



Liverpool
City Council

The Draft

Liverpool Local Plan

September 2016



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Foreword to the Liverpool Local Plan

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1 Introduction to the Local Plan

What is a Local Plan?

This is a draft of the Liverpool Local Plan. This document is **NOT** the Publication Version of the Local Plan and it is not a complete initial draft plan. This is because while the evidence of the need for a specific quantity of new homes has been identified there are a number of areas for which the evidence base is still being developed. This includes:

- Employment land Requirements (quantity and site assessments)
- Open space - (assessment of future needs and level /quality of existing provision to meet that need)

This means that the Employment Land and Economy and Green Infrastructure chapters will see further development, including site allocations and site designations, as the evidence above becomes available. The Shopping and Community Facilities chapter takes account of the emerging findings of the Retail and Leisure Study (2016) but may also require some further development. While not having all the evidence available at the same time presents practical issues, due to the fact the Government has stated that all Local Plans must be in place by 2017 it is important to undertake this consultation now, even though some of the sites which may need to be allocated cannot yet be identified. The Government has brought forward legislation through the Housing and Planning Act 2016 which will allow the Secretary of State to move the responsibility of the production of the Local plan from local planning authorities. In part the rationale for this is the national need to boost the delivery of new homes. However, Liverpool is not restricting the supply of new homes by not having a new plan in place. Despite this, it is important to bring the Local Plan forward as quickly as possible so that it reflects local decision-making.

In addition this draft does not include a Policies Map or a Delivery and Monitoring Section. These will be developed for the next draft of the Local Plan. This draft Local Plan whilst not complete provides the context for further engagement and plan preparation over the coming months taking account of the available evidence and the need to deliver the sustainable growth of the City.

What will be in the 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.

1.2 Once adopted the Local Plan will provide a long-term spatial vision, strategic priorities and policies for future development in the City over the next 15-20 years. In accordance with the National Planning Policy Framework (NPPF) it will provide a long-term spatial vision, strategic priorities and policies for future development in the City 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. Additionally, it will set out:

- **Development management policies** that will guide the delivery of development in the City and will be used to determine planning applications. These policies will 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, to be shown on a map; and

- **Designations** where land is proposed to be safeguarded or where specific policies apply, such as for District and Local Centres.

1.3 The Local Plan will be supported by an Infrastructure Delivery Programme (IDP) which will identify future infrastructure requirements (including physical, social and green infrastructure), to support population change and housing and employment growth. The IDP will confirm, 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.

1.4 The Local Plan should be consistent with national planning policy and take into account policies and strategies produced locally. It will:

- Contain policies that will guide how the presumption in favour of sustainable development embodied in the NPPF should be applied locally
- Provide the strategic policy framework for Neighbourhood Plans in the City
- Be based on co-operation with neighbouring authorities, public, voluntary and private sector organisations

1.5 Compliance with European regulations on sustainability appraisal and habitat protection is also an essential requirement. Further details of the policy context for the Local Plan are provided in the next Section.

How the Local Plan relates to the Liverpool Unitary Development Plan

1.6 Liverpool's current planning policy is set out in "A Plan for Liverpool", the City's Unitary Development Plan (UDP), adopted in November 2002. Once adopted, the Local Plan will replace the UDP. It will address all relevant issues to provide the up-to-date, strategic planning policy framework for Liverpool. Until then the UDP policies that have been saved or not been superseded will remain in operation. The following policies from the UDP have already been replaced by the Joint Liverpool City Region Waste Local Plan:

- EP3 – Landfill Gas
- EP4 – Landfill
- EP5 – Waste Related Uses
- EP6 – Waste Reception Centres
- EP7 – Recycling
- EP8 – Fly Tipping
- EP9 – Waste Storage

The Structure of this Document

1.7 This informal draft 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	Content
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: Strengthen the City's Economy	Sets out the preferred policies for economic growth in the City and the next version of the Local Plan will include a schedule of proposed allocations.
Chapter 8: Meet Housing Needs	Sets out the preferred policies for meeting the City's housing needs including a schedule of allocations.
Chapter 9: Shops, Services and Facilities	Sets out the preferred 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 & Place-making	Sets out the preferred policies to ensure high quality design.
Chapter 11: The Historic Environment	Sets out the preferred policies for the City's heritage including conservation areas and listed buildings.
Chapter 12: Green Infrastructure	Sets out the preferred policies for open space and biodiversity including a schedule of Local Wildlife Sites, Local Nature Reserves and Regionally Important Geological/ Geomorphological Sites. The next version of the Local Plan will include a schedule of other open spaces including parks.
Chapter 13: Environmental Resources	Sets out the preferred policies to ensure sustainable growth including for energy, pollution and flood risk.
Chapter 14: Transport and Accessibility	Sets out the preferred policies for transport in the City including public transport, walking, cycling and car parking provision.
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Appendices	Glossary

Table 1

How is the Local Plan Prepared

1.8 In response to changes in Government guidance and policy, in February 2013 the City Council determined that work on the strategic development planning document that it had previously been progressing - Local Development Framework: Core Strategy - should not be submitted to Government. Instead, the City Council resolved to prepare a Local Plan for Liverpool.

1.9 The Local Plan will be a single document which sets out both strategic objectives for the development of the City over the next 15-20 years, and more detailed guidance to manage the type, location and scale of this development, including allocation of specific sites. The previous work involved in preparing and consulting upon the Core Strategy will be retained and updated to become the central strategy of the Local Plan.

1.10 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 consultation under Regulation 18 - which notified key stakeholders, and all interested parties, of the Council's intention to prepare a Local Plan, and encouraged representations on what it should contain.

1.11 Unlike the Regulation 18 Consultation in 2014 which did not contain any draft policies or land use proposals, this informal draft plan provides everyone with an opportunity to read and respond to a draft of the Local Plan's content, including through the identification of development sites and a number of development management policies.

1.12 This informal draft Local Plan is accompanied by a Sustainability Appraisal (published as a separate document), which considers the social, economic, and environmental effects of the Local Plan.

History of the Local Plan to date

1.13 When Liverpool City Council resolved in 2013 to move to a 'single document' Local Plan rather than a Core Strategy plus a suite of other development plan documents for site allocations, development management policies and other potential subjects, it did so on the basis that the Core Strategy which has been in preparation for a number of years would be the heart of the new Local Plan for Liverpool.

1.14 The Core Strategy has gone through a number of preparatory stages, each of which has 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⁾

1.15 The Submission Draft Core Strategy set out a Vision and Strategic Objectives for the City. It then set out a number of broad locations and policies to deliver those objectives, dealing with housing, the economy, shopping, design and heritage, green infrastructure, sustainability and resources, and social inclusion/ equal opportunities. A copy of the Draft Submission Core Strategy can be found here [Core-Strategy-Submission-Draft.pdf](#). Further information on all the earlier documents and previous stages of public involvement can also be found on the City Council website

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

1.16 In taking the Core Strategy forward as part of the Local Plan, the City Council recognised the need to take account of a number of factors which have changed since the Strategy's key policy objectives were formulated. These include:

- The National Planning Policy Framework 2012 (NPPF), which must be taken into account in the preparation of Local Plans: NPPF was published in March 2012, after publication of the Submission Draft Core Strategy, and requires Local Plans to comply with its policies;
- Planning Practice Guidance (2013) and amendments to both that guidance and the NPPF;
- Representations received on the Submission Draft Core Strategy;
- The revocation of the North West Regional Spatial Strategy (came into force on 20th May 2013), on which the Core Strategy's housing delivery targets, amongst other things, are based. Alternative evidence to inform a review of these targets will be required;
- Evidence of the changes in the economic, social and environmental conditions facing Liverpool which have occurred since the Submission Draft Core Strategy was prepared, and which must be reflected in the review of current strategic policies;
- Emerging corporate development and investment priorities, the Enterprise Zones (Liverpool City; Mersey Waters), and the City Centre Strategic Investment Framework.

