority of which will be included in the detailed part of the application. Not all landscaping is proposed in detail, to allow for details of building layout associated with the outline element to be agreed in the future and thus to allow for detailed landscaping of the land outside those buildings.
- 5.7. The accompanying landscape scheme fully explains the proposal, but in synopsis the areas for public use and enjoyment will be laid out using a palette of hard and soft landscape, stepped and ramped to meet the existing levels around the perimeter.
- 5.8. The site will provide landscaped gardens where the proposed blocks will face onto. An additional 120 new trees will be provided, which will be a significant characteristic of the development integrating vertical form into the space, providing interest to views into or past the site and significantly increasing the number of trees within this part of the Central Business District.
- 5.9. The proposal also involves a planting scheme which is intended to provide a range of functions and aesthetic qualities, including enhancing biodiversity and providing visual amenity.
- 5.10. There will be new routes through the site, connecting Pall Mall and Bixteth Street (two points of access on each side, with vehicular access limited to servicing and emergency vehicles along the extended Edmund Street alignment), and connecting the rear of the former station (now called Mercury Court) with the future development site on the retained surface car parks beyond the site's boundary. The route between future plots C and D will be in a covered, but open-ended, winter garden.
- 5.11. New external lighting is also proposed within the landscaped areas, and is shown in the accompanying Lighting Strategy.
- 5.12. Overall, the public realm and landscaped areas will provide modern space where users of the development can meet, socialise, rest or contemplate.

Design

- 5.13. The facade of the building addresses the existing street pattern in an orthogonal manner, albeit the elevation facing The Gardens is subtly angled to run parallel to the underground railway tunnels. It will be constructed in handset facing brickwork set out on a regular grid that reflects the structural frame and produces a regular column and spandrel rhythm to the principal façades, whilst fenestration is also ordered and consistent.
- 5.14. In terms of materials, a limited palette of materials has been selected. These consist of facing brickwork as the principal surface that produces both a traditional aesthetic and long-lasting low maintenance finish with the fenestration set at the back of a one brick reveal to accentuate the depth of the facade.
- 5.15. More information on the approach to design is included in the accompanying Design and Access Statement and Design Codes.

Access and parking

- 5.16. No vehicular traffic will be allowed into the site except for managed service vehicles and emergency services.
- 5.17. There will be vehicle access to the site from Bixteth Street (south-western boundary) and from Pall Mall (north-eastern boundary). Although these access points will be connected via an extended alignment of Edmund Street, access across the site will be strictly controlled for emergency vehicles and servicing, with priority given to pedestrians.
- 5.18. There will be three additional access points for pedestrians: one in the southern corner, one in the south-east that will be included as part of the hotel development and a future connection to the potential future developments to the north-west.
- 5.19. New pedestrian routes are proposed through the site via the existing and proposed new (private) sections of Edmund Street, the central public realm and a pedestrian bridge, adjacent to the Phase 2 hotel development, linking Pall Mall to the new public realm. These routes hark back to the historic grid-like street pattern of the area before the development of the station.
- 5.20. Building A will provide 24 car parking spaces within the basement of the building, including two disabled spaces. Two spaces will have electric vehicle charging points, whilst all car parking spaces are future-proofed for additional electric vehicle charging. There will also be space for motorcycle parking.
- 5.21. A total of 132 cycle spaces are proposed within the basement, with the addition of shower and changing facilities. This quantity is significantly above the minimum standard required by policy and emphasises the promotion of sustainable travel within the development.
- 5.22. Access to the basement car park and cycle parking will be provided from the Bixteth Street frontage via a ramp operating under a one in/one out system with a shutter-controlled access located to the south of its junction with Edmund Street.

Building servicing and operation

- 5.23. This development subject to the full planning application is expected to be complete by late 2021 / early 2022.
- 5.24. All servicing operations for Building A will be undertaken on-street from a service bay located on the southern frontage of the publicly maintained section of Edmund Street. The service point is positioned so as not to restrict access to/egress from the car park of the X Building located on the opposite side of Edmund Street.
- 5.25. A waste management plan accompanies this planning application within the Design and Access Statement.

Outline Planning Application (Future phases)

- 5.26. The outline element of the hybrid application includes four further building plots. The plan in **Appendix 4** identifies these building plots. The outline element includes means of access, with all other matters reserved.
- 5.27. The use class and parameters for each of the building plots subject to the outline application are stated within **Table 3** below.

