



Liverpool  
City Council

The Draft

# Liverpool Local Plan

## EXTRACT CITY CENTRE CHAPTER

September 2016





# 6

Liverpool City Centre 6

## 6 Liverpool City Centre

### Context

**6.1** The purpose of this chapter is to set a vision and objectives for Liverpool City Centre and specific planning policies/ approaches (both area and thematic based) which are unique to the City Centre. The Core Strategy did not include a City Centre Chapter, however policies within some of the thematic based chapters did include City Centre specific policies. Given that the City Council is now developing a Local Plan for the City it was considered appropriate to bring all the policies that are unique to the City Centre into one chapter. However, in all cases development proposals within the City Centre should be considered against all relevant city wide policies as well as specific policies within this chapter. Once adopted, the policies within this chapter will enable planning decisions to take account of city centre priorities and issues.

**6.2** Given this is a consultation document, the chapter has not been fully developed. It does include a draft vision and set of draft objectives based on issues identified. The City Centre SIF has informed these. Some policies are more developed than others and for some policy areas the document only highlights issues that may need to be covered by policy. The consultation process will assist in drawing out all the key planning issues that need to be addressed in the City Centre.

**6.3** It is intended that this chapter will also include a schedule of proposed City Centre allocations which will be shown on an inset Policies Map. The proposed boundary of the City Centre and Character Areas is shown on Map 1. It is broadly based on that identified in the Liverpool City Centre Strategic Investment Framework 2012.

### Liverpool City Centre Spatial Portrait

**6.4** The Spatial Portrait for the Local Plan (Chapter 3) set out the specific characteristics, role and function of the 3 sub-areas of the City, including the City Centre. With regard to the City Centre it recognises its role as a key driver in the revitalisation of the City Region, and as the primary economic, commercial, retail, cultural and tourism centre for the City and the City Region.

**6.5** A number of character areas can be identified within the City Centre with distinct primary roles and functions. The Liverpool City Centre SIF has formed the basis for the identification of these areas. All these areas are shown on Map 1.

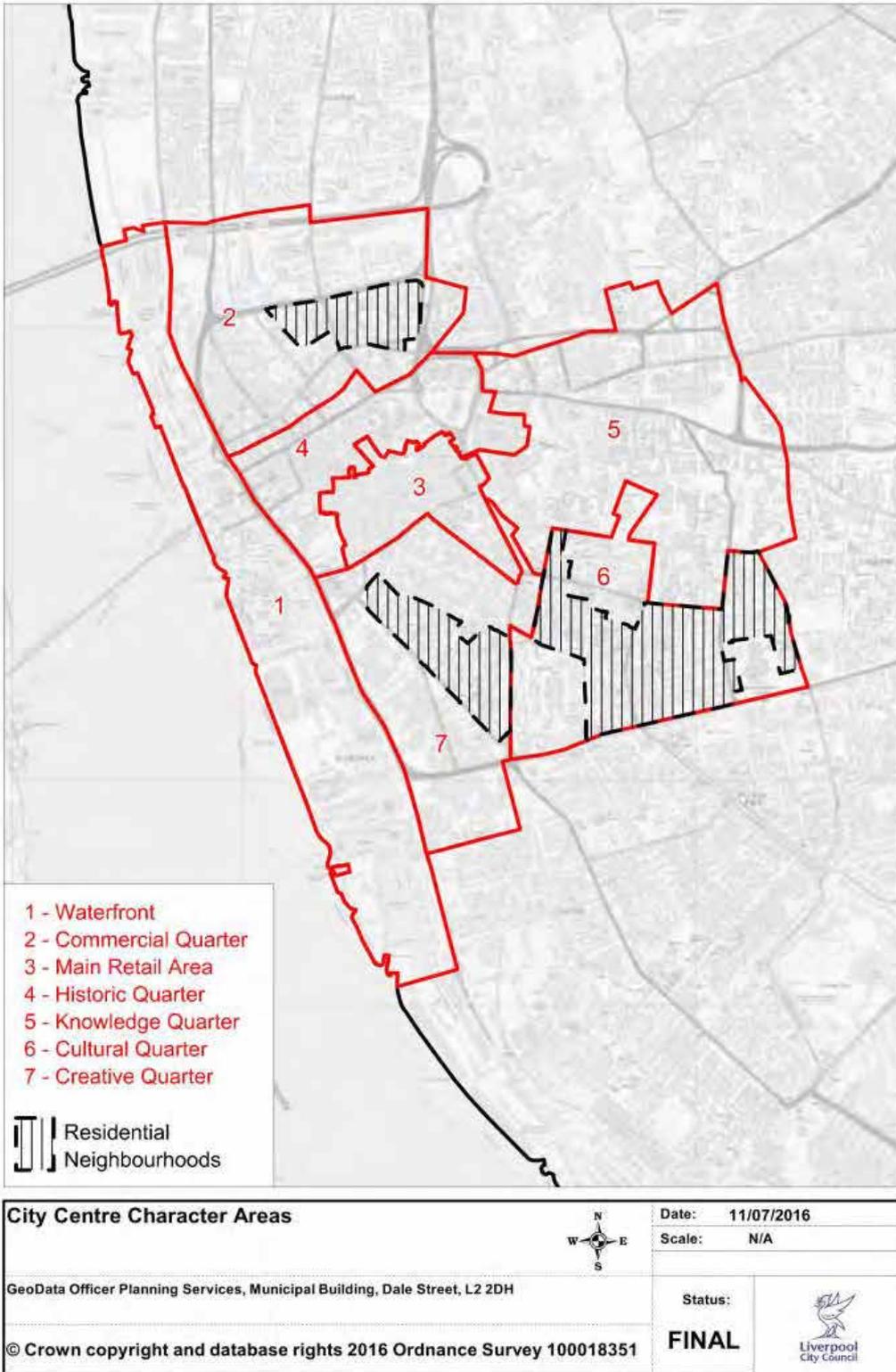


Figure 1 City Centre Boundary and Character Areas

## The Commercial Quarter

**6.6** This area includes the Commercial District and Pumpfields area .

**6.7 *The Commercial District*** is bounded by Leeds Street, Pall Mall, Mercury Court (Tithebarn Street) and Old Hall Street. It is located within the buffer zone of the Liverpool Maritime Mercantile World Heritage Site and a small part of it lies within the Castle Street Conservation Area. The area also forms part of the Liverpool City Enterprise Zone and is designated as a Business Improvement District (BID). In recent years, the area has seen significant expansion and investment in new high quality premises for professional, financial and other business services, with new buildings and squares around St Paul's Square and major refurbishments including The Capital, The Plaza and Exchange Buildings. It is attracting a broader range of occupiers and witnessing increasing rentals, encouraged by public and private sector initiatives focused on improving the environment and management of the area and creating development opportunities. Overall, around 1m sqft of new commercial space has been created and occupied over the last 10 years and 1.5msqft of existing space has been refurbished<sup>(24)</sup>. Office take-up in Liverpool reached more than 90,000 sq ft in the first quarter of 2016, according to Bilfinger GVA's Big Nine report, which analyses office activity in the largest regional cities. It also notes that there is a healthy pipeline of new occupier requirements in the City. The same report for the 3rd Quarter of 2015 noted that with increasing demand supply is tightening, and that Grade A availability and speculative space under construction make up less than a year's supply base on past Grade A take-up rates.

**6.8 *Pumpfields*** - this area lies to the north of Leeds Street and has traditionally been a business and industrial area. The area now includes a mix of uses including car showrooms, the City of Liverpool College Vauxhall Road campus, small light industrial uses and student accommodation. The area also includes significant areas of surface car parking and vacant and underused land and properties. There is increasing pressure for more residential development in the area particularly purpose built student accommodation. The Liverpool City Centre SIF includes it within the City Centre boundary and sees it as having potential for providing supporting services for the Commercial District and highlights the need to improve connections between the two areas across Leeds Street. The majority of the area is included within the Liverpool City Enterprise Zone and Pumpfields is one of the areas that the City Council is producing a Development Framework document for, to guide the area's regeneration and development and maximise the benefit of potential investment opportunities

**6.9** The key planning issues for the Commercial Quarter include:

- A limited supply of Grade A commercial space
- High demand for smaller units leading to the sub-division of larger floorplate office buildings
- Ensuring office space is energy efficient
- Enhancing the public realm, and pedestrian and cycle links to other parts of the City Centre
- Pressure on vacant land and premises within Pumpfields from residential uses including student accommodation
- Ensuring Pumpfields relates well to adjoining areas of the City, and makes a positive contribution to the sustainable growth of the City
- Bringing underutilised and vacant land/ buildings back into productive use
- Ensuring the mix of uses in Pumpfields are compatible

## The Knowledge Quarter

**6.10** The Knowledge Quarter which also includes the London Road and Islington area, is home to a concentration of knowledge economy assets. These include the University of Liverpool, Royal University Hospital and Liverpool John Moores University. They make an important contribution to the City and regional economy, particularly in terms of knowledge-based industries including bio-sciences, health-related research and digital technology. Together this "Knowledge Quarter"

24 Liverpool City Centre Strategic Investment Framework (2012)

provides a concentration of expertise, knowledge and wealth-creating potential, generating £1bn for Liverpool each year, or 15% of Liverpool's GVA: it supports some 14,000 jobs, around 7% of the City's total <sup>(25)</sup>

**6.11** Key projects that have been completed within the area or are coming forward include: Lime Street improvements - there are major redevelopment plans for the Eastern Terrace and the station is set to benefit from significant improvement works in 2016/17; Copperas Hill (JMU Masterplan); Student accommodation; Link Creative Campus; BioCampus: £451m Royal Hospital Redevelopment; Expansion of the School of Tropical Medicine; Redevelopment of Pembroke Place and Islington; and the Expansion of the Life Science Park and Liverpool Science Park.

**6.12** Islington and London Road area is in a strategic location on the approach to the City Centre from the east, in close proximity to Lime Street Gateway, Royal Hospital, the Knowledge Quarter and the Cultural Quarter.

**6.13** The Islington area is characterised by primarily low-density warehousing and wholesalers in the streets between London Road and Islington with discount retail units to London Road. The area also includes low grade office space and extensive surface car parks. In recent years numerous large residential blocks have been constructed. Much of it is for the student or key worker market. The area is well placed to provide comprehensive and complimentary mixed use development to meet the increased demand for hotels, restaurants, cafés, bars and residential accommodation that is likely as a result of development in the Knowledge Quarter. The Liverpool City Centre SIF considers that the area to the north of London Road is ideal for new student accommodation, as well as workshops and offices for small businesses developing out of the Knowledge Quarter. Islington Regeneration company working with the City Council and development partner Downing is taking forward regeneration plans for the area to build on the area's strengths and transform the area into a vibrant mixed use quarter, and the City Council is preparing a Development Framework to ensure investment opportunities maximised.

**6.14** London Road District Centre retains a strong discount retail function with TJ Hughes and Lidl acting as anchors. A market operates several days a week on Monument Place. There is a range of facilities within the area which could support a mixed residential community: including supermarkets, ethnic supermarkets; a GP out of hours service; a chemist; a dentist; a wide range of shops including a department store and Post Office; and good transport links. The charity sector also has a significant presence in the area.