What evidence has informed preparation of the Draft Local Plan

1.17 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). Preparation of the Core Strategy had been informed by a variety of evidence studies. The Liverpool Local Plan will be informed by updates to those studies and new data as appropriate.

1.18 The City Council commissioned G L Hearn to undertake an "Integrated Evidence Study", which 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 been commissioned to undertake 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. As explained above, the Employment Land Study and Open Space Study had not been fully finalised at the time of writing this consultation draft Local Plan, but their findings and recommendations will be taken into account in future plan preparation stages.

1.19 In addition to these studies, the following will inform the production of Liverpool's Local Plan:

- Development site databases for land for housing, retail, employment, leisure, community and open space uses;
- The Strategic Housing Land Availability Assessment;
- Socio-economic information, including population, employment, deprivation, health and crime data;
- Infrastructure requirements (IDP), which will be regularly reviewed;
- Masterplans/strategic regeneration documents for different parts of the City (e.g., the Ports, the Airport, North Liverpool, International Gateway, City Centre etc.) and for key sectors of the local economy (professional/financial services, knowledge economy, visitor economy, creative industries, low carbon/green technology etc.); and
- City-region initiatives including the Local Enterprise Partnership (LEP)

1.20 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

1.21 The Local Plan process will be accompanied by parallel statutory processes:

- 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).

1.22 The Sustainability Appraisal considers the potential sustainability impacts of policy and site allocation options 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.

1.23 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.

1.24 An SA and HRA has been prepared alongside this draft Local Plan .

Equalities Impact Assessments

1.25 An Equalities Impact Assessment (EqIA) was undertaken for the Submission Draft version of the Core Strategy and this has been rolled forward for this draft Local Plan.

Cross Boundary Working - The "Duty to Cooperate"

1.26 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. It is not a duty to agree but rather to cooperate in the plan making process.

Liverpool City Region

1.27 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.

1.28 Liverpool is a formal member of the LCR Combined Authority which was established on 1st April 2014. In addition to Liverpool it covers the authorities of Halton, Knowsley, Sefton, St.Helens and Wirral. In late 2014 West Lancashire became an associate member of the Combined Authority. The remit of the Combined Authority are those strategic economic development, regeneration, transport, strategic housing and employment and skills functions that can be better delivered

collaboratively across the Liverpool City Region. In November 2015 the Liverpool City Region Combined Authority agreed the Devolution Deal. A new directly elected Mayor for the City Region will exercise the following powers and functions:

- Responsibility for a devolved and consolidated local transport budget
- Responsibility for franchised bus services; and
- Powers over strategic planning including the responsibility to create a Statutory City Region Framework

How Liverpool City Council has co-operated

1.29 Liverpool City Council has worked collaboratively with other LCR local authorities, strategic partners and stakeholders including the Local Enterprise Partnership, Environment Agency, English Heritage, Natural England, Merseytravel and the Home and Communities Agency in the preparation of its Local Plan, to ensure that consideration of cross-boundary and other sub-regional issues and challenges are properly coordinated. In particular, it has participated in a number of joint projects with other authorities on key evidence base documents. It 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.

1.30 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.

1.31 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

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

1.33 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.

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

1.35 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. Therefore, the SHELMA will identify what the Objectively Assessed Need for housing and employment land is for the City Region as a whole, but also provide 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. As part of this evidence, the SHELMA will identify the most suitable Housing Market Area(s) and Functional Economic Market Area(s) for the local authorities to work within moving forward.

1.36 It will then form the starting point for discussions between the authorities on the best way to meet those needs across the City Region, taking into account various environmental, infrastructure and planning constraints. The study will be completed September 2016.

Merseyside and West Lancashire Gypsy and Traveller Accommodation Assessment

1.37 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

Joint Merseyside Waste Development Plan

1.38 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.

Other Joint Working

1.39 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.

1.40 The consultants Scott Wilson 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.

Local Plan Consultation Arrangements

1.41 The City Council invites representations on this document, the Informal Draft Local Plan. As with the previous Regulation 18 stage this consultation also incorporates a 'Call for Sites', which invites individuals and organisations to suggest sites within the City for all types of development, and land to be protected from development.

1.42 The Council will place a local advertisement indicating where and when the consultation documents will be available for inspection. This will include 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.

1.43 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

1.44 Written comments on the Informal Draft Local Plan document or its supporting documents, must be made on the official form available at the Municipal Building reception; One Stop Shops; and public libraries as well as on the [City Council's Planning website](#) .

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

Informal Draft Local Plan Consultation

Development Plans Team

Planning and Building Control

Municipal Buildings

Dale Street

Liverpool L2 2DH

Email: development.plans@liverpool.gov.uk

Telephone: 0151 233 3021

Website: www.liverpool.gov.uk

1.46 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](#) where the previous versions of the Core Strategy (which informs the Local Plan) are available.

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 shaped 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, replacing all the national policy and guidance upon which statutory development plans had been prepared. 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 Since the NPPF was published Planning Practice Guidance (PPG) has been issued (March 2014) which replaces all previous practice guidance, and 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. The Agreement provides for the transfer of significant powers for economic development, transport, housing and planning and employment and skills.

2.6 A 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.

2.7 Under the Agreement, the Liverpool City Region Combined Authority, working with the Liverpool City Region Mayor, will receive the following powers:

- Control of 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.
- 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.

- Joint responsibility with the Government to co-design employment support for the harder-to-help claimants.
- 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.
- Building on the success of International Festival for Business (IFB) 2014 and the proposals for IFB 2016, Liverpool City Region and the Government, and in particular UKTI and the GREAT Britain campaign, will continue engagement to establish IFB Liverpool as a vital feature of the international business calendar in 2018 and 2020.

Liverpool City Region Local Enterprise Partnership

2.8 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

2.9 The LEP identifies the key sectors for growth as:

- Superport
- Low Carbon Economy
- Visitor Economy
- Advanced Manufacturing
- Life Sciences
- Digital and Creative
- Business and Professional Services

Liverpool City Region Growth Plan and Strategic Economic Plan

2.10 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.

2.11 Liverpool City Region's Growth Plan takes a twin-track approach. First, where the City Region has genuine comparative strengths and competitive advantages investment will be prioritised and targeted to drive economic growth. Second, and across all aspects of the economy and in all sectors, we will ensure that we create an environment that supports growth and that will see all people and places benefit in a sustainable way.

