Liverpool City Council

Liverpool Local Plan

2013 -2033

Pre-submission draft
January 2018

liverpool.gov.uk

Foreword to the Liverpool Local Plan

Liverpool is a growing city.

Currently there are £14bn worth of regeneration projects on site or in the pipeline and in 2018 £1bn worth of schemes will be completed for a record fourth consecutive year.

Set against this unprecedented activity, the city's population is expected to rise from 470,000 to 517,000 people by 2033.

The consequences of this rise is how do you manage this growth and where.

That is the key function of this Local Plan and after three years in the making it has identified the need to create 35,000 new homes and develop 370 acres of land for 38,000 new jobs.

This Local Plan sets out the conditions for supporting this growth – especially in key development zones from Baltic Triangle in the south to Ten Streets in the north and the waterfront in the west to Paddington Village in the east.

The Local Plan is the key, statutory planning and development policy and this one covers more than detailed 100 policies designed to grow the city's economy and protect key spaces from now until 2033.

The City's first consultation on the draft plan began in early 2014 and was followed by more detailed consultation in October 2016 and the feedback, from these events which garnered some 2,100 comments from local residents, community organisations and business organisations, has been incorporated where possible.

Consultation will continue before the plan is formally submitted to the Secretary of State at the end of March 2018.

Your views matter. This is your Local Plan. This is your Liverpool.

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1 Introduction to the Local Plan

What is a Local Plan?

1.1 All Local Planning Authorities are required to prepare a local plan to guide the long term, strategic spatial development of their area. The Local Plan includes both a document (the 'Written Statement') and a Policies Map. Together they make up the Liverpool Local Plan which will once adopted replace the Unitary Development Plan.

1.2 The Local Plan provides a long-term spatial vision, strategic priorities and policies for future development in the City over the next 15-20 years specifically with regard to the quantity and location of new homes, employment provision, shops, facilities and other services, transport and other infrastructure provision, climate change mitigation and adaption and the conservation and enhancement of the natural and historic environment. To achieve this it sets out:

- **Development management policies** that guide the delivery of development in the City and will be used to determine planning applications. These policies provide detailed advice to developers and others on the scale, design, accessibility, sustainability etc. of proposals;

- **Site allocations** for residential, employment, retail and other land uses across the City, shown on the Policies Map; and

- **Designations** where specific policies apply, such as for District and Local Centres or open spaces which are also shown on the Policies Map.

1.3 The Local Plan does not contain detailed policies for Waste as these are set out in the Merseyside and Halton Joint Waste Local Plan adopted in July 2013 which sets out detailed guidance about the allocation of sites for waste disposal and detailed development management policies.

1.4 The Local Plan is supported by an Infrastructure Delivery Programme (IDP) which identifies future infrastructure requirements (including physical, social and green infrastructure), to support population change and housing and employment growth. The IDP confirms, where possible, the type and location of new infrastructure provision required, the reason for its requirement, and the lead agency in its delivery, together with its cost, phasing and sources of funding. The Local Plan is also accompanied by a Sustainability Appraisal, published as a separate document, which considers the social, economic, and environmental effects of the Local Plan.

1.5 The Local Plan is consistent with national planning policy and takes into account policies and strategies produced locally. It:

- Contains policies that will guide how the presumption in favour of sustainable development embodied in the NPPF should be applied locally;
- Provides the strategic policy framework for Neighbourhood Plans in the City;
- Is based on co-operation with neighbouring authorities, public, voluntary and private sector organisations, and
- Complies with relevant regulations on sustainability appraisal and habitat protection.

1.6 Further details of the policy context for the Local Plan are provided in the next Section.

The Structure of this Document

1.7 This Local Plan is structured as follows:

Chapter	Content
Chapter 1: How the Local Plan has been prepared	This includes history of the Local Plan to date, the evidence base, appraisals, duty to cooperate and consultation arrangements
Chapter 2:The Policy Context	National, Local and Sub-Regional Policy context
Chapter 3: Spatial Portrait of Liverpool	A profile of Liverpool and the issues and challenges the City faces
Chapter 4: The Vision and Strategic Priorities for the Local Plan	The City wide vision and strategic priorities for housing, employment, shops and services, green infrastructure, design, historic environment, accessibility and resources.
Chapter 5: The Spatial Strategy and Sustainable Development Principles	The broad spatial strategy for the City is set out along with key sustainable development principles.
Chapter 6: Liverpool City Centre	Sets out the overall vision and objectives for Liverpool City Centre and specific planning issues and policies (both area and thematic based) which are unique to the City Centre.
Chapter 7: Employment Land and the Economy	Sets out the policies for economic growth in the City and a schedule of proposed allocations.
Chapter 8: Housing Provision	Sets out the policies for meeting the City's housing needs including a schedule of allocations.
Chapter 9: Shopping Centres and Community Facilities	Sets out the policies for meeting the City's retail and leisure needs including community facilities and includes maps showing the boundaries of centres and development opportunities
Chapter 10: Urban Design	Sets out the policies to ensure high quality design.
Chapter 11: Heritage	Sets out the policies for the City's heritage including conservation areas and listed buildings.
Chapter 12: Green Infrastructure	Sets out the policies for open space and biodiversity including a schedule of Local Wildlife Sites, Local Nature Reserves and Regionally Important Geological/ Geomorphological Sites.

Chapter	Content
Chapter 13: Environmental Resources	Sets out the policies to ensure sustainable growth including for energy, pollution and flood risk.
Chapter 14: Sustainable Transport and Accessibility	Sets out the policies for transport in the City including public transport, walking, cycling and car parking provision.
Appendices	Appendix 1 - Housing Site Development Parameters Appendix 2 - Glossary

Table 1

History of the Local Plan to date

1.8 The Local Plan has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. This consultation document supplements the City Council's previous statutory consultations under Regulation 18 which took place in two phases:

- The initial regulation 18 consultation notified key stakeholders, and interested parties, of the Council's intention to prepare a Local Plan, and encouraged representations on what it should contain. That consultation took place between December 2013 and the end of April 2014.
- The second consultation under Regulation 18 contained draft polices and some land use proposals for residential development and retail policy designations. It was entitled the Draft Liverpool Local Plan and it provided an opportunity for people to respond to a draft of the Local Plan's content, including the identification of development sites and a number of development management policies. The consultation produced over 1100 comments which have been taken into account in producing this final version of the Local Plan.

1.9 The Local Plan also draws on the work undertaken since 2006 in the preparation of a Core Strategy. The Core Strategy underwent a number of preparatory stages, each of which had been subject to statutory public consultation:

- Issues and Options Report (2006)[(1)]
- Preferred Options Report (2008) [(2)]
- Revised Preferred Options (2010) [(3)]
- Submission Draft Core Strategy (2012) [(4)]

1.10 Further information on all the earlier documents and previous stages of public involvement can be found on the City Council website.

What evidence has informed preparation of the Draft Local Plan?

1.11 The NPPF requires the preparation of a local plan to be based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area (paragraph 158).

1 Reg 25, Town and Country Planning (Local Development) England Regulations 2004
2 Reg 26, Town and Country Planning (Local Development) England Regulations 2004
3 Reg 25, Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008
4 Reg.27, Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008

1.12 The City Council commissioned G L Hearn to undertake an "Integrated Evidence Study". This comprises a Strategic Housing Market Assessment which assesses the housing requirements and needs of the City; an Employment Land Study to assess the City's employment land supply and needs/ demands; and an Open Space Study to assess the City's open space and recreational facilities and needs. G L Hearn has also prepared a Retail and Leisure Study which assesses the City's quantitative and qualitative needs for new retail and leisure floorspace and incorporates health checks of all the City's centres.

1.13 In addition to these studies, a range of sources of data and other information has informed the production of Liverpool's Local Plan, including:

- Development site databases for land for housing, retail, employment, leisure, community and open space uses;
- The Strategic Housing Land Availability Assessment (which is updated annually);
- Socio-economic information, including population, employment, deprivation, health and crime data;
- The 2017 Infrastructure Delivery Programme (IDP);
- Masterplans/strategic regeneration documents for different parts of the City, and
- City-region / Combined Authority initiatives

1.14 Further information on the documents in the evidence base can be found on the Liverpool City Council website on the Liverpool Local Plan webpages.

Sustainability Appraisal / Habitats Regulations Assessment

1.15 The Local Plan process is accompanied by the parallel statutory processes of:

- Sustainability Appraisal (SA), integrating the requirements of the EU Strategic Environmental Assessment (SEA) Directive and applied to English law through the Environmental Assessment of Plans and Programmes Regulations 2004
- Habitat Regulations Assessment (HRA), as required by the EU Habitats Directive and 1994 Habitats Regulations (updated 2010).

1.16 The Sustainability Appraisal considers the potential sustainability impacts of policy and site allocations for the Local Plan through the use of a Sustainability Appraisal Framework. Its purpose is to ensure sustainable development is integrated into the Local Plan. The Sustainability Appraisal integrates the requirements of the Strategic Environmental Assessment Directive. The Framework is made up of objectives, indicators and targets for Liverpool across a range of social, environmental and economic factors, and sets out the current sustainability baseline to enable comparison between the current situation and the potential impacts of proposed policies.

1.17 A Habitats Regulation Assessment (HRA) is required to assess the impacts of the Liverpool Local Plan on the protected nature sites of European Importance (Natura 2000 network and Ramsar sites). The European Habitats Directive provides legal protection for habitats and species of European importance, including Ramsar sites, which are wetlands of international importance, Special Areas of Conservation (SACs) which have important habitat features, and Special Protection Areas (SPAs) which relate to populations of birds species. SACs and SPAs are often grouped together and termed Natura 2000 sites. The Habitats Directive requires an assessment (the Habitat Regulations Assessment) to be made of the possible effects of a plan's policies on the integrity of Natura 2000 and Ramsar sites. The Directive applies to land use plans, including this Local Plan.

Equalities Impact Assessment

1.18 An Equalities Impact Assessment (EqIA) has also been undertaken for the Local Plan. An Equality Impact Assessment (EqIA) is required to ensure that equality is placed at the centre of policy development and review, as well as service delivery. The purpose of the EqIA is to analyse the likely impact of the Liverpool Local Plan polices on different groups of people in the community, and how the needs of such groups have been taken into account in relation to the development of policies.

1.19 The need for an EqIA stems from the general duty placed on public authorities to eliminate unlawful discrimination in carrying out functions, and promote equality of opportunity between men and women, different racial groups, and other equality groups. The duty to carry out an EqIA of new policy is set out in the Equality Act 2010.

Cross Boundary Working - The "Duty to Cooperate"

1.20 The Local Plan must be based on effective joint working on cross boundary strategic priorities to ensure that it is effective and deliverable. The Duty to Cooperate was introduced in the Localism Act 2011. It places a legal duty on local planning authorities to engage constructively and actively with neighbouring authorities and a wide variety of public and private bodies on cross boundary planning issues and matters of common concern when preparing Local Plans. Importantly it is not a duty to agree but rather to engage in a meaningful and substantive way in respect of cross border issues in the plan making process.

Liverpool City Region

1.21 The Liverpool City Region (LCR) comprises the local authorities of Halton, Knowsley, Liverpool, Sefton, St. Helens, and Wirral. West Lancashire is also an associate member of the LCR Combined Authority and for spatial planning matters is considered part of the LCR. The Liverpool City Region partnership of local authorities has a long history of collaboration on spatial planning and economic issues and has well-established partnership arrangements.

1.22 Liverpool is a formal member of the LCR Combined Authority which was established on 1st April 2014. In May 2017, the first 'Metro-Mayor' was elected for the Liverpool City Region. The Liverpool City Region devolution agreement includes provision for preparing a single statutory plan, to be adopted by 2020. The existing adopted Local Plans of all the City Region authorities and up-to-date evidence base will provide the framework for taking forward the City Region statutory plan.

1.23 The development of an LCR Framework offers the opportunity to cluster all common strategic policies from each local planning authorities (LPA) Local Plan together into a simplified LCR Framework, reducing the resource burden on and freeing up individual LPAs to focus on local distinctiveness for example the adoption of site allocation Local Plans, Area Action Plans, SPDs, and Development Briefs. This approach would give also have the potential to give effect to the proposals outlined in the Housing White Paper published on 7th February. However the timetable for the production of the first Liverpool City Region Framework will necessitate that Liverpool and the other Districts continue to bring their Local Plans to adoption as soon as possible.

How Liverpool City Council has co-operated?

1.24 Liverpool City Council has worked collaboratively with other LCR local authorities, strategic partners and stakeholders including the Local Enterprise Partnership, Environment Agency, Historic England, Natural England, Merseytravel and the Home and Communities Agency in the preparation of its Local Plan.

1.25 The objective of this work is to ensure that cross-boundary and other sub-regional issues and challenges are considered and properly coordinated. In particular, the City Council has participated in a number of joint projects with other authorities. This has included co-operation on key strategic matters, the preparation of joint evidence and studies where appropriate, and regular sub-regional meetings. That co-operation has been long standing and is ongoing.

1.26 Liverpool City Council has also worked closely with infrastructure providers in the preparation of the IDP to ensure that the right type and level of infrastructure is provided at the right time, to enable future growth and to support the needs of the City's existing communities.

1.27 In addition Liverpool attends bi-monthly meetings with other LCR authorities to discuss sub-regional issues, and is a formal member of the LCR Combined Authority which was formally established on the 1 April 2014.

1.28 The following paragraphs describe the key strategic matters that the City Council has cooperated on to date in the preparation of the Local Plan. The Council will continue to cooperate with neighbouring authorities and other bodies on these matters and on other areas of common interest throughout the preparation of the Liverpool Local Plan.

Strategic Housing & Employment Land Market Assessment

1.29 One particular matter on which cooperation is essential is the assessment of housing and employment land needs.

1.30 In 2010, the six Merseyside districts (including Halton), together with West Lancashire and Cheshire West and Chester, undertook a joint Housing and Economic Development Overview Study to establish the extent of the employment and housing land supply challenges that will be faced in the emerging plan period. The study concluded that there was sufficient housing land across the City Region to accommodate overall housing land needs but with significant imbalances locally. On employment land, the study concluded that, in the short term (and assuming all allocated land is protected), the City Region had sufficient supply to accommodate the relatively modest post-recession growth expected across the area.

1.31 The six Merseyside authorities and West Lancashire Borough Council have now jointly prepared a Strategic Housing & Employment Land Market Assessment (SHELMA) to inform the need for new housing and employment land across the City Region going forward.

1.32 Consistent with guidance in the NPPF, each authority's Local Plan will need to identify and make provision to meet objectively-assessed needs for housing, employment and other forms of development. Key to achieving this is a robust and up-to-date evidence base on development needs and supplies. The SHELMA identifies what the Objectively Assessed Need for housing and employment land is for the City Region as a whole, but also provides a range of scenarios as to how the housing and employment land requirement identified by the study should be disaggregated between the local authority areas if purely based on demographic and economic trends. It covers the period 2012-2037. As part of this evidence, the SHELMA identifies the most suitable Housing Market Area(s) and Functional Economic Market Area(s) for the local authorities to work within, moving forward. In addition, the SHELMA is an assessment of the anticipated demand for large-scale logistics (B8) uses across the study area to 2037 and an assessment of the potential for existing employment allocations to help meet this demand.

1.33 The SHELMA was consulted on in October 2017. The SHELMA work not only supports the City Region agenda but confirms Liverpool's intention to the 'adopt and review' approach to taking forward the Local Plan.

Merseyside and West Lancashire Gypsy and Traveller Accommodation Assessment

1.34 In relation to provision for Travellers, the authorities of Knowsley, Liverpool, Sefton, St Helens, West Lancashire and Wirral recently completed a Merseyside and West Lancashire Gypsy & Traveller Accommodation Assessment (GTAA) that identified the specific need for Traveller provision within each authority to 2033. It is agreed between the six authorities that this is the need for each authority, to be taken forward in each authority's Local Plan.

Other Joint Working

1.35 Other joint working being undertaken by a number of districts within the Liverpool City Region, including Liverpool, concerns infrastructure of sub-regional significance. Key infrastructure providers have been jointly approached to identify and discuss their capital programmes and asset management strategies in the context of the districts' various emerging local plans to ensure that any necessary infrastructure projects could be identified.

1.36 The consultants AECOM have undertaken a joint assessment for Liverpool, Sefton, Knowsley and Halton under the European Habitats Directive, to identify potential impacts upon internationally recognised habitats (Natura 2000 sites) and species. Where joint action needs to be taken to avoid or mitigate, these authorities will be developing collaborative mechanisms to address those issues.

Outcomes of Cooperation

Residential Development Needs

1.37 Following the completion of the 'Development Land Needs and Supply (the Overview Study) for the Liverpool City Region' (2010), which included the LCR authorities plus Cheshire West and Chester authorities, and 4NW, confirmed, that they do not require Liverpool to meet any unmet housing or employment needs arising in their respective areas.

1.38 Subsequently after having undertaken a 'Consequences Study' in 2012 Sefton concluded that it would be unable to meet its own housing and employment needs without encroaching on Green Belt. Sefton Council asked if Liverpool could accommodate any of Sefton's unmet needs in the City. The City Council confirmed that it would be unable to do so. In April 2017 Sefton adopted a Local Plan which meets all its housing and employment land needs.

1.39 Currently neither Liverpool City Council nor any of the other districts in the Housing Market Area (HMA)/Functional Economic Market Area (FEMA) have identified any strategic cross boundary development land use issues such as unmet housing or employment land needs. Nor have those authorities asked the City Council to consider helping them to meet any of their housing needs.

Economic Development and Employment Needs

1.40 The Mersey Ports Master Plan, published in 2011, identifies a number of 'areas of change' within or adjacent to the Port of Liverpool estate where land will be required to accommodate the expansion of the Port. One area at Regent Road/Derby Road which straddles the Sefton-Liverpool boundary is currently occupied by a significant number of small and medium sized businesses. If the land were acquired by the Port to facilitate expansion, then any businesses that were displaced would create additional demand for employment land elsewhere. Following discussions with Sefton Council, a total requirement of 13.16ha arising from this source was identified and an 80-20 split of this requirement was formally agreed, leading to an apportionment of 10.53 ha to Liverpool's employment land requirement, with the balance of 2.63ha to Sefton's.

1.41 In 2013, the Local Enterprise Partnership commissioned a study of the land implications arising from the expanded Port of Liverpool. This study found that in the short term (the first 5 years) there were sufficient high quality sites to accommodate the needs of the expanded port. However in the medium-to-long-term (i.e. 5-20 years), the study found a deficit of around 400 to 500 ha of high quality sites across the wider Liverpool City Region (LCR) relative to anticipated demand. Given respective Local Plan timescales, with some either adopted or at an advanced stage, it has not been possible for local authorities to act in tandem to identify sites to meet this need in the short term. However, the Liverpool Employment Land Study 2017, produced to support the Local Plan has, in addition to meeting the City's own employment land needs, identified 27.4 ha of land to meet the sub-regional demand resulting from the planned development of Liverpool SuperPort.

Protected Habitats

1.42 Through assessment under the Habitats Regulations potential issues of visitor disturbance have been identified in respect of the North Sefton Coast which is addressed through policy in this Plan.

Joint Merseyside Waste Development Plan

1.43 The six Merseyside districts (including Halton) have also undertaken the preparation of the Joint Merseyside Waste Development Plan document and jointly adopted it in 2013. The Waste Local Plan aims to ensure the right mix of sites are identified to maximise the potential for dealing with waste at a higher level in the "waste hierarchy" - that is to reduce its production in the first place, reuse it or recycle and only to use land fill as the last resort.

Local Plan Consultation Arrangements

1.44 The City Council invites representations on this document, the Submission Draft Local Plan.

1.45 The Council has placed a local advertisement indicating where and when the consultation documents will be available for inspection. This includes making reference copies of the Local Plan documents available at the Central Library, local libraries and local planning authority offices during their normal opening hours. All relevant statutory bodies and individuals, groups and organisations on the Liverpool Local Plan consultation database will be informed.

1.46 Access is also available to all consultation documents, including background evidential studies and other supporting documents, through the Liverpool Local Plan webpages, which will allow anyone to add comments throughout the consultation period, and to view all the comments made by others once they have been moderated. You can also sign up for email updates. Alternatively a form will be available to fill in and return to the City Council.

1.47 Written comments on the Local Plan document or its supporting documents, must be made on the official form available at the Cunard Building reception; One Stop Shops; and public libraries as well as on the City Council's Planning website.

1.48 Written comments should be sent to the City Council at:-

Submission Draft Liverpool Local Plan Consultation

Development Plans Team

Cunard Building

Water Street

Liverpool L3 1DS

Email: LiverpoolLocalPlan@liverpool.gov.uk

Telephone: 0151 233 3021

Website: liverpool.gov.uk/council/consultation/

1.49 The City Council strongly recommends use of the online consultation facility which will ensure that all comments are officially received as quickly as possible, and will enable you to choose to keep in touch with the future development of this and other documents related to the Local Plan. Links can be found on the City Council Planning homepage.

2 The Policy Context for the Local Plan

Policy Context

2.1 The Local Plan takes into account a wide range of national, regional, sub-regional and local policies and strategies. The most important ones that have helped shape the Local Plan are listed below; others can be found in the Sustainability Appraisal Report.

National Planning Policy Framework and Practice Guidance

2.2 The preparation of the Local Plan has been undertaken in the context of National Planning Policy Framework (NPPF) document, published on March 2012. The main theme of the National Planning Policy Framework is that planning should promote sustainable development and in doing so be positive, proactive and simple.

2.3 The NPPF's presumption in favour of sustainable development promotes the continued use of a plan-led system and the use of local and neighbourhood plans as the basis for local planning decisions. The presumption in favour of sustainable development means that plans should be prepared on the basis that objectively assessed development needs should be met, unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the framework taken as a whole.

2.4 Planning Practice Guidance (PPG) (March 2014) provides further advice in respect of NPPF policy.

Sub-Regional Policy Context

Liverpool City Region Devolution Agreement

2.5 The Liverpool City Region Combined Authority Devolution Agreement was agreed on 17th November 2015, with an add on deal agreed in March 2016. The Agreement provides for the transfer of significant powers for economic development, transport, housing and planning and employment and skills.

2.6 The Government will work with the Liverpool City Region Combined Authority and the Liverpool City Region Combined Authority Mayor to establish appropriate local traffic and highway powers which would be conferred on to the Mayor as part of the Key Route Network. The Government will also work with the Liverpool City Region Combined Authority to explore ways in which the Liverpool City Region Combined Authority Mayor can enable the implementation of Clean Air Zones in the Combined Authority area. This will help achieve Air Quality Plan objectives at both the national and local level.

2.7 The new, directly-elected Liverpool City Region Mayor will act as Chair to the Liverpool City Region Combined Authority and will exercise the following powers and functions devolved from central government:

- Responsibility for a devolved and consolidated local transport budget, with a multi-year settlement to be agreed at the Spending Review.
- Responsibility for franchised bus services, which will support the Combined Authority's delivery of smart and integrated ticketing across the Combined Authority.
- Powers over strategic planning, including the responsibility to create a Single Statutory City Region Framework, a Mayoral Development Corporation and to develop with Government a Land Commission and a Joint Assets Board for economic assets.

2.8 Under the Agreement, the Liverpool City Region Combined Authority, working with the Liverpool City Region Mayor, will:

- Control a £30 million a year funding allocation over 30 years, to be invested in the Liverpool City Region Single Investment Fund, to unlock the economic potential of the River Mersey and Superport as well as maximise the opportunities from HS2.
- Have responsibility for chairing an area-based review of 16+ skills provision, the outcomes of which will be taken forward in line with the principles of the devolved arrangements, and devolved 19+ adult skills funding from 2018/19.
- Have joint responsibility with the Government to co-design employment support for the harder-to-help claimants.
- Undertake more effective joint working with UKTI to boost trade and investment, and responsibility to work with the government to develop and implement a devolved approach to the delivery of national business support programmes from 2017.
- Continue engagement to establish International Festival for Business (IFB) Liverpool as a vital feature of the international business calendar in 2018 and 2020, building on the success of IFB 2014 and 2016 through Liverpool City Region and the Government, and in particular UKTI and the GREAT Britain campaign working together.

Building Our Future Liverpool City Region Growth Strategy 2016

2.9 The Growth Strategy sets out the framework for the delivery of devolution and achievement of long-term sustainable economic growth. It provides the strategic focus for the priorities and objectives of the LCR's key funding tool - the Single Investment Fund (SIF) and future investment programmes. The Strategy is centred on three pillars:

- **Productivity**: to maximise the potential of LCR's sector strengths and related assets and to focus on starting and growing more successful businesses by promoting innovation and entrepreneurial activity.
- **People**: to improve and increase skills, developing existing talent and attracting new talent for sustainable growth.
- **Place**: to improve LCR's transport, energy and digital infrastructure, and protect and enhance the region's cultural and environmental assets. This will improve quality of life for residents and attract and retain investors, skilled workers and visitors who will contribute to growth.

Liverpool City Region Local Enterprise Partnership

2.10 The Liverpool City Region Local Enterprise Partnership (LEP) was formed in March 2012. It is a public-private partnership which aims to deliver the following:

- Growth – in terms of absolute output (GVA) and also in jobs
- Increased Productivity – this means being more innovative and effective in how the LCR does business and increasing competitiveness on both the national and international stage
- A rebalanced economy – with a reduced emphasis and dependency on public sector jobs through a renewed focus on encouraging private sector growth and job creation.

Liverpool City Region Growth Plan and Strategic Economic Plan

2.11 The Liverpool City Region Growth Plan and Strategic Economic Plan (SEP) provides the strategic framework for interventions to drive new job creation and growth in the City Region. The Growth Plan and SEP articulate the ambitions of the City Region in terms of stimulating job creation as well as providing the rationale for intervention with a particular emphasis placed on enabling private sector investment and growth.

Liverpool City Region Local Transport Plan for Growth

2.12 The Liverpool City Region Combined Authority document 'A Transport Plan for Growth' aims to improve the social, environmental and economic wellbeing of the City Region, by delivering a world-class transport network. The Transport Plan for Growth has been developed to provide a clear

vision for successful transport provision in the City Region, and acts as an investment plan to promote and support economic growth. The City Region authorities will continue to work together to produce a new Local Transport Plan for the whole area from 2025. The Plan's priorities are Growth, Low Carbon and Access to Opportunity:

- "'Growth' reflects our plans and aspiration for economic growth in the City Region
- 'Low Carbon' describes our desire to see a clean, low emission and sustainable transport network
- 'Access to Opportunity' refers to our work in supporting those who wish to access training, education and further learning and employment opportunities".

Joint Waste Local Plan (2013)

2.13 The Joint Merseyside & Halton Waste Local Plan was adopted by all six Merseyside Councils and came into effect on the 18th July 2013. It forms part of each Local Authority's Local Plan. The Waste Local Plan identifies three waste management/treatment sites in Liverpool, which are also identified on the Policies Map:

- Site L1 Land off Stalbridge Road, Garston - suggested use Waste Transfer Station, Re-processor, Primary Treatment, Resource Recovery Park

- Site L2 Site off Regent Road / Bankfield Street - suggested use Waste Transfer Station, Re-processor, Primary Treatment

- Site L3 Waste Treatment Plant, Lower Bank View - suggested use Waste Transfer Station, Re-processor, Primary Treatment

2.14 As these sites are also suitable for a range of port related uses, the waste allocations do not take precedence over other port related uses including provision for offshore energy infrastructure.

2.15 The Waste Local Plan also sets out 10 development management policies which identify locations or criteria for addressing a range of waste management related development issues from the protection of existing waste management capacity to waste prevention and resource management [(5)].

Joint Recycling and Waste Management Strategy for Merseyside (Resources Merseyside)

2.16 This Strategy [(6)] addresses resource efficiency which is also promoted by the Local Plan. It aims to provide the headline strategic route map to deliver sustainable waste management on Merseyside, transform the waste agenda and move towards greater resource efficiency. The Local Plan policies, especially those promoting good design and resource management, will support the following objectives of the Strategy in particular:

- Promote behavioural/cultural change that delivers the Strategy objectives
- Promote the use of renewable energy
- Achieve high recycling rates
- Promote resource efficiency
- Provide sufficient capacity for waste management activity.

5 The wasteLocal Plan can be found hereJoint Merseyside Waste Local Plan
6 Joint Recycling and Waste Management Strategy for Merseyside

Local Policy Context

Liverpool Housing Strategy

2.17 The Housing Strategy is one of the Council's key strategic documents. The latest strategy is 2013-16. The purpose of the Housing Strategy is to influence the future supply of housing and associated services in Liverpool by making best use of the available resources to meet housing need and support the City's economic growth objectives.

2.18 The vision of the Strategy for housing in the City is:

- Liverpool will provide a range of good quality homes to meet the needs of all current and future residents and which supports the City's economic growth.
- To deliver this we will work effectively with partners to improve the supply, choice and quality of homes across the City.
- We will continue to build safe and sustainable communities with excellent housing services that are accessible for all.

Liverpool City Centre Strategic Investment Framework (2012)

2.19 The City Centre Strategic Investment Framework 2012 (SIF) was produced by Liverpool Vision and launched in November 2012. It provides a vision and ambition for the economic development and growth of Liverpool City Centre over the next 15 years. The SIF has 4 key principles embedded within it:

- Making Liverpool City Centre economically distinctive
- Building on the significant progress that has been made over the past decade
- Seeking to capitalise on Liverpool's distinctive public brand and image and its exceptional quality of place
- Making Liverpool a green city, putting climate change and renewable energy at its heart.

2.20 The projects and programmes it identifies are designed to maximise the potential of the City's key growth sectors:- life sciences; the creative and digital economy; financial, professional and business services; and, the cultural and visitor economy. The SIF contains a programme of actions dominated by the themes of job growth and wealth creation. It acknowledges that Liverpool City Centre is the key driver of the City and the City Region economy and that the SIF programme must complement the strategy for the whole economy to ensure that balanced and sustainable development is achieved across the City.

Enterprise Zones and Mayoral Development Zones (MDZs)

2.21 Liverpool's City Deal Agreement with Government is supported by a local finance growth package worth an initial £130 million. The package includes the designation of two Enterprise Zones – Mersey Waters (including Liverpool Waters) and Liverpool City which offers incentives for companies to set up business in Liverpool and encourages existing businesses to grow complemented by the potential to simplify the planning regime and processes within the zones in the future, to speed up that growth.

2.22 Outside the Enterprise Zones five Mayoral Development Zones (MDZs) have been identified - North Liverpool, the Knowledge Quarter, Stonebridge Cross, Central Liverpool and South Liverpool. These are key economic areas of the City, and the potential for a growth in business rates in the Enterprise Zones will be used in these areas.

Knowledge Quarter Liverpool (KQ Liverpool)

2.23 In 2011 The Knowledge Quarter (KQ Liverpool) SIF was published to provide guidance and recommendations, and an Action Plan that identifies opportunities for the delivery of physical regeneration, development and investment. It also addresses non-physical interventions, including recommendations on appropriate delivery structures and responsibilities.

2.24 'Bringing the Vision to Life' was published in October 2016, updating the SIF and making clear that the Knowledge Quarter (KQ Liverpool) is important, not just to the future economic success of Liverpool, but to the rebalancing of the economy across the UK. The update sets out the partnership vision for KQ Liverpool and how it is intended to establish one of the world's leading innovation districts which will create a place of innovation and discovery in science, technology, education, medicine and culture. The emphasis of KQ Liverpool is new scientific discovery preventing and fighting infectious diseases, personalised medicine, sensor technology, materials chemistry and sports science. This thematic focus is considered to be a great fit with the city region's unique assets in high-performance computing, cognitive computing and visualisation.[7]

Liverpool Air Quality Action Plan

2.25 In 2003, Liverpool City Council (LCC) designated two AQMAs, one in the City Centre and a second at the M62 Rocket Junction. These two AQMAs were designated on the basis of identified exceedences of the nitrogen dioxide (NO2) annual mean objective. The detailed and further assessments that resulted in the designations identified that the exceedences were as a result of road traffic pollution sources. Subsequent review and assessment work in the City identified wider areas of exceedence of the NO2 annual mean, outside of the boundaries of the original AQMA. This resulted in the decision to designate a city wide AQMA in late 2008. An updated Air Quality Action Plan (AQAP) was produced to reflect this.

2.26 The AQAP confirms that the key sources of exceedences of the NO2 annual mean objective arise from road transport and in particular from heavy duty vehicles. Evidence suggests that a 60% reduction in road transport oxides of nitrogen emissions (NOx - which is a precursor to NO2) is necessary to achieve the NO2 annual mean objective. Buses account for 57% of the NO2 from local roads in Liverpool. This would indicate that lower emission buses should be a priority consideration when attempting to improve air quality.

2.27 The AQAP considers various options to improve air quality within Liverpool. It recommends two principal direct measures for implementation, both of which are aimed at reducing levels of oxides of nitrogen emissions within the city wide AQMA. Supplementary softer measures are also recommended, aimed at encouraging sustainable travel more generally within the City. Furthermore, the AQAP sets out the framework of partnership working that must be achieved if the actions identified are to be effectively implemented, progressed and monitored.

Neighbourhood Planning

2.28 The Localism Act 2011 introduced new powers for communities to have a bigger say in what local planning policies operate in their area. The Government intends that communities can choose where new homes, shops and offices should be built, have a say on what those new buildings should look like and grant planning permission for the new buildings communities want to see go ahead.

2.29 Neighbourhood planning gives communities power to develop a shared vision for, and deliver new sustainable development in their area by setting up a recognised Neighbourhood Forum to prepare and adopt Neighbourhood Plans. They are aimed at helping development.

2.30 The City Council has designated six Neighbourhood Areas to date:

- Anfield

7 http://www.liverpoolvision.co.uk/wp-content/uploads/2016/10/KQL_Vision.pdf

- Baltic Triangle
- Liverpool Innovation Park
- LoveCanning
- Hartley's Village
- Liverpool8

2.31 All the areas apart from Anfield and Liverpool8, have been designated *Business Neighbourhood Areas* due to the presence of the business/commercial sector within their boundaries. Neighbourhood Plans (including Business Neighbourhood Plans) are community-led therefore the Council cannot designate Neighbourhood/Business Areas without the necessary/recognised community input.

3 A Spatial Portrait of Liverpool

Introduction

3.1 Liverpool is a distinctive City. It has one of the most instantly-recognisable waterfronts in the world, and the quality of much of its architecture and, especially, the legacy of buildings and structures associated with Liverpool's role as the pre-eminent port for trans-Atlantic trade in the 19th and early 20th Centuries give the City an identity unlike any other place in the country.

3.2 The City lies at the heart of the former county of Merseyside, one of two urban conurbations in North West England. It has close physical and functional linkages with the four other Merseyside districts - Knowsley, Sefton, St Helens and Wirral - and with Halton, which together comprise the Liverpool City Region Combined Authority. West Lancashire and Warrington are associate members. Liverpool is an international gateway through the Airport and Port of Liverpool (which primarily lies within Sefton) and has extensive links with a wider area which includes West Lancashire, Warrington, Cheshire West and Chester (the former local authorities of Chester, Vale Royal and Ellesmere Port and Neston), and parts of North Wales.

3.3 Located on the east bank of the River Mersey, the City covers an area of 113 square kilometres and has a population of 466,415.[8] It is almost wholly urbanised, although there are areas of open land at its periphery designated as Green Belt and a number of extensive parks within the built-up area. To the north and east residential neighbourhoods merge with those in the adjoining districts of Sefton and Knowsley.

3.4 Liverpool falls within the Merseyside Conurbation National Character Area (NCA), as identified by Natural England and is described as a predominantly urban and suburban landscape, based around the settlements of Liverpool, Birkenhead, Bootle, Kirkby, Maghull, Huyton, Bebington and Wallasey. The NCA sits on a low-lying but gently rolling platform punctuated by low sandstone ridges and bisected by the lower estuary of the River Mersey. There is a dense settlement pattern of housing and large-scale industry focusing on the city of Liverpool and Birkenhead/east Wirral, with their diverse historic and cultural centres. Many of the city edge settlements function as commuter settlements. There is a large proportion of industrial land use, with docks, warehouses and associated commercial land, interlinked by an extensive transport infrastructure

3.5 The City is the primary driver of economic activity within the sub-region, accounting for 37% of the City Region's total Gross Valued Added (GVA), in 2015 (the latest year for which data is available).[9][10] The City Centre is particularly important, economically. It is the largest employment-generating area in the City Region and serves as its main leisure, cultural, retail and tourism centre.

3.6 Liverpool has a key role within the Northern Powerhouse and acts as the transport hub and key international gateway for trade and people into the North West, North Wales and North of England. It lies at the western end of the North European Trade Axis, which extends from Ireland to the Humber Ports and Northern European markets. The key national and international gateways include Liverpool Lime Street rail station and Liverpool John Lennon Airport. In addition the Liverpool Cruise Terminal (Pier Head), Mersey Ferries Terminal (Pier Head) and Isle of Man Ferry Terminal (Pier Head) also fulfil a similar role and at the sub-regional level Liverpool Central rail station, Moorfields rail station, James Street rail station, the Mersey Tunnels, Queens Square bus station and Liverpool ONE bus station (which also hosts the National Express and Megabus coach services) make important contributions to the City's hub status. The City has direct links to the national road network provided through the M62, M53, M57 and M58 and while the Strategic Road Network (SRN) does not cross the Liverpool City Boundary, and the A5036 does not fall within Liverpool, it does provide strategic access to the SRN from the north of Liverpool.

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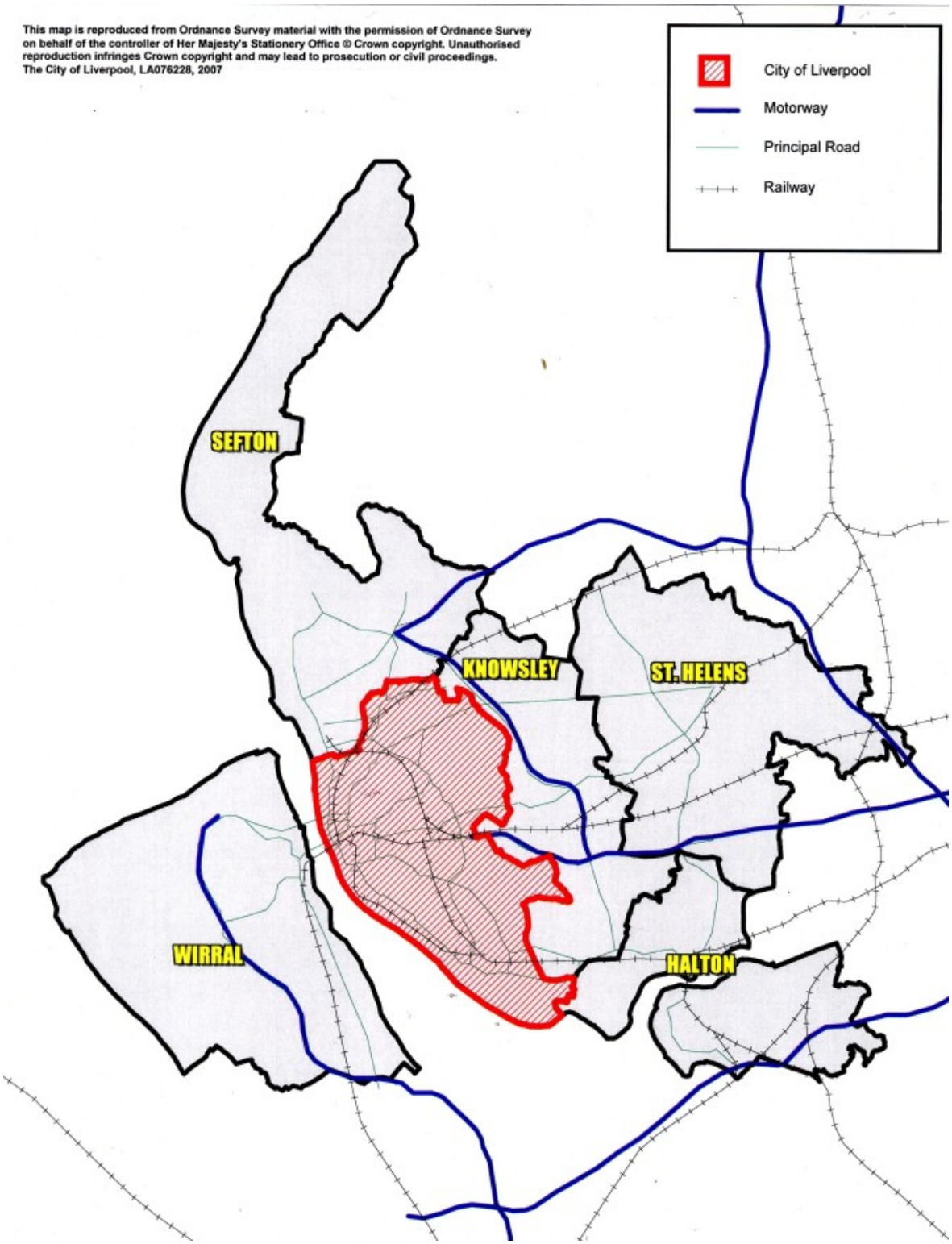
8 2011 Census, Office for National Statistics.
9 Liverpool City Council Economic Briefing 2016
10 GVA is a measure of the contribution to the economy of goods and services produced in an area or industrial sector.

3.7 In the last decade Liverpool has undergone positive and dramatic change, with major investment in the City Centre and other key employment locations, particularly within south Liverpool which has included the rapid expansion of Liverpool Airport. There has been increasing investment in residential areas and population loss has stabilised. The challenge for the Local Plan is to facilitate further economic investment, and the creation of sustainable neighbourhoods and a high quality environment, by building on the City's recent successes and capitalising upon the significant development opportunities that exist.



Picture 1 Liverpool and its relationship to other local authorities in Merseyside and the motorway and rail network.

Liverpool's Historical Development

3.8 Liverpool's original growth and development into a major city arose as a direct result of the rapid expansion of its role as a port from the 1700's through to the early 20th century. The docks, warehouses, commercial and civic buildings and structures resulting from Liverpool' s dominant role

in trans-Atlantic trade during this period make a significant contribution to the distinctive character of the City today. In the 19th century, new residential neighbourhoods built to accommodate a rapidly growing population attracted to the many port-related jobs and businesses were located in a ring around the City Centre, dominated in form by tightly packed streets of terraced properties. Many of these remain today. The radial road routes linking these areas with the City Centre have continued to provide the focus for shops and community facilities and form many of the City's present day district and local centres. The Leeds and Liverpool Canal also played a role in the historical development of Liverpool initially in the role as an historic transportation route which helped fuel the industrial revolution and more recently as an important tourism and leisure route with increasing potential.

3.9 Complementary new employment areas were also established during this period in Speke Garston to the south; the Edge Lane area, linking the City Centre with the M62; and Aintree/ Gillmoss/ Fazakerley to the north. These, together with the City Centre and the area adjoining the docklands in the north of the City, remain important locations for employment.

3.10 During the time of Liverpool's rapid expansion and growth, much of the City's current public open space was laid out, including extensive Victorian parks such as Princes Park, Sefton Park, Stanley Park, and Newsham Park. Many of the City's other planned open spaces from this time, such as garden squares, private parks and gardens and boulevards, still survive and together provide a variety of open space types making a significant contribution to the City's present character.

3.11 Important changes to the City's broad physical structure have arisen over the latter half of the 20th century as a result of the decline of the port function and the disuse of many of its docks and areas of warehousing as port activities were consolidated. Redevelopment of the waterfront for a mix of leisure, commercial, open space and residential uses, initiated in the early 1980's by the former Merseyside Development Corporation (MDC), is continuing. The remaining vacant, derelict and underused land and buildings on the waterfront, particularly to the north of the City Centre, present significant opportunities for further investment.

3.12 The consolidation of port activities, together with the closure of manufacturing plants on the City's periphery, arose as a result of changing patterns of international trade. Exacerbated by national economic restructuring, it resulted in job losses on an unprecedented scale. Between 1961 and 1985, for example, the number of jobs in the City fell by 43%, and the unemployment rate increased from 6% to 26%.[11]

3.13 As a result of these poor job prospects, and also the expanded housing choice provided by more attractive areas outside the City's boundaries, Liverpool's population fell continuously from the inter-war period onward - from 846,000 in 1931 to 439,000 in 2001. Outward migration of the younger and more skilled residents was an important feature of this decline, resulting in a residual population heavily dependent upon public sector and other support services, and an urban infrastructure more appropriate in scale to a much larger population.

Liverpool Today

The Economy and Jobs

3.14 Liverpool today is a diverse and dynamic city which has undergone a significant physical transformation in recent years with clear and encouraging signs of economic recovery. Substantial economic growth, from a relatively low base rate, has narrowed the GVA performance gap between Liverpool and the rest of the UK.

11 Past Trends and Future Prospects, Liverpool City Council, 1987

	LIVERPOOL	LIVERPOOL CITY REGION	CORE CITIES	UK TOTAL
GVA 2015	£10,907m	£29,452m	£144,288m	£1,650,623m
GVA 2014	£10,613m	£28,429m	£139,162m	£1,604,160m
% change 2014-15	2.8%	3.6%	3.7%	2.9%
GVA 2010	£10,435m	£26,951m	£124,604m	£1,387,527m
% change 2010-15	4.5%	9.3%	15.8%	19.0%
GVA 1997	£5,440m	£15,708m	£73,438m	£832,176m
% change 1997-2015	100.5%	87.5%	96.5%	98.4%

Table 2 Comparing Liverpool's GVA [12]

3.15 Liverpool's GVA growth of 2.8% was below the City Region average of 3.6%, the Core Cities average (3.7%) and just below the UK's average growth of 2.9%. Over the medium term (2010 – 2015) Liverpool's growth rate of 4.5% is significantly worse than the City Region rate of 9.3%, the Core Cities average of 15.8% and the UK rate of 19.0%. However, over the longer term (1997-2015) Liverpool's GVA has grown by 100.5%, which is above the UK (98.4%), the Core Cities (96.5%) and the City Region (87.5%) averages.

3.16 The most current figure, at the time of writing, for total employment (number of those employed) for Liverpool, as at 2015, is 234,700. This provisional figure is a slight decrease (0.2%) on the revised 2014 figure of 235,700, and below the average for the Core Cities. The sectors that employ the largest number of employees in the City are health (18.7%), retail (10.6%), education (10.2%), and accommodation and food (8.5%). In terms of job numbers:

3.17 the sectors with the greatest gains between 2010 and 2015 were:

- Wholesale: 4000 jobs (80% increase)
- Accommodation & food services: 4000 jobs (25% increase)
- Professional, scientific & technical: 2000 jobs (13% increase).

3.18 the sectors with the greatest losses between 2010 and 2015 were:

- Public administration & defence: -5000 jobs (24% decrease)
- Finance & Insurance: -1000 jobs (10% decrease).

(13)

3.19 Liverpool's recovery has resulted from the performance of important economic sectors and the strength of key assets, in particular:

- Business and professional services, knowledge-based industries, biological sciences and creative industries and development in economically important locations such as the City Centre, Waterfront, North Liverpool, Stonebridge Cross, South Liverpool, Central Liverpool, and the Knowledge Quarter (KQ Liverpool). These are key economic areas where business development, innovation and economic growth are the key priorities;

12 Source: ONS, GVA Release 2016
13 All figures are from the Office for National Statistics and the Business Register and Employment Survey.

- The designation of two Enterprise Zones – Mersey Waters (including Liverpool Waters) and Liverpool City and five Mayoral Development Zones - North Liverpool, the Knowledge Quarter, Stonebridge Cross, Central Liverpool and South Liverpool;
- A transport system which enables the vast majority of the City to be accessible by a choice of means of transport and which connects it effectively with the wider sub-region;
- Liverpool John Lennon Airport which experienced 694 % passenger growth between 1995 and 2014, compared to a UK increase of 84%. The owners, Peel Holdings, published a draft masterplan for consultation in summer 2017 which sets out forecasts of passenger growth and the proposed development required to support the anticipated growth, looking in detail to 2030 and in more general terms to 2050. The growth of the Airport has been achieved in the face of competition from other northern Airports and in particular Manchester Airport which is to benefit from the surface access improvements that will be brought by introduction of High Speed Rail and the release of significant land for employment development at Airport City and in the medium to longer term through the Greater Manchester Spatial Framework. Continued growth and success of the Port and Airport are vital to the continued success of tourism in the Liverpool;
- The Mersey Ports (Port of Liverpool, Birkenhead and the Manchester Ship Canal facilities) handling some 40 million tonnes of cargo between them annually ensure that the River Mersey is the third busiest estuary in Britain; The Port of Liverpool located on both banks of the River Mersey is the most important UK deep sea container ports for container services between Great Britain and North America. It is ranked 6th in the UK in terms of total tonnage; 5th in value of goods; and 4th largest for container traffic and is the main link to Ireland, with the roll on/roll off terminal handling over 30% of all freight to and from Great Britain. Following completion of a £400m deep-water container terminal – Liverpool2, the port's container capacity has been doubled and it is now one of the country's best equipped and connected terminals;
- A multitude of shopping facilities throughout the City, including an enlarged City Centre as a result of the Liverpool One development which has contributed significantly to an increase in visitor numbers;
- Considerable capacity for new housing development, especially on previously-developed sites; and
- A rich, historic environment including the World Heritage Site, which extends over a substantial part of the City Centre and northern waterfront, together with a diverse range of cultural and leisure attractions, which has stimulated a significant growth in tourism.

Homes and Neighbourhoods

3.20 Despite the significant achievements over the last decade or so, the City still faces a number of challenges. The legacy of its long-term economic and population decline is that Liverpool suffers from severe economic and social deprivation. Liverpool is ranked fourth in the English Indices of Deprivation, [(14)] which is an improvement from being ranked as the most deprived local authority in 2004, 2007 and 2010. The severity of Liverpool's deprivation is particularly apparent in residential neighbourhoods close to the City Centre, including Kirkdale, County and Everton wards in the north through Kensington and onto Princes Park and Riverside to the south of the City Centre.[(15)]Outside of the inner core, Speke Garston and Belle Vale also have some of the highest levels of deprivation in the country.

3.21 The City ranks as 3rd nationally in respect of health deprivation and disability and is 5th with regard to income and employment deprivation. The City has the highest level of income deprivation among England's core cities. The largest clusters of employment deprivation are within the wards of Everton and Kirkdale. [(16)]

14 English indices of deprivation 2015, published 30.09.15
15 The Index of Multiple Deprivation 2015 - A Liverpool analysis
16 The Index of Multiple Deprivation 2015 - A Liverpool analysis

3.22 The disparities between the most deprived and the least deprived areas in the City are also reflected in differences in housing conditions, resulting in very distinctive differences in housing market areas across the City. Strong and attractive markets in the suburbs and the City Centre contrast with neighbourhoods, particularly in the City's Urban Core, suffering from low demand and high levels of vacant properties. The housing stock here is concentrated in the lower-value, owner-occupied housing and in the social rented sectors.

3.23 Private sector housing accounts for 70% of total housing stock – this includes owner occupation and privately rented dwellings. The 2011 Census showed that private sector renting is a significant component of private sector stock at 23.4% compared with 16.7% nationally. Above average private renting is consistent with the profile across other cities, which tend to have a younger population.

3.24 Of the City's housing stock, 41.0% are terraced, and 23.3% are flats/ maisonettes. [17] The City has an above average proportion of these house types relative to wider geographies. It has a particularly low proportion of detached homes, which account for just 7.2% of dwellings. In total 73.8% of the City's housing stock comprises 2 or 3 bedroom dwellings and 12.9% comprises studios or 1 bed properties (which is above the 9.7% across the North West). The housing mix is to some degree a reflection of development densities, but does have implications – it influences in-commuting of higher earners, and influences local spending power. Diversifying the housing mix, subject to market demand, could assist regeneration.

Liverpool's population

3.25 In planning for Liverpool's future, it is important to understand the needs of its current and future population. Since 2000 Liverpool began to see its population increasing, with an increase of over 6% between 2001 and 2011 reflected in part by the recovery in the local economy during that period. Liverpool's population is a young one, reflecting the popularity of the City among students and young professionals. 45.4% of the population are in the 16-44 age group compared with 23.9% nationally. Only 1 in 7 Liverpool residents are pensioners which is lower than the England and Wales average.

Age Groups	**Liverpool**		**England and Wales**	
	Number	%	Number	%
0 -15	78,100	16.7	10,579,132	18.9
16 - 44	211,757	45.4	22,010,410	39.2
45 - 64	111,092	23.8	14,263,297	25.4
65+	65,466	14.0	9,223,073	16.4
Total Population	466,415	100	56,075,912	100

Table 3 Liverpool's Population [18]

3.26 Over the last ten years, Liverpool's BME (Black and Minority Ethnic) population has increased at a significantly faster rate than seen nationally (110.5% and 77.5% respectively). The City's White British and Irish population has decreased at a slightly greater rate than that seen nationally (-1.7% and -1.1% respectively).

17 Sources: 2011 census
18 Census 2011,ONS

3.27 In Liverpool, the scale of the deprivation faced in parts of the City manifests itself in social factors including significant health inequalities. Poor living, social, economic and environmental circumstances can impact adversely on physical health and mental well-being. The severity of Liverpool's health deprivation is reflected in the life expectancies for people in Liverpool. Life expectancy for males is 76.2 whilst for females it is 80.5. However, whilst there have been improvements, life expectancy is 10.3 years lower for men and 9 years lower for women in the most deprived areas of Liverpool than in the least deprived area.

Shops, Services and Tourism

3.28 Liverpool has a range of shops and services. The City Centre is the principal retail destination within the City and City Region for comparison shopping. Outside the City Centre there is a network of district and local centres seeking to meet the day to day needs of local communities. In addition the City has a number of out of centre shopping parks which provide a range of shops and facilities.

3.29 Changing economic and demographic dynamics have impacted on the health of the City's district and local centres. The Retail and Leisure Study 2016 concludes that the health of district and local centres across the City varies and with a few exceptions, have declined over time. Some are now too large or dissipated to sustain their existing facilities, lack community facilities, have high vacancy levels and suffer from a poor environment and public realm. The study considers that some centres require consolidation.

3.30 Liverpool is one of the principal centres for leisure, cultural and tourism attractions in the region. It was listed as third in the world's best cities to visit in 2014 and in 2015 Liverpool was the 6th most visited city in the UK for international visitors and 7th in England for domestic visitors. [19] Tourism-related development in hotels, transport and visitor facilities is a major element of the local economy.

Liverpool's Environment

3.31 Liverpool's historic role as a major port and trading centre has resulted in a significant number of major physical and environmental assets and in a rich and diverse architectural heritage. The City Centre, in particular, is possibly unrivalled in this respect in comparison with most other English provincial cities. The waterside setting, flanked by several important buildings, gives a unique river approach and a world-renowned frontage. This has been recognised by the inscription in 2004 of much of the City Centre and waterfront as a UNESCO World Heritage Site. In addition the City has more than 2,700 listed buildings, along with 36 Conservation Areas, 10 registered historic parks (two of which are Grade 1 Listed), and 4 Scheduled Ancient Monuments. Together, these assets provide Liverpool with a distinctive urban landscape which contributes significantly to the City's identity.

3.32 Liverpool also has substantial green infrastructure assets which include local wildlife sites and corridors, parks, allotments, street trees, the internationally important Mersey Estuary, the Leeds-Liverpool Canal, numerous playing fields and parks (some with lakes) and private gardens. Although many parks and open spaces annually achieve Green Flag status, the geographical distribution and quality is not consistent across the City and there is potential for improvements.

3.33 The City faces a number of environmental challenges as a result of economic decline and recovery and needs to respond to national and international environmental concerns. In particular:

- There is some 480 ha (4.2% of total area) of vacant and derelict land across the City and some 9,500 vacant dwellings, which represents about 4.4% of total dwelling stock.
- Approximately 4% (4.57km²) of Liverpool is at risk from fluvial flooding from main rivers (located in the Environment Agency flood zones 2 and 3). These areas of fluvial flood risk are concentrated alongside the main rivers in the north east of the City, including the River Alt, Tue Brook, Fazakerley Brook, Sugar Brook and Croxteth Brook

19 LCR LEP Tourism Data Summary 2016

- As Liverpool developed, its watercourses were culverted. These culverts now form critical infrastructure in terms of managing flood risk and the City Council as Lead Local Flood Authority will develop strategies to address these and other flood risk management matters.
- The whole of the City was declared an Air Quality Management Area (AQMA) in May 2008.
- Between 2005 and 2013 (most recent data available), per capita emissions in Liverpool fell from 6.3t per capita to 5.4t per capita, however the rate of reduction is slower in Liverpool than the country as a whole. In terms of contribution to total carbon dioxide emissions in the City, industry and commerce account for 43% of emissions, domestic emissions make up 35%, and transport contributes 23%, and
- In respect of the historic environment several of Liverpool' s designated heritage assets have been identified as being at risk. In 2016, 3 high-grade Listed Buildings or structures, one of its Registered Historic Parks and Gardens, 8 Listed places of Worship and nearly 20% of its Conservation Areas and were identified as being at risk

The Strategic Sub-Areas of Liverpool

3.34 Broadly, Liverpool is structured concentrically as a result of its historical development. It has a well-defined City Centre, which is surrounded by an arc of older neighbourhoods and industrial/dockland areas - the "Urban Core". Further out, there is a band of more recent residential suburbs and newer areas of industry - the "Suburban Areas".

Liverpool City Centre

3.35 The City Centre is the primary economic, commercial, retail, cultural and tourism centre for the City and City Region. It is at the hub of the sub-regional transportation network and has witnessed a significant transformation over recent years with the completion of a number of major development projects, such as Liverpool One which has significantly improved the City's retail offer, the Kings Dock arena and convention centre and the Museum of Liverpool. There has also been expansion of its commercial and knowledge districts and a substantial increase in City Centre living. It is the City Region's largest employment-generating area. The largest employment sectors in the City Centre are public administration and defence; health; professional, scientific and technical and education. However, the scale of the physical transformation is not yet fully reflected in the economic statistics.

3.36 The commercial district within the City Centre, centred around Old Hall Street, has seen significant expansion in investment in new high quality premises for professional, financial and other business services. 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. It is included within the Liverpool City Enterprise Zone which also includes the waterfront area and part of the northern docklands as far as Stanley Dock.

3.37 The University of Liverpool, Royal University Hospital, Liverpool School of Tropical Medicine and Liverpool John Moores University occupy a substantial area at the eastern half of the City Centre and 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" (under the brand KQ Liverpool) provides a concentration of expertise, knowledge and wealth-creating potential. The Knowledge Quarter vision document was launched on 20th October 2016.

3.38 Tourism and leisure industries are becoming a vital part of Liverpool's economy. Liverpool is one of the UK's and World's top cities to visit. A key draw for tourism is the City Centre's unique heritage and waterfront setting, which includes the Royal Liver, Cunard and Port of Liverpool Building, together with numerous other historic buildings. It has a very successful night time economy with numerous bars and restaurants and has received the Purple Flag award. The City Centre also has a number of quality theatres, concert venues and cinemas including Kings Dock Arena, Liverpool Empire, Philharmonic Hall, the Playhouse, Royal Court and Fact; and numerous museums, galleries

and visitor attractions including those around William Brown Street/ Lime Street, the Bluecoat, and Hope Street area. The Museum of Liverpool, the largest newly built national museum in the UK for a century opened at Mann Island in recent years.

3.39 The Main Retail Area within Liverpool City Centre is the principal retail destination within the City and the City Region for comparison shopping. The Liverpool One scheme created 154,000sqm of new retail floorspace. London Road Shopping Centre provides a complementary focus for discount retailing, anchored by the TJ Hughes store and also provide local retail facilities to serve a growing residential population.

3.40 In common with many other major city centres in the country there has been significant investment and interest in recent years in new housing, resulting in an increase in its population. Such has been the growth in development interest over that period that 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 have previously accommodated industrial, business and warehousing uses.

3.41 Within the City Centre there are small areas of open space which, together with street trees, provide some relief from the very dense urban form. Examples include St John's Gardens and the Liverpool One Chavasse Park. In addition there are many smaller civic spaces such as at Bixteth Street, Abercromby Square and St Peter's Square which provide some openness. However, overall, given the high density of development within the City Centre, there is limited green infrastructure provision and the few opportunities for additional provision are largely restricted to green walls/green roofs. However, the Knowledge Quarter (KQ Liverpool) includes some new projects - such as the new Royal Liverpool Hospital/ Life Sciences campus which has planned for green open spaces following the best practice example of Liverpool ONE. Open spaces are also included within LJMU's masterplan with developments such as Copperas Hill needing to be welcoming to the local community and the Paddington Village SRF (which is also an SPD) has similar proposals for a green spine. The Green & Open Spaces Review Board Final Report recommends the creation of green corridors spiralling out from the City Centre as a way to connect people into the heart of the city via green infrastructure.

The Urban Core of Liverpool

3.42 The Urban Core extends from the residential districts of Walton, Anfield, Everton and Kirkdale in the north of the City, through Tuebrook and Kensington to the east and to Toxteth and the Dingle to the south. It includes areas along the Mersey waterfront, to both the north and the south of the City Centre, which were formerly dominated by port-related uses such as working docks, warehousing and associated industry.

3.43 The consequences of economic decline, issues of social disadvantage and significant physical and environmental decline are particularly evident within the Urban Core. The area contains some of the most disadvantaged neighbourhoods in the City, in terms of income, employment, health deprivation and disability. For example large parts of Everton and Kirkdale wards are within the most deprived one per cent nationally and these wards also have the largest clusters of income and employment deprivation. Some of the largest clusters of health deprivation are centred in and around the wards of Everton/ Kirkdale and and also Princes Park/ Picton.[20]

3.44 However, North Liverpool's location, immediately adjacent to the north of the City Centre, provides an opportunity for longer term development to transform its economy. The City Council has in partnership with Wirral Council successfully bid for both an Enterprise Zone "Mersey Waters" - which includes the urban waterfront development areas "Liverpool Waters" immediately to the north of the City Centre (and part of the Liverpool City Enterprise Zone) and at "Wirral Waters" on the opposite bank of the Mersey at Birkenhead.

20 The Index of Multiple Deprivation 2015 - A Liverpool analysis, Liverpool City Council

3.45 The Urban Core is home to around a third of the City's population. In housing terms it consists, for the most part, of an arc of long-established residential neighbourhoods, originating in the City's rapid Victorian expansion, together with more recent neighbourhoods created by a succession of post-war, urban renewal programmes. Many of these areas are dominated by social rented housing and lower value private sector housing and suffer from low demand.

3.46 The Urban Core includes large areas of industrial and warehousing areas as well as residential suburbs and district shopping centres which are undergoing regeneration. It encompasses the most important expanse of docks in the north of the UK which following the construction of the Liverpool2 deep water container terminal has the capacity to handle the largest container ships and enable the Port of Liverpool to be the UK's national gateway and transhipment hub for Ireland.

3.47 In addition, the concentrations of vacant land and buildings within North Liverpool present significant opportunities for major economic development. "Liverpool Waters" is the largest single development opportunity in the City, comprising some 60 hectares of land (stretching from Princes Dock, on the edge of the City Centre, north to Bramley Moore dock) and is owned by Peel Holdings. It is the subject of an emerging long-term, mixed-use development proposal and is designated as part of the Mersey Waters Enterprise Zone. Both Everton (EFC) and Liverpool football clubs (LFC) are located in the area. with LFC undergoing expansion, and EFC are seeking to deliver a new stadium in the City.

3.48 The Edge Lane corridor, is the main route into Liverpool from the M62 motorway. It supports a range of employment uses, with a concentration of knowledge-based industrial and light industrial uses many of which are based at the well-established Wavertree Technology Park and Liverpool Innovation Park. Edge Lane Shopping Park is currently being redeveloped to create a modern shopping and leisure destination.

3.49 The Urban Core contains a number of shopping centres (including Breck Road, County Road, Edge Hill, Great Homer Street, Kensington Fairfield, Lodge Lane, Park Road and Tuebrook) which vary in terms of their retail offer, shopping environment and overall vitality and viability. These centres are an important part of the area's social infrastructure. New and enhanced retail facilities are being delivered at Great Homer Street.

3.50 Open Space within the area comprises large City Parks (Princes Park, Everton Park, Newsham Park and Stanley Park) and a large number of smaller open spaces. The Urban Core has the smallest area of natural and semi-natural open space in the City, with only two sites identified as having significant wildlife value, at Melrose Cutting and Stanley Sidings.

The Suburban Areas of Liverpool

3.51 The Suburban Areas of Liverpool are predominantly residential in character, broadly consisting of a belt of relatively stable and successful housing areas bounded by a band of more problematic housing areas.

3.52 The Suburban Areas include two extensive areas of employment activities at Stonebridge Cross in the north of the City and in South Liverpool in the Speke / Garston area. The latter has undergone substantial and comprehensive economic regeneration activity over the past decade, attracting significant investment in high quality, modern business premises. It continues to provide a range of employment opportunities. A Strategic Regeneration Framework to promote and manage further development of the area was approved by Liverpool City Council in 2011. There has been recent investment in site assembly, infrastructure and environmental enhancement and the area offers a range of investment opportunities.

3.53 The Stonebridge Cross area with its direct links to the motorway network via the M57 has become a significant focus for warehousing and distribution activity. The largest employer in the zone is Home Bargains (owned by TJ Morris). The first phase of Stonebridge Business Park was completed in 2008, and is now home to housing provider Liverpool Mutual Homes, social business NSC (Neighbourhood Services Company), and Eurofoods.

3.54 In addition, Liverpool John Lennon Airport and the Port of Garston, important regional assets and key economic drivers for job creation and economic growth, are both located within the suburban area of Liverpool. This area also contains two rail freight terminals, the Garston Freightliner Rail Terminal and Ford's Speke Freight Terminal.

3.55 The Suburban Core housing area is characterised by owner-occupied housing at values in excess of the City average, set in attractive residential areas which include West Derby, Hunts Cross, Childwall, Woolton, Allerton, Grassendale and Mossley Hill. The fringe areas contain the housing areas of Speke, Garston, Belle Vale and Netherley, Norris Green, Croxteth, Fazakerley and Dovecot. These areas tend to be largely characterised by social housing together with private housing at values nearer the City average. In certain neighbourhoods, the lack of housing choice has given rise to issues of longer term neighbourhood sustainability.

3.56 The fringe areas also display similar characteristics in terms of social and economic deprivation, with Speke Garston, Croxteth and Norris Green having some of the highest levels of deprivation in the country.

3.57 There are a number of retail centres spread throughout the Suburban Areas. These are Aigburth Road, Allerton Road, Belle Vale, Broadway, Garston, Hunts Cross, Old Swan, Smithdown Road South, Wavertree High Street, Woolton, Walton Vale, West Derby Village and Speke. Although the characteristics and condition of these centres vary, overall the quality and range of shops and services is relatively good. Allerton Road is a particularly strong centre with a diverse range of shops and services. Garston on the other hand is a poorly performing centre with similar characteristics to those in the Urban Core, including a high number of vacancies and a poor environment but with potential for improvement. The network of centres is supplemented by three out-of-centre retail parks - New Mersey and Hunts Cross to the south of the City in the Speke/Garston area, and Stonedale Crescent to the north east in the Croxteth area.

3.58 There are significant green infrastructure assets within the Suburban Areas. These assets include areas of Green Belt at Croxteth, Netherley and Speke; the Mersey Estuary SPA/Ramsar/SSSI;[21]; a number of City Parks, including Sefton and Croxteth Park; and all of the City's Local Nature Reserves. Open spaces, both large and small, including extensive interconnected areas of parks and other green spaces at Otterspool and Calderstones/Woolton, contribute to the attractiveness of the residential suburbs and provide valuable additional qualities such as for adapting to climate change and habitat diversification.

21 SPA - Special Protection Area, designated under the European Commission Directive on the Conservation of Wild Birds (79/409/EEC, article 4.2; Ramsar - wetland of international importance designated under the Ramsar Convention 1971; SSSI - Site of Special Scientific Interest.

4 The Vision and Strategic Priorities for the Local Plan

The Local Plan Vision

By 2033 Liverpool will be a sustainable, vibrant and distinctive global city at the heart of the City Region. Development opportunities will have been maximised to create an economically prosperous city with sustainable communities and an outstanding and high quality natural and built environment.

Liverpool will be a city with a growing competitive and robust economy, attractive to new investment and business. The City will have capitalised fully on its enhanced global and international connectivity that is expressed in the Liverpool SuperPort initiative and the ability to generate growth of sectors in which it has key strengths such as business and professional services, public administration, the knowledge and creative industries and culture/tourism, renewable and low carbon energy production and green businesses, together with the sustainable development and redevelopment of other unique and important assets such as the Port of Liverpool, Liverpool John Lennon Airport, the Cruise Liner Terminal at the Pier Head and the City's football stadia. The key employment areas will be highly accessible to residents, particularly via sustainable modes of transport.

Liverpool's residential neighbourhoods will be thriving and attractive places to live and the City's population will have increased. The City's housing offer will have been transformed with high quality and well-designed, low carbon housing within a range of values and a more diverse housing offer to meet residents' needs and aspirations. District and Local centres will serve as vibrant and accessible focal points for communities, providing a range of shops, community services and facilities to meet the day-to-day needs of residents.

New development will have taken place in a manner that mitigates against and adapts to the cause and impacts of climate change. It will have taken account of flood risk, be energy efficient and of high design quality, championing outstanding new architecture, making efficient use of resources and facilitating waste prevention. It will respect and where appropriate reinforce local character and the relationships between buildings and spaces. Liverpool will have efficient infrastructure including transportation, utilities and communications.

There will be a strong relationship between the City's built environment (including its cultural and architectural heritage), its green infrastructure and economic renewal and the development of vibrant, healthy and sustainable communities. Its heritage assets will have been conserved, biodiversity enhanced and nature reserves, parks and gardens and other open spaces will have been identified, protected, improved and made more accessible for future generations.

The City Centre will continue to be a thriving regional centre for commercial and retail investment, cultural, tourist, art, civic, and leisure facilities. It will be welcoming and navigable for visitors and it will have maintained and enhanced 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.

The population within the Urban Core surrounding the City Centre will have increased. North Liverpool will have been transformed through significant economic development, excellent neighbourhood design, and investment in housing, schools, university and other higher education facilities, a rebuilt teaching hospital, transport infrastructure, shopping facilities, local health facilities, public services and open spaces.

In the Suburban Areas of the City, peripheral housing estates will have a balance of housing types and tenures. Opportunities for economic development at Speke/Garston and Stonebridge will have been maximised. Elsewhere in Liverpool's suburbs, popular, attractive neighbourhoods and vibrant district and local centres will continue to be successful. Important environmental and open space assets will have been protected and enhanced.

4.1 Building on the Vision and taking account of the key issues within Liverpool a number of strategic priorities have been identified for the City. These priorities provide the link between the high level Vision and the Local Plan policies and site allocations by setting out the key outcomes for Liverpool. They will be delivered by the policies in the Local Plan.

Strengthen The City's Economy

To increase the City's economic performance by ensuring sustainable economic growth across all business sectors and areas with strong growth potential, for the benefit of the whole City to ensure economic disparities are reduced.

Create Residential Neighbourhoods That Meet Housing Needs

To achieve an overall level of housing growth consistent with Liverpool's requirements and which contributes to social and economic regeneration, and improving the design quality and diversity of the City's housing offer to support the creation of vibrant, mixed, healthy and sustainable communities including dwellings designed for people with physical and learning disabilities.

Vital and Viable Centres

To protect and enhance Liverpool City Centre's role as a regional shopping, leisure, tourism and cultural destination; and ensure a sustainable spatial distribution of vital and vibrant district and local centres with a diverse range of quality shops, services, community, health and education facilities, which are highly accessible and meet the everyday needs of local communities.

A High Quality Historic Environment

To protect and enhance the City's unique historic and architectural environment, including the World Heritage Site, Conservation Areas, Listed Buildings, Registered Parks and Gardens, Scheduled Monuments and heritage assets of local significance; to maximise the potential contribution they can play in delivering the social and economic objectives of the City; and to encourage their sustainable reuse or adaptation.

Attractive and Safe City With A Strong Local Identity

To ensure all new development achieves high quality and inclusive design to ensure an attractive, distinctive, healthy and sustainable City for those who live in, work in and visit Liverpool; encourages physical activity opportunities; avoids adverse environmental impacts; and is adaptive and resilient to climate change.

High Quality Green Infrastructure

To protect and enhance Liverpool's green infrastructure to ensure more attractive and cleaner residential neighbourhoods; sustain and promote biodiversity; mitigate against and adapt to climate change including contributing to flood risk management; and to provide greater opportunities for sport and recreation, walking and cycling and growing food locally to encourage better health and mental and physical wellbeing.

Use Resources Efficiently

To ensure that all new development avoids adverse environmental impact and is adaptive and resilient to climate change impacts; and ensures the sustainable growth of the City. New development should seek to prevent waste, and reuse and recycle materials where possible and to consider these issues in the design stage of new development.

Maximising Sustainable Accessibility

To ensure maximum accessibility for all to employment, shops, services, education and training, by supporting and improving the City's transport infrastructure, particularly sustainable modes, and ensuring all new development encourages active travel and is highly accessible by sustainable modes of transport and that Liverpool's transport infrastructure is resilient to climate change.

Maximising Social Inclusion and Equal Opportunities

Major developments should make a measurable contribution to the promotion of social inclusion and equal opportunities including physical access for all in the communities in and around the area where the development is taking place

5

Delivering the Vision and Strategic Priorities 5

5 Delivering the Vision and Strategic Priorities

5.1 The Local Plan Strategic Policies

5.1 The Local Plan provides a framework to achieve sustainable development in the City and to plan positively for its future, by ensuring that the City gets the right development, in the right location, at the right time in order to meet the needs of people living and working in Liverpool.

5.2 Liverpool is an urbanised area which is physically and functionally part of a much larger, contiguous urban area, and because of its history, the City has a substantial resource of previously-developed land and buildings. The spatial strategy is concerned with capitalising on this resource, recycling existing land and buildings rather than physically expanding outwards, or exporting development needs to outlying parts of the wider sub-region. The approach seeks to maximise the City's economic growth potential whilst creating vibrant and sustainable communities, particularly within areas with the greatest social and economic needs.

5.3 The Strategy directly addresses the national planning priority to bring forward development and change in a sustainable way. It comprises policies setting out the spatial priorities for the City and sustainable growth principles that should be applied to new development. In addition a policy is included which takes forward the NPPF presumption in favour of sustainable development. The strategic policies in the City Centre Chapter and thematic policy chapters set out the detailed policy requirements to deliver the priorities and sustainable development principles.

STP1. Spatial Priorities for the Sustainable Growth of Liverpool

To create a robust and regionally significant competitive economy, and thriving and attractive residential neighbourhoods, development including the provision of new homes and land for employment uses will be located in sustainable locations. This will be achieved by:

a. Focusing economic development in the City's **key employment areas** including – North Liverpool, City Centre (including the Knowledge Quarter (KQ Liverpool)), Stonebridge/Gillmoss/ Aintree, Central Liverpool, South Liverpool (including Speke and Garston), and **Enterprise Zones** – Mersey Waters (Liverpool Waters) and Liverpool City;
b. Prioritising **District and Local centres** as the location for investment in local retail and service facilities;
c. Ensuring economic growth is the key priority within the **City Centre**, by supporting the growth of financial, business and professional services sector, knowledge-based and creative industries, and prioritising the City Centre as the location for regionally significant comparison goods retailing and culture, leisure and tourism activities;
d. Supporting the provision of a range of new homes on **previously developed sites in sustainable locations** to meet the identified need for new housing across the various housing sub-market areas within the City;
e. Ensuring sustainable and attractive residential neighbourhoods across the City; and
f. Supporting the sustainable growth of **Liverpool John Lennon Airport, The Port of Liverpool** and **Cruise Liner Terminal.**

Explanation

5.4 The Integrated Evidence Study and the SHELMA set out the number of new homes the City needs to plan for and the amount of employment land that needs to be provided. Locations which are both sustainable and deliverable will be prioritised.