**6.15** The key planning issues within the area include:

- Increasing the economic potential of the Knowledge Quarter, and attracting and retaining high growth businesses and research companies
- Supporting the retail function of the London Road Shopping Area
- Supporting the regeneration of the London Road Area and Islington for uses that support the Knowledge Quarter and delivers Islington Regeneration Company's vision for the area
- The appropriateness of the area for purpose built student accommodation
- Improving public realm, connectivity and green infrastructure across the area
- Loss of employment land in the Islington area and ensuring uses are compatible, as the uses diversify
- Ensuring the appropriate type and scale of residential uses with Islington including student accommodation
- Ensuring the Islington area makes a positive contribution to the sustainable growth of the City
- Bringing underutilised and vacant land/ buildings back into productive use

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25 Liverpool City Centre Strategic Investment Framework (2012).

## The Main Retail Area

**6.16** The Main Retail Area within Liverpool City Centre is the principal retail destination within the City and the City Region for comparison shopping. It is a regional shopping centre which was ranked in the top 5 retail destinations in the UK. The area has been transformed by the 1.6m sqft Liverpool ONE, which has created a vibrant, high-quality shopping and leisure area and reconnected the core of the City Centre to the Waterfront. The MRA also includes an independent retail offer particularly in the Bold Street area. In total some 9,300 people are employed in retailing<sup>(26)</sup> in the City Centre.

**6.17** The boundary of the MRA is shown on Map 2 below. Unlike the SIF it includes Bold Street as this forms an important part of the City Centre's retail offer, particularly with regard to independent shops and services.

**6.18** The key planning issues for the MRA include:

- Protecting and enhancing the retail function of the MRA
- Focussing on qualitative improvements to the retail offer and investment that ensures a high quality of provision across the whole MRA, including within areas around Williamson Square, Whitechapel and Bold Street
- Improving key arrival points, pedestrian access and movement, and public realm within and around the MRA
- Ensuring market stalls are located in appropriate areas

## The Waterfront

**6.19** The area is a major asset of significant architectural and historic importance. The City has one of the longest and most recognisable waterfronts in the UK, and it has the largest and most complete system of historic docks anywhere in the world. It has been transformed over the last decade, focussed on Kings Dock (through the creation of the ACC Liverpool, supporting hotels and leisure uses) and the Pier Head (Museum of Liverpool; Mann Island; the canal link and Pier Head public realm). Other areas though have suffered economically during the same period, in particular the Albert Dock, although this is now showing signs of recovery.

**6.20** Almost the entire Waterfront is situated within the World Heritage Site or its buffer zone. Its remarkable history as an international seaport, its impressive historic environment and its cultural heritage make Liverpool's Waterfront and large areas of the City Centre of outstanding universal value to the international community, and justified its designation as a World Heritage Site.

**6.21** The Waterfront includes the following areas:

**6.22** *Princes Dock, Princes Half-tide Dock to Bramley Moore Dock*– Located north of Pier Head, these docks comprise a partially completed mixed-use development of modern office, residential and leisure uses with ancillary retail. These docks have been grouped together with King Edward Industrial Estate through the Liverpool Waters application, thereby creating closer links with the City's Commercial Quarter. The Liverpool Waters proposal is seeking to regenerate a 60 hectare site from Princes Dock to Bramley Moore Dock to create a high quality mixed use waterfront development. It is included within the Mersey Waters Enterprise Zone.

**6.23** *Pier Head* is dominated by the three 20th Century monumental 'Three Grace' buildings: The Royal Liver Building, Cunard Building and Port of Liverpool Building, as well as the later 1930's Ventilation Tower. Public realm enhancements have improved the area and include a new canal link. This area is also enclosed by the National Museum of Liverpool, Canning Graving Docks and the Mersey Ferry terminal to the south and west.

26 Liverpool City Centre Strategic Investment Framework, 2012

**6.24** *Albert, Salthouse and the various Canning Docks*, comprise extensive dock water spaces, and represent the surviving dockland elements of the 18th to mid 19th century growth of the docks. A number of dock waterspaces comprise floating pontoons and are used for mooring and other water-based recreation. A proportion of surrounding quaysides make provision for surface car parking.

**6.25** *Kings & Queens Dock* includes Liverpool Arena and Convention Centre and its piazza, residential apartments, hotel, established residential apartments at Wapping Warehouse and Royal Quay, and significant dock water spaces at Dukes Dock, Wapping Dock and Wapping Basin. It also includes the HM Revenue & Customs building which has been converted to residential apartments and a water sports centre to the south.

**6.26** *Coburg and Brunswick Docks* to the south are largely residential in character, but retain a river inlet and are able to accommodate a marina and clubhouse. A further river inlet accommodates a working boat yard

**6.27** The key planning issues for the area include:

- Delivering the Liverpool Waters scheme
- Improving connectivity with other parts of the City Centre
- Enhancing the use of the waterspaces for recreational uses
- Ensuring opportunities for further investment are maximised

### **The Creative Quarter**

**6.28** This area comprises Ropewalks (including China Town) and the Baltic Triangle. Liverpool City Centre is the core of the Creative and Digital sector in the City Region. The sector includes gaming, music, digital media, film and design activities, with Liverpool having particular strengths in gaming. The Baltic Triangle and Ropewalks neighbourhoods have become attractive locations for these types of businesses.

**6.29** **Ropewalks** is a distinctive and diverse quarter of the City Centre. Located adjacent to the Main Retail Area, the area is well connected in both proximity and street network to Liverpool One and the central retail core. The area has a rich architectural and historic character as a result of its links with the growth of the port of Liverpool. It lies within the Duke Street Conservation Area, and partially within the World Heritage Site boundary, the remainder being in the buffer zone. The area contains many historic and listed buildings.

**6.30** Since the late 1990s, stimulated by private and public sector investment in the public realm, the restoration of a large number of historic buildings has taken place. As well as a growth in the number of residential properties, the area has also become popular for its growth in the night time economy with many bars, restaurants, and night clubs opening up in the area. However, a number of key sites remain vacant and underused and the boundary of the night time economy late night zones has also become blurred with the relaxation in the licensing hours. More recently a significant mixed use scheme that will expand Chinatown has been permitted.

**6.31** **The Baltic Triangle** is a former industrial/warehousing area on the periphery of the City Centre with a maritime history. Traditionally, it was built on port related activities and was the industrial centre of the City, sustaining many small successful businesses. The Baltic includes large, imposing six/seven storey historic warehouses (including listed ones).

**6.32** More recently the area has undergone a renaissance and is becoming home to a diverse range of creative and digital industries including photographers, artists, fashion designers, digital agencies, recording studios and film makers. The area now supports over 350 creative and digital businesses<sup>(27)</sup>. Additionally, significant public realm works to improve the street environment and encourage movement have been undertaken. The change in character reflects similar trends along

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27 Liverpool Baltic Triangle – Business Plan 2014-2018

the waterfront and in the adjacent Rope Walks area. The Liverpool One development to the north has brought parts of the Triangle within convenient walking distance of more shops and linked it more clearly with the City Centre:

- The north of the area has seen a number of residential blocks being developed with a growing, established residential community.
- The south has seen significant growth in the establishment of digital and creative industries
- The Liverpool Life Sciences University Technical College (specialist science school for 14 to 19 year olds) is bringing in new people into the area and is increasing the area's profile.

**6.33** The area has been identified as an important regeneration challenge and opportunity. It is hoped that surrounding developments such as Liverpool One, King's Dock and Rope Walks will act as a catalyst to speed up the regeneration of the area.

**6.34** The key planning issues for the Creative Quarter include:

- Supporting and encouraging further investment in the creative industries
- Balancing conflicts between night time uses and residential amenity
- Ensuring a sustainable residential neighbourhood with the L1 area
- Improving connectivity within the area and with other parts of the City Centre
- Bringing derelict land and buildings back into use

#### **The Cultural Quarter**

**6.35** This area is centred around Hope Street and includes the Canning Georgian residential area (see paragraph 6.43 below). Hope Street has established itself as a high quality visitor, culture and leisure quarter. It is home to hotels, restaurants, quality bars and café's alongside key visitor attractions including the Everyman theatre, Philharmonic Hall, and cathedrals: The Anglican Cathedral and The Metropolitan Cathedral of Christ the King. The Everyman Theatre has recently undergone a major redevelopment and won the RIBA Stirling Prize in 2014.

**6.36** The City Centre SIF identifies the Hope Street corridor as one of Liverpool's "Great Streets" and aims to reinforce its identity as a knowledge, cultural and arts hub by for example encouraging improvements to the cultural, leisure and evening economy, exploring appropriate new development that complements the existing uses and connecting the Hope Street Creative Campus to the Knowledge Quarter. It considers that St James Gardens should form the green infrastructure heart of the Canning and Hope Street communities.

**6.37** The key planning issues within the area include:

- Supporting improvements to the area's cultural, leisure and evening offer
- Improving the public realm and green infrastructure within the area
- Accessibility, including ensuring car and coach parking to support the leisure and cultural offer

#### **Historic Quarter**

**6.38** This area includes St George's Quarter and Dale Street/ Victoria Street area. St George's, centred around William Brown Street, forms the cultural and historic 'heart' of the City where the iconic St George's Hall is complemented by the Liverpool World Museum, Walker Art gallery and the new Central Library. St. John's Gardens is one of the key green spaces within the City Centre.

**6.39** Stanley Street / Victoria Street/ Dale Street area lies within the Castle Street Conservation Area and the Liverpool Maritime Mercantile World Heritage Site. The area is undergoing a transition, with the nearby Commercial District now the main office/ business area. Stanley Street for example is being promoted as a lesbian, gay, bisexual and transgender area, supported by a range of hotel accommodation, clubs and restaurants. Many historic buildings within the area are vacant or underused, and the environmental quality of streets is need of improvement

**6.40** The key planning issues for the area include:

- Supporting existing cultural facilities
- Protecting the historic environment
- Encouraging appropriate re-use of vacant and underused buildings
- Improving the public realm and environmental quality across the area
- Enhancing connectivity across the area

### **Residential Neighbourhoods**

**6.41** The City Centre has a number of distinctive residential neighbourhoods. Some are mixed use in nature, whilst within others residential uses are dominant. These areas include: Marybone, Islington and London Road, Canning Georgian Quarter, Ropewalks, L1, Baltic Triangle and the Waterfront.

**6.42** **Marybone** is primarily a residential neighbourhood adjacent to the Commercial Quarter. The northern area comprises older established residential areas with low rise, low density housing, and there are local neighbourhood facilities including a school and health centre. Where the area meets the commercial district there is a mix of student accommodation, university buildings and some commercial uses.

**6.43** The **Canning Street Area** was built during the first half of the nineteenth century and comprises the most extensive terraced residential estate of this date in Liverpool. Canning Street Conservation Area is considered 'outstanding' in the national context by the Historic Buildings Council. The area originally housed much of Liverpool's gentry. However, increased overcrowding and improvements in transportation around the turn of the 19th Century saw them move further out of the City, and the Canning houses became home to a diverse community. Some properties in the area are more modern, and have replaced older properties where they have been demolished due to dereliction, re-development or destruction and many of the large houses in Canning have been converted into apartments. However, families are once again choosing to make the area their home and future development should be of high quality. The area has the potential to be an outstanding City Centre Neighbourhood.

