

Planning & Regeneration Statement



Proposed Development Comprising:-

Application for planning permission for redevelopment of former depot site comprising demolition of all existing buildings and structures on the site and selective boundary walls in Vine Street and Myrtle Street, followed by erection of two blocks of residential accommodation to construct 114 apartments, site car parking, landscaping, amenity space and associated external works

Applicant:

Carpenter Investments (Vine Street) Ltd

Application Site:

Vine Street Depot Site

Chatham Street /Myrtle Street/Vine Street

Liverpool L7

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1.0 Introduction and Information

- 1.1 This report provides the planning and regeneration case for supporting the grant of planning permission for redevelopment of the existing Vine Street depot site through demolition of the existing site buildings and erection of two blocks of residential accommodation providing 114 apartments.
- 1.2 The proposal will provide full demolition of the existing buildings within the site, removal of existing private car park and demolition of majority of the existing boundary walls to facilitate the construction of two residential accommodation blocks. Block A proposes 7 storeys, part 4 storeys high and Block B proposes 4 storeys.
- 1.3 The application for planning permission is submitted on behalf of our client *Carpenter Investments (Vine Street) Ltd* who has completed a number of successful mixed use, student development and residential developments in Liverpool including developments in close proximity to the application site (details of which are contained in the introduction section of the L7 Architects Design & Access Statement).
- 1.4 The proposed development subject of this report is prepared by the client's project development team in close discussions with the HCA and the Council's Planning and Design Officers to deliver a specific requirement for new homes for rent within a very challenging timescale.
- 1.5 The homes for rent concept is predicated on a ground-breaking business model that will see the client's project changing the way people view the private rented sector. A range of high quality, energy efficient affordable 1, 2 and 3 bedroom apartment units will provide a valuable and enduring housing solution for the growing number of people who are either not ready or are unable to own their own homes.
- 1.6 With an innovative approach to long-term Government back funding and intensive site management, the partners believe that the proposed apartment development at Vine Street will contribute to a new asset class that will deliver a unique housing product within Liverpool, with the client's scheme just one of 47 such schemes across the UK approved by the HCA as part of the initiative promoted by the Coalition Government's 'Build to Rent' funding programme. Details of the housing product intended for the site is provided in Section 4 of this report.
- 1.7 In addition to the demonstrating that the proposals are acceptable in planning terms, it is noteworthy to recognise the importance of bringing the

site forward for house building will bring into the city substantial sum of Government money. Nationally, the Government remains committed to delivering levels of new housing to match demand, with the introduction of the 'New Homes Bonus' intended to incentivise and encourage growth in the economy and the delivery of much needed new housing.

- 1.8 The delivery of 114 apartments on the site is calculated to generate **£207,804** coming into the city to be used as match funding to promote further growth in new housing development.

Band	Property Value	Council Tax	Dwelling No's	NHB
D	£68k - £88k	£1,553.36	29 1-bed apartments	£45,047.44
E	£88k- £120k	£1,898.55	81 2-bed apartments	£153,782.55
F	£120k - £160k	£2,243.74	4 3-bed apartments	£8,974.96

- 1.9 The proposal represents an economic investment into the area which is very much supported by the National Planning Policy Framework (NPPF) empowering local authorities to presume in favour of sustainable development that encourages developments to come forward as part of the Government's thrust to encourage and foster sustainable economic development and housing growth.
- 1.10 It will be demonstrated within this Statement that the proposals will provide a real and substantial economic boost to the area, helping it to move forward along the journey of urban regeneration, which has already seen a considerable renaissance from investment by the client company, other private sector partners and the University of Liverpool which is a close neighbour to the proposed development.
- 1.11 The Liverpool Unitary Development Plan identifies the site within a primarily residential area, in which the Council accepts that the principle of residential accommodation is a suitable land use for the site and the area.
- 1.12 The policy considerations and key issues of the proposal will be addressed as part of the appraisal of the proposed development further within this Statement.
- 1.13 In accordance with s38 (6) of the Planning and Compulsory Purchase Act (2004), this Planning Statement considers the proposal against relevant policies of the adopted Development Plan and addresses other material considerations pertinent to the assessment of the development. It will be

demonstrated that the proposals are entirely appropriate in land use planning terms, eminently compliant with the NPPF and will have no material impact in relation to matters of interest such as amenity and highway safety.

