

CONSTRUCTIVE THINKING

Supporting Planning Statement

May 2016

Proposed Residential Development

Paul Street / Oriel Street
Liverpool
L3

16F/1088
27-07-16

On behalf of:
Vauxhall Developments Ltd

Table of Contents

1.0	Introduction
2.0	Development Context
3.0	Description of Proposed Development
4.0	Planning Policy
5.0	Summary and Conclusions

1.0 Introduction

The proposed site is predominantly located on Paul Street, L3 with a small amount of frontage and vehicular access from Oriel Street. Having developed a parcel of land on Paul Street previously, our Client has purchased the proposed site as part of a phased developments across their current portfolio of land in this block, this being the first of a number of phases.

This statement describes the proposal and considers it in line with current planning policy and supplementary guidance.

The proposed design and content of the application has been discussed with members of Liverpool City Council prior to its submission, and any comments made have been incorporated within the scheme where feasible. Feedback for this proposal was generally positive with members of the council enthusiastic about regenerating this part of the city.

A series of documents have been produced to accompany this application:

- Full set of proposed drawings, including Location and Site and Block Plan
- Design and Access Statement
- Planning Statement (this document)
- Land Use Departure Justification
- Transport Statement
- Noise Assessment

2.0 Development Context

This section discusses the site and the surrounding context

Site Description

The application site is located to the northern area of the city centre on Paul Street, off Vauxhall Road. This part of the city has been considered for regeneration through residential and business development.

The application site is part of an area of land bounded by Paul Street to the North, Oriel Street to the South with Vauxhall Road to the West and South Bartholomew Road to the East. The site is a brownfield site with an area of approximately 2,000 sq meters. There is a car park to the South, a series of commercial units to the North and residential buildings directly to the East.

The site is within walking distance of the city centre, with excellent transport links to the North West and further afield, all within short walking distance. To the South of Leeds Street is Liverpool's World Heritage Site Buffer Zone. The proposed site lies well outside of this buffer zone.

Site Accessibility

The site features strong transport links to the City Centre and surrounding areas. Scotland Road (A59) is 2 minutes walk to the East, which is one of the main arterial roads into the City. The site is also close to Vauxhall Road, which is the main route to Bootle to the North of the City.

Both Scotland Road and Vauxhall Road provide a range of bus routes to surrounding areas and the City Centre. The site has good connectivity by car with main routes to Bootle, the North and Wirral (via the Wallasey Tunnel) all in close proximity.

Liverpool Lime Street train station is less than one mile from the site, which is less than 20 minutes walk away.

3.0 Description of Proposed Development

This application seeks permission to construct 20 nr. Townhouses on the proposed site, built in 2nr. Terraces of 10 units. The townhouses will be three storey units with yards to the rear and associated off-street parking. Each townhouse will contain 5 bedrooms, entry level W/C, stores, kitchen/diner and living room.

The associated proposed drawings (Site and Block Plan) show the proposal in its immediate context. The proposal has been designed to provide quality residential accommodation with a good level of off-street parking. The mass of the proposal has been considered against that of the adjacent buildings on Paul Street and the other residential buildings on the opposite side of South Bartholomew Road.

A proposed Site layout has been provided along with a proposed car park layout, which indicates the number of parking spaces to be provided and how the site will be accessed off Oriel Street.

The terraces have been arranged along Paul Street to continue the massing of the neighbouring buildings along Paul Street, with small yards to the front and bay windows to ensure a high quality street scene and create visual interest.

Access and Parking

The new car park is accessed off Oriel Street via a motorised gate. Provision has been made for 100% secure off-street parking. A pedestrian route has been implemented, which passes in between the two terraces, linking the car park to the front of the development. Main access to each unit will be off Paul Street.

Design

We have prepared our designs based on our client's preference for the appearance of a Georgian Terrace, but the scheme could easily be elevated in any style. Living accommodation is arranged at ground floor level with the bedrooms above arranged around a central stairwell.

They are generously proportioned houses, with a decent standard of accommodation, both private and shared outdoor space, integrated secured parking, cycle and in curtilage bin storage.

The houses have been designed so as, with minimal alterations, they should be able to meet Lifetime Homes requirement. They will also be constructed to meet the Code for Sustainable Homes Level 3 for Energy & Water Use.

Materials

Proposed materials will be:

Walls to be rendered at Ground Floor level, and to be red stock brick above. Doors and Windows to have frames of RAL 7024. Roof to be finished in grey roof tiles.

Refuse Strategy and servicing

Each unit will be provided with a rear yard area which will facilitate off-street storage of wheelie bins, as per the Council's policy on bin storage. Bin collection will be via Paul Street.

4.0 Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, when making their decision, the decision maker must take their determination in accordance with the development plan unless material decisions indicate otherwise.