5.5 The Spatial Priorities in the policy above seek to make best use of the capacity for economic growth and regeneration of a core urban area including Liverpool City Centre which is accessibly located at the heart of the City Region and at the hub of an existing transport network. Economic growth will therefore continue to be the key priority for the City Centre which is the primary economic, commercial, retail, and cultural and tourism centre for the City and City Region. The City Centre Chapter (Chapter 6) sets out in more detail how this will be achieved.

5.6 In addition the policy seeks to focus economic development within existing employment areas in the City, including the Enterprise Zones which are the most sustainable locations for new business growth. Existing employment areas in the City include the most significant concentrations of previously developed land and vacant or underused buildings and development opportunities that will be crucial to delivering economic growth in the City. They are also accessible to local communities. The Liverpool Waters area of the Mersey Waters Enterprise Zone on the northern waterfront provides the largest single development opportunity in the City. It covers an area of some 60 hectares, promoted by its landowner, Peel Land & Property (Ports) Ltd. The designated Enterprise Zone offers a number of benefits to businesses seeking to locate there, including 100% business rate discount for 5 years and a simplified and flexible planning regime. In addition the completion of Liverpool2 will have significant benefits for economic growth and investment within the City and City Region as part of the wider Liverpool SuperPort initiative which encompasses all of the logistics and transport assets across the City Region.

5.7 District and Local centres in accordance with the NPPF town centre first approach are the priority location for new investment for local shops and services as they are accessible to local communities. The SHELMA identifies that Liverpool should make provision for 1739 dwellings per year. This is explained in further detail in the housing chapter. Given existing housing commitments within the City, the Local Plan does not need to allocate a significant amount of land for new housing. Therefore, within the City's residential areas the emphasis will be on ensuring sustainable and attractive new neighbourhoods.

5.8 The sustainable growth of capacity at the Airport is a key spatial priority for the City. Its physical expansion will be required to be undertaken in such a way to minimise adverse environmental impacts. This Policy also provides support for the sustainable growth of the Port of Liverpool given its importance to the City and the wider City Region, despite the majority of it being located outside the City's boundary, within Sefton and Wirral. Further support and guidance is also provided, together with that for the Port of Garston, at Policy EC7.

STP2. Sustainable Growth Principles and Managing Environmental Impacts

1. New development should seek to avoid negative impacts on the environment through adoption of best practice. Where a negative effect is identified this should be mitigated by appropriate measures. Specifically, to ensure the sustainable growth of the City, new development should:

    a. As a first priority, be located on previously developed land and/or re-use an existing building**,** seek to use secondary materials such as recycled aggregates and where appropriate aim to secure the remediation of contaminated sites;
    b. Make a positive contribution to the delivery of sustainable communities including through the promotion of social inclusion and equal opportunities in the communities in and around the area where the development is taking place;
    c. Ensure no adverse impact on the operation of existing businesses in the area within which the proposed development is located;
    d. Make positive improvements to health and well-being across the City;
    e. Protect and enhance the City's green infrastructure network, including areas/sites/species of ecological importance and make a positive contribution to the establishment of the "green web"/green corridors;

f. Contribute to ensuring a net gain in biodiversity in the City including, where relevant, contributing to the recovery of priority species and habitats;
g. Conserve and enhance the City's heritage assets including reflecting, protecting, and enhancing the area's historic character and environment;
h. Be located where it is already accessible by sustainable transport or where it could easily be made accessible by sustainable transport including walking, cycling, public transport and electric vehicles and vehicle charging;
i. Deliver high quality contextual design which helps to reinforce the distinct character and identity of the various parts of the City; and results in the efficient use of resources generally including materials, water and energy; reduces carbon emissions and thus contributes to achieving zero carbon buildings; promotes opportunities for physical activity; and minimises waste, light and noise pollution;
j. Be well adapted to the effects of climate change including incorporating appropriate climate change adaption measures and meeting the highest feasible environmental standards during construction and occupation;
k. Avoid areas at risk of flooding and demonstrate it will not exacerbate potential sources of flood risk;
l. Improve and protect water and groundwater quality, including the River Mersey, Leeds & Liverpool Canal, and other inland rivers and watercourses, and where appropriate and feasible the opening up of watercourses to assist in flood risk management;
m. Minimise adverse impacts on, and include measures to improve air quality within the City; and
n. Be adequately supported by infrastructure, including water treatment infrastructure, and contribute to the provision of infrastructure identified as necessary to support the development proposal in accordance with STP5.

Explanation

5.9 This policy is aimed at ensuring that all development minimises its impact on the environment and where necessary mitigates any impacts. It sets out a number of principles that all new development proposals within the City should comply with in order to ensure that proposals contribute to achieving sustainable economic growth and strong, thriving and healthy communities. All development will give rise to some environmental challenges and therefore proposals across the City should contain mitigation measures to address environmental impacts regarding air quality, light and noise pollution, surface water bodies and groundwater, flood risk, and biodiversity protection. The appropriate location and design of new development can avoid, mitigate or minimise these impacts.

5.10 The development principles set out above are aimed at utilising land efficiently by requiring the use of previously developed land and buildings first to meet the City's objectively assessed needs for employment and housing. Significant concentrations of previously developed land and vacant/underused buildings present opportunities to attract investment in economic growth and job creation. Making these areas the priority locations for such development will also help to protect existing green areas from inappropriate development, whilst improving the general physical environment for all users of the City. It is equally important to ensure that developers ensure appropriate remediation of contamination.

5.11 It is important that new development contributes to the creation of sustainable communities. A more pro-active approach is required from developers to ensure that the benefits of development more directly promote social inclusion and equal opportunities.

5.12 Developments should aim to minimise their impact on neighbouring properties. Future developments will be expected to avoid potentially conflicting uses. The Local Plan sets out how the City will develop in the future and provides the framework for managing development by identifying

areas for different uses. Operations that are likely to give rise to noise, dust, vibration or other pollutants are also controlled by the licensing regime implemented by the Council. Where new developments are proposed, particularly those involving a residential element, it will be important to ensure that the operational requirements of existing businesses in the vicinity are not prejudiced as a result of the new development and that residential amenity and the safety of future occupants is maintained by ensuring that this is addressed in the design of the proposed scheme.

5.13 Liverpool is the third highest ranked local authority area in England for health deprivation and disability. Improving the health and well-being of City residents is therefore an important factor which developers should take into account in the design and location of new development proposals.

5.14 Liverpool's green infrastructure network (including sites/ areas and species of ecological importance) and heritage assets are an integral part of Liverpool's distinctive character and make a vital contribution to the attractiveness of the City as a place in which to live, work and invest. The natural environment assets also have benefits for climate change, health and biodiversity. The Strategic Green and Open Spaces Review Board Final Report of 2016, recommends the establishment of a "Green Web" which builds upon a series of existing and potential linear corridors radiating from the City Centre intersected by parks and open spaces. It is therefore important that development proposals ensure the protection and enhancement of these assets and make appropriate contributions to the establishment of the "green web".

5.15 Ensuring that development reduces the need to travel by motorised transport assists in achieving sustainable growth in the City. Development should promote safe walking and cycling routes and should therefore be located where it is or could be made accessible by sustainable transport modes including walking, cycling and public transport. In addition developments should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles. Electric vehicles are expected to become more popular as technology advances and vehicles become less expensive. It is therefore necessary for future development to be able to accommodate electric vehicles recharging facilities in order to deliver a sustainable City with improving air-quality. Policy TP8 in the Transport Chapter of this Local Plan sets out the requirements.

5.16 Development should deliver high quality design which reflects the character and identity of the area. Good design should result in high standards of energy and water efficiency, the use of sustainable materials where possible, minimisation of noise and light pollution and also waste. In terms of waste the aim should be to adopt the principles of a circular economy, in which resources are kept in use for as long as possible, extracting the maximum value from them whilst in use, then recovering and regenerating products and materials at the end of each service life, as an alternative to a traditional linear economy (make, use, dispose). [22] This will contribute significantly to the creation of a more sustainable Liverpool, together with the use of low carbon technology during construction and operation. In addition, given the likely impact of climate change, it is important that development proposals are well adapted to its effects and are designed to the highest environmental standards possible.

5.17 4% of Liverpool is within a flood risk zone from tidal and fluvial sources. It is important that new development does not exacerbate potential flood risk from all sources and includes mitigation measures, which, in particular, will be required in development proposals in high risk areas. Sustainable Urban Drainage Systems (SUDS) should be provided. It is also important for new development to avoid areas at high risk of flooding, whether from river, sea or, of particular concern in Liverpool, surface water.

22 www.wrap.org.uk

5.18 Given the City's location on the River Mersey and the numerous watercourses and bodies of surface water within it, it is important for the Local Plan to ensure their protection and, where possible, enhancement, in line with new requirements under the Flood and Water Management Act (2010) and the City Council's role as Lead Local Flood Authority (LLFA). It is also important to ensure that new development does not exacerbate air pollution problems.

STP3. Protecting Environmentally Sensitive Areas

1. All development proposals should avoid and/or mitigate negative impacts on European habitat sites within and beyond the Liverpool boundary to such an extent that a conclusion of No Adverse Effects on Integrity can be drawn.

2. Sensitive areas where development may have an impact, and which would therefore require avoidance or careful assessment and mitigation measures, include:

    a. Areas at risk from coastal, river and surface water flooding, including small areas along the River Mersey and on the north east and south east fringes of the City, and North Docks and Garston Docks which provide access to processing and trans-shipment facilities for mineral resources from the Mersey Estuary, Liverpool Bay and other sources.
    b. Areas at risk from ground water flooding.
    c. Natura 2000 sites and Ramsar sites both within and beyond the Liverpool City Council boundary. Development proposals which may have an adverse impact will be subject to a Habitat Regulations Assessment at the project level to ensure that any likely significant effects have been assessed, and measures to avoid or mitigate these effects have been identified and are deliverable.
    d. Neighbouring authorities European sites, including the Sefton Coast SAC, the Sefton section of the Ribble and Alt Estuaries SPA and Ramsar site, the Liverpool Bay SPA, Mersey Narrows and North Wirral Foreshore SPA/ Ramsar. These sites will also be managed through the City Council working in partnership with neighbouring authorities on appropriate management plans.

Explanation

5.19 This policy requires proposals to avoid or mitigate impacts on European habitat sites within and beyond the City and identifies the sensitive areas where development may have an impact, and which would therefore require avoidance or careful assessment and mitigation measures. This includes Natura 2000 and Ramsar sites within and beyond Liverpool.

5.20 The Liverpool Habitats Regulation Assessment (HRA) (December 2017) provides an assessment of the implications of the Local Plan for internationally important wildlife sites of international importance. A range of possible ways in which the development set out in the Local Plan can affect internationally important sites have been scrutinised. These include:

- Recreational pressure (both disturbance of wildlife and potential damage to habitats);
- Loss of important associated habitat outside the designated sites themselves;
- Water quality pathways (e.g. pollution); and,
- Pollution through changes in air quality.

5.21 Policies within this Local Plan take account of the findings to avoid negative impacts on these sites. The HRA has identified that it is necessary for the City Council to work in cooperation with neighbouring districts to manage recreational pressure and disturbance on the North Sefton Coast and the City Council has begun to do so by contributing to the development of a visitor management strategy.

5.22 Commencing early in the plan period Liverpool City Council will work with work with partners, including the other Merseyside authorities, to devise and implement a Visitor Management Strategy to protect all European sites in the Liverpool City Region from increased recreational pressure. The financing of this VMS may include a tariff to be applied to net new residential development.

STP4. Presumption in Favour of Sustainable Development

1. The Local Plan as a whole has a presumption in favour of sustainable development. Planning applications that accord with this Local Plan (and where relevant Neighbourhood Plans) will be approved unless material considerations indicate otherwise.

2. Where the Local Plan does not contain policies relevant to the proposed development or relevant policies are out of date at the time of making the decision, the City Council will grant planning permission unless:

   a. Material considerations indicate otherwise
   b. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the National Planning Policy Framework taken as a whole, or
   c. Specific policies in the NPPF indicate development should be restricted.

Explanation

5.23 When considering development proposals the City Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The City Council will work pro-actively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in Liverpool taking account of local circumstances.

Infrastructure & Developer Contributions

5.24 The Local Plan sets out the quantum and preferred locations of development to be achieved in the period up to 2033. This will create demand for new infrastructure provision and improvements to existing facilities and services. Therefore, if sustainable communities are going to be created and a lack of infrastructure is not going to act as a barrier to new investment, it is imperative that the right type and level of infrastructure is provided at the right time.

5.25 Therefore, new development proposals should be adequately supported by infrastructure and contribute to the provision of infrastructure identified as necessary to support the development proposal. In line with national policy, infrastructure in this context is widely defined as: physical infrastructure (including transport, water supply, wastewater, energy, telecommunications, utilities, flood risk, waste and minerals); social infrastructure (including health, social care, education, security, community and cultural facilities); and green infrastructure (including open spaces, playing pitches and playing areas).

5.26 The policies below seek to deliver sustainable development and growth within Liverpool by ensuring that new developments are supported by appropriate infrastructure in a timely manner. The necessary investment will come from a variety of sources, including the City Council, Government Departments, public agencies, utility service providers and the private development industry.

STP5 Infrastrcuture Provision

1. New developments should primarily be located on previously developed land in accordance with Policy STP2 and then in areas with the best infrastructure capacity, to maximise the use of existing facilities, minimise the need for new provision and reduce the need to travel.

2. Where new development is likely to create a specific shortfall in infrastructure capacity or exacerbate existing deficiencies as identified by service providers or in the Council's Infrastructure Delivery Programme (IDP), developers will be required to adequately mitigate or compensate for those deficiencies, in line with Policy STP6 – Developer Contributions, either through:

   a. Providing new on or off-site infrastructure provision; and/or

   b. Making payments through a Community Infrastructure Levy or other developer contribution procedure.

3. Measures to address capacity issues will be required to be in place before development is begun or occupied; developments therefore should be phased accordingly. On developments that will be completed in phases or over a number of years, an agreed delivery schedule of infrastructure works and/or phased payment scheme may be required.

4. Applications for the provision of new infrastructure will be supported where they are required to help deliver national priorities and locally identified requirements and where their contribution to agreed objectives outweigh the potential for adverse impacts.

Explanation

5.27 The National Planning Policy Framework (NPPF) sets out a number of core principles which include encouraging the reuse of existing resources and focusing significant development in locations which are or can be made sustainable. Policy STP2 requires development to be located on previously developed land as a first priority, this policy then requires new development, to be located in areas of the City with the best infrastructure capacity, enabling the opportunity for spare capacity to be utilised before the need to provide new facilities. Also, locating new development in locations with better facilities and services reduces the need for future occupants to travel elsewhere to meet their needs.

5.28 NPPF also requires that Local Plans contain policies to deliver the provision of infrastructure to enable the creation of sustainable communities, ensuring that potential barriers to investment, such as any lack of infrastructure, are addressed. To create sustainable communities improvements to existing, or provision of new infrastructure may be required to make development acceptable.

5.29 The City Council in 2012 prepared an Infrastructure Delivery Programme (IDP) in collaboration with service providers and other key stakeholders. It included a schedule which confirmed where possible, the type and location of new infrastructure provision, the reason for the requirement, the lead agency, phasing, costs and sources of funding. To support the new Local Plan the IDP was updated in 2017.

5.30 The updated IDP, together with consultation with service providers, will be used to determine whether new development (individually or cumulatively) creates a specific shortfall in infrastructure capacity or exacerbates existing deficiencies and will be the basis for determining developer contributions.

5.31 The IDP is a 'living' document which will be monitored and updated regularly to review delivery progress and to allow adjustments if necessary, including the need to identify alternative funding arrangements if delivery is delayed; or to reflect changing infrastructure needs of the City. The need to phase future development in order to align with the need for new essential infrastructure has not so far been identified. National policy requires that any infrastructure or other requirement imposed on any development proposal through the planning process must not threaten the economic viability of that proposal.

5.32 Where new infrastructure is required to deliver national priorities and deliver locally identified requirements, the Council will support such proposals provided that the benefits outweigh any adverse impacts. Such impacts may include, but are not limited to, ones relating to: residential amenity; visual amenity; designated natural and historic assets both within and beyond the Liverpool City Council boundary; visitor and tourist economy; potential development sites in adjoining areas; flood risk; levels of light, noise and vibration; water quality and resources; local transport network; and waste and mineral resources.

STP6. Developer Contributions

1. Developer contributions will be sought to ensure that new development meets the reasonable costs of providing the on and off-site infrastructure requirements, to meet the needs for additional or improvements to existing local and strategic infrastructure, services and facilities that would mitigate and/or compensate for the impacts generated by the new development.

2. All developments will also be expected to provide for the future maintenance of facilities provided as a result of the development.

3. Developer contributions may be secured as a planning obligation through a Section 106 agreement, where development would otherwise be unacceptable and/or through the Community Infrastructure Levy (CIL) to enable the cumulative impacts of developments to be managed.

4. Where viability is identified as an issue, a site specific independent financial evaluation will be required to demonstrate to the Council that a development will be unviable as a consequence of the developer contributions.

Explanation

5.33 All development, regardless of size and scale, places additional demands on services and facilities, impacting on their ability to meet the needs of the community. To address these demands new infrastructure or improvements to existing facilities will need to be provided. Whilst some of the costs of such provision will be borne by the public and third sectors, equally some of it must be delivered by the developer. Therefore, this policy provides a mechanism to ensure the costs and burden of new infrastructure in the City are shared equally by all development, in proportion to its scale.

5.34 Developer contributions will be secured through a variety of means, including by planning conditions and legal agreements under Section 106 of the Town and Country Planning Act (1990), in particular those requiring local mitigation based on direct impact. Such provision will normally be

expected to be provided by the developer through on-site works or the design of the development, but on occasion it may be necessary for developers to contribute to off-site works either directly or in the form of a financial contribution. A Section 278 agreement (under section 278 of the Highways Act 1980) may also be made between the Council, as local highway authority, and a developer to enable works to be carried out in the public highway to facilitate development.

5.35 Contributions may also be secured by a means of a Community Infrastructure Levy (CIL) which the Council may introduce. The Community Infrastructure Levy (CIL) allows local authorities to apply a standard charge which will contribute to the costs of infrastructure arising from new development. The levy is intended to provide infrastructure to support development of an area, which differs to the role of planning obligations (S.106s) which are used to ensure that individual developments are acceptable in planning terms.

5.36 A list of projects will be identified in the Council's Infrastructure Delivery Programme and projects prioritised to ensure, in the first instance, the delivery of essential infrastructure – without which development would not be possible. The Infrastructure Delivery Programme will be updated on a regular basis and provide the mechanism by which the infrastructure requirements will be identified.

5.37 It is acknowledged that developer contributions can affect the financial viability of certain developments and will therefore not always be appropriate or reasonable to apply. The Council does not want to impose a regime that will see the viability of development compromised by such contributions.

5.38 Based on an independent viability assessment, developer contributions may be deferred or discounted where this would not make the development unacceptable in planning terms. This will retain a degree of flexibility in applying the standard contributions/charges where affordability based on development viability is clearly demonstrated, without compromising the planning necessity for identified infrastructure and facilities.

5.39 Where developer contributions are deferred the City Council will apply clauses in Planning Obligations relating to deferred contributions, which will seek to recover all or part of the discount in circumstances where the financial climate and economic viability of the development improves. Any recaptured discount will be limited to the full standard developer contributions for the infrastructure applicable at the time the planning obligation for a development was signed.

6

Liverpool City Centre **6**

6 Liverpool City Centre

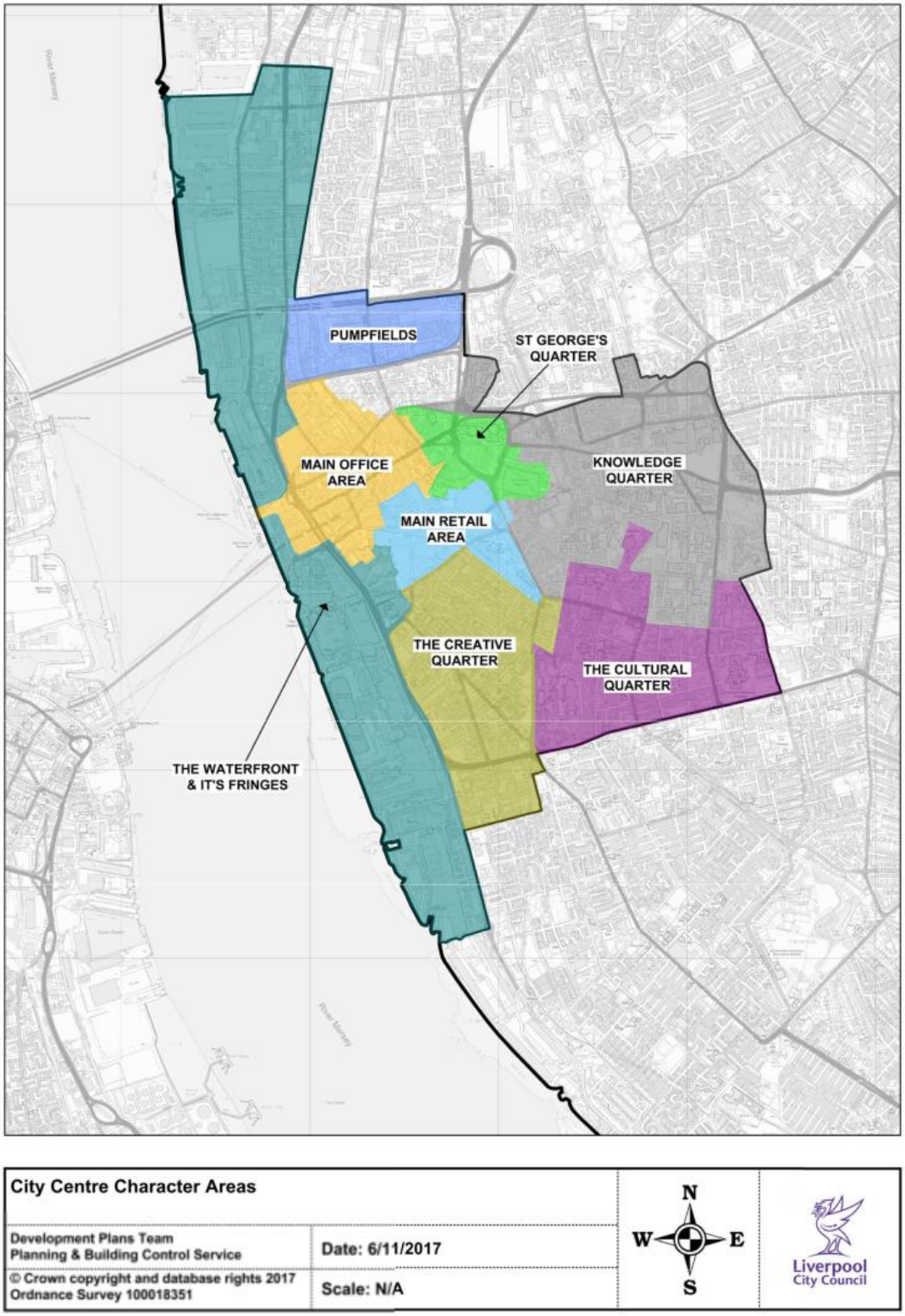
Context

6.1 The purpose of this chapter is to set out a vision and strategic priorities for Liverpool City Centre and specific planning policies (both area and thematic based) which are unique to the City Centre. 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. A specific City Centre Policies Map provides an illustrative representation of the area based policies, in this chapter.

Liverpool City Centre Spatial Portrait

6.2 The Spatial Portrait for the Local Plan (Chapter 3) sets 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.

6.3 A number of character areas can be identified within the City Centre with distinct primary roles and functions. These areas are broadly based on those identified in the City Centre Strategic Investment Framework (SIF). They are described below and are shown on the City Centre Policies Map.


PUMPFIELDS
ST GEORGE'S QUARTER
MAIN OFFICE AREA
KNOWLEDGE QUARTER
MAIN RETAIL AREA
THE CREATIVE QUARTER
THE CULTURAL QUARTER
THE WATERFRONT & IT'S FRINGES
City Centre Character Areas
Development Plans Team
Planning & Building Control Service
Date: 6/11/2017
© Crown copyright and database rights 2017
Ordnance Survey 100018351
Scale: N/A
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Liverpool City Council

Picture 2

The Main Office Area

6.4 The Main Office Area which includes the City's Commercial District, is focused around Old Hall Street to the south of Leeds Street and east of the A5036 (New Quay/The Strand) towards Pall Mall. The Main Office Area also includes parts of the City Centre either side of Tithebarn Street and Dale Street, east towards Hatton Garden/Johnson Street, including a large part of the area called "Historic Downtown" in the Liverpool City Centre SIF. Its southern boundary runs along Victoria Street and takes in the Courts of Law, north of Chavasse Park. It also includes the area west of the A5036 around the Port of Liverpool Building, the Cunard Building and Liver Building. The Main Office Area falls within the Buffer Zone of the Liverpool Maritime Mercantile City World Heritage Site, with the area around Chapel Street and Water Street lying within the World Heritage Site itself. The area also includes several high-Grade Listed Buildings and a large part of it lies within the Castle Street Conservation Area.

6.5 The Main Office Area also forms part of the Liverpool City Enterprise Zone and the Commercial District is one of two designated Business Improvement Districts (BID) in the City Centre. Over the last few years, the City Centre's office market has seen considerable improvement. The Commercial District in particular 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.

6.6 Take-up of office space across the City Region has mainly happened in the City's Commercial District - with 301,956 sq ft in 2015, which equates to 52% of the City Region's total. Although the take-up for 2015 is down 21% on the 2014 figure of 316,964 sq ft, since 2010 there has been a 46% increase from 207,515 sq ft. The number of transactions has increased from 121 in 2014 to 156 in 2015 but these tend to be for smaller floorplates. This increase in take-up is however contributing to a lack of supply, particularly in respect of Grade A office floorspace. The Commercial Office Review 2015 (compiled by the Property Group of Professional Liverpool with the assistance of the Liverpool Bid Company) identifies that there is 91,869 sq ft of Grade A office space, representing just 5.8% of available office stock at 2015, while more recent reviews suggest that the available supply of Grade A floorspace now stands at approximately 50,000 square feet. [23] This contraction in supply is also due to an increasing number of buildings being converted from offices to other uses such as residential, serviced apartments and hotels, including those resulting from recent changes to planning management, and a lack of building activity in the City's office market. Therefore, although there is vacant office stock within the City Centre there is a very limited supply of well configured and well specified offices. [24]

6.7 The key planning issues for the Main Office Area 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 public realm, environmental quality and pedestrian and cycle links to the Waterfront and other parts of the City Centre
- Ensuring that any proposals safeguard those elements which contribute to the Outstanding Universal Value of the World Heritage Site as well as conserving the significance of the City's other heritage assets."

Pumpfields

6.8 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 uses including car showrooms, the City of Liverpool College Vauxhall Road campus, small light industrial uses, residential and student accommodation. The area also includes significant areas of surface car parking and vacant and underused land and

23 Liverpool City Centre Office Office Market Review, Jones Lang LaSalle, March 2017
24 Liverpool Employment Land Study 2017, GL Hearn

properties. There is increasing development pressure for more residential development in the area. The majority of the area is included within the Liverpool City Enterprise Zone and the City Council is producing a Development Framework document for the area, to guide the area's regeneration and development and maximise the benefit of potential investment opportunities

6.9 The key planning issues for Pumpfields include:

- Ensuring Pumpfields relates well to adjoining areas of the City, and makes a positive contribution to the sustainable growth of the City
- Bringing under-utilised and vacant land/buildings back into productive use
- Ensure the continued provision of employment uses
- Ensuring the mix of uses in Pumpfields are compatible
- Enhancing public realm and environmental quality.

The Knowledge Quarter (KQ Liverpool)

6.10 The Knowledge Quarter (KQ Liverpool), which includes London Road District Centre and the Fabric District, Islington, 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" (KQ Liverpool) 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. [25] The Local Plan also includes the LJMU Byron Street Campus within the Knowledge Quarter which forms part of the wider Knowledge Quarter Mayoral Development Zone (MDZ) and is a key investment area for economic growth.

6.11 In 2011, The Knowledge Quarter (KQ Liverpool) SIF was published, alongside an Action Plan, to provide guidance and recommendations and to identify opportunities, for the delivery of physical regeneration, development and investment within the area. Updating the SIF 'Bringing the Vision to Life' was published in October 2016, making clear that the Knowledge Quarter (KQ Liverpool) is important, not just to the future economic success of Liverpool, but to the re-balancing of the economy across the UK. The update sets out a vision for KQ Liverpool and how it is intended to establish one of the world's leading innovation districts which will create a place of innovation and discovery in science, technology, education, medicine and culture.

6.12 Key projects that have been completed within the area or are coming forward include: Lime Street improvements; Copperas Hill (LJMU Masterplan); Student accommodation; Link Creative Campus; BioCampus: £429m 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. Knowledge Quarter Gateway (KQ Gateway) and Paddington Village represent further phases of growth for the Knowledge Quarter. A Spatial Regeneration Framework (2017) has been produced for Paddington Village to guide its redevelopment. The area has been chosen as the Northern Headquarters for the Royal College of Physicians.

6.13 The Knowledge Quarter includes two Conservation Areas, adjoins the boundaries of several others and the western part of the area lies within the Buffer Zone of the World Heritage Site. It also includes 64 Listed Buildings including three which are Grade II*.

6.14 The 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, and the Cultural Quarter. The Islington area is characterised by primarily low-density warehousing and wholesalers

25 Liverpool City Centre Strategic Investment Framework (2012).

in the streets between London Road and Islington with discount retail units to London Road. The most prominent and longstanding businesses to be associated with the area are those relating to fabric , making the area the historic Fabric District of Liverpool.

6.15 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.

6.16 The key planning issues within the area include:

- Increasing the economic potential of the Knowledge Quarter (KQ Liverpool), and attracting and retaining high growth businesses and research companies
- Supporting the delivery of the Paddington Village project
- Supporting the delivery of the KQ Gateway project
- Supporting the retail function of the London Road Shopping Area and uses that support the Knowledge Quarter
- Improving public realm, connectivity (including walking, cycling and public transport) and green infrastructure across the area
- Ensuring the appropriate type and scale of residential uses within Islington including student accommodation
- Supporting the business community of the Fabric District, Islington and ensuring the area builds upon its key strengths and makes a positive contribution to the sustainable growth of the City
- Bringing under-utlised and vacant land/ buildings back into productive use
- Ensuring that any new development responds to its local context and safeguards those elements which contribute to the significance of the City's heritage assets.

The Main Retail Area

6.17 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 is 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, as well as the Cavern Quarter which comprises independent shops and cafes, bars, pubs and clubs, and has a buoyant night-time/ leisure offer but would benefit from revitalisation and diversification of uses. In total some 9,300 people are employed in retailing [26] in the City Centre.

6.18 The boundary of the MRA is shown on the Policies Map. 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. The whole of the Main Retail Area falls within the Buffer Zone of the World Heritage Site with the areas around the Bluecoat Chambers and The MetQuarter lying within the World Heritage Site itself. In addition, it includes parts of three Conservation Areas and several high-grade Listed Buildings.

6.19 The key planning issues for the MRA include:

- Protecting and enhancing the retail function of the MRA
- Focusing 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, Bold Street and the Bluecoat area
- Ensuring a vibrant and diverse Cavern Quarter
- Maximising the contribution the Cavern Quarter makes to the City's visitor economy
- Improving key arrival points, pedestrian access and movement, and public realm within and around the MRA
- Ensuring that any proposals safeguard those elements which contribute to the Outstanding Universal Value of the World Heritage Site as well as conserving the significance of the City's other heritage assets.

The Waterfront and its Fringes

6.20 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. The City Centre SIF (2012) recognises it as a major asset that will continue to be one of the main opportunities in the City to attract investment. The South Docks Waterspace Strategy (2011) aims to establish a long term vision for the use of water in the Liverpool South Docks and encourage activity through defined development opportunities.

6.21 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. 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

26 Liverpool City Centre Strategic Investment Framework, 2012

District. 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 Museum of Liverpool, Canning Graving Docks and the Mersey Ferry terminal to the south and west.

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 ***Ten Streets*** is adjacent to the Waterfront and includes a range of employment uses. It offers the potential for significant new investment, linking the Waterfront with the northern inner areas of Liverpool.

6.28 The key planning issues for the area include:

- Maximising investment opportunities within the Ten Streets area
- Improving connectivity within the Waterfront and with other parts of the City Centre
- Enhancing the use of the waterspaces for recreational uses
- Ensuring opportunities for further investment are maximised
- Ensuring that any proposals safeguard those elements which contribute to the Outstanding Universal Value of the World Heritage Site as well as conserving and enhancing the significance of the City's other heritage assets
- Supporting the interpretation of the historic environment.

The Creative Quarter

6.29 This area comprises Ropewalks (including Chinatown) 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.

6.30 ***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.

6.31 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. A number of key sites remain vacant and underused.

6.32 *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 Triangle includes large, imposing six/seven storey historic warehouses and a large proportion of this area lies within the World Heritage Site Buffer Zone.

6.33 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[27]. Additionally, significant public realm works to improve the street environment and encourage movement have been undertaken. The change in character reflects similar trends along the waterfront and in the adjacent Ropewalks area. The Liverpool ONE development to the north has brought parts of the Baltic Triangle within convenient walking distance of more shops and linked it more clearly with the City Centre, specifically:

- 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 new people into the area and is increasing the area's profile.

6.34 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 Ropewalks will act as a catalyst to speed up the regeneration of the area.

6.35 The key planning issues for the Creative Quarter include:

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

The Cultural Quarter

6.36 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 cafés, alongside key visitor attractions including the Everyman theatre, Philharmonic Hall, and cathedrals: The Anglican Cathedral and The Metropolitan Cathedral of Christ the King. The western half of the Cultural Quarter lies within the World Heritage Site Buffer Zone and the area also includes some of the finest Georgian terraces in the north-west of England as well as several of the City' s most significant 19th Century institutional buildings. Part of the area falls within the Mayoral Development Zone.

6.37 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

27 Liverpool Baltic Triangle – Business Plan 2014-2018

that complements the existing uses and connecting the Hope Street Creative Campus to the Knowledge Quarter (KQ Liverpool). It considers that St James Gardens should form the green infrastructure heart of the Canning and Hope Street communities.

6.38 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
- Protecting residential amenity
- Ensuring that any new development responds to it's local context and safeguards those elements which contribute to the significance of the City's heritage assets
- Ensuring connections to the Knowledge Quarter (KQ Liverpool).

St George's Quarter

6.39 This area which is 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 World Museum , Walker Art gallery and the new Central Library. The area also includes Queen Square, the Empire Theatre, Lime Street Station and hotels and restaurants. St. John's Gardens is one of the key green spaces within the City Centre. It is included in the Historic Downtown area in the Liverpool City Centre SIF.

6.40 The key planning issues for the area include:

- Supporting existing cultural facilities
- Ensuring that any new developments respond to their local context and safeguard those elements which contribute to the significance of the City's heritage assets
- Enhancing connectivity across the area
- Enhancing the use, accessibility, safety and security of St John's Gardens.

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 Main Office Area. 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 Main Office Area 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 now choosing to make the area their home and 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 residential and new build 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.

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 across the whole City Centre, with less emphasis on 1 bedroomed units
- Ensuring high quality residential developments
- Determining the most appropriate locations for student accommodation
- Encouraging and supporting high quality development within the Canning Area for family housing
- Safeguarding the distinctive residential character of the Canning Georgian quarter.

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, tourist, art, civic, and leisure facilities. It will be welcoming and navigable for visitors and it will have maintained and enhanced 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, including within the **Cavern Quarter**. All the City Centre's residential neighbourhoods 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 Outstanding Universal Value of the World Heritage Site** and the other 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" (KQ Liverpool**). The bio-sciences sector and creative digital industries will have expanded, and significant physical change will have taken place in the **Copperas Hill and Hall Lane areas and Paddington Village** where there are major development opportunities and where investment is already underway. The **Fabric District, Islington** will have become a vibrant mixed use area with a focus on makers, manufacturing and light employment uses.*

*The transformation of the **Main Office Area** will have happened. Business needs will have been met and opportunities will have been maximised including in **Princes Dock and King Edwards Triangle.** The early phases of the **Liverpool Waters** scheme will have been delivered. **Pumpfields** will have been developed as a vibrant mixed use extension to the City Centre.*

*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, Kings/ Queens Dock and Central Docks. The **Ten Streets** area will have undergone significant transformation for creative businesses. **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 support investment and regeneration within the City's Waterfront and its fringes.
- 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, inclusive 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 including the creation of green corridors.
- 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, walking and cycling routes, the pedestrian environment and public realm.
- To open public access to the Waterfront by creating a linked cycle and pedestrian route along the River Mersey.

Character Area Priorities

The Main Office Area

- To ensure that the Main Office Area continues to function successfully as the primary focus for professional, financial and other business services and meets the needs of both current and future office occupiers. As part of this, support will be given to the expansion and improvement of the Commercial District.
- To ensure the provision of modern, sustainable commercial buildings.
- To bring underused and vacant land and buildings back into use.
- To ensure a high quality public realm and pedestrian and cycle linkages within the Main Office Area to link the Waterfront with the rest of the City Centre and to provide better connections with surrounding communities.
- To deliver an office-led development on land at Pall Mall.

Pumpfields

- To ensure comprehensive development in the Pumpfields area, maximising opportunities to ensure a mix of uses, including Business uses which are compatible.
- To encourage the re-use and adaption of underused and vacant buildings.
- To ensure Pumpfields is better integrated and connected to the surrounding areas including to the Main Office Area through appropriate road, cycle and pedestrian infrastructure.
- To enhance the environmental quality and public realm in the area.
- To promote attractive, high quality and active frontages along main routes.

The Knowledge Quarter (KQ Liverpool)

- 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 (KQ Liverpool), thus creating more jobs.
- To support the development of Paddington Village and KQ Gateway as expansion areas for the Knowledge Quarter.

- 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 Fabric District, Islington for a vibrant mix of uses with the primary focus on makers, manufacturing and light employment 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 District Centre.

The Main Retail Area

- To ensure the MRA, including Liverpool 1, is the primary focus for major comparison goods retailing.
- To protect, enhance and retain the offer of Liverpool 1.
- To focus on qualitative improvements to the 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 protect important tourist, cultural and historic assets within the MRA such as the Bluecoat area and Cavern Quarter.
- To encourage further visitor and tourist attractions in the Cavern Quarter related to the Beatles legacy and promote a greater diversity of uses.

The Waterfront and it's Fringes

- To create a world-class, high-quality, mixed-use Waterfront which contributes to the City's economy, 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 privately operated cruise liner terminal
- To maximise the economic potential of the Ten Streets area
- To support a leisure-led mixed use redevelopment at Kings Dock
- Encourage the re-use and adaption of underused and vacant buildings
- 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, creating a continual route along the river edge
- 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
- To protect the amenity of residential neighbourhoods on the Waterfront
- To protect and enhance the heritage assets of the Waterfront including the World Heritage Site and ensure new development integrates well with these assets.

The Creative Quarter

Ropewalks

- To attract further investment, particularly for creative and digital businesses
- To support a mix of uses to ensure a vibrant daytime and night-time economy whilst also ensuring the area is a desirable place to live, work and visit
- 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 the re-use of underused 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 ensure the scale and quality of new development is appropriate to the area and its characteristics
- 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 enhance green infrastructure within the area including the establishment of green corridors
- 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 and areas to the south of the City Centre including Toxteth.

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
- To encourage family housing in the Canning Georgian Quarter

St George's Quarter

- To further develop the area as major visitor/ tourism destination, support existing cultural facilities in the area and ensure new proposals complement existing uses

- To improve the public realm and pedestrian linkages along Lime Stree, Roe Street and St George's plateau to create a world class civic gateway
- Enhance important open space assets including St John's gardens
- To improve connectivity including pedestrian linkages across the whole area including to London Road, the Knowledge Quarter (KQ Liverpool) and University Campus to the North (Liverpool John Moores University); and between cultural hubs in the City Centre including Waterfront/ Hope Street/ / Ropewalks/ William Brown Street
- To conserve the historic fabric of the area.

Residential Neighbourhoods

- To provide strong, attractive, accessible and inclusive neighbourhoods and create diverse residential communities including where appropriate for students
- To protect residential amenity and the character of all residential areas across the City Centre
- To enhance pedestrian and cycle routes within the City Centre's residential neighbourhoods
- 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 Main Office Area

Policy CC1 The Main Office Area

1. Within the Main Office Area and on Sites for Office Development identified within Schedule 7 and on the City Centre Policies Map planning permission will be granted for Use Classes A2 and B1. On land at Pall Mall identified on the City Centre Policies Map, proposals for new development will be considered against Policy CC1a.

2. Vacant land within the Main Office Area and Sites for Office Development will primarily be protected for office development. Proposals for other purposes should clearly demonstrate that:

   a. The proposed use is complementary to the main office use of the area, providing an ancillary service to meet day-to-day needs of local employees and residents living in the area, subject to compliance with other plan policies; **or**

   b. There is no reasonable prospect of the site being used for office development. This will require evidence to demonstrate that the site has been appropriately marketed for A2 and B1 Class Uses, across a range of media for at least 24 months; **and**

      i. use of the site for non-office purposes will not adversely affect the City's overall capacity to meet future demand for office development; **or**

ii. use of the site for other purposes will bring wider economic, social or environmental regeneration benefits which outweigh the economic impact of the loss of land for office space. This will require evidence to demonstrate:

- a net increase in employment;
- a need/demand for the proposed use;

- a lack of a suitable alternative site/premises for the non-office uses;
- the satisfactory relocation of displaced businesses (where applicable);
- improvements to the physical/operational environment of the Main Office Area; and
- that the proposal forms part of a comprehensive regeneration scheme.

c. In relation to both a. and b. above, the proposal will not be incompatible with existing retained employment or residential uses within the vicinity.In the case of other town centre uses, including retail and leisure, the proposal complies with Policies CC19 and SP6.

3. In the case of vacant buildings which fall within the Main Office Area, where permitted development rights do not apply, proposals for other uses should clearly demonstrate that they meet criteria 2a. above or there is no reasonable prospect of the building being used for offices. This will require evidence to demonstrate that the building is not suitable for offices and it has been appropriately marketed for A2 and B1 Class Uses, across a range of media for at least 24 months.

4. All developments within the Main Office Area should contribute to enhancing the public realm, including walking and cycling routes and green infrastructure measures, and ensure that buildings are energy efficient and of high architectural quality.

5. Development proposals within that part of the Main Office Area lying in the World Heritage Site or its Buffer Zone should:-

a. Ensure that they do not compromise any of the key views of the landmark buildings identified in the World Heritage Site SPD.

b. In those cases where it is considered appropriate to allow a development which would close a view along a street in the World Heritage Site, any building should include a high-quality facade.

Explanation

6.49 The National Policy Framework (NPPF) requires the Local Plan to identify an adequate supply of employment land to meet objectively assessed needs, while at the same time avoiding the long term protection of sites where there is no reasonable prospect of a site being used for such purposes. This Policy, informed by the Liverpool Employment Land Study 2017 (ELS), seeks to strike a balance between these requirements.

6.50 The ELS shows that that the balance of employment land across the City is fairly tight. It recommends that there should be a presumption against redevelopment of land identified for office development, unless key criteria/policy tests can be met to justify any such release. Reflecting the ELS, the Policy therefore seeks to encourage new office development by allowing for the development of Use Classes A2 and B1 within the area designated as the Main Office Area and on sites allocated for office development. It also seeks to protect vacant land designated and allocated for office purposes, unless certain criteria can be met.

6.51 To be acceptable proposals for non-office uses need to demonstrate either that the use will be one which is complementary to the main office use of the area **or** that there is no reasonable prospect that the site/building will be used for office development (Use Classes A2, B1).

6.52 To be complementary to the main office use of the area, and subject to compliance with other plan policies, the proposed use should be able to demonstrate that it will contribute to making the area more attractive as the primary location for office development by providing an ancillary service to meet day-to-day needs of local employees and residents living in the area.

6.53 To demonstrate that there is no reasonable prospect of a site (or vacant building where permitted development rights do not apply) being used for office development the Council will require evidence that the site has been appropriately marketed for both A2 and B1 uses, across a range of media for at least 24 months at a price and associated terms that are commensurate with current market values, based on evidence from recent and similar transactions and deals. It must be demonstrated that the terms and conditions are reasonable and attractive to businesses. The applicant must submit details of both the marketing process and the outcome to the satisfaction of the City Council.

6.54 In addition to the marketing requirements, the applicant will also have to demonstrate for vacant sites within the Main Office Area that either criteria 2b(i) **or** 2b(ii) has been met to demonstrate that there is no reasonable prospect of a site being used for office development. If 2b(i) is being met, the Council will use the ELS to determine whether the proposal will adversely affect the City's overall capacity to meet the future demand for office. If however, the applicant is instead seeking to demonstrate that proposals would bring regeneration benefits which outweigh the economic impact of the loss of land for office space the Council will require evidence that all the elements of 2b(ii) are met. With regard to demonstrating a need/ demand for non-office uses the applicant should clearly demonstrates that the uses are essential to the delivery of a comprehensive scheme, however in line with national planning policy proposals for retail/ leisure uses are not required to demonstrate a need. With regard to improvements to the physical/operational environment of the Main Office Area applicants will be expected to demonstrate such things as improvements to derelict sites and improved accessibility/movement/public realm. Part 2b(ii) of the policy also requires proposals for non-office use to form part of a comprehensive regeneration scheme, that is, it should be an integral component of a scheme for a wider area/ site and contribute to creating a sustainable office area.

6.55 In terms of vacant buildings, where permitted development rights do not apply, in addition to the marketing requirements the applicant will need to clearly demonstrate that the building is not suitable for offices - for example because of its historic nature. The Policy does not cover office to residential change of use as this falls within the remit of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

6.56 Proposals which fall within the World Heritage Site and its Buffer Zone should comply with the policy set out above and Policy HD2. Further details are also set out in the Liverpool Maritime Mercantile City World Heritage Site Management Plan and the Liverpool Maritime Mercantile City World Heritage Site SPD.

Policy CC1a Pall Mall

1. On land at Pall Mall, identified on the City Centre Policies Map, planning permission will be granted for office-led development (Use Classes A2, B1) which will support the expansion of the City's Commercial District and therefore the successful functioning of the Main Office Area as the primary location for professional, financial and other business services. The objective for new development at Pall Mall should be to ensure that existing office provision in the Main Office Area is enhanced by the provision of additional capacity and employment space which is suited to the requirements of modern occupiers.

2. Planning permission for others uses, which support the office-led development of Pall Mall, including small scale ground floor retail and leisure uses, restaurants and bars that animate streets and spaces will be permitted where it is clearly demonstrated that they would enhance the area's offer as the primary location for professional, financial and other business services and would contribute to place-making and a vibrant environment, day and night. Provided that the identified site capacity of 1,200,000 sq ft of office floorspace is not undermined over the plan-period, residential and hotel development will also be acceptable including that which makes more efficient use of office land.
3. The site is divided into three zones:

    a. Zone A - Development will be predominantly office led. There shall be no more than 25% of total floor-space in non-office use, unless a minimum of 400,000 sq ft of office floor space has first been delivered.
    b. Zone B - Development will be predominantly office led, but should include a multi-storey car-park to replace existing car-parking that would be lost as a result of development. There shall be no more than 25% of total floor-space in non-office uses(excluding car-parking), unless a minimum of 400,000 sq ft of office floor space has first been delivered.
    c. Zone C - Development will be office-led, but may include a mix of other uses, including residential. There shall be no more than 50% of total floor-space in non-office use, unless a minimum of 400,000 sq ft of office floor space has first been delivered.

4. All proposed development should also demonstrate that:

    a. It is of a high design quality which:

        i. contributes towards achieving a distinctive and contextual character;
        ii. respects the scale of surrounding buildings and local topography, including strengthening the emerging cluster of tall buildings in the Commercial District;
        iii. contributes towards public realm enhancement through provision of on-site public open space, green infrastructure, landscaping and public art in developments, and/or through developer contributions towards co-ordinated provision within the wider Pall Mall site;
        iv. maximises ground floor uses with active frontages, particularly around key public spaces and pedestrian desire lines, as well as surrounding streets;
        v. improves linkages with surrounding areas, particularly for walking and cycling, and provides for inclusive access; and
        vi. does not adversely impact upon residential and environmental amenity and business operation;

    b. It responds to the sensitive historic surroundings including Liverpool's World Heritage Site (Policy HD2), conservation areas and other heritage assets. Developments should:

        i. comprise of a design typology and quality that responds positively to the attributes of Outstanding Universal Value (OUV) of Liverpool's World Heritage Site (WHS);
        ii. ensure that they do not compromise any of the key views of the landmark buildings and the strategic and local vistas identified in the World Heritage Site SPD; and
        iii. continue or reinstate historic building lines;

    c. It provides car parking to cater for the proposal in line with the City Council's current standards, as well as compensatory provision for loss of public car parking, where

this meets an identified demand and sustainable travel objects, whilst accommodating servicing and maintenance needs, in accordance with Policy TP8;

d. It contributes towards the long-term management of the wider Pall Mall site.

Explanation

6.57 The Pall Mall site, which forms part of the former Exchange Station, is one of Liverpool's key regeneration locations located within the heart of the Commercial District. Currently, the site consists of cleared previously-developed land used for car parking, which contributes poorly to visual amenity, as well as an area of open space and an electricity sub-station, which will need to be reinforced/relocated to enable future development to proceed. However, the site provides a natural extension to the successful St. Paul's Square development , offering the opportunity to expand the Commercial District and address the lack of high quality and sustainable offices. Therefore, the Policy supports the provision of office-led development (Use Classes A2, B1) which will provide additional office capacity and employment space suited to the requirements of modern occupiers.

6.58 An assessment of historic office supply and take up in the City Centre Commercial Business District (CBD) has been undertaken, looking at the last 11 years. Take up averages 46,000 sq. ft for Grade A office space and 60,000 sq ft for Grade B accommodation per annum. There are factors, which have skewed figures for certain years, including the St. Paul's Square development in 2006 and the economic crash in 2007. More recently, new permitted development rights regarding changes of use from office to residential, and a trend to convert offices to hotels and serviced apartments has had a significant bearing on office supply, such that the total office floor-space within the CBD is now below 600,000 sq. ft. On the basis of this very limited supply, the lack of a development pipeline and predicted take-up rates, the supply of Grade A office floor-space will be exhausted by 2018. The redevelopment of the Pall Mall area for an office led development, as supported by this policy, is therefore key to ensuring a future supply of Grade A office floorspace in the City.

6.59 To achieve future commercial growth Liverpool must successfully compete with other key cities - both nationally and internationally. The Commercial District and wider Main Office Area must possess key characteristics which will attract future investment and meet the needs of both current and future office occupiers. Office operator requirements are changing more towards traditional office space in buildings that also have common hubs of serviced office space, meeting rooms and conference space, and breakout space in cafes and restaurants/bars with WIFI zones. Recognising this, the Policy also supports the provision of some other non-office uses where they are complementary to the primary use of the area. However, it is equally important that development creates a high-quality and sustainable environment therefore, such uses should contribute to place-making, creating a location which is of a high-quality design, is vibrant and active both day and night, enhances connectivity across the site and also with the wider City Centre, provides public open space and green infrastructure, while at the same time responding to the site's historic surroundings and other neighbouring uses.

6.60 Prior to the first phase of development, the developer should produce an outline public realm strategy for the wider Pall Mall site for approval by the Local Planning Authority, in liaison with its development partner(s) and other key stakeholders). This initial development phase and subsequent development phases should demonstrate how they contribute towards the delivery of this strategy, either through direct provision of on-site public open space, landscaping and public art in developments, and/or through developer contributions towards coordinated provision within the wider Pall Mall site. The strategy should include high-quality green infrastructure and hierarchy of spaces that are legible and available for public use day and night. The public realm should be animated by active ground floor uses in new developments. It should also breakdown barriers to movement, taking account of changes in level and seamlessly integrating with surrounding streets and buildings, whilst facilitating safe and inclusive access.

6.61 Mechanisms should be put in place to ensure the ongoing management of new buildings and the wider Pall Mall site. This will include provision for management offices and designated management staff. Prior to the first phase of development, an overarching strategy for site management will need to be produced (for approval by the Local Planning Authority, in liaison with its development partner(s) and other key stakeholders). This strategy will cover matters such as site maintenance, building letting, security, user conduct and welfare, access and servicing, temporary events, and mechanisms for ongoing monitoring and review.

Picture 3

Policy CC2 Pumpfields

1. Within Pumpfields, as identified on the City Centre Policies Map, a mix of uses will be supported to create a vibrant mixed use extension to the City Centre. Specifically:

    a. Residential-led mixed use development will be supported to the east of Vauxhall Road, along the Leeds Street frontage and along Pall Mall/ Love Lane;
    b. Land west of Vauxhall Road will be protected for employment uses to support the delivery of modern employment premises;
    c. Ancillary neighbourhood uses will be supported on Vauxhall Road, subject to the policies within the Shopping and Community facilities chapter of this Local Plan; and
    d. The continued operation of the City of Liverpool College will be supported.

2. All development proposals must:

    a. Ensure developments comprise entire blocks, unless it can be clearly demonstrated that this is not feasible and undertake site assembly where this would deliver social and environmental benefits;
    b. Minimise the potential for conflict between residential and employment uses through the provision of adequate landscaping, parking, servicing and separation between uses;
    c. Contribute to enhancing the connections for pedestrians and cyclists within the area and to other parts of the City Centre and ensure the provision of appropriate infrastructure to support walking and cycling;
    d. Ensure car parking is provided, in accordance with the City Council's standards, to ensure no adverse impact on the streetscape. For residential development the standard is 0.7 spaces per unit;
    e. Contribute to enhancing the public realm and environmental quality through the provision of green infrastructure measures;
    f. Ensure the provision of suitable carriageway and footpath widths;
    g. For developments along Scotland Road and Leeds Street ensure the creation of attractive, high profile frontages; and
    h. On main routes provide active frontages.

Explanation

6.62 The Pumpfields area is located on the northern edge of the City Centre and is bounded by Leeds Street to the South and Scotland Road to the East. The area has traditionally been a business and industrial area but now includes a mix of employment, residential including student accommodation and other uses such as car showrooms. The City of Liverpool College Vauxhall Road campus is also located in the area. As stated in the spatial portrait, the area also includes significant areas of vacant and underused land and properties. The majority of the area is included within the Liverpool City Enterprise Zone.

6.63 As part of the Liverpool Employment Land Study (2017) a review was undertaken of the existing supply of employment land within the City. This included land within the Pumpfields area: the Study recommends that given that the character of the area has shifted from a primarily industrial area to one which now consists of a range of uses then more mixed use development should be supported. Therefore, the Policy seeks to promote the majority of the area as a vibrant mixed use area, including employment and residential uses in appropriate locations. A Development Framework is being produced for the area which seeks to articulate a vision for the area, provide a context for regeneration and establish principles for development. It supports the diversification of uses in the area recognising the importance of providing a mix of residential-led and employment uses.

6.64 The area currently has a poor environmental quality, limited public realm and the streetscape is dominated by car parking. It is therefore important that all development proposals contribute to delivering improvements to the environmental quality of the area, in the form of new public realm, landscaping and open spaces.

Policy CC3 The Knowledge Quarter

1. Within the Knowledge Quarter, as identified on the City Centre Policies Map, a mix of uses will be supported to create a world-class place of innovation and discovery in science, technology, education, medicine and culture. Specifically:

    a. Offices, research and development and laboratory facilities (B1 Class Uses)
    b. Education, cultural and community uses
    c. Residential dwellings and student accommodation
    d. Ancillary uses and supporting infrastructure which are important to the future development and operation of the science, technology, education, medicine and culture assets in the area, subject to other plan policies.

2. Proposed development within the area should demonstrate its contribution to:

    a. promoting the clustering of knowledge economy assets and the bringing together of complementary uses;
    b. attracting and retaining innovative businesses and/or the fostering of start-up knowledge-based businesses;
    c. place-making, including the enhancement of the public realm and green infrastructure assets; and
    d. improving connectivity both physically (particularly for pedestrians and cyclists) and digitally.

3. Proposals which enhance the area's existing science, technology, education, medicine and cultural assets will be supported including:

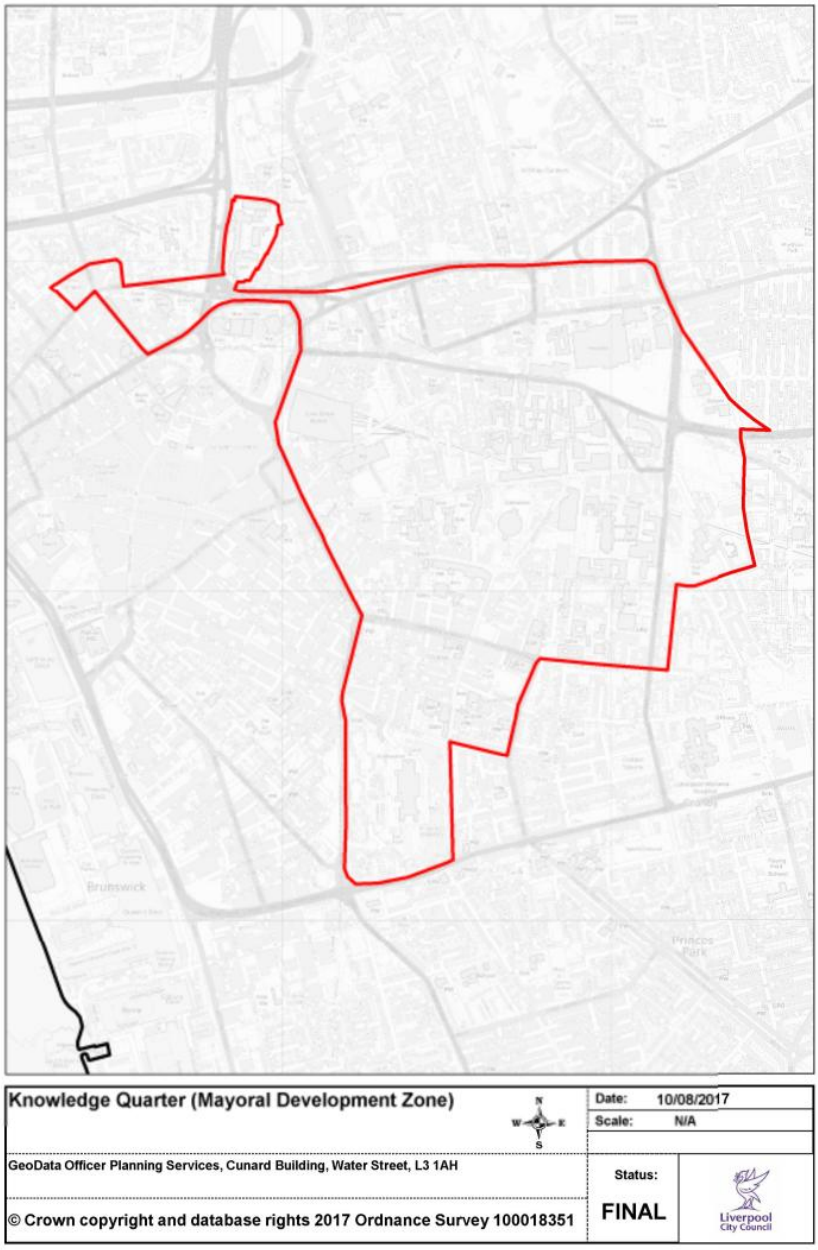
    a. An extension of the Knowledge Quarter (KQ Liverpool) onto the former Archbishop Blanch site, to create a new "urban village"- Paddington Village
    b. KQ Gateway (Area bounded by Mount Pleasant, Brownlow Hill, Lime Street and Renshaw Street)
    c. Development of commercial laboratory space through the delivery of the BioCampus
    d. Expansion of existing facilities for the Liverpool School of Tropical Medicine
    e. Redevelopment of the Pembroke Place area of the Islington Quarter to support and enhance the hospital and Liverpool School of Tropical Medicine plans
    f. Redevelopment of the Copperas Hill Site by Liverpool John Moores University

4. Development proposals within that part of the Knowledge Quarter lying in the World Heritage Site Buffer Zone should:-

    a. Ensure that they do not compromise any of the key views of the landmark buildings and the strategic and local vistas identified in the World Heritage Site SPD.
    b. Continue or reinstate historic building lines.

Explanation

6.65 This policy seeks to ensure that the Knowledge Quarter (KQ Liverpool) 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. The area forms part of the wider Knowledge Quarter Mayoral Development Zone, as shown on the Plan below, which is principally concerned with attracting further investment. The Knowledge Quarter boundary for the Local Plan covers a smaller area than the MDZ area as it is based on that in the City Centre SRF. Parts of the MDZ fall within other character areas including the Cultural Quarter and Pumpfields, which are covered by other Local Plan policies.



Picture 4

6.66 There are plans to extend the Knowledge Quarter by creating a new urban village, known as "Paddington Village", 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. This policy supports the delivery of this together with other key projects such as the KQ Gateway. The Policy also supports the vision set out in the KQ Liverpool document 'Bringing the Vision to Life' (October 2016), establishing the area as one of the world's leading innovation districts.[28]

6.67 The University of Liverpool and Liverpool John Moores University are key educational assets within the area, and as such future development and expansion of the Universities will be supported. It is recognised that in addition to new educational facilities the Universities may also require additional facilities to support their operation such as office/ research facilities, ancillary retail and leisure facilities to meet day to day needs, and student accommodation. This policy supports such uses subject to compliance with other plan policies.

6.68 The City Centre SIF proposes that investment priorities should be 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 to ensure that development proposals contribute to achieving this.

Policy CC4 Paddington Village

1. A mix of uses will be supported within Paddington Village as defined on the City Centre Policy Map, including:

    a. Offices, research and development and laboratory facilities (B1 use class);
    b. Hotel/conference facilities (D1);
    c. Educational, cultural and community uses;
    d. Residential dwellings and student accommodation;
    e. Small scale convenience retail to support the business and residential needs of Paddington Village;
    f. Cafés, restaurants, leisure and entertainment uses; and
    g. Supporting infrastructure including a multi-storey car park and green infrastructure

2. All development proposals within Paddington Village should accord with the Paddington Village SRF Principles, the Development Framework and its associated spatial concepts. Specifically development proposals should:

    a. Be of a high design quality and contribute towards achieving a distinctive character; and be designed to maximise active frontages, particularly around key public spaces and pedestrian desire lines and improve linkages with surrounding neighbourhoods and other assets within the Knowledge Quarter and KQ Gateway;
    b. Contribute towards pedestrian and cycling enhancements to the Brownlow Hill / Grove Street junction and the Mount Vernon Road / Grove Street Junction, as well as including cycle parking and changing facilities within individual developments;
    c. Take advantage of site topography to accommodate under-croft parking, where possible;
    d. Ensure ease of access for servicing and maintenance, which does not interfere with the main movement of people;
    e. Protect, improve and create safe and accessible routes that promote pedestrian and cycling permeability;

28 http://www.liverpoolvision.co.uk/wp-content/uploads/2016/10/KQL_Vision.pdf

f. Be accompanied by a Sustainable Design and Construction Statement to demonstrate how the proposals address the requirements for sustainable building design and construction;
g. Demonstrate that the buildings have been designed to the highest environmental quality in accordance with recognised building sustainability certification systems;
h. Ensure that land is decontaminated and remediated;
i. Protect natural resources, including air quality, ground and surface water and soils;
j. Improve existing open green space and introduce new green infrastructure and enhance the ecological value of the site through landscaping, planting and green infrastructure;
k. Provide sufficient facilities to dispose of waste sustainably;
l. Avoid and reduce the risk of flooding to future occupants and not increase the risk of flooding elsewhere;
m. Be designed in a manner which minimises resource and energy use through orientation, siting, use of landscaping and re-use of materials;
n. Incorporate climate change adaptation measures in the buildings and public realm.

3. New housing development must increase the range of choice, type and tenure of dwellings available within the City Centre including the provision of family accommodation in accordance with Policy CC24.

Explanation

6.69 Paddington Village is located within the Knowledge Quarter and is a further phase of growth for the area. This £1bn expansion site will provide 1.8m sq ft of science, technology, education and health space. The aim is to increase the economic potential of the area and deliver significant employment opportunities, as well as diversifying the residential offer and creating new public realm and an urban park. This policy supports the delivery of a mix of uses within the area, to ensure a well balanced vibrant area.

6.70 A Spatial Regeneration Framework for the area was approved by the City Council in February 2017. It was prepared as a Supplementary Planning Document and now supplements policies within the Local Plan. This policy reflects the key principles and recommendations of the SRF and includes a number of requirements that all development proposals within the area should comply with in order to ensure the successful delivery of a sustainable key destination for knowledge based industry and business.

6.71 Residential proposals within the area must contribute to diversifying the City Centre housing offer, and therefore in accordance with Policy CC23 development proposals should provide a higher proportion of 2 bed + properties than 1 bed properties. This is important in seeking to provide family accommodation within the City Centre.

Policy CC5 London Road District Centre

1. The role and function of London Road District Centre, as shown on the City Centre Policy Map, 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 (KQ Liverpool).

Explanation

6.72 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 its location adjacent to the Knowledge Quarter (KQ Liverpool),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 (KQ Liverpool)including hotels, student accommodation, neighbourhood shops and services. This policy therefore requires development proposals to support the growth of the Knowledge Quarter (KQ Liverpool).

Policy CC6 The Fabric District, Islington

1. Within The Fabric District, as defined on the Policy Map, a mix of uses will be supported, with the primary focus on makers, manufacturing and light employment uses. Specifically, proposals for the growth of existing businesses and provision of new space for incubator businesses, industrious makers and manufacturers , knowledge and tech based start-ups and up-starts will be supported. Proposals for the following complementary uses will be permitted provided the subsequent parts of this policy are met:

a. Community, leisure and food and drink uses;
b. Hotel and Offices
c. Residential, including student, key worker, and family accommodation.
d. Ancillary uses including small scale shops and services.

2. All development proposals within the Fabric District should:

a. Not undermine the growth of business uses within the area, and demonstrate no adverse impact on the operation of existing businesses in the area;
b. Contribute to improving the public realm and environmental quality of the area;
c. Contribute to the delivery of Green Corridors through the area and integrate greening measures within the proposal;
d. Contribute to enhancing linkages to adjoining areas, particularly to the north and city centre including pedestrian and cycle links;
e. Contribute to parking and pedestrian movement surveys in the area;
f. Respect the existing character of the area, including its historic character and street patterns;
g. Ensure the protection of the Outstanding Universal Value of the World Heritage Site and its buffer including ensuring it does not compromise any of the key views of the landmark buildings and the strategic and local vistas identified in the World Heritage Site SPD;
h. Include innovative contemporary high quality approaches to building and streetscape designs to create a distinct sense of place;
i. Ensure that the scale and mass of the proposal takes account of street widths, buildings heights and lines; proposed block structure and movement strategy, existing buildings of character, environmental factors such as natural light and micro-climate, building use,

proposed public spaces, gateways and local landmarks; and views from/into/ across the area;

j. Retain and convert where possible historic buildings that contribute to character and grain;
k. Ensure no adverse impact on residential amenity;
l. Include active ground floor uses and frontages; and
m. Include high levels of sound insulation within residential proposals.

3. Night-time economy uses should be closed by Midnight

4. Residential development must provide a mix of housing types and tenures including provision for families in accordance with Policy CC24.

Explanation

6.73 The Fabric District, Islington is located within the Knowledge Quarter. The most prominent and longstanding uses within the area as those relating to fabric, and historically the area has been full of independent businesses. The area is in need of regeneration. This policy supports the creation of a vibrant mixed use area with a focus on makers, manufacturing and light employment uses. Existing businesses and new space for incubator businesses, industrious makers and manufacturers , knowledge and tech based start-ups and up-starts will be supported, in order to grow the local economy and provide jobs for local people. Proposals for complementary uses such as retail, leisure and residential will be permitted provided that it would not undermine the growth of business uses within the area, and it is demonstrated that there would be no adverse impact on the operation of existing businesses in the area.

6.74 With regard to residential development, proposals should retain space for businesses to thrive as well as providing high quality homes. Provision should be diverse and provide for families. All development proposals in the area should comply with all the criteria in Part 2 of the policy, as well as all other relevant Local Plan policies. It is important that proposals contribute to enhancing the currently minimal green infrastructure in the area, including utilising roof tops to create a series of terraces, creating green corridors throughout the area and creating a green barrier to reduce the impact of the busy Islington road on the Fabric District. Proposals should also contribute to creating safe pedestrian and cycle routes and enhancing the public realm.

The Main Retail Area

Policy CC7 Protecting and Enhancing the Main Retail Area

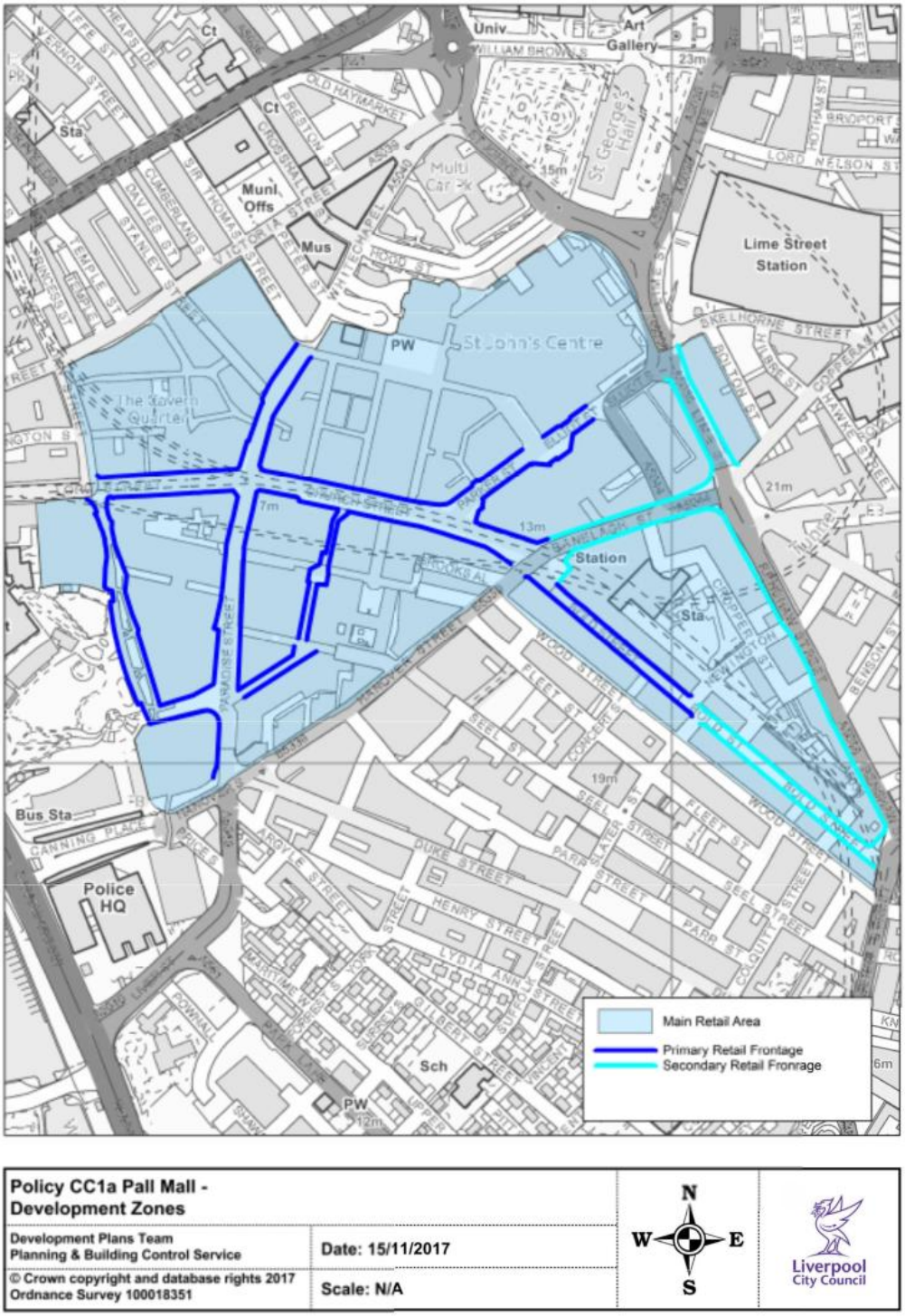
Liverpool City Centre's Main Retail Area (MRA) as shown on the Policies Map, will be protected and enhanced by:

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 CC8;
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 Policy Map).

Explanation

6.75 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 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.

6.76 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. Proposals outside centres should therefore comply the with requirements of the sequential approach and impact assessment. The boundary of the MRA and the primary and secondary retail frontages are defined on the Policies Map. Non-food A1 retail should be the predominant use within the primary frontages.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Policy CC1a Pall Mall - Development Zones
Development Plans Team
Planning & Building Control Service
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Picture 5

Policy CC8 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:

        i. The proportion of units for Class A1 retail falling below 70% of the total frontage length;
        ii. More than 30% of the total frontage length in non-Class A1 retail use;
        iii. More than 2 non class A1 retail units adjacent to each other;
        iv. The provision of an A4 or A5 unit; and
        v. The loss of a retail frontage of 10 metres or above.

    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:

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

    c. The proposal complies with the criteria in Policy CC22 in respect of food and drink uses and hot food takeaways.

    d. The proposal:

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

2. Proposals for non-A1 uses outside primary and secondary frontages in the MRA will be permitted subject to other Local Plan policies.

Explanation

6.77 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.

6.78 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 retail 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. Proposals will be refused where these thresholds have been/ would be exceeded.

6.79 Secondary Retail frontages are also identified. These are where a wider range of non-retail uses would be allowed in recognition of the fact that it is appropriate to allow a diversity of uses within the wider Main Retail Area which do not unduly detract from the essential shopping function of the City Centre MRA. These locations 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, and the policy therefore sets a lower threshold for these areas. Outside Primary and Secondary Frontages this policy permits non-A1 uses subject to compliance with other Plan policies.

6.80 Within the secondary frontages, 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

6.81 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.

6.82 For the purpose 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, *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, where as *Retail frontage* refers to total frontage of one retail unit.

6.83 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.

Policy CC 9 The Cavern Quarter

1. Within the Cavern Quarter, the City Council will support proposals which contribute to creating a vibrant and diverse area with a mix of tourist, retail and food and drink uses. Planning permission will be granted for proposals which deliver:

    a. Class A1 retail development;
    b. New visitor and tourist attractions which reflect the heritage of the area, including the Beatles legacy, that complements and links with the City's wider musical, cultural heritage tourism;
    c. A diversification of food and drink uses;
    d. The use of upper floors for residential, visitor accommodation, offices and creative and digital businesses;

e. The re-use and long-term preservation of historic premises, and the redevelopment of derelict, under-used sites; and

f. Improvements to the public realm, including environmental improvements and enhanced linkages.

2. In considering proposals for bars and nightclubs, a key consideration will be the existing concentration and number of existing facilities, and the contribution the proposal would make to the creation of a vibrant, mixed and diverse area.

Explanation

6.84 Mathew Street is a valuable tourist asset due its association with the Beatles and contributes to attracting visitors to the City. It is a compact and densely built up pedestrianised street, characterised by 19th Century warehouse buildings, including Grade II listed buildings, as well 20th Century classically designed buildings. These buildings house a range of retail, entertainment and tourist-related uses, focused around bars, nightclubs and live music venues. Large parts of these buildings are vacant, including upper floors but also ground floor commercial units. There are also modern developments, including Cavern Walks/Cavern Court and the BHS store that bridges Harrington Street, which are also vacant. Former commercial premises have been converted to visitor accommodation. This area is now commonly referred to as the 'Cavern Quarter' due to its association with 'The Cavern Club' and the 'Mersey Beat' music scene of the 1960s. This policy aims to encourage proposals which would lead to the creation of a more vibrant area with a greater diversity of uses.