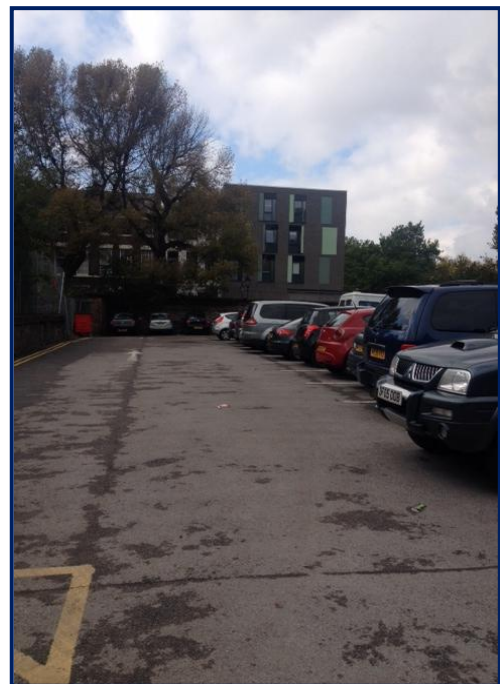
2.0 **Site Context & Proposal**

Site & Surroundings

- 2.0 The application site measures 0.42 hectares in a rectangular shape extending south of Myrtle Street back into an area bordered by Vine Street to the east and Chatham Street to the west.
- 2.1 The site is located on the eastern fringe of Liverpool city centre, buffered between the adjacent Liverpool University campus and the Georgian housing quarter in Vine Street and Chatham Street. Immediately North of the site is the University of Liverpool Southern Campus. The image below shows the location of the site.



- 2.2 The recently constructed imposing Vine Court student accommodation development is directly opposite the Myrtle Street frontage of the site.
- 2.3 On the site at present there are a series of disused brick with pitched roof storage depot buildings and car park facility operated by Liverpool University under lease from the City Council.
- 2.4 The images below show Vine Street Depot at present:



- 2.5 To the north side of the site on Myrtle Parade there are a number of trees with a mixture of planted and self-seeded examples which separates the site from the public footpath. To the east the site there is a modern style housing estate off Vine Street. This estate continues to the southern boundary where it meets the Georgian terraces of Chatham Street.
- 2.6 There is a small stand of trees on Chatham Street frontage alongside the boundary wall, which is topped by a visually poor wire mesh fence. These trees will be retained, save for sensitive pruning of the nearest tree closest to the back edge of the block fronting Vine Street.
- 2.7 The wire mesh topping the Chatham Street boundary wall will be removed and the wall repaired where necessary.
- 2.8 To the west the site faces Myrtle Parade and Chatham Lodge, a 4 storey student and retail development recently completed by Liverpool Edge.
- 2.9 The site is accessible via public transport – bus links off Myrtle Street and Grove Street providing excellent links to the city centre and nearby district and local centres in Wavertree, Smithdown Road and Park Road.
- 2.10 The site is very well situated to afford walking trips to the University and Royal Liverpool Teaching, and the Liverpool Women's Hospitals.

Planning History

- 2.11 04F/1162 - to continue to use the site for a further temporary period as a car park for 46 cars and storage purposes pending redevelopment of the site. Application granted 20 May 2004 for 12 months.
- 2.12 01F/0891- To change use of premises to create 44 no. car parking spaces and a storage facility for Liverpool University ground maintenance and gardening service, for a temporary period of up to 2 years. Granted August 2001 and change of use implemented.

Elsewhere:

- 2.13 09F/0253 – to erect 4 storey development with A1 and A3 uses at ground floor, 15 no. apartments above. Application granted 30 October 2009 and development completed.
- 2.14 09F/1546 – to erect two blocks providing 710 student bedrooms (later increased to 749), together with ground floor commercial and retail uses – Vine Court, application granted 22 July 2009 and development complete.

The Development Proposals

- 2.15 The planning application for planning permission for redevelopment of former depot site comprising demolition of all existing buildings and structures on the site and majority of existing boundary walls in Vine Street and Myrtle Street, followed by erection of two blocks of residential accommodation to construct 114 apartments.
- 2.16 The planning application is accompanied by an application for Conservation Area Consent to facilitate the demolition of the existing buildings. The heritage impact assessment of the proposals is summarised in this Statement and elaborated fully in the accompanying Heritage Impact Assessment.
- 2.17 Both new apartment blocks will be of modern architectural design and construction providing a totally new residential product offer in the locality.
- 2.18 The proposed residential accommodation will provide 114 apartments for private market rent and will be a mix of one bed, two and three bed apartments available to a whole range of the potential occupiers including single professionals, couples, elderly and young families alike.
- 2.19 Each unit will have its own self-contained facilities. Block A proposes 84 apartments over the space of 7 storeys, part 4 storeys. Block B proposes 30 apartments over the space of 4 storeys.