In relation to the above statement, we have here considered the national planning policy guidance relevant to 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 currently producing a Local Plan for the City which will set out a spatial vision along with relevant objectives, policy and site allocations. On its adoption, the Local Plan will supersede the intended Core Strategy DPD. However the Liverpool Core Strategy Submission Draft 2012 should also be taken to be material considerations in relation to the application, along with other local policy documents.

National Planning Guidance

The primary objective of the NPPF is to promote sustainable development, and encourages local planning authorities to work pro-actively with applicant to secure developments that improve the economic, social and environmental conditions of an area.

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 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 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.

Our proposal is consistent with the NPPF's core principles. It is of extreme importance that the council take full advantage of brownfield development opportunities such as this which will improve on the current site, bringing it back into use whilst also contributing to satisfying the increasing need for housing in this area.

The above point is also addressed in paragraph 111 of the NPPF which encourages "the effective use of land by re-using land that has been previously developed (brownfield land)".

Development Plan

Policy EI: Primarily Industrial Areas

As the application is sited within the Vauxhall Road Industrial Area, The Council's policy for development within this area should be considered. This policy allows non-industrial uses to be developed if the proposal:

- Would not prejudice the long term development of the area primarily for these uses,

- 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,
- Would not conflict with other policies in the Plan.

Notwithstanding the Primarily Industrial allocation of the site, the principle of residential development has been established on a number of vacant plots within the area, not least on the site directly opposite at 1 Paul Street (an earlier development of the applicant)

Policy H3: City Centre Living

Policy H3 encourages proposals which will improve the quality of city centre housing stock. The proposal seeks to make a positive contribution to the housing provision in this area.

Policy H5: New Residential Development

The proposal will be designed in accordance with the criteria for new residential development as set out in Policy H5.

Policy HD18: General Design Requirements

Policy H18 requires careful consideration to be given to aspects such as; scale, massing, building lines and materiality.

The proposed development has been carefully considered and designed to relate directly to the adjacent buildings on Paul Street in terms of massing, scale and height, and has been designed to reflect the massing of the residential buildings to the opposite side of South Bartholomew Road.

The proposal has also been considered in relation to the following policies of the UDP:

HD19: Access for All

Ensure consideration is given to the need to ensure ease of access and movement for disabled people between and within public areas.

HD20: Crime Prevention

The council will encourage developments whereby measures have been incorporated which reflect the need to make proper provision for personal safety and crime prevention.

T12: Car parking and Provision for New Developments

Provision for car parking on site should be made for any new development that will generate a demand for car parking. This should meet the minimum operational needs of the development.

EP1: Vacant, Derelict and Neglected Land

EP9: Waste Storage

EP11: Pollution.

Emerging Strategic Policies

The policies mentioned below are considered relevant to this application:

SP1: Sustainable Development Principles

This policy emphasises a number of principles for sustainable development, including the re-use of previously developed land to improve the land-use efficiency in the city centre.

SP 9: Location and Phasing of New Housing

SP 9 sets out that the provision of new housing will be managed to deliver housing market renewal in Liverpool's Urban Core and broaden housing choice in the City Centre.

SP 10: Housing Provision in the City Centre

This policy confirms the importance of housing provision within the City Centre and highlights the important role it plays in supporting ongoing city regeneration.

SP 13: Housing Mix – City Wide Principles

Policy 13 identifies that all new housing provision should enable the needs of a household to be met over its lifetime.

Other Material considerations:

Ensuring a Choice of Travel SPD (March 2010)

Design and Access for All (July 2010)

Supplementary Planning Guidance Note 10: new Residential Development

Strategic investment Framework (2012)

Supplementary Planning Guidance Note 8: Car and Cycle Parking Standards

Planning Advice Note: Refuse Storage and Recycling Facilities in New Development (March 2005)

5.0 Summary and Conclusions

This document seeks to consider the main elements of the proposal and give a brief overview of the relevant planning policy against which it will be assessed. This section summarises the most salient points and confirms the positive case to be made for the development.

Pre-application discussions have taken place with the developer and the local council. These were generally positive discussions, with the council giving a useful commentary which has assisted with the development of the proposal.

The application has been considered against national and local guidance and policy, and the principles of the scheme are considered to satisfy the requirements of the above mentioned policies. We would therefore argue that the principle of this development aligns with national and local policy and is acceptable.

The proposed development satisfies a growing need for quality housing in this area of the city. The proposal is respectful of the surrounding context, at a sustainable density. We would also argue that the proposal represents sustainable development by developing brownfield land and allowing it to contribute to the local area.

In summary, the proposal will:

- Provide good quality housing in an area designated for regeneration
- Convert an area of brownfield site and bring it back into usefulness
- Deliver 100% on-site parking to mitigate the potential increase in parking requirements associated with the application