2.12 Five transformational strategic projects are identified:

- Liverpool City Centre as a global brand, visitor and business destination, a centre for commercial and business growth across a range of sectors including financial and professional services, creative businesses and a location for a growing cluster of knowledge assets in the Knowledge Quarter
- The Liverpool City Region Freight and Logistics Hub that builds on our natural assets and the changing nature of the international and national logistics industry to identify a set of key projects (both in transport and key sites) that directly create new jobs throughout the City Region and capitalises on the £340million investment in Liverpool 2

- LCR2Energy which will facilitate the transition of the City Region's energy supply need to a more low carbon supply by capitalising on off-shore wind energy and marine energy generation with associated supply-chain business growth benefit.
- Access to the Port of Liverpool is a medium-term project which is absolutely necessary if the economic opportunity of the City Region is to be obtained. The City Region, with Government, is working to identify the appropriate solution to increase capacity to and from the Port and wish to see the project included within national infrastructure planning.
- A City Region Capital Investment Fund to include local funds from Growing Places Fund and European Programme, alongside Government monies, to co-invest in key capital schemes that will deliver new jobs. This includes aspects of the above strategic transformational projects and also the three Enterprise Zones (Daresbury SIC, Mersey Waters and the Liverpool City Zone) as well as to attract inward investment in response to end-user demand.

Liverpool City Region Spatial Investment Plan

2.13 LCR Spatial Investment Plan was prepared in November 2013 with the aim of:

- Spatially mapping and categorising different types of employment sites
- Providing a market summary that assesses the prospects for different types of commercial investment
- Spatially mapping all the current housing sites under construction in the City-Region
- Identifying the short and medium term housing supply
- Identifying the potential constraints that could limit the speed and scale of private sector investment in new housing stock
- Making some initial policy recommendations based on the assessment of demand constraints and site availability
- Making some initial recommendations to help shape a future delivery strategy

Liverpool City Region Local Investment Plan

2.14 The LCR Local Investment Plan 2 (LIP2) was completed in November 2011 with three primary aims:

- A prospectus for housing and regeneration investment in the LCR
- To clarify LCR's priorities to support economic growth while maintaining the momentum of regeneration
- Inform HCA's business plan by setting clear priorities for future investment in the LCR

Merseyside Local Transport Plan (LTP)

2.15 The Merseyside Local Transport Plan 3 provides a long-term strategy and delivery programme of transport investment and service improvements. It aims to give Merseyside a safer, sustainable, efficient and integrated transport network, accessible to all. The Plan is operational from 2011 until 2024 and covers Liverpool, Knowsley, Sefton, St Helens and the Wirral.

2.16 The Local Transport Plan has the following vision:

2.17 *'A city region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice'.*

2.18 It also has the following six goals;

- Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships.
- Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability.

- Ensure the transport system promotes and enables improved health and wellbeing and road safety.
- Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.
- Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods.
- Maintain our assets to a high standard

A Transport Plan for Growth

2.19 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 a successful transport provision in the City Region, and act 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

Joint Waste Local Plan (2013)

2.20 The Joint Merseyside & Halton Waste Local Plan was adopted by all six Merseyside Councils and came into effect on the 18th July 2013. The objectives of the Plan are:

- To plan for sufficient waste management facilities to meet Merseyside and Halton's identified waste management needs.
- To promote waste minimisation and optimise re-use and recycling of waste materials for both waste specific and non-waste planning applications.
- To encourage waste management facilities which increase re-use, recycling and value/energy recovery of all waste types, including through the use of new, effective and safe waste management technologies where appropriate, and minimise final disposal, in order to meet national targets and Merseyside and Halton's local waste targets.
- For Merseyside and Halton, as one of the North West's City Regions, to be a leader in promoting transformation of waste to resource to encourage social, economic, environmental and employment gain from sustainable waste management.
- To raise awareness in sustainable waste management amongst the people and business communities of Merseyside and Halton to reduce waste arisings and increase recycling rates, in particular given the low starting point for the sub-region in terms of recycling.
- To minimise the adverse effects of waste management development (including transportation) and enhance positive impacts where possible, on human health, local amenity and the natural and urban environment and heritage of Merseyside and Halton.
- To promote high quality development for waste management facilities.
- For all new waste management facilities on Merseyside and Halton to take account of and contribute to reductions in greenhouse gas emissions and mitigate the effects of climate change.

North Liverpool South Sefton Strategic Regeneration Framework (2010)

2.21 The Strategic Regeneration Framework sets out a vision to transform the economic, social and physical fabric of the North Liverpool/South Sefton area which comprises the Liverpool wards of Anfield, County, Everton and Kirkdale and the Sefton wards of Linacre and Derby. The SRF vision for the area is:

"

To create a renewed sense of purpose and identity, to create a thriving place with a sustainable economic purpose ready for investment and development of new business, residential environments and riverside uses. It will be a community of green suburbs nestled between gardens and parks, overlooking the river, linked to the city in the south and the countryside in the north."

Plans and Strategies of Other Local Authorities

2.22 It is important that the emerging plans and strategies of Liverpool and the other local authorities in Merseyside and the Liverpool City Region are both compatible and, where possible, mutually supportive. In preparing the Local Plan, account has been taken of the emerging plans within neighbouring authorities, together with sub-regional and cross boundary issues.

Local Policy Context

Liverpool Housing Strategy 2013-16

2.23 The Housing Strategy is one of the Council's key strategic documents. 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.

2.24 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)

2.25 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.

2.26 The projects and programmes it identifies are designed to maximise the potential of our 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

2.27 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 2 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.

Liverpool Knowledge Quarter Strategic Investment Framework (SIF) 2011

2.28 The Liverpool Knowledge Quarter SIF provides 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. The long term vision for the Liverpool Knowledge Quarter is set out as follows:

- *“The Liverpool Knowledge Quarter will be a globally recognised investment location synonymous with knowledge as well as the City’s famous cultural assets.*
- *Building on the successful investment within the Hope Street area, the Liverpool Knowledge Quarter will be characterised by award winning standard hard and soft infrastructure, co-located with a wealth of cultural, commercial and academic knowledge assets of international standing.*
- *The Knowledge Quarter will support and nurture the establishment and growth of home-grown, national, and international knowledge-based companies within a vibrant City Centre environment”*

Neighbourhood Planning

2.29 The Localism Act 2011 has 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.

2.30 Neighbourhood planning gives communities power to develop a shared vision for, and deliver new sustainable development in their area. They are aimed at helping development.

2.31 The City Council has designated five Neighbourhood Areas to date:

- Anfield
- Baltic Triangle
- Liverpool Innovation Park
- LoveCanning
- Hartley’s Village

2.32 All the areas apart from Anfield, have been designated *Business Neighbourhood Areas* due to the presence of the business/commercial sector within their boundaries.

3 A Spatial Portrait of Liverpool

Introduction

3.1 Liverpool 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. Liverpool also has 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. West Lancashire is also an associate member of the LCR Combined Authority and for spatial planning matters is considered part of the LCR. In November 2015 the Liverpool City Region Combined Authority agreed the Devolution Deal.

3.2 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.⁽⁵⁾ 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.

3.3 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 2013 (the latest year for which data is available).⁽⁶⁾ ⁽⁷⁾ 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.