- 2.20 The development will be gated and there will be 57, of which 10% will be disabled car parking spaces. The car parking area within the site will be provided within a landscaped courtyard which will be available to all tenants within the proposed development.
- 2.21 The layout of the development which proposes two separate blocks, one fronting Vine Street and the other fronting Myrtle Street is to some extent affected by the presence of a disused underground tunnel situated circa 15m below ground – the tunnel dissects the site in a diagonal axis from east to west.
- 2.22 The proposal will result in the removal of trees to the Myrtle Street frontage of the site, these are assessed within the accompanying Amenity Tree Care 'Arboricultural Assessment' report, and summarised elsewhere within this document. It is shown that the 'avenue' of young Lime Trees that characterise the streetscape and continue the green infrastructure views along Myrtle Street will be retained and enhanced by the proposals.

3.0 Planning Policy Context

- 3.1 Relevant planning policies for the proposal are found within the National Planning Policy Framework (NPPF) and the statutory development plan for the area comprising the Liverpool Unitary Development (UDP).

National Planning Policy Framework (NPPF):

- 3.2 The National Planning Policy Framework (NPPF) sets out the Government's commitment to a planning system that does everything it can do to support sustainable growth. Local planning authorities are expected to plan positively for new development. All plans should be based on the presumption in favour of sustainable development and contain clear policies that will guide how the presumption will be applied locally.
- 3.3 The NPPF sets down a presumption in favour of sustainable development at paragraph 14. This states that where policies are out of date, permission should be granted unless *"any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework."*
- 3.4 The NPPF at paragraph 17 sets down a number of over-arching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. In relation to the consideration of the planning application the key roles are:-
- To proactively drive and support sustainable economic development to deliver the homes (includes homes for students), business and

industrial units, infrastructure that the country needs.

- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.

3.5 In relation to planning for new housing, the NPPF (Section 6) advises that planning authorities should support the delivery of a wider choice of quality homes, both for market sale and rent, as well as social and affordable housing. The proposals will offer a housing product which is directly supported by this central objective of national policy.

3.6 Paragraph 47 states that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20%.

3.7 Para 49 of the NPPF states that: *"Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites."*

3.8 Section 7 of NPPF refers to the requirement of good design. This states that good design is a key aspect of sustainable development and is indivisible from good planning, and should contribute positively to making places better for people.

3.9 Paragraphs 127 to 141 deal with heritage considerations affected by development proposals – the policy context for the heritage impact is set down in the Heritage Impact Assessment report.

Liverpool Unitary Development Plan 2002

3.10 One of the primary purposes of the plan is to promote economic development, set out in Policy GEN1. Policy GEN1 identifies the 5 areas of the city where the focus is on economic regeneration. One of these areas is the city centre in which the site is located.

- 3.11 Policy GEN1 of the adopted UDP underpins the city centre economic regeneration area. The policy seeks to encourage economic activity, investment and employment by promoting mixed use development in appropriate locations; promoting regeneration and providing sites for economic development and investment.
- 3.12 The site is shown in the UDP Proposals Map as being within a Primarily Residential Area. Policy H4 of the UDP supports appropriate development in these areas which maintain the character and amenity of the area.
- 3.13 Policy HD11 (New Development in Conservation Areas) of the UDP supports this development proposal as it states that proposals for new development will be permitted having regard to the following criteria:
- The development is of a high standard of design and materials, appropriate to their setting and context, which respect the character and appearance of the conservation area;
 - The development pays special attention to conserving the essential elements which combine to give the area its special character and does not introduce changes which would detract from the character or appearance of the area;
 - The proposal protects important views and vistas within, into and out of the conservation area;
 - The proposal does not lead to the loss of open space or landscape features (trees and hedges) important to the character or appearance of the area;
 - The development does not generate levels of traffic, noise or environmental problems which would be detrimental to the character or appearance of the area; and the proposal has a satisfactory means of access and provides for car parking in a way which is sympathetic to the appearance of the conservation area.
- 3.14 Policy HD18 provides the detailed policy requirements for design. Applications for development are required to comply with specific criteria, where appropriate. In relation to the proposal the key criteria include:-
- The scale, density and massing of the proposed development relate well to its locality;
 - The development includes characteristics of local distinctiveness in terms of design, layout and materials;

- The building lines and layout of the development relate to the locality;
- External boundary and surface treatment is included as part of the development and is of a design and materials which relate well to its surroundings;
- The development has regard to and does not detract from the city's skyline, roofscape and local views within the city;
- The satisfactory development or redevelopment of adjoining land is not prejudiced;
- There is no severe loss of amenity or privacy to adjacent residents and adequate arrangements are made for pedestrian and vehicular access and car parking.