**6.44** **L1** is an older established and traditional residential area towards the south of the City Centre with low rise dwellings including gardens and driveways. The residential population of **Baltic Triangle** and **Ropewalks** which are both mixed use areas is growing due to the conversion of warehouses to apartments. The Islington area also has a growing residential population particularly through student accommodation and accommodation targeted at hospital areas. There is a significant residential population along the Waterfront and opportunities exist to expand this, whilst buildings within the Historic Downtown provide opportunities for residential uses where they are no longer suited to office uses.

**6.45** The key planning issues for these residential areas include:

- Protecting and enhancing residential amenity, and balancing conflicts between night time uses and residential amenity
- Diversifying the residential offer
- Whether the Marybone area is suitable for any further increases in student accommodation
- Within Marybone ensuring that any proposals for student accommodation and university facilities protect the residential amenity of local residents.
- Encouraging and supporting high quality development within the Canning Area for family housing

### **City Centre Vision and Objectives**

**6.46** Chapter 4 set out the Local Plan Vision for the whole City. In respect of the City Centre it states:

***“The City Centre will continue to be a thriving regional centre for commercial and retail investment, cultural, art, civic, and leisure facilities. It will maintain its role as the economic hub for the City Region with world class educational and business uses. The waterfront in particular, will be a focus for leisure and tourism activity. The internationally significant UNESCO World Heritage Site will have been sensitively managed, providing a catalyst for further economic regeneration”***

**6.47** The Vision below further develops the Local Plan Vision for the City Centre by adding specific detail.

### **Liverpool City Centre Vision**

*By 2033, Liverpool City Centre’s role and function as a **thriving regional centre** for economic, retail, leisure, tourist and cultural uses will have been strengthened. It will be the primary location for some of the City’s key economic sectors with a **world class knowledge economy** and a vibrant creative industries sector. **More job opportunities** will have been created for the City’s existing and future residents.*

*Its status as the **key city and sub-regional shopping centre** will have been protected and enhanced through the continued refurbishment and redevelopment of existing floorspace within the **Main Retail Area**, and its cultural, tourist and leisure offer will have continued to expand. The City Centre’s residential neighbourhoods including **Marybone, L1 neighbourhood and Canning** will provide a **quality, diverse and affordable housing** offer with strong connections to sustainable transport links.*

*The distinct City Centre neighbourhoods will be **well connected and integrated**. **Cycling and pedestrian** infrastructure and the **public realm** will have been enhanced, ensuring strong connectivity and accessibility for all across the centre, thus supporting economic growth and the visitor economy. The **public transport network** will have been improved.*

*The City Centre will have become a **greener and healthier place** - existing **open/green spaces** such as St John’s Gardens, St James Gardens and Chavasse Park will continue to provide important open spaces and will have been enhanced to maximise their use. Opportunities for new and improved spaces including roof gardens and pocket parks will have been maximised. The buildings and spaces of **heritage value** will have been conserved and enhanced, new buildings will be of a high standard of sustainable design. Comprehensive **energy and heat plans** and energy efficient retrofit will be at the heart of creating an economically resilient and attractive city centre.*

*The eastern parts of the City Centre will have been strengthened as the focus for knowledge-based uses, broadly centred on the three Universities, the new Royal Liverpool University Teaching Hospital and the School of Tropical Medicine (the **“Knowledge Quarter”**). The bio-sciences sector and creative digital industries will have expanded, and significant physical change will have taken place in the **Islington, Copperas Hill and Hall Lane areas** where there are major development opportunities and where investment is already underway.*

*The transformation of the **Commercial Quarter** will have continued to cater for current and future business needs and opportunities for further expansion of commercial businesses into adjoining areas including **Pumpfields, Princes Dock and King Edwards Triangle** will have been maximised. The early phases of the Liverpool Waters scheme will have been delivered*

*The **Baltic Triangle** and **Ropewalks** area will have been enhanced as vibrant locations for creative and digital industries and independent cultural attractions, with warehouses brought back into use and greater connectivity with other parts of the City Centre.*

*The City Centre **Waterfront** will be a world-class leisure and visitor destination, maximising the use of waterspaces, and full advantage will have been taken of the development opportunities at Princes Dock and Kings/ Queens Dock. **St George's Quarter** and **Hope Street** area will have been further developed as significant, high quality cultural and visitor destinations.*

## Strategic Priorities for Liverpool City Centre and the Character Areas

**6.48** Chapter 4 identified a number of city wide strategic priorities. In response to the issues identified the following specific strategic objectives have been identified for the City Centre, followed by detailed priorities for the City Centre Character areas identified in the City Centre Spatial Portrait.

### City Centre Wide Priorities

- To protect and strengthen Liverpool City Centre's role as a vibrant and distinctive regional centre.
- To encourage and facilitate further economic growth. Support will be given to the financial, business and professional services sector, life sciences sector, knowledge-based and creative and digital industries
- To focus on ensuring a diverse, high quality residential offer that meets the needs of a diverse community
- To protect areas of existing family housing and ensure sustainable, well connected and high quality distinctive residential neighbourhoods.
- To protect and enhance Liverpool City Centre's Main Retail Area as a regionally significant shopping destination and ensure it maintains its position in the national rankings
- To support further growth of leisure, tourist and cultural facilities including at the Waterfront, Hope Street, Ropewalks, Baltic Triangle, Williamson Square and St George's Quarter.
- To build upon Liverpool's positive reputation as a vibrant and world class destination for night time entertainment
- To protect and enhance the City Centre's heritage assets and secure development of a high standard of design that integrates well with the existing urban fabric.
- To protect existing open space assets and maximise opportunities for enhancing the green infrastructure resource
- To support the provision of a permanent cruise liner terminal
- To seek to provide a coach park with drop off and pick up facilities to serve the key cultural and tourist attractions
- To secure improvements to connectivity, the pedestrian environment and public realm.

### Character Area Priorities

#### The Commercial Quarter

- To support the expansion and improvement of the Commercial Quarter to ensure it meets the needs of current and future office, financial and professional businesses.
- To ensure the provision of modern, sustainable commercial buildings
- To ensure a high quality public realm and pedestrian and cycle linkages to link the Commercial Quarter with the Waterfront - Princes Dock, King Edward Street, Water Street, Pall Mall and Liverpool One.
- To maximise opportunities within the Pumpfields areas for business/ industrial uses
- To bring underutilised and vacant land/ buildings back into use

- To ensure that the mix of uses in the Pumpfields area are compatible
- To ensure Pumpfields is better integrated and connected to the surrounding areas including the Commercial District through appropriate road, cycle and pedestrian infrastructure

### **The Knowledge Quarter**

- To support existing facilities including the Royal Liverpool Hospital, Science Park and the Universities
- To attract new businesses and encourage existing businesses to grow, particularly those which would strengthen the Knowledge Quarter, thus creating more jobs
- To improve the public realm and environmental quality including enhanced green infrastructure
- To support ancillary uses and infrastructure, particularly in the Islington/ London Road area which support the growth of the Knowledge economy including hotels, neighbourhood shops and services
- To support the redevelopment of the Islington Area for a vibrant mix of uses
- To improve connections across the area and to residential communities in North Liverpool, specifically pedestrian and cycle links, to create a safer and more attractive environment
- To ensure Islington makes a positive contribution to the sustainable growth of the City
- To protect and enhance the function of London Road Shopping Centre

### **The Main Retail Area**

- To ensure the MRA is the primary focus for major comparison goods retailing
- To focus on qualitative improvements to retail offer by supporting the redevelopment/ refurbishment of existing floorspace
- To attract investment in the northern and eastern parts of the MRA
- To improve arrival points, pedestrian access and movement
- To ensure a high quality public realm across the whole MRA
- To improve the quality, management and location of the City Centre market offer to ensure it continues to make a valued contribution to the retail offer.

### **The Waterfront**

- To create a world-class, high-quality, mixed-use Waterfront Quarter with a focus on the tourism offer and leisure economy by supporting and enhancing existing visitor and tourist attractions, and supporting the regeneration of historic docklands
- To support the delivery of a commercial and residential led mixed-use development at Liverpool Waters including a cultural hub leisure destination and privately operated cruise liner terminal
- To support a leisure-led mixed use redevelopment at Kings Dock
- To ensure more efficient use of existing properties
- To support further use of waterspaces for both formal and informal recreation to enhance the Waterfront's role as a significant leisure and visitor destination

- To enhance walking and cycling routes along the Waterfront and central dockside walk, including green infrastructure
- To improve connectivity between the Waterfront Area and with other parts of the City Centre, including improved crossing points to ensure integration with the commercial and retail areas

## **The Creative Quarter**

### **Ropewalks**

- To attract further investment, and protect key employment opportunity sites to accommodate more creative and digital businesses within the area
- To ensure appropriate management of late night uses
- To ensure high quality design, public realm and environmental quality, and enhance linkages with the Baltic Triangle
- To support the redevelopment of derelict land and vacant buildings for appropriate uses that complement the area
- To encourage active ground floor uses and frontages

### **Baltic Triangle**

- To continue to build on successes in the creative and digital sector, particularly the Baltic Creative Units, and ensure high quality business space
- To maximise the potential of this mixed use area as a place to work, live and visit by supporting uses which complement the area's businesses
- To support the provision of leisure uses (including food and drink uses) which complement the area's creative industries and attract more visitors, whilst ensuring they do not have an undue impact on other businesses and residential uses
- To manage potential conflicts between night time economy and residential uses, by ensuring a balanced mix of uses
- To support sustainable transport links, including the provision of better cycle and pedestrian routes to connect the area with the Waterfront, Ropewalks/ Chinatown, Canning and Liverpool ONE

## **The Cultural Quarter**

- To support continuing investment in existing cultural facilities as major visitor/ tourism destinations including the Philharmonic Hall and Everyman Theatre
- To protect and enhance the distinct and unique character of Hope Street
- To encourage development which contributes to providing a mix of uses and enhances the vibrancy of the area
- To enhance connectivity with other parts of the City Centre
- To enhance the public realm and green infrastructure within the area
- To ensure the area is accessible by all forms of transport to meet the requirements of the leisure/ cultural facilities

## **The Historic Quarter**

### **St Georges**

- To further develop the City Centre Cultural Areas as major visitor/ tourism destinations
- To improve the public realm and enhance important open space assets including St John's gardens
- To improve linkages between cultural hubs in the City Centre including the Waterfront/ Hope Street/ RopeWalks/ William Brown Street
- To improve links to London Road, the Knowledge Quarter and University campus to the north (Liverpool John Moores University)
- To protect the historic fabric of the area

#### ***Stanley Street / Victoria Street/ Dale Street***

- To encourage greater street animation in appropriate locations including bars and restaurants
- To improve the environmental quality of the area, including public realm and the historic and green environment
- To enhance the pedestrian environment and linkages
- Support the creation of a live/work area in Victoria Street
- To maximise opportunities to redevelop and refurbish vacant and derelict buildings
- To ensure that proposals for new residential development do not adversely impact on the established late night economy
- Ensure the residential amenity of new residents is protected
- To ensure that new development proposals complement existing uses within the area

#### **Residential Neighbourhoods**

- To provide strong, attractive and accessible neighbourhoods and create diverse residential communities including where appropriate for students
- To protect residential amenity across the whole City Centre
- To protect the character of residential areas within Marybone
- To create a vibrant, attractive, diverse area, in the Stanley Street/ Victoria Street/ Dale Street area, with a more balanced neighbourhood structure providing a mix of residential uses
- To promote the Canning Georgian Quarter as a high quality family neighbourhood, emphasising its prime location within easy walking distance of the rest of the City Centre.
- To encourage property owners to convert apartments back to single dwellings within the Canning Area, and to restore buildings

## **Area Specific Policy Approaches for the City Centre Character Areas**

### **The Commercial Quarter**

#### **Policy CC1 - The Commercial District**

1. The key issue for the Commercial District is to ensure the provision of high quality office space to meet current and future office, financial and professional business needs. Within the Commercial District employment land including vacant buildings will be protected for business uses subject to the criteria in Part 3 of Policy EC2.