6.85 As the area falls within the MRA, proposals which would lead to the conversion of premises to retail uses with be supported and encouraged. To assist in maximising the contribution the area makes to the City's economy, this policy also supports the provision of further visitor and tourist attractions related to the heritage of the area, including the Beatles legacy. This could potentially include a Beatles heritage archive or museums relating to music or the fruit/produce heritage of the area, and music-themed restaurants. The provision of a Tourist Information Centre would also be supported.

6.86 The area has a buoyant night-time leisure scene generated by numerous bars, nightclubs and live music venues. However, these licensed premises only tend to cater for a small part of the market, such as hen and stag dos, which can discourage a wider demographic. In addition they are often closed in the daytime. Therefore to create a more vibrant area during the day as well as the evening, the policy supports proposals which would diversify the leisure offer of the area such restaurants/ bistros with pavement cafes.

6.87 In addition, this policy supports the use of vacant upper floors, in particular those of the listed fruit and produce exchange buildings, potentially for visitor accommodation, residential use, creative and digital businesses and offices; and the reuse of vacant and underused plots which would include the car park/service areas on Harrington Street.

6.88 Proposals for further bars and nightclubs in the area will need to be carefully considered, taking account of the existing number and concentration of existing facilities, and the aim of creating a more vibrant and diverse area that attracts visitors from all demographic groups.

The Waterfront and its Fringes

Policy CC10 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. Development proposals should:

a. Protect the character, setting, distinctiveness and Outstanding Universal Value of the World Heritage Site, and its buffer zone, by ensuring the siting, scale, form, architectural approach, design quality and materials are appropriate and respect the proposal's location;
b. Ensure the protection of European and Nationally designated habitat sites;
c. Not undermine the local amenity and operations of businesses;
d. Not adversely impact on the amenity of residents living in the waterfront area;
e. 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;
f. Ensure high-quality, sustainable design;
g. Reinforce the historic grain of buildings, water spaces and other spaces;
h. Contribute towards enhanced pedestrian connectivity across 'The Strand', and making the riverfront more accessible to the public;
i. Contribute to the delivery of a linear, accessible recreational route along the waterfront and improved East- West links;
j. Provide enhanced pedestrian / cycle movement routes including provision for secure, covered and well surveyed cycle storage;
k. Ensure inclusive and usable public realm;
l. Incorporate appropriate landscaping and green infrastructure;
m. Include appropriate street furniture, public art and feature lighting which enhances the waterfront;
n. Ensure greater access to, interaction with and recreational use of dock water spaces and their quaysides; and
o. Ensure a safe, vibrant, inclusive, accessible and welcoming environment.

Explanation

6.89 The Waterfront is Liverpool's major asset and 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 successful residential neighbourhood and makes an important contribution to the City's commercial offer . 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, as well as its important functions. The policy therefore includes a number of criteria which development proposals should comply with.

Policy CC11 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. high quality 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 and should ensure the protection of European and Nationally designated habitat sites.

Explanation

6.90 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.

6.91 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, as well as ensuring the protection of European and Nationally designated habitat sites.

Policy CC12 Liverpool Waters

Liverpool City Council will support planning applications to deliver the vision for Liverpool Waters, which is to regenerate 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.

Explanation

6.92 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.

6.93 Outline planning consent was secured on the 19th of June 2013 (application Number 10O/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.

6.94 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. 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.

6.95 Given the unique extent of the application a framework of controls was necessary to ensure heritage assets are properly conserved throughout the site whilst simultaneously facilitating development. These controls consist of a suite of conditions and series of obligations within a legal agreement that accompanied the outline permission. The conditions set maximum parameters for development and provide a flexible framework within which changes can be made as detailed applications come forward.

6.96 Since outline permission was granted Liverpool City Council have assisted the site owners Peel and its development partners to bring investment to the site to help materialise the scheme. Peel has commissioned detailed masterplans to be prepared in accordance with the requirements of the outline permission and individual proposals are being brought forward that reflect the provisions of the outline scheme. There are also a number of other development proposals in the pipeline such as the Cruise Liner and Isle of Mann ferry terminals which did not feature in the original Liverpool Waters indicative masterplan. These proposals and others that come forward will also be assessed utilising the provisions established through the outline permission. It is appreciated that due to the scale of the site and period of permission other proposals are likely to emerge which were not anticipated in the original plans. In instances where schemes are proposed which differ from the original masterplan it will be necessary for the Local Planning Authority to assess these alongside development approved to date and ensure such schemes do not prejudice the delivery of the overall scheme granted outline permission.

6.97 The current development at Liverpool Waters is focused on Princes Dock with the Central Docks area beginning to attract private sector interest for further residential and office development in parallel with successful 'meanwhile use' of the space for leisure events. Regeneration plans already in place for North Liverpool include the development framework for the Atlantic Corridor, the vision for the neighbouring Ten Streets Creativity District, and the emerging Ten Street SRF, as well as proposals for significant investment in highways and infrastructure, a new Cruise Terminal, an Isle of Man Ferry Terminal and new residential and office developments proposed for Liverpool Waters.

Policy CC13 Ten Streets

1. Within the Ten Streets area as defined on the Policy Map the City Council will support uses which maximise the economic potential of the area with a focus on creative businesses and light employment uses together with ancillary uses focused on key frontages and streets. Specifically:

    a. **Ten Streets** – should be a focus for a mix of employment generating uses, primarily creative businesses including artists, makers, digital and technology sectors; with new public spaces, open space, public realm and green infrastructure. Ancillary uses including small scale shops and services, and offices will be supported where it is clearly demonstrated that they will provide a service to meet day to day needs and subject to other plan policies. Residential and hotel development will only be supported in exceptional circumstances;

    b. **Stanley Dock Complex -** A mix of uses will be supported which reflect it's emerging status as a high quality leisure and residential area. Important heritage assets should be preserved and their sensitive restoration will be supported;

    c. **City Fringe-** A mix of uses which complement existing uses in the area; including employment and commercial uses, residential, ancillary uses including small scale retail, and food and drink uses, and new public realm and public spaces;

d. **Northern Gateway -** A mix of uses will be supported including employment/ commercial uses, leisure and potential tourism related uses, ancillary retail subject to compliance with retail policy, and significant new public realm and public spaces;
e. **North Eastern Corridor -** Employment uses that support Atlantic Village as a focus for creative industries and start up office space will be supported;
f. **South Eastern Corridor** - Employment uses will be supported. Small scale ancillary uses will be supported where it is clearly demonstrated that they will provide a service to meet day to day needs of employees and employers.

2. All development proposals within the Ten Streets area should:

a. Ensure the building scale, form, massing, and design responds to the existing character of the place, whilst taking account of environmental factors such as natural light and micro-climate, building use, proposed public spaces, gateways and local landmarks;
b. Complement and reinforce the growth of creative businesses in other areas of the City Centre including the Baltic Triangle;
c. Maintain, reinstate and/or reinforce existing grain and development patterns;
d. Include innovative contemporary approaches to building and streetscape designs to create a distinct sense of place;
e. Include active ground floor uses and frontages to avoid 'dead frontages' and provide natural surveillance;
f. Demonstrate no adverse impact on the operation of existing businesses in the area;
g. Include high levels of sound insulation within residential proposals;
h. Provide a high quality building and landscape design to respond to the Outstanding Universal Value (OUV) of the World Heritage Site and Buffer Zone setting;
i. Ensure that it does not compromise any of the key views of the landmark buildings and the strategic and local vistas identified in the World Heritage Site SPD;
j. Retain and convert where possible historic warehouse and dockland structures;
k. Consider opportunities for heritage interpretation facilities;
l. Contribute to improving the public realm, green infrastructure, environmental quality and streetscapes of the area through high quality public design and lighting, waymarkers and pedestrian crossing points across Great Howard Street (A565) to create safe, and attractive connections;
m. Contribute to enhancing pedestrian and cycle links.

3. All development proposals within the Ten Streets area should accord with the emerging Ten Streets SRF Principles, the Atlantic Corridor Development Framework and its associated spatial concepts.

Explanation

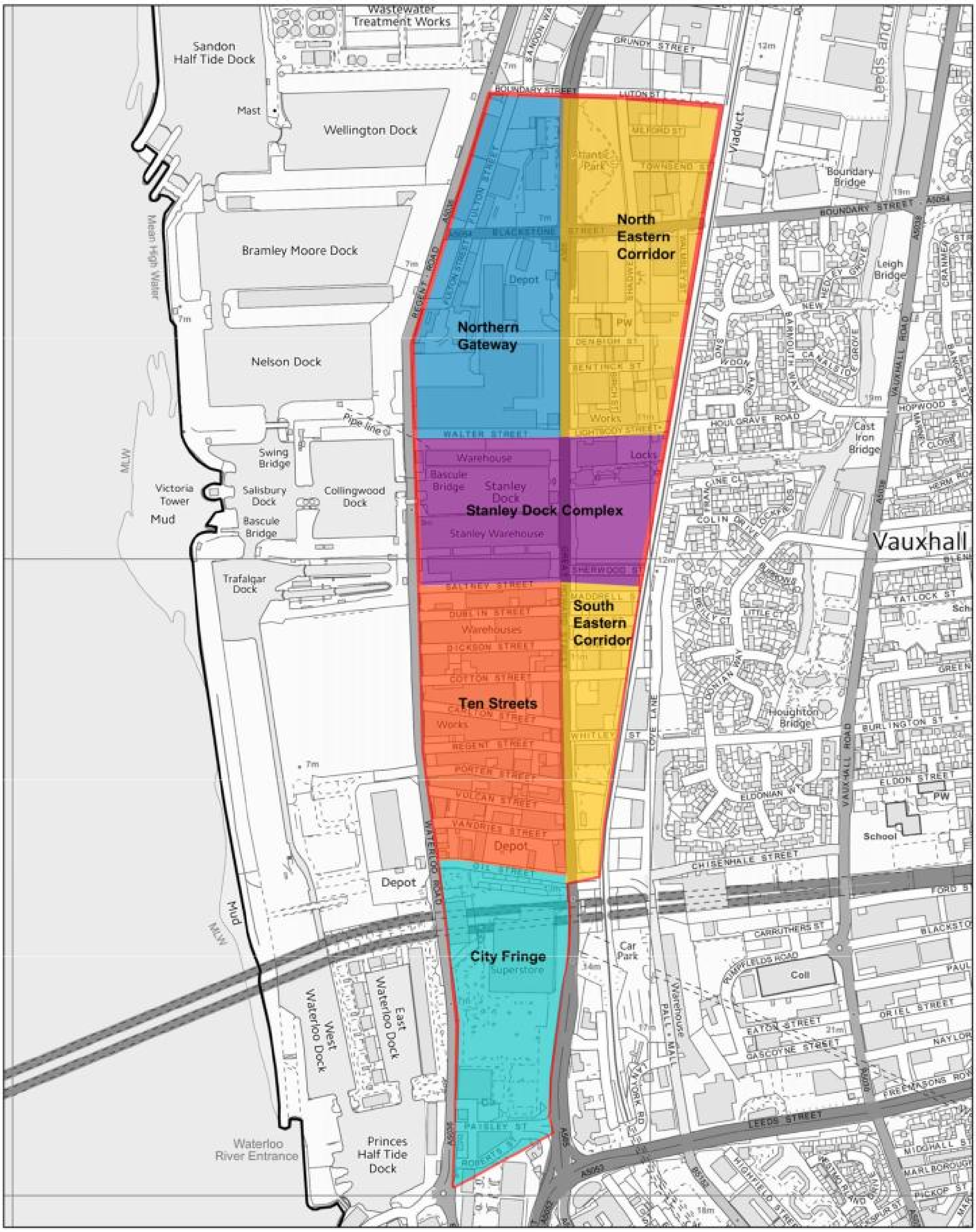
6.98 The Ten Streets District will function as a new economic driver and connector between the area to the north of the Stanley Dock complex and the City Centre to the south. It is also important to connect East/West between north Liverpool and Liverpool Waters. One of the key aims for the area's regeneration is to focus new investment activity primarily around employment uses particularly creative industries, and to encourage conversion of and improvements to existing stock principally for employment generation.

6.99 Reflecting the emerging SRF for the area, this policy sub-divides the area into 6 and specifies the uses that will be supported with each area. The objective is to develop the area into a more diverse employment-led neighbourhood with a wider choice of start-up space to support existing businesses and enable expansion, and attract new businesses in key growth sectors, particularly the

creative/artistic/digital sectors to facilitate the creation of a Cultural Enterprise Industry Hub. it is important, however, that proposals within the area complement, and do not have a detrimental impact on the growth of the creative industries elsewhere in the City Centre including Baltic Triangle.

6.100 The area falls within the World Heritage Site and Buffer Zone and includes a number of historic warehouses that are important to the World Heritage Site and provide flexible, durable and attractive structures that are well placed to attract early stage conversion and regeneration proposals. These structures should be retained through conversion to appropriate uses. It is important that all development proposals respond to the outstanding universal value of the World Heritage Site and Buffer Zone setting, to ensure it maintains its status and are of the highest design quality.

6.101 Improving the environmental quality, public realm and streetscape, across the Ten Streets area is essential. The Ten Streets, Atlantic Corridor (A565) and Derby Road streets are pivotal in connecting residents in the east to new job opportunities along the waterfront, connecting Stanley Dock to the City Centre, and creating high quality approaches into Liverpool Waters. The policy therefore requires all proposals to contribute to improving the public realm, streetscape and environmental quality of the area.



Ten Streets: Character Areas	
Development Plans Team Planning & Building Control Service	Date: 22/11/2017
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Liverpool City Council

Picture 6

The Creative Quarter

PolicyCC14 The Baltic Triangle

1. Within Baltic Triangle, as defined on the Policy Map, a mix of uses will be supported, with the primary focus on creative and digital businesses. Proposals for the following other uses will be permitted subject to the subsequent parts of this policy:

    a. Entertainment uses, night-time activities, leisure and food and drink uses;
    b. Hotel and Offices
    c. Residential
    d. Ancillary uses including small scale shops and services.

2. All development proposals within the Baltic should:

    a. Not undermine the growth of business uses, specifically creative and digital businesses within the area; and demonstrate no adverse impact on the operation of existing businesses in the area;
    b. Contribute to improving the public realm and environmental quality of the area;
    c. Contribute to the delivery of Green Corridors through the area;
    d. Contribute to enhancing linkages to adjoining areas including pedestrian and cycle links;
    e. Contribute to parking and pedestrian movement surveys in the area;
    f. Respect the existing character of the area, including its historic character and street patterns;
    g. Ensure the protection of the Outstanding Universal Value of the World Heritage Site and its buffer including ensuring it does not compromise any of the key views of the landmark buildings and the strategic and local vistas identified in the World Heritage Site SPD;
    h. Ensure that the scale and mass of the proposal takes account of street widths, buildings heights and lines; proposed block structure and movement strategy, existing buildings of character, environmental factors such as natural light and micro-climate, building use, proposed public spaces, gateways and local landmarks; and views from/into/ across the area
    i. Ensure no adverse impact on residential amenity, specifically in terms of noise and disturbance;
    j. Include active ground floor uses and frontages; and
    k. Include high levels of sound insulation within residential proposals.

3. Night-time economy uses will be expected to close by midnight.

4. Residential development must provide a mix of housing types and tenures including provision for families in accordance with Policy CC24.

Explanation

6.102 The Baltic Triangle has undergone significant regeneration in recent years and is now a focus for creative and digital businesses. Significant new residential development has also taken place in the area. The area is identified as mixed use and the Policy identifies appropriate uses across the area, but the focus should be on creative and digital industries. The policy seeks to ensure that the area will continue to be a vibrant mixed use area that supports existing and new creative and digital businesses. In supporting a mix of uses it is important to ensure that there is no adverse impact on

residential amenity, primarily with regard to noise and disturbance, and also that existing businesses are not adversely affected by new development proposals. NPPF states that businesses should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established. Proposals for other uses will also need to demonstrate that it will not undermine the growth of creative and digital business uses, particularly in terms of the availability of land or buildings for such uses. Residential development must include high levels of sound insulation and hours of operation of night-time uses will be managed, with premises expected to be closed by midnight.

6.103 The Strategic Green and Open Spaces Review board final report recommends the establishment of a green corridor in the Baltic area linking Bold Street to the Arena on the Waterfront. The policy therefore requires development proposals to contribute to achieving this.

6.104 The Baltic retains much of its maritime character, including its distinctive street pattern which defines its urban structure. This policy requires development proposals to respect this character. The area currently includes a range of building heights with buildings of different scales occasionally adjacent to each other; building lines are fixed by historic street patterns and street widths vary from seven to eighteen metres. These varied dimensions define the character of Baltic and any proposals should take account of these existing characteristics. The policy therefore requires the scale and mass of new development to take account of a number of factors including street widths, building heights and views.

PolicyCC15 Ropewalks

1. Within Ropewalks a mix of uses will be supported as follows:

    a. Entertainment and night-time uses, which should be focussed around Concert and Wolstenholme Square, Slater Street and Nelson Street (Chinatown);
    b. Residential and complementary uses such as small scale shops and services, offices and hotels– focussed around Henry Street, Berry Street and East Village (Cornwallis/ Kent Street);
    c. Mix of Uses including residential, leisure, hotels, cultural facilities, restaurants, offices and small scale shops focussed around Duke Street and St Peter's (Seel Street/Colquitt Street); and
    d. Creative and Digital businesses across the area.

2. All development proposals within the area must:

    a. Include active uses at ground floor level;
    b. Take a comprehensive approach to the redevelopment and reuse of existing buildings;
    c. Control noise levels from commercial uses to reduce their impact on residential uses;
    d. Incorporate high levels of sound insulation within residential proposals and provide continuous mechanical ventilation in all residential units;
    e. Consider noise implications in the design process
    f. Maximise potential links to surrounding areas by taking opportunities to include pedestrian and cycle links;
    g. Contribute to improving the public realm and environmental quality of the area including green infrastructure;
    h. Respect the historic street pattern;

i. Conserve and enhance the heritage value of buildings and spaces, and elements which contribute to the character of the area; and

j. Ensure the proposal reflects the building heights and plot sizes of the immediate locality.

3. All new residential development will be required to incorporate high levels of sound insulation in windows, external doors, walls and roofs.

Explanation

6.105 Ropewalks has a rich architectural and historic character linked to its maritime history. The area has retained much of its historic characteristics. Warehouses and buildings have been converted into hotels, bars, restaurants, apartments, galleries and offices. The area is therefore home to a mix of uses including night-time and entertainment uses, creative businesses and residential uses. The aim of the policy is to support the area's daytime and night-time economies whilst ensuring that the RopeWalks' desirability as a place to live, work and visit is maintained. To do this the policy includes a list of appropriate uses and the areas within which those uses should be focused. In addition due to the potential for conflict between night-time and residential uses the policy expects noise to be a key consideration in the design process of new development proposals, requiring high levels of sound insulation in residential developments and the control of noise in within mixed use and commercial developments, in accordance with Policies CC20 and CC23. The internal configuration of space must be carefully considered to separate noise producing and noise sensitive areas, continuous mechanical ventilation must be included in residential developments to reduce the need to open windows and in commercial premises measures could include insulation of the facade, with particular emphasis on windows, ensuring doors are kept closed through for example the use of automatic door closers and additional party wall/ floor insulation.

6.106 The urban character of the area is largely intact. Historically there were few public open areas, but new pockets of open space are being created in a way that reflects the character of the surrounding area. The street character of RopeWalks is coherent and strongly distinct from other parts of the City Centre. Streets nearest the docks contain tall warehouses, but beyond this there is a mix of individual warehouses. Very localised variations in building heights exist within Ropewalks, but are consistent within each locality, and rarely exceed 6 storeys in height. This character must be taken into account in new development proposals.

6.107 The character of RopeWalks is also derived from the materials and simple detailing used in many of the area's original buildings. These were traditionally constructed from a very limited palette of materials, with the principal building materials being local red-brown brick and Welsh roofing slates. Views of local landmarks within RopeWalks tend to be framed by the area's narrow, long and straight streets (for example, the view of St. Luke's Church from Bold Street). However, on higher land and where the urban form is less dense (e.g. around Roscoe Street), glimpses of key City landmarks such as the Liver Building and Anglican Cathedral can be found. The relative uniformity of building heights and the sloping topography presents opportunities for panoramic views from upper windows. The key characteristics of Ropewalks should be protected and enhanced

6.108 RopeWalks is positioned between the City's Main Retail Area, waterfront, and L1 residential neighbourhood, and has strong physical links to each area. There is therefore a high level of pedestrian and vehicular traffic through RopeWalks, particularly along the main routes of Duke, Hanover, Bold and Berry Streets. It is important to ensure that development continues to maximise potential links to surrounding areas particularly for pedestrians and cyclists.

The Cultural Quarter

Policy CC16 The Cultural Quarter

1. Within the Cultural Quarter proposals which complement existing uses and deliver improvements to the cultural, leisure and evening offer will be supported.

2. All proposals should:

   a. Contribute to enhancing the public realm and green infrastructure within the area;
   b. Contribute to enhancing linkages to adjoining areas including pedestrian and cycle links; and
   c. Protect and enhance the distinct character of Hope Street.

3. Proposals for residential development within the Canning Georgian Residential Quarter should comply with the requirements of Policy CC17.

Explanation

6.109 The Cultural Quarter is centered around Hope Street and is an established visitor destination due to its cultural attractions including the Everyman and Philharmonic; and other visitor facilities such as hotels and restaurants. It forms part of the Knowledge Quarter MDZ which recognises the importance of the cultural institutions. This policy requires new development proposals to complement these existing attractions and contribute to enhancing the attractiveness of the area in terms of its environment and connections to other parts of the City Centre including the adjacent Knowledge Quarter.

Policy CC17 Protecting the Canning Georgian Residential Quarter

1. Within the Canning Georgian Quarter as shown on the City Centre Policy Map, where permitted development rights do not apply, planning permission will not be granted for the conversion of dwelling houses for use as Houses in Multiple Occupation.
2. Planning permission for the conversion of traditional residential dwellings into flats within the Canning Georgian Quarter as shown on City Centre Policy Map will be granted provided:

   a. it is demonstrated that it contributes to the provision of suitable family accommodation;
   b. the integrity of historic buildings is maintained;
   c. there would be no unacceptable effects on neighbours living conditions through increased activity, or noise and disturbance;
   d. 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;
   e. 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
   f. it complies with the requirements of Policy H10

Explanation

6.110 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.

6.111 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 focused accommodation in the area.

6.112 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. Therefore, in order to help further the aim of providing family focused accommodation within the Canning Georgian quarter the City Council will, where PD rights do not apply, resist applications for HMOs.

6.113 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 focused accommodation within this area. Part 2 of the policy sets out a number of requirements that should be met. Applications for conversion into flats will also be assessed against the criteria in Policy H10.

St George's Quarter

Policy CC18 St George's Quarter

Proposals within the St George's Quarter should:

a. complement the area's existing cultural attractions and uses;
b. contribute to improving linkages between cultural hubs in the City Centre;
c. contribute to enhancing the public realm, important open space assets and environmental quality; and
d. conserve the historic fabric of the area.

Explanation

6.114 Proposals within the St George's Quarter should complement the existing cultural facilities centred around William Brown Street. Important considerations in the assessment of proposals will be the conservation of the historic fabric of the area. Proposals will also be expected to contribute towards improving linkages with other parts of the City Centre and enhancing important open space and public realm assets including St John's gardens.

6.1 Development Management Policies for the City Centre

Development Management Policies

6.115 The policies within this section 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 including those for employment, housing, green infrastructure, heritage and design 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.

Policy CC 19 Vacant Sites and Temporary Uses

Proposals for the temporary use of vacant buildings or sites or underused floorspace within the City Centre will be supported 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; and
f. There is no adverse impact on established uses within the City Centre or nearby areas.

Explanation

6.116 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,cultural/ tourist facilities, food growing 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. This policy therefore sets out a number of criteria against which proposals will be assessed.

Policy CC 20 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. They form part of mixed use schemes and it is clearly demonstrated that it will only serve the day to day needs of the immediate locality or in the case of standalone schemes it is clearly demonstrated that there are no sequentially preferrable sites;
    b. It is clearly demonstrated that there will be no significant adverse impact on District and Local Centres, where proposals are for A1 retail over 350sqm
    c. There would be no significant impact on residential amenity
    d. The proposal accords with Policy CC1 " Main Office Area"; and
    e. 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.

Explanation

6.117 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 which serve day to day needs of residents, visitors or workers where a number of criteria are met. Small scale refers to proposals which serve the immediate locality and it is considered that this comprises units of 150sqm or less. This corresponds to the average unit size within the District and Local Centres which provide day to day shops and services for adjacent local communities. Proposals that are 150sqm or below and form part of a mixed use scheme will not be required to undertake a full sequential assessment but should provide justification which sets that the uses are required to meet day to day needs of residents and/ or workers in the immediate locality. If however a proposal comes forward for a standalone scheme outside the City Centre MRA then the applicant will be required to demonstrate compliance with the sequential approach. If a proposal comes forward for a retail scheme outside the MRA which is over 350sqm then the applicant will also be required to undertake an impact assessment.

Policy CC 21 - 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:

    a. there would be no adverse impact on the residential amenity of nearby residents in terms of noise, customer activity, vibrations, odours, traffic disturbance and litter;
    b. there would be no adverse impact on the operation of nearby businesses;
    c. there would be no adverse impact on the overall character and function of the area;

    d. the following noise targets are met:

        i. Noise from amplified music and other entertainment sources should not exceed a Noise Rating of 30 [0700 to 2300 hours] or 25 [2300 to 0700 hours] 30 within any nearby residential unit;
        ii. The rating noise from fixed plant should not exceed the existing background noise levels outside any habitable room window; and

    e. All noise control/ sound insulation measures have been designed and implemented to ensure that the noise level requirements are met.

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.
3. Noise sensitive uses which are likely to adversely impact on the continued operation of existing night time economy uses will not be permitted unless appropriate mitigation measures can be provided that will ensure it will not harm the continued operation of existing uses.

Explanation

6.118 The City Centre offers an extensive night time economy, predominately focused around Concert Square and Matthew Street. Night time economy uses include bars and nightclubs. However, difficulties can arise with late opening hours in certain areas due to proximity to residential properties. A balance is required between the promotion of Liverpool's night-time economy and the aim to provide sustainable communities. This policy sets out the criteria that will be used in determining applications

for night time economy uses, including specific noise rating standards, and seeks to ensure that residential amenity is protected. It also requires adequate noise insulation measures to ensure standards are met.

6.119 The required sound insulation should be determined on the basis of the assessment of the level and characteristics of the noise outside the building and the noise levels in the rooms and other spaces of the building. Consideration should be given to the building orientation, screening and building design and layout.

6.120 In respect of hours of operation there will be more flexibility in the established areas around Concert Square and Matthew Street. Outside these areas night time economy uses will be required to close by midnight. Particular attention will be paid to those areas of the City Centre which have seen a significant increase in the number of new residents, such as where the re-use of upper floors helps brings vacant space back into use and where the creation of new high quality residential areas is seen as a key element of the areas regeneration. Such areas include Castle Street, Dale Street and Bold Street.

6.121 It is also important to protect the operation of existing businesses and ensure that new noise sensitive development proposals e.g. Residential, that are proposed adjacent to an established facility do not affect the ability for existing night time economy uses, such as music venues, to continue operating successfully. NPPF states that businesses should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established. Therefore, in cases where it is considered that there would be an adverse impact planning permission will be refused unless appropriate mitigation measures, such as a high standard of sound insulation measures, are provided that would ensure the venue could continue to operate. Policy CC23 sets out the noise level targets for residential development that must be met and the sound insulation requirements.

Policy CC22 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 CC8 and the criteria in Part 4 and Part 5 of Policy SP4.

Explanation

6.122 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 CC8 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 CC23 Pavement Cafés

Where planning permission is required proposals for Pavement Cafes will be assessed against the following considerations:

a. Pedestrian Safety with particular consideration to people with disabilities;
b. Impact on residential amenity;
c. The need to protect the character and appearance of the area particularly in relationship to historic buildings;
d. Operating times; and
e. The design of furniture including means of enclosure.

Explanation

6.123 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. 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, the policy sets out the key considerations including pedestrian safety, the amenity of residents, and protecting the character of historic areas and buildings, that will be taken into account when determining proposals.

Policy CC24 Housing Provision in the City Centre

1. Planning permission for residential development, both new build and conversions, in the City Centre will be granted provided it :

    a. Is clearly demonstrated that it will contribute to improving and diversifying the City Centre housing offer;
    b. Will provide a greater proportion of 2 bed+ dwellings than 1 bed dwellings;
    c. Complies with the Nationally Prescribed Technical Space Standards ;
    d. Does not compromise the City Centre's economic and commercial roles;
    e. Reflects and enhances the character and function of the surrounding area in terms of its scale, density and design;
    f. Forms an integral part of the City Centre, and is not planned and designed as distinctly separate or self-contained zones;
    g. Provides adequate safeguards for the amenity and health of future residents, including light, views and sound insulation. All residential developments within the City Centre (as defined on the Policies Map), must meet the highest standard of acoustic sound insulation. Specifically Internal noise levels for :

i. living rooms should not exceed 35 dB LAeq; [29][30]
ii. bedrooms should not exceed 30 dB LAeq; and
iii. single sound events in bedrooms should not regularly* exceed 45 dB LAmax at night (i.e. between the hours of 2300 and 0700) [31] [* N.B. It would be reasonable to expect that individual events, such as an ambulance siren, will cause an exceedance of the LAmax criterion, but the criterion should not be exceeded more than 15 times during the 8-hour period.)

h. Incorporates noise control measures which are designed and implemented to ensure that noise level requirements are met. Specifically:

i. The facade facing a noise source should be constructed with suitable acoustic mitigation measures built in;
ii. non habitable rooms, such as kitchens, bathrooms and stairwells should be located on the noisier aspects of the building;
iii. Windows and external doors of a building should be to a specification that ensures they provide sufficient insulation against external noise; and
iv. Occupants should be provided with a supply of fresh air in habitable rooms without having to open the windows

i. Makes adequate provision for access, parking, cycle parking, safe cycle storage facilities, servicing, external amenity space and in relation to multi-occupied developments management;
j. Makes adequate provision for access, parking, cycle parking, safe cycle storage facilities, servicing, external amenity space and in relation to multi-occupied developments management;
k. Makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development including waste storage facilities. All proposals should comply with the City Council's latest guidance with regard to Recycling and Waste Management.
l. Can be demonstrated that facilities and services are readily available, particularly with respect to the provision of family housing; and
m. In the case of the conversion of a historic building, it does not harm elements which contribute to the significance of that building.

Explanation

6.124 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 requires proposals to demonstrate that it will improve and diversify the City Centre housing offer specifically by contributing to meeting the housing mix for the City as set out in the SHMA. The aim in the City Centre is to broaden the housing mix and encourage a greater proportion of larger dwellings (2 bed +). Therefore, permission will only be granted for residential proposals where a greater proportion of 2 bed + dwellings than 1 bed dwellings is provided. A proposal

29 LAeq is defined as the notional steady sound level which, over a stated period of time, would contain the same amount of acoustical energy as the A weighted fluctuating sound measured over that period; or in broad terms the average noise level. ;
30 dB(A) A weighted decibel. This is a measure of the overall level of sound across the audible spectrum with a frequency weighting (i.e. 'A' weighting) to compensate for the varying sensitivity of the human ear to sound at different frequencies.
31 LAmax is the maximum A weighted sound pressure level recorded over the period stated. LAmax is often used as a measure of the most obtrusive facet of the noise, even though it may only occur for a very short time.

which seeks to provide a greater proportion of 1 bed properties will not normally be granted planning permission. Exceptions may apply at Concert Square and Matthew Street where night time economy uses are focused, and thus are areas within which family accommodation is less appropriate.

6.125 The policy also sets out a number of other criteria, to be met by residential proposals, within the City Centre. The criteria seek to manage the potential for conflict between residential uses and the night-time economy, and ensure the economic and commercial functions of the City Centre will not be undermined. City Centre Living should 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. The policy, through the inclusion of internal noise standards, seeks to ensure that the health and quality of life of City Centre residents is protected. All residential developments within the City Centre must meet the highest standard of acoustic sound insulation as set out in City Council guidance, building standards and WHO Guidelines for Community Noise.

6.126 BS 8233: 2014 provides recommendations for the control of noise in and around buildings. It suggests appropriate criteria and limits for different situations, which are primarily intended to guide the design of new buildings, or refurbished buildings undergoing a change of use, rather than to assess the effect of changes in the external noise climate. The standard suggests suitable internal noise levels within different types of buildings, including residential dwellings. The recommended levels are based on the existing guidelines issued by the World Health Organisation (WHO) which provides information about the effects of noise that may occur at certain levels of exposure. For dwellings, the critical effects of noise are taken to be sleep disturbance, annoyance and speech interference. The standards in this policy therefore reflect the standards within the above documents which are considered to ensure appropriate sleeping and resting conditions. To ensure the noise standards are met this policy includes a requirement for noise control measures.

6.127 The policy also requires proposals to comply with the Nationally Prescribed Technical Space Standards and the City Council's latest guidance with regard to Recycling and Waste Management.

Policy CC25 City Centre Student Accommodation

1. Proposals for purpose built student accommodation will be supported within the Knowledge Quarter (KQ Liverpool) area.

2. Planning permission will not be granted for student accommodation within the Marybone neighbourhood as shown on the City Centre Policy Map.

3. Elsewhere in the City Centre, 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.

4. All proposals should also comply with the requirements in Part 2 of Policy H5.

Explanation

6.128 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.

6.129 A key recommendation of the Student Accommodation Review (2015) 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 suitable locations and does not conflict with existing business and residential uses. The 'most suitable area' is considered to be in the Knowledge Quarter (KQ Liverpool) area of the City Centre. This area should therefore be the primary focus for student accommodation.

6.130 The Marybone neighbourhood is considered to be the least suitable area for further student accommodation. It is a low-rise, small close-knit residential community which has experienced significant growth of high-rise purpose-built student accommodation to such an excess that community cohesion is being undermined. Further student accommodation development has been refused, and it is considered that it is not a suitable area for further student accommodation and therefore this policy sets out that planning permission will be refused for purpose-built student accommodation within the Marybone neighbourhood.

6.131 The policy requires that elsewhere in the City Centre proposals should clearly demonstrate that it:

- Accords with the City Centre Strategic Investment Framework;
- Does not have an adverse impact, including cumulative impact on long-established residential communities. Student accommodation will not normally be appropriate in established residential neighbourhoods such as Canning;
- Is in close proximity to University campus locations. Proposals that may be close to University Campus locations will also need to demonstrate compliance with other policies for the specific location ;
- Supports a regeneration initiative;
- There would be no conflict with neighbouring uses and activities, and would not lead to the displacement of existing uses/ activities to the detriment of the local area; and
- Does not have an adverse impact on the commercial role of the City Centre.

6.132 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).

Policy CC26 Protection and Enhancement of Green Infrastructure

1. Development Proposals within the City Centre should protect areas of open space in accordance with Policy GI 3.

2. All new development proposals within the City Centre will, wherever possible, be expected to include an element of green infrastructure within the overall design of the scheme. Proposals should incorporate as many of the following design measures as possible:

   a. Green roofs and walls
   b. Street trees and other trees

c. Water features linked to SUDs
d. Landscaping using native species wherever possible.

Explanation

6.133 There is limited 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 other small spaces and 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.

6.134 The Green and Open Spaces Review Board final report considers that the lack of green space in the City Centre is an issue that needs redressing. Given this, and the limited amount of green infrastructure in the City Centre, development proposals in the City Centre should contribute to enhancing provision. Whilst, 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 innovative solutions such as green roofs or walls could be achieved through new development and redevelopment. In addition, tree planting may be feasible. Further green infrastructure would bring benefits in relation to health and wellbeing, environmental quality, climate change adaptation, pollution reduction and air quality management, and would assist in encouraging and supporting economic investment and growth.

7

Employment Land and the Economy 7

7 Employment Land and the Economy

Introduction

7.1 Sustainable economic growth is of paramount importance to the development of Liverpool and its City Region over the next two decades, to sustain physical and population growth, develop or renew infrastructure, create new jobs and improve the social and economic prospects of all its residents. Local and sub-regional policy seeks to establish the City Region as an internationally competitive area, with a strengthened and enlarged business base. The Local Plan has a key role to play in achieving this objective.

7.2 The primary concerns to be considered in developing spatial policy to support economic development are:

- Strengthening the local economy by safeguarding a supply of employment land to support the growth of key industrial/business sectors and major employment-generating areas.
- Sensitively exploiting the City's substantial, distinctive cultural and heritage assets, to the benefit of job and wealth creation.
- Delivering a substantial contribution to the growth and regeneration objectives of the wider sub-Region.
- Responding flexibly to changing economic environments, to continue to attract new investment to the city in competitive global markets.
- Enhancing job opportunities for all, particularly in areas of employment need.

7.3 The policies below, which reflect the Government's National Planning Policy Framework (NPPF) and have been informed by relevant economic evidence, seek to address these key issues, providing the strategic spatial framework for achieving these goals and continuing the sustainable economic regeneration of Liverpool and its City Region. In addition, the areas of the City in which investment to secure regeneration will be concentrated, and the sites allocated for employment uses, have been identified in Schedule 7 (to be found at the end of this Chapter) and on the Policies Map.

Policy EC1 Employment Land Supply

1. The City has an overall requirement for 149.5 hectares of land for industrial and business uses (Use Classes B1/2/8), over the period of the Local Plan, to meet the needs of the City and the sub-regional demand resulting from planned development associated with SuperPort. This requirement will be met through the following sources:

a. Land developed for B Class uses between April 2013 and August 2016;
b. Employment land provision committed through extant planning permission for B Class uses, at August 2016; and
c. Sites allocated as Sites for Industrial/Business Development or Sites for Office Development, or designated as Primarily Industrial Areas or Main Office Area within this Local Plan and shown in Schedule 7 and on the Policies Map.

2. The take-up of existing employment land will be monitored, and its ongoing supply managed, via regular review of site allocations, to meet changing market conditions in land for employment and other uses.

Explanation

7.4 As required by NPPF, the Local Plan must endeavour to ensure that an adequate supply of land is available, on sites in a range of locations, sizes and conditions, to attract investment into the City and to support existing business sectors. To assess the City's economy and provide evidence regarding the need for, and supply of, employment sites within the City, the Council commissioned an up-to-date Employment Land Study 2017 (ELS).

7.5 The ELS indicates that there is a requirement for between 105 and 140 hectares of employment land to meet the City's needs. Taking a mid-point of these forecasts gives a requirement for around 122 hectares of employment land for the City over the period 2013-2033. This identified requirement considers the needs of the City only. In addition to meeting the City's own needs, just over 27 hectares of employment land within the City is identified as being suitable to support the sub-regional demand resulting from the planned development of the City Region SuperPort. [32] Combined this gives an overall requirement for 149.5 hectares of land for industrial and businesses uses.

7.6 The ELS also considers the balance between demand for employment land and the supply of employment land over the plan period to 2033, in both quantitative terms (in regards to the hectares of land required and available) and in qualitative terms (examining the fit between the nature of employment land available and that which the market requires). The demand calculation takes account of completions from 2013 to 2016, the pipeline of committed sites with extant planning permission for employment development which have yet to be implemented, and losses of employment land to alternative uses. Taking these factors into account results in a residual requirement for 56.2 hectares of employment land over the plan period.

7.7 As part of the ELS process, an assessment of existing and potential employment sites has been undertaken to identify employment land supply with potential to meet the residual requirement. This includes a review of sites allocated or designated for industrial/business purposes, office development and mixed use in the Liverpool Unitary Development Plan (2002). The assessment identifies that some of these sites no longer offer an attractive option for purely B Class employment uses and therefore recommends that a more flexible approach to development proposals should be considered, including alternative uses. Taking this into account, the assessment identifies sites which cumulatively provide potential for 62.8 hectares supply of developable land for B Class employment uses across the City. The sites which make up this supply are shown in Schedule 7 at the end of this Chapter and on the Policies Map. Land is also designated and allocated for other economic generating development through other policies in the Local Plan e.g. within the Shopping Centres and Community Facilities Chapter.

7.8 Mixed use sites have not been included in the supply figure because in most instances the precise quantum of land likely to come forward for B Class employment uses is, at the present time, unknown. However, it is recognised that these sites will deliver an extra quantum of employment land to the supply. *In addition to this, the Liverpool Waters mixed-use proposal, which includes the redevelopment of some 60 hectares of former dockland, has not been included in the site supply hectares due to the high density of the development which would not accord with the plot ratios assumed in the demand modelling. However, it is recognised that the proposal will deliver 314,500 sq m of B1 office space.

7.9 The employment land supply/demand analysis, broken down by B Class use, is summarised in Table 4 below:

32 SuperPort is the name given to a cluster of transport and distribution assets across the Liverpool City Region (LCR). The vision of SuperPort is to bring together and integrate the strengths of the ports, airports and freight community to develop a multimodal freight hub for freight and passenger operations across the LCR. Development of SuperPort is being led by the LCR Local Enterprise Partnership (LEP), supported by encompassing local authorities, Peel Ports, Liverpool John Lennon Airport, Stobart Group, Unipart Logistics, Mersey Maritime and a wealth of retail, manufacturing, maritime, logistics and professional service operations (LCR SuperPort Market Analysis Land & Property Report, NAI Global, March 2014).

		B1a B1b (Ha)	B1c/B2/B8/ Mixed B (Ha)	Total (Ha)
A	Demand	27.0	122.5	149.5
B	Completions	2.1	62.5	64.6
C	Commitments	1.7	36.3	38
D	Losses	0.0	9.3	9.3
A-B-C+D	Residual Demand	23.2	33.0	56.2
	Identified Supply	11.8*	51.0	62.8*

Table 4 Employment Land Suppy/Balance

7.10 In addition to, and complementing the City Council's own assessment of employment land need it has along with the Metropolitan and Borough councils of the Liverpool City Region prepared a Strategic Housing & Employment Land Market Assessment (SHELMA) for the City Region. [33] The SHELMA provides a comprehensive assessment of future housing need, jobs growth, and employment land need across the City Region for the period 2012-2037. It considers two economic forecasts - a Baseline Scenario and a Growth Scenario both produced by Oxford Economics and the City Region's Local Enterprise Partnership (LEP).

7.11 To ensure alignment of the SHELMA and the ELS further analysis has been undertaken by GL Hearn [34] which shows that for the Local Plan Period (2013-2033) the jobs growth for the Baseline Scenario is 22,960 jobs and 54,080 jobs for the Growth Scenario - the midpoint being 38,550. This is only, 1,200 jobs higher than the 37,350 jobs identified in the ELS (a difference of approximately 3%). While demographic modelling leads to a labour supply-led jobs growth of between 29,350 and 52,400.

7.12 Using modelling consistent with the SHELMA the jobs growth figures produce a land requirement for B1/B2 and small-scale B8 uses of between 70.4 ha and 88.4 ha. When calculating employment land needs at a local authority level the SHELMA excludes the need for large-scale B8 uses as this demand is considered at a local level to be supply-driven based on the availability of suitable sites and should be considered and agreed by local authorities of the City Region through the duty to cooperate.

7.13 Without prejudice to the above situation, to align with the ELS and for the purposes of the Local Plan, the additional analysis shows an indicative need in Liverpool of between 35.2 ha and 45.4 ha over the Plan period for large-scale B8 land. This added to the land requirement for other B Class uses derived from the jobs growth figures highlighted above gives a need of between 105.6ha and 133.8ha. In the interests of planning positively and proactively it is considered appropriate however to plan for the higher land requirement (149.5 ha) identified within the ELS.

Policy EC2 Employment Areas

1. New employment development will be directed towards land designated as Primarily Industrial Areas and allocated as Sites for Industrial/Business purposes, as shown on the Policies Map and in Schedule 7, and which mainly fall within the City's key employment areas.

33 currently at consultation stage and is yet to be finalised
34 Employment Land Evidence Base December 2017, GL Hearn

2. Land in these areas will primarily be protected for industrial and business uses. Planning permission will be granted for industrial/business uses (Use Classes B1/2/8) and where appropriate to the location, and in accordance with other plan policies, employment generating sui-generis uses associated with industrial/business areas.

3. Proposals for the use of Primarily Industrial/ Business Areas and Sites, for other purposes, should clearly demonstrate that:

a. The proposed use is complementary to the primary employment use of the area, providing a small-scale ancillary service to meet the day-to-day needs of local employees subject to compliance with other plan policies; **or**

b. There is no reasonable prospect of the site being used for industrial/business uses (Use Classes B1/2/8). This will require evidence to demonstrate that the site has been appropriately marketed for B1, B2 and B8 Class Uses, across a range of media for at least 24 months; **and either**

   i. use of the site for non-industrial/business purposes would not adversely affect the City's overall capacity to meet future demand for such purposes; **or**

   ii. use of the site for other purposes would bring wider economic, social or environmental regeneration benefits which outweigh the economic impact of the loss of land for employment purposes. This would require evidence to demonstrate:

   - a net increase in employment;
   - a need/demand for the proposed use;
   - a lack of a suitable alternative site/premises;
   - the satisfactory relocation of displaced businesses (where applicable);
   - improvements to the physical/operational environment of the employment area; and
   - that the proposal forms part of a comprehensive regeneration scheme.

c. In the case of both a. and b. above, the proposal will not be incompatible with existing retained employment uses within the vicinity. In the case of other town centre uses, including retail and leisure, the proposal complies with Policy SP6.

d. In all cases use for parking aimed at Airport customers will not be supported where it would undermine the sustainable access strategy of the Airport or the modal shift targets set out in the Airport Surface Access Strategy (ASAS).

Explanation

7.14 NPPF requires local planning authorities to set out in their Local Plan a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth. To achieve this, one of the spatial priorities set out in the Local Plan is to focus economic development in the City's key employment areas including the Enterprise Zones (EZs) - Mersey Waters (including Liverpool Waters) and Liverpool City (within and adjacent to the City Centre). This policy therefore directs new employment development towards the Primarily Industrial Areas and sites allocated for industrial/business purposes.

7.15 Alongside identifying sufficient land to meet all foreseeable types of economic activity (as set out in Policy EC1 above and other policies within the Plan), NPPF requires policies to be flexible, recognising that circumstances in the market may change over the period of the Plan and that there may be demand for other (non-B) uses on employment sites. NPPF specifically advises against the "long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose." (paragraph 22).

7.16 To achieve a balance between the different requirements of NPPF the Council commissioned an up-to-date Employment Land Study 2017 (ELS) to assess the need for and supply of employment land, including a review of existing and potential employment sites, for the plan period to 2033. The findings of the Study identify that the potential supply of land for B Class employment purposes is sufficient, in purely quantitative terms, to meet the City's need and the additional need arising from SuperPort. However, the balance of employment land across the City is fairly tight, therefore the recommendations of the Study are that there should be a presumption against redevelopment for alternative (non-B Class) uses on those sites identified to be retained for B Class uses - unless key criteria/policy tests can be met to justify any such release.

7.17 To justify the release of employment land for alternative (non-B Class) uses, the Policy requires the applicant to demonstrate that either the proposed use is one which is complementary to the primary employment use of the area or there is no reasonable prospect of the site being used for industrial/business uses (Use Classes B1/2/8).

7.18 In terms of what is considered to be a 'complementary' use, it is recognised that some small-scale non-B1 use development, such as a crèche or a café, may be ancillary to the main employment use of a site, and can enhance the appeal of an employment area to both prospective employers and the local workforce.

7.19 In terms of demonstrating that there is no reasonable prospect of a site being used for industrial/business purposes the Council will require the applicant to provide evidence that the site has been appropriately marketed for B1, B2 and B8 uses, across a range of media for at least 24 months at a price and associated terms that are commensurate with current market values, based on evidence from recent and similar transactions and deals.

7.20 In addition to the marketing requirements, the applicant will also have to demonstrate that either criteria 3b(i) **or** 3b(ii) has been met. If 3b(i) is being met, the Council will use the ELS to determine whether the proposal will adversely affect the City's overall capacity to meet the future demand for employment land. If however, the applicant is instead seeking to demonstrate that proposals would bring regeneration benefits which outweigh the economic impact of the loss of employment land the Council will require evidence that all the elements of 3b(ii) are met.

7.21 It is also important that the operation of existing businesses are not adversely affected by new development.

7.22 With regard to use of sites for car-parking aimed at airport users, the City Council aims to support the ASAS in order to ensure an appropriate level of parking is delivered through the Planning permissions and Master Plan for the Airport and that providing additional off site parking that does not contribute to this strategy and the modal shift targets within it will not normally be approved.

7.23 For sites shown on the Policies Map with the symbol 'W' refer to the Merseyside Joint Waste Local Plan 2013.

Delivering Economic Growth

7.24 Liverpool City Region (LCR) covers the Local Authority Districts of Liverpool, Halton, Knowlsey, Sefton, St Helens and Wirral. In 2015, the core LCR economy was worth £29.5billion, or 1.8% of the UK economy. Total GVA of LCR relative to its population, results in GVA per capita of £19,319 compared to the UK average of £25,351 (76.2%). Since 2012, the gap with the UK average has year on year marginally narrowed. [35]

7.25 On 17th November 2015 the Liverpool City Region Combined Authority Devolution Agreement was agreed. It provides for the transfer of significant powers devolved from central government for economic development, transport, housing and planning, and employment and skills. Over the next

35 Liverpool LEP GVA Briefing, December 2016

5 years as part of the Devolution Agreement just over £458 million is being invested in the City Region. The key funding tool for LCR is the Single Investment Fund (SIF) which will be used to address the City Region's strategic priorities. The SIF will be used to commission and fund key growth projects in areas which include: business growth and sector development; research and development; skills development and adult education; transport and other infrastructure; regeneration; town centre development; and culture. [36]

7.26 The framework for the delivery of devolution and achievement of long-term sustainable economic growth is set out in 'Building Our Future' Liverpool City Region Growth Strategy [37] The Strategy also provides the strategic focus for the priorities and objectives of the SIF and future investment programmes. The Strategy recognises that the City Region has significant strengths and huge potential in innovation and globally-competitive sectors which the Strategy will capitalise on to unlock growth and create new jobs and businesses. The sectors identified are:

- Advanced Manufacturing
- Digital and Creative
- Financial and Professional Services
- Health and Life Sciences
- Low Carbon Energy
- Maritime and Logistics
- Visitor Economy.

7.27 The Liverpool City Region LEP's Growth Plan also sets out a long-term ambition for the City Region, together with a Strategic Economic Plan (SEP) that details the interventions considered necessary to deliver growth. In particular, the SEP identifies five transformational 'strategic projects' that will deliver maximum impact and that will tie together various elements of the Growth Plan's approach. *"The five strategic growth projects are:*

- *Liverpool City Centre*
    - *A centre for Business Growth across a range of sectors including business, financial and professional services, creative businesses and knowledge businesses in the Knowledge Quarter*
    - *As a destination attracting people from around the world as part of our Globally Connected City Region supporting our Visitor Economy ambition*
    - *As a fundamental component of our Place as a City Region*
- *Liverpool City Region Freight & Logistics Hub*
    - *Capitalising on the £340m investment in Liverpool2 and the restructuring of logistics in the UK and therefore benefiting from being a Globally Connected City Region, the Hub would link transport and key site investments under the Place strand to create jobs in every part of the City Region*
- *Multi-modal Port Access - Accessing the Port of Liverpool*
    - *This would further enable the Freight and Logistics Hub but is a longer term project due to its scale and the need to identify the preferred and optimal multi-modal solution. Integral again to the Globally Connected City Region and Place elements of this plan*
- *LCR^2 Energy*
    - *Will facilitate and enable the transition of the City Region's Energy supply for the needs of the Growth Plan and the 21st Century; by converting the 37GWh* used for City Regions*

36 Liverpool City region Combined Authority website, 2017)
37 LCR LEP/LCR Combined Authority, 2016.

electricity, heat and transport power requirement to 100% Low Carbon, including local sourcing of offshore and marine renewable generation, by the most cost effective and efficient means. Will support the Place strand of this plan by delivering competitive, resilient energy infrastructure and also supports the significant supply chain opportunities by stimulating market requirements from energy/low carbon and innovation linked Business Growth."(Liverpool City Region Growth Prospectus Our Overall Strategic Approach, LCR LEP, page 38)"

7.28 One of the consistent elements of the growth plans for the LCR has been the SuperPort concept. SuperPort is the name given to a cluster of transport and distribution assets across the City Region. The vision of SuperPort is to bring together and integrate the strengths of the ports, airports and freight community to develop a multimodal freight hub for freight and passenger operations across the LCR. Development of SuperPort is being led by the LCR Local Enterprise Partnership (LEP), supported by encompassing local authorities, Peel Ports, Liverpool John Lennon Airport, Stobart Group, Unipart Logistics, Mersey Maritime and a wealth of retail, manufacturing, maritime, logistics and professional service operations [38]

7.29 Approximately £1 billion of investment in LCR's port and logistic assets is underway. The assets include:

- The Port of Liverpool - £400 million has been invested in Liverpool2 to create a new deep-water container terminal at the Port of Liverpool, increasing the size of vessel which can be accommodated at the port. Phase 1 of Liverpool2 opened in November 2016.
- The Seaforth Rail Freight Terminal in the Port of Liverpool - Peel Ports are planning for significant growth in rail freight in and out of the Port.
- Manchester Ship Canal - canal linking Liverpool with major distribution hubs around the North West.
- Mersey Gateway - proposal to deliver a new six-lane road bridge over the River Mersey between Runcorn and Widnes has been started and is due to be opening in 2017.
- The Mersey Multimodal Gateway (3MG) - site in Widnes currently provides 530,000 sq ft of existing distribution and rail connected high bay warehousing with direct access from the West Coast Main Line.
- Potter Logistics Rail Freight Terminal - 15,000 sq m of warehousing at Knowsley Industrial Park.
- Garston Freightliner Terminal - Freightliner operated rail freight terminal in Garston with good road and rail access.
- Port of Garston - a general cargo port, close to Liverpool City Centre.
- Twelve Quays Terminal, Birkenhead.
- Liverpool John Lennon Airport in Speke.

7.30 Liverpool plays a key role in the revitalisation of the City Region. In 2015, the City's economy was worth £10,907million (37% of the City Region's GVA). In addition to the assets listed above, some of the developments within Liverpool which have contributed to this include:

- Growth of the Knowledge Quarter Liverpool (KQ Liverpool), centred on the expanding Universities and medical facilities in the City Centre
- A growing commercial centre around Old Hall Street
- Opening of a new cruise liner terminal
- A regenerated waterfront driven by public investment in the ACCL Conference Centre and Arena, an extension to the Leeds Liverpool Canal and associated public realm improvements
- The Liverpool One retail development, which has contributed to an increase in visitor numbers to the City and helped link the waterfront to the city core
- The increasing significance for international tourism of areas such as Hope Street, RopeWalks and St George's Quarter which add significantly to the variety and quality of Liverpool's attractions

38 LCR SuperPort Market Analysis Land & Property Report, NAI Global, March 2014.

- Significant growth in the availability of hotel accommodation and food and drink outlets
- The development of the Estuary and International Business Parks which have transformed the industrial/commercial environment in south Liverpool
- Continuing improvements to the Edge Lane Corridor into the City, and the opening up of new opportunities at Liverpool Innovation Park.

Policy EC3 Delivering Economic Growth

1. Development of new and existing business sectors with strong growth potential in Liverpool and the City Region will be supported and, where appropriate, protected and enhanced. These include:

    - Knowledge-based industries

        - Health and life sciences
        - Advanced science, manufacturing and engineering
        - Creative, cultural and media industries
        - ICT and digital technology

    - Financial, professional and business services
    - Port and maritime industry
    - Airport, Aerospace and aviation-related activity
    - Tourism/visitor economy -including the football clubs of Everton and Liverpool, and
    - Low carbon economy business and low carbon generation.

2. Sites for appropriate sectors within the main employment areas are shown on the Policies Map and within Schedule 7.

Explanation

7.31 Policy EC3, together with the other policies within the Employment Land and the Economy Chapter and those in the City Centre Chapter in particular, seek to help deliver both the city region and local priorities for economic growth: building upon the City's strengths and related assets by supporting the business sectors which have been identified regionally as having strong growth potential, while still recognising the importance of other sectors.

Knowledge-Based Industries

7.32 Liverpool and the wider sub-region support a substantial and growing portfolio of assets in a range of knowledge-based research, manufacturing and creative activities. Within the City, these are concentrated in the Knowledge Quarter Liverpool (KQ Liverpool) on the edge of the City Centre (including the Universities, teaching hospitals and Science Park as well as cultural institutions), within Liverpool Innovation Park on Edge Lane and within Estuary Business Park and Liverpool International Business Park (South Liverpool). Investment from both public and private sector sources has secured several centres of excellence, accommodated in high quality premises in attractive environments, and providing significant wealth and job creation. Further details relating to the Knowledge Quarter Liverpool can be found within the City Centre Chapter, while Policies EC1 and EC2 provide guidance for development within the business parks.

Financial, Professional and Business Services

7.33 Liverpool is the primary driver of economic activity in the sub-region, particularly the City Centre, where the Commercial District functions as the nucleus for business, professional and financial services and public administration. These sectors remain the highest take-up of office floorspace in the Commercial District.[39]

7.34 Future development will need to capitalise on existing clusters of related activities, with public sector investment concentrating on improvement of transport access and public realm to encourage further sustainable development. Further details relating to the City Centre, including the Main Office Area and Commercial District can be found in the City Centre Chapter. The other main employment areas are covered by Policies EC1, EC2 and EC5.

Tourism and the Visitor Economy

7.35 Liverpool, and the wider City Region, is a world-renowned destination for visitors, investors and businesses. As at 2015, the City Region's overall tourism was valued at £4.1 billion, with Liverpool making up the majority of this, worth just over £2.7 billion. In terms of overall visitors the City Region attracts over 60 million, with the majority, just over 34 million, visiting Liverpool.[40] The City is ranked as the 6th most visited city in the UK by people from overseas.[41]

7.36 Further support and guidance are provided through Policy EC4 Culture, Tourism and Sport below.

Port and Maritime Industry

7.37 The maritime sector, which includes shipping, ports and business services, contributes £22.2 billion to the UK GDP and directly provides just over 239,000 jobs. The UK is one of the leading maritime centres in the world.[42]

7.38 The UK Port Industry is the second largest in Europe, handling more than 500 million tonnes of freight each year, as well as over 60 million international and domestic passenger journeys. It contributes £19 billion to the UK GDP, and some 118,000 people are directly employed in UK ports. There are about 120 commercial ports in the UK. [43]

7.39 Within Liverpool, and the wider City Region, there are a number of assets which are recognised within the LCR Growth Strategy as offering opportunities to help the region to become "*the Global Logistics Hub for Northern UK and Ireland, and a globally significant Maritime Knowledge Hub*" these include: the Port of Liverpool which is the largest Atlantic-facing Port on the UK's West Coast; and Liverpool's Cruise Liner Terminal. Although the majority of the Port of Liverpool is located outside the City's boundary, within Sefton and Wirral, given its importance to the City Region and its influence on Liverpool further support and guidance for its development, together with the Port of Garston, is provided at Policy EC8.

Airport, Aerospace and Aviation-related Industries

7.40 The UK has the largest Aerospace industry in Europe and the second in the world after the USA. It has a turnover of £31billion, directly employs 128,000 people and has seen 39% growth since 2010. [44] The UK is also home to the third-largest aviation network in the world, with a turnover of

39 The Commercial Office Market Review, 2015 (The Property Group of Professional Liverpool with assistance from Liverpool BID)
40 Tourism Data Summary 2016, LCR LEP
41 (Building Our Future: Liverpool City Region Growth Strategy, LCR LEP & LCR Combined Authority, 2016)
42 (www.maritimeuk.org)
43 (www.maritimeuk.org)
44 (ADS - the Premier Trade Organisation for Companies in the UK Aerospace, Defence, Security and Space sectors, website, 2017)

over £60 billion and directly providing 341,000 jobs. Within the aviation sector, as at 2013, UK airports had a turnover of £8 billion. While in the 12 months to July 2015 they handled 247 million passengers. [45]

7.41 Liverpool John Lennon Airport plays an important role both as an international gateway to the Liverpool City Region (LCR) and as a major driver of the local economy. The Airport currently handles over 4.8 million passengers per year with flights to over 60 destinations in the UK and across Europe. Since the mid-1990s passenger numbers have increased almost ten-fold, with the Airport moving from 20th to the 12th busiest airport in the UK. [46] The Airport supports around 6,000 jobs across the region and contributes £250 million in GVA to the LCR economy. [47] Expansion of the Airport with a greater range of destinations improving the global connectivity of the City Region, together with development of facilities to enable growth in non-passenger related activities such as cargo, aircraft maintenance and logistics infrastructure is seen as an opportunity in the LCR Growth Strategy. Further support and guidance relating to Liverpool John Lennon Airport is provided at Policy EC7.

The Low Carbon Economy

7.42 In 2015, an estimated 234,000 people were employed directly in low carbon and renewable energy activities, generating a turnover of £43.1 billion.[48]Sub-regionally, the Low Carbon sector employs 34,800 people in 1,400 companies, contributing £1.9 billion to the City Region economy.[49]

7.43 In terms of the renewable energy sector, the City Region's geography makes it well placed to deliver significant growth. The Mersey Estuary has one of the largest tidal ranges in the country, making it a prime site for a tidal power scheme. Liverpool Bay has the second largest concentration of offshore wind turbines in the world. [50]The City Region is one of six Centres for Offshore Renewable Engineering (COREs) identified in England which is recognised for having the optimum conditions for the offshore wind industry with the land, infrastructure, skills and supply chain expertise required to take advantage of the world's largest engineering opportunity. [51]Some of the recognised benefits Liverpool has to offer businesses include:

- Enterprise Zone Status;
- Significant research and development strengths in low carbon products and services offered by the City's universities which underpin the importance of the sector and its future potential;
- Particular opportunities for supply chain businesses at locations in North Liverpool, particularly those close to the Port of Liverpool; and
- A number of smaller industrial sites in the hinterland of the former docks which provide potential for further economic redevelopment.

7.44 Further support and guidance relating to renewable and low carbon energy can be found in the Environmental Resources Chapter.

Policy EC4 Culture, Tourism and Sport

1. Proposals which reinforce and promote Liverpool's role as a centre for tourism, culture and major events and as a key destination for business tourism will be supported. This includes:

    - Proposals which enhance the City's existing tourist and cultural facilities;
    - Proposals for new or expanded provision where it contributes to the City's continued success as a destination for visitors and venue for major events, including those for

45 (UK Aviation Industry Socio-economic Report, Sustainable Aviation , 2016)
46 (http://lennon.liverpoolairport.com/about-ljla/about-liverpool-airport/)
47 Consultation draft Liverpool John Lennon Airport Master Plan to 2050 (document produced by Turley June 2017)
48 (UK environmental accounts: Low carbon and renewable energy economy survey, final estimates 2015, ONS)
49 Building Our Future Liverpool City Region Growth Strategy , 2016, LCR LEP & LCR Combined Authority
50 Building Our Future Liverpool City Region Growth Strategy, 2016, LCR LEP & LCR Combined Authority
51 Building offshore wind in England: CORE: Centres for Offshore Renewable Engineering, 2015, HM Government

sports. This includes proposals for the sustainable development or redevelopment of Everton and Liverpool football clubs where they are of an appropriate scale, and subject to other other relevant planning policies; and

- Proposals which protect and promote the City's heritage.

2. Proposals should be of a high quality design, be highly accessible, not adversely impact on residential amenity or the operation of existing businesses and be designed to be flexible, adaptable, and capable of multi-use.

3. The provision of well-designed and accessible ancillary facilities such as hotels and other types of ancillary accommodation, designed to be capable of adaptation to other residential uses in the future, will be supported.

4. Development that would lead to the loss of an existing cultural/tourism facility in the City should comply with the criteria in Part 3 of Policy SP5.

Explanation

7.45 As shown at paragraph 7.33 above, Liverpool plays a key role in the City Region's visitor economy. One of the opportunities set out in the LCR Growth Strategy is to "*continue to captialise and build on Liverpool's positioning as an international destination for culture and heritage"* following its designation as a European Capital of Culture in 2008. Liverpool has one of the highest concentrations of cultural and heritage assets in a UK city outside of the capital. The range and diversity of these assets include: eight national museums and galleries; an international recognisable waterfront and maritime heritage (including a World Heritage Site); a pop music culture with visitor attractions, music venues and festivals; the Royal Liverpool Philharmonic Orchestra; four theatres; two cathedrals; and several internationally important sporting institutions, including two of England's premier football clubs (Everton and Liverpool) and Aintree Racecourse, which falls partly within the City's boundary, the home of the Grand National Festival, which hosts the world class National Steeplechase.

7.46 As well as making a very substantial direct contribution to the economy of the City and sub-region the visitor economy generates further demand for support services and provides an improved range of facilities for residents of the City Region. Further growth of the Airport, increasing visitor numbers through the Liverpool Cruise Liner terminal, development of new attractions such as football stadia and museums, and the delivery of additional hotel capacity, will need careful management to continue to improve Liverpool's competitive position in the national and international market for this expanding sector.

7.47 Both Goodison Park (Everton FC) and Anfield (Liverpool FC) stadia represent major tourist and visitor centres and as such play an increasingly important role in the economy of the City. The City Council is keen to maintain this position by supporting the development plans of both clubs, where this will assist in the social and economic improvement of Liverpool in general. Proposals must be carefully managed to protect amenity for those living in nearby areas and to minimise adverse impacts arising from the construction and operation of new development. This will include exploring appropriate opportunities to take advantage of the contribution to regeneration of cross-subsidy from related development, in bringing forward stadium development proposals.

7.48 On 25th April 2014 the City Council adopted the Anfield Spatial Regeneration Framework (Anfield SRF) as a Supplementary Planning Document with the purpose of delivering comprehensive and sustainable regeneration of the Anfield area. In particular it seeks to capitalise upon Liverpool Football Club's decision to extend its existing stadium and remain in Anfield. The SRF explores opportunities for re-integrating Stanley Park with the surrounding residential areas and for reinvigoration of the 'High Street' through new and improved commercial opportunities to be delivered on Walton

Breck Road and Oakfield Road. The SRF also supports any future proposals which seek to ensure the long term conservation and enhancement of Anfield Cemetery. All of these issues remain relevant for the foreseeable future and the SPD will be be treated as supplementary to the Liverpool Local Plan.

Policy EC5 Office Development

1. Within the Main Office Area in the City Centre, and on sites identified in Schedule 7 and on the City Centre Policies Map, proposals should be in compliance with Policy CC1 and, where applicable, Policy CC1a.

2. Outside the Main Office Area within the City Centre, and within district, local and neighbourhood centres, planning permission will be granted for appropriate Use Classes A2 and B1.

3. Proposals for office development outside the City Centre, district, local and neighbourhood centres must comply with the sequential and impact assessment requirements set out in national planning policy.

4. All proposals for office development will be subject to consideration of residential amenity, traffic generation and other Plan policies.

Explanation

7.49 The City Council's Employment Land Study2017 (ELS) shows that the identified supply of land for office development is sufficient to meet the needs of the City. However, given that the overall employment land supply/demand balance for the City is fairly tight the Study recommends that sites identified within it for office development should be retained for such purposes unless key criteria/policy tests can be met to justify any such release.Therefore, an area within the City Centre has been designated as the Main Office Area and sites have been allocated for office development, these are shown in Schedule 7 at the end of this Chapter and on the City Centre Policies Map. Policy CC1 in the City Centre Chapter sets out the planning policy requirements for proposals within the Main Office Area and sites allocated for office development.

7.50 Proposals for office development outside the City Centre, district, local and neighbourhood centres must comply with the sequential and impact assessment requirements as set out in national planning policy, together with other policies in this Local Plan. A locally-based threshold for the requirement of an impact assessment has not been included within the Policy, instead the default threshold contained in national planning policy will be used when assessing applications for office development outside the centres.

Policy EC6 Mixed Use Areas and Sites for Various Types of Development

1. In Mixed Use Areas, designated on the Policies Maps, planning permission will be granted for those uses specified in the Mixed Use Area profiles subject to the provisions of other relevant Plan policies.

2. On Sites for Various Types of Development, identified on the Policies Maps, planning permission will be granted for the uses specified in Schedule 7, subject to the provision of other relevant Plan policies.

Explanation

7.51 The designation of Mixed Use areas and Sites for Various Types of Development is intended to promote development which can make a significant contribution to the regeneration of the local economy, providing enhanced employment prospects and opportunities for environmental improvement. The City Council's Employment Land Study (ELS) has been used to inform this policy on what provision for Mixed Use Areas and Sites for Various Types of Development should be made within the Local Plan and how such sites should be managed.

7.52 Development of Mixed Use Areas will be facilitated in two ways:

- alternative uses: not specifying one particular use for a site or area, a number of types of proposal for different uses can be considered for the location; and
- complementary uses: provision of a range of uses such as residential, employment, community, leisure and retail, can be accommodated, subject to other relevant Plan policies, within a relatively compact area of the City. This will be applied most notably in the City Centre.

7.53 This will be of direct benefit to the local community, particularly those without access to private transport, and to a wider area if public transport access is available to serve the development. Most of the designated Mixed Use Areas (which includes virtually the whole of the City Centre outside of existing residential, office or industrial areas) are relatively well served by public transport.

7.54 The following section provides a brief outline of the areas, outside the City Centre, shown on the Policies Map as Mixed Use Areas (within the City Centre the designated Mixed Use Areas are covered in the City Centre Chapter and shown on the City Centre Policies Map).The profiles provide guidance on the uses considered most appropriate for each area. Similarly, for Sites for Various Types of Development as identified on the Policies Map, Schedule 7 at the end of this Chapter provides details of appropriate uses for each site. Applications for uses other than those in the profiles and Schedule 7 will be assessed against the criteria contained in other relevant Plan policies.

Mixed Use Area Profiles

Hartley's Village, Long Lane (L9)

7.55 This mixed use area is centred around Hartley's Village, the centre of which is designated as a conservation area and includes a number of listed buildings. Hartley's Village is also designated as a Business Neighbourhood Area: its Forum have identified a number of aims for the area which are set out at the end of this Chapter. To reflect and assist, as far as possible, the aims set out by the Forum future development within the area could include residential, community use, light industrial/business use (B1), and public open space provided they reflect these aims.

West Derby Road (L6)

7.56 West Derby Road (A5049) is a key route east out of the City Centre towards the M62. The area currently accommodates business uses (mainly at Boaler Street Industrial Estate) together with some leisure, residential and retail uses. The area also contains a number of derelict sites which include road frontages. Any redevelopment could include continuation of light industrial/business uses (Use Class B1). Residential redevelopment would be acceptable, particularly on those areas which have become derelict, provided there will be no adverse impacts on the operation of any existing businesses in the vicinity.

Belmont Road (L6)

7.57 The area consists mainly of industrial/business uses which are successfully operating, including those located within Larch Lea Industrial Estate. The continuation of industrial/business uses would be appropriate. The area also includes residential uses, together with some small retail units and a

pub fronting on to West Derby Road. Future housing and related community development would also be appropriate, provided there will be no adverse impact on the operation of existing businesses in the vicinity.

North of Broadway District Centre (L11)

7.58 A mixed use area located on Townsend Avenue, north of Broadway District Centre, currently in use for a range of community, institutional and industrial purposes. Any redevelopment could include continuation of these existing uses. Residential redevelopment would also be acceptable.

Wheathills Industrial Estate, Holt Lane, Netherley (L27)

7.59 The area consists of a small industrial estate, surrounded by housing to the south and Green Belt to the north. It also includes an electricity sub-station, areas of open space and vacant land. Uses which which would generate local employment opportunities (Use Classes B1, B2, B8) would be permitted, provided that the amenity constraints imposed by its location can be satisfactorily resolved.

Sefton Street/Caryl Street (L8)

7.60 A long, narrow area of land which runs from Hill Street between Sefton Street and Caryl Street. The area mainly consists of car showrooms but also accommodates some leisure uses. Redevelopment for industrial/business uses (Use Classes B1/B2/B8) would be appropriate, as well as employment generating sui-generis uses associated with industrial/business areas.

Columbus Quay (L3)

7.61 This small area centres around the relatively modern office complex Columbus Quay, located between the River Mersey and Riverside Drive. It also includes some ancillary restaurants and a car showroom. Continuation of the existing B1 (offices) and sui-generis uses would be appropriate.

South of Hunts Cross Shopping Park (L24)

7.62 Located to the south of the existing Shopping Park, adjacent to an existing industrial area, this small area currently accommodates a leisure use and a drive-through food establishment. Redevelopment for industrial/business use (B1) or distribution (B8) would be appropriate.

Speke Hall Avenue/Speke Boulevard, Speke (L25)

7.63 The area is located in close proximity to Liverpool John Lennon Airport on one of the primary routes into the City from Cheshire and Knowsley. The site currently accommodates a hotel, garden centre, industrial unit, petrol station and drive-though food establishment. Appropriate uses would include industrial/business (B1), distribution (B8) and hotel (C1).

Speke Road, Former Northern Airfield (L24)

7.64 Located south of the New Mersey Shopping Park on one of the primary routes into the City from Cheshire and Knowsley, the site accommodates a number of uses including a hotel, leisure facilities together with a number of business premises. Appropriate uses would include industrial/business (B1), distribution (B8) and hotel (C1).

Liverpool John Lennon Airport

7.65 Liverpool John Lennon Airport (LJLA) is located seven miles south east of the City Centre, very close to the Liverpool/Halton boundary. The Airport's existing masterplan was published in 2007 and covers the period up to 2030. That masterplan has been reviewed and a draft 30 year masterplan,

prepared the Airport operators was published for public consultation in summer 2017. It sets out the anticipated growth of the Airport in relation to expected passenger numbers, other aviation related services, and related opportunities to optimise the Airport's contribution to the Liverpool City Region economy. It considers proposed development required to support the anticipated growth to 2030 in detail, and to 2050 in more general land use terms.

7.66 The Airport's key role in the economy of the City and wider region, as highlighted under Policy EC3 Delivering Economy Growth, must be acknowledged in the Local Plan including its role as part of the LCR SuperPort. However, given that the Airport is sited in a highly environmentally-sensitive location, adjacent to the Mersey Estuary SSSI/SPA/Ramsar site, the nationally important heritage assets of the Speke Hall estate and Green Belt land, its expansion must be managed by the strategic planning process.

Policy EC7 Liverpool John Lennon Airport

1. As a key sub-regional economic asset, the operation and expansion of Liverpool John Lennon Airport (LJLA), in line with its Masterplan, will be supported in principle, subject to appropriate assessment of the potential environmental impacts referenced in criteria a) to c) below and where such assessment has shown it to be necessary, the implementation of appropriate and proportionate mitigation measures to address potential environmental impacts associated with this growth. These are:

a. impact on the natural, historic and built environment, including sites and buildings of international, national or local conservation, ecological or landscape importance. With respect to internationally important sites (the Mersey Estuary SPA, Dee Estuary SAC, Dee Estuary SPA and Dee Estuary Ramsar site, Liverpool Bay SPA and Ramsar site and Mersey Narrows & North Wirral Foreshore SPA and Ramsar site), development will be required to include appropriate mitigation measures agreed with the City Council and informed by an up-to-date environmental assessment;
b. impact on adjacent residents and others (including those outside the City) in the vicinity of flightpaths, of any increases in traffic, noise and air pollution, including those generated by construction activity; and
c. impact on the local and regional transport network, through the implementation of a sustainable surface access strategy.

2. Subject to compliance with criteria 1 a) to c) of this Policy permission will be granted for:

a. the expansion of the operational airport to accommodate growth in passenger, cargo, business and general aviation; and maintenance repair and overhaul; and
b. employment uses which support its role as a key driver of the City Region economy. These will include aviation related-uses, aerospace businesses, logistics, advanced manufacturing and offices that seek proximity to an Airport and the international connectivity that this supports.