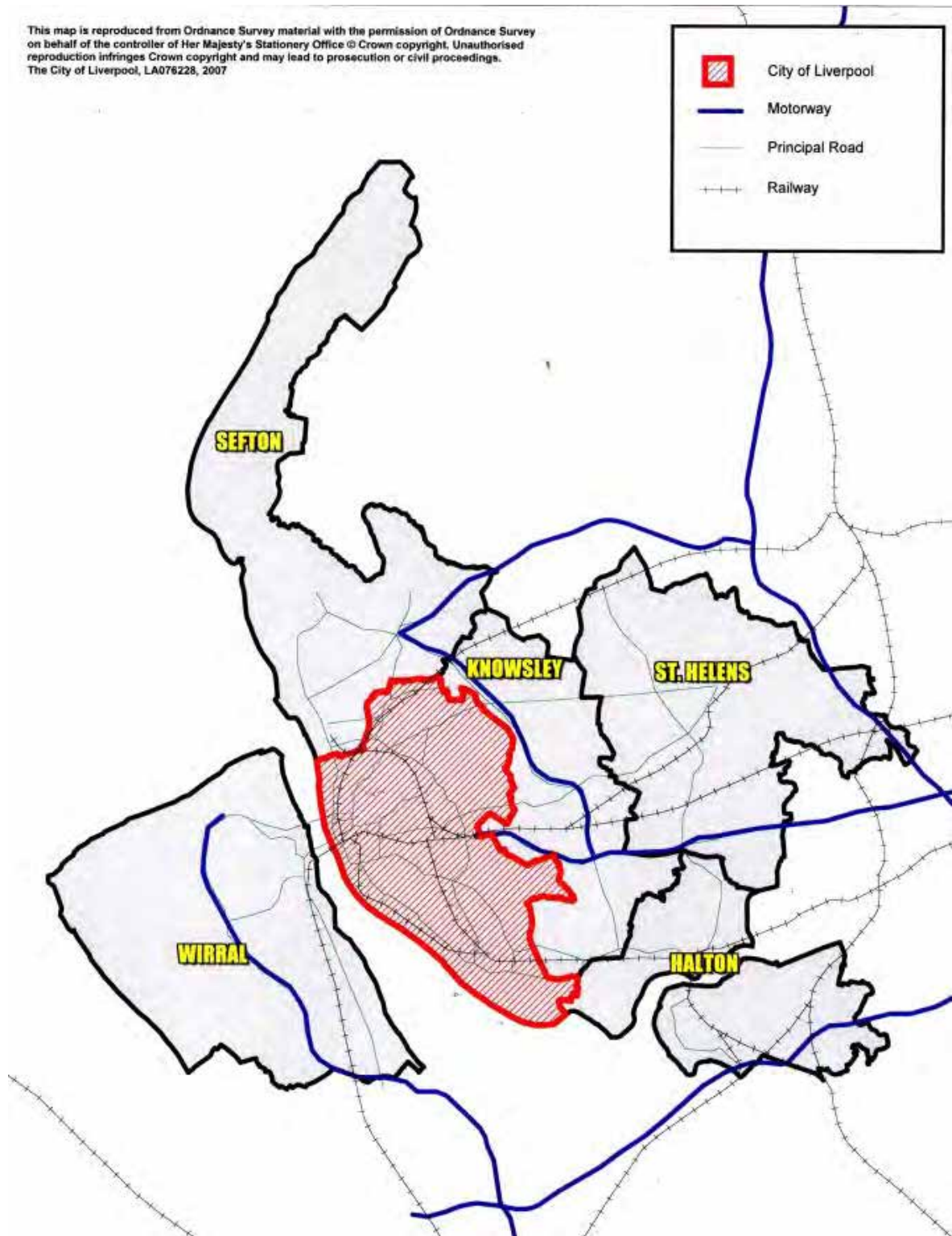
3.4 Liverpool acts as the transport hub and key gateway for trade and people into the North West, North Wales and North of England. It lies at the western end of the North European Trade Axis, which extends from Ireland to the Humber Ports and Northern European markets. The key gateways include Liverpool Lime Street rail station and Liverpool John Lennon Airport, while links to the national road network are provided through the M62, M53, M57 and M58.

3.5 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.

5 2011 Census, Office for National Statistics.

6 Liverpool City Council Economic Briefing 2016

7 GVA is a measure of the contribution to the economy of goods and services produced in an area or industrial sector.



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

Liverpool's Historical Development

3.6 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. 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.

3.7 During this period, complementary new employment areas were established 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.

3.8 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.

3.9 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.

3.10 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%.⁽⁸⁾

3.11 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

3.12 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.

3.13 Liverpool has been one of the fastest growing of any of the Core Cities in England, albeit from a somewhat lower base level, and made a major contribution to the similarly improved performance of the Merseyside economy.

	LIVERPOOL	LIVERPOOL CITY REGION	CORE CITIES	UK TOTAL
GVA 2014	£10,451m	£28,257m	£149,932m	£1,618,346m

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

	LIVERPOOL	LIVERPOOL CITY REGION	CORE CITIES	UK TOTAL
GVA 2013	£10,107m	£27,099m	£144,757m	£1,546,914m
% change 2013-14	3.4%	3.7%	3.6%	4.6%
GVA 2009	£10,533m	£26,069m	£132,550m	£1,348,507m
% change 2009-14	-0.8%	8.4%	13.1%	20.0%
GVA 1997	£5,152m	£14,611m	£76,243m	£791,979m
% change 1997-2014	102.9%	93.4%	96.7%	104.3%

Table 2 Comparing Liverpool's GVA ⁽⁹⁾

3.14 Liverpool's GVA growth of 3.4% was below the City Region average of 3.7%, the Core Cities average (3.6%) and the UK's average growth of 4.6%. Over the medium term (2009 – 2014) Liverpool's growth rate of -0.8% is significantly worse than the City Region rate of 8.4%, the Core Cities average of 13.1% and the UK rate of 20.0%.

3.15 However, over the longer term (1997-2014) Liverpool's GVA has grown by 102.9%, which is just below the UK (104.3%), but above both the Core Cities (96.7%) and city region (93.4%) averages.

3.16 The total employment (number of those employed) figure for Liverpool for 2014 was 235,700. This was an increase of 1.2% from 2013, but below the average for the Core Cities. The sectors that employ the largest number of employees in the City are health (17.5%), retail (10.9%), education (10.8%), and accommodation and food (8%). Figures from the ONS and BRES (sourced from LCC Economic Briefing, January 2016) show that the biggest job gains by sub sector between 2009 and 2014 were:

- Scientific research and development: 326.8%
- Wholesale trade (except motor vehicles and motorcycles): 110.08%
- Office administration, office support and other business support activities: 100.2%

3.17 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. These are key economic areas where business development, innovation and economic growth are the key priorities
- The designation of 2 Enterprise Zones – Mersey Waters (including Liverpool Waters) and Liverpool City
- 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;
- One of the fastest growing regional airports in the UK – Liverpool John Lennon Airport. The airport experienced considerable passenger growth between 1995 and 2014, with a 694% increase in terminal passengers compared to a UK increase of 84%. However passenger numbers have fallen in recent years by 20% between August 2011 and August 2015; although September 2015 saw the eighth successive month of growth. The owners, Peel Holdings, have

⁹ Source: LCC Economic Briefing, January 2016

a 25 year masterplan for the Airport which could treble its size by 2030 to accommodate 12.3 million passengers.

- 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 7th in the UK in terms of total tonnage; 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. The £300m deep-water container terminal – Liverpool2, will double the port's existing container capacity and make it 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

3.18 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 ⁽¹⁰⁾, which is an improvement from being ranked as the most deprived local authority in 2004, 2007 and 2010.