2. Within the Commercial District new development proposals should:

- a. Contribute to enhancing the area's function as the primary location for financial, professional and service businesses. Proposals for other uses should be of a purely ancillary nature and comply with other Plan policies ;
  - b. With regard to business uses ensure the provision of modern office floorspace ;
  - c. Contribute to enhancing the public realm, including walking and cycling routes and green infrastructure measures; and
  - d. Ensure that buildings are energy efficient
3. Development sites within the Commercial District will be identified. The Employment Land study will inform this.

### Policy Context and justification

**6.49** The City Centre SIF considers that Liverpool's Commercial District is modest in scale when compared to office areas elsewhere, and therefore considers there is the opportunity to extend the area east towards Pall Mall, and west towards the Waterfront and the first phases of Liverpool Waters. To facilitate this the SIF proposes further investment in the public realm, walking and cycling linkages and the public transport network. The Policy in the Local Plan seeks to reflect these recommendations and priorities.

**6.50** The City Council has commissioned consultants to undertake an Integrated Evidence Study including an Employment Land Review. The City Council is awaiting the final draft of the study. The Study will be used to inform this policy including whether a specific approach to office development is required within the City Centre and what sites may need to be allocated for office/ employment development within the Commercial District.

### Policy CC 2 - Pumpfields

1. Pumpfields will be identified as an expansion area for the Commercial District and supporting uses.
2. Vacant land and premises in the area will be protected for business/ industrial uses subject to the criteria in Part 3 of Policy EC2
3. Development proposals should demonstrate that it:
  - a. Makes a positive contribution to the sustainable growth of the City
  - b. Is a well designed scheme that is fully integrated and well connected to surrounding areas including through appropriate cycle and pedestrian infrastructure, and green infrastructure measures
  - c. Delivers employment space suited to the requirements of modern occupiers
  - d. Is compatible with the mix of uses within the area;
  - e. Does not restrict the ability for adjacent land to be used for employment uses, and protects residential amenity
  - f. Will provide appropriate infrastructure
4. Development sites within Pumpfields will be identified. The Employment Land study will inform this.

**6.51** The Pumpfields area lies to the north of Leeds Street and has traditionally been a business and industrial area. The area now includes a mix of employment, residential including student accommodation and other uses such as car showrooms. As stated in the spatial portrait the area also includes significant areas of vacant and underused land and properties, and there is increasing

pressure for more residential development in the area particularly purpose built student accommodation. The Liverpool City Centre SIF includes it within the City Centre boundary and the majority of the area is included within the Liverpool City Enterprise Zone. A Development Framework is being prepared for the area, and the next iteration of this Policy will reflect the recommendations of that Framework.

### The Knowledge Quarter

#### Policy CC 3 - The Knowledge Quarter

1. The Knowledge Quarter is centred on the university and hospital facilities, clustered on the eastern edge of the City Centre. It is a key growth area and its economic potential will be maximised, in order to create a range of job opportunities, to the benefit of residents of all parts of the City Region.
2. Development proposals within the area should contribute to:
  - a. Developing the area as a world class centre for the knowledge economy;
  - b. Enhancing the public realm and green infrastructure assets; and
  - c. Improving connectivity particularly for pedestrians and cyclists.
3. Proposals which enhance the area's existing higher education, science and medical assets will be supported including:
  - An extension of the Knowledge Quarter onto the former Archbishop Blanch site, to create a new campus specialising in life and medical sciences will be supported
  - Development of commercial laboratory space through the delivery of the BioCampus
  - Expansion of existing facilities for the Liverpool School of Tropical Medicine
  - Redevelopment of the Pembroke Place area of the Islington Quarter to support and enhance the hospital and Liverpool School of Tropical Medicine plans
  - Redevelopment of the Copperas Hill Site by Liverpool John Moores University

#### Policy Context and justification

**6.52** The Knowledge Quarter is a key priority in the City Centre SIF for economic development. This policy seeks to ensure that it is a key growth area and that the area's economic potential and ability to attract and retain research companies and high growth businesses is maximised. There are plans to extend the Knowledge Quarter by creating a new campus specialising in life and medical sciences through the redevelopment of the former Archbishop Blanch site, near to Royal Liverpool University Hospital and the University of Liverpool. The City Centre SIF identifies a number of investment priorities to increase the economic potential of the area. These are drawn from the Liverpool Knowledge Quarter Strategic Investment Framework (2011). This policy includes support for these investment priorities. The SIF also proposes that these priorities are supplemented by enabling infrastructure to improve the quality of the environment, ensure safer and more legible connections, and improved energy planning. This policy includes criteria to deal with these issues.

#### Policy CC 4 - London Road District Centre

1. The role and function of London Road District Centre will be protected and enhanced. Proposals for Class A1 retail development and other town centre uses within the centre will be permitted. Proposals should:

- a. Comply with the criteria in Policy SP2 "Town Centre Uses" and Policy SP3 "Design of new Development within the City Centre MRA, District, Local and Neighbourhood Centres"; and
- b. Support the growth of the Knowledge Quarter.

### Policy Context and justification

**6.53** London Road District Centre provides a supporting role to the City Centre Main Retail Area by providing for discount shopping. It also meets the day to day needs of local residents through the provision local shops and services, which is important given the area's growing residential population particularly through student accommodation. As with other District and Local Centres in the City it is important to protect and enhance its vitality and viability and ensure it is a focus for new investment in town centre uses in accordance with the policies within the Shopping chapter. Given it's location adjacent to the Knowledge Quarter, the City Centre SIF considers that Islington area including London Road are well placed to provide a mix of uses supportive of the Knowledge Quarter including hotels, student accommodation, neighbourhood shops and services. This policy therefore requires development proposals to support the growth of the Knowledge Quarter.

### Policy CC 5 - Islington

The creation of a vibrant mix of uses including higher density better quality employment uses will be supported in the Islington area. Policy will reflect the priorities of the Development Framework that the City Council is developing for the area. In determining development proposals in the area, the City Council will ensure:

- a. A compatible mix of uses is provided
- b. The type and scale of residential development is appropriate and is supported by appropriate amenities and facilities
- c. High quality employment space is delivered that is suited to modern day requirements
- d. The area is well connected to adjoining areas of the City; and
- e. The demand for car parking is appropriately managed

### Policy Context and Justification

**6.54** The City Centre SIF considers that Islington is strategically well placed to make the most of new opportunities, through a co-ordinated neighbourhood approach. It states that the northern quadrant of Islington is an area of great opportunity, with tightly defined narrow streets, comprising blocks of under used industrial properties and other low value uses. The area also has a growing residential population, particularly through student accommodation, and accommodation targeted at hospital employees. The City Council is producing a Development Framework for the area, and the policy may need amending to ensure it reflects the key priorities of the framework.

### The Main Retail Area

#### Policy CC 6 Protecting and Enhancing the Main Retail Area

Liverpool City Centre's Main Retail Area (MRA) as shown on the map below, will be protected and enhanced by:

- a. Granting planning permission for new class A1 non-food retail development;
- b. Granting planning permission for other town centre uses as defined by national planning policy subject to the criteria in Policy CC3;

- c. Ensuring that it is the priority location for major non-food shopping facilities by requiring retail proposals within the rest of the City (including within the remainder of the City Centre) to demonstrate compliance with the sequential approach and no significant adverse impact on the vitality and viability of the MRA; and
- d. Ensuring that A1 non-food retailing is the primary use within the MRA, particularly within the Primary Frontages (as defined on the map below).

#### **Policy Context and justification**

**6.55** The City Centre is the Regional Shopping Centre for the sub-region. The Liverpool One development has attracted retailers to the City not previously represented and has had a significant positive impact on footfall, spending and visitor numbers. It is therefore now forms part of the Main Retail Area which will be the primary focus for major comparison goods retailing within the City and City Region. Within the City Region a network of town centres including Southport, Birkenhead and St. Helens complement its role and function.

**6.56** Protecting and enhancing the attraction of the City Centre MRA as a city-wide and regional shopping destination is crucial to ensuring it retains its national ranking and for its future success. In order to protect the role and function of the MRA as the primary shopping area it is important to ensure that no other retail developments within the remainder of the City Centre and the City undermine its vitality and viability. The boundary of the MRA and the primary and secondary retail frontages are defined on the map below. Non-food A1 retail should be the predominant use within the primary frontages.