Building plot	Use class	Maximum height (AOD)	Maximum floorspace (GEA)
B	C2 (Hotel)	70m	27,260 sqm
C	<p>Ground floor (flexible uses proposed):</p> <ul style="list-style-type: none"> • A1 (shops); • A2 (financial and professional); • A3 (restaurant and cafes); • A4 (drinking establishments); • B1 (office) <p>Upper floors:</p> <ul style="list-style-type: none"> • B1 (Office) 	73m	29,344 sqm
D	<p>Ground floor (flexible uses proposed):</p> <ul style="list-style-type: none"> • A1 (shops); • A2 (financial and professional); • A3 (restaurant and cafes); • A4 (drinking establishments); • B1 (office) <p>Upper floors:</p> <ul style="list-style-type: none"> • B1 (Office) 	65m	14,355 sqm
E	<p>Ground and upper floors (flexible uses proposed):</p> <ul style="list-style-type: none"> • A1 (shops); • A3 (restaurant and cafes); • A4 (drinking establishments) 	25m	N/A

Table 3: Outline application proposals and parameters

Office development

- 6.7. The principle of office development is supported by the UDP with Policy E2 identifying the site is within the Main Office Area.
- 6.8. The emerging Local Plan further supports the principle of office development as the site is located with the Pall Mall area, Zone A, where draft policy CC1a supports office-led development which improves the expansion of the City's Commerical District and therefore development which contributes to the successful function of the Main Office Area.
- 6.9. Furthermore, the proposed development is supported by the adopted Commerical Quarter SPD which identifies the site as a prime location for flexible office accommodation in order to successfully redevelop and provide mixed floorplate office accommodation within the City Centre to make a greater contribution to economic growth. It is understood that no new Grade A office space has been built in Liverpool for several years.
- 6.10. A key message of the NPPF, as outlined at Paragraph 80, is the need for the planning system to support economic growth and productivity taking into account both local business needs and wider opportunities for development. As such, Local Planning Authorities should plan positively and proactively to meet the development needs of businesses and encourage sustainable economic growth in accordance with NPPF Paragraph 81.
- 6.11. The focus of all levels of policy is to encourage economic growth, particularly in city centre locations. Paragraph 85 of the NPPF supports the growth of the city centre and states that planning policies should promote competitive city centre environments. Liverpool's UDP Policy GEN 1, identifies the need to increase the provision of sites for economic development and investment. The policy supports proposals that strengthen the commerical role of the City Centre.
- 6.12. The application proposes the creation of office space which through UDP Policy E2 and emerging policy CC1a, support the development of office provision to improve Liverpool's competitiveness and address wider plan objectives. In particular, it will provide additional capacity and employment space within Liverpool's commerical district which is suited to the requirements of modern occupiers. Further, the increase in floorspace will contribute to economic growth and the creation of jobs and prosperity in line with key principles of the NPPF.
- 6.13. The LPA has very recently published a new SPD for consultation, the Draft Commercial Business District Strategic Regeneration Framework (CBD SRF) (2019), which the proposed development accords with.

Hotel development

- 6.14. UDP Policy E8 supports, promotes and encourages new visitor accommodation, particularly within the city centre. The proposed development will enhance hotel provision in the City Centre, which will in turn contribute to a diverse local economy, improving an underutilised site for tourists and visitors alike. It is therefore appropriate development, in this location, and satisfies the requirements of UDP Policy E8.
- 6.15. Moreover, in accordance with UDP Policy GEN 9, the development of a hotel will further enhance the City Centre's role and function as a regional centre through the generation of additional economic development.
- 6.16. At a national level, policy highlights the importance planning should make in supporting the role that city centres play at the heart of local communities by taking a positive approach to their growth management and adaption. A range of uses, including hotels, should therefore be permitted within city centre locations to ensure the anticipated needs for retail, leisure, office and other main town centre uses are met. The proposed hotel use thus accords with national policy as it contributes to the growth and diversity of Liverpool City Centre to ensure

it can accommodate rapid changes in retail and leisure industries.

- 6.17. In addition, the emerging Local Plan supports the provision of non-office use development at the site as outlined within draft Policy CC1a. The draft policy limits the non-floorspace to 25% of total floorspace, unless at least 400,000 sq ft of office space has already been delivered. As the policy has not been tested at examination, it can be attributed only limited weight in the determination of this planning application. However this application includes the hotel as one of four building plots, with the other three being offices.
- 6.18. Delivering the hotel within the first phases of development of the site would help sustain the site and the surrounding main office area beyond traditional office hours. This reflects paragraph 06.30 of the draft CBD SRF, which identifies that there “needs to be services that contribute to the evening economy and support office development such as restaurants, bars, hotels and retail services.” A hotel use is entirely compliant with surrounding office uses, with corporate hospitality likely to help encourage new occupiers to the proposed office buildings. The hotel use will also interact positively with the new public realm, generating activity in the area beyond 9am to 5pm.