Supplementary Planning Documents and Guidance

- 3.15 Supplementary Planning Documents have been adopted and form part of the development plan. In relation to the assessment of the proposal for a major leisure development at the site the relevant SPD's are the '*Ensuring a Choice of Travel*' SPD (2008) and '*Access for All SPD*'

'Choice of Travel'- Supplementary Planning Document

- 3.16 The *Choice of Travel* SPD seeks to provide a measured approach to dealing with new developments and the transport options for accessibility and mobility related to the development proposed. The emphasis is on measures which can reduce the need to travel by private vehicles and much greater focus on location of developments which can benefit from public transport.
- 3.17 The SPD sets down a methodology for calculating minimum accessibility factors from a range of measures which are assessed in relation to small, medium and large developments within the standard planning use classes.
- 3.18 The SPD sets car parking standards for various development proposals which are based on the accessibility of the development type. Policy T3 is concerned with disabled car parking provision. The SPD also sets standards for other modes of transport, including cycle parking provision.

'Access for All' - Supplementary Planning Document

- 3.19 The *Access for All* SPD seeks to encourage new housing developments to be designed to provide suitable housing that can be accessed and enjoyed by all sectors of society. The standards within the SPD seek to ensure new housing incorporates designs which will provide a minimum of 10% wheel chair

accessible homes and all of the proposed development should be designed to the 'Life Times Homes' standards set down in the SPD.

Supplementary Planning Guidance

- 3.20 The Council considers the detailed aspects of development proposals against established local design guidance in the form of SPG's, which in this case the relevant SPG's relate to the Trees and Development Sites and New Residential Development. The assessment of the proposed development against the relevant SPG's will be undertaken in the respective key issues section of this Statement as discussed below.

4.0 The Key Issues and Assessment

- 4.1 The key planning policy and regeneration issues of this development proposal will be considered by reference to relevant planning policies for the area and the significant impact that might arise from the proposed development. Through such analysis it will enable one to come to a planning balance which one way or another would point to the overall acceptability or otherwise of a development proposal.
- 4.2 It will be shown that there is nothing in either the UDP or the NPPF that either prevents the proposed development from coming forward or would argue it offends any particular policy to the extent that on a balanced judgment of all the relevant issues it suggests that planning permission should be resisted. Furthermore, having regard to the NPPF's presumption for development in favour of sustainable development which causes no overriding conflict with development plan policy or other harm, the case is considered to be very strongly in favour of the proposal.

Principles of Development

- 4.3 Given the site is situated within in a primarily residential area, as identified in the UDP and noting that the nature of the majority of the surrounding developments are residential in land use terms, the principle of the proposed development is consistent with the adopted policy HD4 of the UDP and the sustainable development principles of the NPPF.
- 4.4 The land use of the site is currently one of a temporary nature with the current car park use being operated under a time expired temporary planning permission. The historic use of the site as a storage depot has long ceased to be a full operation and the storage use of the site's existing buildings are currently providing an under used land resource which makes for an inefficient use of what is clearly a sustainable brownfield site.

Heritage Impact Assessment

- 4.5 The development site is located in Canning Street Conservation Area. The Canning Street Area was built during the first half of the nineteenth century and comprises of the most extensive terraced residential estate of this date in Liverpool. The buildings are late Georgian in style and are mostly of brick with stucco or stone mouldings.
- 4.6 With reference to historic maps, it is clear that the site has been used primarily as a works depot since 1890 whilst the surrounding has developed for residential purposes, with the university across the site bordering the residential area which surrounds the site to the east, south and south.
- 4.7 The Heritage Impact Assessment Statement highlights that the historical context of the Conservation Area was designated to protect the main character and appearance of the main Georgian streets and buildings in the area around Canning Street. However, adjacent to the application site and further beyond to the east and south the area generally comprises a wide expanse of 1960's flat roofed housing developments which are an uninspiring element within the wider vicinity of the site.
- 4.8 The existing buildings do not have any features of architectural merit or of any historical significance such that the building should be retained. They do not contribute anything to the character or appearance of the Conservation Area. Therefore, the demolition of the existing buildings would not result in any harm to the character or appearance of the Canning Street Conservation Area and redevelopment of the site by the proposed high quality apartment blocks and site landscaping is considered to provide a benefit in a sense it will enhance the site, enhance the visual amenity of the area and generally improve character of the site and its context within the Conservation Area.
- 4.9 A Heritage Impact Assessment produced as part of the planning application concludes that the removal of the existing buildings from the site does not have any adverse impact in respect of the duty to preserve or enhance the character or appearance of the Canning Street Conservation Area.
- 4.10 The proposed redevelopment of the site would sit comfortably with the historic environment in terms of scale, relationship between buildings, design and siting. The overall design of the development would contribute to the enhancement of the character of the Conservation Area.
- 4.11 In terms of policy regarding the heritage impact, the proposal accords with policies GEN 1, HD 7 and HD 11 of the Liverpool UDP and with the statutory requirement to preserve or enhance the character or appearance of a conservation area set down in the statutory designations and the 1990 Act.