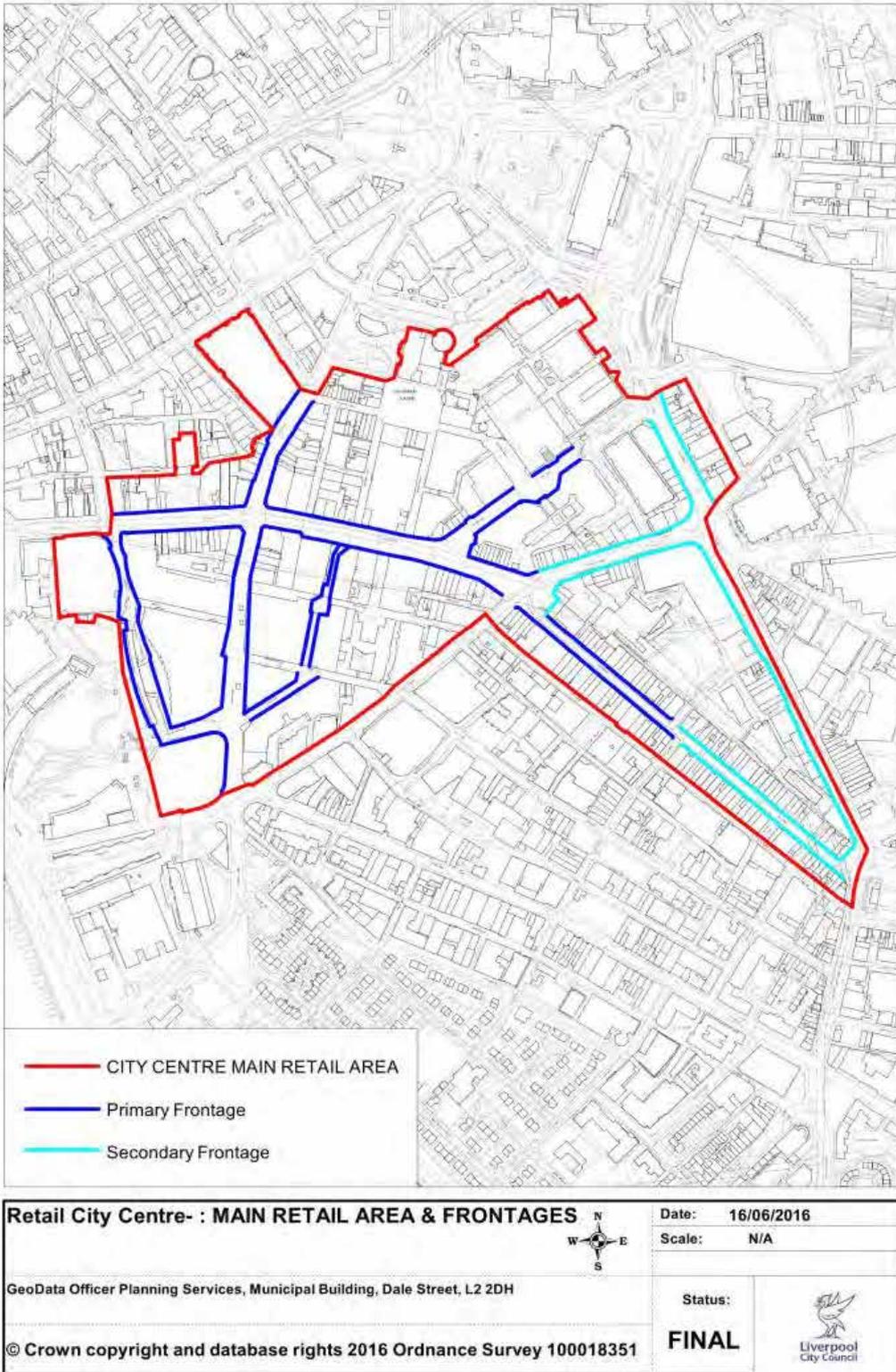


Figure 2 The City Centre Main Retail Area (MRA) and Shopping Frontages

### Policy CC 7 - Non-A1 Uses within the City Centre MRA

1. Planning permission for non-A1 uses at ground floor level within the City Centre MRA will be granted provided:

a. Within Primary Retail Frontages the proposal will not result in:

- The proportion of units for Class A1 retail falling below 70% of the total frontage length;
- More than 30% of the total frontage length in non-Class A1 retail use;
- More than 2 non class A1 retail units adjacent to each other; and
- The provision of an A4 or A5 unit

Proposals will normally be refused where the thresholds have been/ would be exceeded unless the applicant clearly demonstrates that factors such as regeneration benefits, long term vacancies and contribution to vitality and viability outweigh the thresholds.

b. Within Secondary Retail Frontages the proportion of units within Class A1 retail use does not fall below 50% of the street frontage length; and in the case of Hot Food Takeaway it is demonstrated it would not result in:

- More than 2 adjoining hot food take-aways in a frontage length;
- Less than 2 non-A5 units between individual or groups of hot food take-aways; and
- The total hot food takeaway frontage being more than 5 metres in length

Applications will normally be refused where these thresholds have been/would be exceeded unless the applicant can clearly demonstrate factors which outweigh the thresholds.

c. The proposal complies with the criteria in Policy CC16 in respect of food and drink uses and hot food takeaways

d. The proposal would not result in the loss of a department store or its sub-division or result in the loss of a retail frontage of 10 metres or above; and

e. The proposal maintains:

- A ground floor window display and/or shop frontage appropriate to the use of the premises at all times;
- Enhances the general appearance of the existing shopping frontages in the design and materials used in any external alterations to the building facade; and
- Establishes access to upper floors, where practicable

2. The City Council may consider the use of Article 4 Directions in the Primary Retail Frontages to ensure the predominately retail function is protected.

### Policy Context and justification

**6.57** A mix of uses can contribute to ensuring the City Centre continues to be an attractive shopping and leisure destination. A diversity of shopping, leisure cultural/ tourism, food and drink uses can bring significant benefits such as extending the time of a shopping visit and creating a safer more vibrant environment. However, if an increasing proportion of non-A1 uses are permitted within the MRA it could prejudice future retail investment through the reduction of units available for new A1 uses. It is also important to maintain the retail character of the MRA and a high percentage of A1 comparison shops to ensure the City Centre maintains its regional shopping status and national retail ranking.

**6.58** In order to achieve this, Primary Retail Frontages have been identified. These form the core parts of the City Centre shopping area, and represent the most attractive retailing locations. The Primary Retail Street Frontages will be restricted to a high proportion of uses in Class A1; the aim is to protect and enhance the dominant retail character of the City Centre, but to allow some scope for the development of ancillary non-retail uses, with exception of A4 and A5 uses. It is considered that A4 and A5 uses would adversely impact on the dominant retail character of the primary frontages. The policy identifies thresholds which are considered appropriate in order to ensure no harm to the retail function of the MRA whilst also ensuring a balanced mix of uses. However, there may be exceptions if the applicant can demonstrate that other factors such as long term vacancies indicate that a change of use may be appropriate.

**6.59** This policy also seeks to protect the vitality and viability of the City Centre by managing the concentration of hot food takeaways. An over concentration of hot food takeaways could lead to dead frontages in the daytime and can lead to anti-social behaviour, odour and litter issues. A maximum frontage length of 5 metres will be applied to hot food takeaways to reflect the varying unit sizes in the City Centre and to ensure that such uses do not over dominate a retail frontage. In the case of corner units, the 5 metre length applies to the whole frontage

**6.60** Secondary Retail frontages will also be identified and these will be where a wider range of non-retail uses could be allowed without unduly detracting from the essential shopping function of the City Centre MRA. These locations also relieve pressure from the location of an excessive quantity of non-retail uses in primary frontages which might otherwise undermine the dominant retail function of the MRA.

**6.61** It is recognised that the thresholds in primary and secondary frontages may have already been breached in a number of areas. The policy will ensure that the proportion of A1 uses does not fall any further in those areas and will assist in meeting the long term objectives of encouraging a greater proportion of A1 uses within those areas.

**6.62** For the purpose of part 1(a) of this policy, *frontage length* is a continuous row of shop frontages within a street which is uninterrupted by any features which could be perceived as a physical or visual break such as roads, footpaths or lengthy blank walls. For the purposes of Part 1(c), *street frontage length* refers to the frontage of all the units on any given street for example Bold Street, Renshaw Street, Lime Street, Ranelagh Street; and in Part 1(d) *retail frontage* refers to total frontage of one retail unit.

**6.63** The City Centre contains a wide variety of shop unit sizes including some large department stores and major multiples. These large stores are major retailing attractions and make a significant contribution to the retail vitality and viability of the City Centre. Their loss to a non-retail use would generally have far greater impact on the retail character of primary frontages areas than smaller more typical unit sizes. As a result their conversion to non-retail uses will be resisted, particularly in primary frontage areas. These units do not generally lend themselves to sub-division and this will not normally be supported.

**6.64** This policy seeks to protect the retail function of the MRA by setting thresholds in respect of the minimum proportion of A1 uses in primary and secondary retail frontages. It is however, recognised that the Town and Country Planning (General Permitted Development) Order 2015 allows for certain changes of use subject to maximum floorspaces and in some cases conditions for example from A1 to A3 subject to prior approval, maximum floorspace and conditions. To ensure the retail function of the Primary Retail Frontages is protected, the Local Plan may include the provision for pursuing Article 4 Direction(s) so that all proposals for non-A1 uses with the primary retail frontage would require planning permission and would therefore be assessed against part 1(a) of this policy. An Article 4 Direction is the mechanism by which permitted development rights for a particular development purpose / geographical area are removed. The use of an A4D has to be justified.

## The Waterfront

### Policy CC 8 – Waterfront Design Requirements

Development on the Waterfront should be of a high-quality design that respects its sensitive historic surroundings, whilst making adequate provision for access, parking and servicing and not undermining local amenity and operations of businesses. Development proposals should:

- a. Protect the character, setting, distinctiveness and Outstanding Universal Value of the World Heritage Site by ensuring the siting, scale, form, architectural approach and materials are appropriate and respect the proposal's location;
- b. Respect the form and mass of the dock estate and its industrial heritage and make provision for the repair, conservation, integration and interpretation of heritage assets;
- c. Ensure high-quality, sustainable design;
- d. Reinforce the historic grain of buildings, water spaces and other spaces.
- e. Contribute towards enhanced pedestrian connectivity across 'The Strand', and making the riverfront more accessible to the public
- f. Provide enhanced pedestrian / cycle movement routes including provision for secure, covered and well surveyed cycle storage
- g. Ensure inclusive and usable public realm;
- h. Incorporate appropriate landscaping and green infrastructure;
- i. Include appropriate street furniture, public art and feature lighting which enhances the waterfront;
- j. Ensure greater access to, interaction with and recreational use of dock water spaces and their quaysides; and
- k. Ensure a safe, vibrant, inclusive, accessible and welcoming environment.

### Policy Context and justification

**6.65** The Waterfront is Liverpool's major asset and the City Centre SIF recognises that it will continue to be one of the main opportunities to attract further investment in the City. It is of significant historic and cultural importance, and a major tourist destination due to attractions such as the Albert Dock, Museum of Liverpool and the Three Graces. The majority of the Waterfront is within the World Heritage Site or its buffer zone and sections fall within the Castle Street, Albert Dock and Stanley Dock Conservation Areas. It is also a place for residential communities. The purpose of this Policy is to ensure that development proposals on the Waterfront are of a high quality design and respect the historic and cultural value of the area. The policy therefore includes a number of criteria which development proposals should comply with.

### Recreational Use of Dock Water Spaces, Quaysides and the Waterfront

#### Policy CC 9 - Recreational Use of Dock Water Spaces, Quaysides and the Waterfront

1. The City Council will support proposals which facilitate greater access and recreational / leisure use of dock water spaces and their quaysides and which contribute towards the creation of an inclusive and usable movement route along Liverpool's Waterfront, specifically:
  - a. floating structures for canal boat mooring, boat hire, water taxis and water buses;
  - b. installation of stepped dockside structures to gain access at water level;
  - c. feature lighting installations that assist in animating dock water spaces and adjacent quaysides;

- d. proposals which enhance the interpretation of the cultural heritage and archaeology of the historic dockland environment;
- e. floating pontoons for dining, entertainment, performance and other leisure uses providing there is no adverse impact on residential amenity;
- f. water sports activities, including extreme water sports;
- g. expansion of Queens Dock water-sports centre;
- h. expansion/redevelopment of Brunswick Dock Marina with enhanced leisure and visitor facilities
- i. proposals which contribute towards the provision of a continuous and unimpeded pedestrian and cyclist route stretching from Princes Half Tide Dock in the North to Brunswick Dock in the south

2. New development proposals should comply with the criteria in Policy GI 4.

### Policy Context and justification

**6.66** The Waterfront has a significant expanse of dock water spaces which are a significant, yet under utilised asset, and therefore future development needs to build on existing watersports and boat mooring facilities and encourage greater use of the space for informal and formal recreation. Increasing the number of visitors to the waterfront will have positive economic benefits for the City. The South Docks Waterspace Strategy (2011) produced by the Canal and River Trust sets out opportunities for enlivening the South Docks Waterspace including a promenade, promoting the marina and encouraging the use of the dock system for a variety of water vessels.

**6.67** This policy supports proposals which facilitate greater access and recreational uses of the dock water spaces and their quaysides, and specifies a number of proposals that will be supported, subject to the criteria in Policy GI 4 "Water Spaces". Proposals on the Waterfront should particularly ensure that the historic character, distinctiveness and Outstanding Universal Value of the dockland and World Heritage Site is protected and enhanced.