Retail development

- 6.19. UDP Policy E2 supports commercial uses (including A1, A2, A3 and B1) at ground floor level within the Main Office Area. It should be noted that the policy was written prior to the division of A3 into A3, A4 and A5 use classes. The commercial ground floor flexible units proposed as part of the development would promote active ground floor uses which is in general accordance with policy. These uses will interact with the surrounding external areas, allowing the active use to breathe out into the open areas, bringing further activity and vitality to the area, including in the evening and at weekends.
- 6.20. Further, it would support economic growth in the area and widen the benefits that the development brings to Pall Mall and Liverpool City Centre as a whole in accordance with Policy GEN 9. The economic case of this development is set out in **Section 8** of this Planning Statement.
- 6.21. The flexible commercial uses proposed are integral to the long-term attractiveness, success and commercial viability of the development and will seek to support the main office and hotel uses proposed for the site. The ambition for the development is to establish itself as a destination for, local employees and residents as well as tourists and the proposed flexible uses will create a vibrant sense of place and focus for users of the development through day and night.
- 6.22. Additionally, the proposed commercial units are in accordance with draft Local Plan Policy CC1a which outlines the site’s suitability for small scale ground floor retail and leisure uses in addition to restaurant and bars that animate streets and spaces. The flexible uses will further enhance the development, contributing to place-making and a vibrant environment thought the day and night, in line with emerging policy.
- 6.23. The use of the ground floors for uses within A1, A2, A3, A4 or B1(a) will also help the buildings interact with the new landscaped area at the centre of the development site, and will encourage activity, vitality and interaction.

Summary

- 6.24. In land-use terms, the proposal accords with the designations and allocations (and associated policies) of the statutory development plan. Other material considerations in the form of the NPPF and the SPDs support the proposed uses in this location.

7. Reason for granting planning permission 2: the proposed development achieves a high standard of design appropriate for the site's context

- 7.1. The design of the scheme has evolved following an extensive design process and detailed discussions with the LPA, as well as a Places Matter Design Review Panel and three public consultations. Discussions have related to the scale and appearance of the blocks and the provision of office space and ancillary uses to be provided on site. These discussions have informed the high-quality scheme proposed which will vastly improve and regenerate this part of Pall Mall.

Design Policy

- 7.2. Policy HD18 of the UDP requires new development to comply with a list of criteria, where appropriate. The criteria, as set out at **Appendix 5**, seek to ensure that new development reflect the detailed design considerations to ensure high quality new design. New developments should reflect characteristics of local distinctiveness in terms of layout and materials, surface treatment and scale, density and massing.
- 7.3. The NPPF attaches great importance to the design of the built environment and specifically aims to ensure that developments establish a strong sense of place and optimise the potential of sites to accommodate development and create safe and accessible environments. Decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

Design Guidance

Liverpool Maritime Mercantile City World Heritage Site SPD (2009)

- 7.4. Whilst the Liverpool UDP does not reference the WHS as it pre-dates the inscription of the WHS, this World Heritage SPD provides current guidance to ensure development proposals have due regard to the WHS.
- 7.5. The purpose of the SPD is to provide a planning framework for development which will enhance the City's heritage whilst encouraging economic regeneration.
- 7.6. The site is located within the Buffer Zone as opposed to the actual WHS boundary, albeit the site abuts the boundary to the south-west and the south-east. The design of the development is sensitive to the requirement to preserve and enhance the setting, character and outstanding universal value of the WHS. Further details relating to the developments setting and design in a heritage context are provided within the Heritage Impact Assessment, along with the Design and Access Statement.

Design Considerations

High quality design

- 7.7. The Design and Access Statement provides detailed justification for the overall design approach taken for the proposed development.
- 7.8. The site is located within the 'Main Office Area', which includes the City's Commercial District, although several different character areas surround the site including the 'Waterfront and its Fringes' and the 'Main Retail Area'.