3. Sustainable access to the Airport, in accordance with the Airport Surface Access Strategy, will be supported.

Explanation

7.67 The Aviation Policy Framework (UK Government, 2013) sets out the government's policy to allow the aviation sector to continue to make a significant contribution to economic growth across the country. In the short to medium term, a key priority is to work with the aviation industry and other stakeholders to make better use of existing runway capacity at all UK airports. The approach includes

pursuing a suite of measures to improve performance, resilience and the passenger experience; encourage new routes and services; support airports in Northern Ireland, Scotland, Wales and across England; and ensure that airports are better integrated into our wider transport network.

7.68 In 2014, the Government updated the National Infrastructure Plan which sets out its vision for the future of UK economic infrastructure. In relation to Aviation, the Government seeks to ensure that the UK: has sufficient airport capacity to meet current and forecast need; remains one of the best connected countries in the world via its air links; and maintains its aviation hub capability.

7.69 Informed by the Department for Transport's latest national projections, the Airport operator's forecasts of passenger growth, indicate potential to accommodate 7.8 million passengers per annum (mppa) by 2030 and 11 mppa by 2050. The forecasts represent over 50% growth from current activity by 2030 and 120% growth by 2050. The Masterplan shows indicatively how this expansion can be delivered. Proposed works include passenger terminal expansion and parking facilities; a runway extension for long-haul aircraft; additional aircraft aprons, taxiways and stands; and upgraded runway infrastructure.

7.70 The Masterplan also makes provision to accommodate new demand from non-passenger services, including: air freight; aerospace; Maintenance, Repair and Overhaul; general aviation and other non-aviation activities that find clustering and associated agglomeration benefits attractive. The February 2017 Independent International Connectivity Commission Report exemplifies the economic benefits of clustering a broad range of uses around Airports, stating "Airports have the potential to position themselves as linchpins for a wider economic hubs, supporting the attraction of Foreign Direct Investment. This may be through focusing on activities related to the core business, such as logistics or aircraft maintenance, or may be through more general business park activities, allowing companies to benefit from locating immediately adjacent to an airport. These clusters can add significant economic value locally. Income from such developments can help airports enhance their facilities and services to assist in delivering core growth in connectivity. This is typically acknowledged locally through the planning system, for example by granting approval for the use of land adjacent to airports for a broad range of economic uses, to ensure that the benefits can be realised."

7.71 To enable the Airport Masterplan to be implemented, and therefore support the sustainable growth of the Airport in line with national planning policy and guidance, the operational area of the Airport needs to expand. To achieve this an area of farmland, known as the Oglet, which lies to the south of the runway and adjacent to the River Mersey has been removed from the Green Belt (as shown on the Policies Map). Taken together: the strategic significance of the Airport to the growth and regeneration of the City, the City Region and the North of England; the drivers of growth in activity at the Airport; and the significant social and economic benefits that this growth would bring are considered to comprise exceptional circumstances which justify this very localised amendment of the Green Belt boundary and the specific range of airport related business uses that this policy supports. Compliance with the whole of part 1 of the policy is required to proceed to consideration of the proposal in part 2 of the policy.

7.72 Provision is also made for the delivery of strategic access improvements in the form of a new link connecting the existing road network south of Halewood (in Knowsley), across land to the east of Speke (within Halton to Hale Road to east of the Airport (in Liverpool). This is known as the Eastern Access Transport Corridor and the City Council is working with the Combined Authority, Knowsley and Halton Councils, the Airport and other land owners on its delivery.

7.73 The Council is aware of the ecological importance of the River Mersey in local, national and international terms. It will therefore seek to ensure that there should be no significant adverse effects on the habitats or species designated by the European Habitats Directive as a result of expansion of the Airport. Development - including where necessary mitigation measures to meet the standards set out in European and national legislation - such mitigation will be required to be undertaken in such a way as to avoid damage to internationally important sites, particularly the Mersey Estuary Ramsar

site and Mersey Estuary Special Protection Area. Development proposals should be informed by an assessment of the impacts identified in the policy. Where adverse impacts are identified measures will be required to address them.

7.74 In accordance with NPPF this policy recognises the significance of heritage assets (particularly Speke Hall and its setting) that may be affected by proposals associated with the growth of the Airport. Therefore, this policy seeks satisfactory compliance with measures to address potential environmental impacts upon such assets associated with this growth. Reference should also be made to policies within the Heritage Chapter.

7.75 Planning applications must be accompanied by information that clearly demonstrates how impact on adjacent residents and others (including those outside the City) in the vicinity of flightpaths, of any increases in traffic, noise and air pollution, including those generated by construction activity has been assessed. Where such an assessment has identified an adverse impact when compared to existing conditions, the proposed means of mitigation. Where this involves residents of an adjoining local authority the applicant should liaise with those authorities. Proposals should be informed by an up to date environmental impact assessment where so required.

7.76 Management of sustainable access for passengers and employees is a key element of the successful expansion of the Airport. The Airport maintains an Airport Surface Access Strategy in accordance with guidance issued by central government. Its implementation is supported by the Merseyside Local Transport Plan. It will be important that proposals for car parking (including provision of off-site facilities) support the Strategy's efforts to promote sustainable access to the Airport. Compliance with the relevant provisions of TP1 will also be required in respect of the expansion of the Airport.

The Ports of Liverpool and Garston

7.77 The Port of Liverpool located on both banks of the River Mersey (the majority being located outside the City's boundary, within Sefton and Wirral) is the most important UK deep sea container port for container services between Great Britain and North America. It is ranked 7th in the UK in terms of total tonnage, with 30 tonnes per annum; and 4th largest for container traffic and is the main link to Ireland, with the roll on/roll off terminal handling over 30% of all freight to and from Great Britain. £400 million has been invested at the port in the form of Liverpool2: a new deep-water container terminal, increasing the size of vessel which can be accommodated at the port. Phase 1 of Liverpool2 opened in November 2016.

7.78 The Port of Garston is the most inland of the Mersey Ports and is one of the most important short-sea ports for north-west England. The Port has the expertise to handle an array of cargoes, from aggregates to steel coil. Its convenient location, close to the industrial heartlands of England, is further enhanced by excellent road communications, directly linked to the port estate. It functions as a distribution hub, serving a regional hinterland and sustaining an important number of local jobs.

7.79 Liverpool's two ports provide a complementary range of facilities, constituting key components of the sub-regional economy. Their fixed locations, adjacent to internationally important environmental areas, together with their requirements for extensive areas of operational land, represent both major opportunities and significant challenges to the strategic planning process, in delivering their sustainable development.

Policy EC8 The Ports of Liverpool and Garston

1. Proposals to continue the sustainable development/redevelopmentof the Ports of Liverpool and Garston, will be supported. In particular, port-related development proposals and improvements to the sustainability of freight and passenger access to the ports, including road, rail and water transport, will be encouraged.

2. Proposals for the sustainable development of the Ports should:

   a. Comply with other relevant policies in the Local Plan,

   b. Include measures to address the potential environmental issues raised by expansion of the Ports, including:

      - impact on the natural, historic and built environment, nationally and internationally important sites and buildings, and

      - the amenity of neighbouring users, including cross-river.

Explanation

7.80 The National Policy Statement (NPS) for Ports, published in January 2012, is part of the planning system established under the Planning Act 2008 to deal with nationally significant infrastructure proposals (the 2008 Act sets out the thresholds for nationally significant infrastructure projects (NSIPs) in the ports sector). It provides the framework for decisions on proposals for new port development. It is also a relevant consideration for the Marine Management Organisation, established in the Marine and Coastal Access Act 2009, which decides other port development proposals, and for local planning authorities where they have a role to play. It applies, wherever relevant, to associated development, such as road and rail links, for which consent is sought alongside that for the principal development.

7.81 In broad terms the NPS seeks to:

- encourage sustainable port development to cater for long-term forecast growth in volumes of imports and exports by sea with a competitive and efficient port industry capable of meeting the needs of importers and exporters cost effectively and in a timely manner, thus contributing to long-term economic growth and prosperity;
- allow judgements about when and where new developments might be proposed to be made on the basis of commercial factors by the port industry or port developers operating within a free market environment; and
- ensure all proposed developments satisfy the relevant legal, environmental and social constraints and objectives, including those in the relevant European Directives and corresponding national regulations.

7.82 Peel Ports, owners of the Port of Liverpool, consulted on a draft Mersey Ports Masterplan in June 2011, in line with the requirements of national ports' policy. This document envisages an increase of over 70% in the tonnage of cargo handled between 2008 and 2030. Ambitious plans for Port

expansion include development of SuperPort, integrating (both physically and technologically) operations of the Ports, Airport and other freight and passenger facilities in the City Region and along the Manchester Ship Canal; new infrastructure proposals include the completion of Liverpool2, and expansion of multi-modal inland port facilities. Successful implementation of the Mersey Ports Masterplan is estimated to generate 7,500 new jobs (with an additional 4,000 linked to diversification into the low carbon economy) and some £3.3bn increase in GVA by 2030.

7.83 Whilst the majority of the Port of Liverpool is located outside the City boundary, within Sefton and Wirral, its key contribution to economic growth in the City and wider sub-Region, and its impact on Liverpool's transport network, means that its expansion proposals must be included in the City's strategic spatial planning. Inevitably, growth on such a scale will require utilisation of extensive additional areas of land in the Dock Estate and adjacent areas, to accommodate increased port activity, its associated distribution network and complementary sectors, including processing and waste-handling activities: over the next 20 years, and across the whole of the Mersey Ports' operations, the Mersey Ports Masterplan estimates a future land requirement of some 345 hectares. The employment land need resulting from the proposed development at the Port have been taken into account in the City Employment Land Study (2017).

7.84 To support development at the Port of Liverpool, Highways England are looking to develop a new dual carriageway through Rimrose Valley. [52] Although in Sefton, improvements to road capacity on this route will reduce pressure on the Liverpool highways network.

7.85 Also the Liverpool City Region (LCR) partners recognise that, given major increases in the volume of freight passing through the City Region as a result of growth in the Port of Liverpool, transport access to and from the Port by a full range of modes is critical to achieving the associated economic benefits. To maximise the economic benefit of this investment the City Region has committed to improve access to the Port of Liverpool by rail, road and water to meet the transport demands of the expanding Port and it was included as an important element of the City Region Deal agreed with Government in 2012. Within the LEP's Growth Plan Multi-modal Port Access is seen as one of five transformational 'strategic projects'. Also the Liverpool LCR Port Access Steering Group was established to support the Combined Authority and Local Enterprise Partnership and the delivery of the LCR City Region Deal commitment to address transport access to the Port of Liverpool in support of the wider SuperPort proposals. [53]

7.86 The long term value of the Port of Garston remains an important logistical asset and Associated British Ports (ABP) is committed to continuing to operate from the Port for the foreseeable future. However, following a strategic review of its Port Estate at Garston, together with consideration of evidence of long term trends and challenges, ABP are expected in the medium to long term, in line with market demand, to consolidate the existing port operations to the south of Dock Road.

7.87 At the same time as supporting the growth of and change at the City's ports, the Council is aware of the ecological importance of the River Mersey in local, national and international terms. It will therefore seek to ensure that there should be no adverse effect on the integrity of any European designated site as a result of port expansion. Compliance with relevant policies within the Environmental Resources Chapter will also be required of development proposals for the Ports of Liverpool and Garston.

Schedule 7		
Schedule 7.1: Sites over 0.4 hectares for Industrial/Business Development		
Local Plan Reference	**Location**	**Area (Ha)**

52 Road Investment Strategy: for 2015/16 - 2019/20 Road Period, Department of Transport
53 LCR Liverpool Enterprise Partnership web site, January 2016

Schedule 7		
Schedule 7.1: Sites over 0.4 hectares for Industrial/Business Development		
E1	Land at Western end of Charnock Road, Liver Industrial Estate	0.92
E2	NW corner of Gillmoss Industrial Estate, Stonebridge Lane	1.35
E3	NW corner of Gillmoss Industrial Estate, Stonebridge Lane/Carraway Road	2.73
E4	Land bounded by Regent Rd and Brunswick Place	0.66
E5	Regent Road/Derby Road	1.21
E6	Rear of Esk Street/East of Derby Road/West of Forth Street	0.79
E7	Former Canada Dock Goods Depot/Bankfield Street/Bankhall Lane	1.21
E8	Tunnel Trumpet, Kingsway Tunnel	2.12
E9	Wavertree Technology Park (Stephenson Way)	1.17
E10	Spofforth Road/Bridge Road, Edge Hill	0.78
E11	Garston Tannery (King Street/Window Lane)	2.84
E12	Former Northern Airfield (Dakota Drive)	5.10
E13	Former Northern Airfield (De Havilland Drive)	3.06
E14	Former Northern Airfield (Estuary Boulevard)	1.21
E15	Former Northern Airfield (Winward Drive)	3.11
E16	Land adjacent to Loop Line, to West of Liver Industrial Estate	2.05
E17	Land to the West of junction of Long Lane and Stopgate Lane	5.00
E18	Lister Drive School and Library	1.49
E19	Liverpool Innovation Park (Former MTL Site)	5.96

Schedule 7		
Schedule 7.1: Sites over 0.4 hectares for Industrial/Business Development		
E20	Bankfield Street* See Merseyside Joint Waste Local Plan	2.25
E21	Carnegie Road	1.63
E22	Liverpool Innovation Park (Edge Lane/Milton Road)	1.68
E23	Evans Road (East Side)	1.28
E24	North of Electric Avenue	5.22
E25	South of Electric Avenue	1.92
E26	Electric Avenue/Back Gillmoss Lane	1.94
Schedule 7.2: Sites for Office Development		
Local Plan Reference	**Location**	**Area (Ha)**
OF1	Smithfield Street/Tithebarn Street	0.12
OF2	Site at 45-57 Moorfields	0.29
OF3	Site of BATAVIA Buildings, 12 Hackins Hey	0.06
OF4	Covent Garden/Chapel Street/Rumford Street	0.18

Table 5

Schedule 7.3: Sites for Various Types of Development			
Local Plan Reference	**Location**	**Uses**	**Area (Ha)**
M1	Sefton Street/Mariners' Wharf/Queen's Dock	A3/B1/C1/C3/D2	0.35
M2	Lodge Lane/Grierson Street	A1/B1/C3/D2	1.03
M3	299-309 Edge Lane	B1/D1/D2	0.93

M4	Great Howard Street/Sherwood Street	B1/B2/C3/D2/PARKING	1.64
M5	Dingle Bank, Garston	B1/B2/B8/C3/PUBLIC OPEN SPACE	5.16
M6	Edge Lane (Former Fruit and Veg Market)	B1/B2/B8/C3/D1	4.23

Table 6

The role of Business Neighbourhood Plans

7.88 To date the City Council has designated five Neighbourhood Areas of which the following four are Business Neighbourhood Areas:

- Baltic Triangle
- Liverpool Innovation Park
- LoveCanning
- Hartley's Village

7.89 All these areas have been designated Business Neighbourhood Areas due to the presence of the business/commercial sector within their boundaries. The Business Neighbourhood Plans for each of these areas will be different and in particular reflect the local issues pertinent to each area in a way that the Local Plan is less able to do. Each Neighbourhood Plan will also develop at a different pace to the others and to the Local Plan.

7.90 The City Council will seek to develop the Local Plan, so that it reflects, enhances and assists as far as possible each of the Business Neighbourhood Plan Forums that are seeking to prepare plans for their own areas. The aims of each Business Neighbourhood Forum as expressed in their Area or Forum applications include:

The Baltic Triangle

This is a predominantly business-led area with the residential component at the two outer extremes of the designated area. The agreed boundary was finalised at a full meeting of the potential members of the Forum. The people who live and work in this area want to work together to protect and enhance the unique character of the area while working to integrate in an harmonious manner the resident community with the creative and business community.

Liverpool Innovation Park Business Neighbourhood Area (LIPBNA)

The LIPBNA is entirely business populated and therefore no residents are on the forum ....the forum exists to promote and improve the social, economic and environmental wellbeing of the area. It aims to work with all the businesses and landowners and other stakeholders in the area to develop a neighbourhood plan and / or Development Order taking advantage of the new planning powers open to them via the Localism Act 2011. The LIPBNA is a site with significant economic impact locally and regionally, the businesses and organisations within the park welcome the opportunity for greater engagement in the planning process and hope to influence the economic potential of the site in terms of investment and development over the next 10-15 years"

LoveCanning

The Business Neighbourhood Area Forum ... wish to comment on community safety and on licensing and planning applications in surrounding areas that it considers capable of impacting upon the heritage, environment, quality of life, or safety of its designated geographical area. [and]

- *To further the economic, environmental and social well-being of all who live, work, study and enjoy themselves within the Neighbourhood.*
- *To stimulate public interest in the Neighbourhood, promote high standards of planning and architecture and secure the preservation, protection, improvement and appropriate development of its buildings, historical features, public realm and open spaces.*
- *To advance issues pertinent to the improvement of its environmental and social welfare.*
- *To address statutory legislation relating to planning, licensing, transport and crime related issues within the Neighbourhood Area.*
- *To promote the carrying on of trades, professions or other businesses and cultural activities appropriate to the Neighbourhood Area.*

Hartley's Village

- *Work towards the redesignation from Industrial use to mixed use.*
- *Work with partners to return empty buildings back into sustainable usage for the benefit of the local economy and community.*
- *Focus on health and wellbeing aspects for local community and business usage.*
- *Improve and upgrade highways and village roads with emphasis on LCC adoption for benefit of local business and residential members.*
- *Development of a sustainable housing portfolio from local land surrounding nhood plan area including Jacobs green field.*
- *Redevelopment of usage for square to rear of properties for benefit of local community with a focus on health and wellbeing.*

7.91 Of the above four Business Neighbourhood Areas it is Hartley's Village which so far has set out the most specific objectives in terms of developing planning policy and a change in designation of two identified areas within the Business Neighbourhood Area. The Forum in this case has also submitted representations to the Local Plan consultation under Regulation 18 conducted in 2013/14. The City Council will take those representations, the stated objectives of the designated Forum, its emerging evidence base and any further representations following this consultation into account in preparing the final draft of the Local Plan.

8

Housing Provision 8

8 Housing Provision

Introduction

8.1 As Liverpool is predominantly urbanised, the scale and location of housing growth necessary to meet the expanding population will need to be met within the built-up area. This Chapter sets out the strategic requirement, site allocations and development management policies for residential development.

8.2 All the policies, in accordance with the National Planning Policy Framework (NPPF), seek to boost the supply of housing, deliver a wide choice of high quality homes, widen opportunities for home ownership, create sustainable mixed use communities and bring back into residential use empty housing and buildings.

Policy H1 Housing Requirement

For the period 2013-2033, Liverpool's housing requirement is for 34,780 net additional dwellings. The average level of housing growth equates to 1,739 dwellings per year. The City Council will meet this requirement through the following sources of supply

a. Completed homes between April 2013 and the formal adoption of the Local Plan
b. The net number of new homes which will be provided by unimplemented planning consents at the date the Local Plan is adopted,
c. The new allocations of sites for residential development made in this Local Plan, and
d. 'Windfall' housing completions on sites not currently identified.

Explanation

8.3 The housing need requirement against which this Local Plan has been prepared is 1,739. This figure derives from the Strategic Housing and Employment Land Market Assessment (SHELMA) work commissioned by the Liverpool City Region (LCR) authorities in 2016 and which uses the 2014 base-dated population and household projections as a starting point. The SHELMA provides an LCR wide OAN calculation for housing requirements as well as at the individual district level, Liverpool's OAN is identified as 1,739 net new dwellings per year. The findings of the SHELMA were published at the beginning of October 2017 for comment.

8.4 The Liverpool Local Plan period is 2013 -2033, over that twenty year plan period the City therefore has a net housing requirement of 34,780. Between April 2013 and March 2017 inclusive there were 8,015 completions leaving a residual requirement of 26,765. The number of dwellings with planning permission at an April 2017 base date is 25,978. This is equivalent to 97.1% of the City Council's residual OAN requirement 2013-2033.

8.5 The annual process of monitoring existing planning consents for residential development as well as updating the Strategic Housing Land Availability Assessment (SHLAA) enables the City Council to assess the level of completions annually and through the five year supply calculation identify whether further sites need to be brought forward. The average annual level of completions 2013 - 2017 is 1,982 completions per year. While this exceeds the requirement of 1,739, it is recognised that not all the proposals that currently have consent now will be implemented. Taking this into account the City Council is applying a 10% under delivery discount across the total of consents. Applying that approach gives the figures in the Table below.

A	Housing Requirement 2013 - 2033	34,780

B	Completions April 2013 - March 2017	8,015
C	Commitments (Homes with existing planning permission at April 2017)	25,978
D	10% non-delivery supplement to the existing commitments	2,598
E	Total needed for Allocation = A – B - C + D = E	3,385
F	Allocations in this Plan	2,320
G	10% non-delivery supplement to the proposed allocations	232
H	Windfall Delivery 2018 - 2033 @ 50% of previous annual level 2011-2017 (130 dpa x 15 years).	1950
I	Surplus over Plan period (E - F + G - H)	**653**

Table 7 Meeting the Local Plan Housing Requirement

8.6 The calculation above takes account of windfall completions over the plan-period. The SHLAA (2016) shows a level of windfall completions in excess of 260 dwellings per year from 2011 - 2016. Windfalls in this context are completions on sites not previously identified in the SHLAA. While this level of completions may not be continued indefinitely it is considered that over the plan-period, even if the level of windfalls fell to half of its current level - namely to some 130 dwellings per year this would make an important contribution to the delivery of new homes in Liverpool.

Policy H2 Residential Development Site Allocations

Planning permission will be granted for the residential development of the sites set out in Table 7, in accordance with other relevant policies in this plan.

Site specific factors to be taken into account for each site are set out in Appendix 1

Site No.	ADDRESS	WARD	TOTAL NET CAPACITY
H1	**LAND BOUNDED BY EAST LANCS RD/STONEBRIDGE LN/STONEDALE CRES**	CROXTETH	52
H2	**LAND AT AINTREE UNIVERSITY HOSPITAL, LONGMOOR LANE, L10**	FAZAKERLEY	180
H3	**201-299 PRESCOT RD AND 16-24 PRESCOT DR**	KENSINGTON AND FAIRFIELD	45
H4	**LAND BETWEEN GREAT MERSEY ST & LANCASTER ST**	KIRKDALE	30

Site No.	ADDRESS	WARD	TOTAL NET CAPACITY
H5	LAND AT KIRKDALE RD / WHITTLE ST	KIRKDALE	22
H6	STERLING WY / BLACKFIELD ST / VESUVIUS PL	KIRKDALE	16
H7	SMITH PLACE (BOUNDED BY LATHAM ST / VESUVIUS ST / STERLING WAY / SMITH ST)	KIRKDALE	12
H8	SITE BOUNDED BY EAST LANCASHIRE RD / LOWER HOUSE LN / STOCKMOOR RD	NORRIS GREEN	25
H9	FORMER FRUIT AND VEGETABLE MARKET PRESCOT ROAD	OLD SWAN	150
H10	LAND AT MOSS GROVE	PICTON	45
H11	LAND AT FORMER SPEKELAND ROAD SIDINGS	PICTON	330
H12	LAND AT DEVONPORT ST / UPPER PARK ST / PARK RD / NORTHUMBERLAND ST	PRINCES PARK	50
H13	LODGE LANE / GRIERSON ST / LODGE LANE BATHS	PRINCES PARK	40
H14	BUILDINGS & LAND AT STANHOPE ST / MILL ST / GORE ST / UPPER HARRINGTON ST	RIVERSIDE	55
H15	LAND ADJACENT TO NO 142 PARK RD L8	RIVERSIDE	48
H16	INDUSTRIAL UNITS, HEAD ST L8	RIVERSIDE	39
H17	LAND BOUNDED BY HARLOW ST / HAYLOCK CLOSE / MILL ST	RIVERSIDE	11
H18	FORMER 15-37 BESSEMER ST / 102-104 BERESFORD RD / 378-400 MILL ST.	RIVERSIDE	10
H19	NORTH OF DOCK ROAD, GARSTON	CRESSINGTON	775
H20	LAND AT BANKS ROAD, GARSTON	SPEKE-GARSTON	305
H21	MARGARET BEAVAN SCHOOL, HAYMAN'S GREEN	WEST DERBY	37
H22	LAND BETWEEN DENFORS RD / ACKERS HALL AV / DUNCHURCH RD.	YEW TREE	29
H23	LAND BETWEEN ACKERS HALL AV / MURCOTE RD / ALLESLEY RD	YEW TREE	14

Site No.	ADDRESS	WARD	TOTAL NET CAPACITY
	INDICATIVE TOTAL PROPOSED NEW HOMES		**2,320**

Table 8 Proposed Residential Allocations

Explanation

8.7 The City Council has to provide both enough new housing land over the whole plan period and ensure that there is a rolling five year supply of deliverable sites. All sites which have planning permission are considered fully deliverable within five years unless there is information to the contrary, for example that the build out rate will mean that the site will take longer to complete than five years.

8.8 Local Planning authorities are expected to identify the expected rate of housing delivery. In considering the required housing trajectory during the Local Plan period 2013-2033 the net housing delivery over the period from previous years has been taken into account. Table 9 below shows gross and net completions and demolition/losses to stock since the beginning of the plan period.

Year	Net Completions	Gross Completions	Demolitions/Losses
2013/14	1000	1390	390
2014/15	1510	1660	150
2015/16	2020	2090	70
2016/17	3485	3521	36
ANNUAL AVERAGE	**2004**	**2165**	**162**

Table 9

8.9 The City Council will aim to deliver new housing to a trajectory based on an average annual rate of 1,739 dwellings per year over the plan period. The figures in these tables clearly show that Liverpool is able to deliver at a high level of output. It is acknowledged that the level of gross and net completions over the last decade (as described in the SHLAA and Annual Monitoring Report reflect past high levels of demolition which at that time had a marked impact in some years on the net level of delivery. In the last 4 - 5 years there has been a significant rise in both completions and consented schemes and at the same time the loss of dwellings to demolition has significantly slowed.

8.10 There are currently no known significant infrastructure constraints to the development of the sites with full planning permission or those proposed to be allocated in this Local Plan. As a result there is no implementation requirement to phase the delivery of sites in relation to the provision of infrastructure. As such the City Council would expect to see, subject to the progress made by house builders themselves, an even rate of output.

Policy H3 Proposals for Residential Development

1. With the exception of schemes comprising purpose built student accommodation, homes in multiple occupancy and additional care provision including older persons and supported living accommodation, proposals for residential development of ten or more dwellings should demonstrate that they will provide an appropriate mix of dwelling types and sizes which reflects and responds to the identified housing needs and demands of the district's households as identified in the Strategic Housing Market Assessment (SHMA).

2. On suitable sites within the Primarily Residential Areas and subject to paragraph 1 of this policy and the requirements of other policies in this Local Plan including but not limited to those in respect of design, highways impact and residential amenity, the City Council wishes to encourage proposals for:

   a. Family Homes
   b. Self-build and custom-build homes
   c. Starter Homes, and
   d. Homes for service personnel and their families.

3. Proposals for the development of 10 or more dwellings should ensure that 20% of the homes to be provided are affordable and comprise the following types:

   a. 80% social / affordable rent, and
   b. 20% intermediate (shared equity housing) provision.

4. In determining all proposals the City Council will take into account the character and location of the site. The final mix of dwelling types and sizes will be subject to negotiation with the applicant. Applicants will be required to provide sufficient evidence to support their proposals.

Explanation

8.11 While Policies H1 and H2 address Liverpool's total need for housing, this policy seeks to meet the need for specific types of housing and to provide high quality new housing. Based on the findings of the SHMA (as updated, December 2017), it is concerned with the size and type of new homes that should be provided on future development sites in Liverpool to meet local needs. The Liverpool SHMA recommends that the city needs as a range varying across tenures of between 10 and 15% detached dwellings, 25 - 30% semi-detached, 25 - 30% Terraced and 30-35% flat/maisonette dwellings. The SHMA also recommends as a range varying across tenures of between 0 -25% of all dwellings should be one-bedroom, 25% - 45% two bedrooms, 30% - 50% three bedrooms and 5% - 25% 4 or more bedrooms. More details are set out in the SHMA and SHMA Update 2017.

8.12 An important contextual factor in delivery of the recommended dwelling type and size is that a substantial proportion of the total need has already been given planning consent under the 'saved' policies of the 2002 UDP. The SHMA estimates the majority of the need for market housing (85% of all household growth) is for two and three bed homes. It is also expected that this need will reflect the existing dwelling profile in the City, but with a slight shift towards a requirement for larger dwellings,

including two and three bed dwellings for family households while moving away from one bed homes. In the case of affordable housing (15% of household growth) the SHMA concludes that relative to the current profile there is a slight move towards a greater proportion of smaller homes being needed.

8.13 The SHMA also suggests that strategically that up to 80% of all dwellings should be in the form of two and three bed dwellings and 60% of all dwellings should be in the form of terraced and semi-detached dwellings. When dealing with individual development sites the City Council will have regard to the nature of the development site and character of the area, and where more up-to-date evidence of need becomes available during the lifetime of the plan, including housing affordability, the existing mix and turnover of properties at the local level where known.

Family Housing

8.14 The SHMA highlights the population increase between 2001-2011, particularly in the 20-34 year old cohort and in the student population which is also most noticeable in the City Centre. A widening of the City's housing offer will be needed in order to retain this increased population as they progress to form family households.

8.15 Based on the SHMA's conclusions the City Council also wishes to encourage increased provision of larger (4 plus bedroom) homes on suitable brownfield sites throughout the City to meet the needs of larger households and the growth in households with managerial and professional occupations. Larger dwellings in the form of detached and semi-detached homes require larger plots thus reducing the number of units which can be accommodated within individual sites.

8.16 Where a development proposal, other than for older persons housing provision, is for more than ten homes, the site will be expected to offer a range of bedroom sizes and dwelling styles. In addition, where conditions are suitable larger and higher value dwellings should be included to contribute to a target of 15% identified in the SHMA.

Self-build and Custom-build Homes

8.17 The Self-build and Custom Housing building Act 2015 requires local authorities to maintain a register of people seeking to build or commission their own home. Self-build and Custom-build have many variations depending upon the degree of involvement with design and construction and whether the occupier is acting as a group or alone (see Glossary). Liverpool's register has been active since 1st March 2016 and at 1st October 2017, the register held 44 valid applications. Forty-three applications related to an individual person or single households and one application related to a group.

8.18 The SHLAA database will be used to provide a mechanism to match those who are seeking to acquire a suitable plot of land to build their own home with the identification of land available for housing development. The SHLAA identifies sites with a notional capacity of a single dwelling. In 2017 there were 173 such sites and these sites could be of interest to individuals seeking to pursue self-build / custom build. Communities preparing Neighbourhood Plans will be encouraged to consider the identification of sites specifically for self and custom-build projects within their neighbourhood plan area. Given the scale of demand indicated by the register, all planning applications for self-build and custom-build will be managed by Policy H13 " New Housing – Physical and Design Requirements outside the City Centre" and Policy CC23 "Housing Provision in the City Centre".

Starter Homes – Provision for Younger People

8.19 The Starter Homes initiative aims to help people who have not previously been a home buyer and want to own and occupy a home, and who are below the age of 40 at the time of purchase. Outside London, the cap on open-market value is £250,000. A requirement in the Housing & Planning Act 2016 involves a duty on local planning authorities to make provision for Starter-Homes and ensure Starter-Homes are included on residential sites as a condition of securing planning permission.

8.20 The potential contribution of Starter Homes to increase access to home ownership is likely to be marginal in Liverpool because of the availability of relatively lower cost terraced and flatted properties within the existing housing stock. Nevertheless, the Housing White Paper (Fixing our Broken Housing Market, February 2017) indicated a more flexible policy approach would be introduced through amendments to NPPF in late 2017 and initially a general duty would be placed on local authorities to promote the supply of starter homes. Therefore whilst Starter Homes may have a marginal impact on increasing home ownership in Liverpool, for younger people, the Starter Homes initiative may deliver affordable, good quality new build housing. Starter homes will therefore be required to conform with impending changes to national policy.

Housing Provision for Service Personnel and Families

8.21 The NPPF requires local planning authorities to meet the housing needs of service families. For former service personnel, housing need may arise for both permanent and temporary support / rehabilitation accommodation, either as new build or adaptation/refurbishment of existing dwellings. Housing options are available through affordable housing provision, where in cases of serious illness / injury / disability, priority is given. As at October 2015, only 80 of the 430 Ministry of Defence stationed in Liverpool were classified as active military personnel and the remainder were civilian employees. While the SHMA evidence supports the conclusion that Liverpool does not have an identifiable or pressing need to make such provision the City Council will seek to support specialist provisions should a need or suitable scheme be identified.

Affordable Homes

8.22 The evidence of the SHMA, points to Liverpool being one of the more affordable cities to live in England. Liverpool house prices have increased by 1.3% per annum over the last ten years and its lower quartile housing affordability ratio is 3.6, whereas for England it is 6.4. Moreover median rents for properties in the City have fallen by 30% since 2011.

8.23 Overall, in the period from 2013 to 2033, the SHMA analysis suggests a need for 386 affordable homes per year which represents 28% of the demographic need. This analysis supports a requirement for new affordable housing in the City. On the basis of past delivery, the SHMA estimates that around 15% of future housing will comprise affordable homes (some 200 units based on 15% of a demographic need for 1,375 homes per year).

8.24 The link between the affordable housing need and the overall need for housing (or the objectively assessed need) is complex. Taking into account the fact that many of the households in affordable housing need are already living in accommodation (existing households) and simply require an alternative form of housing, the analysis again does not suggest that there is any strong evidence of a need to consider additional housing to help address the affordable need, by increasing supply and so reducing price pressures. Accordingly the purpose of this policy is to seek to maintain and if possible increase the existing levels of new affordable housing provision which the City has benefited from.

8.25 The SHMA evidence has also highlighted the type of affordable housing needed. These types are defined by the NPPF (Annex 2) as 'social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market'. However existing social housing sector (re-lets) provision and programmed new social housing, coupled with the affordability of housing both for sale and private rent, substantially addresses the need for such housing affordable. The Local Plan therefore focuses on affordable market housing – both for sale and private rent.

Policy H4 Older Persons Housing

Independent Living

1. Where planning permission is required for measures that will assist people to live independently in their own homes and to lead active lives within the community, these will be supported subject to other Plan policies.

2. Adaptations and property annexes for relatives will be supported subject to other Plan policies, specifically Policy H8

Retirement Housing (Use Class C3)

3. Planning permission will be granted for retirement housing that specifically accommodates older persons (55 years and older) provided it is demonstrated by the applicant that:

   a. The site is in a suitable location with particular importance given to being in close proximity to community facilities and public transport;
   b. The site is located on level ground, avoiding back land and isolated sites and will be free from unwanted noise, fumes and traffic;
   c. The form, scale and design of the development is appropriate to older residents;
   d. Highway, parking and servicing arrangements are satisfactorily addressed;
   e. Gardens and amenity space are provided and are of an appropriate size and quality;
   f. A legal agreement is effected that restricts the occupation of units (excluding warden's accommodation) to households containing at least one person aged 55 years or over; and
   g. The proposal complies with other plan policies including those for design.

4. Proposals for 'Retirement Village' type development will be supported provided the applicant can demonstrate that:

   a. local healthcare or social service provision can meet the needs of the proposal without detriment to the local community;
   b. It will contribute positively to the creation and maintenance of balanced communities; and
   c. The proposal is of an appropriate scale for the neighbourhood within which it is located.

Residential Care & Nursing Home Provision

5. Subject to other plan policies, the City Council will support development proposals which contribute to increasing the capacity of Residential Care Nursing Home provision by 1,000 places between 2013-2033.

Explanation

8.26 Addressing the needs of an ageing population is a national challenge. For Liverpool the scale of change in the older persons population is set out in the SHMA (Update Report December 2017) and shown in the Table below, which indicates an increase in the total number of 65+years people of 38% for the period 2013-2033 . Clearly while this degree of change falls short of regional and national increases Liverpool will need to accommodate a greater proportion of older residents during the plan-period.

	Under 65	**65-74**	**75-84**	**85 yrs +**	**Total**	**Total 65 yrs +**
Liverpool	5.1%	34.9%	31.4%	70.3%	9.9%	37.8%

	Under 65	65-74	75-84	85 yrs +	Total	Total 65 yrs +
North West	- 0.5%	28.3%	44.6%	103.1%	7.1%	42.9%
England	6.6%	35.6%	51.2%	108.0%	14.2%	50.3%

Table 10

8.27 Living independently for longer can mean remaining in the family home with some adaptation or providing options for older people to move to more suitable accommodation, which can be a self-contained dwelling or communal accommodation, with degrees of supportive social and nursing care. Within the general housing market, bungalows and flats are the archetype mostly associated with older persons housing provision, whereas specialist housing provision is more diverse.

8.28 Recent research (International Longevity Centre, Jan 2016) has highlighted the difficulties due to the lack of opportunities and options to downsize for those entering active retirement. Such moves will only be a feasible option if the accommodation moved to is capable of being adapted to meet the old person's needs - new houses or apartments need to be built to higher accessibility standards, minimum Cat. 2 standard, with 10% meeting category 3 standard of being wheelchair accessible, of Approved Document M.

8.29 In order to promote independent living and meeting older people's housing needs, the City Council is seeking to ensure all new houses/ apartments are capable of being adapted, meeting older people needs through promoting inclusive design and compliance with the Category 2, with 10% meeting category 3 standard of being wheelchair accessible, requirement of Building Regulations, Approved Document M as a minimum standard. This is currently dealt with in Policy H12 "Accessible Housing".

8.30 The need for specialist provision is likely to increase significantly with increasing life expectancy, with associated frailty affecting both physical mobility and mental health deterioration [(54)].

8.31 The SHMA estimates a potential need for an additional 2,300 units of specialist housing for older people for the period 2013-2033. Furthermore, it also estimates a potential need for an additional 1,000 places within Residential Care Housing for the period 2013-2033.

8.32 Retirement villages or Continuing Care Retirement Communities as they may also be known are not a formally defined use class and may take different forms. They may comprise both C2 and C3 dwellings and some or all of the C3 dwellings may take on the characteristics of C2 dwellings over time as their occupants physical, social and mental health needs and individual circumstances change with age. this will depend on each individual household and whether the ‘extra care’ can be provided directly in residents’ homes, typically up to a prescribed number of hours per week and provided that they can perform a certain number of activities of daily living independently. In some schemes a care centre provides a ‘continuing’ element of care, in others the same level of care could be provided in the home. If full-time care is required by a resident on a temporary or permanent basis, they may move to an on-site care centre if one has been included in the scheme or depending on the nature of their dwelling live-in care provision may be introduced while it is needed.

Tenure and Size of Specialist Accommodation

54 The SHMA (2016) notes there is projected to be a 53% increase in the number of people with dementia and 45% increase in the number with mobility problems, occurring over the period 2013-2033. Furthermore the SHMA also highlights that those people in the oldest age bands are more likely to have a 'Long-term health problem or disability' (LTHPD) - for example, 85% of people aged 85 and above have an LTHPD

8.33 The SHMA suggests the additional specialist housing provision should be split 60:40 between market and affordable sectors. It is often the case that older people need a wider range of essential services and facilities that are accessible by public transport or walking. There may be instances where housing developments at the edge of an urban area may not be particularly accessible and therefore may not be suitable locations for all types of older person's housing. Applicants should demonstrate the location of development is suitable for particular types of older persons' housing and that such provision will contribute to balanced communities. In taking account of the special needs of the elderly and the fact that much of their time is spent in the home.

Policy H5 Student Housing Provision

1. Proposals for purpose built student accommodation outside the City Centre will only be permitted where:

    a. The site is in close proximity to University campus areas
    b. The proposal will contribute to wider regeneration objectives
    c. There would be no detrimental impact on residential amenity. It should not result in an over concentration of student accommodation to the detriment of the local community.

2. All proposals for purpose-built student accommodation should demonstrate that:

    a. The design, security ,space, specification and facilities, and access arrangements provides high quality accommodation;
    b. The accommodation layout is predominantly in a cluster configuration;
    c. It does not displace existing uses and activities to the detriment of the local area;
    d. The buildings can adapt to changing market conditions. Proposals should incorporate future-proofing arrangements to ensure the building is able to respond to changing market conditions, by embedding flexibility of use within the design to enable the building to readily accommodate a viable alternative use;
    e. Sufficient provision for waste management is made and it promotes good design to secure the integration of waste management facilities with the rest of the development including waste storage facilities. All proposals should comply with the City Council's latest guidance with regard to Recycling and Waste Management.
    f. A management strategy will be put in place which takes into account the use and operation for the occupation of the building, the behaviour of occupants, particularly regarding the amenity of adjacent residents. Measure should include:

        - On-site supervision;
        - Student welfare
        - Procedures for addressing antisocial behaviour;
        - Refuse collection;
        - Access arrangements, particularly at key times (start / end of term)
        - Travel plan
        - Management Plan Coordinator.

3. 5% of bedrooms in student accommodation schemes should meet the needs of disabled students who are wheelchair users
4. Schemes within the City Centre should also comply with Policy CC25.

Explanation

8.34 Liverpool is a major university city, home to five higher education institutions – University of Liverpool, Liverpool John Moores University, Liverpool Hope University, Liverpool School of Tropical Medicine, and the Liverpool Institute for Performing Arts. Collectively, they provide places for 50,000 students, comprising approximately 11% of the City's total population. Whilst Liverpool's student population has grown considerably over the last decade, in tandem with the national expansion of higher education, it is anticipated that for the short to medium term, student numbers will stabilise. The City Centre has become the dominant location for student housing, mostly in the form of purpose-built and managed student accommodation schemes, whilst University Campus Halls of Residence and shared-houses and flats (HMO dwellings) continue to have a long term role in meeting student accommodation needs. In 2015, in response to changes in the student housing market, the City Council agreed a strategic approach to maximise the regeneration benefits of student accommodation and support the city's 'offer' to attract students, whilst seeking to protect the residential amenity of established communities.

8.35 The strategic approach is to encourage and direct purpose-built development into the most-suitable areas of the City Centre and to discourage in the less-appropriate City Centre areas. Policy CC24 sets the locational requirements for proposals for new purpose-built student accommodation schemes in the City Centre whilst this policy sets out the criteria for assessing proposals located outside the city centre and a number of requirements that proposals across the whole City should meet, including design, measures to ensure good quality management and ensuring proposals have viable alternative uses. HMO's are dealt with in Policies H10 and H11.

8.36 Irrespective of the location, the quality of design and proactive operational management of all purpose-built accommodation not only assists with minimising adverse impacts on the local neighbourhood, high standards also contributes to providing an attractive student 'offer', and the long term sustainability of the provision. Physical design and management arrangements are inter-related, for example, waste storage and removal (including recycling), storage facilities (i.e. cycles). The policy requires proposals to comply with the City Council's latest guidance in respect of recycling and waste management. Furthermore, points of access/egress should take into account proximity to the local community. At the start/end of term, there is potential for congestion as students (and belongings) are dropped-off / collected. The management plan and its coordination should ensure minimum disruption.

8.37 An on-site presence not only ensures security for students but also ensures tenancy requirements are adhered to and provides a working relationship with University accommodation and student welfare staff. The management arrangements should include a range of measures to ensure the scheme remains attractive, to students as residents and also the surrounding community. Management Plans are required to be submitted as part of the planning application. The Management Plan should contain details covering:

- On-site supervision, security, refuse collection
- Procedures for addressing anti-social behaviour, occurring within and adjacent to the scheme
- Protecting amenity of nearby residents
- Travel plan taking into account daily access, including drop-off/collection at start and end of term, and mode of travel to University premises.

8.38 Flexibility of future use should be incorporated within the design to ensure a building can adapt to changing market conditions. Developers should consider the sustainability of accommodation mix and configuration of the accommodation unit. For example, studio accommodation is potentially competing with the one bedroom apartment market and so may not be sustainable in the long term. Flexibility of design should therefore be incorporated to ensure, should the development cease to be

viable as student accommodation, an alternative use can be proposed. Given the large student population in the City it is also important to require a proportion of student bedrooms to be accessible to those with disabilities.

Policy H6 Permanent Gypsy and Traveller Sites

Planning applications for Gypsy and Traveller sites will be permitted provided the site:

a. Can be supplied with essential services (i.e. electricity, water, drainage)
b. Is accessible by public transport;
c. Is well designed and landscaped to give privacy between pitches and neighbouring uses, can be safely accessed from the public highway, and has adequate parking and turning space;
d. Can accommodate work-related uses without undue detriment to the immediate locality due to noise or nuisance;
e. Is not located on land subject to protective natural environment or historic environment policy designations or in the Green Belt.

Explanation

8.39 Liverpool has a permanent Gypsy & Traveller site, Tara Park, with 14 pitches and is owned and managed by the City Council. Liverpool updated its evidence base by participating in a sub-regional accommodation assessment [(55)]. In summary, the evidence found that although Liverpool has relatively small supply, need is also relatively low at 5 pitches, for the first five year period. The assessment concluded that through turnover, the existing provision at Tara Park was sufficient to meet existing and future needs in the short term. In the longer term, if present trends continued there may be a surplus of pitches, however, given the small population it was not realistic to accurately project provision more than six years ahead.

8.40 As turnover is critical to meeting need in the first five years, with just a single vacant pitch to arise annually, to enable Tara Park to meet existing and future need, occupancy levels have been closely monitored. During the period 2012-2016, Tara Park experienced a consistent level of pitch turnover, with a number of pitches being vacant for varying durations before being re-occupied and the level of total occupancy has averaged 90.8% of total capacity.

8.41 For transit provision, the 2014 Assessment analysed the incidence of unauthorised encampment occurring between 2011 and 2013 and concluded Liverpool transit pitch requirement for 2013-14 to 2017-18 is three pitches. Given the level of vacancy occurring at Tara Park, pitches are able to be offered to meet transit needs. The 2014 Assessment found no accommodation need for Travelling Show people.

8.42 National planning policy Planning Policy for Traveller Sites, March 2012 requires Local Authorities to plan for the accommodation needs of the Gypsy and Traveller community. Based on the evidence, Liverpool is not seeking to increase existing permanent provision by identifying additional sites for allocation and the policy approach, is to continue with a range of criteria to enable planning applications, should they come forward, to be considered.

Policy H7: Primarily Residential Areas

Within the Primary Residential Areas designated on the Policies Map, planning permission will be granted for:

55 Gypsy and Traveller Accommodation Assessment (Liverpool, Wirral, Sefton, Knowsley, St Helens and West Lancashire), Aug 2014.

a. New housing development, provided the residential character of the area and living conditions of existing residents is protected;
b. Industrial and business development where there will be no detrimental effect on the amenities and character of the residential area and no adverse impact on traffic generation and car parking;
c. New and improved community facilities, providing there is no adverse impact on residential amenity, traffic generation and car parking and subject to compliance with Policy SP5 "Community Facilities"; and
d. Other forms of development, redevelopment or changes of use, provided there is no adverse impact on residential amenity or the character of the area.

Explanation

8.43 Residential neighbourhoods form the dominant land use of Liverpool's built-up area. The Primarily Residential Areas (PRAs) are identified on the Policies Map. This policy seeks to ensure that new development does not have a detrimental impact on existing residential neighbourhoods and protects amenity to ensure attractive neighbourhoods.

8.44 Whilst there will be a general presumption in favour of residential development within PRA's, in these areas this policy ensures that the residential character and the living conditions of residents is protected. The effect of development, redevelopment and change of use on residential amenity will be a key issue to assess the acceptability (or otherwise) of development proposals.

8.45 Some types of non-residential development such as community facilities are desirable in residential areas to ensure facilities are in easy reach of local people (see Policy SP5). However, inappropriate development can be harmful to both the appearance and amenity of residential areas. In general, developments that generate a significant amount of noise or traffic should be avoided in residential areas. In addition proposals for uses such as shops and services should comply with the requirements of the shopping centres and community facilities policies.

Policy H8 House Extensions

1. House Extensions should:

   a. Be subordinate in scale to the building which is to be extended;
   b. Use facing and roofing materials which closely match those of the original dwelling;
   c. Ensure windows and doors are of a similar scale and proportion to those of the existing house;
   d. Be set back by at least one course of brickwork;
   e. Respect the privacy of adjoining dwellings; windows should not overlook adjoining properties of gardens;
   f. Not overshadow or have an overbearing effect on neighbouring properties; and
   g. Have regard to the City Council's interface distances as set out in Policy H13

<u>Side Extensions</u>

2. First floor side extensions to non-terraced houses should be set back from the front wall of the original house by a minimum of 1 metre unless:

   a. The proposed extension is 1m or more off the common boundary;
   b. The adjacent property is incapable of being extended in the same direction;
   c. The building line is appropriately staggered, or;
   d. There is a marked difference in the orientation of the neighbouring property.

3. Single storey extensions should normally include, and two storey extensions must include, pitched roofs to match the original house. The ridge line must be correspondingly lowered in conjunction with the setback required in Part 2 of this policy.
4. Two storey side extensions to dwellings on corner plots should not extend beyond the established building line to the return street frontage. If no building line is apparent such extensions should retain a minimum side space of 2m.
5. Single storey side extensions on corner plots should:

    a. Be set-in a minimum of 1m from the boundary or further if a subsequent first floor extension is likely to be proposed at least 2 metres;
    b. Not exceed half the width of the existing house; and
    c. Have a pitched roof.

Front Extensions

6. Front extensions, including those with integral porches and canopies should:

    a. Have a maximum projection of 1.25m from the main front wall;
    b. Have a pitched roof; and
    c. Where appropriate ensure that there is at least one off street parking space within the dwelling plot.

Dormer Extensions

7. Dormer extensions should be confined to the rear of the dwelling, but where the principle of a dormer at the front of a property is considered by the Council to be acceptable in principle, its design should match the scale and characteristics of the existing house and in particular the vertical line, style and proportions of existing windows. Dormer extensions should also:

    a. Not exceed the height of the existing roof and dormer cheeks should be clad in materials to match the existing roof
    b. Be set in from the main walls of the dwelling; and
    c. Not be over dominant.

Single Storey Rear Extensions

8. In determining proposals for single storey rear extensions the bulk and height of the proposed extension, its proximity to the site boundary and its orientation in relation to habitable rooms will be key considerations, in addition to the requirements in Part 1 of this Policy.
9. Planning permission will not be granted for single storey side extensions, which on their own or cumulatively, project in excess of 3m from the original rear main wall of the dwelling where it abuts the party boundary unless in the local planning authority's view there would be no detrimental impact on the amenity of nearby occupiers.
10. Proposals for full glass conservatories where there is an existing extension, will be permitted provided:

    a. The existing extension does not exceed 3 metres in depth from the original rear wall of the dwelling house and that their resulting combined depth is less than 6 metres.
    b. There would be no adverse impact on overlooking or the privacy of neighbouring properties taking into account;

i. the provision of obscure glazing to sensitive elevations
ii. the existence of appropriate boundary fencing and landscaping between adjoining properties;
iii. ground levels between adjacent properties; and
iv. the length of the remaining garden area.

11. Single storey extensions to terraced houses should have flat roofs or mono-pitched roofs falling from the house to the rear. Mono pitched roofs running at right angles to the house will not be granted unless they are handed with an adjoining extension.
12. In assessing proposals a key consideration will be whether the extension is required to meet the access needs of a disabled person or someone with a long-term or life threatening illness.

Two Storey Rear Extensions

13. Planning permission will not normally be granted for two storey extensions to small terraced houses unless:

    a. basic facilities (e.g. kitchen and bathroom) cannot be achieved at ground level;
    b. the extension would not prejudice equivalent extensions to neighbouring houses in the same block.

14. Planning permission will not be granted for two storey extensions to large terraced properties and semi-detached houses, where they adjoin the party boundary of an adjoining property unless there is a existing single storey extension on an adjoining property, taking account of the proximity of adjoining dwellings first floor windows and the potential detriment to residential amenity through overshadowing or creating a poor outlook
15. Two storey extensions away from the party boundary should have a maximum projection that is equidistant in depth from the party boundary if the adjoining property has not been extended at ground floor level.
16. Planning permission will not be granted for two storey extensions which will appear visually incongruous

Explanation

8.46 This policy sets out the requirements that should be met with regard to house extensions. It is important that extensions harmonise visually with existing dwellings, respect the privacy of adjoining dwellings and do not overshadow or have an over-bearing effect on neighbouring properties to an unacceptable degree. Means of resolving overlooking problems could include the use of obscure glass (for non-habitable room windows), high level windows and rooflights. In determining proposals account will be taken of the orientation and position of neighbours windows in relation to the extension. The issue of bonding old and new brickwork on prominent elevations should be avoided by setting the extension back by at least one course of brickwork.

Side Extensions

8.47 In order to respect the character of given residential areas through the protection of the street scene, to retain the balance of semi-detached houses, prevent the linking of non-terraced houses (i.e. where a two storey extension abuts the side boundary and a similar extension to the neighbouring property would result in two houses being visually joined to produce a continuous facade) and ensure that extensions are subordinate in scale, the policy requires first floor side extensions to non-terraced houses to be set back from the front wall of the original house by a minimum of 1m. Non-terraced houses are defined as semi-detached, detached and end of terrace properties.

8.48 The requirements with regard to two-storey side extensions on corner plots seek to ensure that such proposals do not detract from the street scene or create problems of driver visibility.

Porches/Front Extensions/ Canopies

8.49 The policy sets a maximum projection of 1.25m for front extensions to ensure the extension is not unduly visually obtrusive and does not detract from the amenity of a neighbouring dwelling. Porches, canopies and bay windows will be considered on merit against the criteria in Part 1 of the Policy. It is also important that front extensions do not reduce the effective garaging/parking space at the dwelling.

Dormer Extensions

8.50 The policy requirements with regard to dormer extensions seeks to ensure that the design is not over-dominant. Dormers should normally be confined to the rear of the building but where the principle of a dormer at the front of a property is considered by the Council to be acceptable in principle, its design should match the scale and characteristics of the existing house and in particular the vertical line, style and proportions of existing windows.

Single Storey Rear Extensions

8.51 The policy sets out a number of considerations in determining single storey rear extensions. Habitable rooms refers to living rooms, bedrooms, dining rooms and kitchens. Extensions should not overshadow or have an overbearing effect on neighbouring properties to the detriment of residential amenity, and therefore the policy sets out that planning permission will not normally be granted for extensions which project in excess of 3m from the original rear main wall of the dwelling where it abuts the party boundary. Where the rear main building line is irregular, this 3m limit will be taken from the original main wall of an affected neighbour's house. Regard will be given to situations where the adjoining property already has an extension which exceeds 3m on the party boundary.

Two Storey Rear Extensions

8.52 Two storey extensions can have a significant impact on adjacent properties, and the policy therefore seeks to ensure a minimal impact on neighbouring properties. Small terraced houses are those with limited rear amenity and/or below average rear interface distances, whereas large terraced properties have larger rear amenity areas. The policy sets out that two storey extensions away from the party boundary should have a maximum projection that is equidistant in depth from the party boundary e.g 3m deep and 3m from the party boundary or 2m deep and 2m from the party boundary, if the adjoining property has not been extended at ground floor level. Planning permission for extensions which are considered to be visually inappropriate will not be granted.

Policy H9 Vacant Housing, Refurbishment/Extensions, and Housing Renewal

Vacant Housing

1. Planning permission will be granted for proposals which achieve a reduction in the level of vacant housing through the refurbishment and alteration of the internal dwelling layout subject to other policies in this Local Plan.

Housing Renewal

2. Planning Permission will be granted for large-scale refurbishment / redevelopment proposals which are set out in a masterplan or framework document. The masterplan/framework should set out the principles of development to ensure the comprehensive regeneration

of the area is achieved and is consistent with other Local Plan policies. Refurbishment / Redevelopment schemes which involve land assembly, and necessitate CPO action will be required to demonstrate deliverability.

Explanation

8.53 Local planning policy has a role to play in addressing problems which occur with the existing housing stock, which can manifest themselves in terms of excessive vacancy, modernisation of individual dwelling layout to meet changing lifestyles, larger scale neighbourhood refurbishment, and redevelopment.

Vacant housing

8.54 This policy supports proposals which will reduce the level of vacant housing stock in the City. The City Council is continually developing and delivering initiatives [56] to reduce vacant private sector housing, including a programme to refurbish dwellings for re-occupation across a number of priority housing renewal areas; Homes for a £1 Scheme, Empty Homes Loan, and Matchmaker Schemes; and Selective landlord Licensing.

Housing Renewal

8.55 Housing Renewal can focus on large scale refurbishment of existing dwellings or partial or whole replacement/ redevelopment, and both could involve land assembly via, voluntary property acquisition or as a last resort, compulsory purchase (CPO). This policy supports investment in the renewal and replacement of the existing housing stock. Local Plan policies covering conversion, together with permitted development, will be used to manage the investment made by individual property owners who will be the primary source of investment in housing renewal, and new residential development policies, involving prior demolition of existing dwellings, manage replacement.

8.56 To manage the transition of both residential neighbourhoods subject to change and also non-housing areas subject to large scale residential development, to be delivered over long time periods, this policy requires a masterplan to provide the necessary framework to co-ordinate partnership working and investment plans. It is anticipated that masterplans or frameworks would set the development principles covering, for example, range of uses, layout and design (including the relationship between refurbished and newbuild dwellings), quantum and dwelling mix (tenure, type and size), phasing. Demonstrating deliverability will be key for schemes which may require Compulsory Purchase Orders.

Policy H10 Conversion of Dwellings and Buildings

Conversion - sub-division of dwellings

1. Planning permission will be granted for the conversion of existing dwellings / buildings into self-contained flats, studio apartments/bedsits, and houses-in-multiple occupation providing:

    a. The premises are suitable for a full or part conversion in terms of location, the provision of amenities, and size for the number of households to be accommodated;
    b. There would be no adverse impact on the amenity of neighbouring properties and the character of the surrounding area in particular through increased activity, noise or disturbance;
    c. The configuration of internal space satisfactorily takes into account minimum room size, acoustic insulation, light and ventilation;

56 Empty Homes Strategy, Cabinet 5 December 2017

d. The design of external space is safe and secure, and includes provision for refuse storage and adequate off-street parking, and ensures access to yards and/or gardens;
e. Sufficient provision for waste management is made and it promotes good design to secure the integration of waste management facilities with the rest of the development including waste storage facilities. All proposals should comply with the City Council's latest guidance with regard to Recycling and Waste Management.
f. 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;
g. Landscaping reflects the character of the building and neighbourhood, allows for future maintenance, and avoids excessive use of hard materials;
h. Where the property is within a row of existing commercial properties it is demonstrated that there is no longer demand for the commercial property;
i. Living rooms, kitchens and bedrooms are not solely lit by rooflights;
j. Where the proposal creates an HMO the proposal provides adequate safeguards for management
k. With regard to the conversion of shops, the materials used for the front elevation, including windows and doors, reflect the design and character of upper elevations;
l. The proposal complies with Policy CC17 "Protecting the Canning Georgian Residential Quarter" and Policy H11 Houses-in-Multiple Occupation (HMO): Neighbourhood Approach; and
m. In the case of a conversion of a historic building, it does not harm elements which contribute to its significance.

2. With regard to the necessary alterations and conversion works to effect a change of use to a house-in-multiple occupation or flat, including extensions and alterations, planning permission will be granted where:

a. They are of a high quality of design that matches or complements the style of the dwelling and the surrounding area;
b. Provide communal lounge area(s) of a minimum 12 square metres in area and 3 square metres per person if there are more than four residents;
c. The size, scale and materials of development are in keeping with the original dwelling and the surrounding area;
d. Complies with Policy H8; and
e. The extensions and alterations are designed so that there shall be no significant reduction in the living conditions of the occupiers of neighbouring properties. In particular, extensions must not result in:

i. Loss of outlook, from the main windows of neighbouring habitable rooms;

ii. A significant loss of light/overshadowing for neighbours;

iii. An overbearing or over-dominant effect on the habitable rooms of neighbouring properties; and

iv. A significant loss of privacy for neighbouring residents.

Bed & Breakfast and Hostel Accommodation

3. In addition to the criteria set out above, proposals for Bed & Breakfast and Hostel establishments, should:

a. Specify a maximum number of residents to be accommodated, taking into account the floor area of rooms
b. Provide a communal lounge area of a minimum 12 square metres in area and 3 square metres per person if there are more than four residents
c. Ensure the layout and vertical arrangement of the accommodation provides privacy and adequate acoustic insulation to minimise the transmission of noise through floors and walls.

Explanation

8.57 The NPPF and PPG requires Local Plans to meet full, objectively assessed needs for housing and provide a mix of housing to meet the needs of different groups in the community. A significant demand for housing provision stems from single person households, who are not elderly. The housing, and indeed social needs, of single person households are diverse: they can be younger persons, divorced with parental obligations, vulnerable requiring support, migrants, working but in low income employment or contract work, and are often described as transient. Various types of accommodation is available to occupants including houses-in-multiple occupation; studio apartments/bedsits; bed and breakfast accommodation; and hostels. The NPPF also seeks to secure high quality design and a good standard of amenity for both existing and future occupants.

Conversion (Sub-division of large dwellings to form several self-contained dwellings)

8.58 The conversion of large dwellings to provide smaller residential units may both address the long term trend of smaller household size and help secure the improvement and bringing back into use of older buildings at an affordable housing cost. Policy H14 sets criteria against which proposals for conversions will be assessed, taking account of:

- suitability of premises: size and purpose of existing building and ability to accommodate bed spaces including the specification of a maximum number;
- location and character of local area and in relation to the City Centre, commercial uses continuing on the ground floor
- Configuration of internal space including: room size; communal facilities; acoustic insulation; light and ventilation
- Design of external space - regarding access, landscaping, off-street car parking, refuse facilities

8.59 In addition, whilst conversion of older buildings is to be encouraged to ensure long term future use, for historic (Listed) buildings damage to original features (eg fireplaces,) should be avoided. In particular the conversion work should be undertaken in such a manner as to be compatible with safeguarding those elements which contribute to the significance of the heritage assets.

Houses in Multiple Occupation

8.60 Generally, Houses in Multiple Occupation (HMOs) are defined as dwellings that are occupied by three or more unrelated people who share an amenity such as a lounge, kitchen or bathroom, and can have various layouts – bedsits, shared-house or flat. Although HMOs are a specific type of sub-divided dwelling, they are occupied by a range of people. In university cities and towns most HMOs are occupied by larger groups of unrelated students. HMOs are also an important source of affordable accommodation for younger people who are not students and single person households with supported living needs.

8.61 A large HMO is a dwelling accommodating more than six unrelated persons sharing facilities and a small HMO accommodates between three and six unrelated persons. Housing legislation and the Planning Use Classes Order provides for different regulatory frameworks for managing HMOs. Most HMOs dwellings do not fall within either housing or planning regulation. Under housing legislation,

a HMO requires a mandatory licence if the dwelling is three-storeys or more and in terms of Planning, planning permission for a change of use (Use Class C3 to C4/Sui Generis or vice-versa) for large HMOs is required. For Small HMOs a change of use (C3 to C4) is classed as permitted development. This policy therefore only applies where proposals require planning permission, that is a large HMOs and areas where permitted development rights have been withdrawn as set out in Policy H11.

8.62 To support the communal nature of HMO occupation, a dedicated communal lounge area is required to be provided and be identified within the internal configuration of the dwelling as part of the conversion / change of use proposal. The minimum size of communal lounge space is 12 square metres, equating to 3 square metres per person, assuming a small four person size HMO. For HMO accommodating more residents, proportionately more communal lounge space should be provided.

Bed & Breakfast and Hostel Accommodation

8.63 Bed & Breakfast accommodation and hostel accommodation can offer temporary accommodation for persons without a permanent place of residence and also be used by visitors to the City, akin to hotel accommodation. The policy sets out additional criteria for this type of accommodation and covers:

- suitability of premises: location and character of local area; size of existing building and ability to accommodate bed spaces including the specification of a maximum number;
- configuration of internal space including: room size; communal facilities; acoustic insulation; light and ventilation
- design of external space - regarding access, landscaping, off-street car parking, refuse facilities

8.64 Whilst it remains the Council's preference to see self contained accommodation provided wherever possible , it acknowledges the significant contribution that bed and breakfast and hostel accommodation can make to the provision of affordable short term accommodation in the City. This is provided that satisfactory standards of accommodation (including indoor and outdoor space and amenity requirements, noise insulation, parking provision, health and safety regulations, access and parking, etc.) can be achieved by such development, and that it's impact on the amenity of neighbouring properties is minimised.

Policy H11 Houses-in-Multiple Occupation (HMO): Neighbourhood Approach

1. The Council will aim to ensure that there is balanced housing provision meeting the needs of families and households of varying sizes. Specifically the City Council will designate neighbourhoods where the concentration of HMO's (including their operational and management requirements) has reached a level that is having an adverse impact on the character of the area.
2. The Council may introduce into designated neighbourhoods an Article 4 Direction requiring planning permission for small HMOs for between 3 and 6 unrelated people where there is evidence of a specific need for such measures.
3. In designated neighbourhoods in which:

    a. There is an Article 4 direction removing planning permission for small HMOs and/or withdrawing permitted development rights; and
    b. There is an HMO concentration equal to or exceeding an HMO threshold of 10%

    There will be a presumption in favour of refusing planning permission for a change of use

4. The following neighbourhoods (as a whole) exceed the 10% threshold:

    a. The ‘Dales’ Neighbourhood;

b. Smithdown Road / Gainsborough-Wellington Roads / Picton Road / Cranborne Road; and
c. Kensington Fields

5. In designated neighbourhoods in which:

a. There is an Article 4 direction removing planning permission for small HMOs and/or withdrawing permitted development rights; and
b. There is an HMO concentration of less than the HMO threshold of 10%

An application for a change of use to an HMO will be considered against the criteria in policy H10 paragraph 1.

Explanation

8.65 Whilst Houses in Multiple Occupation (HMOs) and studio's/bedsits are an essential part of Liverpool's housing stock to meet a diverse range of housing needs, poor quality developments and the cumulative impact of excessive concentrations of specific groups can harm the character and amenity of the wider neighbourhood. The City Council has approved a HMO Strategy (HMO Strategy, Cabinet 21 April 2017), which sets out a corporate approach to managing concentrations of HMO dwellings. The strategy acknowledges the contribution made by HMO dwellings in meeting a range of housing needs and seeks to address concerns regarding HMO over-concentration and to improve the condition and management of private sector housing.

8.66 The HMO Strategy includes extending planning policy to address HMO concentration coupled with non-immediate Article 4 Direction(s) to withdraw permitted development rights within identified neighbourhoods. The evidence has established that small HMO dwellings (occupied by six or less persons) are associated with neighbourhoods where the predominant dwelling type is small (three bedroom) terraced dwellings, privately rented, and whilst mostly occupied by students, provide accommodation for a range of people, who form single-person households and who for a variety of reasons, have transient lifestyles.

8.67 Nine neighbourhoods have been identified, albeit they should not be considered as being the only places in the City that have a concentration of HMO dwellings:

• Area A: The 'Dales'

• Area B: Smithdown Road / Gainsborough-Wellington Roads / Picton Road / Cranborne Road

• Area C: Grant Avenue

• Area D: Sefton Park (north) periphery

• Area E: Kensington Fields

• Area F: Prescot Rd / Sheil Rd / Boaler St / Coleridge St

• Area G: Fairfield

• Area H: Prescot Rd / Fairfield St / Edge Grove / Laurel Rd

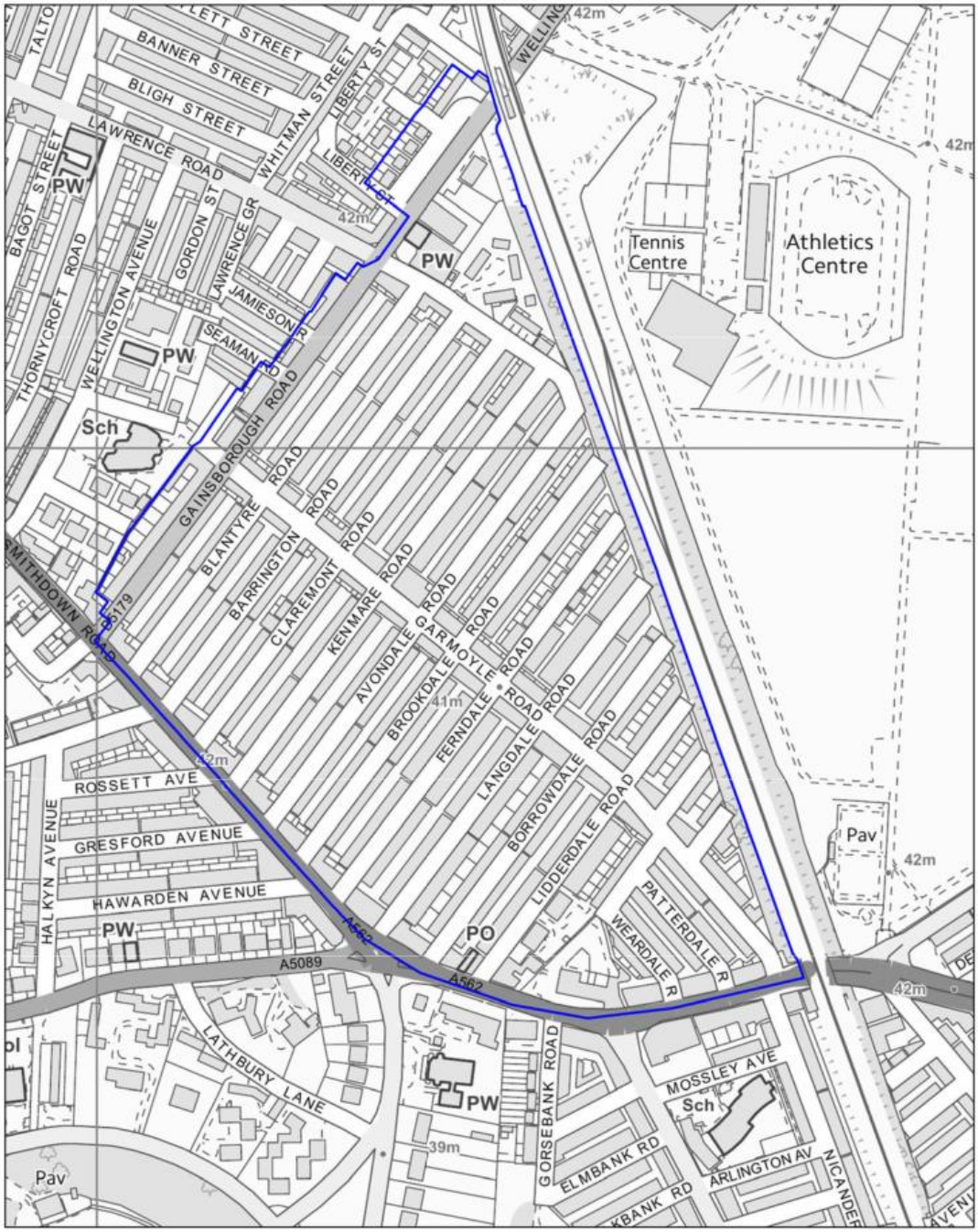
• Area I: Newsham Park (north)

8.68 Patterns of supply and demand will change over time. There is a linkage between student shared-houses and the increasing provision of purpose-built student accommodation located in the City Centre. Restricting HMO supply in one neighbourhood, may prompt landlords to examine adjoining areas, displacing the concentration. Consequently, boundaries may change and new areas maybe identified.

8.69 The nine neighbourhoods have varying levels of existing HMO dwelling concentration. Also, within each of the identified neighbourhoods, concentration varies, however, the policy applies to the neighbourhood as a whole rather than at individual street level. A single threshold has been set at 10%. For neighbourhoods which exceed the threshold, no further applications to a C4 HMO dwelling, generated by the withdrawal of change of use permitted development rights will be permitted.

8.70 Three neighbourhoods are identified in the policy - The 'Dales' area; Smithdown Road / Gainsborough-Wellington Roads / Picton Road / Cranborne Road area; and Kensington Fields – as the HMO concentration already exceeds the 10% threshold and in these neighbourhoods no further change of use to HMO dwellings will be permitted. In neighbourhoods with less than 10% threshold, HMO concentration will be monitored and the requirements set out in Policy H10 in relation to managing large HMO (Sui Generis application) is applicable.

8.71 There is the potential for unintended consequences to arise in restricting HMO that could be detrimental, requiring the Council to consider exceptional circumstances. In implementing a HMO concentration policy existing family owner-occupier residents may become 'trapped': due to HMO concentration, their property is not attractive to prospective family households and sale to a private landlord, seeking a change of use to a HMO, is prevented. With neighbourhoods with excessive concentrations of HMO dwellings within a changing local housing market, flexibility could be afforded to encourage the return of family households. The three neighbourhoods referred to in Policy H11 are identified below:



'The Dales' Neighbourhood		
Development Plans Team Planning & Building Control Service	Date: 22/11/2017	N W E S
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Picture 7

Smithdown Road / Gainsborough-Wellington Roads/ Picton Road / Cranborne Road Neighbourhood		
Development Plans Team Planning & Building Control Service	Date: 22/11/2017	N W E S
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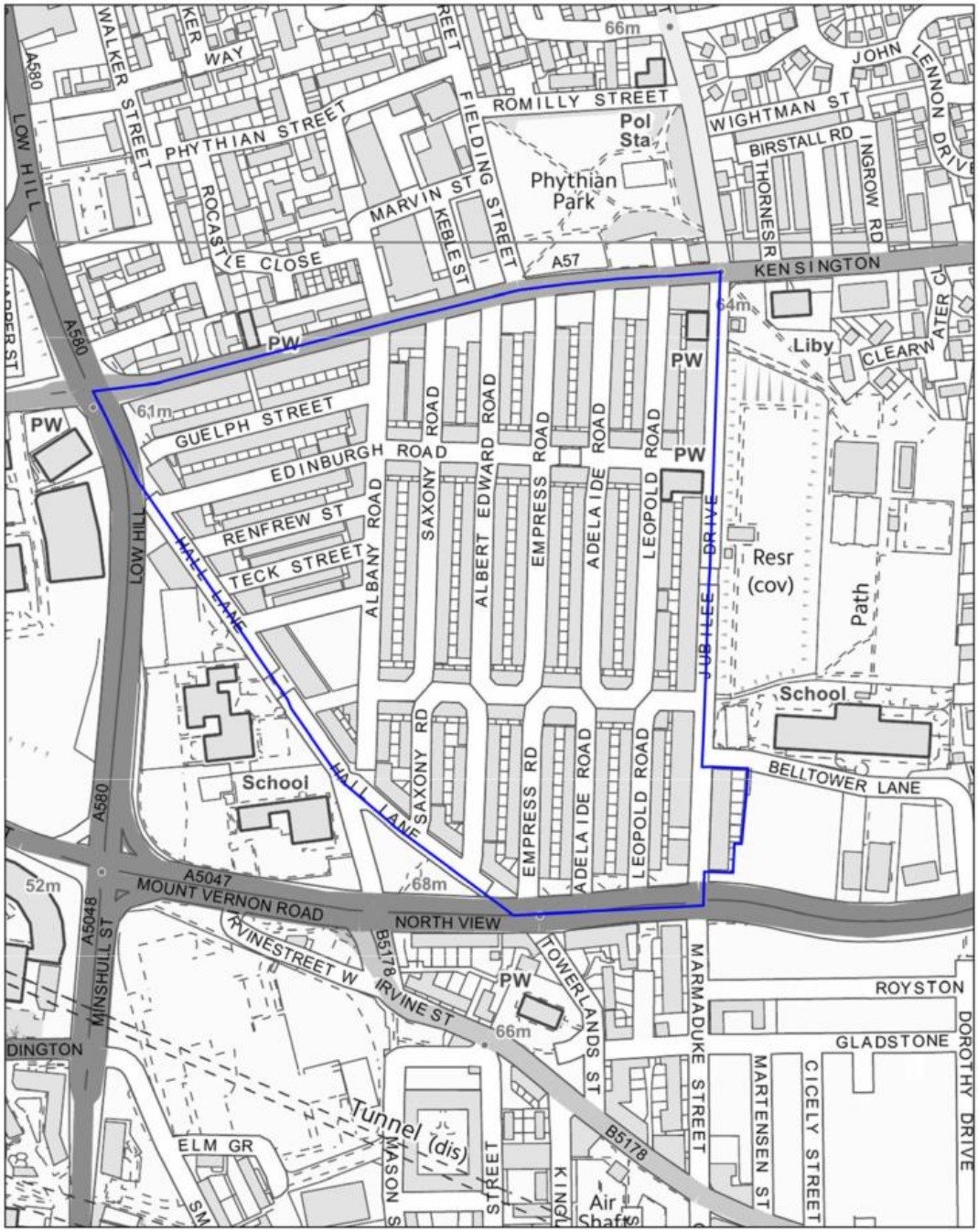
Picture 8



Kensington Fields Neighbourhood

Development Plans Team Planning & Building Control Service	Date: 22/11/2017	N W E S
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Picture 9

Policy H12 Accessible Housing

1. All development proposals for new homes are to provide quality living environments for residents both now and in the future and contribute to delivering sustainable communities. All new housing developments must comply with those parts of Part M4 (categories (2) and (3)) of the Building Regulations concerning 'accessible and adaptable dwelling' and 'wheelchair use housing', or any subsequent update, specifically:

    a. Provision must be made to enable all people to access the dwelling and use the dwelling and its facilities. Features must be incorporated that make it suitable for a range of occupants. Provision made must be sufficient to:

        i. Meet the needs of occupants with differing needs, including older or disabled people;
        ii. Allow adaptation of the dwelling to meet the changing needs of occupiers over time.

    b. 10% of all new homes in a development must meet the needs of occupants who use wheelchairs. When providing for wheelchair user housing, early discussion with the Council is required to obtain the most up-to-date information on specific need in the local area. Provision made must be sufficient to:

        i. Allow simple adaptation of the dwelling to meet the needs of occupants who use wheelchairs; or
        ii. Meet the needs of occupants who use wheelchairs

2. All new homes should meet the Government's Nationally Described Space Standard (NDSS).

Explanation

Accessibility

8.72 Disabled people particularly those with mobility impairments should have access to a range of housing types that match the range available to non-disabled people. Liverpool's changing urban environment must respond positively to the needs of an ageing population, and the children who are now surviving with complex medical conditions, including through the principles for inclusive design. Providing more accessible homes will ensure that the City's housing stock is more easily adaptable and will help people to maintain their independence for longer. Accessibility issues affect most families, people living alone and other households at some point, and affect young people as well as older people whether they are disabled people or not.