### Liverpool Waters

#### Policy CC 10 - Liverpool Waters

1. Liverpool City Council will support, subject to relevant policies in this plan, planning applications to deliver the vision for Liverpool Waters. The Liverpool Waters Vision involves regenerating a 60 hectare historic dockland site to create a world-class, high quality, mixed use waterfront quarter in central Liverpool that will allow for substantial growth of the city's economy.

2. Proposals within the Liverpool Waters site should comply with all relevant policies in this plan.

### Policy Context and justification

**6.68** Outline planning consent was secured on the 19<sup>th</sup> of June 2013 (application Number 100/2424) for the comprehensive redevelopment of up to 60 hectares of former dock land to provide a mixed use development including a new world class cruise liner terminal. This area is known as Liverpool Waters. The overall ambition for Liverpool Waters is a comprehensive transformation of the City's northern docks, regenerating a 60-hectare site to create a world class, high quality, mixed- use waterfront quarter in central Liverpool over the next 40 years.

**6.69** Liverpool Waters has the potential to add to the City's existing waterfront offer in the same way as has been seen in Hamburg, Chicago, Toronto and Barcelona, in terms of the scale and diversity of its waterfront offer and associated economy <sup>(28)</sup> The outline planning permission related to nearly 1.7 million square metres of floorspace including Office (B1), Financial & Professional Services (A2), Hotels & Conference Facilities (C1), Convenience Retailing (A1), Comparison Retailing (A1), Restaurants & Cafés (A3), Drinking Establishments (A4), Non-Residential Institutions (D1), Assembly & Leisure (D2), Cruise Liner Terminal, Internal Servicing and Parking.

**6.70** A programme of delivery for Liverpool Waters was identified in the Liverpool Strategic Investment Framework (SIF) Delivery plan 2013 -16 which outlines the development of Princes Dock (Phase 1), the western expansion of the Commercial District, and the first phase of Liverpool Waters <sup>(29)</sup>

**6.71** The owners of the Liverpool waters Site Peel Holdings (Land and Property) Limited have confirmed in their response to the City Councils annual SHLAA update questionnaire that a series of detailed planning applications are to be submitted in 2016 to seek to bring forward the first residential phases of the Liverpool Waters Princes Dock Neighbourhood. The remaining phases of Liverpool Waters will be worked up, and subject to market conditions, brought forward within the plan period up to 2033. The outline consent includes the provision of 733,200 sq. m of Class C3 to provide up 9,000 residential units across 5 neighbourhoods.

**6.72** The purpose of this policy is to confirm that the City Council supports the ambition for and delivery of the site and will respond positively to detailed planning applications that comply with all relevant policies of this Local Plan and the NPPF.

## The Creative Quarter

### Policy CC 11 - The Creative Quarter

Proposals for digital and creative businesses will be supported. All development proposals within the Creative Quarter:

- a. Should demonstrate that it will protect and enhance the area's creative and digital businesses and/or provide uses that complement those industries
- b. Demonstrate that there will be no adverse impact on residential amenity
- c. Contribute to improving the public realm and environmental quality of the area
- d. Include active ground floor uses and frontages
- e. Contribute to improving linkages to other parts of the City Centre

### Policy Context and Justification

**6.73** The Creative Quarter comprises the Ropewalks and Baltic Triangle areas. Both areas have become attractive locations for digital and creative industries. This policy seeks to protect and enhance this key strength of the areas. Ropewalks also has seen a growth in residential properties and has also become a popular night time economy area. It is important to manage these uses to ensure no adverse impact on residential amenity.

**6.74** The City Centre SIF considers that the Baltic Triangle is an "exciting new place to live, work and visit". With regard to Ropewalks the SIF considers that the area needs to attract more investment and development activity to accommodate more creative and digital businesses, apartments and cultural attractions.

28 [Liverpool City Centre Strategic Investment Framework 2012](#) .  
29 [Liverpool City Centre SIF Delivery Plan 2013 - 2016](#)

## The Cultural Quarter

**6.75** The City Council still needs to consider what specific policies may be required to address the issues identified in the Cultural Quarter. If policy is required it is likely that this will focus on supporting existing cultural facilities within the area, ensuring they are supported by appropriate infrastructure, and ensuring a high quality environment and public realm.

## The Historic Quarter

**6.76** The City Council still needs to determine what specific policies may be required to address the issues identified in the area. If considered appropriate policy may cover the following:

- Ensuring development proposals provide greater street animation in appropriate locations including bars, restaurants
- Ensuring development proposals contribute to improving the environmental quality of the area, including public realm and the historic and green environment of the area
- Support for the redevelopment and refurbishment of vacant and derelict buildings
- Ensuring that proposals for new residential development do not adversely impact on the established late night economy
- Ensuring the residential amenity of new residents is protected and that new development proposals complement existing uses within the area

## Residential Neighbourhoods

### Canning Georgian Residential Quarter

#### Policy CC 12 - Protecting the Canning Georgian Residential Quarter

1. Within the primarily residential area of the Canning Georgian Quarter as shown on Map 3, where permitted development rights do not apply, planning permission will not normally be granted for the conversion of dwelling houses for use as Houses in Multiple Occupation.
2. Planning permission for the conversion into flats of traditional residential dwellings within the primarily residential area of the Canning Georgian Quarter as shown on Map 3 will be granted provided:
  - a. it is demonstrated that it contributes to the provision of suitable family accommodation;
  - b. there would be no unacceptable effects on neighbours living conditions through increased activity, or noise and disturbance
  - c. bin storage is provided externally within the curtilage of the site, within a suitably designed structure located within the rear amenity space and not visible from the public realm; or in the case of landlocked constrained sites internal provision is required;
  - d. there is sufficient availability for on-street parking in the surrounding road network for the likely increase in demand for car parking generated by the number of units proposed; and
  - e. It complies with other relevant plan policies
3. Elsewhere proposals should comply with the requirements of Policy H14.

## Policy Context and justification

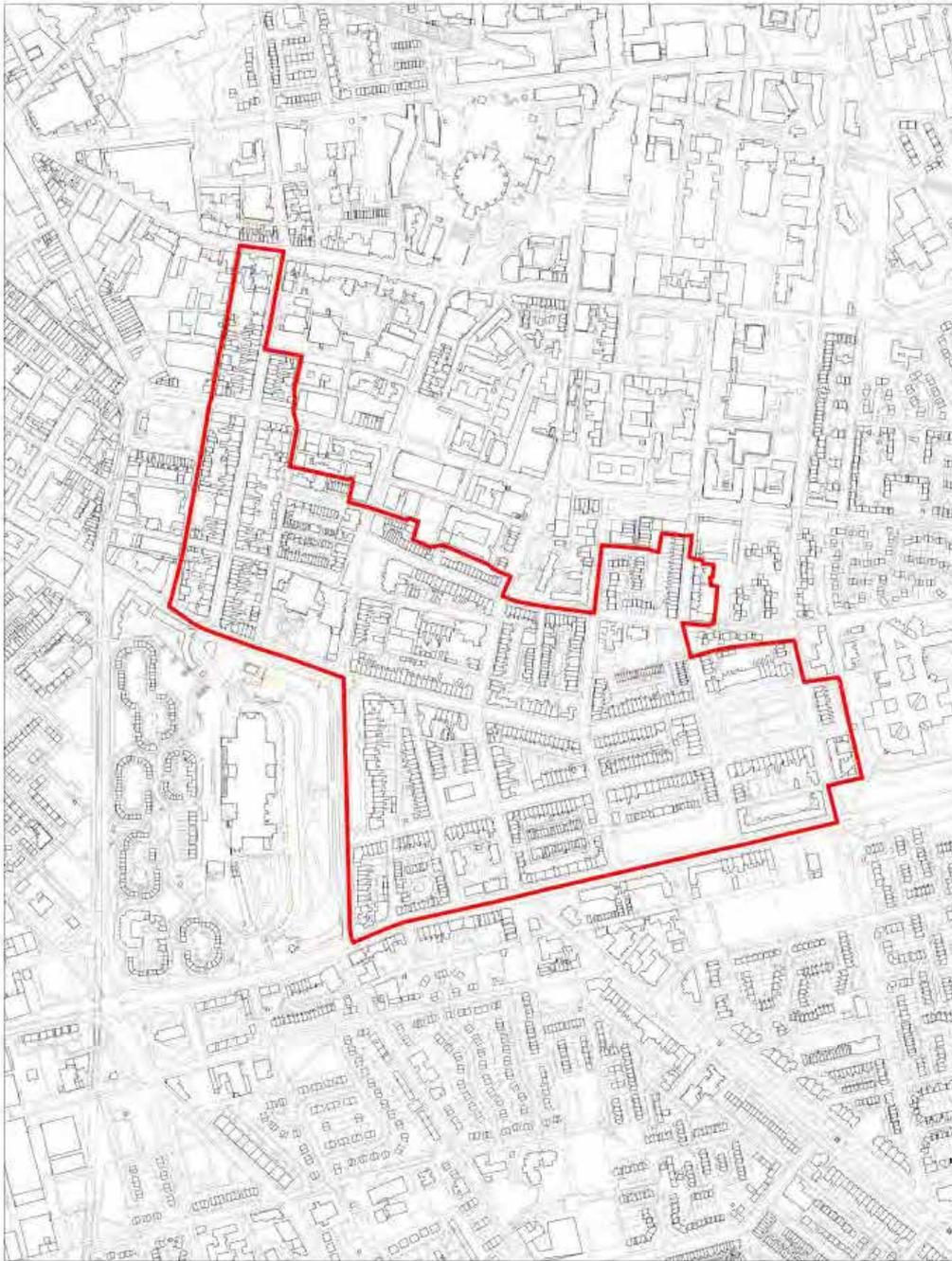
**6.77** Canning was formerly a majestic residential quarter of the City Centre. It comprises a series of tree lined Georgian streets and spaces and large houses. The City Centre SIF considers it has the potential to be an outstanding City Centre Neighbourhood and that the properties should be converted back to single dwellings to attract families.

**6.78** The recent slowdown in the housing market and the increasing number of students choosing to live in the City Centre has heightened the attractiveness of these large terraced houses for use as Houses in Multiple Occupation (HMOs), which generate significant revenues. Combined with the recent increase in planning permissions for new build student accommodation within and immediately adjacent to the Canning area, there is concern that further growth in student accommodation within the traditional Canning terraced residential area will impact on the City Council's aim of providing family focussed accommodation in the area.

**6.79** Whilst HMOs can provide an affordable type of accommodation and contribute to the overall mix of housing types and tenures available, it is also recognised that high concentrations of HMOs can potentially have conflicting impacts on the local area, such as noise and nuisance; imbalanced and unsustainable communities; pressures on the physical environment and streetscape; pressures upon parking provision and community facilities; growth in the private sector at the expenses of owner occupation and restructuring of retail, commercial services and recreational facilities to suit the lifestyle of the predominant population.

**6.80** In order to help further the aim of providing family focused accommodation within the Canning Georgian quarter the City Council will resist applications for HMOs within the defined primarily residential area. In acknowledging the strong locational desire for student accommodation with the City Centre area, the City Council will work with the Universities and with student accommodation providers to promote student housing developments and bring forward sites that would satisfy the Student Housing Policies H8 and CC14.

**6.81** Proposals for the conversion of properties into flats within the primarily residential area of the Canning Georgian Quarter should demonstrate that they contribute to the Council's aim for family focussed accommodation within this area. Applications outside the defined Canning Georgian Quarter will require careful assessment against the criteria in Policy H14.