- 7.9. The majority of high-rise office buildings are located on the western edges of the Commerical District, with building heights decreasing with closer proximity to the city centre. This area has a strong commerical townscape character of office buildings with occasional retail functions to ground-floor frontages, whilst to the north and to the east are areas that have been, or will be, subject to new residential proposals.
- 7.10. The scale of the proposed development reflects its context, particularly in terms of how it will interact with the existing tall building cluster and pre-existing (and historic) street pattern. The scheme has been considered throughout the evolution of the design process. The applicant has worked closely with the local planning authority and discussions have informed the high-quality scheme proposed which will vastly improve and regenerate the site on Pall Mall from its current underused state.
- 7.11. The proposal meets Policy HD18 in that it provides a comprehensive design approach that achieves successful integration of the proposed development with the surrounding existing buildings. The scheme creates attractive and appropriately-scaled built frontages to positively enhance the townscape where development adjoins the street, particular Pall Mall.
- 7.12. The design vision for the proposed development is to create a high-quality sustainable development that provides social, economic and environmental benefits for the proposed occupiers and community of Liverpool city centre.
- 7.13. In accordance with national and local policy, the proposed structures and landscaping are visually attractive as a result of the quality design, layout and appropriate and effective landscaping.
- 7.14. In addition, given the historic significance of the WHS, the proposed development has been designed to be sympathetic to local character and history including the surrounding built environment and landscape setting, whilst not preventing the innovative design of the new buildings, in accordance with UDP policy GEN3.
- 7.15. Amongst the design responses are:
- The use of traditional, long-lasting, architectural techniques;
 - Robust and durable materials that hark back to the mercantile legacy of the city;
 - Design codes to control the detailed appearance of the outline elements; and
 - Detailed landscaping proposals.

Heritage and townscape

- 7.16. A full and robust Heritage Impact Assessment (HIA) including a Townscape and Visual Impact Assessment (TVIA) accompanies this application, which has been prepared in conjunction with the Design and Access Statement and the rest of the application.
- 7.17. The HIA finds that the impacts on heritage assets, townscape and the World Heritage Site tend to be positive.
- 7.18. There is a slight adverse impact, equating to less than substantial harm in NPPF terms, on the settings of nearby listed buildings because the proposed buildings will be taller than the listed buildings. However the HIA also finds that heritage-related benefits far outweigh this limited harm, including positive impacts on the settings of these listed buildings arising from repairing the void in the urban fabric, re-establishing the dense characteristic urban grain of the area, responding to the historic street pattern and using appropriate detailed architecture and materials. Therefore, overall, there is no net harm to any heritage assets.
- 7.19. The HIA also concludes that:
- There will be neutral direct impact on designated heritage assets, because the part of the site within the Castle Street Conservation Area has no historic interest;

- There will be large and very large beneficial impacts on the wider historic landscape including the setting of the World Heritage Site, because the development will enhance the sense of place, enhance the integrity of the urban fabric and enhance the identity of this part of the city;
 - As the outline masterplan elements of the proposal will represent major beneficial change, the impacts on the setting of heritage assets as a result will be moderate to very large beneficial depending on the asset's significance;
 - The height of the proposed buildings must be considered in light of approved developments in and around the Main Office Area, including significantly taller buildings on Pall Mall, Leeds Street and Old Hall Street; guidance on policy is also supportive of tall buildings in appropriate locations, including in this part of the city centre; the height and mass of the four main buildings within this application will help with a 'stepping-up' in height from Tithebarn Street and Exchange Station, towards The Plaza and Leeds Street.
- 7.20. The HIA concludes that because of the layout of the proposed development, and the detailed appearance of Building A (and the controlled appearance of future buildings B-E via Design Codes), the proposal will have a moderate / large beneficial impact on the setting of the Castle Street Conservation Area.
- 7.21. The TVIA includes verified views, which were also provided with the EIA Screening Report (**Appendix 1**). The TVIA provides the following conclusions.
- Verified views within the TVIA show that in long-distance views of the site, the proposal generally assimilates into the surrounding skyline and cluster of city centre buildings;
 - When viewed across the Mersey from Magazine Promenade, the landmark building of St Luke's Church will be obscured by the development, however it should be noted that a building under construction at Waterloo Dock already blocks the church (and indeed some of the proposed development) once completed – therefore the adverse impact is only very slight;
 - Closer verified views are also included in the TVIA; by filling in the void in the urban fabric and re-establishing the street, there are moderate to large beneficial impacts on the townscape, including when viewed along Bixteth Street (along the boundary of the World Heritage Site), from Leeds Street and from Cockspur Street;
 - Other verified views, for example along Ormond Street and Edmund Street also show positive impacts upon townscape;
 - Cumulatively, the proposed form and height of the development will have moderate or slight beneficial impacts on the townscape.