8.73 To achieve sustainable development, paragraph 17 of the NPPF sets out a set of core land-use planning principles that should underpin both plan-making and decision-taking, including: "Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings". This policy expects proposals to meet the required building regulations, currently Part M4 (2) and M4 (3) (2) (b), and best practice with regard to accessible and adaptable dwellings and therefore sets out a number of requirements. The Design for Access for All SPD and any future revisions should be referred to in the preparation of all development proposals as it provides more detailed guidance and supplements this policy.

8.74 This policy has been informed by the SHMA (Update Report, December 2017), which estimated that there will be an increase of 26,000 people aged over 65 years in the Local Plan period between 2013 and 2033, representing growth of 38% and that the population aged 85 years and over is

projected to increase by 70%. The SHMA also found that there will be higher levels of disability and health problems amongst older people and therefore there will be an increased requirement for specialist housing options moving forward.

8.75 Data also suggests that across the study area for the SHMA (Update Report, December 2017), some 39% of households contain someone with a Long-term health problem or disability (LTHPD), which is higher than seen across the North West or England. It is clear that those people in the oldest age bands are more likely to have a LTHPD – for example 65% of people aged 65 years and over have a LTHPD. For all age groups, it is notable that Liverpool has a higher prevalence of LTHPD than seen in any of the comparator areas. ONS data shows that other than Knowsley, Liverpool has the highest proportion of its population (12.8%) whose 'Day to day activities limited a lot' which is equivalent to nearly 60,000 people. The data is available at http://www.ons.gov.uk/ons/rel/census/2011-census/key-statistics-and-quick-statistics-for-local-authorities-in-the-united-kingdom--part-1/ft-qs303uk-xls

8.76 In February 2015 there were 43,400 Disability Living Allowance Claimants in Liverpool. Of these 52% were of working-age, 40% of pensionable age and the residual 8% of school age. As with those with a limiting long-term illness or disability, there is a concentration of those claiming Disability Living Allowance (DLA) in those aged 55 and over. Thus a growing older population can be expected to result in growing numbers of people with a disability. The SHMA concluded that "It will be important that a choice of housing options is provided for those with disabilities, and that homes can be adapted to households needs." This policy seeks to ensure this.

8.77 Liverpool City Council's data at April 2017 is that there are currently 12,094 adult and 903 Child Wheelchair Service users. it is also projected that this will increase by 1,750 in 2017-2018. These figures do not include the number of people who obtain their wheelchairs privately. Figures for those waiting for wheelchair accessible properties on the Access waiting list can average at around 300 applications and in the private sector provision has only recently begun to come forward with some innovative developers demonstrating that this can be done.

8.78 With regard to Part 1(a) of the Policy, relating to Part M4 category 2, Lifetime homes criteria will be considered to be sufficient (See www.lifetimehomes.org). Briefly this means that within the curtilage of the dwelling, or the building containing the dwelling, a wheelchair user can -

- Approach and gain step free access to every private entrance to the dwelling and to every associated private outdoor space, parking space and communal facility for occupants use;
- There is sufficient internal space to make accommodation within the dwelling suitable for a wheelchair user;
- Access to and within the WC and other accommodation within the entrance storey is step-free and the dwelling is designed to have potential for step free access to all other parts;
- The dwelling is wheelchair adaptable such that key parts of the accommodation, including sanitary facilities, kitchens, and access to upper floors could be easily altered to meet the needs of a wheelchair user or the dwelling is wheelchair adaptable;
- Well-mounted switches, controls and socket outlets are accessible to people who have reduced reach.

8.79 With regard to Part 1 (b) of the Policy, relating to Part M4 category 3, the design of the dwellings should be ready to accommodate wheelchair users who use powered wheelchairs. In addition to the requirements of Part 1 (a) using open plan, wider doorways and avoiding narrow hallways/ passageways go a long way to accommodate this space with little if any increase in the floor area. Good quality information sources such as the Centre for Accessible Environments (www.cae.org.uk) are available.

8.80 Building Regulations set out the detailed specific standards with regard to all of the above matters. Current best practice with regard to accessibility is the Lifetime Homes criteria and wheelchair access standards via the Centre for Accessible Environments.

Internal Space

8.81 The amount of space in a home influences how people live, impacting on their health and wellbeing. Providing homes of sufficient size to allow residents 'room to grow' is a critical part of delivering sustainable communities. The optional Nationally Described Space Standard (NDSS) set by the Government reflects the need for rooms to be able to accommodate a basic set of furniture, fittings, activity and circulation space appropriate to the function of each room. The overall objective is to ensure that all homes are highly functional in terms of meeting typical day to day needs at a given level of occupation. This policy requires compliance with the standard for all new homes and conversions.

Policy H13 New Housing - Physical and Design Requirements outside the City Centre

Density

1. The City Council will determine the appropriate density for new residential development based on:

    a. The density and character of the surrounding area, particularly the space around buildings;
    b. The need to retain where appropriate natural and man-made features; and
    c. The development capacity of individual sites having regard to the need to protect privacy and amenity and provision of private garden space.

Design

2. All proposals for new residential development should demonstrate that:

    a. The buildings, spaces and landscape features maintain or enhance the overall character and appearance of the local environment, with particular regard to siting, scale, density, massing, layout, building lines, roofscape, architectural features and materials. Specifically:

        i. New buildings should be carefully integrated with existing site features and landscaping;
        ii. The built and historic environment should be safeguarded and enhanced;
        iii. A sensitive response to existing landscape character and features should be provided, with outdoor spaces detailed in conjunction with the buildings to produce a rich and distinctive outdoor experience and a strong sense of place
        iv. Infill sites should not prejudice the potential for comprehensive development; and
        v. Proposals for the development of backland sites should ensure that severed sites do not landlock or prejudice the development of adjacent land; and the cumulative impact of backland development is not to the detriment of the character and appearance of the locality.

    b. Levels of privacy and amenity for existing and future residents should be maintained
    c. Opportunities should be taken to maximise safety and security from crime and vandalism;
    d. It is sympathetic to surrounding land uses and occupiers and ensures that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa;
    e. It links in with surrounding movement patterns and is not prejudicial to the development of neighbouring land, including the creation of landlocked sites;

f. It maximises opportunities for physical activity; and
g. It makes provision for all groups in the community including older and disabled people

3. Blocks of terraced facades should normally consist of no more than 4 properties;
4. Varied elevational treatment and a range of bricks with careful detailing should be used.
5. Proposals should comply with the Nationally Described Technical Space Standards ;

Separation Distances and Space

6. The space required around dwellings should satisfy minimum standards for space. Specific regard will be given to:

   a. The protection of outlook in specific developments and ensuring compatibility of plot widths within adjacent housing plots; and
   b. The provision of adequate space between all old and new buildings in backland developments and ensuring that the remaining garden area reflects the size of those in the surrounding area.

7. The following window to window separation distances will apply to two-storey houses:

   a. Front elevations of habitable rooms facing each other should be a minimum of 21.5m apart; and
   b. Rear elevations should normally be a minimum of 23m from other habitable room windowed elevations. Where there are differences in storey heights an additional 3m per storey will be required

8. The following window to wall separation distances will apply:

   a. Habitable room windowed elevations facing two-storey blank gable walls (or walls containing non-habitable rooms which have obscure glazing) should be a minimum distance of 15m apart, and a further 1m for each additional 1m change in level between affected walls will be required; Where there are differences in storey heights, an additional 3m per storey will be required. Where the relationship is between an existing dwelling outside of a site and a gable of a new dwelling and there is likely to be an impact on the amenity space of that dwelling due to the proximity of any new gable, a side space of 3m shall be maintained between the gable of the new dwelling and the party boundary to the affected property
   b. In the case of bungalow to bungalow development, the separation distances above are 12m.

9. The minimum space between the sides of dwellings should be 2m.
10. For self-contained units the minimum requirement for the internal area is 25m.

Garden Space, Landscaping and Boundary Treatment

11. Rear gardens of two storey dwellings should be a minimum of 11.5m in depth, and for bungalows a minimum of 10m unless the housing:

   a. Is specifically for older and disabled people; or
   b. On a small infill plot within older urban areas

12. Where less than 11.5m is considered acceptable, a condition restricting le permitted development rights for extensions to the rear may form part of any planning permission.
13. New residential development should comply with Policies GI 8 and GI 9 in respect of landscaping and tree planting.

14. Existing garden and boundary walls, hedges and railing fences should be retained and where necessary repaired.
15. The following standards in respect of means of enclosure will apply:

    a. Between private garden areas means of enclosure should normally comprise a fence or wall to a height of 1.8m at the rear of the plot
    b. Between the public domain and private garden areas, either at the side or rear of the plot means of enclosure should comprise a 1.8m wall or fence;
    c. Other than open plan estates, means of enclosure at the front of the plot shall normally comprise dwarf walls to a height of 600mm.

Highways and Parking

16. Highway and parking provision should ensure a safe, attractive, convenient and nuisance-free highway environment for pedestrians, cyclists and drivers, in accordance with the Transport and Design policies in the Local Plan. In addition:

    a. Design should enable collection vehicles to get within 25m of drive ends or communal storage locations;
    b. Any development serving more than 5 houses should be designed to adoptable standards and offered for adoption; and
    c. Driveways should be a minimum length of 5.5 metres and have a minimum width of 3.3 metres to allow for today's larger cars and pedestrian access including wheelchair users.

Refuse and Recycling

17. Sufficient provision for waste management should be made and the proposal should promote good design to secure the integration of waste management facilities with the rest of the development including waste storage facilities. All proposals should comply with the City Council's latest guidance with regard to Recycling and Waste Management.
18. Proposals for apartment/ student accommodation should include refuse and recycling facilities of an appropriate size to service the number of units. External stores should be enclosed/ screened and located away from habitable rooms.

Explanation

8.82 New housing should be well designed and contribute to improving the quality of the environment. This policy, by setting out a number of requirements for new residential development, aims to ensure delivery of high quality housing which provides a good quality of life for occupants, and is compatible with and contributes to the distinctive character and amenity of an area by creating an identity and sense of place, whilst also achieving the optimum housing delivery on individual sites.

8.83 The policy requires new housing development to be sympathetic to its surroundings, respect the character of the area and protect residential amenity. The design of residential proposals should ensure that future residents of the development enjoy high standards of privacy and outdoor amenity, can undertake physical activity and have a safe and attractive living environment. Proposals should ensure provision for all groups of people in the City including older and disabled people.

8.84 The policy requires that blocks of terraced facades should comprise no more than four properties due to problems with rear access and the lack of on-street parking that can occur. Varied elevational treatments such as porches, gables and bay windows and a range of bricks should be used to avoid visual monotony. The policy sets window to window separation distances to ensure all houses within new developments have a reasonable degree of privacy; and sets window to wall separation distances

to avoid excessive overshadowing of main windowed elevations and rear garden elevations. To prevent a cramped appearance and to ensure that a similar development on an adjacent site is not unreasonably constrained minimum side spacing is set out. It is also important that all new houses have adequate private amenity space, and the policy therefore sets minimum garden depths.

8.85 Policies GI 8 and 9 set out the approach to new and existing landscaping within developments. All residential developments will be required to accord with these policies. Important and attractive features such as boundary walls and trees should be retained; and the policy sets minimum standards for means of enclosure.

8.86 With regard to highways and transport, all residential developments should comply with transport and design policies in the Local Plan specifically in respect of providing for all road users, access by sustainable modes of transport and car parking. Well-designed streets within residential developments should accommodate all functions and purposes. Consideration must be given to the need to accommodate various types of movement in a convenient and safe manner, and the needs of motorised traffic must be balanced with those of pedestrians of all ages, cyclists and users of public transport. This policy sets a number of residential specific standards.

Policy H14 – New Residential Development Open Space Requirements

1. New residential development exceeding 10 dwellings should provide appropriate high quality new public open space of at least 50 square metres per new-build home, laid out in a single plot as an integral part of the housing development.
2. The new public open space must be provided within the site unless it can be demonstrated that on-site provision cannot be appropriately achieved or enhancement of off-site open space is more appropriate, in terms of:

    a. The type and density of housing development and site size, or
    b. Proximity to existing parks and open spaces, and their need for upgrading; and
    c. The recommendations of the most up-to-date Open Space Study.

    In such cases the City Council will require a commuted sum based on the cost of providing, designing and establishing an equivalent area of open space.

3. New public open space created during the Plan period will be accorded the policy protection set out in policy GI 3.
4. Development proposals which include new public open space must incorporate suitable arrangements for long-term management and maintenance of, and public access to, the new open space

Explanation

8.87 This policy requires residential development to incorporate on-site open space provision and make suitable arrangements for its long term management. The Open Space Study (2017) considers that is is appropriate to continue to require open space provision in new residential developments to ensure the immediate local needs of new developments is met. New public open space must be integrated into the development site and provided to a high design quality, and where appropriate and practicable should provide other green infrastructure benefits, such as tree planting, flood or water storage areas or new habitats.

8.88 It is recognised, however that there may be some circumstances where on-site provision of new public open space may not be appropriate. The type (e.g. family homes, flats) and size (number of bedrooms) of new homes may be relevant. It is also recognised that with higher density housing schemes, on-site provision of new open space may prejudice the delivery of an otherwise acceptable

scheme. In addition, existing areas of public open space may be within easy walking distance of the development and it may therefore be more appropriate for these existing open spaces to be enhanced. Site-specific factors may also mean it is more appropriate to enhance existing open space or its accessibility from the site. The Open Space Study will be used to inform what the financial contribution should be used for in terms of qualitative and accessibility needs. Contributions will be secured through Section 106 planning obligations where these meet the tests set out in Planning Regulations and guidance.

9

Shopping Centres and Community Facilities 9

9 Shopping Centres and Community Facilities

Introduction

9.1 Sustainable communities have at their heart good local services and facilities. Liverpool City Centre, supported by a network of district, local and neighbourhood centres, provide a range of shops, services and community facilities. The centres are also an economic asset, particularly the City Centre as the Regional Centre and primary economic driver for the City Region. This network is supplemented by a number of out-of-centre shopping parks.

9.2 The key issues that have been considered in developing policy for the City's shopping centres and facilities are:

- To ensure a network of centres in the City, which are accessible to local communities and meet their needs
- To support the vitality and viability of centres and ensure they are the focus for new investment for town centre uses
- To ensure development outside centres does not have a significant adverse impact on their vitality and viability
- To ensure local communities have access to the social and cultural facilities and services needed.

9.3 The following policies accord with Government guidance as contained in the National Planning Policy Framework (NPPF) (2012) which requires planning policies to be positive, promote competitive town centre environments and set out policies for the management and growth of centres. NPPF also requires local planning authorities to plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities and residential environments.

Policy SP1 The Hierarchy of Centres for Liverpool

The vitality and viability of the centres within the City's network and hierarchy identified below will be protected and enhanced in order to provide a sustainable distribution of shops and services within Liverpool to support local communities. These centres will be the preferred locations for retail, office, leisure and cultural/ tourism developments. The City's centre hierarchy is as follows:

a. **Liverpool City Centre** – As a Regional Centre it will be the focus for investment in major comparison retailing, leisure, cultural and tourist and other main town centre uses including offices and complementary evening and night time uses. The Main Retail Area (MRA) is the primary location for comparison retailing. Proposals within the MRA should comply with Policies CC7 and CC8.

b. **District Centres – Aigburth Road, Allerton Road, Belle Vale, Breck Road, Broadway, County Road, Edge Hill, Garston, Great Homer Street, London Road, Old Swan, Smithdown Road South, Speke, Walton Vale and Woolton**

District Centres will be the primary focus for development and investment in shops, services, leisure and community uses outside the City Centre. A mix of uses will be supported to ensure vibrant and vital centres which meet the needs of the local communities that they serve. A key consideration when assessing propoals for town centre uses in other locations will be the impact on the vitality and viability of Liverpool's District Centres as well as centres in adjoining local authority areas.

c. Local Centres – Aigburth Vale, Hunts Cross, Kensington, Knotty Ash, Lodge Lane, Muirhead Avenue East, Park Road, Prescot Road, Rice Lane, Rose Lane, Tuebrook, Wavertree High Street, West Derby Village.

These centres will be the focus for small scale shops and services appropriate to their role and function which is to serve the everyday needs of local communities.

d. **Neighbourhood Centres** are the lowest tier in the hierarchy providing localised facilities. Their role in providing neighbourhood shops and services will be supported.

Explanation

9.4 NPPF requires Local Plans to define a network and hierarchy of centres that is resilient to anticipated economic changes. It requires the adoption of a town centre first approach to new investment and the inclusion of policies to support their vitality and viability.This policy accords with NPPF by defining the centres within Liverpool's hierarchy. The vitality and viability of the centres will be protected and enhanced by ensuring that they are the primary location for new investment.

City Centre

9.5 The City Centre is the Regional Centre and fundamental to the economic growth of the City Region. It forms a strategic hub with significant comparison retail floorspace, leisure, cultural and tourist facilities. It is the primary retail centre within the sub-region and is therefore the highest level of centre both within the City and sub-region hierarchy of centres. It is a highly sustainable location and will therefore be the focus for new investment for retail and other town centre uses which support and develop its role and ensure that it provides Liverpool residents with access to major comparison retail, leisure, entertainment and cultural facilities. The boundary of the City Centre and its Main Retail Area is shown on the City Centre Policies Map. Further detailed policy in respect of the City Centre is provided within the City Centre chapter of this Local Plan specifically Policy CC7 " Protecting and Enhancing the MRA"; Policy CC8 "Non-A1 uses within the City Centre and MRA"; Policy CC20 " Convenience Retail Provision and Community Facilities"; Policy CC21" The Night Time Economy" and Policy CC22 " Food and Drink Uses and Hot Food Take-aways within the City Centre and MRA" .

9.6 Three levels of centre have been defined below the City Centre in order to provide a sustainable distribution of centres throughout Liverpool. This hierarchy reflects the findings of the Retail Study (2016) which identified the most appropriate hierarchy for the City based on an assessment of each centres health, role and function. The boundaries of the District and Local Centres are shown on the Policies Map and on maps at the end of this chapter.

District Centres

9.7 District Centres form the second tier in the hierarchy. They are an important component of the City's economic and social infrastructure. Overall, they provide a broad range of shops and services, such as a post office, chemist, superstore or foodstore and other uses, including community facilities. They act as a focus for the local community and public transport services and the policy therefore sets out that outside the City Centre they should be the primary focus for town centre uses; and their vitality and viability should be protected.

Local Centres

9.8 Local Centres comprise a group of local shops and services, usually including one or more smaller foodstores. They serve a more limited catchment area and tend to contain fewer units than District Centres. It is important to support their role and function so that these centres continue to provide day-to-day shops and services for their local community.

Neighbourhood Centres

9.9 Liverpool has numerous Neighbourhood Centres which form the lowest tier in the hierarchy and consist of small clusters/parades of shops containing at least 5 units which serve their immediate catchment area for local convenience retailing. Although these parades are not defined on the Policies Map, it is important to protect their role in providing local neighbourhood shops and services. They include Gateacre Park Drive and Childwall Fiveways, .

Policy SP2 Town Centre Uses

1. Proposals for town centre uses (as defined by National Planning Policy) within District, Local and Neighbourhood Centres will be permitted provided:

    a. The design complies with the requirements of Policy SP3 "Design of new Development within the City Centre MRA, District, Local and Neighbourhood Centres"
    b. The scale is appropriate to the role and function of the particular centre;
    c. In respect of proposals for new retail floorspace within Neighbourhood Centres it is demonstrated that there are no sequentially preferable sites within District and Local Centres
    d. Highway, traffic and servicing issues are satisfactorily addressed;
    e. Residential amenity is not adversely affected; and
    f. It complies with the requirements of Policy SP4 " Food and Drink Uses and Hot Food Takeaways"

2. Development which secures the use of upper floors within centres, including for residential development will be supported.
3. The following development opportunities have been identified within a number of centres and are shown on the Policies Map. Development for town centre uses will be permitted on these sites:

    - Allerton Road - Land adjacent to Penny Lane Centre (Site R1)
    - Garston - Former Garston Baths (Site R2); Former Co-op Site; Woolton Carpets/ Alexandria Public House Site (Site R3)
    - Hunts Cross - Former Hunts Cross Hotel, Hillfoot Avenue (Site R4)
    - Wavertree - Former Gulf Petrol Filling Station, opposite Picton Road/ Wells Road junction (Site R5)
    - Tuebrook - former cinema and club (Site R6); former garage at Somerset Place/ Radnor Place (Site R7)

Explanation

9.10 Centres need a balanced mix of uses, including independent shops and services, to create vital and viable centres. This policy supports proposals for town centres uses, as defined by national policy subject to a number of criteria. These criteria include the need to comply with the policy in respect of food and drink uses and hot food takeaways, which raise a number of different issues to other non-A1 uses. The approach accords with NPPF which requires Local Plans to set policies that make clear what uses will be permitted and which promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of centres.

9.11 It is important that proposals within centres are of a scale that is appropriate to the role and function of the centre, to ensure that the vitality and viability of a centre is enhanced, and the use complements existing uses. The design of proposals should comply with the requirements of Policy SP3. In respect of Neighbourhood Centres, NPPF does not regard small parades of shops of purely neighbourhood significance as centres. However, Liverpool has a large number of shopping parades which are an important component of shopping provision within the City. Proposals for new shops within these parades should demonstrate that there are no sequentially preferable sites within a nearby district or local centre.

9.12 The Retail and Leisure Study (2016) identifies a number of in-centre development opportunities which are set out in Part 3 of the Policy. These sites together with any other opportunities that come forward over the life span of the Local Plan should be considered as part of a sequential assessment for proposals outside centres and within the catchment area of these sites. The boundary of each site is shown on a plan at the end of this chapter and on the Policies Map.

Policy SP3 Design of new Development within the City Centre MRA, District, Local and Neighbourhood Centres

Overall Design Requirements

1. New development within the City Centre and District, Local and Neighbourhood Centres should contribute to enhancing the shopping environment of the centre and its role and function. Development should:

a. Have a positive impact on the public realm;

b. Have regard to heritage assets within the Centre in accordance with Policy HD1;

c. Be fully integrated within the centre and be designed to reflect the specific characteristics of the centre within which it is located;

d. Front the street and respect the building lines of the existing environment and wherever appropriate new development should be built at the back edge of the pavement;

e. Contribute to enhancing the overall environmental quality of the centre including the pedestrian environment and connectivity; and

f. Where feasible introduce greening measures such as landscaping and street trees in accordance with Policies GI 7 and GI 9.

2. Where a number of units are to be provided, the proposal should provide a mix of unit sizes, avoid an inward looking layout, maintain the street frontage and provide suitable and convenient linkages for shoppers to access other in centre uses

Shop Front Design

3. The City Council will expect a high standard of design in new and altered shopfronts, canopies, blinds, security measures and other features. Permission will be granted for new shopfronts and signs where:

a. The design is related to the scale, proportion and appearance of the building;

b. The design respects the character and appearance of the location;

c. The design retains, and where practicable provides, a separate entrance to upper floor accommodation where this is separate from the ground floor use;

d. It is designed to be fully accessible for all; and

e. It does not have an adverse impact on pedestrian safety

4. Principal entrances to upper floor accommodation should avoid the rear of buildings where practicable as this can give rise to personal safety and security issues.

5. Solid shutters which present blank frontages to shopping streets will not be permitted.

6. Where an original shopfront of architectural or historic value survives, in whole or in substantial part, there will be a presumption in favour of its retention. Where a new shopfront forms part of a group where original shop fronts survive, its design should complement their quality and character.

Explanation

Overall Design

9.13 An attractive shopping environment is of fundamental importance to the economic health and retail vitality of centres. Ensuring that the environment of the City,District and Local Centres and the design of new development is attractive and of a high quality is key for creating a positive perception and experience for shoppers, visitors and businesses.

9.14 Proposals within centres should therefore contribute to enhancing the environment of the centre and reflect the centre's specific characteristics. The pedestrian environment and connectivity is particularly important.

9.15 The Retail and Leisure Study (2016) found that the health of district and local centres and the quality of the environment varies across Liverpool. Some centres would benefit from improvements to the public realm and environmental quality to deliver an improved quality of place and shopping experience. Some centres have limited trees or planting; open spaces or benches. On this basis, this policy requires new development to contribute to enhancing the overall environmental quality of centres, including green measures.

Shopfronts

9.16 Shopfronts make an important contribution to the character and attractiveness of centres. The City Council will therefore ensure that new shopfronts are of a high quality and are sensitive to the area in which they are located. Poorly designed shopfronts will not be permitted.

9.17 New shopfronts should contribute towards the maintenance of a cohesive streetscape appearance, retain a consistent building line and contribute to the character and attractiveness of the centre it is located in. The detailing, quality of materials, execution and finishes are very important. All new and altered shopfronts should be designed to be fully accessible for all.

9.18 Security features associated with shop fronts should be internal in order to avoid harming the appearance of shop premises and creating clutter. Solid shutters are not considered to be acceptable as they are unsightly and can generate feelings of insecurity, hide internal intruders, and encourage graffiti. The City Council does however recognise the need to balance the security needs of business owners with the design of shopfronts.

Policy SP4 Food and Drink Uses and Hot Food Take-aways

1. Planning permission for a Hot Food Take-away will be granted within district or local centres, provided it is demonstrated it would not result in:

   a. More than 10% of units within the centre being hot food take-aways;
   b. More than 2 adjoining hot food take-aways in a frontage length; and
   c. Less than 2 non-A5 units between individual or groups of hot food take-aways

2. Outside designated centres, planning permission for hot food take-aways within 400m of the boundary of a secondary school or sixth form college either within or outside Local Education Authority control will only be granted subject to a condition that the premises are not open to the public before 5pm (Monday to Friday, except bank holidays) and there are no over the counter sales before that time.

3. Proposals within the City Centre will be assessed against Policy CC8 "Non-A1 Uses within the City Centre MRA" and Policy CC22"Food and Drink Uses and Hot Food Takeaways within the City Centre and the MRA"

4. In assessing proposals for other food and drink uses within centres account will be taken of the number, distribution and proximity of other food and drink uses including those with unimplemented planning permission, and impact on the vitality and viability of the centre

5. Proposals for all food and drink uses including hot food take-aways both within and outside designated centres should demonstrate that:

   a. There would be no adverse impact on residential amenity in terms of noise, customer activity, vibrations, odours, traffic disturbance and litter;
   b. The hours of operation are appropriate for the location. Hot food take-aways will not normally be allowed to operate outside 11.30pm in District and Local Centres, and 11pm elsewhere in the City. Hours of Operation in the City Centre is dealt with by Policy CC22.
   c. Traffic and parking implications are satisfactorily addressed, the proposal is accessible by all forms of transport and that there would be no adverse implications for highway safety;
   d. Appropriate fume extraction systems and/ or noise insulation are provided;
   e. An appropriate location for commercial trade waste, including recycling facilities has been identified. Bins must be contained within the curtilage of the premises and should be stored so as to not cause odour nuisance, be convenient for refuse collection and be screened to protect visual amenity. Any bin provision should be retained in perpetuity.
   f. It would not increase the potential for crime and anti-social behaviour in the area. Applications for hot-food take-aways should be supported by a Crime Impact Statement or a Site Management Statement.

6. Liverpool City Council will assess the need for a bin for street litter. If a need is identified the operator will be required to provide a bin in a location determined by the City Council

Explanation

Protecting the primary retail function of centres

9.19 In recent years there has been a growth of food and drink uses, including hot food take-aways, within Liverpool's centres. While these uses fill vacant units, may add to the diversity of uses, and offer a popular facility for local communities, it is important that such uses do not harm the character of a centre or cause nuisance to local residents. These uses can undermine the retail function and general attractiveness of a centre and can lead to dead frontages during the daytime . An over concentration of food and drink uses including hot food take-aways can also raise residential amenity issues as well as anti-social behaviour issues and health concerns; generating levels of noise, traffic, odours and litter which are detrimental to residential amenity.

9.20 Part 1 of the policy seeks to protect the vitality and viability of centres by managing the concentration of hot food takeaways. Concentration will be calculated as a percentage of total ground floor units. In centres where 10% represents less than a single unit, a single takeaway unit would be allowed. If a proposal took the centre over the 10% threshold or the centre already had 10% or above of units in hot food takeaway use, proposals will be refused. The City Council will expect the applicant to submit evidence in respect of the current total number of hot food takeways in the Centre. The City Council will use this information together with its own data regarding extant planning permissions and total number of units in centre to determine the appropriateness of the proposal. For the purpose 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. Part 3 of the policy is concerned with assessing proposals for other food and drink uses. Account should be taken of the number, distribution and proximity of other food and drink uses, to ensure no detrimental impact on the vitality and viability of the centre.

Table 1: Examples of businesses falling within/ not within A5 Use Class

Examples of shop types falling within the A5 Use Class	Examples of shop types NOT within the A5 Use Class
Fried Chicken Shops	Restaurants
Fish and Chip shops	Cafes
Pizza shops	Public Houses
Chinese, Indian or other takeaway shops	Wine bars
Kebab shops	Night clubs
Food establishments with drive through, unless ancillary to use class A3 (restaurants and cafes)	Bistros, bakeries and sandwich shops

Health Concerns

9.21 In Liverpool the recorded obesity rates in children are higher than the national average. For example in 2014/15 for 10-11 year olds it was 23% compared to 19.1% nationally. [57] Whilst obesity cannot be directly attributed to hot food take-aways, diet is a contributory factor and given health concerns in the City, specifically children's health, it is considered appropriate to restrict proposals for hot food takeaways within a 400m exclusion zone around secondary schools . A distance of 400m

57 Source: Child Health Profile - March 2016 - Public Health England

is used as this is considered a reasonable walking distance in respect of how far children would be prepared to walk to such uses. Hot food takeaways will be controlled within these zones through the use of planning conditions to restrict opening hours. 5pm is considered appropriate as this is after school finishing times. If a 400m zone cuts through a building or site, the whole site would be considered to be within the exclusion zone.

Residential Amenity

9.22 Part 4 and 5 of the policy apply to proposals for food and drink uses including hot food takeaways across the whole City and primarily seek to ensure that residential amenity is protected. The protection of living conditions of residents living in close proximity to any existing or proposed food and drink uses will form a major consideration in assessing applications for such uses. In particular, very careful consideration will be given to occupiers of flats above food and drink uses. The City Council encourages such premises to be occupied by those working in the hot food takeaway.

9.23 Food and drink uses can generate unacceptable levels of noise, vibrations, odours, traffic disturbance (including from both customers and delivery vehicles) and litter. It is therefore important to manage such uses. For example, activities of hot food takeaway businesses can often peak at times when surrounding background noises are low, as other shops and services are closed. These problems are also intensified where there is a concentration of such uses. Where planning permission is granted, the City Council will use planning conditions to define the appropriate opening hours. Hours of operation refers to when the premises are open for business including counter sales and /or internet and telephone orders. Where a licence is needed the hours of operation should accord with the planning permission.

9.24 The potential impact of food and drink uses on highway safety is also an important consideration in the determination of planning applications. Hot food takeaways for example generally attract a high proportion of customers who travel by car and who require short-stay parking, often at peak times such as lunch-time and evenings, while customers purchase and collect food orders. Delivery vehicles associated with takeaways can also add to this peak-time vehicle activity. All vehicle movements have potential to impact on traffic flows and highway safety on the nearby road network and to increase demand for on-street parking, especially where there is insufficient local parking. This can create a nuisance for neighbouring occupiers and those living in adjacent residential streets.

9.25 With regard to odour extraction systems, applicants must submit details of the size, design, siting, finish, acoustic treatment and odour abatement techniques of the flue extraction system with all planning applications for food and drink uses establishments.

Crime and Anti-Social Behaviour

9.26 The fear of crime or anti-social behaviour can be a material consideration in the determination of planning applications. Whilst the majority of food and drink uses operate without any problem, in some cases hot food takeaways can become hot-spots for anti-social behaviour, especially at night. In order to reduce the potential for anti-social behaviour a Crime Impact Statement or a site management plan should be submitted in respect of proposals for hot food takeaways. Where there is clear evidence of crime and anti-social behaviour incidents in the area in which the proposal is to be located, the applicant may be asked to contribute towards safety and security measures or install safety and security measures such as CCTV systems and provide a site management plan.

Policy SP5 - Community Facilities

1. Planning permission will be granted for the provision of a new community facility where it is demonstrated that the proposal:

    a. Is located within the City Centre, or a District, Local or Neighbourhood Centre; or
    b. Is required to meet a clearly identified local need; and

c. Is close and accessible to the community it serves by a range of sustainable transport modes including walking, cycling and public transport;
d. Will not have an adverse impact on residential amenity. Hours of opening should be appropriate to the specific location and appropriate car parking should be provided/ be available; and
e. Is within a building which is flexible, adaptable and capable of multi-use.

2. Development that would lead to the loss of an existing community facility will only be permitted where:

   a. there is no demonstrable current or future need or demand for the space, either in its current use or any alternative community use and it is therefore surplus to requirements; and
   b. the premises are no longer suitable to continue in community use; or
   c. if replacement provision, that meets current and future needs, is provided in an appropriate location.

3. Proposals for Culture, Tourist and Sport facilities should also comply with Policy EC4.

Explanation

9.27 Community facilities are facilities provided for different individuals and communities by a range of organisations (public, private and voluntary), and are generally organised by place, age or a defining group such as children or the disabled. For the purpose of this policy, they provide for the health and wellbeing, social, educational, spiritual, recreational and cultural needs of the community, including care facilities, day nurseries, hospitals, health centres and doctor's surgeries, libraries, community centres, places of worship, galleries, museums and theatres . Such facilities are often at the heart of local communities and contribute to creating sustainable neighbourhoods and communities.

9.28 This policy requires community facilities to either be located in centre or to meet a specific need. Proposals that do not meet these requirements will normally be refused. Locating community facilities within centres can have positive sustainability benefits. Community facilities can add to the vitality and viability of centres which have high public transport accessibility. In addition, it is important that the growing City Centre population has access to a range of community facilities to ensure sustainable communities. However, some community facilities serve more localised catchment areas, such as doctors surgeries, health centres, scout halls and clubrooms and would be more appropriately located close to the population they serve. The policy also sets a number of other requirements that must be met by all proposals for community uses.

9.29 This policy also seeks to protect existing community facilities that are valued by the local community. If a development proposal would lead to the loss of an existing community facility it should be demonstrated that there is no current or future need or demand for the space and that the premises are no longer suitable. If there is a current or future need/ demand for the facility, replacement provision should be provided. This should be of at least equal quality, of a suitable size and should be provided in a location that provides ease of access for its existing users.

Policy SP6 Out-of-Centre and Edge-of-Centre Retail and Leisure Uses

1. Retail and Leisure proposals including extensions and proposals to vary or remove conditions in respect of the range of goods sold in retail units, outside the defined network of centres, including existing out of centre Shopping Parks, must demonstrate:

1. Compliance with the sequential approach. Sites should be considered in the following order:

    a. In Centre Sites which should be thoroughly assessed for their suitability, availability and viability;
    b. Edge of Centre Sites with preference to accessible sites that are well connected to a centre;
    c. Sites/ Buildings within existing Shopping Parks;
    d. Out of Centre Sites with preference to accessible sites that are well connected to a centre.

2. That, for proposals which have a floorspace of 350sqm gross or over, there would be no significant adverse impact on any defined centre within the City or an adjacent authority;
3. That the proposal has assessed impact on:

    - Existing, committed and planned public and private investment in a centre or centres within the catchment area of the proposal; and
    - Vitality and viability of centres, including local consumer choice, trade in the centre and wider area up to 5 years from the time the application is made.

4. In respect of edge-of-centre development, benefits for the centre, including how the proposal is/will be connected to the centre; and that the proposal is of an appropriate scale in relation to the size of the centre and its role in the hierarchy of centres; and
5. That the proposal is accessible by sustainable forms of transport

2. Where it is determined that a proposal meets the above criteria, in order to protect centres, planning conditions may be used to control the type and mix of the retail floorspace, range of goods sold, size of units, number of operators per unit and quantum of gross and net floorspace, to reflect the planning permission and therefore the uses and floorspace that were tested as part of the planning application process.

Explanation

9.30 NPPF requires Local Plans to set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres. This policy sets the criteria for such proposals to meet this requirement.

9.31 The City Council's priority is to focus new investment within the defined network of centres to provide a sustainable distribution of facilities for local communities. Development outside defined centres could have an impact on the vitality and viability of centres.

9.32 A significant amount of new retail and leisure floorspace has been permitted in the City in recent years and the conclusions of the Liverpool Retail and Leisure Study (2016) and update (2018) indicate that there is a negative capacity for further convenience goods floorspace in the City to 2033 and therefore no need to identify sites for convenience floorspace outside centres. To 2025 there is also negative comparison goods floorspace capacity. By 2025 the Study does identify that there is some capacity for comparison goods floorspace but this is principally in the City Centre which should support and maintain the health of the regional centre. The Study therefore provides no retail and leisure capacity need case for providing additional out-of-centre retail floorspace in Liverpool either within new locations or existing Shopping Parks and on this basis the Local Plan does not allocate sites outside the defined network of centres for retail and leisure floorspace.

9.33 It is, however, recognised that developers may still come forward with retail and leisure proposals outside of the City's centres including within existing Shopping Parks and edge-of-centre locations, over the time frame of the Local Plan. The existing shopping parks are Liverpool Shopping Park (Edge Lane), New Mersey, Hunts Cross, and Stonedale Crescent Shopping Parks, and are shown on the Policy Map. This policy requires proposals which increase the quantum of retail or leisure floorspace or vary or remove conditions including in respect of the range of goods, to comply with the requirements of the sequential approach. This requires sites to be identified in the following order: sites that are in-centre; edge-of-centre locations with preference to sites that are or will be well connected to the centre; sites within existing Shopping Parks; and out-of-centre sites with preference to those that are well served or will be well served by a choice of means of transport and have a higher likelihood of forming links with a centre. In undertaking the sequential approach it is considered that the most sustainable approach is to consider alternative sites and buildings within existing shopping parks ahead of "new" standalone out of centre sites; and, in centres sites should be thoroughly assessed for their availability, suitability and viability. Flexibility including in respect of the format and scale of the proposal should be demonstrated. Likewise, the City Council will be mindful of the requirements of the proposal and of any identified operator.

9.34 In addition proposals outside the identified network and hierarchy of centres (including within existing Shopping parks) should demonstrate that there would be no significant adverse impact on any identified centre. Proposals should undertake an impact assessment to demonstrate this. In accordance with NPPF a locally based threshold for the requirement of an impact assessment is included within the above policy. The threshold figure is based on the findings of the Retail and Leisure study (2016).

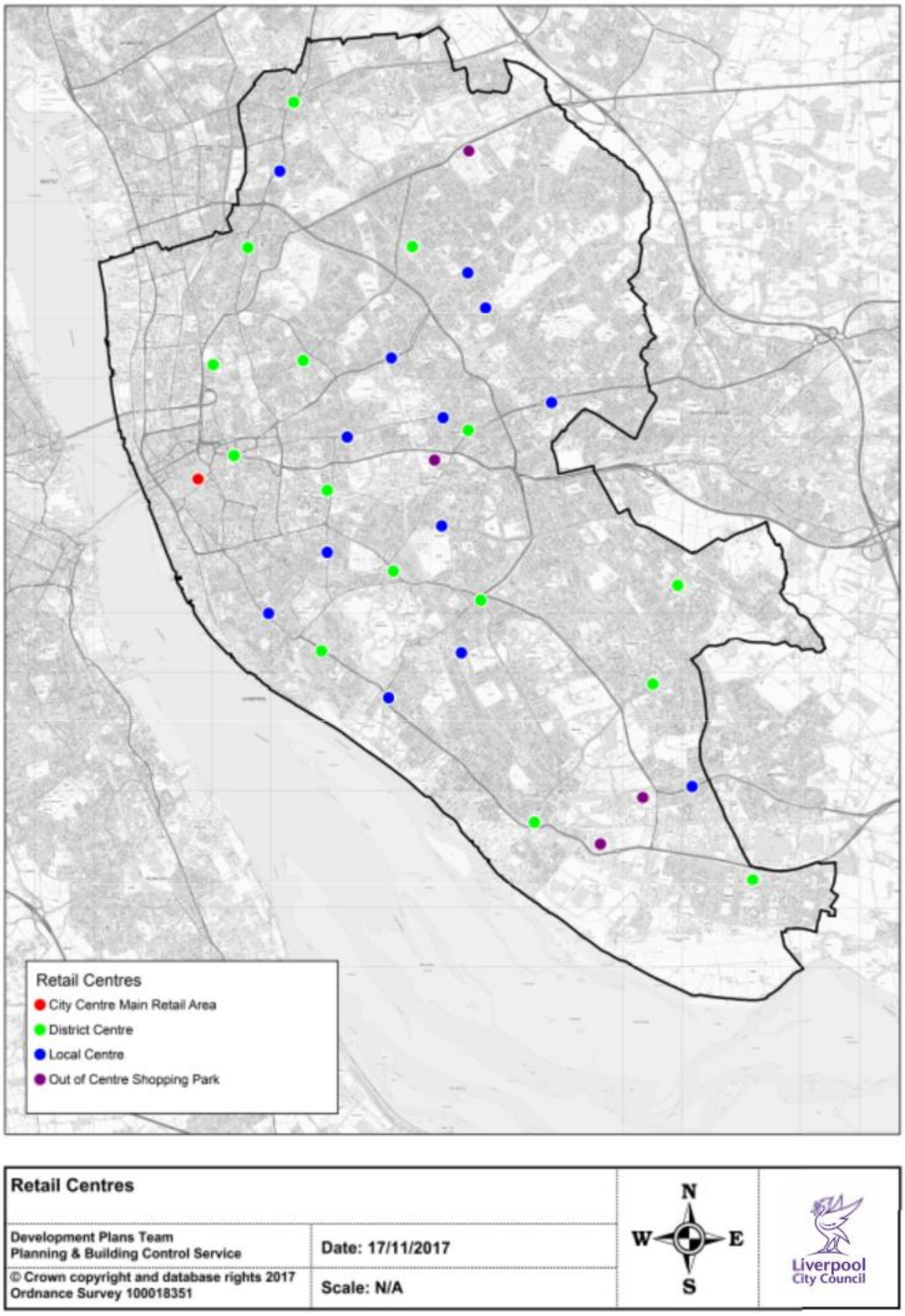
9.35 The level of information required in the impact assessment should be commensurate with the size of the proposal. The type and level of information should be agreed with the City Council. Applicants should produce a Retail Impact Assessment Scoping Note to enable this. In accordance with NPPF and PPG, this policy sets out a number of impacts that proposals should assess including impacts on public and private sector investment in centres, the vitality and viability of centres and in centre trade/ turnover.

9.36 Proposals should also demonstrate that they are accessible by sustainable forms of transport, in accordance with one of the core planning principles of NPPF that planning should make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

9.37 Where proposals are permitted the City Council will make effective use of planning conditions to ensure it does not subsequently change its character unacceptably and reflects the floorspace tested through the planning application. The policy indicates the types of conditions that will be attached.

9.1 District Local and Other Centres

9.38 The diagram below shows the overall location of each District and Local centre and out-of-centre retail shopping location across Liverpool. It is then followed by detailed plans of each centre and shopping park.

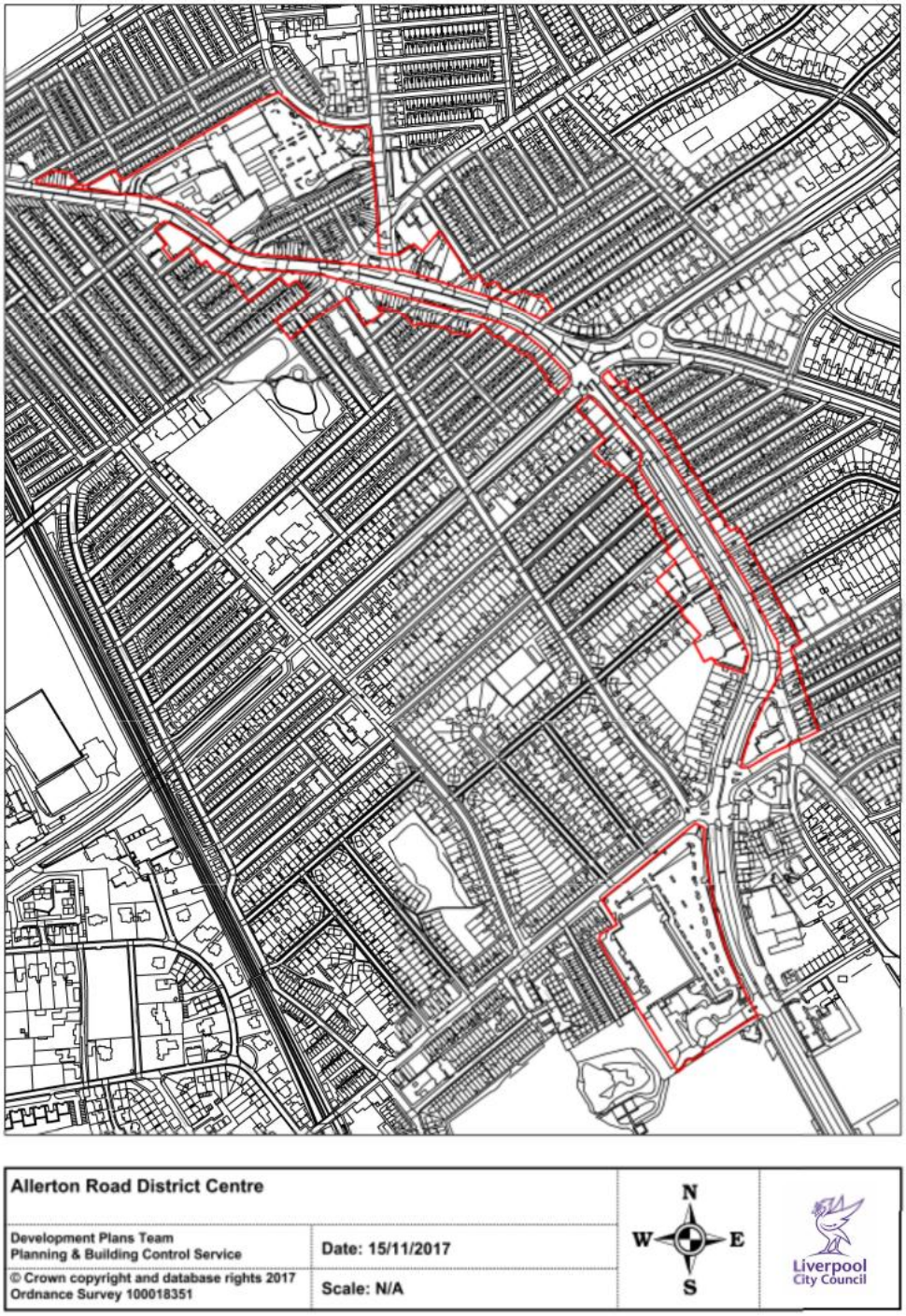


Picture 10

Aigburth Road District Centre

Picture 11

Allerton Road District Centre.

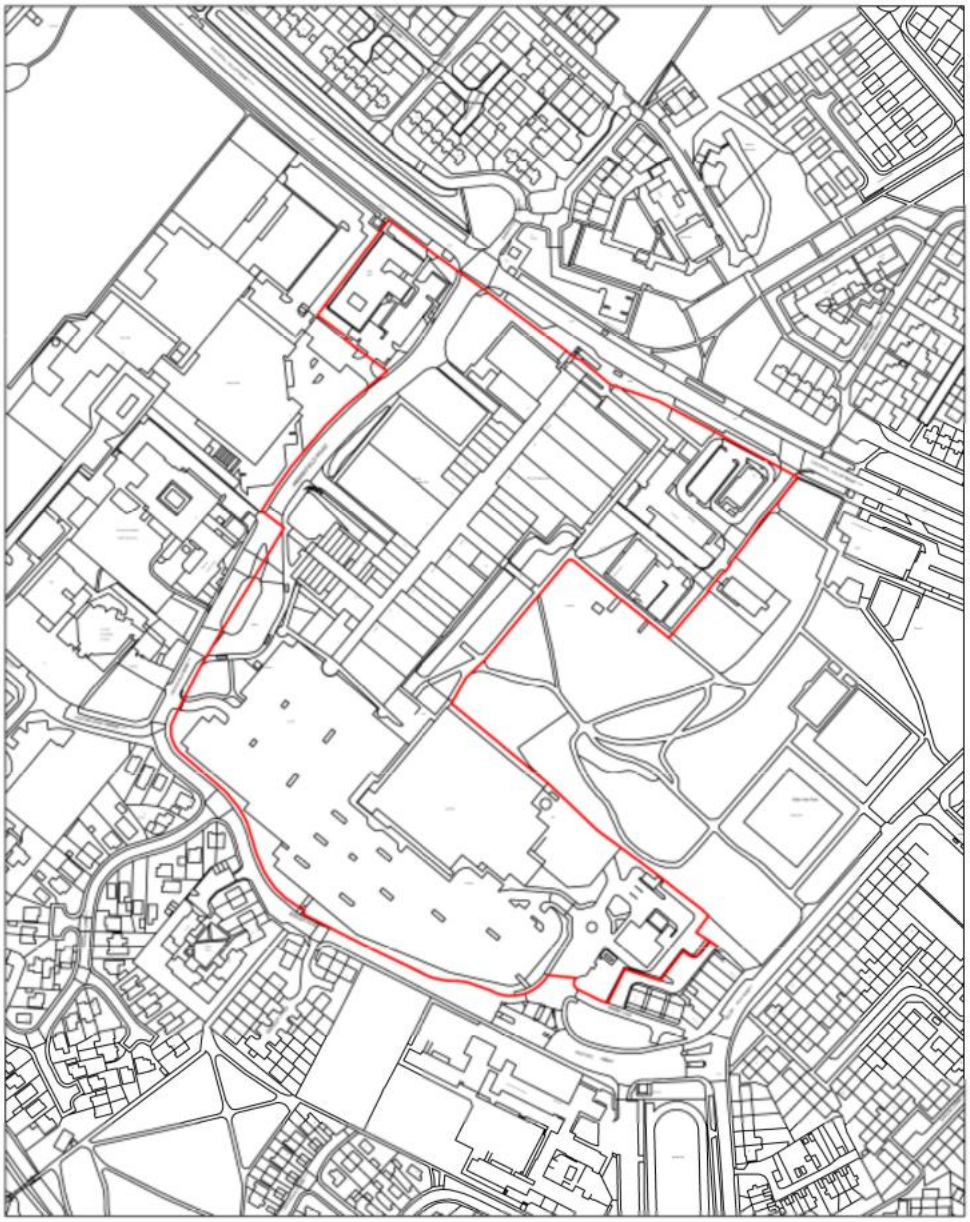


Picture 12

Allerton Road District Centre Development Opportunity Site

Picture 13

Belle Vale District Centre



Belle Vale District Centre			
Development Plans Team Planning & Building Control Service	Date: 15/11/2017	N W E S	Liverpool City Council
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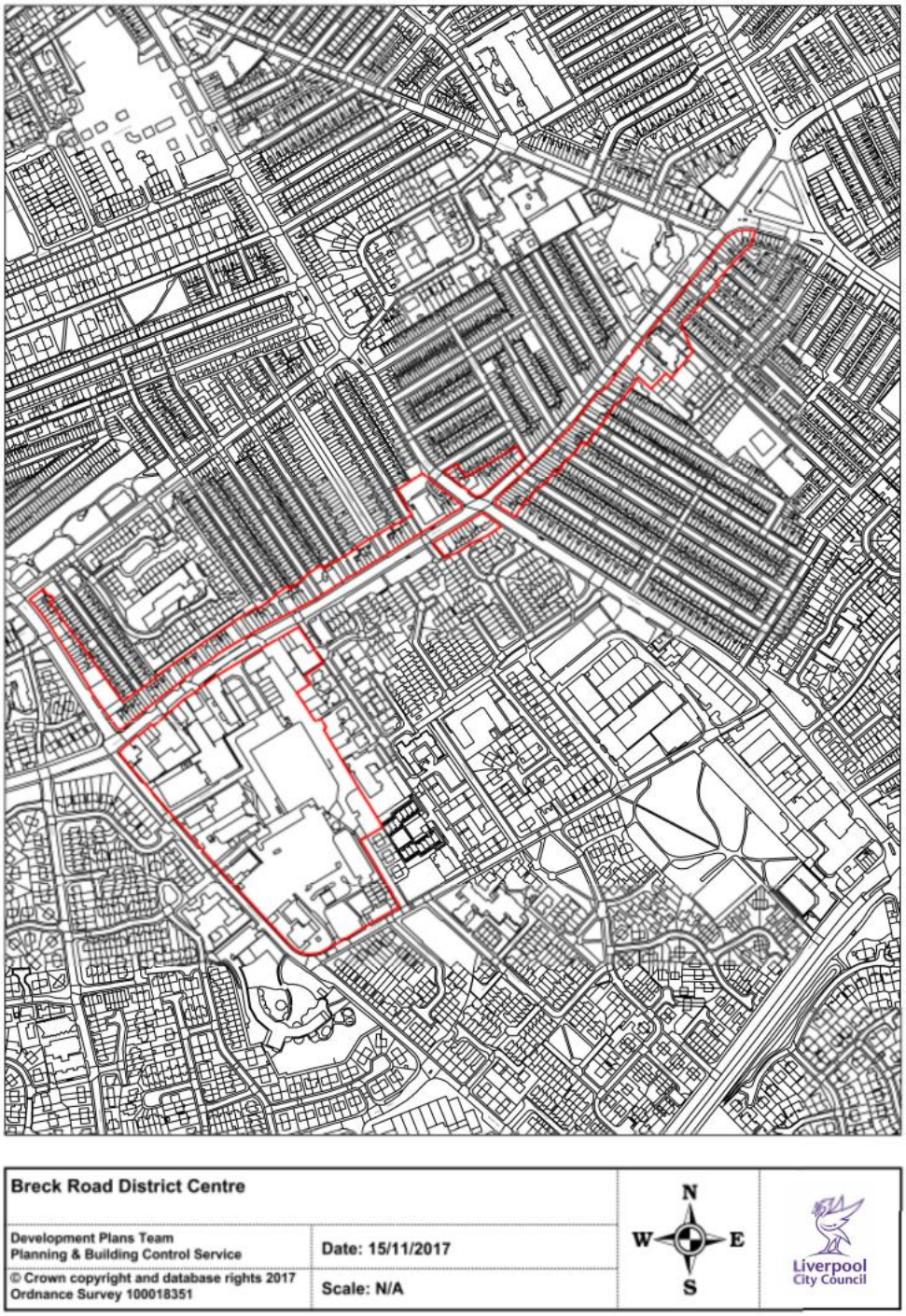
Picture 14

Breck Road District Centre



Picture 15

Broadway District Centre

Broadway District Centre

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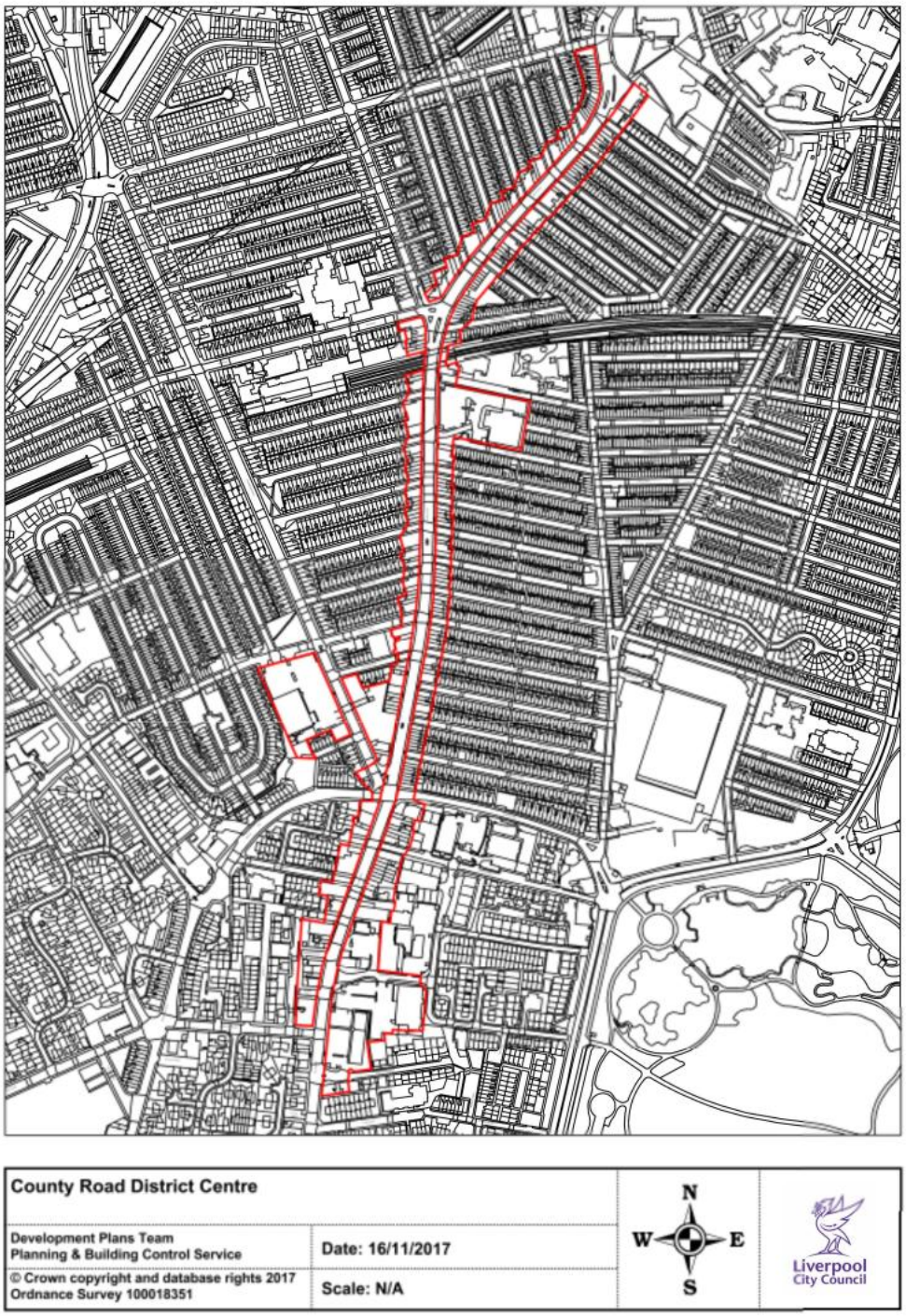
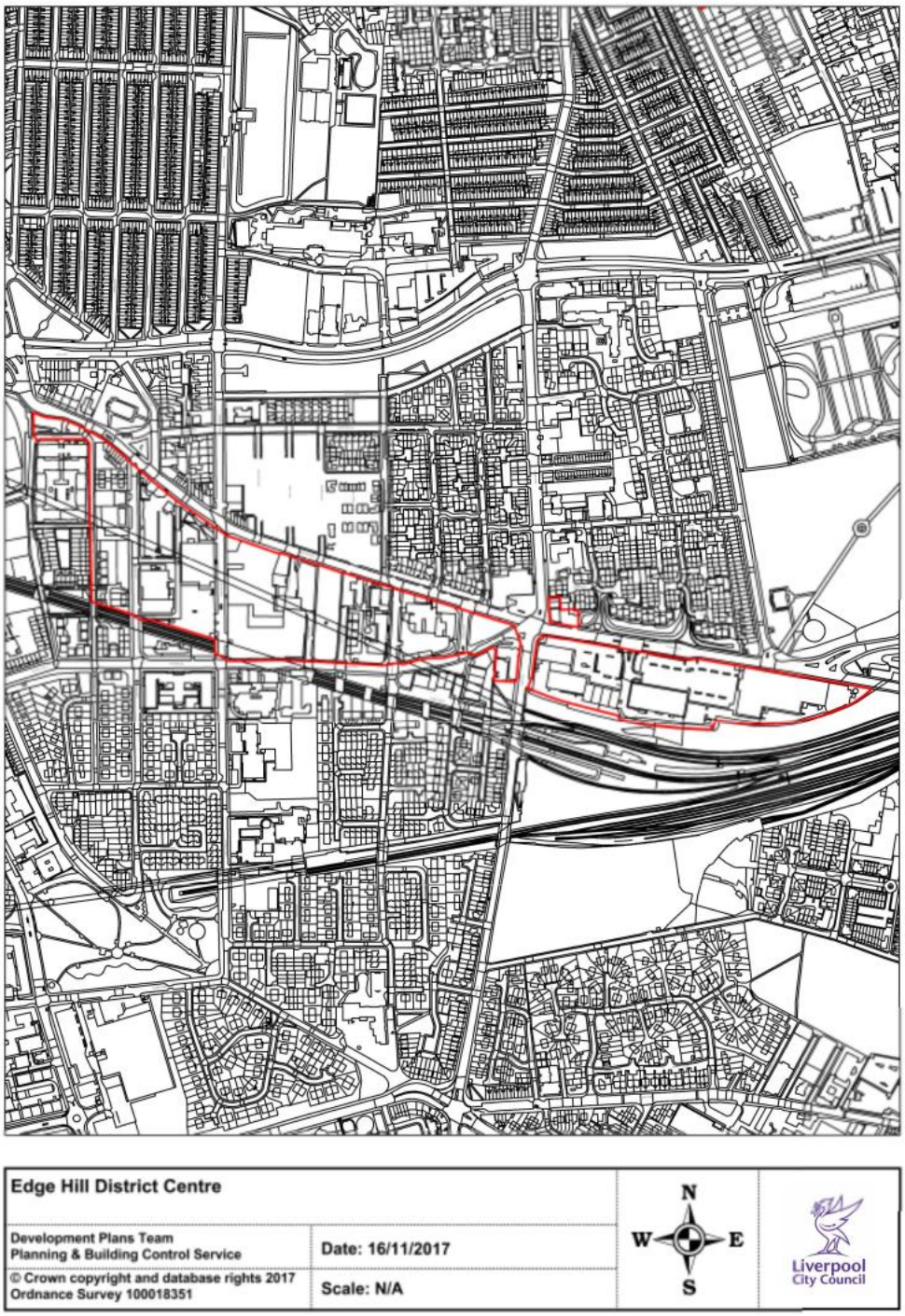
Picture 16

County Road District Centre



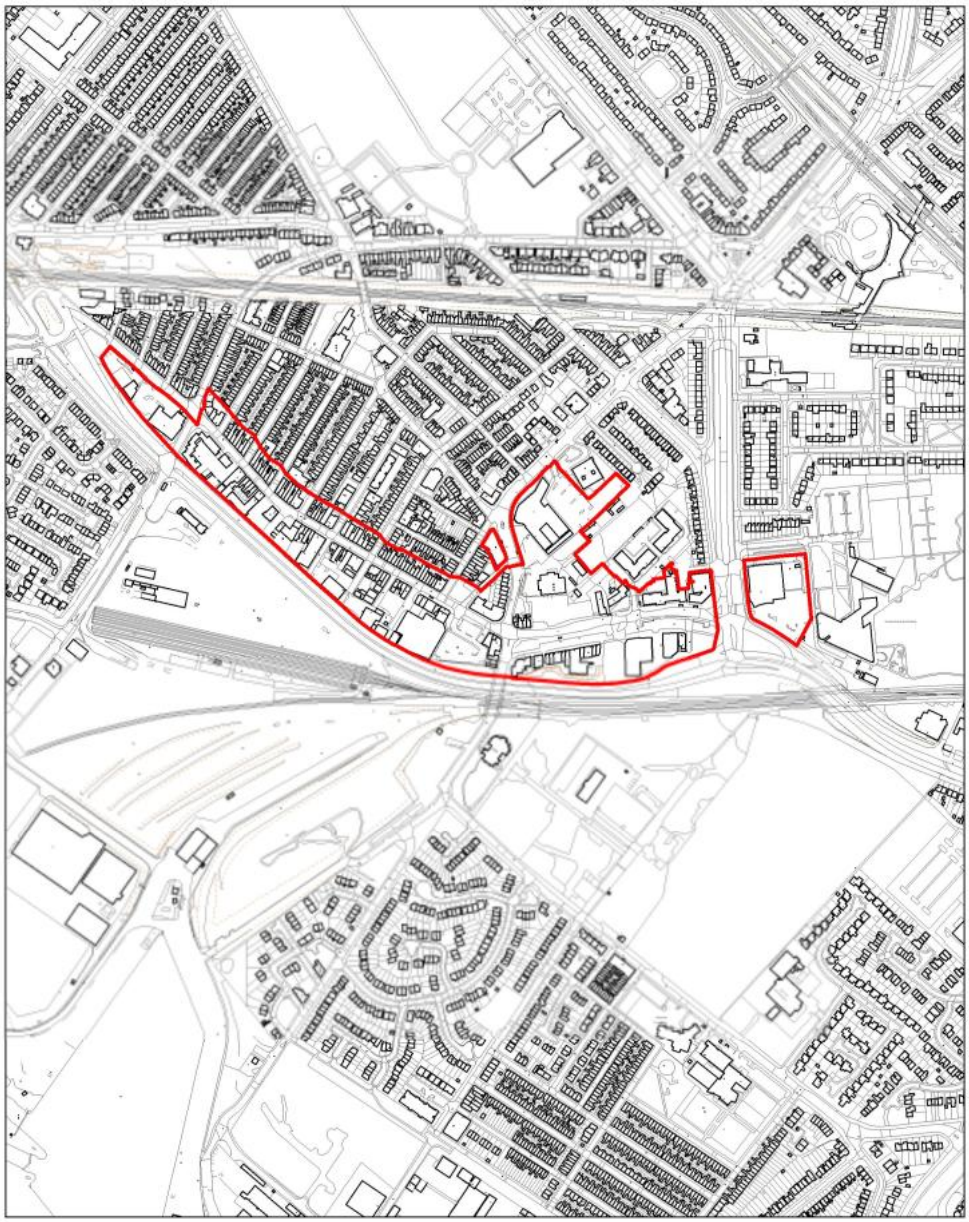
Picture 17

Edge Hill District Centre



Picture 18

Garston District Centre



Garston District Centre			
Development Plans Team	Date: 08/01/2018	N W E S	Liverpool City Council
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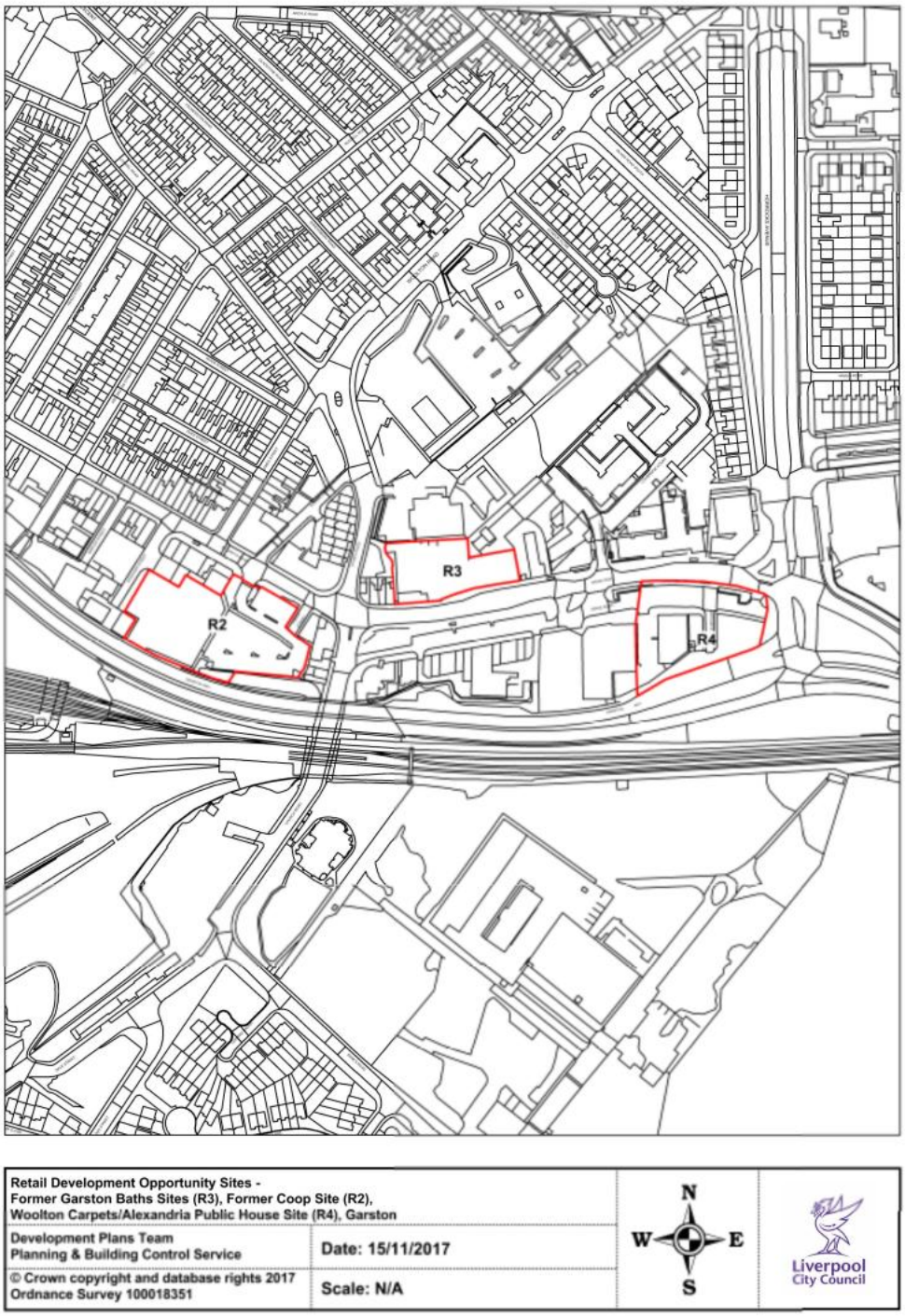
Picture 19


R3
R2
R4
Retail Development Opportunity Sites -
Former Garston Baths Sites (R3), Former Coop Site (R2),
Woolton Carpets/Alexandria Public House Site (R4), Garston
Development Plans Team
Planning & Building Control Service
Date: 15/11/2017
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Ordnance Survey 100018351
Scale: N/A
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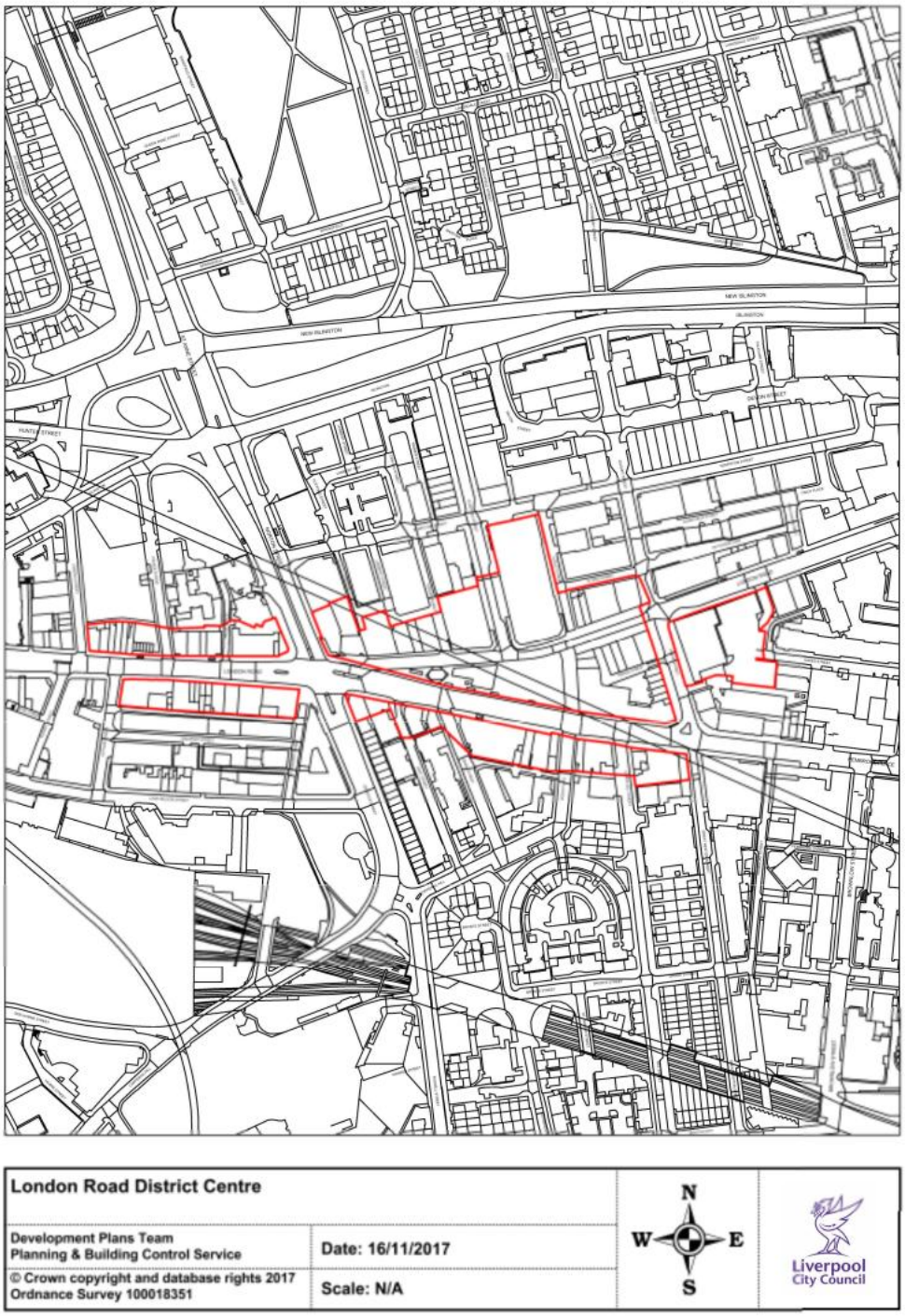
Liverpool
City Council