<b>City Centre: Canning Georgian Quarter Policy Area</b>				Date: 06/07/2016
GeoData Officer Planning Services, Municipal Building, Dale Street, L2 2DH				Scale: N/A
© Crown copyright and database rights 2016 Ordnance Survey 100018351		Status:		 <b>FINAL</b>

Figure 3 Canning Georgian Residential Quarter

6.82

## 6.1 Development Management Policies for the City Centre

### Development Management Policies

**6.83** The proposed policies within this section will apply to the whole of the City Centre, and address issues specific to the City Centre. They should be read in conjunction with other Plan policies, as many of the thematic policies are applicable to both the City Centre and the remainder of the City ie. the approach is a city-wide one and therefore it is not necessary to include a City Centre policy. It is essential that the Plan is read as a whole.

#### Employment, Culture and Tourism

**6.84** Policies within the previous section included specific policies for the City Centre character areas. A number of these have an important economic role and function. The Employment Land and Economy Chapter of this Local Plan also includes policies in respect of employment areas within the City including the City Centre. Policy seeks to protect these areas for "B" use classes and sets out criteria that proposals for other uses must comply with. Policies are also included which support businesses with strong growth potential including knowledge based industries, the visitor and tourism economy and financial, professional and business services. The City Centre has particular strengths in these areas, it is the core of the creative and digital sectors, and the focus for the knowledge economy and professional and financial services. The visitor economy has also significantly expanded in recent years and the City Centre has a number of significant attractions which drive visitor numbers including the Waterfront, museums, theatres and a strong retail offer, which is supported by a range of hotel accommodation. It is important that the Local Plan continues to maximise the growth potential of these business areas for the benefit of the whole City and job creation. The policies within the Economy Chapter apply to the whole City including the City Centre, whilst the policies in the previous section deal with area specific issues. It is therefore considered that there is no need to include City Centre specific development management policies in respect of employment land.

#### Policy CC 13 – Vacant Sites and Temporary Uses

Proposals for the temporary use/ more efficient use of vacant buildings or sites within the City Centre will be acceptable provided:

- a. It does not prejudice any future development proposals
- b. It does not cause undue detriment to the character and amenity of the surrounding area
- c. It does not give rise to unacceptable traffic conditions
- d. It complies with the car parking strategy for the City Centre
- e. There is no adverse impact on residential amenity
- f. There is no adverse impact on established uses within the City Centre or nearby areas

#### Policy Context and Justification

**6.85** Allowing appropriate temporary uses and/or the more efficient use of vacant buildings and sites could assist in the protection and enhancement of the City's heritage assets, enable environmental enhancement, activate public spaces and provide economic benefits. Temporary uses could include community support facilities, business start-ups, pop-up shops, art projects and exhibits and the use of public realm and open spaces for public events, festivals and shows. It is important however to ensure that temporary uses do not have any detrimental impacts for example on residential amenity and established uses in the City Centre.

## Shopping, Services and the Evening Economy

**6.86** This Chapter has already included policies which apply specifically to the Main Retail Area and London Road District Centre, whilst the Shopping Centres and Community Facilities chapter sets out the City's retail hierarchy and includes policies primarily related to the City's District, Local and Neighbourhood Centres. The policies which are also applicable to the City Centre include the Hierarchy Policy, Design policy, Community facilities policy and Out of Centre policy. In addition policies within the remainder of the Local Plan may also be applicable to shops and service proposals within the City Centre. The policies below address development management issues across the whole City Centre.

### Policy CC 14 – Convenience Retail Provision and Community Facilities

1. Within the City Centre, planning permission will be granted for small-scale convenience shops and services which meet the day-to-day needs of city centre residents, workers and visitors where:

- a. It is clearly demonstrated that there are no sequentially preferable sites and where proposals are for A1 retail over 350sqm there will be no significant adverse impact on District and Local Centres
- b. They form part of mixed use schemes;
- c. There would be no significant impact on residential amenity; and
- d. There is no significant impact on the highway network.

2. Proposals for community facilities within the City Centre will be permitted in accordance with the criteria of Policy SP5 of the Shopping Centres and Community Facilities Chapter.

### Policy Context and Justification

**6.87** The City Centre has seen an increasing residential population including a large student population in recent years. All residents need to be provided with access to day-to-day shopping facilities to ensure sustainable city centre communities and reduce the need to travel. In recognition of this, this policy supports small scale convenience shops and services where a number of criteria are met. Small scale refers to proposals below 350sqm, as 350sqm is the threshold for requiring an impact assessment.

**6.88** However, as the focus of retail in the City Centre (specifically the MRA) as the Regional Centre is comparison goods shopping, it is not an appropriate location for a main foodstore that attracts significant car trips. District Centres in close proximity to the City Centre including Great Homer Street and Park Road should provide for the main food shopping needs of residents.

### Policy CC 15 – The Night Time Economy

1. Planning permission for night time economy uses within the City Centre will be granted if it is clearly demonstrated that there would be no adverse impact on:

- a. the residential amenity of nearby residents in terms of noise, customer activity, vibrations, odours, traffic disturbance and litter
- b. the operation of nearby businesses
- c. the overall character and function of the area;

2. The hours of operation of late night uses will be managed through the use of planning conditions to ensure that residential amenity is appropriately protected.

### Policy Context and Justification

**6.89** The City Centre offers an extensive night time economy. However, difficulties arise with late opening hours in certain areas due to proximity to residential properties. The aspirations of the Liverpool City Centre SIF is to repopulate specific neighbourhoods, and a balance is therefore required between the promotion of Liverpool's night-time economy and the aim to provide sustainable communities.

**6.90** Within the areas of Ropewalks, Mathew Street and London Road, late night uses have been allowed to operate to a minimum of 02.00 hours. Uses exceeding these hours have been allowed in established late night economy areas. Restrictions apply in other areas where it is set to midnight to protect residential amenity, for example Rodney Street, the Canning area, Dale Street and Tithebarn Street. This policy sets out the criteria that will be taken into account in determining applications for night time economy uses and seeks to ensure that residential amenity is protected.

### Policy CC16 Food and Drink Uses and Hot Food Take-Aways within the City Centre and MRA

1. Outside the Main Retail Area (MRA) proposals for food and drink uses and hot food takeaways should demonstrate that there will be no adverse impact on residential amenity or character of the local area.

2. When determining the appropriate hours of opening for hot food take-aways within the City Centre, including the MRA, regard will be had to:

- a. The likely impacts on residential amenity;
- b. The existence of an established late night economy in the area; and
- c. The character and function of the immediate area

3. Proposals for food and drink uses and hot food take-aways within the MRA and the City Centre should also comply with Policy CC7 and the criteria in Part 4 and Part 5 of Policy SP4.

### Policy Context and justification

**6.91** In recent years there has been a growth of food and drink uses, including hot food take-aways in the City Centre. Such uses can be beneficial to the vitality and viability by filling vacant units and adding to the diversity of uses. However, it is important that such uses do not harm the character of the City Centre or cause nuisance to local residents. Policy CC3 sets the criteria against which proposals within the MRA will be assessed in order to protect its retail function. This policy requires proposals outside the MRA to ensure no adverse impact on residential amenity. It also sets out the key considerations in determining the appropriate opening hours for proposals.

### Policy CC 17 Markets and Street Traders

The City Council will encourage and support proposals which enhance the appearance of Markets and Street Trading in the City whilst achieving a fully accessible environment for everyone. Where planning permission is required for a market/ street trader the applicant should demonstrate that:

- a. There would be no adverse impact on the vitality and viability of other licensed markets within the City Centre
- b. Stalls do not detract from the visual amenity of the area by reason of their size, design or position
- c. The stalls do not have an adverse impact on pedestrian circulation;
- d. Adequate arrangements for the storage and collection of refuse including the provision of litter bins where appropriate has been made;
- e. There is no severe loss of amenity or privacy to adjacent residents; and
- f. Adequate arrangements are made for pedestrian and vehicular access and for car parking.

### Policy Context and Justification

**6.92** NPPF require local planning authorities in drawing up Local Plans to retain and enhance existing markets and, where appropriate re-introduce or create new ones, ensuring that markets remain attractive and competitive. Within the City Centre St John's shopping centre provides a successful indoor market, and the City Centre holds a Christmas Market each year. In addition a number of street traders operate from various locations.

**6.93** A licence or consent is required if goods or food is to be sold in any street or public area within 10 metres of the street. Planning permission is required if trading is for more than 28 days per annum. Planning permission may also be required if the trading unit is a fixed, permanent structure.

**6.94** Street traders will only be supported in certain areas, other than at specific events, such as, the Christmas Markets. No street traders should be encouraged within the main thoroughfare routes, such as Church Street and Lord Street. This policy sets out the criteria that will be used when assessing proposals for new street traders that require planning permission.

### Policy CC18 – Pavement Cafés

Planning permission is only required for Pavement Cafes when the proposal is on private land, otherwise such proposals are dealt with by the Local Highways Authority through street cafe licences. Where planning permission is required it will be assessed against the following considerations:

- Impact on Pavement obstruction
- Pedestrian Safety
- Crime and anti-social behaviour
- Impact on residential amenity
- The need to protect the character and appearance of area particularly in relationship to historic buildings
- Refuse Storage and collection arrangements
- Cleansing arrangements
- Potential impact of an intensification of use
- Operating times
- The Design of furniture with regard to materials, colours, advertising

## Policy Context and Justification

**6.95** Cafés, restaurants, pubs and wine bars often wish to make use of the footway for tables and chairs. Well managed areas can make a positive contribution to the atmosphere and safety of the City's streets, however there are areas that are narrow, and are already busy with pedestrians and vehicles, so accommodating this demand safely is not always possible. The City Council has to consider pedestrian safety, street cleaning, the welfare and amenity of residents, reducing crime, traffic movement, improving the appearance of the City and protecting the character of historic areas and buildings. This means that we have to look carefully at places where tables and chairs can go and whether we need to place any restrictions on them.

## Housing provision in the City Centre

**6.96** Proposals for new residential development within the City Centre need to refer to all relevant policies in the Plan, and not just those within this City Centre chapter. Policies within the Housing Chapter of the Local Plan cover issues such as housing choice, specific housing needs, existing housing stock, primarily residential areas and change of use of dwellings, whilst policies in respect of design, heritage, green infrastructure and resources may also be relevant to specific City Centre proposals.

### Policy CC 19 - Housing Provision in the City Centre

1. The City Council will support proposals which improve and diversify the City Centre housing offer that comply with the criteria in part 2, through:
  - a. the full or part conversion of long-term vacant buildings,
  - b. the conversion of upper floors;
  - c. The provision of family accommodation; and
  - d. the inclusion of housing within mixed-use development schemes
  
2. Planning permission for residential development will be granted, provided it:
  - a. Does not compromise the City Centre's economic and commercial roles;
  - b. Reflects the character and function of the surrounding area in terms of its scale, density and design;
  - c. Forms an integral part of the City Centre, and is not planned and designed as distinctly separate or self-contained zones;
  - d. Provides adequate safeguards for the amenity and health of future residents, including light, views and sound insulation;
  - e. Makes adequate provision for access, parking, servicing, refuse storage, external amenity space and in relation to multi-occupied developments management; and
  - f. Can be demonstrated that facilities and services are readily available, particularly with respect to the provision of family housing

## Policy Context and Justification

**6.97** The population of the City Centre has grown dramatically over the last fifteen years. In 2001, City Centre population was estimated at 3000, concentrated in a number of small communities – Marybone, St Andrews Gardens area, Georgian Quarter, Cornwallis and Chinatown. In recent years there has been significant investment and interest in new housing, resulting in an increase in its population to 33,540 in 2015 .