World Heritage Site

- 7.22. The site is within the buffer zone of and adjacent to the World Heritage Site, the closest part of which lies within the Castle Street/Dale Street/Old Hall Street Commercial Area.
- 7.23. As the visual change associated with the proposal will be of similar as the change upon the Castle Street Conservation Area, but the World Heritage Site is of greater significance, the positive effects will be large / very large.
- 7.24. The proposed detailed design of Building A is compatible with the advice on contemporary architecture within World Heritage Sites.
- 7.25. The HIA finds that the proposal complies with all guidance associated with the World Heritage Site, including the adopted SPD and UNESCO and ICOMOS's guidance. It concludes that there will be no harm to the Outstanding Universal Value of Liverpool's World

Heritage Site.

- 7.26. Insofar as the proposed development accords with the development plan policies on the historic environment, as well as NPPF and various sources of guidance, the proposal is clearly of high-quality design.

Landscaping and Public Realm

- 7.27. Re-form has produced a landscaping scheme which is submitted with this application.
- 7.28. Landscaping has been carefully considered and integrated within the layout to ensure the protection of the amenity of the area for future users.
- 7.29. The proposal will deliver high quality hard and soft landscaped areas throughout the development, to reflect the generosity and quality of spaces which exists at the site. This will provide modern space where both users of the development and members of the public can socialise.
- 7.30. The landscape scheme fully explains the proposals, but in synopsis the site will provide areas for public use and enjoyment will be laid out using a palette of hard and soft landscape, stepped and ramped to meet the existing levels around the perimeter. In addition, it provides legible public areas which connect onsite users to the wider urban area.
- 7.31. Furthermore, the site will provide a landscaped space where the proposed blocks will face onto. In addition, around 120 new trees will be provided, which will be a significant characteristic of the development. The proposed planting scheme is intended to provide a range of functions and aesthetic qualities, including enhancing biodiversity and providing visual amenity, in accordance with UDP policies HD22 and HD23.
- 7.32. These improvements to the public realm serve social and environmental purposes, as well as physically and psychologically interacting with the new office and commercial development. There will be planting to improve microclimate conditions, improve biodiversity and reduce the effects of Pall Mall and Bixteth Street upon the public area, in accordance with UDP policies OE11, OE12 and GEN 2.

Summary

- 7.33. In design terms, the proposed development respects the setting of the heritage assets, is unobtrusive within the wider townscape and is of a traditionalist style and architecture that does not age, whilst still being contemporary. Consideration throughout the proposals has also been given to attention to level access and access for all, whilst the landscaping of The Gardens will be exemplar for city centre developments. The scheme is therefore in accordance with the NPPF, local policy and SPDs.

8. Reason 3 for granting planning permission 3: the proposed development is sustainable development

Sustainable Development

- 8.1. The government expects that the planning system will make a substantial contribution to the achievement of sustainable development, as set out in the Development Plan and the NPPF.
- 8.2. The scheme itself will provide a high-quality design comprising:
 - Materials of the highest quality in terms of durability, robustness, alignment, spacing, junctions and workmanship;
 - Sustainability levels to reach BREEAM Excellent;
 - Façade design which is simple and elegant, in addition to achieving visual interest through refined detailing and choice of materials rather than extravagant formal gestures; and
 - A high standard of landscaping (hard and soft) that is integral to the development and the local area.
- 8.3. Furthermore it will result in the re-use of an underutilised site, improving the appearance of the area. The development will help to attract people into this area of the city, acting as a catalyst for regeneration and setting high standards in design and appearance.
- 8.4. Paragraph 11 of the NPPF outlines the three dimensions of sustainable development; economic, social and environmental. It set out below how the proposed development meets and contributes to each of the three dimensions of sustainable development.

Economic

- 8.5. The proposal will deliver substantial economic development which is a key priority for Government as identified through the NPPF.

Temporary construction employment

- 8.6. Phase 1 (the full permission element) of the proposed development will include a construction phase of approximately 24 months that will generate turnover and temporary employment for local construction firms and related trades.
- 8.7. The proposed development relating to this application could involve approximately £136 million of construction related expenditure.
- 8.8. Based on this level of construction expenditure, and using labour coefficients sourced from guidance produced by the Homes and Communities Agency (HCA), total construction employment generated by the development could amount to some 1,760 gross person-years. On the basis of the convention that each permanent job is equivalent to ten person-years of temporary employment, this equates to 176 full-time equivalent (FTE) jobs.