3.19 Liverpool has just under 9% of its neighbourhoods (LSOA's) in the most deprived 1% nationally and 45% of its neighbourhoods (LSOA's) in the most deprived 10% nationally. Liverpool has a significantly higher proportion of its LSOAs in the most deprived nationally than any other core city. 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. ⁽¹¹⁾ Outside of the inner core, Speke Garston and Belle Vale also have some of the highest levels of deprivation in the country. 8 of England's 100 most deprived small areas are in Liverpool. This is a significant reduction on the 2010 figure when 22 small areas were in the top 100 most deprived.

3.20 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. ⁽¹²⁾

3.21 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. Between April 2010 and April 2014, vacancy rates fell from 6.3% to 4.4%. This equates to 4068 fewer empty homes. Although this can be partly attributed to demolitions in clearance areas, the total number of dwellings has increased during this period.

10 English indices of deprivation 2015, published 30.09.15

11 The Index of Multiple Deprivation 2015 - A Liverpool analysis

12 The Index of Multiple Deprivation 2015 - A Liverpool analysis

3.22 The City has 217,579 dwellings ⁽¹³⁾. 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.

3.23 Of the City's housing stock, 41.0% are terraced, and 23.3% are flats/ maisonettes ⁽¹⁴⁾. 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.

3.24 The Liverpool House Condition Survey 2010 assessed the physical condition of housing, and when compared with comparable data from 2006, there has been significant improvement in terms of standard of fitness and performance against the decent homes standard. The number of unfit dwellings has decreased from 9800 to 8030, a reduction of 18.1% between the two survey dates. The number of non-decent dwellings has declined from 63,000 to 44,855; a reduction of 28.8% between 2006 and 2010.

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.

3.26 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	23.9
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 ⁽¹⁵⁾

13 Source: Liverpool City Council Empty Homes Strategy 2014-16

14 Sources: 2011 census

15 Census 2011,ONS

3.27 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).

3.28 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 and Services

3.29 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.

3.30 Changing economic and demographic dynamics have impacted on the health of the City's district and local centres. The emerging 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. Many 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 required consolidation.

3.31 Liverpool is one of the principal centres for leisure, cultural and tourism attractions in the region. In 2011, the City was listed fourth favourite UK city in a survey undertaken by readers of a travel magazine ⁽¹⁶⁾, and it was listed as third in the world's best cities to visit in 2014; tourism-related development in hotels, transport and visitor facilities is a major element of the local economy.

Liverpool's Environment

3.32 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 35 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.

3.33 Liverpool also has substantial green infrastructure assets which include local wildlife sites, Green Wedges 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.

3.34 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 just under 5% of vacant and derelict land across the City and over 9000 vacant dwellings.

16 <http://www.cntraveller.com/awards/readers-travel-awards/the-readers-travel-awards-2011>

- 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
- 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 2012 (most recent data available), per capita emissions in Liverpool fell from 6.3t per capita to 5.4t per capita. Although the per capita emission figure is lower than the national average, the rate of reducing emissions 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 41% of emissions, domestic emissions make up 37%, and transport contributes 23%.

The Strategic Sub-Areas of Liverpool

3.35 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

3.36 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. However, the scale of the physical transformation is not yet fully reflected in the economic statistics.

3.37 It is the City Region's largest employment-generating area. In 2010 the total number of employees was 98,568, representing nearly 45% of employees in Liverpool as a whole ⁽¹⁷⁾. The largest employment sectors in the City Centre are public administration and defence (14.1%); health (11.2%); professional, scientific and technical (11.1%) and education (10.8%). The City Centre is a key area of employment for a number of key sectors. In 2010, 79.9% of employment in the financial and insurance sector in Liverpool was in the City Centre; and 75.7% of employment in the professional, scientific and technical sector was in the City Centre.

3.38 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.

3.39 The University of Liverpool, Royal University Hospital and Liverpool John Moores University occupy a substantial area at the eastern periphery 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" provides a concentration of expertise, knowledge and wealth-creating potential.

17 Source: Liverpool City Centre Strategic Investment Framework – Baseline Report 2012

3.40 Tourism and leisure industries are also becoming a vital part of Liverpool's economy, with the "Rough Guide" naming Liverpool as the top UK City and third city in the world to visit in 2014 ⁽¹⁸⁾. 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. In recognition of this it received the Purple Flag award in 2010. 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.

3.41 The Main Retail Area within Liverpool City Centre is the principal retail destination within the City and the City Region for comparison shopping. It is a regional shopping centre which was ranked fifth nationally ⁽¹⁹⁾. The Liverpool One scheme created 154,000sqm of new retail floorspace and is one of the largest retail/leisure developments in Europe. 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.

3.42 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 from around 3000 in 2001 to 33,540 in 2015 ⁽²⁰⁾. There are approximately 14,000 dwellings. 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 had previously accommodated industrial, business and warehousing uses but where there is now much vacant and derelict land and buildings.

3.43 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 civic spaces 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 etc.

The Urban Core of Liverpool

3.44 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.

3.45 The consequences of economic decline, issues of social disadvantage and significant physical and environmental decay 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 also Princes Park/ Piction. ⁽²¹⁾

18 <http://www.roughguides.com/best-places/2014/top-10-cities/>

19 Source: Experian –Retail Rankings 2013.

20 Source: Liverpool Development Update October 2015, Liverpool City Council

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

3.46 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. A Strategic Regeneration Framework, covering the wards of Everton, Kirkdale, County and Anfield and two adjacent wards in south Sefton, has been prepared by Liverpool Vision in partnership with the City Council and other stakeholders, to assist in achieving this.⁽²²⁾ 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.

3.47 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. Action was taken to address the problems of Urban Core neighbourhoods under the government's Housing Market Renewal (HMR) pathfinder programme. This was aimed at revitalising existing residential neighbourhoods. While the HMR programme has now ended, the need for action to renew housing markets remains.

3.48 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 and is set to become busier when Liverpool 2's Superport becomes fully operational. Liverpool2 is Peel Ports new deep water container terminal. Liverpool2 will create the capacity to handle the next generation of container ships and enable the Port of Liverpool to be the UK's national gateway and transshipment hub for Ireland.

3.49 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 and Liverpool football clubs are located in the area, with the latter undergoing expansion.

3.50 The Edge Lane corridor, is the main route into Liverpool from the M62 motorway. It includes Wavertree Technology Park and Liverpool Innovation Park which comprise small and medium sized digital and tech firms. It is a primary location for Liverpool Innovation Park and other IT businesses. A retail warehouse park is also located on Edge Lane: this is now in need of appropriate modernisation and planning permission was granted in 2015 for its redevelopment.

3.51 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, Smithdown Road North 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.

3.52 There are around 500 hectares of open space within the Urban Core. Aside from the large City Parks (Princes Park, Everton Park, Newsham Park and Stanley Park) there are a large number of smaller open spaces. The Urban Core also 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.

22 North Liverpool / South Sefton Strategic Regeneration Framework, Liverpool Vision, December 2010

The Suburban Areas of Liverpool

3.53 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.

3.54 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.

3.55 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.

3.56 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.

3.57 The Suburban Core housing area is dominated by high value, owner-occupied housing 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 are dominated by former Council housing estates of the inter-war and post-war eras. They display similar characteristics to parts of the Urban Core of the City, with weak, polarised housing markets dominated by social rented and lower value private sector properties.

3.58 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.

3.59 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.

3.60 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.