Picture 20

Great Homer Street District Centre

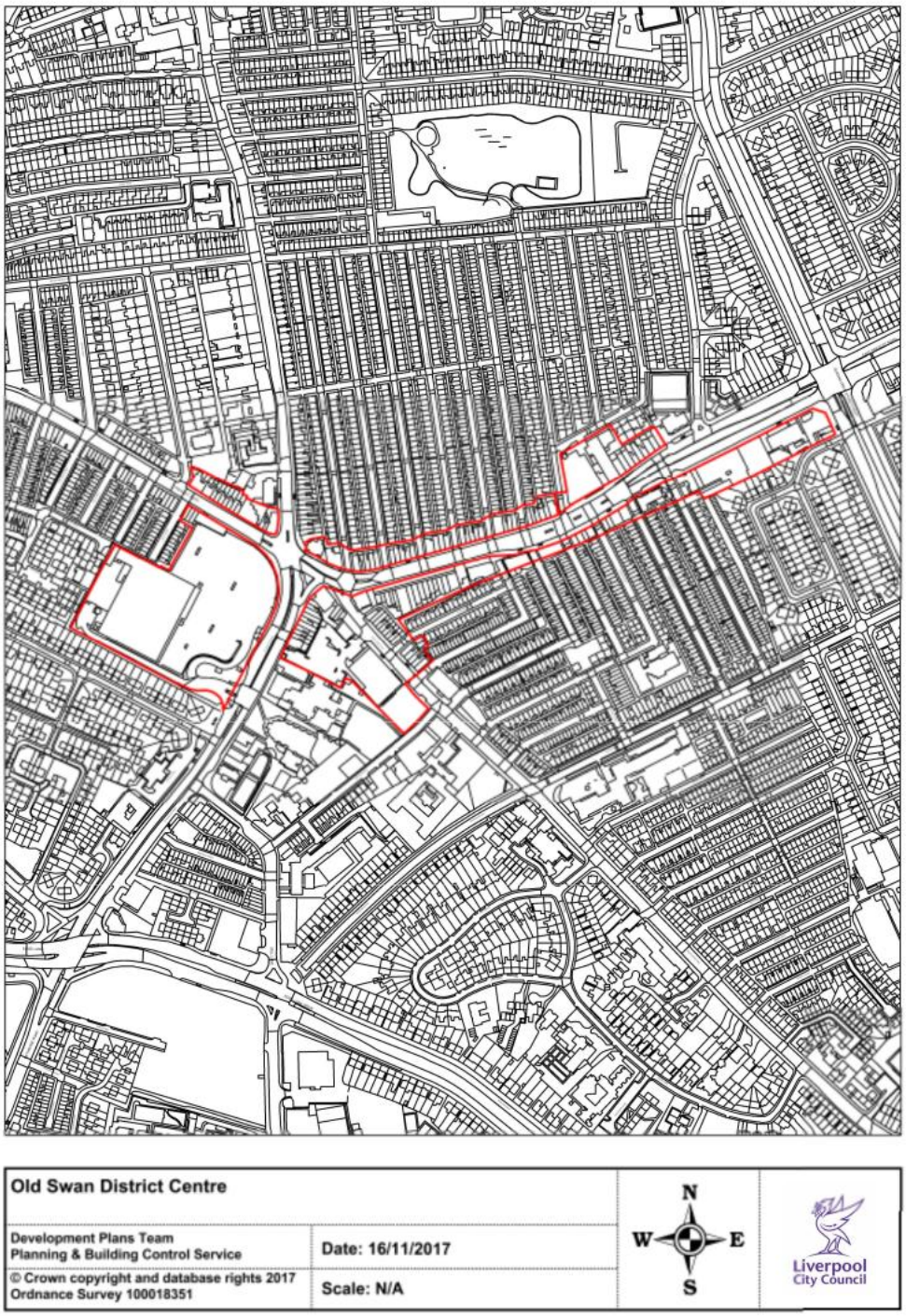
Picture 21

London Road District Centre



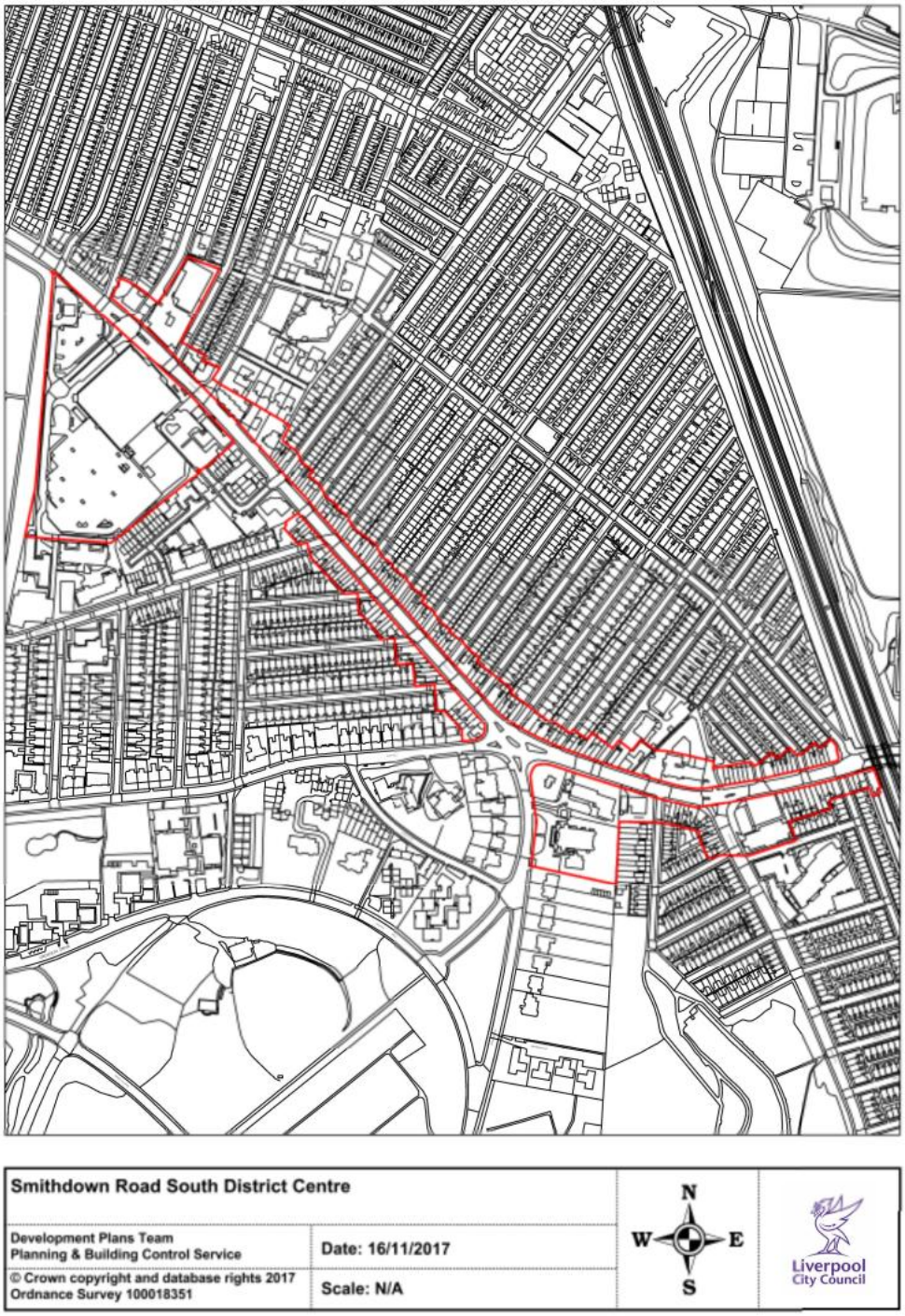
Picture 22

Old Swan District Centre



Picture 23

Smithdown Road South District Centre

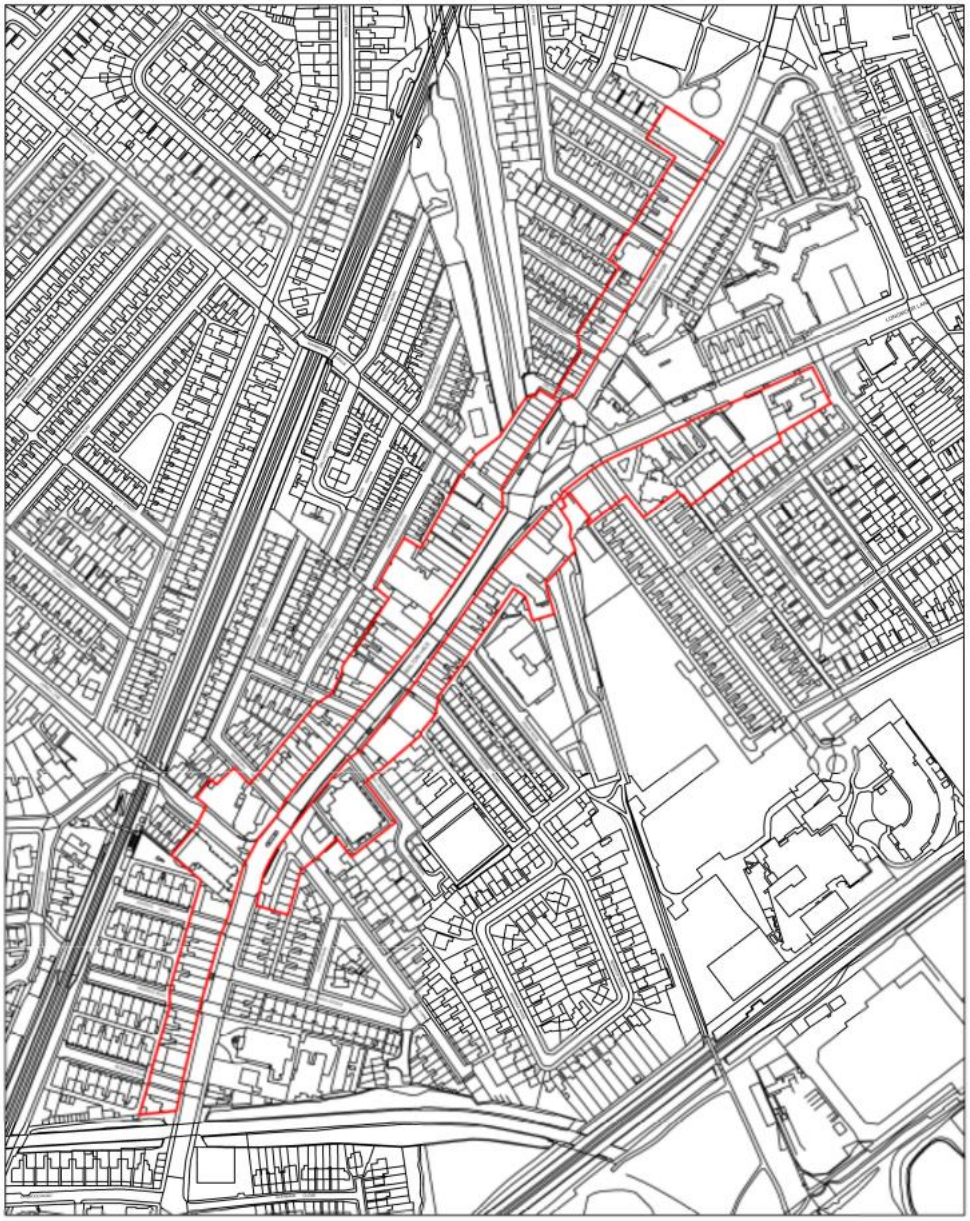


Picture 24

Speke District Centre

Picture 25

Walton Vale District Centre



Walton Vale District Centre			
Development Plans Team Planning & Building Control Service	Date: 15/11/2017	N W E S	Liverpool City Council
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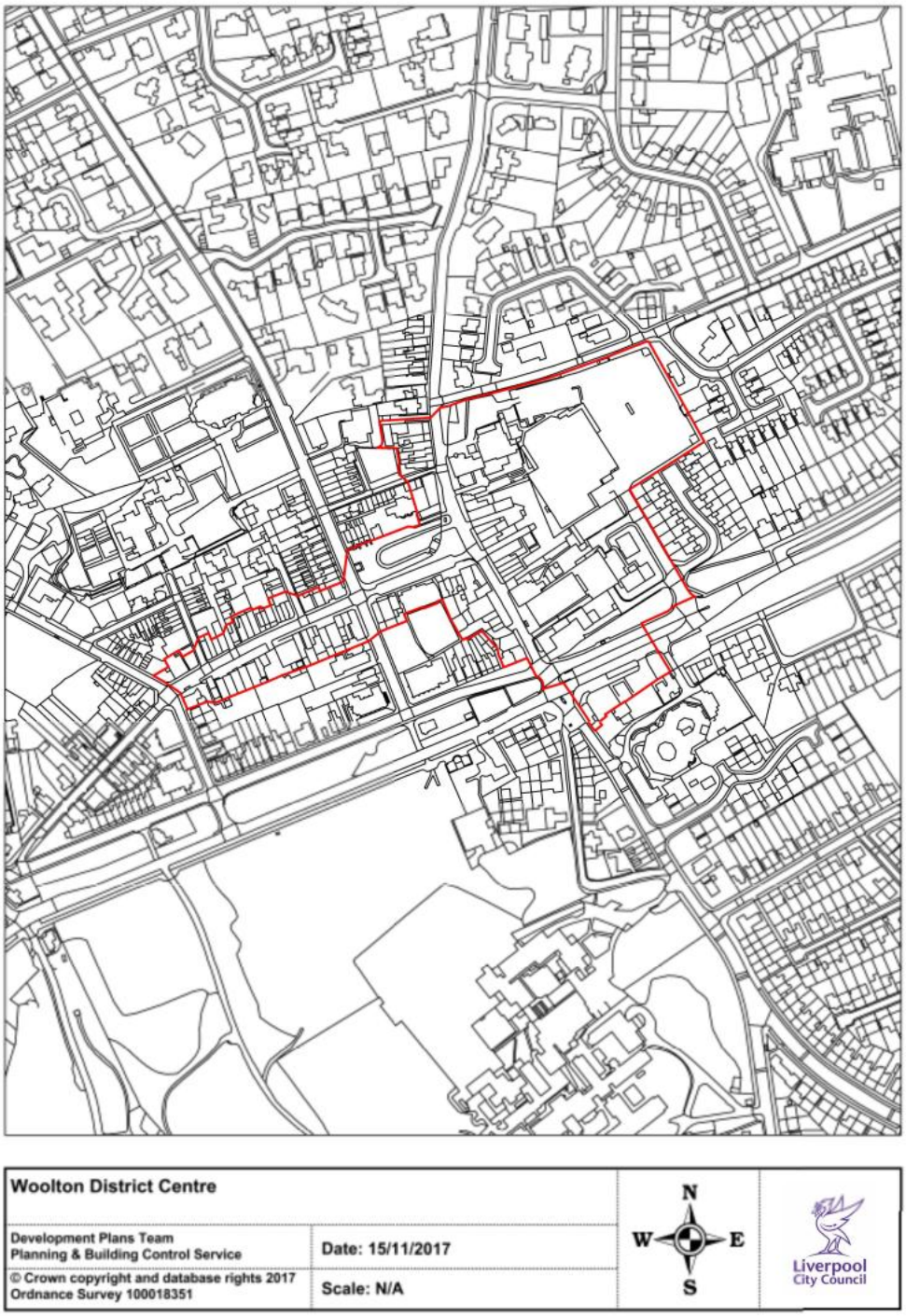
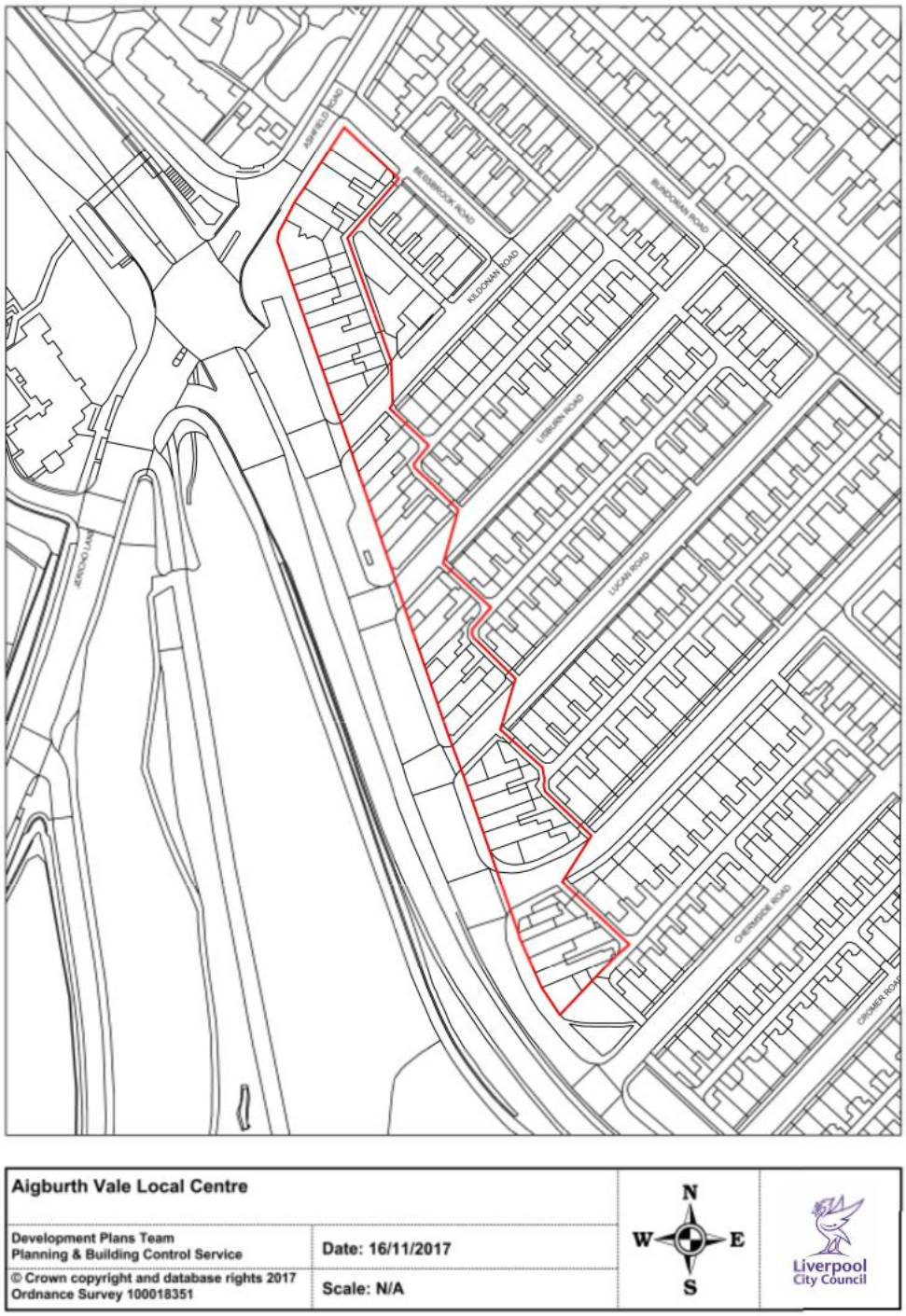
Picture 26

Woolton District Centre



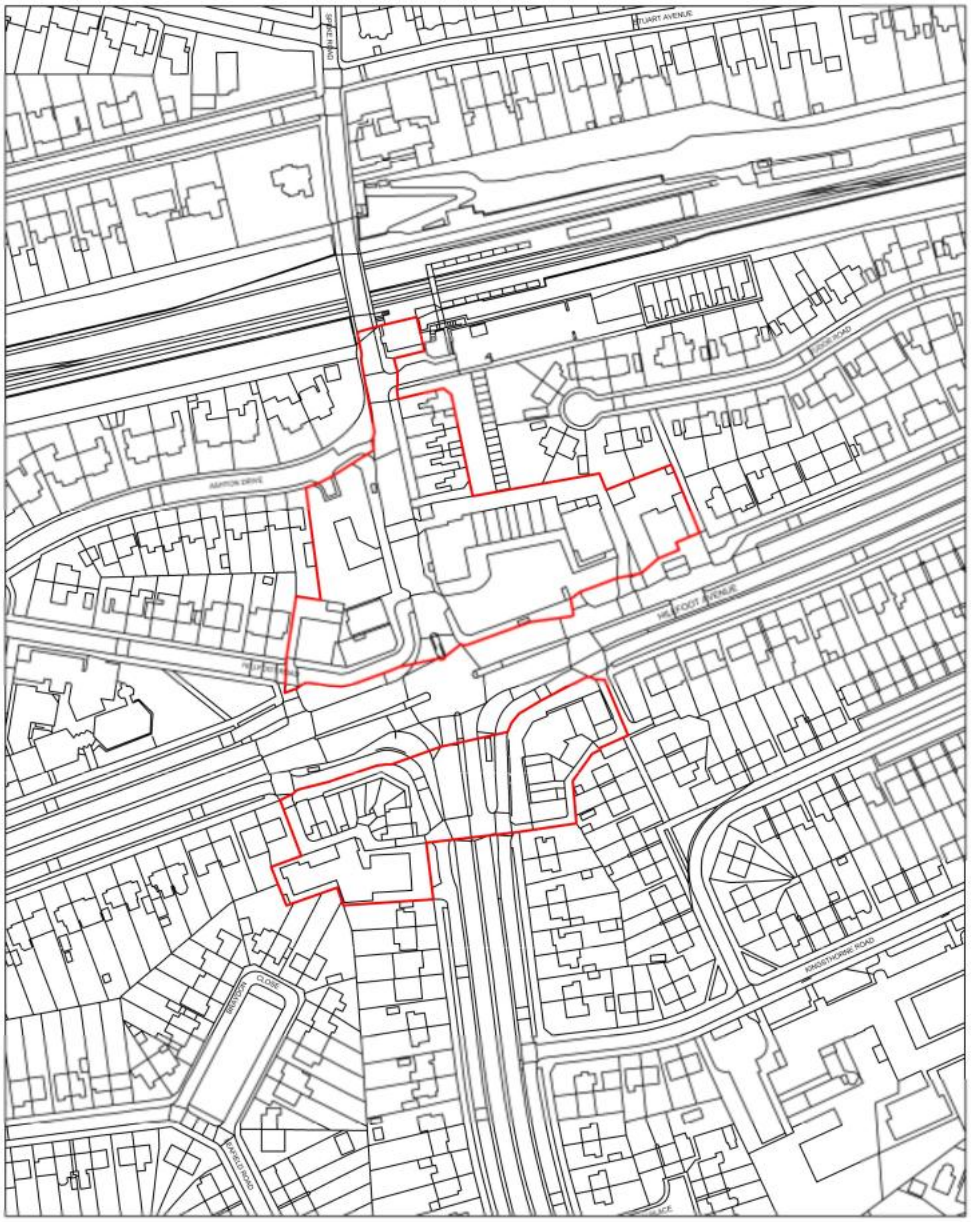
Picture 27

Aigburth Vale Local Centre



Picture 28

Hunts Cross Local Centre



Hunts Cross Local Centre		
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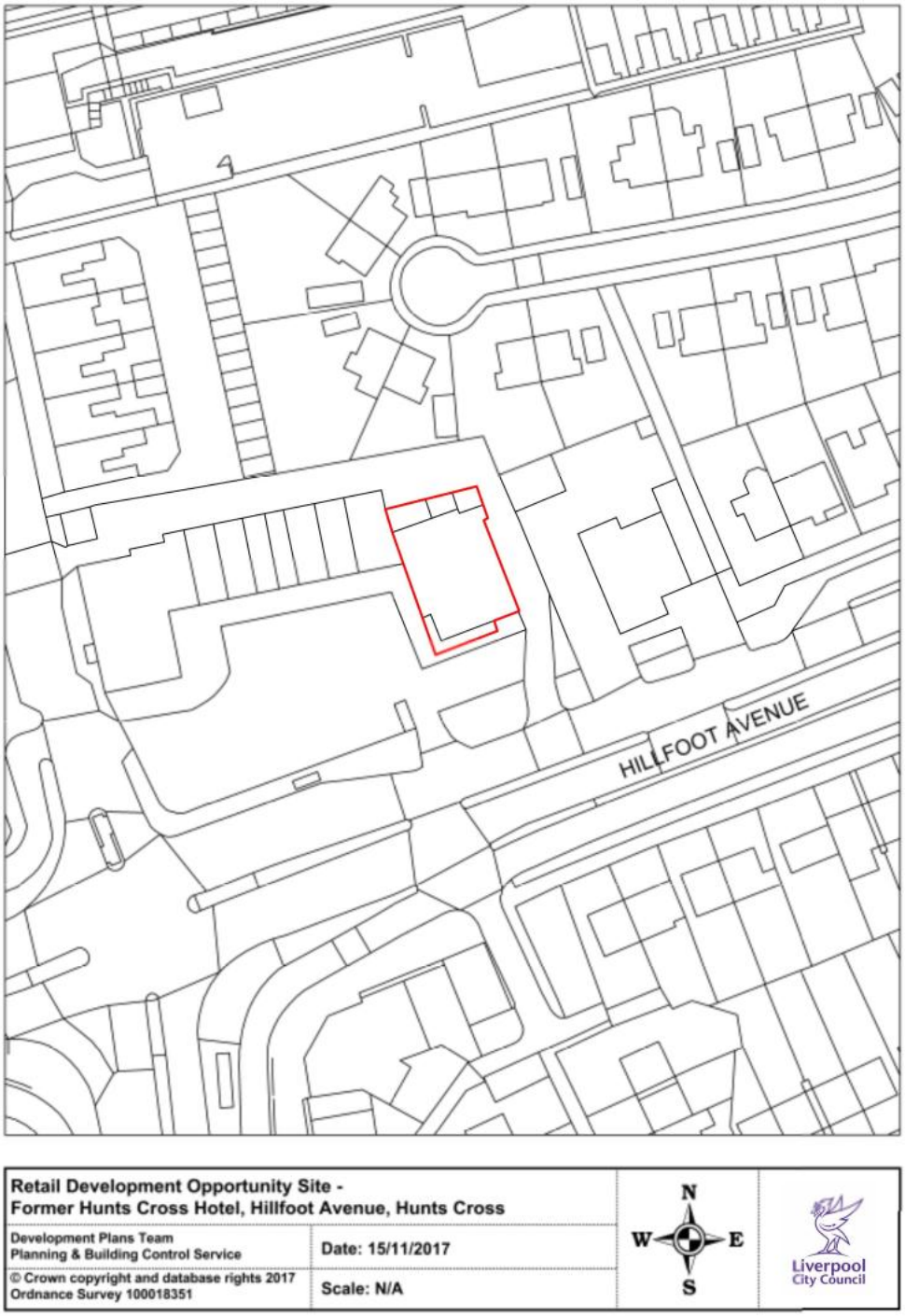
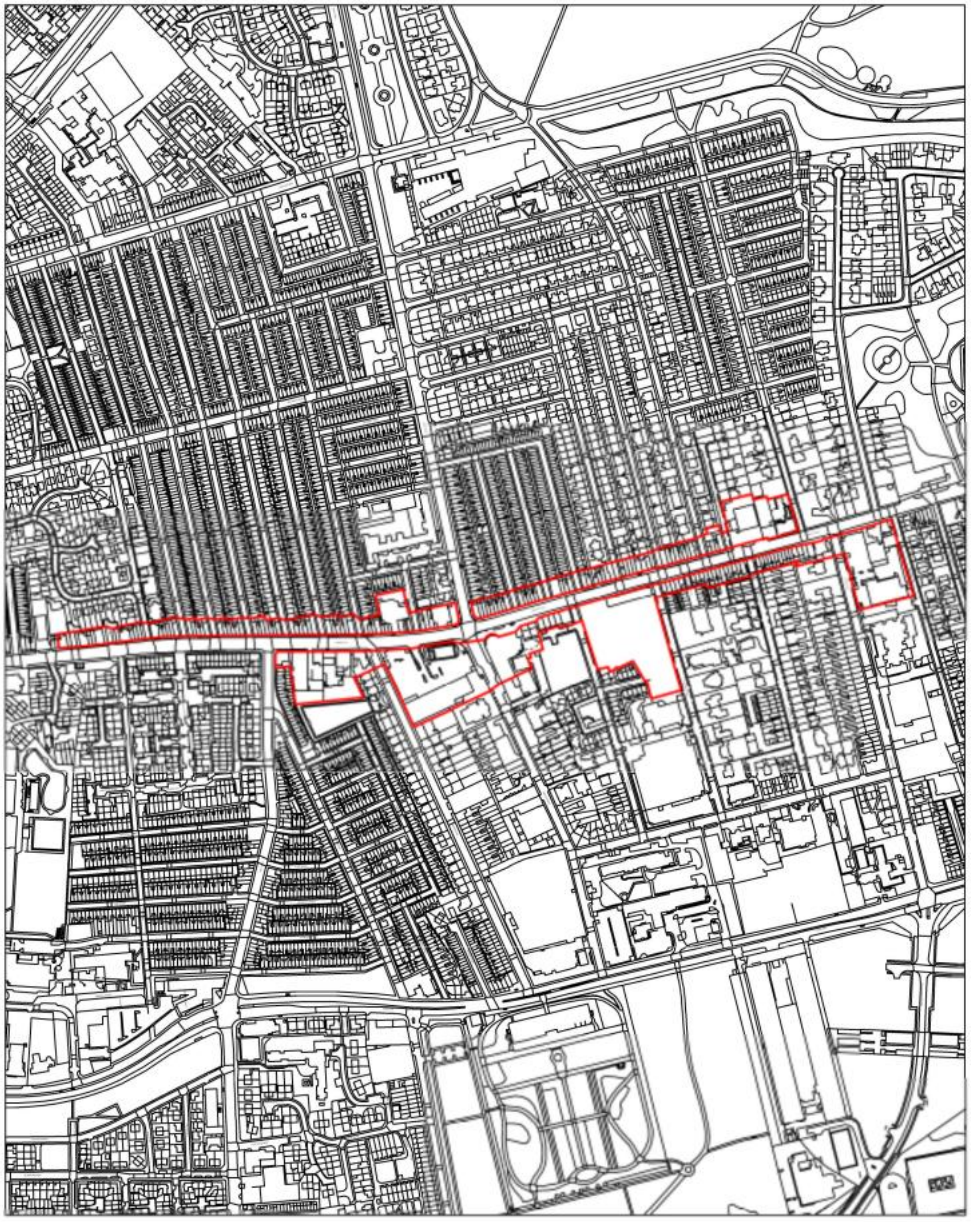
Picture 29

Hunts Cross Local Centre Development Opportunity Site



Picture 30

Kensington Local Centre



Kensington Local Centre

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Planning & Building Control Service

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Ordnance Survey 100018351

Scale: N/A

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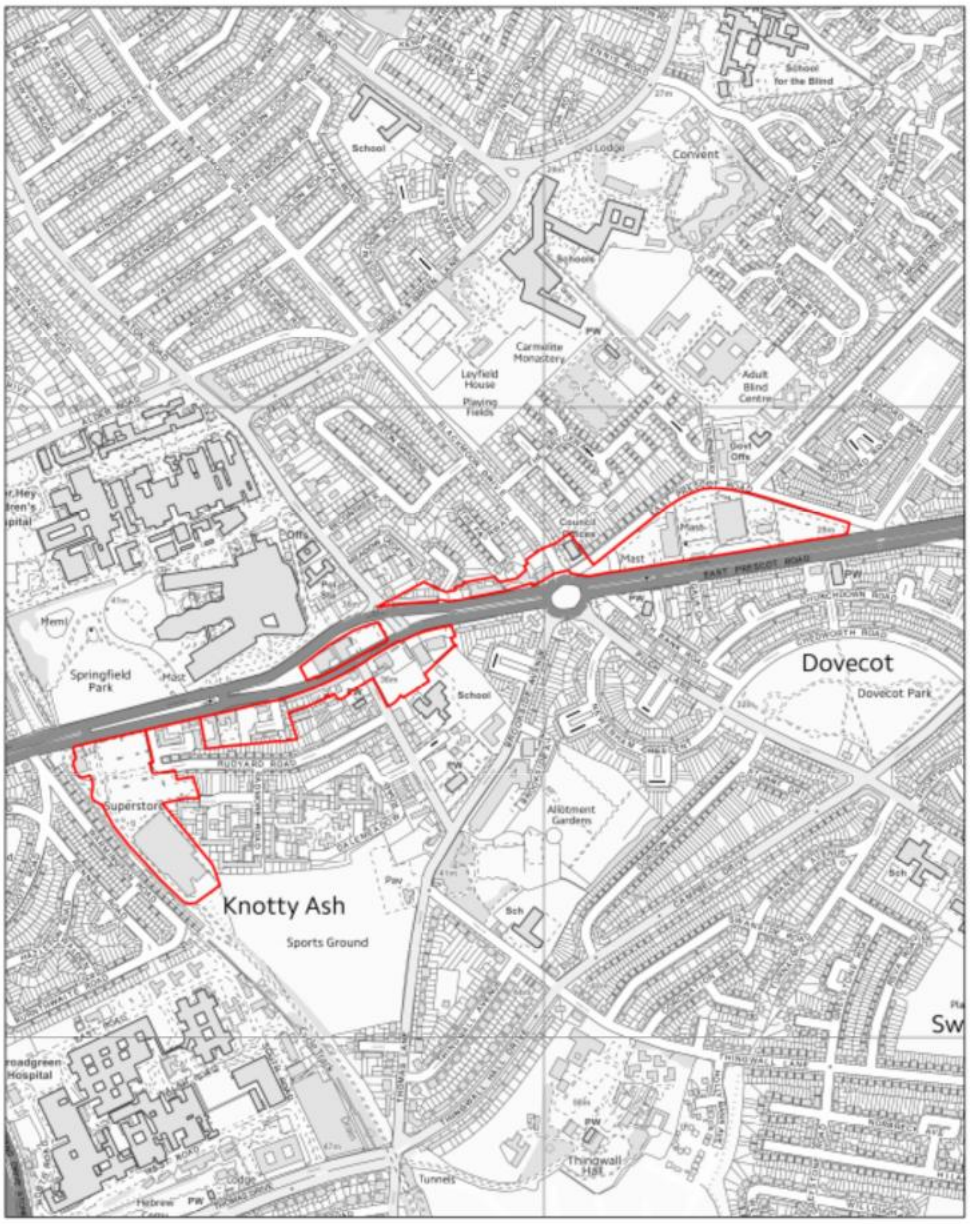
Liverpool City Council

Picture 31

Knotty Ash Local Centre



Knotty Ash Local Centre

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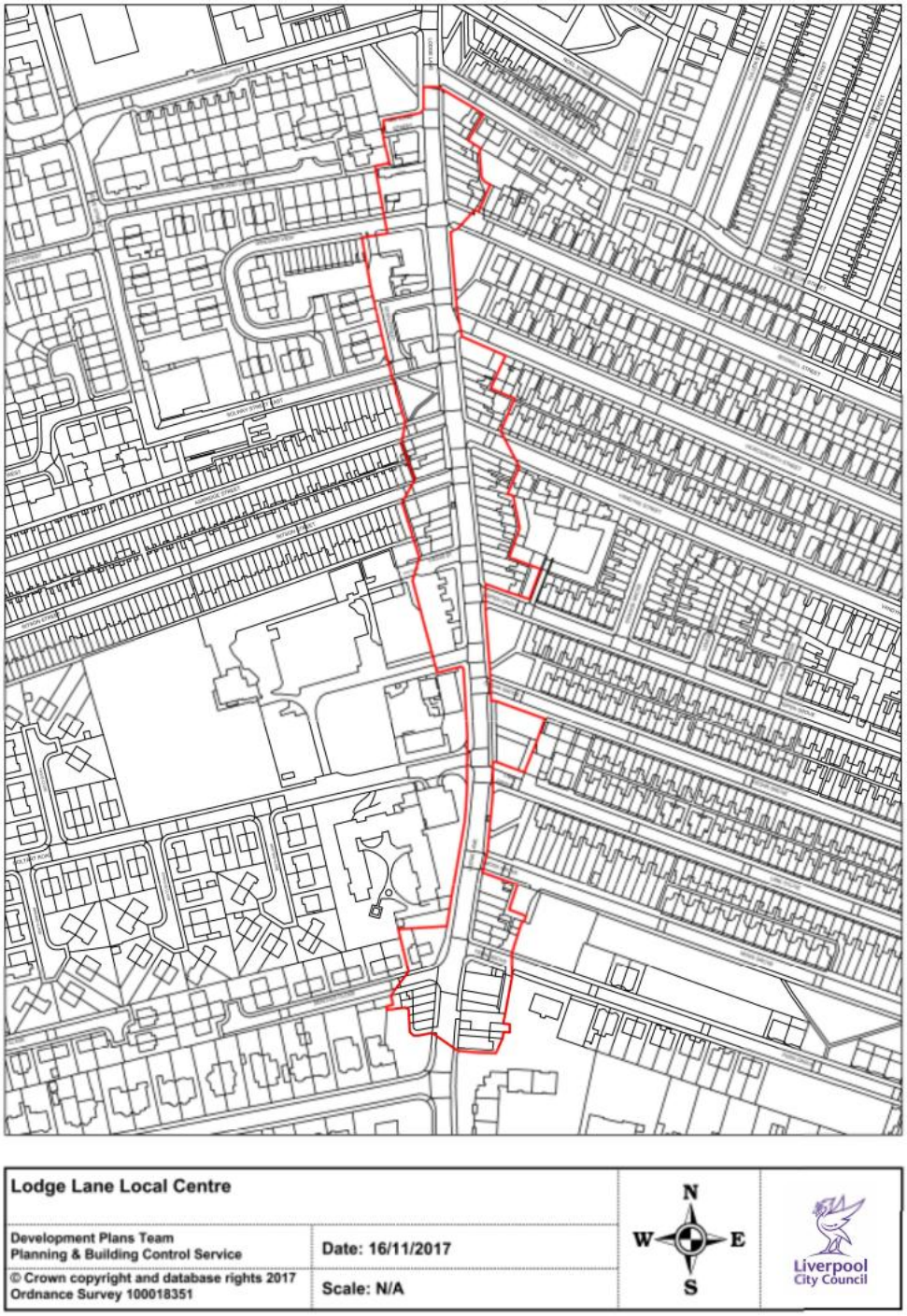
Picture 32

Lodge Lane Local Centre



Picture 33

Muirhead Avenue East Local Centre

Muirhead Avenue East Local Centre		
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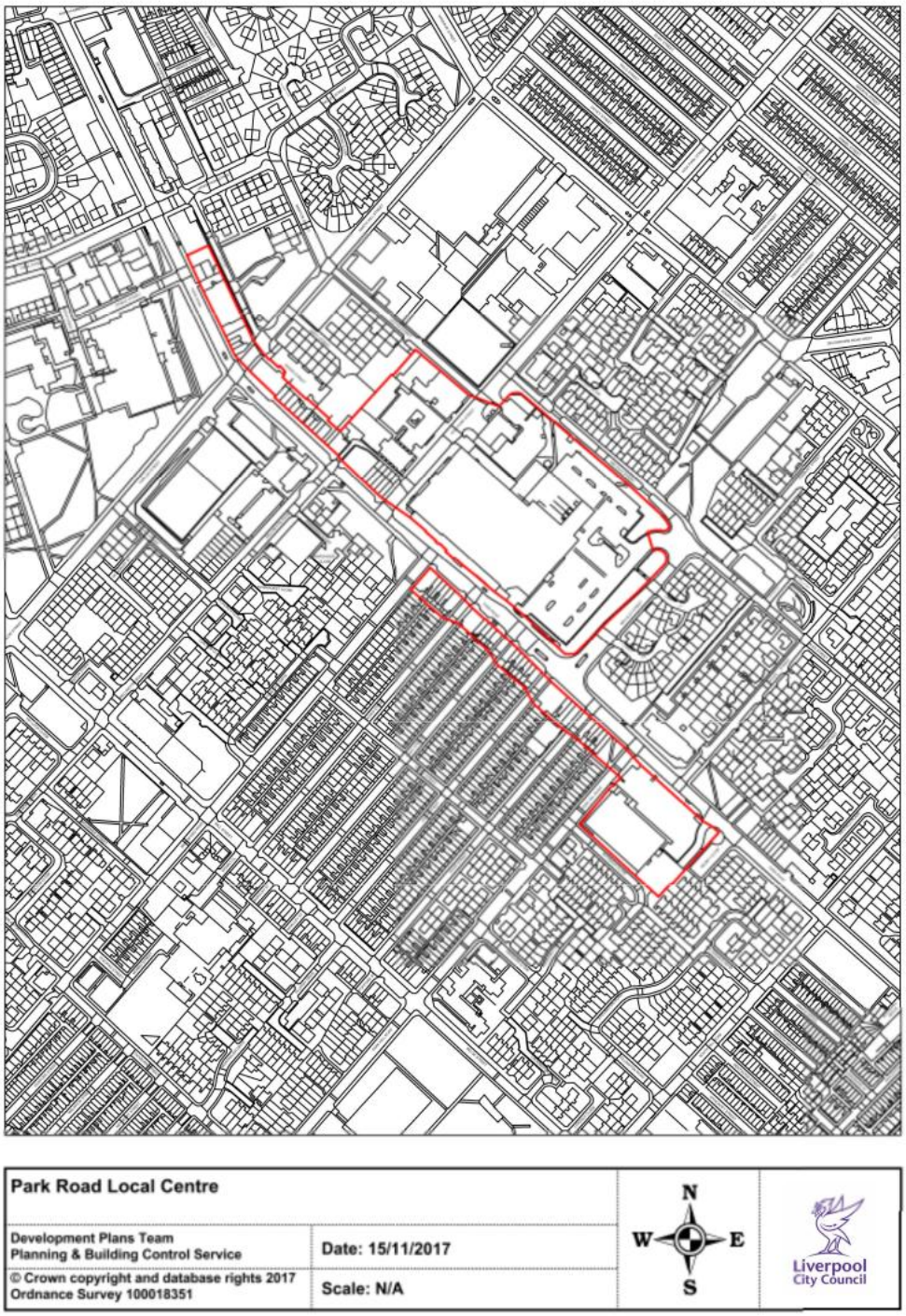
Picture 34

Park Road Local Centre

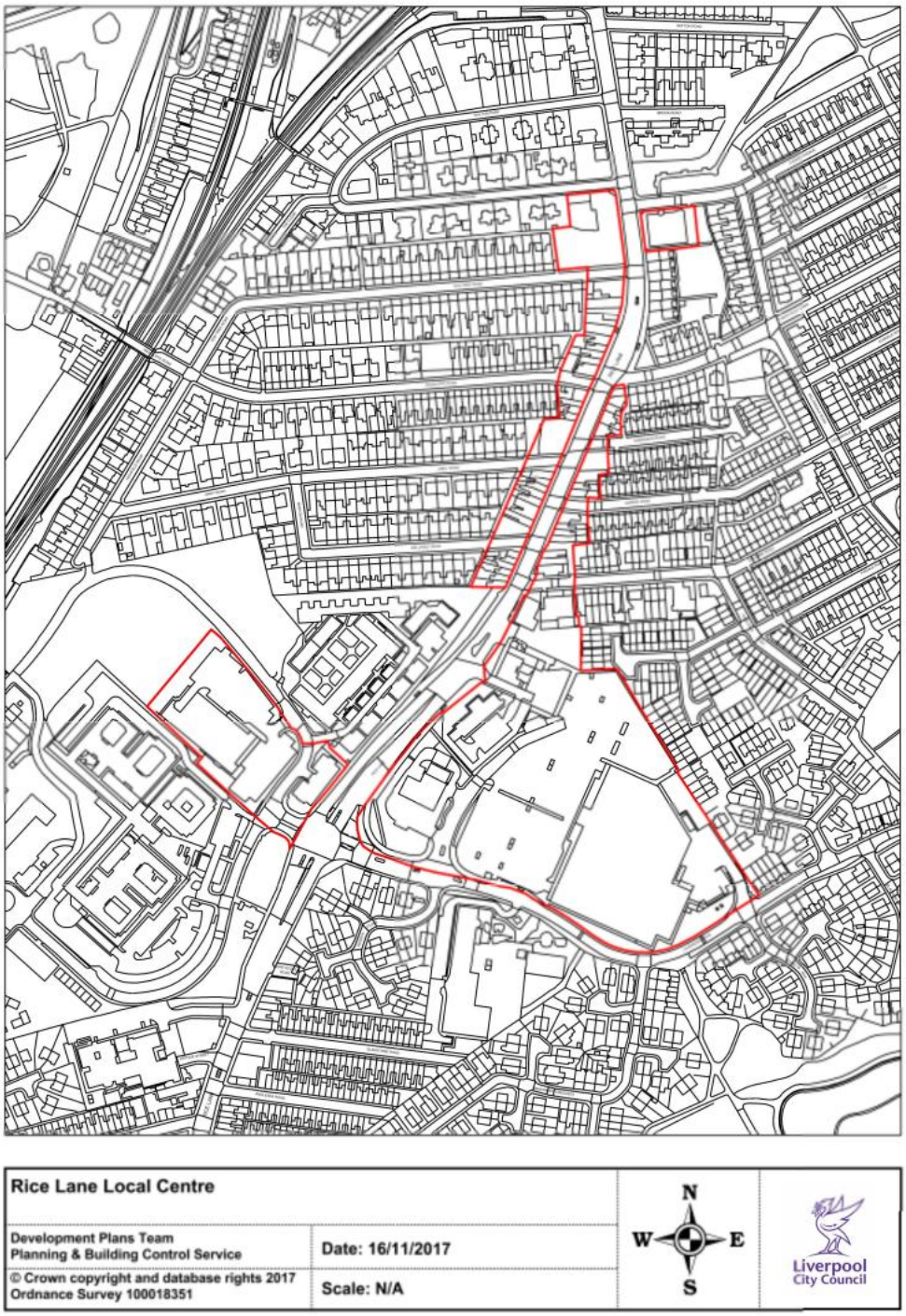


Picture 35

Prescot Road East Local Centre

Picture 36

Rice Lane Local Centre



Picture 37

Rose Lane Local Centre

Picture 38

Tuebrook Local Centre

Tuebrook Local Centre		
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© Crown copyright and database rights 2017 Ordnance Survey 100018351	Scale: N/A	

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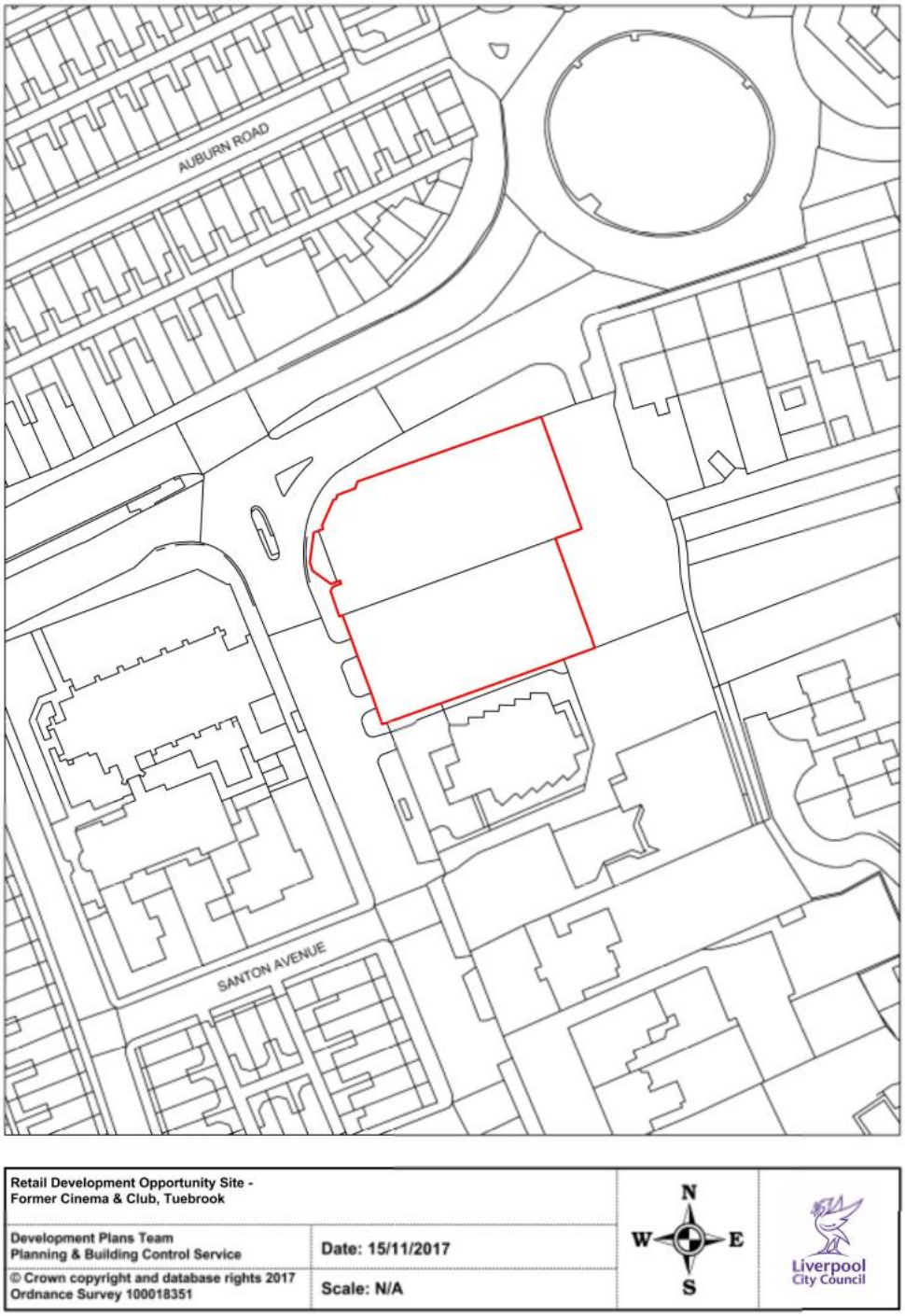
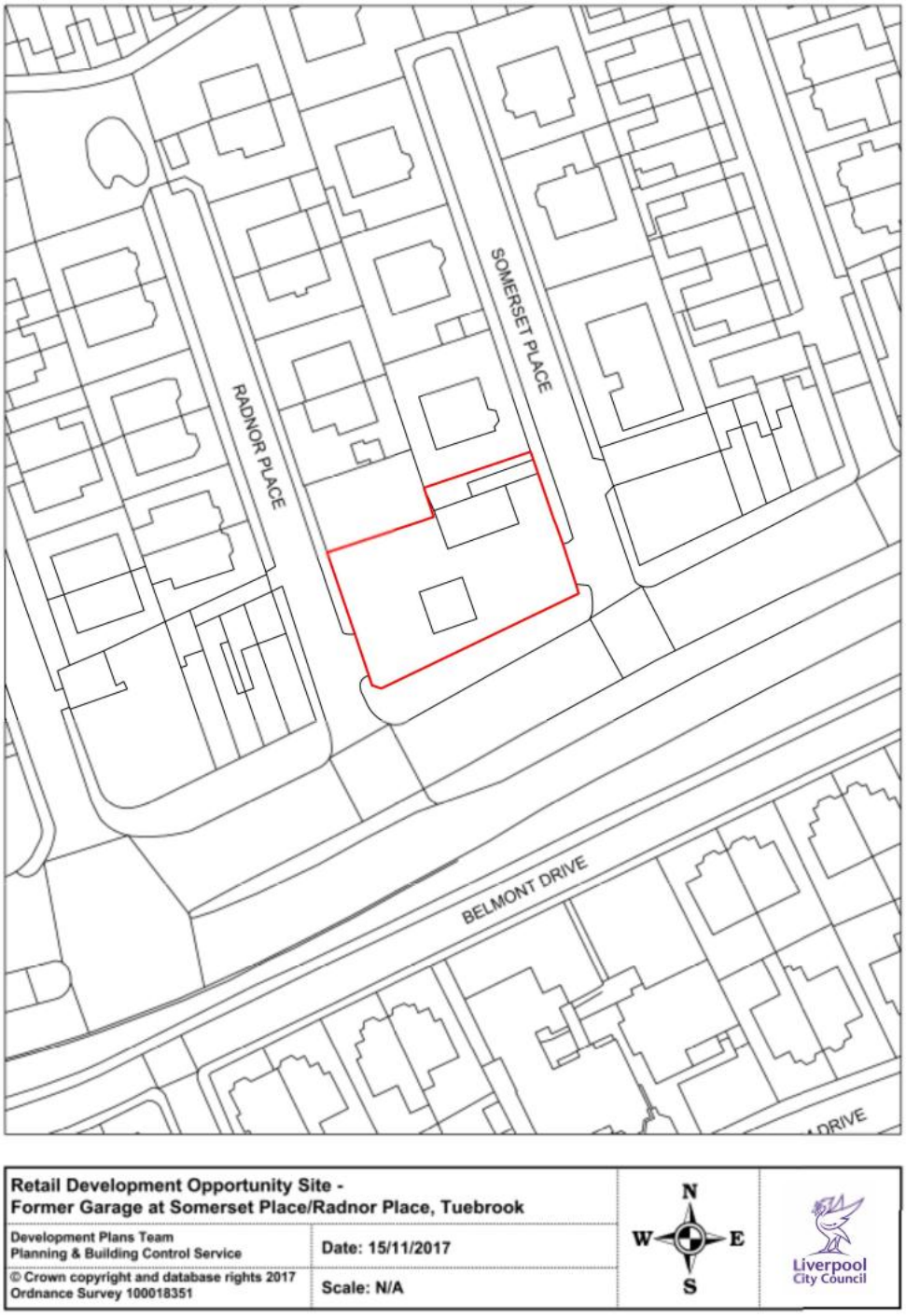
Liverpool City Council

Picture 39

Tuebrook Local Centre Development Opportunity Sites



Picture 40


SOMERSET PLACE
RADNOR PLACE
BELMONT DRIVE
DRIVE
Retail Development Opportunity Site -
Former Garage at Somerset Place/Radnor Place, Tuebrook
Development Plans Team
Planning & Building Control Service
Date: 15/11/2017
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Scale: N/A
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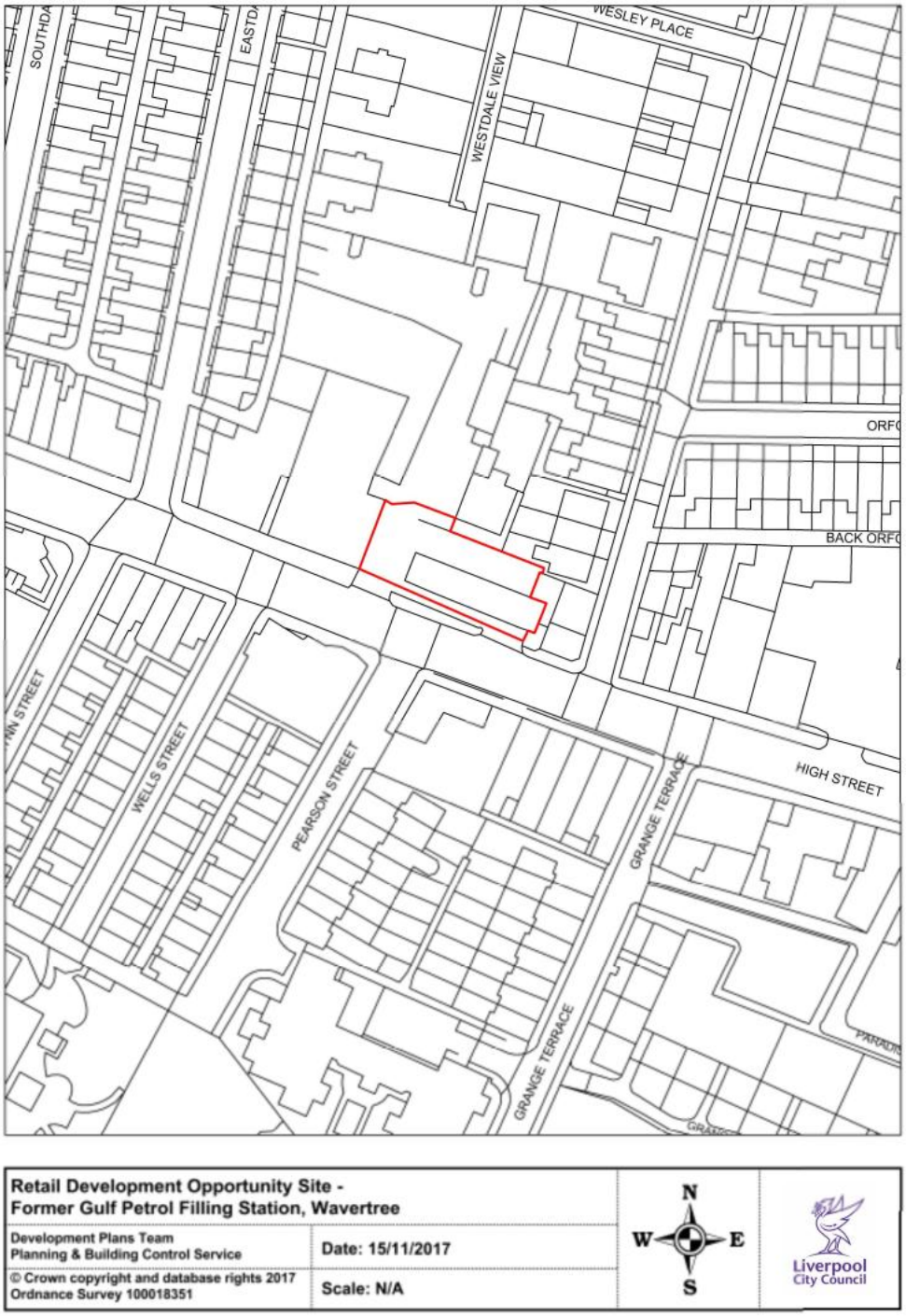
City Council

Picture 41

Wavertree High Street Local Centre

Picture 42

Wavertree High Street Local Centre Development Opportunity Site



Picture 43

West Derby Village Local Centre

West Derby Village Local Centre		
Development Plans Team Planning & Building Control Service	Date: 16/11/2017	N W E S
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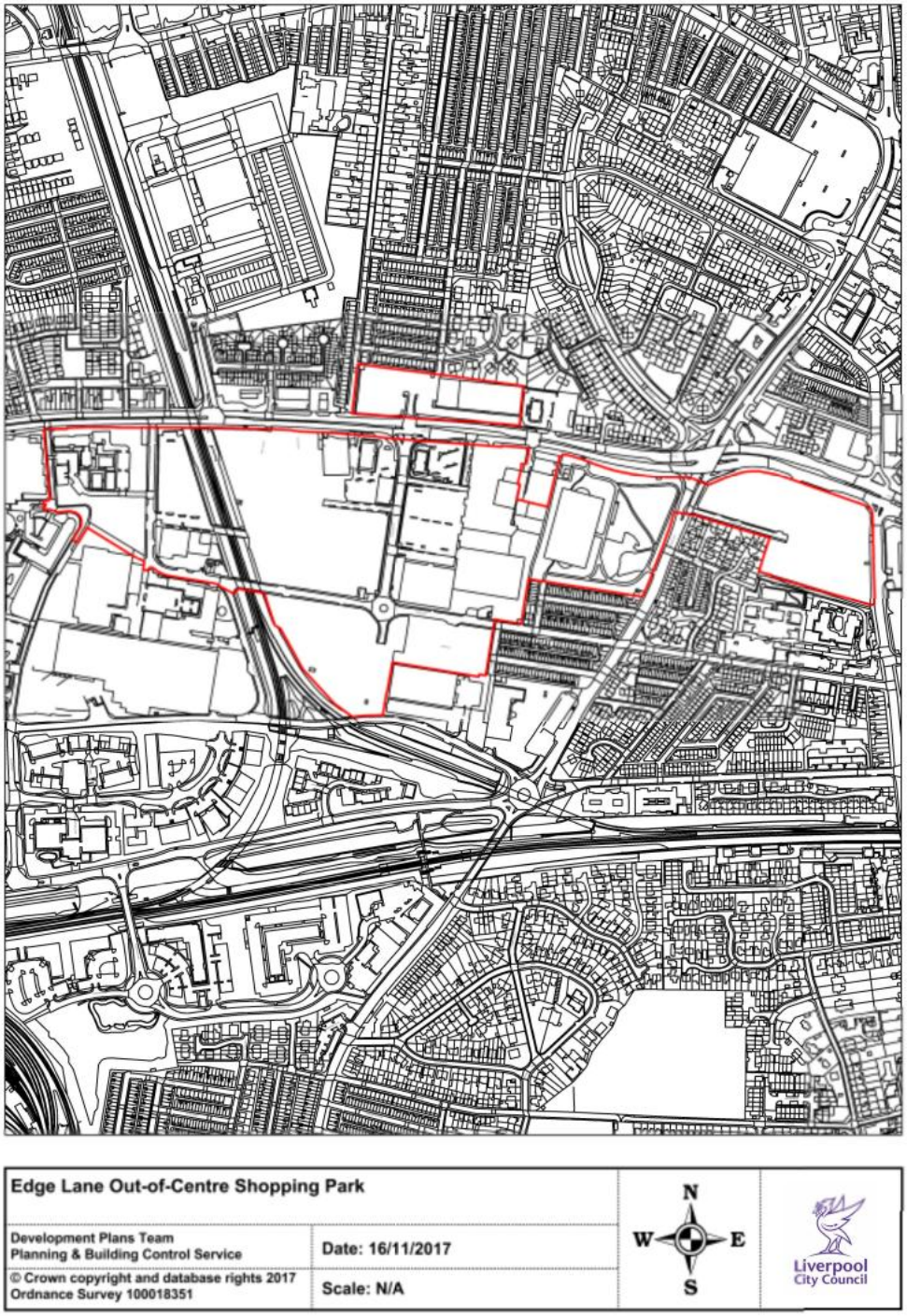
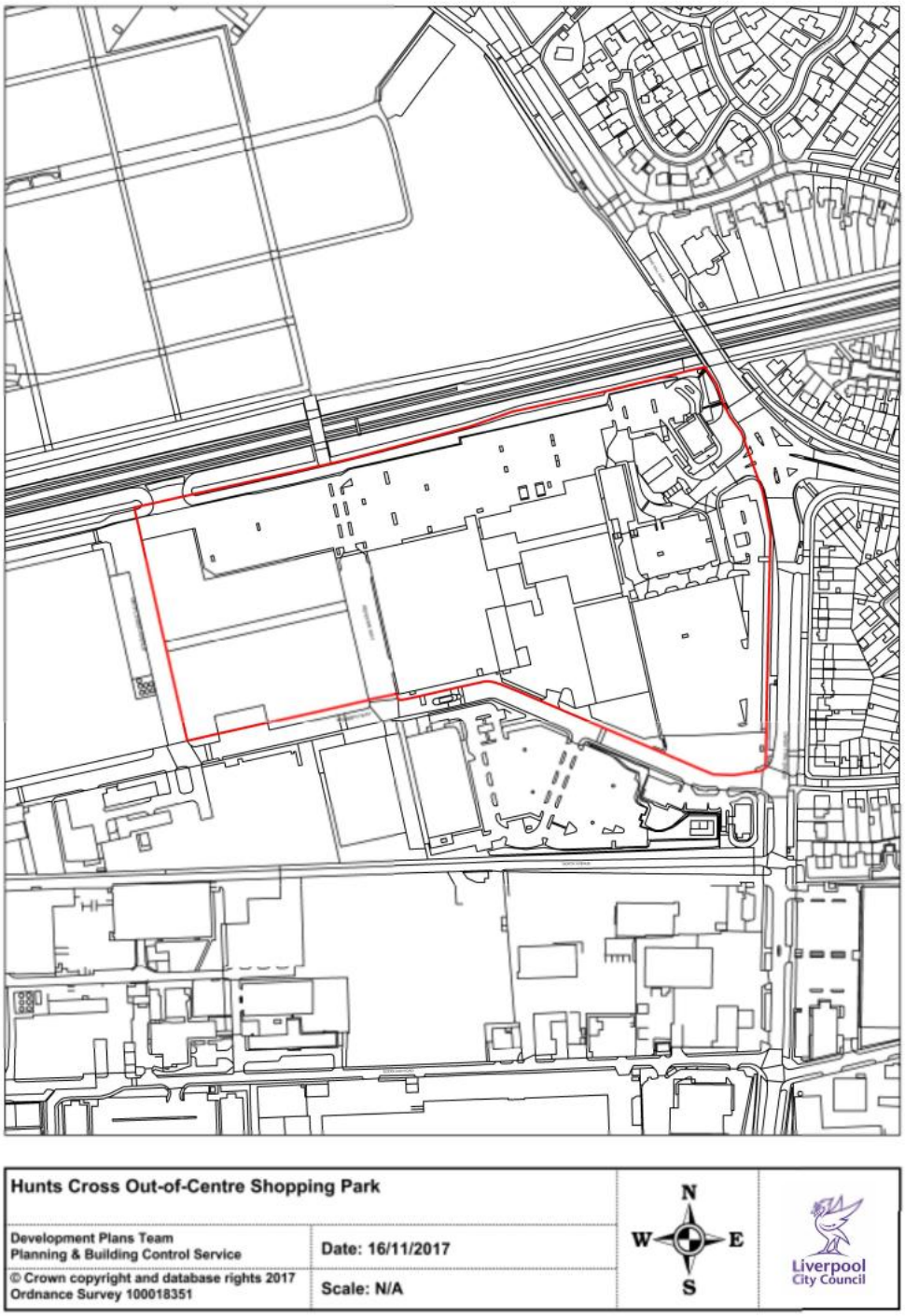
Picture 44

Edge Lane Out of Centre Shopping Park



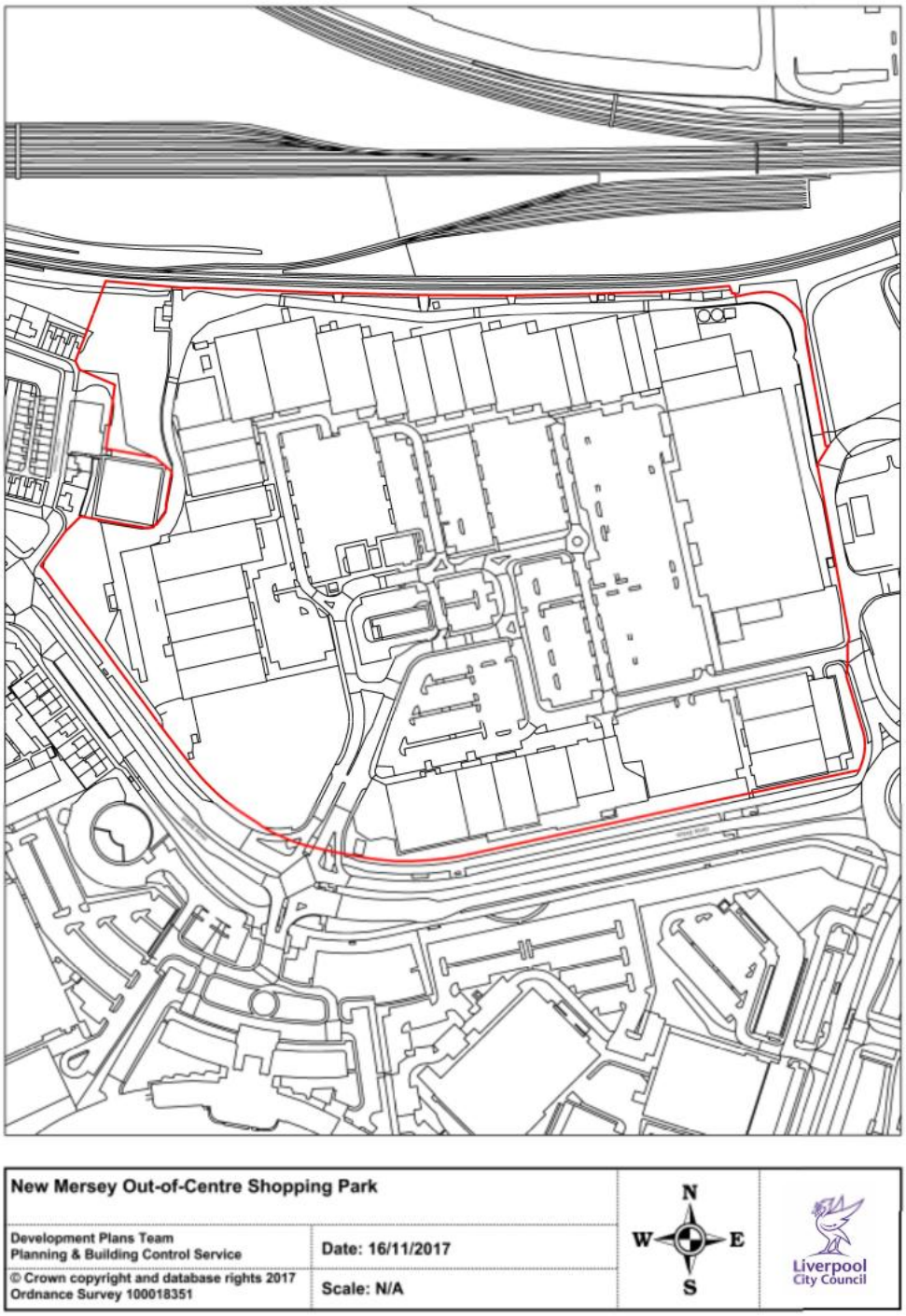
Picture 45

Hunts Cross Out of Centre Shopping Park



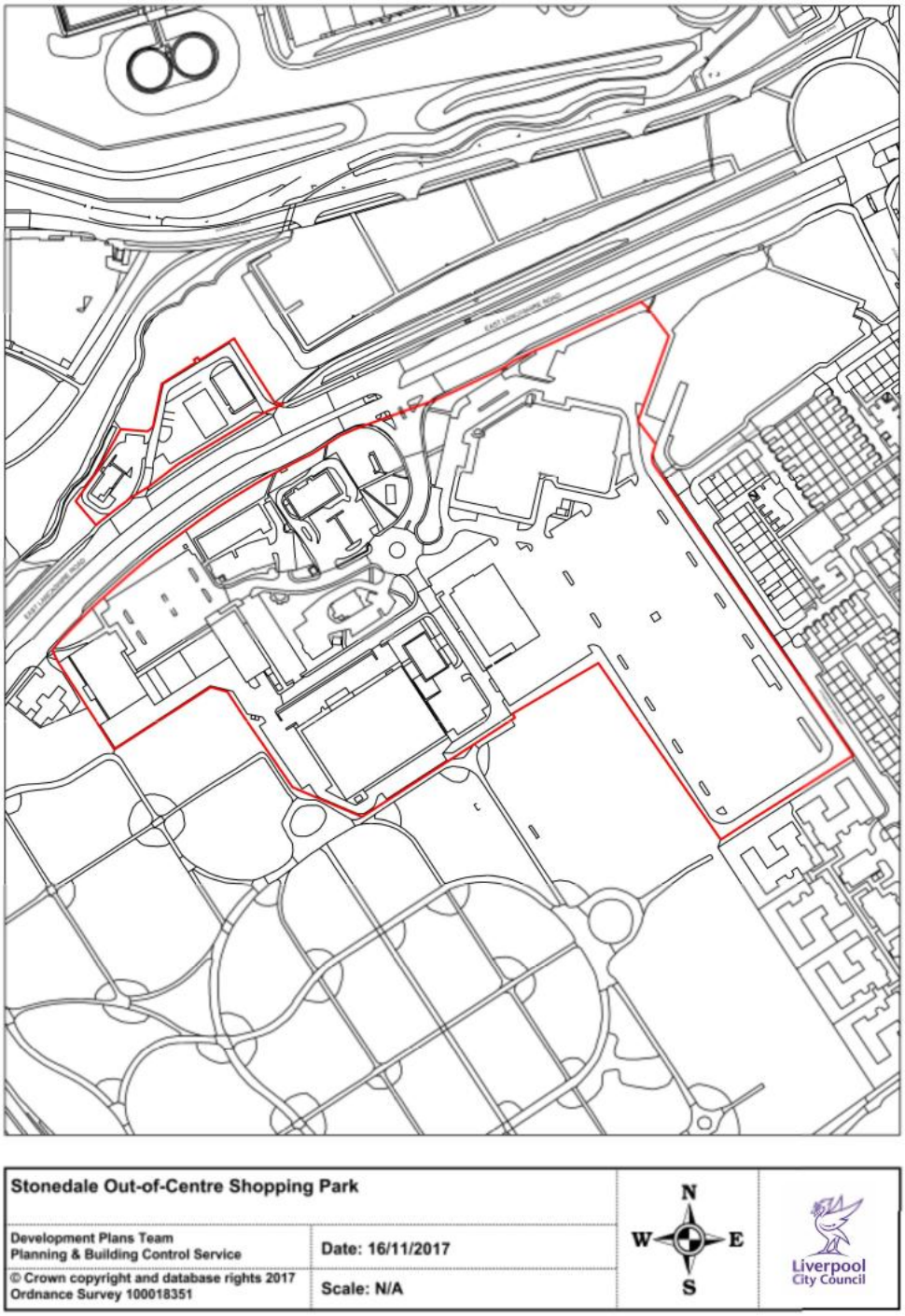
Picture 46

New Mersey Out Of Centre Shopping Park



Picture 47

Stonedale Out of Centre Shopping Park



Picture 48

10

Urban Design **10**

10 Urban Design

Introduction

10.1 It is important to manage growth in the City so that it takes place in the most appropriate locations, meeting the City's needs while continuing to conserve and enhance the features that make Liverpool an attractive, vibrant, healthy and interesting place to live, work and visit. Promoting and protecting high standards of design is a key element of ensuring sustainable growth of the City, and will be a major consideration when the City Council assesses development proposals. While seeking to ensure high standards of design, the environmental, social and economic benefits that development can bring need to be weighed up proportionately in considering proposed development schemes. Principles of good urban design are applicable not just to the quality of individual buildings, but also to the arrangement of buildings in their environment, how they relate to their context, the spaces they create and also to the way an area functions.

Policy UD1 Local Character and Distinctiveness

Development proposals should demonstrate that the following aspects have been taken into account:

a.Local grain and pattern of development, and where this has been fragmented, the opportunity to re-stitch damaged historic townscape;

b.Means and pattern of enclosure, and any intrinsic rhythms and patterns established by streets, spaces and built form;

c.Patterns of movement and street character;

d.The form, scale, proportion, building line, frontages, plot sizes, storey and absolute heights, rooflines, skyline, roofscape and ratios of solid to void within buildings;

e.Materials, colours, tones and textures, which should be appropriate to the characteristics of the local area;

f.Relationship and response to topography, and natural and built landscapes, including the underlying morphology of the area;

g.The need to preserve, improve and create views into and out of development and also across it;

h.Focal buildings, landmarks, compositions and building ensembles, nodes and gateways; and

i.Designated and non-designated historic assets.

Explanation

10.2 All development should be of high design quality and make a positive contribution to the character and distinctiveness of its location. Each part of Liverpool has its own distinctive character, and these variations must be taken into account to produce developments that are grounded in local context. Reinforcing local character is of primary importance. This policy therefore sets out a number of important considerations that development proposals should take into account to ensure high design quality that reflects local character and distinctiveness.