Accordingly the proposal complies with the policy tests of 127 to 141 of the NPPF regarding protection of historical assets.

Sustainability & Climate Change:

- 4.12 It is noted that the proposal is located in an area that is well connected by public transport throughout the city centre and beyond with the opportunity to generate linked trips and more specifically walk-in trips from the student population, to the University and nearby hospitals and also to nearby existing retail/commercial facilities.
- 4.13 The site is unquestionably located in a sustainable and accessible location and the redevelopment of the site makes for a more efficient and effective land use of the site in line with the principles for sustainable economic and housing developments set down in paragraphs 14, 19 and 47 of the NPPF.
- 4.14 The proposed buildings will be constructed using sustainable construction principles with the majority of supplies provided by a local building supplies merchant, 50-60 construction jobs will be generated all from the applicant's own Liverpool based building company (Carpenter Projects Ltd) and the design and construction of the new buildings will follow established good practise for energy efficient buildings, passive solar design and carbon reduction technologies.

Accessibility & Mobility

- 4.15 In terms of accessibility, 10 percent of the proposed units will have disabled access. These units will be located on the ground floor.
- 4.16 There will be 44 car parking spaces provided on the site. The development will increase the accessibility to the site, by providing two main entrances.
- 4.17 The 'Access for All' SPD requires new housing development to be designed to 'life time homes' (LTH) standards, guidance of which is set down in the SPD. There is also a requirement for dwellings to cater for wheel chair access within the development and for the development as a whole to be accessible to all.
- 4.18 The submitted plans and D&A show that the proposed apartments are designed to meet the LTH standards by reference to the 16 criteria set down in the LTH guidance document.
- 4.19 The table illustrated in the D&A statement records, inter alia, that there will be wheel chair accessible units which meet the standards; accessible parking spaces will be provided close to building entrances; access to all buildings will be level; passenger lift within each apartment block will be provided to accommodate wheelchair users; living spaces within the scheme will have

adequate space for wheel chair circulation and all homes will be designed to have single level accommodation.

- 4.20 The design and layout of the proposed development both to the internal configuration and the external spaces support the lifetime use of the proposed apartment units for all sectors of the community, including disabled and wheelchair users.
- 4.21 Overall, it is pleasing to report that the proposed development meets accessibility and mobility standards expected of modern inclusive housing developments, supported by the NPPF and Liverpool UDP and SPD policies.

Meeting Housing Supply

- 4.22 In the absence of an adopted local plan the only objective based target for housing supply in Liverpool is the annualised figures set down in the former RSS, which has since been incorporated into the pre submission draft of the Liverpool Core Strategy.
- 4.23 The overall scale of new housing development for Liverpool indicates a target of 40,950 dwellings, net of demolitions, between 2011 and 2028. On a 17 year annualised target this equates to 2409 units per year – an increase over the previous RSS figure of 1950 per annum to provide for an additional 3,210 units as a result of the Growth Point status which the city has signed up to.
- 4.24 Figures obtained from the Council's latest Housing Market Analysis Report (GVA, 2012) provide the net housing completion rates for the City for each year from 2002/03 to 2011/12. Liverpool has delivered over 12,500 net residential completions in the eight years up to 2011/12, which equates to an annual average delivery rate of circa 1,250 dwellings per annum.
- 4.25 The latest completions data suggests that the housing supply target set within the Core Strategy Submission Draft (2012) is not being met and there is an ongoing short-fall in the delivery of housing in the city against targets. The NPPF (paragraph 47) requires that Liverpool City Council identify and update annually a supply of specific deliverable sites sufficient to provide five years' supply of housing.
- 4.26 Clearly, the deliverability of certain sites identified in this supply of housing land has deteriorated in the current economic climate, which has had a significant effect on the ability of the Council in meeting annual housing requirements.
- 4.27 The proposed scheme will boost the supply of housing from the site to 114 dwellings. Given the shortfall in supply, it is appropriate for the Council to consider favourably the development providing an available, suitable and achievable supply of housing, compliant with the NPPF.

- 4.28 The applicant is currently delivering housing elsewhere. The applicant is a local developer with a Liverpool based building construction firm. The development is part of the HCA funded Build to Rent programme and it can therefore be safely concluded that the proposed housing will be delivered within the current 5 year supply period.
- 4.29 In summary, it is concluded that the application site would make a valuable contribution to the Council's supply of housing sites in the current 5 year period and would assist the Council in meeting its expected annualised housing land supply targets. This is a significant benefit of the proposal.