3.61 There are significant green infrastructure assets within the Suburban Areas, including strategic open spaces of citywide importance. These assets include areas of Green Belt at Croxteth, Netherley and Speke; Green Wedges at Otterspool and Calderstones/Woolton; the Mersey Estuary SPA/Ramsar/SSSI;⁽²³⁾ the undeveloped coastal zone; a number of City Parks, including Sefton and

23 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.

Croxteth Park; and all of the City's Local Nature Reserves. Open spaces, both large and small, contribute to the attractiveness of the residential suburbs and provide valuable additional qualities (for adapting to climate change, habitat diversification etc).

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 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 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 energy production and low carbon and green businesses, together with the sustainable development or redevelopment of other important assets such as the Port of Liverpool, Liverpool John Lennon Airport 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, be of high design quality, respecting 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. Biodiversity will have been enhanced and nature reserves, parks and gardens and other open spaces will have been protected, improved and made more accessible.

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 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 the A580 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 including the current Green Wedges 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 quality and diversity of the City's housing offer to support the creation of vibrant, mixed, healthy and sustainable communities.

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, Ancient Scheduled Monuments and heritage assets of local significance.

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; 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 and growing food locally to encourage better health and 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.

Maximising Sustainable Accessibility

To ensure maximum accessibility to employment, shops, services, education and training, by supporting and improving the City's transport infrastructure, particularly sustainable modes, and ensuring all new development 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 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

Developing a Sustainable Spatial Strategy for Liverpool

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.

How the Strategy has been developed

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 which underpinned the Core Strategy was 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 sought to maximise the City's economic growth potential whilst creating vibrant and sustainable communities, particularly within areas with the greatest social and economic needs. These key principles are still valid and therefore the Local Plan Sustainable Spatial Strategy will continue with this approach.

5.3 The Sustainable Spatial Strategy is also the result of extensive consultation which was undertaken as part of developing the Core Strategy and latterly the Regulation 18 Local Plan consultation (December 2013-April 2014). The merits of various different broad approaches to spatial development were assessed, including through Sustainability Appraisal (SA). In doing so, the strategy directly addresses a number of central planning principles which emerged through the consultation process as being particularly important to the City's future development, in particular:

- The need to maximise sustainable economic growth, with the emphasis on the role of the City Centre, together with other key employment locations throughout the City;
- The need to plan for the overall level of housing growth identified by the City Council's research and pursue a deliverable scale and distribution of housing in sustainable locations;
- The need to take account of economic viability and ensure the overall Local Plan strategy is deliverable
- The importance of ensuring new housing meets a variety of needs including for family and executive homes
- The importance of the Urban Core as a focus for investment in recognition of its economic and social issues and the significant potential development opportunities that exist
- The need for North Liverpool to be a particular focus for investment in view of the concentration of deprivation in this area, together with its significant site opportunities including Liverpool Waters;
- The prioritisation of district and local centres for investment in shops and services;
- The need to ensure high quality, accessible green infrastructure across the City; and
- Protection of the City's important heritage assets.

The Sustainable Spatial Strategy

5.4 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.

Spatial Priorities for the Sustainable Growth of Liverpool

5.5 The Policy below sets out the proposed key priorities for geographical locations in the City including Employment Areas, District and Local Centres and the City's residential neighbourhoods.

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), 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. Ensuring sustainable and attractive residential neighbourhoods across the City, and
- e. Supporting the sustainable growth of **Liverpool Airport** and **Port of Liverpool**

Policy Context and Justification

5.6 The Integrated Evidence Study sets 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.

5.7 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.

5.8 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 the Liverpool 2 'Superport' will have significant benefits for economic growth and investment within the City and City Region.

5.9 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 Integrated Evidence Study includes a Strategic Housing Market Assessment, which has identified that Liverpool should make provision for 1472 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.

5.10 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.

Sustainable Growth Principles and Managing Environmental Impacts

5.11 In order to ensure that the spatial strategy is delivered in a way which maximises sustainability and avoids or mitigates environmental impacts, a number of development principles have been identified as being of particular importance to the future of Liverpool. These are set out in Strategic Policy STP2 below. It is important that new development proposals address these principles to ensure the sustainable growth of the City. This policy is also concerned with development in sensitive areas including European habitats sites.

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, seek to use secondary materials such as recycled aggregates and where appropriate aim to secure the remediation of contaminated sites;
- b. Contribute 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. Contribute to improving health and wellbeing, especially but not limited to those in areas ranked within the 10% most deprived in the country as indicated in the Indices of Deprivation or as otherwise identified by the City Council.
- d. Protect and enhance the City's natural environment (including areas/sites/species of ecological importance) and heritage assets including reflecting and enhancing the area's character and environment;
- e. Be well connected and accessible by, and actively promote, sustainable modes of transport including electric vehicles and vehicle charging.
- f. Deliver high quality design which results in the efficient use of resources generally and water and energy in particular; a reduction in carbon emissions; minimises waste and is well adapted to the effects of climate change.
- g. Avoid areas at risk of flooding and demonstrate it will not exacerbate potential sources of flood risk;
- h. 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
- i. Minimise adverse impacts on, and include measures to improve air quality within the City;
- j. Minimise light and noise pollution through design;
- k. Ensure that necessary water treatment infrastructure is in place prior to development commencing;
- l. Be adequately supported by infrastructure, and contribute to the provision of infrastructure identified as necessary to support the development proposal in accordance with STP4; and
- m. Avoid and/or mitigate negative impacts on European habitat sites within and beyond the Liverpool boundary

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 and the Liverpool Bay SPA. These sites will also be managed through the City Council working in partnership with neighbouring authorities on appropriate management plans

Policy Context and Justification

5.12 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, mineral resource safeguarding, and biodiversity protection. The appropriate location and design of new development can avoid, mitigate or minimise these impacts.

5.13 The development principles set out above are aimed at utilising land efficiently through the use of previously developed land 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.

5.14 The NPPF clearly identifies the importance of reusing land, the remediation of contaminated land and using 'natural resources prudently'. The recycling of previously-developed land and buildings rather than developing greenfield sites is a key aspect of sustainable development, strongly promoted in national policy. The pursuit of these policy objectives may impact on viability and deliverability and this will be taken into account. It is equally important to ensure that developers ensure appropriate remediation of contamination.

5.15 The majority of the new homes that Liverpool needs by 2033 will be achieved through the implementation of existing commitments which are primarily on Previously Developed Land (PDL) and through the allocation of similar sites for new homes. This will meet our rolling 5 year supply as required by NPPF and ensure land is available to meet the City's needs over the whole plan period. Economic growth should also be focussed on previously developed land located within the City's key employment areas.

5.16 It is important that new development contributes to the creation of sustainable communities. Existing employment areas with potential development opportunities to provide additional jobs are adjacent and physically accessible to the most disadvantaged communities in Liverpool. This does

not necessarily mean, however, that any new jobs created will be taken up by residents within those communities. A more pro-active approach is required to ensure that the benefits of development more directly promote social inclusion and equal opportunities. The health and wellbeing of City residents is also an important factor to be taken into account in new development.

5.17 Liverpool's natural environmental (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 protection and enhancement of all these assets is therefore important.

5.18 Ensuring that development reduces the need to travel by motorised transport assists in achieving sustainable growth in the City. Development should enable convenient and safe access by sustainable transport modes to facilities, services and employment required to meet day-to-day needs.