**6.98** Prior to 2007, speculative development concentrated on small, predominantly one-bed apartments whilst following the credit-crunch / recession of 2007-2009, development has focused heavily on student accommodation. It is estimated that nearly 18,000 students now live in the City Centre. The growth of residential development over the last fifteen years has occurred across the whole City centre, although the "city centre living" effect has spread to areas around the City Centre fringe, such as the Baltic Triangle area to the south and the Leeds Street area to the north which were traditionally business/ industrial areas. The concentration of housing varies, with some areas predominantly residential in character, whilst in other areas residential is the lesser but nevertheless integrated activity within a predominantly commercial, retail, or leisure area.

**6.99** Furthermore, the City Centre has achieved a critical mass of population enabling it to gradually adopt a more 'continental' character. Population growth in the City Centre has created demand for a range of services and facilities. The market has responded to this demand by providing a range of supporting services and facilities across the City Centre to meet the needs of residents.

**6.100** Whilst the continued growth of the City Centre population will be supported, a more diverse housing offer is to be encouraged. The City Centre housing market is maturing and there are signs that developers are responding to provide a broader housing offer by providing larger accommodation (2-3 bed apartments) marketed to people seeking to down-size and moving into the City Centre from the suburbs. A key strategic action of the City Centre Strategic Investment Framework is to grow the City Centre population and to ensure distinctive neighbourhoods. It considers that the focus should be on creating a more diverse residential population including provision for families as well as for young and older people. This policy supports proposals which improve and diversify the City Centre housing offer.

**6.101** In addition to the traditional amenities and proximity to employment offered by the City Centre, the roles of various parts of the City Centre and the proximity of the creative and high-tech industries are providing the catalyst for 'start-up's', resulting in mixed uses within buildings offering live-work accommodation, such as in the Baltic Triangle.

**6.102** However, in parallel with continued growth and a broader housing offer, the challenges also need to be recognised, for example, between the inherent incompatibility of residential amenity and the night-time economy; the economic and commercial functions of the City Centre being undermined by higher values to be obtained from residential development; and the limited supply of land available to meet all the needs of a residential development. City Centre Living should therefore not be detrimental to the efficient functioning of the City Centre as a centre for economic and commercial activity. Residential development in the City Centre will be supported only where both future residents and existing uses and users of buildings are able to coexist and function efficiently and effectively. Measures should be put in place to safeguard residential amenity. Part 2 of the proposed policy sets out a number of criteria, to be met by residential proposals, within the City Centre.

**6.103** Also, closely associated with the City Centre housing provision policy, are specific policies concerning: Purpose-built Student Accommodation and Design. In addition other policies within the Local Plan provide support for local shops, services and facilities to support the growing City Centre population.

### Policy CC 20 - City Centre Student Accommodation

1. Within the City Centre, purpose built student accommodation will be supported within the Islington and Knowledge Quarter areas. Outside these areas proposals should clearly demonstrate that the proposal:
  - a. Accords with the objectives of the City Centre Strategic Investment Framework;
  - b. Is located in close proximity to the University Campus locations;
  - c. Supports regeneration initiatives;
  - d. Does not have an adverse impact, including cumulative impact on long-established residential communities
  - e. Does not conflict with neighbouring uses / activities and does not lead to the displacement of existing uses / activities to the detriment of the local area; and
  - f. Does not adversely impact on the commercial role of the City Centre
2. All proposals should also comply with the requirements in Part 2 of Policy H8

### Policy Context and Justification

**6.104** As highlighted in the housing chapter Liverpool is a major university city. Over the last decade developer delivered and privately operated purpose-built student accommodation schemes have concentrated on city centre locations. Investment by both University of Liverpool and Liverpool John Moores University in teaching and research facilities, concentrated in the City Centre, has reinforced the attractiveness of the City Centre to locate student accommodation.

**6.105** Whilst student accommodation schemes are dispersed across the city centre, there are a number of concentrations, particularly in close proximity to the university campus locations. The key campus areas / sites located within the City Centre include:

- UoL / LJMU Campus area centred on Mount Pleasant
- Leeds Street / Marybone / Byrom Street areas
- Islington / London Road / Lime Street areas
- Ropewalks / Baltic Triangle

**6.106** The evidence submitted to the Student Accommodation Review Panel highlighted both the benefits and negative impacts of concentrations of students including the cumulative impact of student accommodation on adjacent, long established residential communities which can affect community cohesion, the displacement of other City Centre appropriate uses and activities and placing additional pressure on the City Centre's infrastructure. Benefits include bringing properties back into use, increasing spending in local shops and businesses and bringing new skills to the City's economy.

**6.107** A key recommendation of the Student Accommodation Review was that the City Council should introduce zones of opportunity to encourage/ direct purpose built development into the most suitable areas of the City Centre. This policy therefore develops a locational approach to student accommodation in the City Centre to ensure it is focussed in the most appropriate locations and does not conflict with existing business and residential uses. The 'most suitable areas' are considered to be in the Islington/ Knowledge Quarter area of the City Centre. Locations outside these areas should clearly demonstrate that the proposal:

- Accords with the City Centre Strategic Investment Framework
- Does not have an adverse impact, including cumulative impact on long-established residential communities such as Marybone, which lies to the northern part of the City Centre

- Is in close proximity to University campus locations; and
- Supports a regeneration initiative

**6.108** The 'less appropriate areas' are characterised by:

- Cumulative impact, especially in relation to long-established residential communities - one such area in the City Centre, identified by local residents and members is Marybone
- Conflicting with neighbouring uses / activities
- Displacement of existing use / activity.
- Where there would be an adverse impact on the commercial role of the City Centre

**6.109** A recent appeal decision <sup>(30)</sup> has highlighted that the City Council should proceed with further work, in his Decision Letter the Inspector states at paragraph 28:

*"the Mayoral Review recommended that the Council should introduce zones of opportunity to encourage purpose built student accommodation into the most suitable areas of the City Centre and use its planning powers to discourage development in the less appropriate areas of the City Centre. I accept that this recommendation provides the basis for the future regulation and control of where new student accommodation should be built. To date, however, no Action Plan or supplementary guidance has been published that identifies which parts of the City Centre are deemed to be the most and least suitable for such development. At the present time there is, therefore, no information to indicate whether Great Crosshall Street is likely to be identified as a preferred location for further development (in light of its close proximity to LJMU) or to be designated as a less preferred area where increased control is required. Unless and until further guidance or policy is published and adopted by the Council the Mayoral Review does not provide a sound policy basis for making such decisions.*

**6.110** The work required to identify the most 'suitable areas' will be undertaken alongside the Local Plan, in order that it can be published by early 2017 as required by Central Government. If the outcome of that work cannot be included in the Local Plan when published an SPD may be the more appropriate policy document.

**6.111** Policies within the Housing Chapter deal with detailed requirements in respect of purpose built student accommodation and address the issue of Houses in Multiple Occupation (HMO).

### **Green Infrastructure and Recreational Provision**

**6.112** There is a lack of green infrastructure in the City Centre due to the nature of the built environment, although the River Mersey, St John's Gardens, Chavasse Park and St James' Gardens provide some relief from the very dense urban form, as do numerous street trees and soft landscaping. In addition, there are many civic spaces within the City Centre which provide some openness. It is therefore important to protect these existing areas. Policy GI 3 in the Green Infrastructure Chapter sets out the criteria to ensure the protection of open spaces.

**6.113** The high density of development within the City Centre provides more limited opportunities than the rest of the City for further green infrastructure at ground level. It is not always feasible due to the competing demands and requirements of development including "grey" infrastructure. Where opportunities do exist, or where innovative solutions such as green roofs or walls could be achieved through new development and redevelopment, they will bring benefits in relation to health and wellbeing, climate change adaptation, pollution reduction and air quality management, and in encouraging and supporting economic investment and growth.

**6.114** There is a growing emphasis on extending green infrastructure in the City Centre. Trees are considered to be important in terms of their visual, wildlife and environmental value, and key benefits, including enhancing well-being amongst residents within the City Centre, improving the appeal of

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areas for living and relaxation as well as helping to reduce the impacts of climate change. Policies within the Green Infrastructure Chapter set out the approach for enhancing provision (Policy GI 19) and for new planting and design (Policy GI 17). These policies apply equally to the City Centre and therefore it is considered there is no need for City Centre specific policies in respect of green infrastructure.

### **Transport and Accessibility**

**6.115** The City Centre SIF states that the economic growth of the City Centre will be underpinned by investment in its transport infrastructure to support the delivery of major projects, improve the sustainable transport offer and deliver behavioural change to reduce congestion and journey time delay. The SIF also highlights the need to enhance pedestrian and cycle movement in different parts of the City Centre. Other actions identified include:

- The need for capacity enhancements at Central and Moorfields stations
- In the longer term providing additional stations for Liverpool Waters and re-opening St James Station which will improve connectivity
- A new bus strategy for the City Centre
- The re-provision of the National Express Coach Station
- A rapid transport link between the City Centre and the Airport
- Strategically consider the need for high quality car parking provision, including addressing current deficiencies such as in the Hope Street Area.

The Transport chapter of the Local Plan includes policies on Improving Accessibility and Managing Demand for Travel, Walking, Cycling, Taxis and Car Parking Provision. The City Council still needs to consider what specific policies may be required for the City Centre to deliver the objectives of the SIF and address other issues such as the need for a dedicated coach park, which is essential to support the Visitor Economy. Policy will also have to be consistent with and support the Local Transport Plan objectives as well as other relevant transport strategies. Policy may therefore cover the following:

- Public Transport/ Managing buses
- Traffic management
- Car Parking
- Pedestrian and cycle links
- Coach Parking

### **Environmental Protection**

**6.116** NPPF states that planning has a key role to play in helping to shape places in order to provide resilience to climate change, reduce greenhouse gas emissions and supporting the delivery of renewable and low carbon energy and associated infrastructure. These issues apply across the whole City. The Environmental Resources Chapter of the Local Plan includes policies on such matters as pollution, flood risk, water resources and sustainable growth and climate change. It is not considered necessary to repeat any of these policies within the City Centre chapter as the policies apply to the whole City.

**6.117** However, evidence has highlighted the potential for combined heat and power networks in the City given the scale of energy demand. Two locations have been identified with the City as being potentially suitable for District Heating Networks. Both are in the City Centre - west of Lime Street and City Centre east focussing on the Royal Liverpool Hospital and University of Liverpool campus. The policy in the Environmental Resources chapter addresses this issue.

## **Heritage and Design**

**6.118** The City Centre has a wealth of heritage assets including the World Heritage Site and its buffer, conservation areas and listed buildings. The heritage policies of the Local Plan will ensure the protection of these assets. In addition the urban design policies will ensure that all development in the City Centre is of a high design quality and makes a positive contribution to the character and distinctiveness of its location. It is not considered necessary to include an specific City Centre design policies.

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