Meeting Housing Needs

- 4.30 The significant changes to the housing market, both in terms of property transaction volume and price have been well documented over recent years – including, in Liverpool's case, within the Liverpool Strategic Housing Market Assessment (SHMA) (2011).
- 4.31 Liverpool's SHMA suggests that Liverpool will be required to provide a net annual affordable housing need of approximately 858 dwellings per year from 2011-2016 in order to both clear the existing waiting list backlog and meet future arising household need. This new development will contribute to the increasing need of dwellings in Liverpool offering privately rented accommodation to meet affordable housing needs.
- 4.32 Over half of the housing stock in the Princes Park Ward (in which the site is located) is socially rented – this is more than double the city average. Over 90% of the housing within the ward is in the lowest Council Tax Band which is symptomatic of very low property values. There is a need to rebalance the housing market within the area around the site through high quality, well designed and affordable rental properties.
- 4.33 There is a need for one and two bedroom dwellings in Liverpool. 53.8% of dwellings in Liverpool have three bedrooms. Only 8% have one bedroom and 25.3 have two bedrooms. With the increasing amount of young professionals, single people and couples in Liverpool there is a need for dwellings of the size and tenures to be provided by the proposal.
- 4.34 The proposed apartments will be aimed entirely at the private rental market from single persons to small families, offering quality housing funded in partnership between private sector and public sector. The proposal will bring forward a unique private rented housing offer, which is currently lacking in Liverpool and managed by an established Liverpool based landlord company who has in-house expertise in the management of private rented residential accommodation in Liverpool.

- 4.35 The need and demand for the proposed flats is clear. The proposed development meets the identified needs and is therefore in accordance with policies GEN1 and H4 of the UDP and advice in the NPPF in relation to encouraging greater choice in the housing markets.

Regeneration & Social/Economic Benefits

- 4.36 The site at present consists of unused buildings and a large car park. To regenerate this site would enhance part of Liverpool's City Centre by providing economic benefits to the City.
- 4.37 The Princess Park Ward's inhabitants are diverse in age, sex and family status, with over a third coming from BME groups. Deprivation, worklessness, child poverty and poor health are all significant issues within the ward.
- 4.38 There is an extremely high level of overall deprivation with over 90% of the Ward falling within 5% of the most deprived neighbourhoods nationally, and 60% falling within the 1% of the most deprived nationally. Child poverty rate in Princess Park Ward is the highest of all Liverpool Wards. Over a third of the working age population are without work, the 2nd highest worklessness rate in the city.
- 4.39 The proposal will provide welcome opportunities for work, training and apprenticeships through the construction programme for the development and through extended multiplier impacts across the construction supplies sectors. The creation of the new dwellings delivers nearly quarter of million pounds in new homes bonus to the Council, which can be used to match fund other social and economic regeneration programmes promoted through the city council, including the projects at the heart of the Council's Strategic Investment Programme and the Mayoral pledge to deliver 5,000 new homes in the city.
- 4.40 In terms of benefits extending into wider community there will be increased spending in local cafes and shops by construction staff, and through the spending from the future local residents, contributing to the local retail and commercial vibrancy of the Myrtle Street neighbourhood centre.
- 4.41 The redevelopment of the site will deliver major new high quality development that will enhance the physical presence of the site within the streetscene, offering regeneration of an underused site within a highly sustainable location – thus meeting the central objectives for sustainable economic and social regeneration encouraged by the NPPF and policy GEN1 of the Liverpool UDP.

Transport & Highways

- 4.42 The proposed vehicle and pedestrian accesses as part of the development will be managed by electric gates with fob access. This will provide the residents with a sense of security and safety which allows them to feel at ease in their surroundings and allows children to play safely.
- 4.43 The vehicle access gates will be managed to ensure that the residents and visitors to the development will be able to access in and out of the site with ease and the site retains the appropriate level of secure and safe access.
- 4.44 SCP Transport has produced a highway statement on behalf of the applicant company. The highway statement has investigated the impact of traffic as a result of this proposed development and the accessibility credentials of the site's location.
- 4.45 SCP Transport concluded there will be a similar amount of traffic from the proposed development when compared with traffic generation from the use of the site as a car park and conclude there are no adverse impacts arising from the traffic generation of the proposed apartments.
- 4.46 In terms of accessibility, the SCP report confirms the site is extremely well located to offer the full range of options for sustainable transport being near to both Liverpool and John Moores University campuses as well as the Women's Hospital. The site is within walking distance to the Within city centre where there are a wide range of retail and entertainment facilities as well as major transport interchanges.
- 4.47 Bus services run from near to the site to destinations such as Halewood, Edge Hill, Liverpool hospitals, Liverpool South Parkway, Prescot and St Helens amongst others. Services run up to every three minutes throughout the day. In addition there are circular services running around Liverpool City Centre. The site is very well served by buses and will be convenient for residents to reach leisure and employment destinations as well as public transport interchanges. This sustainable location will ensure that there will be no need for reliance on the private car to travel to/from the site.
- 4.48 The SCP transport statement has sufficiently demonstrated that there will be no significant adverse impacts arising from traffic, transport or highways related considerations and there are no highways grounds for withholding planning consent for the proposed development.