Permanent employment

- 8.9. In relation to B1a (office) development, based on an employment density of 12 sqm (NIA) per full time employee and an 85% occupancy rate, 2,259 full time jobs are estimated to be

created across the three proposed office buildings.

- 8.10. In relation to A1 (retail) development, based on an employment density of 17.5 sqm (NIA) per full time employee and a 90% occupancy rate, 49 jobs are estimated to be created within Phase 1 of the development.
- 8.11. In relation to C1 (hotel) development, based on an employment density of 1 full time job per 2.5 bedrooms, more than 100 jobs could be created.

GVA

- 8.12. Gross value added (GVA) is a conventional measure of economic well-being. In essence, GVA measures the value of output generated by a producer minus the costs associated with the production of the output.
- 8.13. The applicant estimate that the development will generate £146 million of net additional GVA per annum at the Liverpool City Region level. Future phases have the potential to generate a further £161 million of net additional GVA.
- 8.14. The proposed high-quality development will attract a mix of users which will add to the already vibrant city centre. The creation of up to 60,000 sqm of office and commercial floorspace will bring more footfall within the city centre, helping local businesses and enabling the primary business area to continue to prosper. The development is also likely to act as a catalyst for future development within the Pall Mall area.

Social

- 8.15. UDP Policy GEN6 promotes attractive, safe and accessible development within Liverpool City Centre.
- 8.16. In terms of social benefits, the proposed development will deliver the following:

Social interaction

- 8.17. The proposal will deliver new office and hotel floorspace which will help to enhance the provision of office and commercial space within Liverpool, helping to meet demand and modernise Liverpool's existing office and commercial stock. There is strong synergy between quality hotels and quality office space, with the hospitality industry complimenting the commercial sector in terms of accommodation, conferencing, break-out spaces, corporate events or food and drink.
- 8.18. Large areas of land within the site will be delivered as publicly accessible open space. Quality landscaping, along with areas of formal and informal open space will be delivered and will be open to users of the development in addition to the general public. Being inclusive and accessible to all will help foster social interaction and contribute to wellbeing objectives.
- 8.19. The green infrastructure will help encourage social interaction by being a meeting place, an area of sitting or resting, and providing break-out areas from surrounding development.

Promotion of walking and cycling

- 8.20. By opening up the site, improving public realm, enhancing the pedestrian routes through the site and creating more permeable public realm, the proposed development promotes walking and cycling. The development will be virtually car free in addition to providing more cycle storage than policy requires, along with showers and changing facilities.
- 8.21. In addition, cycle routes will be created throughout the site, encouraging these healthier modes of travel.

Amenity

- 8.22. Policy HD18 of the UDP includes general design requirements and is the source of development plan policy. The LPA will require, where appropriate, applications to comply with the policy's criteria. One criterion states:

"There is no severe loss of amenity or privacy to adjacent residents."

- 8.23. A "severe" loss is a high threshold, especially combined with the context of city centre development, where baseline residential amenity and privacy is different to that typical of low-density low-rise suburbia.
- 8.24. The accompanying Daylight and Sunlight Assessment demonstrates that there will be some change to the levels of daylight and sunlight experienced within some existing residential habitable rooms. The severity of any impact has to also be considered in conjunction with other material considerations. In this case, the material considerations associated with the design and layout of the proposal find heavily in favour of permission being granted, including re-establishing the orthogonal urban grain within the World Heritage Site buffer zone, aligning the buildings to the back of the pavement as is characteristic of the Castle Street Conservation Area and the surrounding World Heritage Site, and the provision of quality public realm for use by employees and residents alike (many of whom won't have private external amenity space).
- 8.25. The site has been allocated for commercial development since at least 2002, and there is a presumption established in the UDP and SPDs that the development should be of a certain mass and density to act as an economic catalyst.

External lighting

- 8.26. The proposed external lighting within the landscaped areas of the site is designed to provide a safe and secure place in times of darkness, but without significant spillage into surrounding buildings.

Health and wellbeing

- 8.27. The areas of open space will be biodiversity-rich, and are designed for inclusive access and where walking and cycling will be encouraged and prioritised. The reduction in car parking and provision of cycle parking will foster more active travel and also improve local air quality.