10.3 The Council will refuse schemes where design is considered to be poor. Examples of poor quality design include:

•Design solutions that are inappropriate to their context;

•Schemes which fail to take positive opportunities to improve the appearance of the area or the way it functions.

Policy UD2 Development Layout and Form

1. Development proposals should demonstrate that the layout and form of the proposal ensures that:

    a. The structure allows for ease of multi-modal movement, transition and connection to other areas and should be based on the established local grain. Where the local grain has been fractured, proposals should seek to repair the structure;
    b. The design has been considered from both a macro and a micro-scale, with adequate responses to issues of skyline impact, scale, relationship to existing structures, function, amenity, and its relationship to the public realm
    c. The scale and mass of the proposal takes account of the hierarchy and height-width ratio of streets and spaces, focal buildings, landmarks, nodes and gateways;
    d. The design and layout promotes physical activity;
    e. Enclosure, continuity and cohesion are key elements in street and space design, helping define public and private realms, and allow for specific uses and functionality;
    f. New public spaces are fit for purpose and seek to supplement existing spaces;
    g. A variety of blocks and plots are provided, and future expansions and adaptations or change of use, and existing uses and activity have been considered
    h. Safe, secure and usable private and communal space is provided, where appropriate;
    i. Form, height, scale and massing are appropriate to the function of the building and its context;
    j. Car parking, cycle, waste and recycling storage are designed in a positive manner and are integrated into the development;
    k. The proposal reduces the opportunities for crime without compromising social cohesion;
    l. Retained and introduced vegetation is conceived as integral components of the layout design, respecting and enhancing the distinctive character of the site;
    m. There is a good outlook and adequate privacy for existing and proposed development.
    n. Active frontages are provided onto all public realm to ensure natural surveillance over these spaces; and
    o. There is sufficient sunlight and daylight to penetrate into and between buildings, and ensure that adjoining land or properties are protected from unacceptable overshadowing

2. The developer should demonstrate that adequate building and street/space management has been considered as part of the design, and appropriate regimes put in place to demonstrate how these will be secured and delivered.
3. Sustainable Urban Drainage Systems (SUDs) should be included in the earliest stages of the design process to ensure that they are successfully designed, built and maintained, are appropriate for the site circumstances, and are well incorporated into the development layout.

Explanation

10.4 This policy sets out a number of requirements that development proposals should demonstrate compliance with to ensure high design quality. Schemes which do not fulfil these requirements will not be permitted. High quality layouts not only help to define a place but can also prevent anti-social behaviour and crime, encourage ease of movement, and create legible and permeable places.

10.5 Structure refers to the relationship between the built-form and the streets and spaces that it encloses, and also includes those spaces that comprise entirely private areas for amenity. Scale and the height-width ratio of streets and spaces help to define hierarchy and refinement of movement. Where these are associated with important buildings of significance and civic functions, the space should be seen as outdoor expansions and allow for multiple and varied uses

10.6 The "Active Design Guide" (2015) produced by Sport England seeks to encourage and promote sport and physical activity through the design and layout of our built environment to support a step change towards healthier and more active lifestyles. It recognises that the design of buildings and their immediate external space can help to support and encourage active lifestyles. For example, the orientation, design and layout of a building can promote active and well used frontages and entrances. New developments in the City should take account of this guidance and seek to promote opportunities for physical activity.

10.7 A variety of blocks and plots are key elements in defining place, and may provide inherent patterns and rhythms. The variety is based on use and function and these need to be considered as part of the proposal. Whilst continuity and enclosure will be the norm, individual plots for significant buildings will require a much more rigorous approach to the space surrounding it. As well as defining the public realm, private and communal amenity space is of equal concern for users, and the needs of occupiers must be considered to ensure safe, secure and usable space.

10.8 The function of a building will be critical to its form; and height, scale and massing are key considerations. This is especially the case with mixed-use schemes within individual buildings, or when a building has a particular civic or cultural significance. Some buildings may be crucial movement or navigation devices and aid legibility and permeability within an area. The morphology of the area and the importance of street hierarchies should be considered when examining form.

10.9 Development should be designed from the outset as a 'whole landscape', with consideration given to the external spaces and elements equal to that for the buildings. Overall design should be informed by and respond to existing landscape character, trees and natural features. New outdoor spaces should work in harmony with the buildings to provide a distinctive setting, outdoor amenity for occupants and a comprehensive range of functionality, such as space for play, refuse-collection, car-parking, cycle parking, flood risk management and surface water drainage. The need for Sustainable Urban Drainage Systems (SUDs) should also be included in the earliest stages of the design process.

Policy UD3 Public Realm

When designing Public realm it should be demonstrated that it:

a. Takes account of the role of the particular location within the overall movement hierarchy of the area;
b. Reinforces and complements local distinctiveness;
c. Is based on a clear rationale of function/s. Public realm should be designed for maximising opportunities for activity and enjoyment, and encourage interaction and community cohesion;
d. Is based on the primacy of pedestrians and cyclists over vehicles where appropriate;
e. Allows for adequate car-parking, cycling provision and servicing;
f. Incorporates existing and historically important features that contribute to sense of place;

g. Has strong inclusive design principles and minimise physical barriers and visual clutter;
h. Is the product of sensitive analysis of existing landscape character and responds to it with manufactured or living materials that are integral and compatible with the location and usage envisaged;
i. Will be of a scale, size and layout to achieve its primary function;
j. Minimises risk of criminal activity and perception of insecurity by being naturally overlooked and well managed.
k. Incorporates appropriate street lighting and signage; and
l. Contributes to encouraging physical activity.

Explanation

10.10 Public realm and street design are integral parts of the Liverpool's environment and character. A poorly designed public realm can lead to street clutter and negatively impact on the accessibility and attractiveness of an area. The design of streets including street lighting, paving, street furniture, public art installations and signage should be of the highest quality and contribute to local distinctiveness, providing safer and accessible spaces for all.

10.11 The City Council will seek to ensure that new development contributes to the delivery of a high quality public realm. Irrespective of whether land is in public or private ownership, development must be accessible and safe, as well as maintained and managed in an appropriate way. This is particularly important to promote inclusive environments. Public Realm design should also contribute to enhancing opportunities for physical activity as set out in Sport England's Active Design guidance. This will contribute to creating a healthy city. Including appropriate street lighting and signage would contribute to ensuring safe and legible environments.

Policy UD4 Inclusive Design

1. All development proposals, by virtue of their location and physical features, should meet the highest standards of accessibility and inclusion so that all potential users, regardless of mental or physical ability, age or gender can use the development safely and easily.

2. Development proposals (including extensions, alterations and changes of use) for any building that the public may use will be required to provide safe, easy and inclusive access for all people. This should include access to, into and within the building and its facilities, as well as appropriate car parking and access to public transport provision. Planning applications will be expected to indicate space standards, (for example, door, corridor, wheelchair turning circles, ramp gradients, parking bay widths), together with any facilities such as lifts, ramps etc. required for compliance with good practice, Inclusive Design guidance documents, Equality legislation and policies.

3. Development proposals to extend and/or enhance the public realm and the pedestrian environment should be designed to meet the highest standards of access and inclusion.

4. Alterations and extensions to historic buildings and their settings should take every possible opportunity to improve access for all into and around the premises whilst having regard to what makes the building and surrounding area special. Where, in the view of the City Council such provision may reasonably be achieved, the Council will require its provision.

5. All external works should be designed to be accessible and safe for people with mobility, visual or hearing impairments. Layouts should be arranged to facilitate access to and within the buildings.

6. The highest standards of accessibility and inclusion should be met in all developments that would result in the provision of jobs.

7. All 'Major' applications will need to be accompanied by an Inclusive Design Statement, where appropriate, that could form part of Design and Access Statement. This should show that the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development and how inclusion will be maintained and managed.

8. Residential development proposals should meet the requirements set out in Policy H12 Accessible Housing.

Explanation

10.12 The National Planning Policy Framework (NPPF) highlights that it is important to plan positively for the achievement of high quality and inclusive design for all development including individual buildings, public and private spaces and wider area development schemes. Inclusive design is about creating an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment and enables everyone regardless of disability, age or gender to participate equally, confidently and independently in mainstream activities with choice and dignity. The use of BS8300 will assist greatly in meeting the requirements of this policy. This policy seeks to ensure that all new development in the City is inclusive by setting out a number of requirements, which the City Council will expect all development proposals to meet.

10.13 The City Council's “Design for Access for All” SPD includes detailed guidance and advice in respect of ensuring all development proposals are inclusive. It:

- Advises developers how to integrate inclusive design principles into their planning proposals, promoting a high quality and inclusive environment for all, irrespective of age, gender, mobility or impairment;
- Sets out the Local Planning Authority’s requirements in respect of provision for disabled people in new development;
- Enables the needs of disabled people to be taken into account at the earliest stages of planning a development (e.g. from concept; prior to planning application stage);
- Indicates likely requirements arising from Building Regulations and Highways legislation which may influence the design and layout of proposed developments in respect of their provision for disabled people; and
- Draws attention to best practice in the design of the internal and external environment in terms of making buildings and external spaces accessible to, and useable by disabled people

Policy UD5 New Buildings

All new buildings must be designed to the highest design standards, based on a clear rationale, and aesthetic based on the characteristics of the area. Design proposals for new buildings must demonstrate that:

a. The building has appropriate active frontages onto the public realm which offer natural surveillance over external spaces and present a clearly defined front entrance.
b. Private amenity is provided where appropriate to the end-use;
c. Orientation and micro-climate, overlooking and interface issues that may impact on existing structures or neighbouring plots have been considered;
d. Buildings are robust and adaptable;

e. Adequate sound attenuation and fume extraction is achieved, especially in mixed-use buildings;
f. The building has a role in aiding legibility and ease of movement, and its function in the overall inter-connectivity of the City and its hierarchies;
g. It has considered the impacts on views, vistas and setting of designated and non-designated heritage assets or other landmarks;
h. The materiality, tone and texture of the area is reflected in the design;
i. There is a clear rationale for continuity or contrast, and how the building 'fits' with the architectural structure of the area, including the ratio of built form to space;
j. The building design is resource and energy efficient, and includes features such as renewable energy generation, green infrastructure and low carbon materials. Designs should meet the highest environmental quality standards in accordance with recognised building sustainability certification systems.
k. It provides for appropriate levels of car-parking, cycling provision and servicing; and
l. Fully meets the requirements of inclusive design principles.

Explanation

10.14 The NPPF states that the Government attaches great importance to the design of the built environment and that good design is indivisible from good planning and should contribute to making places better for people. Outstanding design of buildings and spaces has been at the heart of Liverpool's recent regeneration success, and the continuation of inspirational, contextual urban design is key to securing a thriving international City and Region. Both the public and private sector have invested heavily in Liverpool's urban environment, with many schemes recognised by regional and national design awards. This policy sets out criteria to ensure new buildings are of the highest quality design reflecting the characteristics of the local area.

Policy UD6 Tall Buildings

1. Proposals for Tall Buildings must make a positive contribution to the streetscape and skyline of Liverpool by being of the highest quality of design. This should be demonstrated by ensuring that all proposals follow these steps before an application is submitted:

    a. Engage fully in the City Councils pre-application process (proposals presented must be accompanied by a comprehensive Townscape and Visual Impact Assessment).

    b. Complete the EIA process having taken into account the pre-application advice and evidencing that this has been done.
    c. Prepare a comprehensive Design and Townscape analysis and present and justify the Tall Building proposal to a Design Review Panel
    d. Make amendments to the proposal arising from the Design Review.

2. Proposals which have not passed through the steps 1(a) - 1(d) will be refused
3. The importance of the design of tall building is paramount and must be of the highest quality demonstrating that it is grounded in an analysis of the character of an area and that it contributes to way-finding and legibility of the City.
4. The City Council will expect the submitted proposal to contribute to the sustainability of Liverpool now and in the future:

    a. Economic role - tall buildings should contribute to the economic strength, performance and resilience of the City
    b. Social role - tall buildings should bring benefits to the whole community in which they are located and not just their occupiers and in the case of residential proposals

contribute to inter-generational livability by providing a range of homes of different sizes distributed or grouped within the building and enhanced by the treatment and provision of the space where the building meets the street.

c. Environmental role - providing environmental enhancements to the places and communities in which it is located including open spaces and green infrastructure to be enjoyed by both building users and others and by amplifying the character of place - not harming it.

5. Proposals for clusters of Tall Buildings or for single Tall buildings which will be located within or adjacent to an existing cluster will require especially careful design to have been demonstrated. The cumulative impact of Tall Buildings must have been assessed before a proposal is presented at the pre-application stage. Clusters should have a clear sense of 'edge' and should not result in the creation over time through cumulative development, of a 'slab block' within the townscape.
6. Tall buildings singly or cumulatively should respond to the topography of the City and must avoid the 'leveling' off or creation of 'plateau' within that topography.
7. In preparing the Townscape and Visual Impact Assessment and the tall building design the following elements must be addressed:

   a. How the proposal takes full account of the grain of the City and reinforces the existing urban structure and hierarchy. Nodes and gateways must be given particular importance;

   b. The achievement of a strong relationship to the form, proportion, composition, scale and character of surrounding buildings, and public realm (including landscape features), particularly at street level where ground floor activities and spaces provide a positive relationship to the surrounding streets;

   c. That the tall building individually or as part of a group, improves the legibility of an area and enhances the skyline and streetscape of Liverpool;

   d. The form, silhouette and mass of the completed building singly or cumulatively with others;

   e. The incorporation of the highest standards of architecture and materials, including reflecting the traditions of architectural quality inherent in Liverpool's architectural heritage, and sustainable design and construction practice;

   f. The impact on the visual setting of designated historic buildings, structures and areas such that through siting, design and choice of materials any such impacts are minimised;

   g. That there is a positive contribution to the permeability of the site and wider area including by the incorporation of publicly accessible areas on the upper floors, having regard for public safety;

   h. Ensuring that prior to the pre-application stage there has been a robust assessment of the proposals impact on its surroundings that demonstrates the building will not result in an adverse impact in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference, and

   i. Key views to, from and across the World Heritage Site will be positively enhance by tall buildings and that local views are not adversely affected.

Explanation

10.15 Tall buildings are extremely important to Liverpool. They have played a visibly important role in Liverpool, and designed and located well should continue to do so. The Pier Head grouping of The Royal Liver Building, Cunard Building and the Port of Liverpool Building were at the time of construction [58] the tall buildings of their day. These three buildings together with the open space of the Pier Head 'comprise one of the most impressive waterfronts in the world' [59] While this group of buildings arose in a particular historical context they underline the message that tall buildings and the spaces around them can combine in highly positive and beneficial ways. The purpose of this policy is to ensure that this continues to happen by driving the quality and design of the City's future tall buildings so that this can be achieved in the future. The design of tall buildings can be as important or even of greater importance than the height of the proposal. Both however must be justified.

10.16 The critical material feature of tall buildings are that they are substantially taller than their surroundings and cause a significant change to the skyline. They should make a positive contribution to the location in which they are built and deliver a favourable impression on the view of Liverpool as a whole. They can enable business specialisation and economies of scale and can increase employment density. They can also have a significant detrimental impact on local character if the location or design is unsuitable. Therefore, the City Council will resist tall buildings in areas that will be particularly sensitive to their impacts. In particular tall building developments, can significantly alter the character and setting of the World Heritage Site and other designated assets such as Conservation Areas and listed buildings.

10.17 In such locations tall buildings proposals must deliver a substantive justification which shows that how they fit with the qualities of their immediate and wider settings, or make a significant contribution to local regeneration. For example it is critical that, future tall building developments are appropriately sited and designed to ensure that their impact on the World Heritage Site and other designated heritage assets such as listed buildings and conservation areas is minimised.

10.18 In the right place, well-designed tall buildings can make a positive contribution to the City's urban landscape and skyline. Conversely they can if badly sited and poorly designed have an equally negative impact. This policy therefore sets out a number of requirements that applicants must demonstrate when submitting applications that include tall buildings.

10.19 Tall and large buildings should always be of the highest architectural quality, (especially prominent features such as roof tops for tall buildings) and should not have a negative impact on the amenity of surrounding uses. Opportunities to offer improved permeability of the site and wider area should be maximised where possible.

10.20 The location of a tall or large building, its alignment, spacing, height, bulk, massing and design quality should identify with and emphasise a point of civic or visual significance over the whole area from which it will be visible. Ideally, tall buildings should form part of a cohesive building group that enhances the skyline and improves the legibility of the area, ensuring tall and large buildings are attractive city elements that contribute positively to the image and built environment of Liverpool.

10.21 Tall buildings can contribute to inter - generational sustainability - provision for families, retain talent in the City Centre and the City as families form. They can be a strategic resource to attract an urban population - making better use of land and protecting green spaces elsewhere in the City from unnecessary development.

10.22 It is intended that a Supplementary Planning Document will be prepared to provide detailed planning guidance in support of this policy. This will provide both greater detail on design and the suitable and unsuitable locations where particular justification for tall- buildings would be necessary.

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58 1907 to 1916,

59 Maritime Mercantile City Liverpool - Nomination of Liverpool - Maritime Mercantile City for Inscription on the World Heritage List'(2003).

10.23 The City Council will also expect Tall Buildings to be safe and to this end means of escape must include at least 2 separate stairways each with at least 2 lifts one of which must be usable in case of fire.

Policy UD7 Alterations and Extensions to Existing Buildings

Alterations and extensions to existing buildings should ensure that:

a. The scale, proportion, form, materials and character of the existing building are considered in the proposals;
b. The impact is minimised on neighbouring properties in terms of overshadowing, overlooking, noise and fumes;
c. Adequate amenity space is retained for the occupiers of the building;
d. Distinctive historic features on the existing building are retained;
e. Sufficient space is retained within the curtilage of the property for adequate containment of waste;
f. The overall character of the area is retained; and
g. Every effort is made to improve access for disabled people; existing access must not be reduced.

Explanation

10.24 It is important that the design of alterations and extensions to existing buildings if of the highest quality and reflects the character of the existing building, adjacent properties and the area. Extensions can have a major impact on the appearance of an area, and poorly designed extensions and alterations may have an adverse impact on the quality and character of the area; this policy seeks to ensure extensions are of high design quality.

Policy UD8 Public Art

1. All major developments (including refurbishments) and development proposals for key public places including public realm schemes, regeneration schemes, gateway and landmark projects, and health and education schemes should accommodate Public Art.
2. Public Art should, where possible, be provided on-site as an integral part of the development. It should, whether permanent or temporary, contribute to the delivery of sustainable place-making and cultural well-being through good contextual design and demonstrate exemplary commissioning practice.
3. Proposals for public art will be required to conform to the guidance contained within the Council's Public Art Strategy.
4. Where on-site provision has been demonstrated not to be possible, or the Council considers that on-site provision is not appropriate, a financial contribution will be sought for the provision of Public Art in the vicinity of the development. This will be appropriate to the scale and significance of the development and allow for a meaningful Public Art outcome.
5. Development proposals which include Public Art must incorporate suitable arrangements for its long term management and maintenance

Explanation

10.25 Liverpool's image and identity is inextricably linked to the contribution that artists have made to the life of the City and the part they have played in creating Liverpool as a unique, distinctive and memorable place. Public Art can play a valuable role in contributing to local distinctiveness and legibility of neighbourhoods and it can greatly benefit a new development. It can create a sense of place and engender civic pride.

10.26 Public Art should be site-specific, responding to the place and the people who will use the development. It should be uniquely created and be of high quality. Consideration should be given to local materials, history and the appropriateness of the artwork to its environment.

10.27 Public Art should be integrated into a development design process from the early design stages. A site-specific artist commission can increase involvement of and ownership by local residents and workers to firmly link schemes to local areas. Professional advice should be sought to identify the commission opportunity and advise on an appropriate artist selection process and a community engagement programme. Public art advice can be sought through the City Council.

10.28 Where it is clearly demonstrated that it is not possible to provide Public Art on site or the Council considers that on-site provision is not appropriate the Council will seek a financial contribution for the provision of Public Art in the vicinity of the development.

10.29 Proposals for public art, together with their future management and maintenance, will need to be agreed (preferably at pre-application stage) with the Council and, where appropriate, will be secured through Section 106 planning obligations where these meet the tests set out in Regulations 122 and 123 of the Community Infrastructure Levy Regulations 2010 [as amended] and paragraph 204 of the NPPF, other legal agreements, or other appropriate delivery mechanisms.

Policy UD9 Advertisements

Proposals for advertisements will only be permitted where:

a. They are of the highest standard and contribute, rather than detract from an area;
b. They do not constitute a traffic hazard;
c. They do not detract from the character or appearance of important historic buildings;
d. They do not become part of a critical mass of similar advertisements that lead to clutter;
e. Hoardings and housings are well designed and are based on local considerations;
f. They do not lead to loss of amenity to local residents or businesses due to light or noise pollution; and
g. The size, scale and design is appropriate for the size, scale and architectural detailing of the building.

Explanation

10.30 Advertisements can bring movement and excitement to an area, or can be seen as visual clutter. New forms and techniques for advertisements that lead to more dynamic and bespoke retail areas should be explored, rather than relying on static or two-dimensional forms. Signs and advertisements are important to the commercial life of an area and can make a contribution to their character or appearance. However, careful control is necessary to ensure that they do not adversely affect visual amenity or public safety. The size and scale of advertisements should be in keeping with their surroundings. In particular, advertisements above ground floor level on buildings or those sited in predominantly residential areas would normally be considered inappropriate.

10.31 The number and arrangement of adverts should not cause distraction or confusion to traffic (either vehicular or pedestrian), particularly at junctions. Advertisements should not unduly dominate either individual buildings or the area generally. Excessive numbers of adverts and signs in close proximity can lead to visual chaos and clutter in the street scene. The Council wishes to avoid this by restricting the number of adverts and signs to a level appropriate to the character of the area.

10.32 In the case of illuminated signs, luminance conditions will normally be imposed to ensure their brightness does not cause a traffic safety hazard or a nuisance to neighbours.

11

Heritage 11

11 Heritage

Introduction

11.1 The historic environment is an asset of enormous culture, social, economic and environmental value. Liverpool has a wealth of heritage assets across the City which play an important role in its attractiveness. Its protection and enhancement is therefore important. NPPF requires local planning authorities to set out a positive strategy for the conservation and enjoyment of the historic environment within the Local Plan and should recognise that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance.

Policy HD1 Heritage Assets: Listed Buildings; Conservation Areas; Registered Parks and Gardens; Scheduled Ancient Monuments

1. The City Council will support proposals which conserve or, where appropriate, enhance the historic environment of Liverpool.

2. Particular consideration will be given to ensure that the significance of those elements of its historic environment which contribute most to the City's distinctive identity and sense of place are not harmed. These include:

   - The docks, warehouses, ropewalks, shipping offices, transport systems and other maritime structures associated with the City's role as one of the World's major ports and trading centres in the 18th, 19th and early 20th Centuries;
   - The architectural innovation and exuberance of the nineteenth and early twentieth Century banks, exchanges and offices in the commercial centre;
   - The nineteenth Century Institutional buildings including its libraries, institutes, schools, university buildings, public baths and hospitals (particularly those which sprang from the City's role as an international port such as the seaman missions, sailors' homes and orphanages);
   - The City's mid and late nineteenth Century civic buildings;
   - The Georgian Terraces of the Canning Street area;
   - The extensive network of historic open spaces, parks, gardens, cemeteries and squares;
   - The dominance and views of its two Cathedrals;
   - The range, wealth and quality of its places of worship;
   - The distinctive designs and detailing of its surviving late 19th and early 20th Century public houses;
   - The eclectic mix of buildings associated with the oldest Chinese Quarter in Europe.

3. Proposals affecting a designated heritage asset (or an archaeological site of national importance) should conserve those elements which contribute to its significance. Harm to such elements will be permitted only where this is clearly justified and outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a designated heritage asset (or an archaeological site of national importance) will be permitted only in exceptional circumstances.

4. Proposals which would remove, harm or undermine the significance of a non-designated heritage asset will only be permitted where the benefits are considered sufficient to outweigh the harm to the character of the local area.

5. Proposals affecting archaeological sites of less than national importance should conserve those elements which contribute to their significance in line with the importance of the remains. In those cases where development affecting such sites is acceptable in principle,

mitigation of damage will be ensured through preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before or during development. Subsequent analysis, publication and dissemination of the findings will be required to be submitted to the local planning authority and deposited with the Historic Environment Record.

6. Proposals affecting a Conservation Area should preserve or enhance those elements identified in any Conservation Area Appraisal as making a positive contribution to the significance of that area.

7. Proposals which will help to safeguard the significance of and secure a sustainable future for the City's heritage assets, especially those identified as being at greatest risk of loss or decay, will be supported.

8. Permission will not be granted for applications which are not fully justified and accompanied by full information necessary to assess the impact of the proposals on the heritage asset. Proposals that affect heritage assets should be accompanied by a Statement of Significance which may form part of a Design and Access Statement, and/or a Heritage Impact Assessment to demonstrate that the architectural and historic interest of the structure has been understood and accounted for in any proposals.

9. Where permission is granted for a development which would result in the total or partial loss of a designated heritage asset, approval will be conditional upon the asset being fully recorded and the record and commentary deposited with the Local Planning Authority and the Historic Environment Record.

Explanation

11.2 Heritage assets, both designated and non-designated, form a major part of Liverpool's distinctive character. They range from comprehensive areas such as the World Heritage Site, to individual structures such as post-boxes.

11.3 In Liverpool designated heritage assets includes the World Heritage Site, listed buildings, conservation areas, scheduled monuments, registered historic parks and gardens and archaeological remains. Liverpool's list of buildings of special architectural or historic interest includes 1,541 list entries representing some 2,753 separate buildings and monuments. Of these, 27 are grade I listed; 105 grade II*; and 1,409 grade II. Liverpool has 36 designated conservation areas covering about 1,000 hectares of the city's total 11,160 hectares – about 9 percent of the City's area. These protect approximately 19,000 properties.

11.4 The 1983 National Heritage Act introduced a national register for parks, gardens and other designed landscapes, including cemeteries. Liverpool has a fine legacy of parks, gardens and cemeteries of which 10 are included on the national list, one of which is Grade I listed (St James Cemetery and Gardens); three Grade II* and six Grade II. The full list is: St James Cemetery and Park (Grade I); Anfield Cemetery (Grade II*); Princes Park (Grade II*); Sefton Park (Grade II*); Allerton Cemetery (grade II); Croxteth Park (grade II); Newsham Park (grade II); Stanley Park (grade II); Toxteth Cemetery (grade II); Wavertree Botanic Garden (grade II). Liverpool also has four scheduled monuments- The Calderstones, Allerton; Robin Hood's Stone, Allerton; Site of motte and bailey castle, West Derby; Speke Hall and moated site.

11.5 This policy sets out how the City's heritage assets will be conserved. Given that heritage assets are a finite resource, it is critical that they are retained, and if necessary re-used, as a crucial endowment for the future. It is equally critical that this resource should not only be conserved, but

also be enhanced whenever possible, and that it continues to make a positive contribution to local pride and cultural awareness and aids inward investment. The reuse of historic buildings can have many positive effects on the City's image and economy, as older buildings are seen as having many characteristics that positively contribute to its culture. They provide local residents with a tangible connection to their past, whilst also conserving important aspects of their history.

11.6 It is important for all applications that may affect a heritage asset to include an assessment that enables the City Council to fully understand the potential impact of the proposal on the significance of the heritage asset. The City Council will not permit harm to a designated heritage asset unless the public benefits of the proposal outweigh the harm. Any harm to or loss of a designated heritage asset will require clear and convincing justification which must be provided by the applicant. In decision making the City Council will assess all proposals on their merits taking into consideration the scale of the harm and the significance of the asset.

11.7 In accordance with the National Planning Policy Framework the City Council will only permit development resulting in substantial harm to or loss to a grade II listed building, park or garden in exceptional circumstances and will only permit development resulting in substantial harm to or loss to a grade I and II* listed building, grade I and II* registered park or garden in wholly exceptional circumstances.

11.8 Within Conservation Areas, development proposals should contribute to preserving or enhancing the special character or appearance of the area. All development proposals should include an assessment of local context and character and set out how the development has been informed by it and responds to it. The character or appearance of Conservation Areas can also be affected by development which is outside of Conservation Areas, but visible from within them. The Council will therefore not permit development in locations outside Conservation Areas that it considers would cause harm to the character, appearance or setting of such an area. There will be a general presumption in favour of retaining buildings that make a positive contribution to the character or appearance of a Conservation Area, whether they are listed or not so as to preserve this character and appearance. When considering applications for demolition, the Council will take account of group value, context and the setting of buildings, as well as their quality as individual structures and any contribution to the setting of listed buildings. Applications must clearly show which buildings or parts of buildings are to be demolished.

11.9 The character and appearance of a Conservation Area can be eroded through the loss of traditional architectural details such as historic windows and doors. Where alterations are proposed they should be undertaken in a material of a similar appearance to the original. Traditional features should be retained or reinstated where they have been lost, using examples on neighbouring houses and streets to inform the restoration.

11.10 Liverpool's listed buildings and structures provide a rich and unique historic and architectural legacy and make an important and valued contribution to the appearance of the City. It is important to preserve and maintain them for present and future generations. The setting of a listed building is also of great importance and should not be harmed by unsympathetic neighbouring development.

11.11 Archaeological remains are irreplaceable evidence of the City's past which are valuable not only for their own sake but also for their role in education, leisure and tourism. Important non-designated archaeological remains and their settings should be preserved, and those that are demonstrably of equal significance to scheduled monuments will be given weight equal to designated assets in determining applications. Where a development proposal is acceptable in principle the preferred

option will be preservation of remains in situ which could be achievable through sympathetic design. Where it is clearly justified that this cannot be achieved then the developer will be required to make adequate provision for excavation and recording before or during development.

Policy HD2 Liverpool Maritime Mercantile City World Heritage Site

1. The City Council will support proposals which conserve or, where appropriate, enhance the Outstanding Universal Value of the Liverpool Maritime Mercantile City World Heritage Site. In addition to the requirements of Policy HD1:

    a. Permission will not be granted for proposals which would have an adverse impact upon the views of the Waterfront from the River Mersey, or of the key Landmark Buildings and vistas identified in the Liverpool Maritime Mercantile City World Heritage Site SPD.
    b. Proposals for the redevelopment or remodelling of buildings or sites which have a negative or neutral impact on the character of the World Heritage Site will be supported where it can be demonstrated that this will enhance or better reveal the Outstanding Universal Value of the World Heritage Site.
    c. Proposals which would help to facilitate the reuse of vacant or under-used floorspace in buildings which make a positive contribution to the character of the area and the Outstanding Universal Value of the World Heritage Site will be supported.
    d. Proposals for tall buildings in the World Heritage Site or its Buffer Zone will be assessed against Policy UD6.

2. Applications within the Liverpool Maritime Mercantile City World Heritage Site (or within its buffer Zone) which are likely to impact upon an element which contributes to its Outstanding Universal Value (including its archaeology) will not be granted unless they are accompanied by an appropriate Heritage Impact Assessment or archaeological assessment, as appropriate, which evaluates the likely effect of the proposals upon the attributes that contribute to the Outstanding Universal Value.

3. Proposals should accord with the design requirements set out in Policy CC10.

4. Proposals for development within the World Heritage Site or its Buffer Zone should accord with the advice set out in the Liverpool Maritime Mercantile City World Heritage Site Management Plan and the guidance in the Liverpool Maritime Mercantile City World Heritage Site SPD.

Explanation

11.12 Liverpool Maritime Mercantile City was inscribed as a World Heritage Site in 2004 and is defined as *'the supreme example of a commercial port at the time of Britain's greatest global influence'.*

11.13 The Liverpool Maritime Mercantile City World Heritage Site (WHS) represents the civic, mercantile and maritime history of Liverpool, comprising much of the City Centre and its central docks. From the Bramley-Moore Dock in the north, it stretches three miles to the south and incorporates significant elements of the City's waterfront down to and beyond the Albert Dock. It incorporates major civic, commercial, residential and industrial urban landscapes dating from the 18th century onwards. Crossed and interlinked by waterways, and with an intimate relationship with the River Mersey, the layout and orientation of the WHS is built around a longstanding functional interaction between land and water. Six Conservation Areas cover the entirety of the WHS, and over 380 listed buildings offer some of the highest levels of protection to structures in the property.

11.14 The Policy sets out a number of criteria which development proposals should comply with and all proposals should accord with the advice set out in the Liverpool Maritime Mercantile City World Heritage Site Management Plan and the guidance in the WHS SPD.

11.15 The Liverpool Maritime Mercantile City World Heritage Site Supplementary Planning Document (WHS SPD) is a key development plan document, adding a high level of detail to the policies in the Local Plan, supporting the protection and enhancement of the Outstanding Universal Value of the WHS, its buffer zone and wider setting.

11.16 The Buffer Zone is an area which provides a visual setting for the WHS which includes some historically significant features and major landmarks and where development could potentially have an adverse impact upon that setting.

12

Green Infrastructure **12**

12 Green Infrastructure

Introduction

12.1 Liverpool has a significant green infrastructure resource which contributes to the character and environmental quality of the City. Green Infrastructure is defined in NPPF as a *network of multifunctional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits.* This network in Liverpool includes land in both public and private ownership, including the City's parks, local wildlife sites, playing fields, sports grounds, allotments, street trees, hedges, cemeteries and private gardens, green corridors such as the Liverpool Loopline and its water spaces, including the River Mersey, the Leeds Liverpool canal, park lakes and water courses.

12.2 The following policies reflecting Government policy apply to both green and blue spaces and have been informed by the Liverpool Open Space Study (2017) as well as recommendations from the Strategic Green and Open Spaces Review Board Final Report (2016).

Policy GI 1 Green Infrastructure Resources

The recreational function, visual amenity, historic and structural quality and value of the City's green infrastructure resource will be protected and enhanced. Specifically, protection will be afforded to:

a. The Green Belt, and the Mersey Estuary SSSI/SPA/Ramsar Site;
b. The Green Wedge;
c. The City's network of Parks and Gardens;
d. Biodiversity assets, including Local Wildlife Sites (LWS) and Local Nature Reserves (LNR)
e. Regionally Important Geological/Geomorphological Sites (RIGS);
f. Locally important open spaces including amenity spaces and allotments;
g. Water spaces, including the Leeds Liverpool canal, park lakes and water courses.
h. Playing fields and pitches; and
i. Green Corridors, Recreational routes and the Public Rights of Way network.

Explanation

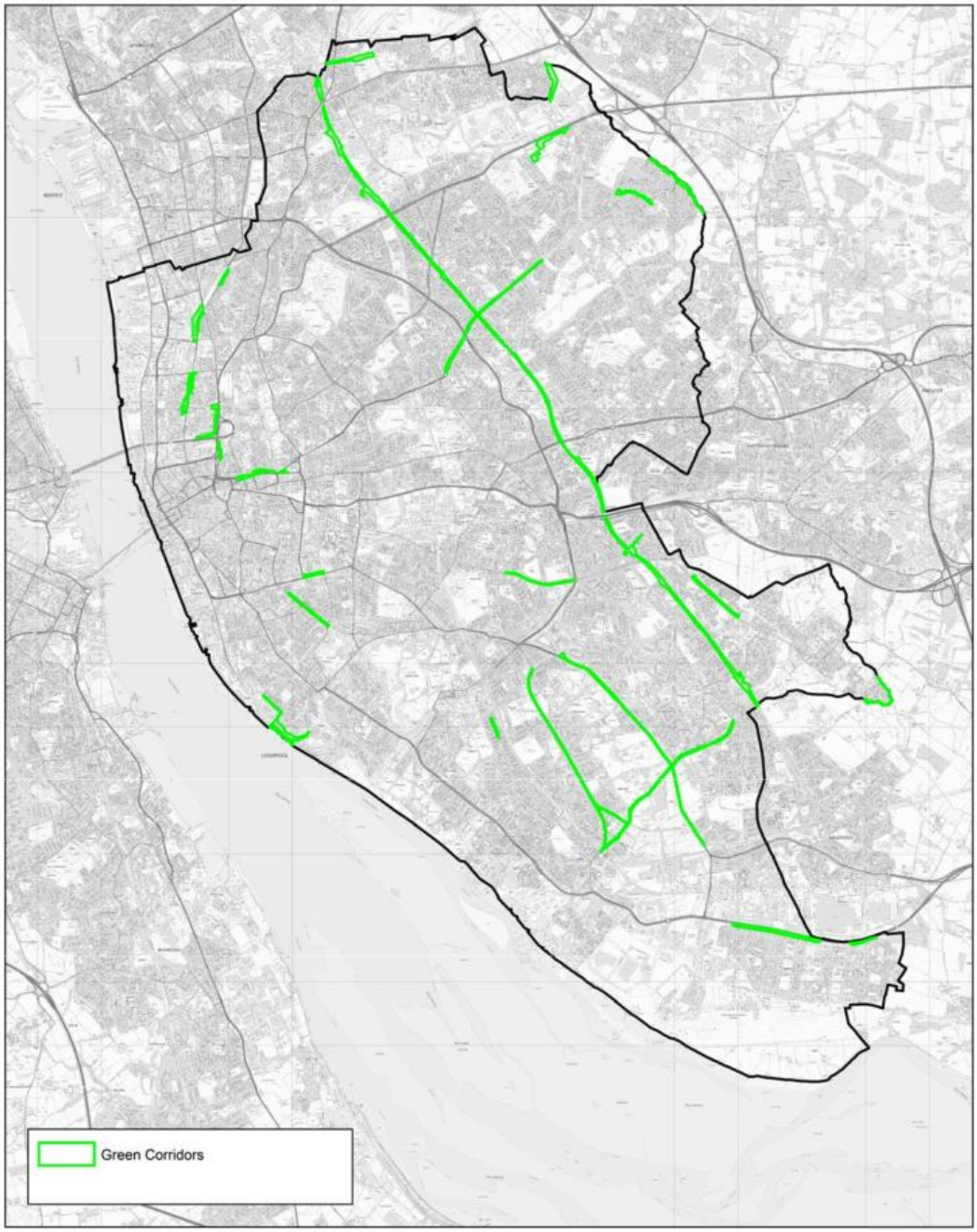
12.3 Green infrastructure, which comprises both green and blue spaces is a key asset for the City which can continue to contribute significantly to the delivery of sustainable growth and continuing economic, social and physical regeneration. An attractive green infrastructure network makes a vital contribution to quality of life, providing a number of benefits and functions, such as outdoor recreation, mitigating the effects of climate change, improving physical and mental health, providing habitats for wildlife, providing opportunities for walking and cycling and creating an attractive environment to support the regeneration of the City and improving the quality of the environment for local communities. It is therefore important to protect and enhance green infrastructure to maximise these key benefits. This policy sets out the types of Green Infrastructure to be protected and enhanced by the Local Plan, informed by the Open Space Study. Subsequent policies set out how this will be achieved, with the exception of the Green Belt to which national policy will apply.

12.4 Green infrastructure within the City can be used to avoid negative impacts on internationally protected habitat sites. Enhancements to existing open spaces, together with appropriate access and habitat management, may help to attract recreational users away from sensitive internationally protected habitat sites including those in neighbouring authorities such as the Sefton Coast SAC and

the Sefton section of the Ribble and Alt Estuaries SPA. Impact on these sites will also be managed through the City Council working in partnership with neighbouring authorities on appropriate Management Plans.

12.5 Under the Countryside and Rights of Way Act 2000, the City Council has a responsibility to maintain the Public Rights of Way network. These are defined as footpaths, bridleways, byways open to all traffic and roads using public paths, with the term usually applied to surfaced paths that are normally used by motor vehicles.

12.6 The green infrastructure network in the City contributes to the identified "Green Web" in the Strategic Green and Open Spaces Review Board Final Report (2016), which identifies a network of green corridors which covers large areas of the City. These corridors link existing sites with a series of improvements and investments which will result in the establishment of the "green web". The aim is to provide access to green and open spaces within, and across the City, in a safe, accessible and connective manner. It is therefore important to protect the key components of this "web".



Green Corridors

Development Plans Team
Planning & Building Control Service

Date: 22/11/2017

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Ordnance Survey 100018351

Scale: N/A

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Liverpool City Council

Picture 49

Policy GI 2 Green Wedges

1. Development within the Calderstones/ Woolton and Otterspool Green Wedge should demonstrate that it will not have a significant adverse effect on the predominantly open character of the Green Wedge, by significantly reducing the physical separation between existing built up areas.
2. Proposed development should also demonstrate that it:

    a. Uses materials and built form sympathetic to the character of the area;

    b. Provides and maintains a high level of landscaping;

    c. Retains existing special features and vegetation where appropriate; and

    d. Results in a net gain in biodiversity

Explanation

12.7 NPPF defines green infrastructure as 'a network of multifunctional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities'. The Green Wedge designation reflects this as they are a multifunctional network of open spaces. It recognises their environmental and amenity value as "green lungs" in the City which provide a range of benefits including recreational, visual amenity, wildlife and climate change. NPPF also highlights that a strategic approach should be taken in Local Plans to plan 'positively for the creation, protection and management of networks of biodiversity and green infrastructure'. Green Wedges are an important local designation providing a network of green infrastructure assets of high environmental value. They represent a unique local solution to protecting green infrastructure assets of city wide value and managing growth

12.8 The Otterspool and Calderstones/ Woolton Green Wedges include a combination of open spaces, such as public and private playing fields, public parks and gardens, cemeteries, golf courses, institutional uses set in extensive grounds and allotments. They provide a "green lung" and countryside experience within the City and a physical and visual break between residential areas. They contribute to ensuring that the City offers high quality environments in these areas. The policy is designed to protect these extensive linked areas of open space which form significant elements in the City's overall structure and are as such are unique assets.

12.9 The Green Wedges provide a number of important area-wide functions:

- affording a valuable amenity for a large number of people,
- contributing to reducing the impacts of climate change
- providing diverse recreational facilities, including opportunities for more passive leisure pursuits such as walking, nature rambles and school visits,
- providing a mature ecological environment for wildlife
- containing buildings of historical, architectural and educational interest,
- providing large areas of open space allowing physical separation between existing built up areas, and
- giving the appearance of a 'parkway' approach to the City along particular transport routes.

12.10 Development should respond to the predominately open character of the Green Wedges and not reduce the physical separation between built up areas. In addition all development proposals must demonstrate that it is of a high quality, using design, scale, massing and materials sympathetic and respectful to its setting. The policy also sets a number of other requirements such as achieving a net gain in biodiversity.

12.11 Certain types of activity may enhance the role of Green Wedges through, for example, the provision of further recreation facilities. The most appropriate means for protecting the fundamental character of Green Wedges however, is through the retention of land in open uses or for recreational activities.

Policy GI 3 Open Space, Sport and Recreation Provision

Proposals for development on an open space including land used for sports and recreation provision will not be acceptable unless it can be clearly demonstrated that the proposed development meets national planning policy requirements in relation to the provision of open spaces, sports and recreational buildings and land, and can be accommodated without material harm to:

1. **The recreational function of the site unless**:

a. The proposal is ancillary to the use of the site for outdoor sport and recreation which would lead to improved access to, or use of such facilities; or it is demonstrated that the proposal meets an identified need for sport and recreation and:

i. Will not have unacceptable impacts on the open space, local amenity or biodiversity

ii. The proposal will contribute to enhancing the role of the open space or facility.

iii. It complies with relevant sport specific design guidance.

b. In the case of open spaces used for educational purposes, the development is specifically required for educational uses, and suitable and convenient alternative recreation provision is available; or

c. Replacement provision of equivalent or better quality and quantity is provided in an appropriate location

2. **The visual amenity and structural value of the open space in terms of :**

a. Key vistas into and across the site;

b. Key frontages which are visible from a Main Road;

c. Links to adjoining open spaces and contribution to the green corridor network and "green web"; and

d. Important trees and landscaping features;

3. **Its food growing function unless:**

a. It can be clearly demonstrated the allotments no longer fulfil a local need and there is unlikely to be a future demand. If allotment sites are identified to be surplus to requirements and they are located within or adjacent to an area of identified open space need, then where appropriate these should be retained for an open space use; or

b. A suitable replacement can be provided of equal size and quality.

4. **The Recreational Routes Network** - Development proposals which would sever a public right of way or recreational route, which the Council considers should be retained, will only be permitted if the developer can demonstrate that an acceptable and equivalent alternative is

provided. The Council will support and encourage the appropriate creation or improvement of links from new development to existing rights of way, to encourage active and sustainable travel and recreation.

Explanation

12.12 A network of attractive open space provides important opportunities for cycling, walking, sport and informal recreation. It makes the built-up areas of the City greener and more attractive, helping to support environmental upgrading and regeneration, and also improving the City's image. Open Space in the City can also assist in improving public health, which has some of the greatest health challenges in the country. A network of quality and accessible open spaces can assist in increasing physical activity, improving air quality, providing opportunities for growing food locally, improving mental health and social cohesion.

12.13 The primary objective of this policy is to retain the overall amenity value of open spaces in the City for the communities within which they are located. The policy accords with national planning guidance and reflects the conclusions of the Open Space study (2017). It is however recognised that development proposals will come forward and this policy therefore sets criteria for assessing proposals against the intrinsic value of the open space, although the objective of the policy will always be in favour of protecting open spaces it is not intended to be a restrictive block on development of open green spaces in all cases but allows the merits of a development proposal to be considered against the intrinsic value of the particular open space in question. The quality/ value score given to each site in the Open Space Study (2017) will be taken into account when assessing development proposals on open spaces.

12.14 Open Spaces over 0.5 hectares are shown on the Policies Map and include the different typologies identified in the Open Space Study (2017) as well as playing fields and pitches. Many school sites are also identified as open space where the open land is at least 0.5 hectares and forms more than 50% of the site area. It is acknowledged that there are many small open spaces of less than 0.5 hectares across the City which represent a valuable local amenity and therefore are also protected by this policy.

12.15 A Proposal should demonstrate that it meets the requirements of national policy. Currently, NPPF (para 74) states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss

12.16 The potential impact of a development on the site's recreational function is an important consideration when assessing proposals. Protection and enhancement of recreational open space, which includes parks, playing fields and pitches, and children's play areas, is vital to ensure local communities have access to open spaces for recreation which can provide important health benefits.

12.17 School playing fields are often set in extensive grounds and form an essential part of the educational resource. The City Council recognises that development for educational purposes may be required on school sites, and will normally permit such proposals provided the school can meet its requirement for outdoor play space without having to bus children to alternative facilities elsewhere and the requirements of other plan policies can be met.

12.18 Enhancing the value of open space and facilities for sport and recreation purposes may require ancillary development, for example, to provide changing facilities. Any proposal for ancillary development on open space must demonstrate a need for the development, at the scale proposed,

how it will contribute to enhancing the role of the open space or facility in encouraging physical activity, and also demonstrate that impacts on the rest of the open space resulting from built development will be minimised. Applicants should also demonstrate compliance with relevant sport specific design guidance.

12.19 Open spaces may not always have a recreational value, but they can still make an important contribution to the local area, especially if surrounded by a high density urban environment and thus have a visual amenity value. Open spaces can be visually attractive, contribute to townscape value, provide relief from the built up area, or provide buffers or screening of unsightly land uses. Some open spaces contribute to the character of an area, and their structural role in enhancing local identity should not be compromised. The Strategic Green and Open Spaces Review Board Report recommends the establishment of green corridors which will lead to the creation of a "green web" in the City (see Green Corridors Figure below Policy GI 1). It is therefore important that development proposals do not adversely impact on this.

12.20 Allotments represent one of the most intensive recreational uses of open land in the City. Allotments are an important facility for the community, providing opportunities for people to grow their own produce, enjoy a healthier lifestyle and a healthier diet. It also offers the opportunity for community interaction and provides environmental benefits through green space and wildlife habitats. Statutory allotments are protected under the Allotments Act 1925 which prescribes that consent from the Secretary of State must be obtained for disposal of land by a local authority which they have appropriated for the use of allotments, if it is proposed to sell, appropriate or use that land for a use other than allotments.

12.21 Liverpool's recreational routes network, including the Trans Pennine Trail, Mersey Way and Leeds Liverpool Canal, provides an important recreational facility. They open up areas of the City, enable people without a car to gain access to the countryside, and provide easily accessible informal recreational paths. The long distance paths also help improve the network of pedestrian and cycle routes, having important implications for health and wellbeing, the quality of the environment, as well as attracting visitors. It is important to protect this network of routes and development will only be permitted where an acceptable and equivalent alternative is provided.

Policy GI 4 – Water Spaces

1. The City Council will support proposals which increase access along the coast and which increase opportunities to allow for greater access to, interaction with, and recreational use of water spaces in the City, whilst ensuring the spaces and their settings are protected and enhanced.

2. Proposals for new development adjacent to a water space should demonstrate that account has been taken of its setting and should ensure that:

    a. The design, detailing, materials, scale and massing of the development complements its location;

    b. The site layout takes account of the relationship between the siting of buildings, parking and landscaping areas and the water space, to maximise the benefits of a waterside setting;

    c. Public access to waterway corridors is maintained or enhanced where possible;

    d. Opportunities are taken to create or enhance green infrastructure provision which contributes to enhancing visual amenity, biodiversity, and increased use of water spaces and their environs;

e. Any historical or industrial archaeological features relating to the water space are retained and restored;

f. Opportunities are taken to provide active frontages and provide uses linked to the use of the waterspace where possible;

g. The waterway corridor and its related infrastructure is conserved and enhanced; and

h. There are no negative consequences for, and where possible the development should enhance, the nature conservation value and water quality of the water space and surrounding environment.

3. For proposals involving dock spaces, in addition to the criteria set out above, development:

a. will not be permitted to infill dock water spaces or reduce the depth of dock water spaces to an extent that would limit the range of water vessels that could utilise these dock water spaces;

b. should avoid dominating the water spaces and maintain their importance as open water spaces that provide spacing between dockland buildings;

c. should demonstrate that there will be no adverse impact on residential amenity or existing businesses;

d. should make appropriate provision for the future management and maintenance of public realm, movement routes, dock water spaces and adjacent quaysides; and

e. should ensure protection of navigational routes

4. Proposals in the City Centre should also meet the requirements of Policy CC 11.

Explanation

12.22 Water spaces make an important contribution to the City's green infrastructure resource. The River Mersey, the Leeds Liverpool Canal and the docks along the Waterfront are the most significant water spaces in the City, and reflect the City's maritime heritage, having played an important role in its growth and development as a key port. There are also a number of park lakes and smaller rivers and brooks throughout the City. This policy supports proposals which would increase access along the coast and increase recreational use of the City's waterspaces. It also sets out a number of requirements that development proposals adjacent to waterspaces should meet.

12.23 Liverpool has the largest and most complete system of historic docks anywhere in the world. Part 3 of the policy seeks to ensure that development proposals will not have a negative impact on the dock spaces. It is important that proposals involving the spaces do not undermine their fundamental openness, the contribution they make to the character, distinctiveness and Outstanding Universal Value of the World Heritage Site and do not have an adverse impact on residents and the operation of existing businesses.

Policy GI 5 Protection of Biodiversity and Geodiversity

1. Development which may result in a likely significant effect on an internationally important site must be accompanied by sufficient evidence to enable the Council to make a Habitats

Regulations Assessment. Adverse effects should be avoided and/or mitigated to ensure that the integrity of internationally important sites is protected. Development which may adversely affect the integrity of internationally important sites will only be permitted where there are no alternative solutions and there are imperative reasons of overriding public interest and suitable compensatory provision is secured. This also applies to sites and habitats outside the designated boundaries that support species listed as being important in the designations of the internationally important sites.

2. Development which may cause direct or indirect significant harm to other designated sites of nature or geological conservation importance, Priority Habitats, legally protected species and / or Priority Species will only be permitted on:

   - National sites (Mersey Estuary Ramsar site/Mersey Estuary Site of Special Scientific Interest (SSSI)): where there are no alternatives and where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the national network;
   - Local Sites (Local Nature Reserves (LNRs), Local Wildlife Site (LWS) and Regionally Important Geological/Geomorphological Sites (RIGS): where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the Liverpool City Region (LCR)Ecological Network;
   - Sites including Priority Habitats/ Irreplaceable habitats (including ancient woodlands and aged or veteran trees) unless the need for and the benefits of, the development on balance clearly outweigh the impact on the nature conservation value of the habitat and its broader contribution to the LCR Ecological Network.

3. Where it has been demonstrated that significant harm cannot be avoided, appropriate mitigation, replacement or other compensatory provision may be required, to accord with the hierarchy of sites. The location of appropriate mitigation, replacement or other compensatory measures will be targeted, using a sequential approach as follows:

   - On site;
   - Immediate locality and / or within the Core Biodiversity Area;
   - LCR Nature Improvement Area within the City; and lastly
   - LCR Nature Improvement Area outside the City.

4. Where significant harm resulting from development cannot be avoided, adequately mitigated or, as a last resort, compensated, then planning permission will be refused

5. Development proposals which affect sites of nature conservation importance, priority habitats, legally protected species or priority species must be supported by an Ecological Appraisal and include details of avoidance, mitigation and /or compensation where appropriate.

6. The policy applies where development proposals in Liverpool may directly or indirectly affect sites with known conservation value in a neighbouring authority area.

7. This policy will apply to other sites recognised during the Plan period as being of nature conservation importance, including land provided as compensation.

Explanation

<u>Protection</u>

12.24 The Council, together with other public bodies (such as the Environment Agency and Natural England), has a duty ("The Biodiversity Duty") under section 40 of the Natural Environment and Rural Communities Act (NERC) Act 2006 to conserve biodiversity when carrying out its normal functions. Conserving biodiversity can include restoring or enhancing a population or habitat. This policy is consistent with national policy in reflecting the hierarchy of sites in the City, and sets out how each level of site will be protected. In Liverpool the hierarchy is as follows:

1. Sites of international nature importance;
2. Sites of national nature importance;
3. Sites of local nature and geological importance;
4. Priority habitats and species, and legally protected species.

12.25 The Mersey Estuary is designated a Ramsar Site and a Special Protection Area at European level, and a Site of Special Scientific Interest at national level. Sites of local nature and geological importance in Liverpool are Local Wildlife Sites (LWSs), Local Nature Reserves (LNRs) and Regionally Important Geological/Geomorphological Sites (RIGS). Local Wildlife Sites are considered to be of the highest ecological value in Liverpool, whilst Local Nature Reserves are sites of local special natural interest and where possible community and educational value. They must be managed to ensure their value is protected and enhanced. In Liverpool, RIGS include geological features such as outcrops or cuttings which will usually be robust enough to allow for the potential to integrate development and conservation. All sites in the hierarchy are set out in Schedule 12.1.

12.26 Priority Habitats and Species are 'habitats and species of principal importance' for the conservation of biodiversity in England. They are identified as being the most threatened and in need of conservation action. Priority Habitats sit outside the designated site hierarchy, most are of local importance and others may be of national importance (e.g. Ancient woodlands). Legally protected species are those which have specific protection under legislation (e.g. badgers, bats and water voles). The 'biodiversity duty' includes Priority Habitats and Species.

12.27 For each level of the hierarchy, where there may be potential adverse effects on internationally important nature sites, or significant harm to other sites and Priority Habitats, the policy sets out the relative weight which will be given to the reasons for, and the benefits of development; and the impact of the proposal on the nature conservation value of the site and its broader contribution to the LCR Ecological Network. An Ecological Appraisal, which should be carried out by a suitably competent ecologist, must support planning applications which affect sites of nature importance and / or Priority Habitats and Species. Impacts can be both direct and indirect, including loss or physical damage of sites, disturbance to mammals and birds as a result of recreational pressure from an increased population or commercial development near sensitive areas for example,and impact on water and air quality which can in turn affect habitats and wildlife.

12.28 Away from the City, the Sefton Coast and Ribble & Alt Estuaries SPA and Ramsar site are the most vulnerable European sites to recreational pressure in Merseyside, of which a significant proportion originates from Liverpool. They have therefore, been prioritised for development of an enhanced Visitor Management Strategy (VMS) that will ensure that population growth in the Borough of Sefton will not result in a likely significant effect on these sites. It is being developed by the Sefton Coast Landscape Partnership through policies and actions set out in the Sefton Coast Plan. Natural England has expressed concern that recreational pressure from Liverpool residents should also be managed. The Council will work with the Sefton Coast Landscape Partnership to commence delivery of the Sefton Coast Plan Visitor Management Strategy within 12 months of Liverpool Local Plan adoption, thus ensuring that no adverse effects on the integrity of Sefton Coast SAC or Ribble & Alt Estuaries SPA and Ramsar site arise from housing growth through recreational pressure. The Council will also work with partners including Halton Council to devise a similar Visitor Management Strategy to protect the Mersey Estuary SPA and Ramsar site from increased recreational pressure within the first five years of the plan period, as needed.

12.29 In addition to managing recreational visitor impacts, for development proposals that are likely to result in an increase of more than 1% of the Critical Load in nitrogen inputs into the Sefton Coast Special Area of Conservation (SAC) there should also be a suitable ecological appraisal to accompany the planning application. Such proposals are likely to include those which could increase traffic flows on roads within 200m of the SAC by over 1,000 vehicle movements per day or 200 heavy duty vehicle movements per day (in terms of annual average daily traffic flows). This might include housing developments of 200 or more homes, office developments of 7,000 m2 or more, industrial estates of 15,000 m2 or more, warehousing of 35,000 m2 or more, hotels with 300 or more bedrooms and leisure facilities or exhibition centres of 9,000 m2 or more.

12.30 Development proposals and the decision making process on planning applications should also take into consideration the fact that some habitats, such as ancient woodland and veteran trees, are irreplaceable because of their age and complexity and cannot be recreated once they are lost.

Mitigation and compensation

12.31 Policy GI5 sets out the approach to mitigation, replacement and as a last resort,other compensation. Compensation means compensatory provision, and may include financial compensation, where appropriate. It is crucial to the priority of no net loss and where possible achieving a net gain in biodiversity (as required by Policies STP2 and GI9) that appropriate mitigation or, as a last resort, compensatory provision is made. It is important that the location of appropriate mitigation, replacement or other compensatory provision follows the sequential approach set out in the policy. This seeks to target such measures as close as possible to the development site. In some instances the immediate locality of the site may include nearby sites in neighbouring districts.

12.32 The Core Biodiversity Area comprises designated nature and geological sites and Priority Habitats, linking networks and opportunities for further habitat creation or enhancement. Some brownfield sites can have ecological value and can act as important linkages in the green infrastructure network. The Liverpool City Region Nature Improvement Area (LCR NIA) is an integrated and prioritised framework for targeting opportunities for habitat creation and enhancement in the areas where the greatest gains are likely to be achieved. This may include biodiversity offsetting, mitigation, compensation or changes in land management. Thus the LCR NIA offers solutions which enables sustainable growth and housing needs to be met without compromising Liverpool's or the City Region's natural assets. There are seventeen Nature Improvement Area Focus Areas which together make up the LCR Nature Improvement Area.

12.33 To comply with the Habitats Regulations 2010 (as amended), compensatory provision for internationally important sites must be made prior to the development commencing. For other sites or species, mitigation /compensation can be delivered as part of the development (during the development process). This compensation may be provided by the applicant directly, or through an organisation which is a land manager locally.

Policy GI 6 Liverpool City Region Nature Improvement Areas

Development within the Nature Improvement Area (NIA) should:

a. Enable the functioning of the Nature Improvement Area;
b. Contribute to the opportunities for habitat creation/or habitat management as set out in the NIA Focus Profiles; and
c. Deliver biodiversity enhancement measures where the proposed development may have a potential impact on the NIA

Explanation

12.34 This policy, together with other Plan policies seeks the enhancement of Liverpool's natural assets, by requiring development proposals to contribute to the functioning of the the NIA including through the creation of habitats where appropriate and delivering biodiversity enhancement measures. Enhancements may be secured through planning conditions or planning obligations.

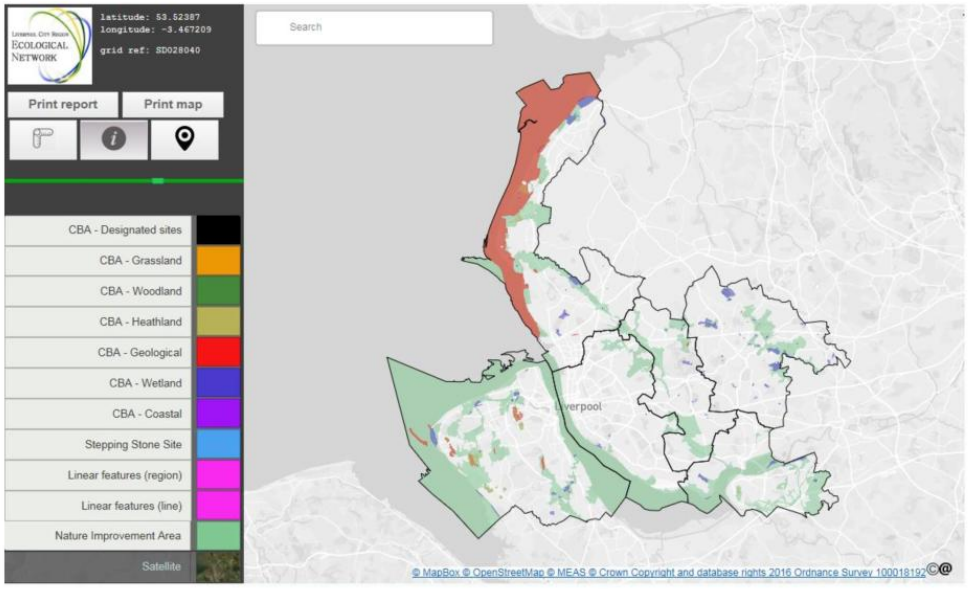
12.35 Nature Improvement Areas (NIAs) have been proposed by Government as the principal mechanism for delivering wildlife restoration and management. They are intended to achieve significant enhancements to ecological networks by improving existing wildlife sites, building ecological connections and restoring ecological processes. Delivering at a landscape-scale, these areas should connect with their local economies and communities.

12.36 There are 17 NIA Focus Areas across the City Region, and when taken together they combine to form the LCR NIA. Three NIA Focus Areas partly fall into the City boundary:

1. River Alt and M57 Corridor
2. Netherley Brook and Ditton Brook Corridor
3. Mersey Estuary

12.37 Each NIA Focus Area has been mapped and is also supported by a detailed NIA Focus Area profile which can be used to inform and guide use of the development management policies as well as the activities of other landowners, managers and other interests. Both the NIA Focus Area maps and profiles are part of the Ecological Network evidence base.[60]

60 http://www.meas.org.uk



Picture 50

Policy GI 7 – New Planting and Design

1. All new development should make provision on site for the planting and successful growth of new trees and landscaping, including any replacement planting provided as compensation for loss due to development. It should be demonstrated that:

    a. New planting is sustainable for the long-term, fit for purpose, and species selection has had regard to international, national, sub-regional and local biodiversity initiatives. Plant selection must provide a high quality landscape and make a positive contribution to the landscape character of the site and surrounding area.
    b. Consideration has been given to locational challenges, including within the City Centre or more heavily urbanised parts of the City. On sites with limited space for planting, alternative planting surfaces and innovative green infrastructure solutions such as green roofs and walls should be considered. Planting should where possible consist of more than just Sedum species.
    c. Opportunities for the creation of new habitats has been taken;
    d. The use of stock size in planting schemes is appropriate to the site. To minimise the risk of importing plant pest and diseases into the country from the continent, stock should be sourced from within the UK from a reputable nursery that can demonstrate: a nursery benchmark; an audit trail; and a recognised and implemented bio-security policy.
    e. Plant selection and design of the planted area has wherever possible contributed to rainwater management of the site by minimising surface run off and maximising surface infiltration.

f. All planting will be implemented in accordance with the latest BS4428: Recommendations for General Landscape Operations and all tree planting conforms with the latest BS8545: Trees: from nursery to independence in the landscape; and

g. Trees form part of a comprehensive landscaping scheme to maximise their amenity value. In order to ensure that landscaping is integral to the development, a full landscaping scheme will be required as part of the planning application. The scheme should include the following:

- A plan showing the landscape structure for the site as a whole and the detailed treatment of individual areas or elements.

- Proposed planting details including the correct botanical name, number and stock size (pot size/cm girth) to be planted of all trees, shrubs and herbaceous plants. Total numbers must be clearly identified on the plan(s).

- Retained trees on the planting plan.

- Hard landscape details including design and construction of walls, fences and railings, paths and hard surfaced areas.

- A maintenance schedule and where appropriate long term management proposals.

2. Proposals should meet the City Council's requirements for the provision of new trees. The Council will seek provision for the planting and successful growth of new trees, normally on the basis of at least one tree per dwelling in residential developments, and one tree per car space in other forms of development. If tree planting cannot be reasonably be located on site, then the City Council may require funding from the developer for off-site planting in the locality.
3. Developers will be required to ensure the establishment of the planting proposals by replacing all dead, dying or diseased stock for a period of five years from the date of completion of development.
4. Selection of vigorous coniferous species, such as Leyland Cypress, are discouraged unless planted as a deliberate screen for example to screen unsightly buildings and suitable provision is made for future maintenance; and planting schemes must not consist of entire blocks of shrub mass unless sufficient justification for this is provided.
5. Tree planting proposals in soft landscaped areas must include the following details in plan and elevation where appropriate:

a. Planting pit;

b. Soil;

c. Root barriers where relevant;

d. Drainage;

e. Tree support/anchorage;

f. Irrigation and aeration;

g. Species and planting size;

h. Tree guards where appropriate;

i. Tree surround and surfacing;

6. Tree planting in hard landscaped areas must utilise a load bearing modular soil containment system, provide appropriate soil volume based on freely available calculators and must be a minimum of 7m3.

Explanation

12.38 Trees, woodlands and landscaping are integral in creating places with a sense of character and local distinctiveness. They are an integral component of green infrastructure forming part of the network of natural habitats, improving the visual appearance of urban areas and providing opportunities for the positive use of green infrastructure for climate change, recreation, education, health, biodiversity and regeneration. Trees can help alleviate flooding and improve water quality when planted in the right locations. Interception by trees in urban areas can be critical in reducing the pressure on the drainage system and lowering the risk of surface water flooding. Trees are also important to human health and are "keystone organisms that play a fundamental role in the terrestrial ecosystem upon which humans depend" (Meffe & Carroll 1997; Fralish 2002); in short humans could not survive without trees.

12.39 This policy sets out the requirements for new planting and landscaping in development proposals. To ensure that new development both integrates with and enhances its surroundings, it is essential that the detailed design of hard and soft landscaping is considered as part of the overall design of the development. A well designed landscape is an integral part of successful developments of all types, whether individual dwellings, large residential schemes, or retail/commercial sites.

12.40 In addition to assisting the City adapt to climate change, for example by reducing run-off, consideration should be given to how the landscaping of a development will be affected by climate change. Species selection should take into account the long-term sustainability of the landscaping scheme, the need to ensure it is fit for purpose and not liable to collapse, the provision of a stable plant community, the heavy leaf fall of trees and the need to avoid certain species which are affected by sugar secreting aphid, within car parks or near seating areas. Consideration must also be given to potential issues such as: future shading; and conflict with underground and overhead services.

12.41 Landscaping schemes should take advantage of opportunities for nature conservation through the creation of new habitats. Native plants and new habitats may be of particular value in wildlife corridors where links between existing habitats can be reinforced. However, the idea that non-native species are unsuitable for encouraging biodiversity and habitat creation is not always the case, and species selection should be based upon those which are aesthetically pleasing and those which maximise taxonomic complexity wherever possible. Planting schemes should not be dominated by a single or a few species, and new planting must be sustainable to manage, by ensuring that the planting is fit for purpose and that it is a stable plant community not liable to collapse.

Policy GI 8 Management of Existing Site Vegetation

1. Where there are trees present on site, or where the development is sited within 3m of the outer extent of the canopy spread of any tree, a tree survey, Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) must be submitted alongside the planning application. The work must be carried out in line with the latest BS5837 Trees in relation to design, demolition and construction - Recommendations. The AIA must include a draft tree protection plan.
2. Any tree works to implement the development which have been agreed within an approved AMS must be in accordance with the latest BS3998: Recommendations for Tree Work and

the Forestry and/or Arboricultural Safety Guides. The tree works should be carried out by a a competent/qualified arborist.

3. In order to protect and integrate existing trees and landscape features within new development, developers must demonstrate that:

   a. The tree constraints highlighted by the survey have informed the site layout design to ensure that development is suitably integrated with trees and that potential conflicts are avoided.
   b. Site layouts of the proposed development show adequate spacing between existing retained trees, taking into account the current and future spatial requirement of the tree both above and underground.
   c. Any tree that is removed as part of an agreed development scheme will be replaced in accordance with the tree compensation standard set out below, which reflects the size of the tree. If replacement tree planting cannot be reasonably be located on site, then the City Council may seek funding from the developer for off-site planting in the locality

Trunk Diameter of tree lost to development (cm at 1.5m)	Number of Replacement Trees
Less than 15cm	0-1
15-19.9	1
20-29.9	2
30-39.9	3
40-49.9	4
50-59.9	5
60-69.9	6
70-79.9	7
80+	8

Table 11

   d. With regard to residential proposals, site layouts show the location of existing trees within the garden area, specifically indicating the proportion of the garden area under the canopy of an existing tree. It will not normally be acceptable for the canopy of an existing tree to cover more than 50% of the garden area.
   e. For residential proposals, trees identified as being veterans will not be situated within single garden areas but are to be situated in communal areas. In the event where this is not possible, full justification must be provided as to why this cannot be achieved and mitigating measures to ensure the successful retention of the veteran must be proposed for consideration.
   f. Consideration has been given to protecting areas of post development planting on development sites from compaction or contamination which will inhibit the success and rapid establishment of future planting. Where space constraints do not allow this to occur then a restoration method must be proposed.

Explanation

12.42 This policy sets out the requirements with regard to retaining/ managing existing vegetation and tress. There will be a presumption in favour of retaining existing trees within development proposals, even where such trees are not subject to a preservation order or within a Conservation Area. Trees provide wider benefits including biodiversity, mitigating against climate change, managing surface water run- off, filtration of pollutants and increasing ecological network. A developer needs to consult an independent arboriculturist at the outset, to produce a full survey identifying any valuable trees on the site. This should be submitted as an integral part of the planning application showing the location of the trees and the proposed development. It is essential that due care is taken to protect trees during construction and to provide adequate management and aftercare during the landscape establishment period after completion of construction.

12.43 Where a proposal would lead to significant tree loss the application may be refused. When significant tree loss can only be avoided by excluding trees from individual curtilages in housing developments, the long term maintenance and management of the trees will need to be covered by a legal agreement, and possibly the depositing of a financial bond. Failure to comply with the Arboricultural Method Statement (AMS), other conditions imposed on the planning consent, or any other action which results in the loss of or damage to trees intended to be retained as part of the development, will result in enforcement proceedings or other appropriate action.

12.44 All new development should integrate important existing trees but where tree loss or damage is unavoidable and essential to allow for development, replacement trees of an appropriate species should be provided, in accordance with the tree compensation standard above. Replacement tree size is based on 12-14cm girth trees. Developers are expected to plant trees, either on their own or public land. In the case that they cannot, by making a payment to the Council and signing a legal agreement the Council will plant the trees on the highway or within green space on behalf of the developer. Developers are charged the cost of buying, establishing and maintaining the tree/s for 15 years. The cost for off-site planting will be provided by the Council. All funding sought will be in compliance with Regs 122 and 123 of the CIL Regulations.

12.45 Where the Council is to provide replacement tree planting, it will be in the nearest appropriate location to the original trees and will either take place on open ground, woodland or in areas of hard standing such as pavements, public squares and other community focal points. Where planting can take place directly into open ground the contribution will be lower than where the planting is in areas of hard standing. This is due to the need to plant trees located in areas of hard standing in a specifically designed engineered tree pit and watering provision.

Policy GI 9 Green Infrastructure Enhancement

1. Development proposals should be designed to incorporate new and/or enhanced green infrastructure of an appropriate type, standard, size and which reflects the needs of the area. This may include:

a. Integrating or enhancing biodiversity features

b. Improving the recreational function of open spaces, particularly where it would assist in minimising recreational pressures on nationally and internationally designated sites both within and beyond the City boundary.

c. Providing or enhancing green infrastructure at key gateways to, and along, key corridors in the City

d. Maintaining access to accessible open space

e. Development of small scale green infrastructure projects which meet identified needs of the area. This could include food growing, small community gardens or public art projects.

f. Contributing to effective water management through the use of permeable surfaces and/or Sustainable Urban Drainage Systems, and where possible and appropriate to do, the opening of culverted watercourses.

g. Improving or creating access to the Public Rights of Way network or other green routes, such as the Liverpool Loop Line or the Leeds Liverpool Canal, to encourage active and sustainable travel and recreation.

2. Development proposals which are located in close proximity to green corridor routes should contribute to the delivery of the City-wide "Green Web".

3.All development proposals, where possible, should contribute to ensuring a net gain in biodiversity in the City including, where relevant, contributing to the recovery of priority species and habitats.

4. Where on-site provision has been demonstrated not to be possible, or the council is satisfied that on-site provision is not beneficial or appropriate, financial contributions through an appropriate legal agreement will be sought towards the creation of new green infrastructure provision, or to enhance and improve existing provision off-site.

Explanation

12.46 This policy requires development proposals, wherever possible, to contribute to enhancing green infrastructure in the City, through the incorporation of green infrastructure measures into the design of the proposal. High quality design which includes green infrastructure can help create or define local character and deliver significant benefits for local communities, ensuring that areas are attractive, welcoming, safe and manageable. This may include simple upgrading, high quality landscaping along key routes and at key gateways into the City, or a more comprehensive approach which may include re-focusing the role of all or part of an open space in order to better meet local needs.

12.47 The policy encourages opportunities for habitat enhancement within development proposals and proposals where possible should contribute to delivering a net gain in biodiversity in the City. Opportunities range, for example, from larger scale habitat creation within larger sites (such as wetland habitat linked to surface water management (SuDS) or flood risk storage areas) to smaller measures (such as 'bat boxes' and bulb planting) which can be integrated with wider green infrastructure provision.

12.48 Other measures that could be designed into development schemes include small community projects such as space for food growing and enhancing green links and recreational routes. The City's green infrastructure resource can be utilised to link spaces and places with each other. A network of green routes can encourage active travel – on foot or by bike, to places of employment, local shops, or schools for example, or simply for enjoyment; having positive health and economic benefits. Improvements that could be made include signage and maintenance of routes to ensure accessibility for all. Green infrastructure corridors can also provide important connections for wildlife, allowing animals and birds to move between areas in the City.

12.49 The Strategic Green and Open Spaces Review Board Report proposes the development of green corridors to link open spaces in the City to create a "Green Web". Development proposals which are located in close proximity to the green corridors (see Green Corridors Figure below Policy GI 1) should contribute to their establishment.