5.19 The NPPF states that developments should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles. Local authorities in Liverpool City Region worked with the Low Emission Strategies Partnership to develop a Low Emissions Strategy for the area. Low Emission Strategies are a package of measures aimed at reducing the air quality and climate change impacts of road transport. They aim to accelerate the uptake of low emission fuels and technologies and complement other sustainable transport measures such as travel planning, public transport provision and behaviour change programmes.

5.20 The delivery of high quality design in new development - including high standards of energy and water efficiency, the use of sustainable materials where possible, and minimisation of waste - 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.

5.21 4% of Liverpool is within a flood risk zone from tidal and fluvial sources. The Liverpool Climate Change Strategic Framework also identified high winds, summer flash floods and heavy winter rain overwhelming drains and flooding homes, as some of the likely impacts of extreme weather events in the City arising from climate change. It is therefore 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.

5.22 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.

5.23 Noise pollution is also of significance in locations with a range of mixed uses in close proximity and at a higher density of development, it will be particularly important to protect amenity by requiring mitigation measures, such as appropriate sound insulation and setting limits on operational use.

5.24 New development proposals should be adequately supported by infrastructure, including water treatment infrastructure and contribute to the provision of infrastructure identified as necessary to support the development proposal. Further details in respect of infrastructure is set out in Policy STP 4 below.

5.25 The Liverpool Habitats Regulation Assessment (HRA) (2016) provides an assessment of the implications of the Local Plan for internationally important wildlife of international importance. A range of possible ways in which the development set out in the draft 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.

5.26 Policies within this Local Plan take account of the findings to avoid negative impacts on these sites, and the Council will, where appropriate, work with neighbouring authorities to develop and implement a visitor management strategy, as recommended in the HRA. This policy 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.

Presumption in Favour of Sustainable Development

5.27 At the heart of the National Planning Policy Framework is a “presumption in favour of sustainable development”. The 3 dimensions to sustainable development are:

- Economic - building a strong, responsive and competitive economy;
- Social - supporting strong vibrant and healthy communities; and
- Environmental – contributing to protecting and enhancing our natural, built and historic environment

5.28 NPPF states that to achieve sustainable development economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The policy below sets out the presumption in favour of sustainable development.

STP3. 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.

Policy Context and Justification

5.29 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 jointly 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

5.30 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.

5.31 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).

5.32 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.

STP4. Infrastructure 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 STP5 – 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.

Policy Context and Justification

5.33 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 developed 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.

5.34 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.

5.35 The City Council in 2012 prepared an Infrastructure Delivery Programme (IDP) in collaboration with service providers and other key stakeholders. It includes 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. The IDP will need to be updated for the Local Plan.

5.36 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.

5.37 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 critical infrastructure has not so far been identified. If a future requirement is identified before the final version of the Local Plan is prepared it will be reflected in the Local Plan at that time. 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.

5.38 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.

Developer Contributions

STP5. 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 financial evaluation will be required to demonstrate to the Council that a development will be unviable as a consequence of the developer contributions.

Policy Context and Justification

5.39 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 developments, in proportion to its scale.

5.40 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.

5.41 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.

5.42 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 critical 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.

5.43 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.

5.44 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.

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

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

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

Liverpool City Centre Spatial Portrait

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

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

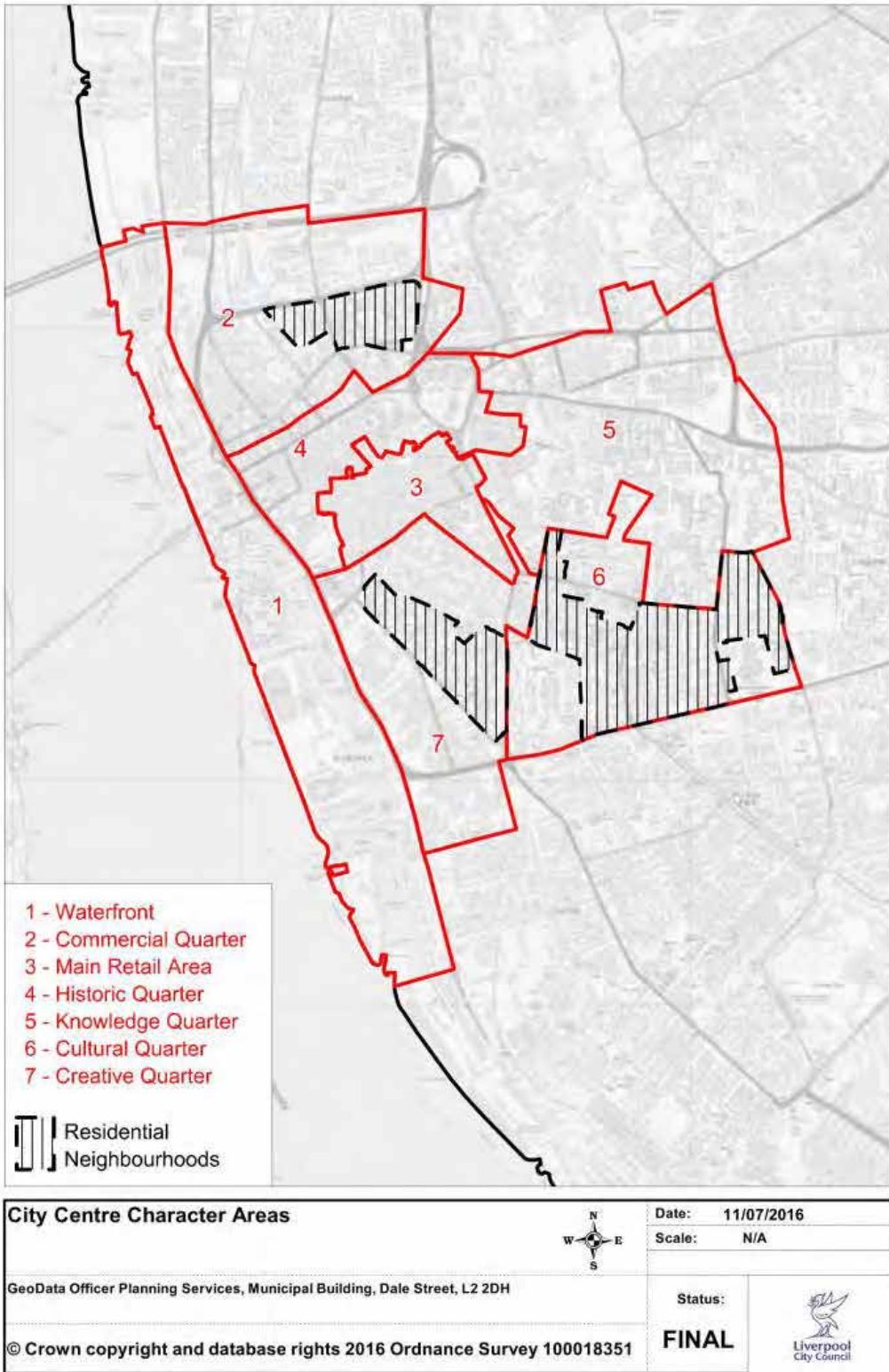


Figure 1 City Centre Boundary and Character Areas

The Commercial Quarter

6.6 This area includes the Commercial District and Pumpfields area .

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

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

6.9 The key planning issues for the Commercial Quarter include:

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

The Knowledge Quarter

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

24 Liverpool City Centre Strategic Investment Framework (2012)

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

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

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

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

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

6.15 The key planning issues within the area include:

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

25 Liverpool City Centre Strategic Investment Framework (2012).

The Main Retail Area

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

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

6.18 The key planning issues for the MRA include:

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

The Waterfront

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

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

6.21 The Waterfront includes the following areas:

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

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

26 Liverpool City Centre Strategic Investment Framework, 2012

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

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

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

6.27 The key planning issues for the area include:

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

The Creative Quarter

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

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

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

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

6.32 More recently the area has undergone a renaissance and is becoming home to a diverse range of creative and digital industries including photographers, artists, fashion designers, digital agencies, recording studios and film makers. The area now supports over 350 creative and digital businesses⁽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