Environmental

Re-use of brownfield land

- 8.28. The proposal will enable the reuse of brownfield land in the urban area which is in accordance with UDP Policy GEN 8, which promotes the recycling of land for productive use through the treatment of vacant, derelict and underused land. This is an efficient and appropriate use for the site as it will provide new office-led development on previously developed land.
- 8.29. A new, high-quality office-led development scheme will improve the appearance of this part of Pall Mall and will attract people into this area of the City.
- 8.30. Regeneration of this site will provide an example of sustainable development and act as a catalyst to raise the bar in design and regeneration in this part of Liverpool, an area which will undergo significant regeneration within the next decade.
- 8.31. Through the provision of commercial ground floor uses, active frontages will be created which will increase footfall and activity in the area and in doing so increase the vitality and viability of this part of the main office area.

Reduction in vehicle usage

- 8.32. In accordance with UDP Policy T15, a Traffic Assessment has been undertaken by SWECO which considers the implications of the development proposals on the transport network, with an emphasis placed on ensuring that the long term and sustainable benefits of the proposed development are captured.
- 8.33. The Traffic Assessment concludes the proposed development is a highly sustainable location, with low car parking provision and, as such will have no detrimental impacts on the highway network. Additionally, any future parking demand can be catered for by capacity within the surrounding car park provision.
- 8.34. Parking provision within Building A will comprise 24 parking spaces, encouraging the vast majority of employers and visitors to use sustainable means of travel to and from the site.
- 8.35. Furthermore, it has been estimated that only 15% of trips generated by the office element of the development will be by car, with the remaining 85% by sustainable modes of transport.
- 8.36. A Travel Plan will be implemented as part of the development proposals which will promote the sustainable location of the site and encourage sustainable travel choices.

Increased cycle parking

- 8.37. The Traffic Assessment demonstrates the site is very well located for access to all sustainable modes of travel in addition to cyclists having easy access to the surrounding areas via existing infrastructure provision that surrounds the site. Furthermore, the inclusion of pedestrian routes through the site will facilitate excellent connectivity between the development, the CBD and the existing bus and train services that are in close proximity.
- 8.38. The proposal incorporates the provision of 132 cycle parking spaces within Building A which will further support the reduction in vehicle usage and use of sustainable transport methods, in accordance with UDP Policy T6. It will also benefit the public by promoting healthy communities.

Accessibility

- 8.39. The accompanying Transport Assessment highlights that the site is an extremely accessible location with a wide range of services, facilities and amenities within walking catchment area. It is located within close proximity to public transport links: Moorfields Railway Station is situated 250m to the south in addition to major bus routes operating within a circa 350m radius of the site. Developing the site will promote healthy lifestyles and assist in reducing health inequalities.
- 8.40. By providing new office and commercial development in this accessible location, the proposal supports the goals of sustainable development and will help reduce the need to travel by private car. In addition, as the site is sustainably located with good public transport links, users of the development will be encouraged to utilise existing public transport services through increased patronage.

Sustainability

- 8.41. The redevelopment of the site provides the opportunity to maximise its functionality and sustainability. The development has been designed to create low energy buildings by ensuring the building envelope performs well, along with selecting efficient plant and equipment which are provided with appropriately selected controls.
- 8.42. Building A is designed to be capable of achieving BREEAM Excellent.

Waste Management

- 8.43. The offices and commercial units will incorporate sufficient internal waste storage to promote the separation of recyclable materials at source.

Ground Conditions

- 8.44. A Phase 1 Contaminated Land Assessment has been prepared by Curtins for the proposed development at Pall Mall.
- 8.45. UDP Policy EP2 outlines the LPA's require details of a site survey identifying the type, degree and extent of any contamination for any planning application the LPA considers to be on seriously contaminated.
- 8.46. In line with the NPPF, the report determines the likely ground conditions to assess the extent of contamination and to provide information to assist with the design of suitable foundations for the proposed development.
- 8.47. The report includes an assessment to ensure the development would not result in any adverse impacts to future occupiers.
- 8.48. The assessment concludes that, subject to adoption of mitigation measures contained within, the proposed development would not result in any adverse health impacts to future occupiers or surrounding occupiers. As such, the proposed development is entirely appropriate for its location and therefore fully accords with the requirements of paragraph 180 of the NPPF and UDP Policy EP2.
- 8.49. The site's remediation will also improve ground conditions to the benefit of the local environment.