12.50 Where it is clearly demonstrated that it is not possible to provide new or enhanced green infrastructure within the development site the City Council will seek a contribution to off site provision. This links in with the approach for new open space within residential development in Policy H14

Schedule 12.1 Nature Sites and Geological Sites

Sites of International Nature Importance

1. Mersey Estuary Ramsar
2. Mersey Estuary Special Protection Area (SPA)
3. Sefton Coast SAC
4. Ribble & Alt Estuaries SPA and Ramsar site

Sites of National Nature Importance

3. Mersey Estuary Site of Special Scientific Importance (SSSI)

Sites of Local Nature Importance – Local Wildlife Sites and Local Nature Reserves

4. Allerton Cemetery
5. Allerton Green Wedge
6. Banks Road and Garston Gasworks
7. Calderstones Park
8. Childwall Woods and Fields and Black Wood LNR
9. Cressington Heath
10. Croxteth Park, River Alt and adjacent sites through Croxteth
11. Eric Hardy LNR and Clark Gardens
12. Everton Park and Nature garden
13. Fazakerley Signal Works
14. Fazakerley Woods and Fields LNR
15. Former International Garden Festival Site
16. Jericho Lane grassland
17. Knowsley Brook
18. Lee Park Golf Course
19. Leeds-Liverpool Canal and adjacent sites
20. Loop Line and adjacent sites
21. Melrose Cutting
22. Mersey Estuary SPA, SSSI & Coastal Reserve
23. Mill Wood and Alder Wood LNR
24. Netherley Woods and Brook
25. Otterspool Park and Gorge
26. Princess Park
27. River Alt & adjacent sites through Gilmoss including Fazackerley WwTw
28. Sefton Park
29. Speke Hall & adjacent land
30. Stanley Sidings
31. Tramway Road grassland
32. Woolton Wood, manor and Camp Hill

Regionally Important Geological/Geomorphological Sites

1.	Deer Park, Sefton Park	Erratic
2.	St George's Hill, Netherfield Road South, Everton	Disused Quarry

3.	Everton Park (North), Netherfield Road South, Everton	Outcrop
4.	St Anne Street Underpass, St Anne Street	Outcrop
5.	Woolton Quarry, Woolton	Disused Quarry
6.	Everton Gaol, Netherfield Road South, Everton	Outcrop
7.	Whitley Gardens (South), Shaw Street	Outcrop
8.	Olive Mount Railway Cutting, Broadgreen	Railway Cutting
9.	Whitley Gardens (North), Shaw Street	Outcrop
10.	Everton Park (South), Netherfield Road South, Everton	Outcrop
11.	Rice Lane Flyover, Rice Lane, Walton	Outcrop
12.	College Street North, Shaw Street	Road Cutting
13.	Lime Street Railway Cutting	Railway Cutting
14.	St James Cemetery, Liverpool Anglican Cathedral	Disused Quarry
15.	Everton Quarry, Mark Street, Everton	Disused Quarry
16.	Netherfield Road South, Everton	Outcrop
17.	Notre Dame High School, Everton Valley	Outcrop
18.	Childwall Wood	Outcrop
19.	Wapping Railway Cutting, Chatsworth Street, Edge Hill	Railway Cutting
20.	Wavertree Library, Picton Road	Erratic
21.	Fazakerley Brook	Stream Section
22.	Queens Walk, Anglican Cathedral	Outcrop
23.	Riverside Drive, Dingle	Outcrop
24.	Reynolds Park, Woolton Hill Road	Disused Quarry
25.	Speke Shore	Cliffs
26.	Herculaneum Bridge Public House	Sandstone Outcrop
27.	Metropolitan Catholic Cathedral	Excavation

13

Environmental Resources **13**

13 Environmental Resources

Introduction

13.1 National planning policy emphasises the importance of tackling climate change through the planning system; for example by minimising resource use, delivering sustainable development, reducing emissions, minimising vulnerability to climate change effects and avoiding development in areas at risk from flooding. It is important that effective policies are brought forward for the City that ensure sustainable growth and reduce the impacts of climate change. Development in the City should ensure environmental impacts are minimised; the policies below seek to ensure this by requiring development proposals to assess environmental risk such as pollution and flood risk and to incorporate measures to minimise risk.

Environmental Impacts and Protection

Policy R1 Air, Light and Noise Pollution

1. Development proposals which are likely to have a pollution impact should demonstrate that:

    a. Appropriate measures are incorporated to avoid pollution to air, water and soil;
    b. The impact of noise, vibration and lighting will not be significant;
    c. The proposal will not undermine the achievement of Air Quality Management Area (AQMA) objectives; and
    d. It will not lead to a significant decline in air quality

2. Where existing uses adversely affect the environment through noise, vibration, dust, smoke, fumes, smell, vehicle obstruction or other environmental problems the City Council will:

    a. Refuse planning permission for proposals which would result in a consolidation or expansion of uses giving rise to environmental problems.
    b. Impose appropriate conditions on any permission which may be granted and/or obtain legal agreements in relation to such a permission in order to regulate uses.

3. New development proposals close to existing uses which are authorised or licenced under pollution control legislation, and which are a potential nuisance to the proposed development, will not be permitted unless the City Council is satisfied that sufficient measures will be taken by the developer to protect amenity and environmental health.

4. Where appropriate Major developments should incorporate measures to reduce and minimise air pollution.

Explanation

13.2 This policy seeks to ensure that development proposals in the City do not have unacceptable pollution impacts, including air, light, water and noise, and requires proposals to demonstrate this.

13.3 NPPF (Paragraph 124) states that "Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan". The whole of Liverpool is currently an AQMA, and therefore it is important that development proposals do not impact on air quality management objectives in Liverpool. Air quality can affect people's health as well as biodiversity and may therefore impact on our international obligations under the European Habitats Directive. When assessing impact on air quality account should be taken of:

- The “baseline” local air quality; and
- Whether the proposed development could significantly change air quality through construction and operation.

13.4 Light pollution is a particular issue where it can cause glare or other nuisance to the detriment of residential and visual amenity, as well as wildlife. Common causes of complaint about artificial light nuisance include domestic security lights, industrial and commercial security lights, sports lighting, car parks and commercial advertising. In such developments the lighting scheme must be carefully designed to protect amenity.

13.5 Noise/ vibration, dust or odour can impact on quality of life, health and the economy. Planning decisions can affect the experience of noise through the location of development in relation to noise generation such as roads and railways. National guidance sets out what levels of noise are considered acceptable. The policy aims to mitigate and minimise adverse impact on, and where possible improve, health and quality of life.

13.6 With regard to Part 4 of the policy, the provision of mitigation measures should be proportionate, and will depend on the location and type of development and the likely impact on air quality. Example of mitigation measures include trees and green infrastructure and provision or promotion of sustainable transport modes

Policy R2 Hazardous Substances

1. Planning permission and Hazardous Substances Consent will not be granted for either new developments involving hazardous substances or for the use of hazardous substances in existing development, unless:

    a. The City Council is satisfied that there is no unacceptable risk to public health and safety;
    b. They are located where there is no unacceptable risk to residential and other sensitive areas;
    c. The resulting consultation zone for the Health and Safety Executive would not fall across an existing or proposed residential area or place where a large number of people normally congregate; and
    d. The proposal would not constrain an otherwise reasonable development.

2. Proposed development within the defined consultation zones surrounding existing locations or pipelines with Hazardous Substances Consent will not be permitted if it would result in a significant increase in the number of people living in, working in or visiting the area, or would otherwise cause unacceptable risk.

Explanation

13.7 This policy seeks to protect public health and safety from hazardous substances. NPPF requirements stress the importance of Planning in the protection of the environment and the need to prevent harm and to protect the natural environment.

13.8 The Health and Safety Executive (HSE) is a statutory consultee for developments in the vicinity of major hazard sites by virtue of Article 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2010. Planning authorities are required to take the HSE's land use planning advice into account when determining such applications and this advice should not be overridden without the most careful consideration.

Policy R3 Flood Risk and Water Management

Development proposals should protect and enhance water quality, reduce flood risk and include water efficiency measures. Specifically:

1. All proposals for development must follow the sequential approach to determining the suitability of land for development, directing new development to areas at the lowest risk of flooding and where necessary apply the exception test, as outlined in national planning policy.

2. Developers will be required to demonstrate, where necessary, through an appropriate Flood Risk Assessment (FRA) at the planning application stage, that development proposals will not increase flood risk on site or elsewhere, and should seek to reduce the risk of flooding. New development will be required to include or contribute to flood mitigation, compensation and/or protection measures, where necessary, to manage flood risk associated with or caused by the development. Unless appropriate alleviation or mitigation measures are carried out, planning permission will not be granted for development which would:

    a. be at direct unacceptable risk from flooding from all sources, including flooding due to, or exacerbated by, rising groundwater;
    b. be likely to increase the risk of flooding;
    c. cause loss of access to watercourses for future maintenance;
    d. result in an adverse impact on the water environment due to additional surface water run-off; or
    e. have adverse effects upon the integrity of tidal and fluvial defences.

3. Development proposals should comply with the Water Framework Directive by contributing to the North West River Basin Management Plan and Mersey Estuary Management Plan objectives, by not adversely affecting water quality and should, where possible, seek to improve water quality unless it can be demonstrated that this would not be technically feasible.

4. Where reasonably practicable development proposals should incorporate Sustainable Drainage Systems (SUDs) to manage surface water run-off. SUDs should be designed to provide effective drainage;to take account of the likely impacts of climate change and the likely changes in impermeable area; to ensure pollution is controlled; and to enhance water quality and existing habitats and create new habitats where practicable. Proposals for major developments should assess the incorporation of a sustainable drainage scheme into the development at the earliest site-planning stage.

5. Proposals should demonstrate that there is adequate wastewater infrastructure and water supply capacity to serve the development. Where it is likely to create a specific shortfall or exacerbate existing deficiencies, developers will be required to adequately mitigate or compensate for those deficiencies, in line with Policies STP4 and STP5.

Explanation

13.9 This policy is concerned with ensuring protection and enhancement of water quality, reducing flood risk and Sustainable Urban Drainage Systems (SuDS).

13.10 The City Council is required to prepare and implement a planning strategy that will help to deliver sustainable development by appraising, managing and reducing flood risk. As Lead Local Flood Authority, the City Council also has a duty to fulfil its requirements through the 'Flood Risk Regulations 2009' and the 'Flood and Water Management Act 2010' to manage flood risk and water management.To appraise flood risks, national policy requires councils to undertake Strategic Flood Risk Assessments (SFRAs), which provide information at the local (but not site specific) level regarding flooding issues which affect the area. In Liverpool the main source of flooding is rivers and streams; affected properties are generally on low lying land in the rivers' natural floodplain. Parts of Liverpool affected comprise 4% of the total area of the City at Lower Tue Brook, Fazakerley Brook and Childwall Brook. The 2017 Liverpool Strategic Flood Risk Assessment provides updated flooding data at the local level.

13.11 The policy seeks to ensure that development is directed away from areas at highest risk of flooding, especially development that includes key infrastructure and major utilities. It also seeks to make sure that surface water created by new developments is mitigated, thereby reducing surface water run-off impacts of new development on downstream areas in terms of quantity and run-off rates. This will also assist in meeting the requirements of the Water Framework Directive (WFD) and will help to mitigate any adverse effects on water quality.

13.12 Developments will be required to integrate measures for sustainable water management to reduce flood risk, avoid adverse impact on water quality and quantity within Liverpool, including groundwater resources, and provide opportunities to enhance biodiversity, health and recreation.

13.13 SUDs are a material consideration in the determination of planning applications for major developments. Developers need to provide SuDS on major developments where appropriate, having regard to the criteria in the policy and national policy and guidance. Vegetation and permeable surfaces capture, store and infiltrate water into the ground, and reduce both the volume and rate of rainwater run-off and the risk of surface water flooding. The use of Sustainable Urban Drainage Systems (SUDS) can provide alternatives to the use of heavily engineered schemes. Developing SUDS schemes using green infrastructure should be considered wherever possible.

13.14 The Mersey Estuary Management plan (MEMP) provides a framework for co-ordinated action among the local authorities and interest groups of the Mersey Estuary, which has made the area one of the cleanest developed estuaries in Europe. New development should therefore not adversely impact on its water quality.

13.15 It should be noted that development may require a permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the top of the bank of a designated main river.

Policy R4 Coastal Protection

1. All development proposals must ensure that they do not:

    a. increase the risk of tidal flooding or coastal erosion through their impact on coastal processes

b. impair the capacity of the coast to form a natural sea defence or adjust to changes in conditions without risk to life or property; and
c. adversely affect the integrity of designated sites of European and/or International nature conservation importance, taking into account appropriate mitigation, or as a last resort, compensation in accordance with Policy GI 5.

2. Proposals which protect or enhance informal recreation, provide for new coastal flood defences, flood risk management measures, and essential landfall facilities for offshore installations will be supported, subject to other Plan policies.

Explanation

13.16 The Mersey Estuary is Liverpool's most important environmental asset. It is designated as a Special Protection Area, Ramsar site and a Site of Special Scientific Interest due to its importance for passage and wintering wildfowl and waders. NPPF requires local planning authorities to reduce risk from coastal change by avoiding inappropriate development in vulnerable areas or adding to the impacts of physical changes. This policy seeks to ensure that development proposals do not negatively impact on coastal processes and protect the ecological importance of the estuary alongside Policy GI5.

Policy R5 Rivers, Canals, Watercourses, and Culverts

1. Planning permission will not be granted for development which would adversely affect the quality or supply of surface water or groundwater as a result of:

   a. the nature of the surface or waste water discharge;
   b. unsatisfactory arrangements for the disposal of foul sewage, trade effluent or surface water;
   c. the disturbance of contaminated land; or
   d. the spillage or leakage of stored oil or chemicals.

2. Planning permission will not be granted for developments involving local abstraction of surface or ground water which, would:

   a. increase requirements for water, unless an adequate water supply already exists or would be provided in time to serve the development, or
   b. pose an unacceptable risk to the supply of water to its various users.

3. Culverting and diversion will not be permitted except to enable reasonable access over a watercourse

4. Development will not be permitted where it would result in an unacceptable adverse impact on the water environment due to additional surface water run-off or have an adverse impact on ground stability.

Explanation

13.17 This policy is concerned with ensuring the protection of surface and ground water. Development schemes which result in a substantial increase in surface water run-off due to the use of impermeable hard surfaces may, in addition to the risk of flooding, result in increased pollution, silt deposition,

damage to watercourse habitats and river channel instability, as well as reduction in both river base flows and aquifer recharge. The policy therefore sets out circumstances where development will not be permitted.

13.18 In cases of sites likely to impact upon rivers, canals or other watercourses, and culverts developers will be required to carry out detailed technical investigations to evaluate the extent of the risk. They will be required to assess surface water drainage impacts, and identify, implement and cover the costs of any appropriate mitigation works, including their long term monitoring and management. The potential impacts will be determined by the City Council in consultation with the Environment Agency and mitigation measures are to be approved by the City Council in consultation with the Environment Agency. The Canal and River Trust will also be consulted.

13.19 It should be noted that development may require a permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the top of the bank of a designated main rive

Minerals

13.20 Liverpool Council is a Minerals Planning Authority and the Local Plan is required to consider mineral resources and the needs of minerals development. Minerals are a finite resource and can only be won where they are found, in addition essential infrastructure which assists in provision and movement of minerals should be safeguarded. For the purposes of policy R6, the term 'minerals' refers to primary and secondary or recycled aggregate minerals, industrial minerals and energy minerals including coal and other hydrocarbons such as oil and gas'

Policy R6 Minerals

1. Development proposals should ensure that the following minerals infrastructure is safeguarded:

    a. rail heads and rail links, wharfage and associated storage, handling and processing facilities for the bulk transport by rail, sea or inland waterways of minerals including recycled, secondary and marine-dredged materials; and
    b. existing, planned and potential sites for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material.

2. Any proposals for mineral extraction should ensure that there would be no unacceptable harm to residential amenity and to the environment. Planning permission will only be granted for mineral extraction where:

    a. The environmental implications of the extraction and restoration are acceptable;
    b. The extraction is necessary; and no other viable source is available;
    c. The proposal will not be detrimental to local residents and businesses or to the enjoyment of the surrounding area as a result of noise, smell, dust, vermin, vibration or other nuisance or loss of visual amenity;
    d. The proposal contains a satisfactory scheme of working which incorporates provision for site security and the containment and management of materials within the boundaries of the site;
    e. The access arrangements are satisfactory and traffic generated will not have an unacceptable effect on road safety, or on properties adjoining routes used by site traffic, anywhere between the site and the primary and strategic road network;

f. There is a satisfactory scheme of restoration and after use; and
g. The nature conservation interests of a site will not be harmed.

3. Where the proposed method of extraction involves a Hydraulic Fracturing process the following additional requirements must be met:

a. The boreholes must be constructed so as to prevent uncontrolled discharge of artesian groundwater to surface, and to prevent uncontrolled discharge of water or contamination into or between individual aquifers or different geological formations;
b. No development shall be commenced until a scheme providing full details of site landscaping works has been submitted to, and approved in writing, by the Local Planning Authority;
c. Prior to the commencement of the drilling operations a detailed noise monitoring scheme shall be submitted to, and approved in writing by the Mineral Planning Authority. The scheme shall include the locations and times for noise monitoring to be carried out commencing from the start of drilling operations; and
d. Prior to the commencement of the drilling operations a detailed dust management plan shall be submitted to, and approved in writing by the Minerals Planning Authority.

Explanation

13.21 National Planning Policy Framework makes it clear that minerals planning authorities should identify and include policies for extraction of mineral resource of local and national importance in their area. This includes both conventional hydrocarbons and unconventional hydrocarbons such as shale gas and coalbed methane. It also expects minerals planning authorities to ensure that mineral extraction does not have an unacceptable adverse impact on the natural or historic environment, or human health.

13.22 While there are no Minerals Safeguarding Areas (MSAs) there is infrastructure which supports the City's and sub-regions mineral requirements and these assets must be safeguarded in line with the Framework.

13.23 This policy also sets out the requirements with regard to proposals for mineral extraction which may come forward. however, as Liverpool is a densely developed urban area there is little if any scope for minerals extraction within the City. Liverpool has no remaining workable deposits of minerals for commercial extraction. Large scale mineral extraction is not appropriate in Liverpool because of the predominantly built-up nature of the City. The City Council will be guided by Government advice in determining any minerals application. In assessing the environmental acceptability of a proposal, the City Council will be particularly concerned to protect areas designated for their nature value.

13.24 All applications for planning permission to the mineral planning authority must include public consultation on the proposals. The planning authority will assess economic, social and environmental factors like noise, dust, air quality, levels of traffic and other important environmental issues before making its decision.

Renewable and Low Carbon Energy

13.25 NPPF as a core planning principle encourages development of renewable energy, and supports the delivery of renewable and low carbon energy, recognising the contribution of renewable energy generation and makes it clear that such proposals do not need to ‘demonstrate overall need'. National planning policy and local plans therefore, form part of the framework to achieve the Climate

Change Act 2008 commitment to reduce CO2 emissions by 80% by 2050 and more specifically, the EU Renewable energy Directive which requires the UK to ensure that 15% of its energy consumption is provided by renewable sources by 2020.

13.26 The Local Plan provides the opportunity to bring forward appropriate planning policies in recognition of the statutory duty on local planning authorities to include policies designed to tackle climate change and its impacts. While the Local Plan is unable to set a quota to maximise renewable / low carbon energy development or to specify the use of renewable / low carbon energy schemes, it can:

- Identify technologies to be encouraged, feasibility and impacts, and suitability of place, and
- Encourage local community support for them.

Policy R7 Renewable and Low Carbon Energy

1. Proposals for renewable and low carbon energy-generating and distribution networks (including decentralised energy schemes, community led schemes and district heat and power schemes) will be supported where it can be demonstrated that:

    a. it will not result in adverse impacts on the local environment which cannot be satisfactorily addressed, including cumulative landscape and visual impacts, and conservation of heritage assets;
    b. it meets the requirements set out in other Local Plan policies with respect, but not limited to, design, scale, locations and impact upon the historic environment; and
    c. local amenity will be protected.

2. The location of a District Heat Network, including the provision of an appropriately sited Energy Centre, will be supported in the Knowledge Quarter (KQ Liverpool).

3. Future development will be required to connect to a decentralised energy network where one has been or is programmed to be constructed, unless it can be demonstrated that this would not be viable.

4. All major development proposals should seek to integrate low carbon energy and decentralised energy networks into the proposal.

Explanation

13.27 NPPF highlights that Local Plans should identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers. This policy supports proposals for renewable and/or low carbon energy, providing the proposal would not have significant impacts on the environment that cannot be satisfactorily addressed.

13.28 Existing evidence has highlighted the potential for combined heat and power (CHP) networks to be developed in the City given the scale of existing energy demand occurring within a concentrated geographical area and the substantial opportunities arising from new development. The Knowledge Quarter area (KQ Liverpool) in particular has been the focus of further investigation, and this policy supports a District Heat Network in this area. Research set out a Heat Network Action Plan, involving:

- Focusing on heat clusters identified in the area and potential for developing a broader heat network;
- Progressing a 'whole place' heat transmission network for the Knowledge Quarter (KQ Liverpool);

- Considering potential sites for a Energy Centre; and
- Encouraging major developments to implement on-site CHP and/or future proof the development for heat networks, without imposing undue costs.

13.29 The main components of progressing a heat network include: the identification of an area with sufficient energy demand; location of the energy centre and infrastructure provision (pipework); and commitment and requirement to link development within the area to the network.

13.30 The policy also requires future development proposals within a decentralised network to connect into it, and major development proposals in the City should seek to integrate low carbon energy and decentralised energy networks into the scheme, which would contribute to increasing the use and supply of renewable and low carbon energy.

Policy R8 Wind Turbines

1. Sites within the following types of location may have the potential for wind turbine(s) development:

   - River Mersey frontage;
   - Open and exposed areas within and on the periphery of the City's built-up area; and
   - Within the curtilage of established development.

2. Proposals for wind turbine(s) will be supported where it is demonstrated that impacts as a result of the size (height) and scale (number of turbines) on the character of the wider area, are or can be made acceptable, with specific reference to:

   a. siting and design considerations;
   b. impacts on the natural environment, including biodiversity and the disturbance and displacement of birds and bats;
   c. impacts on built and historic assets including the World Heritage Site. The asset and its setting should be conserved and enhanced;
   d. neighbouring land uses and development including adverse impacts on amenity by virtue of noise, visual intrusion and shadow flicker, including cumulative visual impact;
   e. cumulative, indirect and direct, and temporary and permanent impacts on the landscape;
   f. air traffic movement and safety; and
   g. the impact on playing fields and pitches. A Sports Impact Assessment should be undertaken for sites situated within a playing field or other sports related land.

3. Applicants proposing a specific site must be able to demonstrate community engagement, that planning impacts identified by the local community have been addressed and therefore the proposal has local community backing.

Explanation

13.31 In a Written Ministerial Statement (WMS) published on the 18 June 2015 the Government made clear that planning applications for wind energy development should only be granted if:

- The development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and
- Following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

13.32 The WMS effectively makes the specific consideration of wind turbines mandatory within the Local Plan and has been incorporated into PPG [61], which provides detailed guidance to determine planning applications for wind turbine development. At this stage the City Council has not identified, nor been requested to identify development sites for wind turbines within Liverpool.

13.33 The Renewable Energy Capacity evidence obtained to date does not view the City as having more than limited potential for wind turbines. As the City is a wholly built-up area, it is highly constrained to exploit wind energy. Building heights in the City Centre disrupt and create erratic wind patterns that undermine feasibility and areas possessing sensitive heritage and environmental characteristics will also reduce or prevent wind turbine development. Nevertheless, in recent years planning permission has been granted for a number of relatively small scale developments which incorporate wind turbines, to provide electricity to their operational activities [62].

13.34 Based on the examples which have occurred, three general locations are identified in the policy, which may contain a 'patchwork' of sites that have the potential to exploit wind energy:

- Parts of the River Mersey frontage;
- Open and exposed areas, possibly on higher ground, both within and on the periphery of the City's built-up area; and
- Within the curtilage of an established development i.e. Industrial area

13.35 Wind turbine development may have impacts on neighbouring areas, nor have exclusive use of the land it is sited on and such impacts therefore need to be considered and addressed. For identified locations and specific sites as having potential for wind energy development, the policy sets out criteria to assess wind energy proposals including:

- Ensuring community engagement and support
- Siting and design considerations, with reference to the Urban Design policies
- Size of wind turbine – height to hub and overall, and electricity output
- Scale of wind turbine development
- Impact assessment studies to be undertaken, including a Sports Impact Assessment where relevant
- Adverse impacts - including amenity, noise, visual intrusion

Policy R 9 Solar Panels

1. Proposals for large scale solar farms should be focused on previously developed land.

2. Proposals for solar panel development, including, both building mounted and standalone ground mounted installations, will be supported where it is demonstrated that:

    a. heritage assets will be conserved, in a manner appropriate to their significance, including views important to their setting and the elements which contribute to the Outstanding Universal Value of the World Heritage Site;
    b. impact on visual amenity and neighbouring uses is minimised, including cumulative impact;
    c. there will be no adverse impact on aircraft safety;
    d. there will no unacceptable impacts on the landscape including cumulative impact;
    e. the proposal has been subject to community engagement and takes account of the issues raised;

61 (Ref ID: 5-014-20150618)
62 (e.g. United Utilities - Fazakerley and at Liverpool Airport)

f. there will be no unacceptable impacts on biodiversity; and
g. the design incorporates the ability to remove the structure and restore the site. Planning conditions may be used to ensure that installations are removed when no longer in use and to restore the land to its previous use.

Explanation

13.36 NPPF does not specifically cite solar panel technology, but it is included in the wider term of renewable and low carbon sources of energy. More recently, PPG [63] provides detailed guidance when considering proposals for large scale ground-mounted solar photovoltaic farms, requiring that the impacts are assessed, including visual amenity and effects on heritage assets.

13.37 Solar energy generation (photo-voltaic panels) can be installed in three settings: domestic dwellings; ground mounted arrays, and building mounted. The most visible of these, in an urban context has been the installation of roof-top solar panels. The majority of these are allowed by permitted development rights. This policy sets out the key considerations for proposals that require planning permission including ground mounted solar PV. Areas of land of sufficient size (approximately 2.4 ha) to accommodate a solar panel farm are unlikely to be available within the existing urban area, particularly given the fact that Liverpool only has a small proportion of land designated as Greenbelt, and the benefit of solar farms as a renewable energy source, may not outweigh the significant protection afforded to Greenbelt by national planning policy, which proposals would need to comply with.

13.38 Within the built-up area of the City, opportunities may arise in conjunction with an existing use within large, predominantly south-facing surface areas (i.e. factories, supermarkets, carparks, schools, etc) or new development to incorporate solar energy generation arising from matching on-site electricity generation with on-site demand. The City Council wish to encourage proposals of this type.

13.39 In all cases solar energy generation will be supported subject to other policies in the Local Plan and compliance with the criteria in Part 3 of the policy which reflect national planning guidance.

Policy R 10 Non-Fossil Fuel Energy Sources

The adoption of non-fossil fuel technologies to generate locally sourced energy will be supported as part of the transition to a low carbon economy. Proposals must demonstrate that:

a. It is appropriately sited;
b. Any cultural and heritage landscape issues are addressed including conserving heritage assets, in a manner appropriate to their significance, including views important to their setting and the elements which contribute to the Outstanding Universal Value of the World Heritage Site;
c. There will be no unacceptable impact on biodiversity, including European and Nationally designated wildlife sites;
d. Impact on visual amenity is minimised; and
e. The proposal has been subject to community engagement and takes account of the issues raised.

63 (Ref ID: 5-013-20150327)

Explanation

13.40 Non-fossil fuel sources of energy include tidal, geo-thermal, waste-to-energy and anaerobic generation. In the longer term the transition to a low carbon economy envisages the replacement of fossil fuel sources of energy to non-fossil fuel sources. At the local level the identification of non-fossil fuel sources of energy generation (in addition to solar and wind) could include very large schemes such as a tidal barrage to small schemes such as anaerobic, waste-to-energy and geothermal which could provide the energy source for decentralised heat networks. This policy sets out the key considerations for assessing proposals. Large energy generation schemes located within European and Nationally designated areas should comply with policy for the protection of those sites.

14

Sustainable Transport and Accessibility 14

14 Sustainable Transport and Accessibility

Introduction

14.1 Good transport access is an important factor in the operational and locational decisions of industry and business. It is crucial to Liverpool's future economic growth, therefore, that accessibility to and within the City is maximised. Sustainable accessibility also improves the ability of local communities, in particular disadvantaged or vulnerable groups, to access employment and important services including education, healthcare, open spaces, leisure and shopping. Arising from the environmental problems associated with traffic there is a need, in particular, to maximise accessibility by non-car modes of transport, including walking, cycling and public transport which will also help the City address climate change and safety issues. Provision of an environment which enables and encourages active travel will also enable Liverpool residents to increase levels of physical activity through daily lifestyles.

Policy TP1 Improving Accessibility and Managing Demand for Travel

1. Development proposals should make the best use of existing transport infrastructure. Where this cannot be achieved, development should be phased to coincide with new transport infrastructure provision.

2. Developments which singly or in combination have a significant impact on the movement of people or goods, should, through the provision of Travel Plans, positively manage travel demand and contribute to the improvement of accessibility in general, particularly by more sustainable modes of transport including walking, cycling and public transport.

3. Development proposals should not compromise existing transport infrastructure or schemes programmed in "A Transport Plan for Growth", "The Local Cycling and Walking Infrastructure Plan", "The Liverpool City Region Local Journeys Strategy" and actions that are planned. These include:

    a. Improving access to Liverpool John Lennon Airport, including support for measures to maintain and increase the proportion of passengers arriving and departing the airport by public transport.
    b. Improving access to the Ports of Liverpool and Garston, including through rail freight access and encouraging the retention and/or expansion of rail freight from the Port of Garston/Freightliner location and Ford's Speke Freight Terminal.
    c. Increasing the network of, and protecting and enhancing, safe cycling and walking routes, based on programmes in the LTP's Active Travel Strategy and the longer term plan to complete the comprehensive Liverpool City Region Cycle Network.
    d. Alignments of Waterloo Tunnel and Wapping Tunnel between Edge Hill and their junction with the Northern Line.
    e. Improvements in the City Centre (e.g. rail capacity improvements).
    f. Strategic road schemes identified in statutory transport policy documents.
    g. Facilities for park and ride.
    h. Protecting routes where necessary and support improvement of facilities that support the use of public transport
    i. Proposals which will maintain, improve or develop cross river services;
    j. Proposals which will maintain, improve or develop the Isle of Man ferry services;
    k. Proposals which will maintain, improve or develop the Liverpool Cruise Terminal;

l. Initiatives designed to provide car and cycling facilities at rail stations by protecting land where necessary;

m. The safeguarding of space around the Mersey Tunnels for future capacity enhancements, where there is evidence that a new transport use will be brought forward.

4. All developments should address the accessibility of pedestrians and cyclists, as well as public transport users and other users of the transport and movement networks within the City and make a positive contribution to the connection between different transport modes, the reduction and mitigation of climate change and road safety issues.

5. The City Council will support and facilitate proposals involving the construction or upgrading of passenger bus, ferry and rail facilities and those which will improve the efficiency of the movement of freight transport to, through and across the City.

6. The City Council will support the provision of a designated Coach Parking facility in the City Centre.

Explanation

14.2 This policy seeks to ensure that transport infrastructure in the City is provided to allow for future sustainable development. The City Council consider it is more sustainable to make the best use of existing infrastructure. Where this is not possible, it seeks the phasing of development to coincide with new transport infrastructure provision. The policy also seeks to positively manage the relationship between transport and development by requiring the provision of Travel Plans where there would be a significant impact on movement.

14.3 The policy looks to preserve and enhance the existing transport infrastructure, whilst looking to improve provision where it is lacking, particularly sustainable forms including walking and cycling to reduce carbon emissions, improve road safety, encourage active travel and therefore promote better health and well-being.

14.4 The policy also requires development proposals not to compromise existing transport infrastructure or schemes programmed in "A Transport Plan for Growth", "The Local Cycling and Walking Infrastructure Plan" and "The Liverpool City Region Local Journeys Strategy". The Local Cycling and Walking Infrastructure Plan to be written locally is a requirement of the National Cycling and Walking Investment Strategy which seeks to increase cycling and walking. Guidance on the preparation of Local Cycling and Walking Infrastructure Plans has been published to enable local bodies to take a more strategic approach to improving conditions for cycling and walking in order to support increases in travel on foot and by cycling, by:

- understanding existing and future travel patterns, and the barriers and enablers to increasing cycling and walking;
- identifying and mapping a recommended cycling network and core walking zones that will become the primary focus for infrastructure improvements; and
- creating a prioritised pipeline of enhancements to ensure infrastructure effectively supports growth in cycling and walking, and contributes towards meeting broader local goals

14.5 The Liverpool City Region Local Journeys Strategy presents the Liverpool City Region Combined Authority's strategy for local journeys. It will bring forward a delivery model to integrate smarter choices and active travel delivery and will help deliver aspirations for active travel choices, addressing air quality and reducing congestion, bringing together all such travel activity, through a co-ordinated

approach to local journeys across the Liverpool City Region, with the development of services and infrastructure which support sustainable shorter trips, irrespective of mode, and so help in managing urban congestion.

14.6 This policy also supports proposals which upgrade passenger bus, ferry and rail facilities and those which will improve the efficiency of the movement of freight transport to, through and across the City, as included in " A Transport Plan for Growth. Potential exists for the City to establish a position as one Europe's principal transport interchanges. This potential can be realised through, for example, the provision of fast and efficient rail links between Liverpool and the Channel Tunnel including HS2 and HS3, as well as on the Transpennine Corridors across Northern England for passengers and freight.The City Council will support rail proposals which would contribute to the achievement of this aim. Improving access to the Port of Liverpool and Garston are major priorities identified in " A Transport Plan for Growth", which is supported by this Policy.

Policy TP2 Transport Assessments

1. Development proposals should be accompanied by a Transport Statement or Transport Assessment.

2. In order to ensure that free and safe movement is not compromised consideration will be given to the effect on safety, congestion and the environment when dealing with development proposals that involve:

a. new or altered access to the transport network; or
b. improvement work to the transport network; or
c. the creation of new transport infrastructure; or,
d. the generation of additional trips on the transport network.

3. Development proposals will only be permitted where:

a. Accesses, junctions and new road layouts would be safe and operate efficiently;
b. The development would not have a material detrimental impact on the functioning of the transport network;
c. The proposal would not be detrimental to the safety of all users of the transport network, and in particular pedestrians and cyclists;
d. The proposal makes provision for walking, cycling and the use of public transport;
e. The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to Liverpool City Region's Freight Route Network; and
f. Vehicle and cycle parking, turning and servicing appropriate to the scale and nature of the development is provided.

Explanation

14.7 The aim of the policy is to ensure that development does not have a detrimental impact on the safe, sustainable operation of the transport network. It is important that the safety of all users of the transport network, including vulnerable groups such as pedestrians, cyclists and motorcyclists, is protected and enhanced.

14.8 When preparing development proposals it is vital that highways and transportation matters are considered at the same time as other aspects of the design of the development. Therefore development proposals should be accompanied by a Transport Statement or Transport Assessment in accordance with the Council's latest guidance notes for the submission of Transport Assessments.

14.9 This policy also sets out key transport requirements which should be met by development proposals in order to encourage walking, cycling and the use of public transport, to ensure the movement of people and vehicles can be accommodated within the existing transport network, and that accesses, junctions and layouts are safe and operate efficiently. It is important that proposals can safely accommodate the manoeuvring and turning requirements of larger vehicles including refuse, deliveries and emergencies, and do not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to Merseyside's Freight Route Network. Development proposals will not be permitted where they do not meet these requirements.

Policy TP3 Safeguarding Land for Transport functions

1. Development of sites that would compromise land used or safeguarded for transport functions, including schemes set out in Part 3 of Policy TP1, will only be permitted where:

    a. there is no current or future strategic or operational need, or
    b. alternative provision is made; and
    c. consultation has been undertaken with operators, owners and/or other interested parties.

Explanation

14.10 This policy seeks to ensure that development proposals do not compromise land that may be safeguarded for transport functions. These include the schemes listed in Part 3 of policy TP1 such as improving access to the Ports, improving access to Liverpool John Lennon Airport and supporting sustainable modes of transport including walking, cycling and public transport. It is important that the City can deliver transport infrastructure and schemes to support its sustainable growth.

Policy TP4 – Strategic Road Schemes

The construction of new roads will be supported only where it can be clearly demonstrated that it will achieve the following aims:

a. assist regeneration by attracting new investment through the opening up of employment and development opportunities; or
b. secure environmental improvements by removing extraneous traffic from congested areas, particularly residential areas and other sensitive locations.

Explanation

14.11 This policy only supports new road schemes if there are regeneration or environmental benefits. It is now generally recognised that the construction of new roads is not always the most appropriate way to tackle growing traffic problems. Experience has shown that new roads can attract and encourage more traffic. It is for this reason "A Transport Plan for Growth" does not identify any road schemes for Liverpool as it promotes a new mobility culture which recognises sustainable travel as the option of choice to positively contribute to a thriving economy and the health and well being of the public.

14.12 However, there is a need for a balanced approach to transport, which encourages economic regeneration while reducing the use of the private car. The City Council acknowledges that in certain circumstances new roads can secure economic, environmental and other benefits which, on balance, may outweigh the argument against the building of the road. For instance new roads can open up areas of land and development opportunities, resulting in economic regeneration and job creation.

New roads can also remove concentrations of heavy traffic from particularly sensitive locations, resulting in a safer, quieter, cleaner and more pleasant environment for local residents, pedestrians and cyclists.

14.13 Although no new further strategic road schemes in Liverpool are identified in "A Transport Plan for Growth", the above policy will ensure support for future strategic road schemes that may be identified during the Local Plan period providing the requirements can be met.

Policy TP5 Cycling

Proposals for new development should:

a. Demonstrate that they will have a positive impact on the cycling network and its users;
b. Be designed to encourage cycling;
c. Provide appropriate cycle access and sufficient, secure cycle parking facilities in accordance with the City Council's current standards;
d. Demonstrate best practice in design for cyclists and ensure that the layout is fully accessible for cyclists, and encourages and faciltates cycle usage;
e. Undertake a cycle audit process to ensure that local roads are safe, attractive and comfortable for all cyclists; and
f. Provide evidence that it supports the vision and objectives of the City Council's cycling strategy, the Liverpool City Region Transport Strategy for Growth, the Local Cycling and Walking Infrastructure Plan and the Liverpool City Region Local Journeys Strategy.

Explanation

14.14 This policy requires new development proposals to make provision for cyclists. New developments should make provision for cycle parking, and development proposals should demonstrate best practice in design, providing high quality accessible routes into the City Centre, District and Local Centres and other areas and facilities that attract a high number of people including tourist, educational, health and leisure facilities, sports venues, and key employment areas.

14.15 All schemes should include a 'cycle audit' appraisal process to ensure that local roads are safe,attractive and comfortable for all cyclists, including children and novice adults. Cycling infrastructure should be a primary consideration at the planning stage for the proposal. It needs to be considered as an integral part of the overall design of a scheme rather than as an "add-on" or a detailed issue to be left to the end of the design process. This is especially important to ensure that new developments both for housing and employment have a positive impact on the quality of the public realm and local communities.

14.16 Development layouts must be fully accessible for cyclists and be designed to encourage and facilitate cycle usage. The layout should incorporate safe and direct routes through the site following existing and likely desire lines and linking the development to the road network and existing or proposed cycle routes whilst minimising conflict between cyclists, pedestrians and motorised traffic.

14.17 Cycle parking provision including short stay visitor parking should be based on the Council's current standards taking into account the need to cater for visitors, residents and employees and should be provided to suit the nature, scale and location of the development. The majority of developments will be expected to include covered secure cycle parking in prominent visible locations which are convenient for building entrances and the provision of shower/changing and locker facilities.

14.18 Development proposals should be able to show how they have considered the following:

- Identification of the key destinations within a reasonable cycling distance including employment areas, local facilities and rail stations and the cycle routes to/from them for all parts of the

development site. Analysis should be made as to whether the identified routes are adequate for the needs and levels of current and potential cyclists.

- The physical elements of identified routes i.e. available widths, quality of surfaces, provision of measures to avoid conflict, provision and quality of lighting, signage and road safety hazards.
- The directness, attractiveness, comfort and coherence of cycle routes.
- The needs of different types of cyclists e.g. adult commuter cyclists will often use more direct trafficked roads with less give-way points in preference to a more meandering or off-road route used by leisure cyclists and more vulnerable or less experienced cyclists.
- Potential shortfalls along the routes and likely required improvements.
- Points of conflict with motorised traffic and pedestrians, severance issues and likely required improvements; and
- The Local Cycling and Walking Infrastructure Plan and the Liverpool City Region Local Journeys Strategy

Policy TP6 Walking and Pedestrians

All new development proposals should:

a. Demonstrate that it will have a positive impact on the pedestrian network and its users;
b. Be designed to encourage walking;
c. Provide appropriate pedestrian access in accordance with the City Council's current standards;
d. Demonstrate best practice in design for pedestrians and ensure that the layout is fully accessible for pedestrians, and encourages and facilitates walking;
e. Undertake a pedestrian audit process to ensure that local roads are safe, attractive and comfortable for all pedestrians; and
f. Provide evidence that it supports the vision and objectives of the Liverpool City Region Transport Strategy for Growth and Local Cycling and Walking Infrastructure Plan.

Explanation

14.19 This policy seeks to ensure that development layouts are fully accessible and designed to encourage walking by providing direct pedestrian routes following future and existing desire lines. All routes should have natural surveillance and, wherever possible, avoid the need for pedestrians to cross large areas of parking, wide carriageways or areas that are likely to be obstructed. Shared space in urban areas can, If correctly designed, be beneficial for many disabled people, but is particularly problematic for blind and partially sighted people. Accordingly the City Council will wish to ensure that shared spaces are designed inclusively and take into account the access requirements of blind or visually impaired people, and that all relevant guidance and best practice and statutory guidance from Department for Transport, RNIB and Guide Dogs for the Blind is taken into account.

14.20 Pedestrian access to the development proposed should consider the following:

- Identification of the key destinations within walking distance including local facilities and public transport infrastructure (i.e. bus stops and rail stations) and the walking routes to/from them for all parts of the development site. Analysis should be made as to whether the identified routes are adequate for the needs of the development site users.
- The physical elements of identified routes i.e. available widths, quality of surfaces, provision of convenient and safe road crossings, provision and quality of lighting, personal safety and road safety hazards.

- Potential shortfalls along the routes and likely required improvements.
- Points of conflict with vehicular traffic, severance issues and likely required improvements.

Policy TP7 Taxis

Developments which are likely to be used by the public will be required to incorporate provision for taxi and Hackney Carriage facilities where there are no existing facilities in close proximity to the site, or where the scale and nature of development will generate a demand for taxi and Hackney Carriage facilities.

Explanation

14.21 It is important to provide taxi/Hackney Carriage ranks at appropriate locations in the City – particularly in the City Centre and District Centres, or at locations which generate trips – for example large retail stores and tourist attractions. Liverpool City Region Taxi Quality Partnership actively promotes better facilities and arrangements for all stakeholders - especially for those residents who are from the most disadvantaged communities by helping them access employment, education, health care and other key opportunities and services. Taxis are also a vital means of transport for the disabled and help facilitate social inclusion, generally offering a service throughout the day and night .

Policy TP8 Car Parking and Servicing

1. All new developments, including changes of use, which generate a demand for car parking or servicing will be required to make provision to meet such demand on site, appropriate to the scale and nature of the development, in accordance with the City Council's standards.
2. Proposals for residential and non-residential development will be required to meet the Council's parking standards and should incorporate a reasonable percentage of spaces with charging points available at the time the site is first occupied together with provision for additional points over time.
3. Car parking for the disabled, including in the City Centre, should be provided in accordance with the Council's standards.
4. Car Parking should be considered as an integral part of the overall design of the scheme. Development proposals should consider the following key principles in the design to address car parking issues:

    a. Ensure car parking is usable, safe and secure.

    b. Avoid car parking dominating the street-scene.

    c. Use discreet and innovative solutions for car parking.

    d. Ensure parked cars are unobtrusive.

    e. Set car parking behind the front of the dwellings where possible.

    f. not impede cycling infrastructure

5. For Residential developments:

    a. designated parking locations must be convenient for residents;
    b. communal parking areas must be safe and attractive, use appropriate materials, lighting and landscaping features and include sufficient levels of overlooking, be small enough to retain a courtyard feel, and incorporate convenient pedestrian linkages to properties;

c. streets should be wide enough to accommodate the likely levels and positions of on-street parking; and

d. Dwellings with on-plot parking, should provide an external charging point, sufficient to enable over-night charging. For developments with communal parking areas, such as apartments, a proportion of the un-allocated parking spaces should have the capacity to easily retrofit a recharge point for communal use.

6. All development proposals should ensure that emergency and refuse vehicles are not impeded by car parking.
7. Within commercial. industrial and non-residential developments adequate provision should be made for parking, servicing and loading without having a impact on the operational effectiveness of development and safe movement of people, vehicles and goods. Proposals should also provide a minimum of 5% of all parking spaces in the development with an electric charging point. Other spaces should also have the capacity to easily retrofit a recharge point for communal use.

Explanation

14.22 This policy sets out the requirements in respect of car parking provision in new developments. Car parking provision in new development should be based on the Council's current standards taking into account the need to cater for visitors and should be provided to suit the nature, scale and location of the development. The Council will seek to ensure car parking provision is at an appropriate level taking into account the potential impact on the surrounding area, in both amenity and safety terms, and the availability of alternative modes of travel. The policy also requires electric charging points to be provided in residential and non-residential development. The City Council along with other Merseyside Councils will refer to the guidance in the Ensuring a Choice of Travel Supplementary Planning Document adopted in 2008.

14.23 As electric vehicles are expected to become more popular as technology advances and vehicles become less expensive, it is necessary for future development to be able to accommodate electric vehicles recharging facilities in order to deliver a sustainable City with improving air-quality. Developments should therefore be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

14.24 For many disabled people and others with limited mobility, the private car is their only means of travel. It is very important therefore that adequate provision is made in terms of the number, type position of parking spaces. Access should be provided to all new developments through the incorporation of an adequate number of conveniently located parking spaces specifically designated and designed for the use of disabled car drivers and passengers.

14.25 Car parking needs to be considered as an integral part of the overall design of a scheme rather than as an "add-on" or a detailed issue to be left to the end of the design process. Designated parking locations must be convenient for residents and/or employees, within easy reach and, ideally, visible from their homes/workplace. This should ensure that it is not considered more convenient to park on-street rather than use a dedicated space.

14.26 Within residential layouts, on-street parking is generally appropriate for visitors and for deliveries provided that suitable spaces can be identified that do not impede access to driveways/parking areas or otherwise prejudice highway safety. Streets need to be wide enough to accommodate the likely levels and positions of on-street parking and the design should be self-enforcing so that bad neighbour problems such as parking on pavements are not created. Although parking bays should be avoided, as they become 'owned' by residents, in some locations it may be appropriate to provide on-street parking in sheltered communal bays, with pavement build-outs and tree planting visually separating the parking area from the main carriageway.

14.27 Care is needed to ensure that emergency vehicles and refuse vehicles are not impeded by overflow parking and there are particular instances where on-street parking is not acceptable, e.g. close to bends or junctions, or where limited plot frontages could lead to blocking of driveways. Similarly, on-street parking should not be allowed so close to residential windows or main doors so as to be oppressive, block access or light or intimidate the occupier.

14.28 Notwithstanding other access considerations there is the need to safely accommodate the manoeuvring and turning requirements of larger vehicles, including for refuse collection, deliveries and in emergencies. It is, therefore, important at the start of the design process to determine those vehicles which need regular access and those which need occasional access. Occasional access is considered to be anything accessing on a less than weekly basis, e.g. monthly etc.

14.29 Industrial and commercial developments need to cater for their specific Use Class although consideration should be given to potential changes in the future with a view to providing developments that are future-proofed. Consideration needs to be given to the day-to-day use of the specific premises and it should be ensured that adequate provision is made for parking, servicing and loading without impacting on either the operational effectiveness of the development or the safe movement of people, vehicles and goods.

Policy TP9 Public Transport

1. Public transport should be considered in the design of all development and it should be clear how the issue of ensuring public transport usage as a realistic alternative to private car trips has been addressed where it is material to do so.

2. Where a development proposal includes an internal highway circulation system for vehicles the design should ensure that it can accommodate bus access.

3. Where a development proposal would require the introduction of new public transport infrastructure, including the creation of a new bus service, or the extension of an existing service, then the development should provide suitable financial support for the construction or implementation of appropriate facilities including bringing all properties within 400m of the bus network;

4. All 'Major'developments should create good access to the local bus network. This should include the provision of adequate bus infrastructure. Where this is not upon a new highway layout created by the development, then the development should introduce new infrastructure, or enhance existing infrastructure, at appropriate locations on the current public transport network, if this is required to create good access arrangements.

5. Access to rail services should be facilitated for occupiers of all 'Major' development sites. Design and Access Statements should address how the proposed development relates to and improves access to rail services and networks in terms of:

- Walking distance and walking routes to stations
- Cycling distance and cycling routes to stations
- Convenience of bus access to stations
- Principal destinations served from the rail stations (covering those destinations with frequent trains and then other appropriate destinations where a change of train may be required)
- Details of the service frequencies, hours of operation and principal destinations compared with the opening hours and demands of the development during the day, and
- Whether the station offers attractive waiting facilities, adequate shelter, perceived social safety and facilities for ease of access for all.

Explanation

14.30 This policy seeks to ensure that public transport is considered in the design of all development and where development would require new public transport infrastructure. It may be appropriate for the internal layouts to be designed to accommodate bus access. Early discussions should take place in the design process to identify the precise requirements. Bus access to the development should be analysed with consideration to the following:

- Identification of the key destinations within the bus travel time isochrones including rail stations and analysis of the bus services to these destinations in terms of frequencies and hours of operation including details of whether they are served by direct services or available with a change of bus with a reasonable waiting time;
- Comparison of the frequencies and hours of operation of available services with the opening hours and demands of the development at different times of the day. Discussions should take place with Merseytravel to ensure that the latest timetables are accurate and whether any service changes/withdrawals are due;
- Locations of accessible bus-stops relative to the site should be identified, particularly those within 400m;
- Assessment of the quality of the waiting facilities and service information available at the bus-stops serving the site with reference to attractiveness to passengers, whether they offer adequate shelter, perceived social safety and facilities for ease of access for all; and
- Details of any existing/proposed bus priority measures in the vicinity.

14.31 Rail access to the development should be analysed with consideration to the following:

- Whether the nearest rail station is within walking distance .
- Whether the nearest rail station is within cycling distance
- Whether there is a convenient bus link to the station
- Which principal destinations are served from the rail station starting with those destinations with frequent trains and then other appropriate destinations where a change of train may be required.
- Details of the service frequencies and hours of operation to the principal destinations and comparison with the opening hours and demands of the development at different times of the day.
- Whether the station offers attractive waiting facilities, adequate shelter, perceived social safety and facilities for ease of access for all.

16 Appendix 1 - Housing Site Development Parameters

Site Ref. / Site Address	Area (Ha)	Number of Homes	Site Context Development Parameters
H1. LAND BOUNDED BY EAST LANCS ROAD/ STONEBRIDGE LANE/ STONEDALE CRESCENT	1.48	52	• This a key corner site on a major arterial route – which requires a design approach that addresses the sites impact on landscape/townscape. • Suitably designed landscaping buffers should be provided to address the impact of heavy traffic on the A580 in terms of noise and pollution. • The open space /amenity areas to N & E parts of the site were features of it when it was previously developed – should be considered for retention and improvement as part of the above to ensure the improvement of Green Infrastructure and mitigation of noise/air pollution. • Pedestrian and cycling access to Stonedale Shopping park should be provided for in the design of any proposal • The site contains a HER monument that has been identified as a farmhouse. Development proposals will be required to preserve the remains in situ through sympathetic design or, where it is clearly justified that this cannot be achieved, the HER monument should be excavated and recorded before or during development. • The site is within a Groundwater Source Protection Zone and has been identified as being at risk from surface water and groundwater flooding. Proposals should ensure that development will not increase flood risk on site or elsewhere, will not have an adverse impact on water quality or quantity, and should seek to reduce the risk of flooding, e.g. through the incorporation of SuDS. • Development proposals will be required to remediate any contaminated land present on site. • Development proposals should ensure that there are no adverse effects on the River Alt, the Gilmoss Local Wildlife Site, and the nearby Local Geological Site which cannot be avoided or mitigated to ensure the integrity of the sites' is protected.
H2. LAND AT AINTREE UNIVERSITY	5.94	180	• While focussed on the delivery of new homes this site, given its proximity to an operational NHS hospital provides an important opportunity

HOSPITAL, LONGMOOR LANE, L10.			to deliver a residential development alongside a range of health and well-being services, including GP surgeries and social and elderly care housing provision. • The site can therefore assist in delivering a residential community in accordance with Local Plan Policy H6 Older Persons Housing, the requirement for which will increase throughout the plan period. • Suitably designed landscaping buffers reinforcing the existing landscaping and tree cover along northern boundary is required to mitigate any noise and air pollution arising from the immediate proximity of Longmoor Lane (A506) and the Ormskirk-Liverpool Merseyrail Line. • Proposals for development on the site should seek to re-provide the several existing open spaces / amenity areas and mature trees distributed throughout the site. These measures will also serve to mitigate any impacts form the proximity to the Ormskirk-Liverpool Merseyrail Line and Longmoor Lane could also be mitigated by suitable design and GI provision. • Proposals should also indicate measures to facilitate pedestrian and cycling movement within the site and to provide convenient access to Walton Vale centre which is approximately 1400-1500 m away and to the Merseyrail station on Longmoor Lane and local bus services. • The site contains several HER monuments - three Edwardian buildings that together make up the Pavillion Ward Block and the Aintree University Hospital Nurses' Home. Development proposals will be required to preserve the remains in situ through sympathetic design or, where it is clearly justified that this cannot be achieved, the HER monuments should be excavated and recorded before or during development. • The site has been identified as being at risk from surface water and groundwater flooding. Proposals should ensure that development will not increase flood risk on site or elsewhere, will not have an adverse impact on water quality or quantity, and should seek to reduce the risk of flooding, e.g. through the incorporation of SuDS. • Development proposals will be required to remediate any contaminated land present on site. • Development proposals should ensure that there are no adverse effects on the Fazakerley Woods and Fields Local Wildlife Site that cannot be

			avoided or mitigated to ensure the integrity of the site is protected.
H3. 201-299 PRESCOT RD AND 16-24 PRESCOT DR	1.19	45	• The site is subject to some very minor 1:30 and 1:200 SW flooding risk. • Development proposals should incorporate suitable sound insulation solutions to the A57 Prescot Road frontage. • Landscaping and amenity space to the northern boundary should retain and if possible reinforce the existing landscaping and tree cover along northern boundary facing Newsham Park. • The northern part of the site faces the Registered Park and Garden of Newsham Park and is in the Conservation Area for Newsham Park. The dwellings on Prescot Drive should have their principal elevations facing the Park and have a similar relationship to Prescot Drive as the other properties on that road. Particular care should be taken to ensure that the northern block does not detract from views across the Historic Park and Garden. • Development proposals will be required to safeguard or enhance the elements which contribute to the significance of the Conservation Area and Registered Park and Garden. • Proposals should retain or incorporate high quality, accessible and well connected green spaces in the design of the development. • Development proposals should ensure that there are no adverse effects on the Stanley Sidings Local Wildlife Site that cannot be avoided or mitigated to ensure the integrity of the site is protected.
H4. LAND BETWEEN GREAT MERSEY ST & LANCASTER ST	0.32	30	• Development proposals should incorporate suitable sound insulation solutions to the A59 its and junction with Gt Homer Street & Smith Street. • The design of the site should seek to mitigate noise and air pollution from the A59 including retention of mature trees on site as far as possible. • The site has been identified as being at risk from surface water flooding. Proposals should ensure that development will not increase flood risk on site or elsewhere, will not have an adverse impact on water quality or quantity, and should seek to reduce the risk of flooding, e.g. through the incorporation of SuDS.

			• Development proposals will be required to re mediate any contaminated land present on site. • The site falls within the setting of two Grade II Listed Buildings (also designated as HER Monuments) including the setting of the terrace of Grade II Listed Buildings to the north-west of the site. Development proposals will be required to safeguard or enhance the elements which contribute to the significance of the Listed Buildings and HER Monuments.
H5. LAND AT KIRKDALE RD / WHITTLE ST	0.51	22	• The design of the site should seek to mitigate noise and air pollution from the A59 including through retention of mature trees on site as far as possible and proposals should retain or incorporate high quality, accessible and well connected green space in the design of the development. • The site has been identified as being at risk from surface water flooding with a small area at the western edge of the site adjoining Whittle Close / Smith Street subject to 1:30 and 1:200 SW flooding risk. Proposals should ensure that development will not increase flood risk on site or elsewhere, will not have an adverse impact on water quality or quantity, and should seek to reduce the risk of flooding, e.g. through the incorporation of SuDS. • Development proposals will be required to re mediate any contaminated land present on site. • A HER Monument, which is identified as a potential site of a medieval castle, is located across the road. Development proposals will be required to be sympathetically designed to ensure that there are no adverse effects on the setting of the heritage asset.
H6. STERLING WAY / BLACKFIELD ST / VESUVIUS PL	0.31	16	• A very small area at the north western edge of the site adjoining Stanley Road is subject to 1:30 and 1:200 SW flooding risk. • There are some mature trees on the site which should be retained or replaced with trees of equal amenity value. • Proposals should retain or incorporate high quality, accessible and well connected green spaces in the design of the development. • Pedestrian and cycling access facilities should be provided for in the design of any proposal. • The site falls within the setting of two Grade II Listed Buildings (also designated as HER Monuments). Development proposals will be required to safeguard or enhance the elements which contribute to the significance of the Listed Buildings and HER Monuments.

H7. SMITH PLACE (BOUNDED BY LATHAM ST / VESUVIUS ST / STERLING WAY / SMITH ST)	0.24	12	• The site has some 1:30 and 1:200 SW flooding risk. Proposals should ensure that development will not increase flood risk on site or elsewhere, will not have an adverse impact on water quality or quantity, and should seek to reduce the risk of flooding, e.g. through the incorporation of SuDS. • Future development should address any impacts in relation to noise/air pollution from the A59.
H8. SITE BOUNDED BY EAST LANCASHIRE RD /LOWER HOUSE LN / STOCKMOOR RD	0.46	25	• The site is within a Groundwater Source Protection Zone and has been identified as being at risk from surface water and groundwater flooding. Proposals should ensure that development will not increase flood risk on site or elsewhere, will not have an adverse impact on water quality or quantity, and should seek to reduce the risk of flooding, e.g. through the incorporation of SuDS. • There are no trees or landscape buffering on the site. Future development should seek to provide planting if possible to address any impacts in relation to noise/air pollution from the A580 and Lower House Lane.
H9. FORMER FRUIT AND VEGETABLE MARKET PRESCOT ROAD	3.32	150	• The site has been identified as being at risk from surface water flooding (1:30 and 1:200 year). Proposals should ensure that development will not increase flood risk on site or elsewhere, will not have an adverse impact on water quality or quantity, and should seek to reduce the risk of flooding, e.g. through the incorporation of SuDS. • Development proposals will be required to remediate any contaminated land present on site. • The site is adjacent to the Newsham Park Conservation Area and the Newsham Park Registered Park & Garden. Development proposals will be required to safeguard or enhance the elements which contribute to the significance of the Conservation Area and Registered Park and Garden. The Stanley Station HER Monument is located across the road adjacent to the north of the site. Development proposals will be required to be sympathetically designed to ensure that there are no adverse effects on the setting of the heritage asset. • Suitable built form design /landscaping buffers are required to mitigate noise and air pollution as the site is adjacent to the A57 Prescot Road.
H10. LAND AT MOSS GROVE	0.58	45	• In addition to the three Conservation Areas and Toxteth Cemetery Registered Park and Garden

			already identified in the text, the site is also adjacent to several HER monuments including the St Bede's Church, a Victorian stable and a house that dates back to the Georgian or Victorian period. Development proposals will be required to be sympathetically designed to ensure that there are no adverse effects on the setting of the heritage assets, safeguarding the elements which contribute to the significance of these assets. • Development proposals will be required to re mediate any contaminated land present on site. • There are several mature trees present on the site. Future development should seek to retain these where possible.
H11. LAND AT FORMER SPEKELAND ROAD SIDINGS	4.15	330	• The Site owner has identified the dwelling capacity for the site. • To the north of the site is operational railway line and access improvements are likely to be required at Tunnel Road and Picton Road, while Spekeland Road is currently substandard in width. • The site contains a HER monument which is identified as a railway stable building. Development proposals will be required to preserve the remains in situ through sympathetic design or, where it is clearly justified that this cannot be achieved, the HER monument should be excavated and recorded before or during development. • The site has been identified as being at risk from surface water flooding. Proposals should ensure that development will not increase flood risk on site or elsewhere, will not have an adverse impact on water quality or quantity, and should seek to reduce the risk of flooding, e.g. through the incorporation of SuDS. • The site may be contaminated from previous employment and transport uses. Development proposals will be required to remediate any contaminated land present on site. • Development proposals should ensure that there are no adverse effects on the nearby Local Geological Site (approx. 120m west of the site) that cannot be avoided or mitigated to ensure the integrity of the site is protected. • Suitable built form design /landscaping buffers are required to mitigate noise and air pollution as the site is adjacent to the A5089 Tunnel Road.

H12. LAND AT DEVONPORT ST / UPPER PARK ST / PARK RD / NORTHUMBERLAND ST	0.46	50	• The site has been identified as being at risk from groundwater flooding. Proposals should ensure that development will not increase flood risk on site or elsewhere, will not have an adverse impact on water quality or quantity, and should seek to reduce the risk of flooding, e.g. through the incorporation of SuDS. • Development proposals will be required to remediate any contaminated land present on site. • Suitable built form design /landscaping buffers are required to mitigate noise and air pollution as the site is adjacent to the A561 Park Road/Park Place.
H13. LODGE LANE / GRIERSON ST / LODGE LANE BATHS	0.23	40	• The NW corner of the site has a very minor 1:30 and 1:200 SW flooding risk. • Development proposals will be required to remediate any contaminated land present on site. • A HER Monument, which is identified as an old tramway stable, is located 70m northwest of the site. Development proposals will be required to be sympathetically designed to ensure that there are no adverse effects on the setting of the heritage asset. • Suitable built form design /landscaping buffers are required to mitigate noise and air pollution as the site is adjacent to the A5089 Lodge Lane.
H14. BUILDINGS & LAND AT STANHOPE ST / MILL ST / GORE ST / UPPER HARRINGTON ST	0.42	55	• The site lies opposite the boundary of the Rodney Street Conservation Area, the churchyard of the Grade II* Listed Church of St James and the sites of Upper Mill House and New House (HER Monuments) are in close proximity to the site. Development proposals will be required to be sympathetically designed to ensure that there are no adverse effects on the setting of the heritage assets. • The site has been identified as being at risk from groundwater and surface water flooding. Proposals should ensure that development will not increase flood risk on site or elsewhere, will not have an adverse impact on water quality or quantity, and should seek to reduce the risk of flooding, e.g. through the incorporation of SuDS. • Development proposals will be required to remediate any contaminated land present on site. • Suitable built form design /landscaping buffers are required to mitigate noise and air pollution as the site is adjacent to a railway line and the A561 St James Place. There are some mature

			trees present on or immediately adjoining the site. Future development should retain these.
H15. LAND ADJACENT TO NO 142 PARK RD L8	0.22	48	• The design of the built form and layout of the site should seek to mitigate the impact of noise and air pollution arising from the sites frontage with the A561 Park Road. • There are some mature trees present on the site. Future development should retain or replace these to mitigate the impact of traffic using the A561. • The site has been identified as being at risk from groundwater flooding. Proposals should ensure that development will not increase flood risk on site or elsewhere, will not have an adverse impact on water quality or quantity, and should seek to reduce the risk of flooding, e.g. through the incorporation of SuDS. • Development proposals will be required to remediate any contaminated land present on site.
H16. LAND AT INDUSTRIAL UNITS, HEAD ST L8.	0.63	39	• Immediately to the south of the site is the Grade II* Listed Chapel of St Patrick and development of this area could also affect the setting of the Grade II* Listed Church of St James and the Rodney Street Conservation Area both of which lie 75 metres to the north, and there are a number of non-designated archaeological assets (Upper Mill House and New House). Development proposals will be required to be sympathetically designed to ensure that there are no adverse effects on the setting of the heritage assets. • The design proposals should also mitigate the impact of A561 Park Road in terms of noise and air pollution. • The site has been identified as being at risk from groundwater and surface water flooding. Proposals should ensure that development will not increase flood risk on site or elsewhere, will not have an adverse impact on water quality or quantity, and should seek to reduce the risk of flooding, e.g. through the incorporation of SuDS. • Development proposals will be required to remediate any contaminated land present on site.
H17. LAND BOUNDED BY HARLOW ST / HAYLOCK CLOSE / MILL ST	0.44	11	• The site has some 1:30 and 1:200 year surface water flooding risk on small parts of site. • The south eastern corner of the site faces a Listed Building the Florence Institute (Florrie). Development proposals will be required to

			safeguard the elements which contribute to the significance of this building. • The site is within the Grafton Street Holder Station Hazardous Installation Consultation Zone. Provided fewer than three dwelling units are within the Consultation Zone, HSE's advice is 'Do Not Advise Against', consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case (HSE-171025134139-246).
H18. FORMER 15-37 BESSEMER ST / 102-104 BERESFORD RD / 378-400 MILL ST	0.36	10	• There is some minimal 1:200 year surface water flooding risk on land which adjoins south western boundary of the site. • The north eastern corner of the site faces the Florence Institute (Florrie) Listed Building. Development proposals will be required to safeguard the elements which contribute to the significance of this building.
H19. LAND NORTH OF DOCK ROAD, GARSTON.	19.19	775	• The south-western edge of the site is located adjacent to Mersey Estuary Ramsar, SSSI and SPA. Additionally, the Mersey Estuary SPA, SSSI & Coastal Reserve Local Wildlife Site is adjacent to the southwest of site and Cressington Heath Local Wildlife Site is adjacent to the north of site. Development proposals will be required to demonstrate that there will be no adverse effects that cannot be avoided or mitigated to ensure the integrity of the sites', particularly the Mersey Estuary international site, is protected. • The site has been identified as being at risk from groundwater and surface water flooding, and the south western fringe of the site is within Flood Zone 3. Proposals should ensure that development will not increase flood risk on site or elsewhere, will not have an adverse impact on water quality or quantity, and should seek to reduce the risk of flooding, e.g. through the incorporation of SuDS. • Development proposals will be required to remediate any contaminated land present on site. • The site is adjacent to Grassendale Park and Cressington Park Conservation Area. Development proposals will be required to safeguard or enhance the elements which contribute to the significance of the Conservation Area. The site also contains three HER Monuments (Flint Flake, North Dock, and the site of a signal box). Development proposals will be required to preserve the remains in situ through sympathetic design or, where it is

			clearly justified that this cannot be achieved, the HER monument should be excavated and recorded before or during development. • The site is within the Garston Docks Hazardous Installation Consultation Zone. The developer has indicated that they would either relocate the COMAH (Control of Major Accidental Hazards) consented site or surrender the consent in its entirety to facilitate future residential development of the land to the north of Dock Road by ensuring HSE's advice for future planning applications would be 'Do Not Advise Against'. Therefore, this issue will be outstanding until this is formally resolved.
H20. LAND AT BANKS ROAD GARSTON	7.63	305	• The site is within the Garston Holder Station Hazardous Installations Consultation Zone. However, the Garston Gasholders were formally 'de-notified' to COMAH in September 2011. HSE's advice to 'Advise Against' is based on the site being within the Consultation Distance of the Garston Gasholders and the major hazard pipeline. The HSE has advised that, by locating dwellings outside of the Consultation Zone for the pipeline, this issue may be resolved and their advice to 'Advise Against' reconsidered. • The site has been identified as being at risk from surface water flooding. Proposals should ensure that development will not increase flood risk on site or elsewhere, will not have an adverse impact on water quality or quantity, and should seek to reduce the risk of flooding, e.g. through the incorporation of SuDS. • Development proposals will be required to remediate any contaminated land present on site. • The Grade II Listed Church of St Michael is adjacent to the west of the site. Development proposals will be required to safeguard or enhance the elements which contribute to the significance of the Listed Building. • Two non-designated archaeological heritage assets are also located adjacent to the site: the site of St Wilfred's Chapel and the site of St Michael's Church. Development proposals will be required to be sympathetically designed to ensure that there are no adverse effects on the setting of the heritage assets. • Development proposals should ensure that there are no adverse effects on the Banks Road and Garston Gasworks Local Wildlife Site (adjacent to the site), the Mersey Estuary Ramsar, SSSI and SPA site, and the Mersey Estuary SPA, SSSI & Coastal Reserve Local Wildlife Site that

			cannot be avoided or mitigated to ensure the integrity of the sites' is protected. • Suitable built form design /landscaping buffers are required to mitigate noise and air pollution as the site is adjacent to a railway line, the A561 and Bank's Road.
H21. MARGARET BEAVAN SCHOOL, HAYMAN'S GREEN	1.13	37	• There are also numerous mature trees throughout the site which form part of the setting of the Listed Buildings. • Small areas within the site have a 1:200 year surface water flooding risk and while there is no fluvial risk and the site is within a Groundwater Source Protection Zone. Proposals should ensure that development will not have an adverse impact on water quality or quantity. • Development proposals will be required to re-mediate any contaminated land present on site. • The site is located within the West Derby Village Conservation Area and contains the Grade II listed Margaret Beavan Special School and its associated Grade II listed boundary wall, gate piers and letter box. Development proposals will be required to safeguard or enhance the elements which contribute to the significance of the Conservation Area and the Listed Building. • The site also contains a HER Monument, the site of a house at Almonds Green. Development proposals will be required to preserve the remains in situ through sympathetic design or, where it is clearly justified that this cannot be achieved, the HER monument should be excavated and recorded before or during development. • Development proposals should ensure that there are no adverse effects on the Loop-Line Local Wildlife Site that cannot be avoided or mitigated to ensure the integrity of the site is protected.
H22. LAND BETWEEN DENFORS RD / ACKERS HALL AV / DUNCHURCH RD	0.97	29	• The site is within a Groundwater Source Protection Zone and has been identified as being at risk from groundwater flooding. Proposals should ensure that development will not increase flood risk on site or elsewhere, will not have an adverse impact on water quality or quantity, and should seek to reduce the risk of flooding, e.g. through the incorporation of SuDS.
H23. LAND BETWEEN ACKERS HALL AV / MURCOTE RD / ALLESLEY RD	0.47	14	• The site is within a Groundwater Source Protection Zone and has been identified as being at risk from groundwater flooding. Proposals should ensure that development will not increase flood risk on site or elsewhere, will

			not have an adverse impact on water quality or quantity, and should seek to reduce the risk of flooding, e.g. through the incorporation of SuDS. • Proposals should retain or incorporate high quality, accessible and well connected green spaces in the design of the development.
Total area/proposed new homes	53.77	2320	

Table 12

17 Appendix 2 - Glossary

Affordable Housing - is defined by the NPPF (Annex 2) as 'social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market'.

Authority Monitoring Report (AMR)- Previously called the Annual Monitoring Report, it contains monitoring information relating to Liverpool's Local Plan. Planning Practice Guidance (PPG) explains that local planning authorities must publish information at least annually that shows progress with Local Plan preparation, reports any activity relating to the duty to cooperate and shows how the implementation of policies in the Local Plan is progressing

Brownfield Land / Previously-Developed Land - Land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. It excludes agriculture or forestry land.

Core Strategy (CS) - This was the primary development plan document which formed part of the Local Development Framework. Local Authorities are now required to prepare a Local Plan

Evidence Base - The information and data, including the physical, economic, and social characteristics of the City gathered to inform the production of the Local Plan. To be "sound" the Local Plan should be founded on a robust and credible evidence base.

Greenfield land - Land that has not been occupied by a permanent structure or any associated surface infrastructure, or does not fit into the definition of brownfield land.

Green Infrastructure (GI) - the network of green and blue spaces that lies within the City and provides multiple social, economic and environmental functions. It includes parks, allotments, cemeteries, Green Wedges, the canal, water courses, wildlife sites and private gardens.

Heritage Asset - A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)

Infrastructure - facilities and services necessary to serve development such as roads, electricity, water, sewerage, community facilities such as schools and health centres and open space**.**

Knowledge-Based Industry - High technology industries (such as computers and office base equipment, and pharmaceuticals) and knowledge base services such as telecommunications, information technology, insurance and business services.

Local Plan - The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004.

Local Development Scheme (LDS) - This is the business plan for production of the Local Plan. It covers a three-year timespan and is subject to updating following production of an authority monitoring report to check progress.

Main Town Centre Uses - Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities

Major Development - A 'major' planning application is defined in Part 1(2) of The Town and Country Planning (Development Management Procedure) (England) Order 2015."Major development" means development involving one or more of the following: Residential - 10+ dwellings / 0.5Ha and over; Office/light industrial - 1000+ sq m/ 1+ hectare; General industrial - 1000+ sq m/ 1+ hectare; Retail - 1000+ sq m/ 1+ hectare; Gypsy/traveller site - 10+ pitches; Minerals development - The winning and working of minerals or the use of land for mineral-working deposits; Waste development. The >0.5ha relates to the size of the 'red line area/red edge plan' on the submitted planning application.

Planning Policy Guidance (PPG) - Central government guidance on a range of topics from transport to open space policy giving advice to policy makers on the way in which they should devise their policies in order to meet NPPF requirements.

Saved Policies/Plan - Policies within the Liverpool Unitary Development Plan that have been "saved" and are still relevant as material considerations during production of the Local PLan.

Self-build and Custom Build Housing: ***Self Build*** is where someone directly plans the design and construction of their own home, finding and buying the plot of land and either physically undertaking the work themselves as a 'DIY' project or arranging for a contractor to build their own home for them. ***Custom build*** projects are where someone works with a specialist developer to deliver their new home. In this scenario, the custom builder may secure the site and manage the build of their client's home. The range of dwellings may include:

- Self-build homes: where a person manages the design and construction and may undertake some of the building work or contract it to others.
- Contractor built homes: after deciding on a design, a contractor is employed to do all of the building work.
- Independent community collaboration: where a group of people acquire a site and split it into plots for self-build homes, which may include sharing labour and expertise.
- Supported community self-build: where a social landlord or a similar supportive body, helps people build a group of homes together.

Homes built to a customer's specification by a developer, based on a range of their designs, do not represent a custom-build home.

Spatial Planning - Includes economic, social and environmental matters as well as the physical aspects of location and land use.

Starter Homes - Local planning authorities are expected to put in place planning obligations to ensure that Starter Homes are offered for sale at a minimum of 20% below its open market value of the property. Such properties are expected to be offered to people who have not previously been a home buyer and want to own and occupy a home, and who are below the age of 40 at the time of purchase. they are expected to be well designed and suitable for young first time buyers. A Starter Home is not expected to be priced after the discount significantly more than the average price paid by a first time buyer. This would mean the discounted price should be no more than £250,000 outside London and £450,000 in London. (source Paragraph: 003 Reference ID: 55-003-20150318 & Paragraph: 002 Reference ID: 55-002-20150318 - Planning Policy Guidance)

Statement of Community Involvement (SCI) – Sets out the Council's processes for involving the community in the preparation and revision of the Local Plan and development control decisions.

Supplementary Planning Documents (SPD) - Supplementary Planning Documents (SPDs) give further guidance on specific policy topic areas that have been identified in the Local Plan, or give detailed guidance on the development of specific sites in the form of a master plan, framework plan or development brief.

Sustainability Appraisal (SA) - A form of assessment used in the UK that considers the environmental, social and economic effects of a plan and appraises them in relation to the aims of sustainable development. The aim of the appraisal process is to minimise adverse impacts and resolve, as far as possible, conflicting or contradictory outcomes of the plan or strategy.

Sustainable Development - Development, which meets the needs of the present generation without compromising the ability of future generations to meet their own needs.

Strategic Environmental Assessment (SEA) - An appraisal of the impacts of policies and proposals on economic, social and environmental issues.

Unitary Development Plan (UDP) - The UDP , adopted in 2001, is the current development plan for the City which sets out how land within the City should be used. It consists of a written statement and proposals map. The UDP determines the type and location of development in Liverpool such as houses, schools, shops and industry and protects open areas, green belt and natural and historic resources. The UDP will be replaced by the Local Plan.

Vitality and Viability - how healthy the City Centre, District or Local Centres are. Vitality refers to how busy a centre is at different times of the day, whilst viability is about a centre's capacity to attract new investment. Both are measured using a number of criteria including diversity of uses, number of vacant units, accessibility, environmental quality and potential for growth or change.

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