Trees and Development Considerations

- 4.49 Amenity Tree Care Ltd has produced a Tree Constraints Report for Vine Street on behalf of the client company. This states that the scheme requires the loss

of those trees indicated in the survey sheets in Appendix 3 of the Constraints Report.

- 4.50 These trees to be removed are situated in a grouping of trees along the Myrtle Street frontage. These trees are required to be removed to accommodate the proposed development; however, it should be noted the majority of these trees to be removed are self-set invasive species and contribute no amenity value to the local area. In fact, from the site inspection the Council will observe that a number of the trees closest to the Myrtle Street boundary are growing out of control and are impacting on the long term future of the treescape within this part of Myrtle Street.
- 4.51 The trees to be removed are considered further by Amenity Tree Care who will discuss with the Council's Arboricultural Officer the arboricultural amenity impacts and it is envisaged there will be agreement that the proposed removal of trees along the Myrtle Street frontage will not have any adverse impact on the treescape which characterises this part of Myrtle Street.
- 4.52 Adequate mitigation planting for this loss will be required. Amenity Tree Care Ltd suggest that a suitable planting plan may be drawn up in association with Liverpool City Council which may involve financial payment for off-site payments, which is requested would be taken into account in the development viability appraisal for the scheme.
- 4.53 The landscape design objective is to enhance the treescape along the Myrtle Street frontage through the selective removal of late mature and unhealthy trees and trees with low amenity value. The proposal will seek to retain the early mature Lime trees that form a fine stand in this locality and which help define the overall sylvan character within the urban fabric of the Myrtle Streetscene. It is considered that overall, the proposed tree removals and new landscaping proposals will balance each other and the impact on the treescape within Myrtle Street will be minimal.
- 4.54 The small stand of mature trees along the Chatham Street frontage will be retained, with agreed pruning works to the London Plane tree that will be closest to the rear corner of the proposed apartment block fronting Myrtle Street. The treed character that exists along this frontage will not change as a result of the proposed development.
- 4.55 The trees to be retained will be protected in accordance with BS5837:2012 as has been shown on the supporting Tree Protection Plan and detailed in the Amenity Tree Care Arboricultural Assessment report.
- 4.56 A planning condition can be used to satisfy the need for an Arboriculture Method Statement for this site with particular regard to root protection zones

and need to minimise root damage from the activities of the construction programme and the physical proximity of the proposed development.

- 4.57 In the planning balance, it is contended that overall, the proposals have no significant adverse impacts in relation to trees around the development site and that where trees are required to be removed (along the Myrtle Street frontage) these are of lesser importance, many in poor amenity value of limited life expectancy and the removal of these is off-set by the many benefits of the proposed development as outlined in this Planning & Regeneration Statement.
- 4.58 The impact of the proposed development in respect of trees is therefore considered to be acceptable and takes into account the need to consider trees and development having regard to the duty under Section 197 of the Town & Country Planning Act 1990 and policy HD18 of the UDP.

Design & Visual Amenity Considerations

- 4.59 The design considerations of the proposed development are fully documented in the L7 Architects Design & Access Statement. It is also noted that the evolution of an appropriate scale, layout and design of the proposed development has been subject to considerable research and consultation dating back to 2007 when the client company embarked on the planning of their other development close by in Myrtle Street (adjacent to Myrtle Parade).
- 4.60 The Council will be aware of the Liverpool University URBED commissioned estate masterplan which sees to reinvigorate and regenerate the area around Liverpool University through redevelopment of appropriate opportunity sites, rationalisation of land and improved links between the University campus and the surrounding residential area. The client has considered the design objectives of the URBED masterplan and taken into account key design principles that will be common to the proposed development.
- 4.61 In addition, the proposed development has been through formal pre application discussions with Planning, Conservation and Urban Design Officers of the Council. Following the meeting and review of the scheme at the pre application stage, the design issues were further considered to ensure that the final design of the proposed development took into account the noted pre application issues raised by the Council Officers.
- 4.62 In particular, comments were received regarding the massing of the proposed development on Vine Street and it was proposed that the building step down as it reached the rear of the site. It was also suggested that the two blocks of accommodation should be brought closer together to unify the site.