Flood Risk and Drainage

- 8.50. Curtins has undertaken a Flood Risk Assessment and Drainage Strategy for the proposed development at Pall Mall, Liverpool.
- 8.51. The site is located within Flood Zone 1 and so has a less than 0.1% probability of flooding any given year.
- 8.52. The assessment shows that the site is at low risk of flooding from all water sources. The greatest risk, although still low, is from groundwater and surface water flooding. The flood risk assessment outlines appropriate mitigation measures.
- 8.53. In terms of the drainage scheme, the strategy recommends the drainage design to include gullies, drainage channels and drains, all of which are suitably sized, to accommodate peak storm flows to ensure the drainage system has adequate capacity and that the risk of flood from blockage or overloading is minimal.
- 8.54. Foul water will discharge into the existing foul public sewer.
- 8.55. Overall, the scheme complies with planning policy and will not suffer from an unacceptable level of flood risk, nor will it increase the risk of flood elsewhere.

Wind Microclimate Assessment

- 8.56. A wind assessment has been completed by BMT.
- 8.57. Overall, the assessment concludes that the local wind environment will be generally suitable in terms of both pedestrian comfort and safety for the proposals intended use throughout the year. It should be noted that the wind assessment does not take any proposed landscaping

into account, which would likely further reduce wind effects and improve the microclimate for users.

- 8.58. Although the introduction of the proposed development reduces comfort levels from in a limited number of locations in worst-case conditions, they are still regarded suitable for waiting areas, recreation and short-term sitting within the Lawson criteria that are used in the wind assessment. The majority of the open space will meet the 'long-term sitting' comfort thresholds within the Lawson criteria.

Biodiversity

- 8.59. The green infrastructure will include areas of hard and soft planting which varies the species on site and will attract increased biodiversity.

Summary

- 8.60. This chapter demonstrates that the proposed development will provide substantial economic, social and environmental benefits to the area.
- 8.61. Overall, the proposed development will have a substantial and positive impact upon the local economy, social wellbeing and the environment. It follows that the proposed development constitutes sustainable development and therefore accords with paragraph 11 of the NPPF.
- 8.62. These benefits are significant material considerations which weigh heavily in favour of the proposed development and justify the grant of planning permission.

9. Planning Balance and Conclusions

- 9.1. In summary, this statement has demonstrated that the office-led development represents a policy-compliant, sustainable development which will bring about numerous economic, social and environmental benefits. The scheme has evolved through significant pre-application discussions, with the resulting submission creating a high-quality mixed-use office-led development, which is entirely suitable and appropriate for the site, and which will deliver significant benefits to the surrounding areas, and to the city-region.
- 9.2. The development will redevelop an under-utilised, brownfield site through creating a high-quality development within an accessible location. It will enhance the character and appearance of the area.
- 9.3. The site has been identified by the LPA as a key site for development. It is allocated in the adopted UDP for office-led development in addition to support for office, hotel, commercial and public realm development at the site within the emerging Local Plan. There is a clear local policy thrust for economic regeneration within the commercial district in order to boost economic activity, investment and employment.
- 9.4. The proposed development at Pall Mall will provide a deliverable and sustainable solution to the growth needs of Liverpool. The proposed development represents sustainable development as defined within the NPPF.
- 9.5. The scheme balances the importance of respecting the heritage designations and the outstanding value of the World Heritage Site whilst delivering space for thousands of new jobs. The proposed development at Pall Mall will provide a sustainable solution to the growth needs of Liverpool's commercial district.
- 9.6. The scheme provides wider ranging benefits for the local community including:
 - Re-use of a dilapidated, brownfield site in the heart of the city;
 - The creation of new jobs in the construction sector;
 - Space for more than 2,000 permanent full-time jobs;
 - Delivery of new high quality onsite public realm and landscaping which will provide areas for recreation and connect the onsite users to the wider urban area, as well as generating environmental and social benefits.
- 9.7. The proposal not only accords with the development plan, but also will play a significant role in meeting the LPA's strategic objectives. It is therefore evident that the proposed development accords with the development plan as a whole.
- 9.8. The NPPF states that the development proposals that accord with the development plan should be approved without delay. In accordance with NPPF paragraph 11(d), where the development plan is absent, or out of date, planning permission should be granted for development proposals unless there are significant and demonstrable adverse impacts that outweigh the benefits of the proposal. This statement and other technical reports show that there are no such impacts that outweigh the significant benefits of the proposed development at Pall Mall, Liverpool.
- 9.9. There are no technical reasons why this application should be refused and the substantial benefit to both the immediate vicinity and wider city, more than outweigh any impacts on residential amenity.

- 9.10. Although the UDP can be considered out of date, it remains extant for the purposes of S38(6). The development therefore accords with the statutory development plan and material considerations in the form of NPPF also support the granting of planning permission without delay.