- 4.63 The submitted Design & Access Statement provides a detailed appraisal and assessment of the design philosophy, the evolution of the scheme through appraisal of scale, form and designs in the area and having regard to the context of recent developments that inform the visual amenity of the area.
- 4.64 Reference to the D&A Statement reveals that the proposed apartment blocks have been carefully designed to be of a scale and form that sits comfortably within the existing character of the area and through use of detailed design and quality materials to provide a visually pleasing urban development that is sympathetic in both character and appearance to the surrounding area.
- 4.65 The Council's Urban Design Officer has provided input into the design of the scheme and in line with the design principles highlighted in the D&A Statement it is considered that the design and visual impacts of the proposed development will be of benefit to the area and the proposed development accords with policies HD11 and HD18 of the UDP and design guidance set down in section 7 of the NPPF.

Residential Amenity Considerations

- 4.66 In general amenity terms the proposal will not affect the amenity of residential occupiers living beyond the site and will provide a satisfactory level of amenity for both existing residents in Chatham Street and Vine Street and future residents to be accommodated within the proposed development.
- 4.67 The figures below show the width, depth and height of each building:

Block	Width	Depth	Height
A	54 metres	27 metres	20.7 metres
B	43 metres	14 metres	12.4 metres

- 4.68 The design team has carefully considered the proposals in relation to impact on sunlight to neighbouring properties and shadowing from the scale and height of the proposed development. The two blocks have been sited and scaled appropriately to ensure the impacts from the physical impact of the two proposed buildings will not have any significant adverse impacts from loss of light, loss of aspect or over dominance.
- 4.69 The existing residential properties in Chatham Street and Vine Street will not be compromised by any aspect of the proposed development to the degree that it would reduce the living standards of the residents in these properties.

The proposed apartment blocks have been sited at adequate interface distances between the new development and existing residential developments to ensure that amenity is not unduly compromised.

- 4.70 The redevelopment of the site will bring new life to the site and provide a new residential community that will contribute to the vibrancy of the area, helping to improve the amenity of existing residents through neighbourliness and improved security and safety from having people living at the site.
- 4.71 A CCTV system will be installed to provide images that will detect/ deter crime in all public areas of the complex. The site will also be gated with security, which adds to the improvement of amenity in the area.
- 4.72 It is submitted that the impacts from the proposed development will not have any undue adverse impacts to the residential amenity of neighbouring occupiers or of the new occupiers for the site and in amenity terms the proposal is acceptable in line with policy HD18 of the UDP and standards regarding the interface between developments set down in the SPG relating to new residential developments.

5.0 Conclusion

- 5.0 In conclusion, the proposal will revitalise Vine Street Depot site through the implementation of the proposed residential led regeneration scheme. It is evident that this site provides a suitable location for a new form of residential development comprising the proposed two apartment blocks providing a mix of tenure types to meet a specific need for private rented accommodation.
- 5.1 The current proposals will be delivered in a sustainable way. They will be implemented by a highly regarded and successful Liverpool based developer using Liverpool labour and supplies. The scheme follows on from a similar apartment scheme currently under construction in the Dingle and other student accommodation schemes around the vicinity of the site.
- 5.2 The assessment of the key planning policy issues has demonstrated that the proposed residential accommodation is appropriate to a site located in a primarily residential area, situated on the edge of the city centre University Quarter. This is a sustainable land use for the site which would meet central Government objectives for sustainable economic development set down in paragraphs 14 and 19 of the National Planning Policy Framework.
- 5.3 The scheme has been assessed for heritage impacts and it is demonstrated through the submitted Heritage Impact Assessment that the demolition of the existing buildings within the site do not detract from this part of the Canning Street Conservation Area.

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- 5.4 The high quality new residential development will deliver a more effective and long term use of the site, which respects the character and appearance of the Canning Street Conservation Area.
- 5.5 The proposed development would sit comfortably with the historic environment in terms of scale, relationship between buildings, design and siting. The overall design of the development would contribute to the enhancement of the character of the Conservation Area.
- 5.6 The scale of development has been carefully assessed to ensure that there would be no undue impacts in relation to privacy, overshadowing, overbearingness and impact on light of any nearby residential property.
- 5.7 The Design & Access Statement clearly demonstrates that the proposals are designed to a very high standard with landscaping, safety and security and will be designed to 'life time homes' standards
- 5.8 The Transport Survey demonstrates that there will be no traffic, transport or highways related reasons for withholding consent for this application. It also acknowledges the many public transport routes from this location.
- 5.9 Overall, the proposals provide a welcome regeneration and development opportunity in present difficult economic conditions to deliver a truly sustainable high quality residential development which will serve the needs of all sectors of society, deliver bespoke private rented accommodation supported by the HCA assisted programme for getting Britain building.
- 5.10 The proposals are a beneficial use of a brownfield site in a sustainable location; having established there are no demonstrable significant adverse impacts arising from the proposed development the presumption is in favour of the proposals in line with relevant policies of the Liverpool UDP and policy advice contained in paragraphs 14, 19 and 47 of the NPPF.