27 Liverpool Baltic Triangle – Business Plan 2014-2018

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

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

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

6.34 The key planning issues for the Creative Quarter include:

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

The Cultural Quarter

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

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

6.37 The key planning issues within the area include:

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

Historic Quarter

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

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

6.40 The key planning issues for the area include:

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

Residential Neighbourhoods

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

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

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

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

6.45 The key planning issues for these residential areas include:

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

City Centre Vision and Objectives

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

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

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

Liverpool City Centre Vision

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

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

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

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

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

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

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

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

Strategic Priorities for Liverpool City Centre and the Character Areas

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

City Centre Wide Priorities

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

Character Area Priorities

The Commercial Quarter

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

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

The Knowledge Quarter

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

The Main Retail Area

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

The Waterfront

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

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

The Creative Quarter

Ropewalks

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

Baltic Triangle

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

The Cultural Quarter

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

The Historic Quarter

St Georges

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

Stanley Street / Victoria Street/ Dale Street

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

Residential Neighbourhoods

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

Area Specific Policy Approaches for the City Centre Character Areas

The Commercial Quarter

Policy CC1 - The Commercial District

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

2. Within the Commercial District new development proposals should:

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

Policy Context and justification

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

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

Policy CC 2 - Pumpfields

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

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

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

The Knowledge Quarter

Policy CC 3 - The Knowledge Quarter

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

Policy Context and justification

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

Policy CC 4 - London Road District Centre

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

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

Policy Context and justification

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

Policy CC 5 - Islington

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

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

Policy Context and Justification

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

The Main Retail Area

Policy CC 6 Protecting and Enhancing the Main Retail Area

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

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

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

Policy Context and justification

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

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

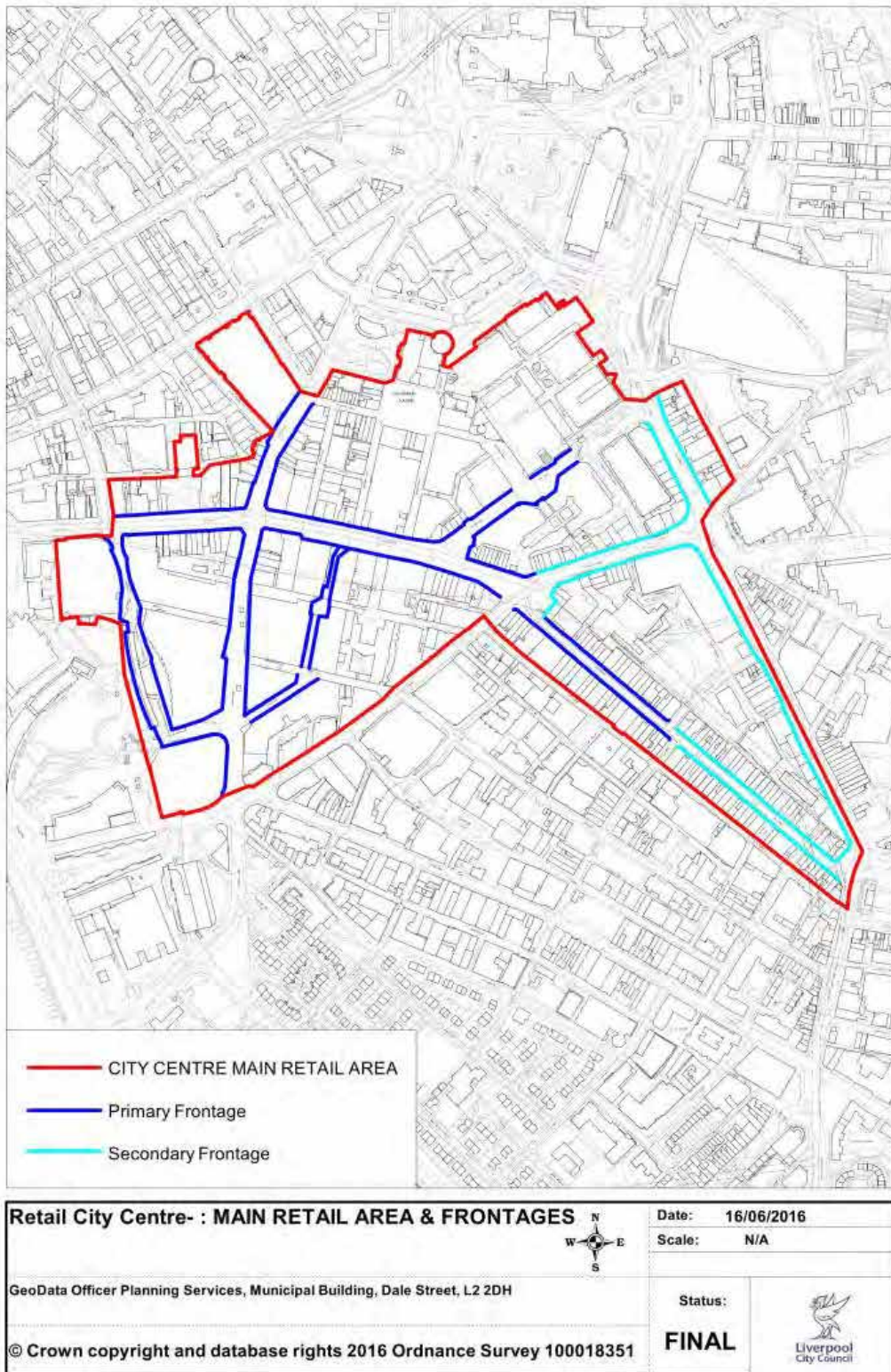


Figure 2 The City Centre Main Retail Area (MRA) and Shopping Frontages

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

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

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

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

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

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

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

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

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

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

e. The proposal maintains:

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

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

Policy Context and justification

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

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

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

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

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

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

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

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

The Waterfront

Policy CC 8 – Waterfront Design Requirements

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

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

Policy Context and justification

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

Recreational Use of Dock Water Spaces, Quaysides and the Waterfront

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

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

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

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

Policy Context and justification

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

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

Liverpool Waters

Policy CC 10 - Liverpool Waters

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

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

Policy Context and justification

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

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

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

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

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

The Creative Quarter

Policy CC 11 - The Creative Quarter

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

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

Policy Context and Justification

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

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

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

The Cultural Quarter

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

The Historic Quarter

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

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

Residential Neighbourhoods

Canning Georgian Residential Quarter

Policy CC 12 - Protecting the Canning Georgian Residential Quarter

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

Policy Context and justification

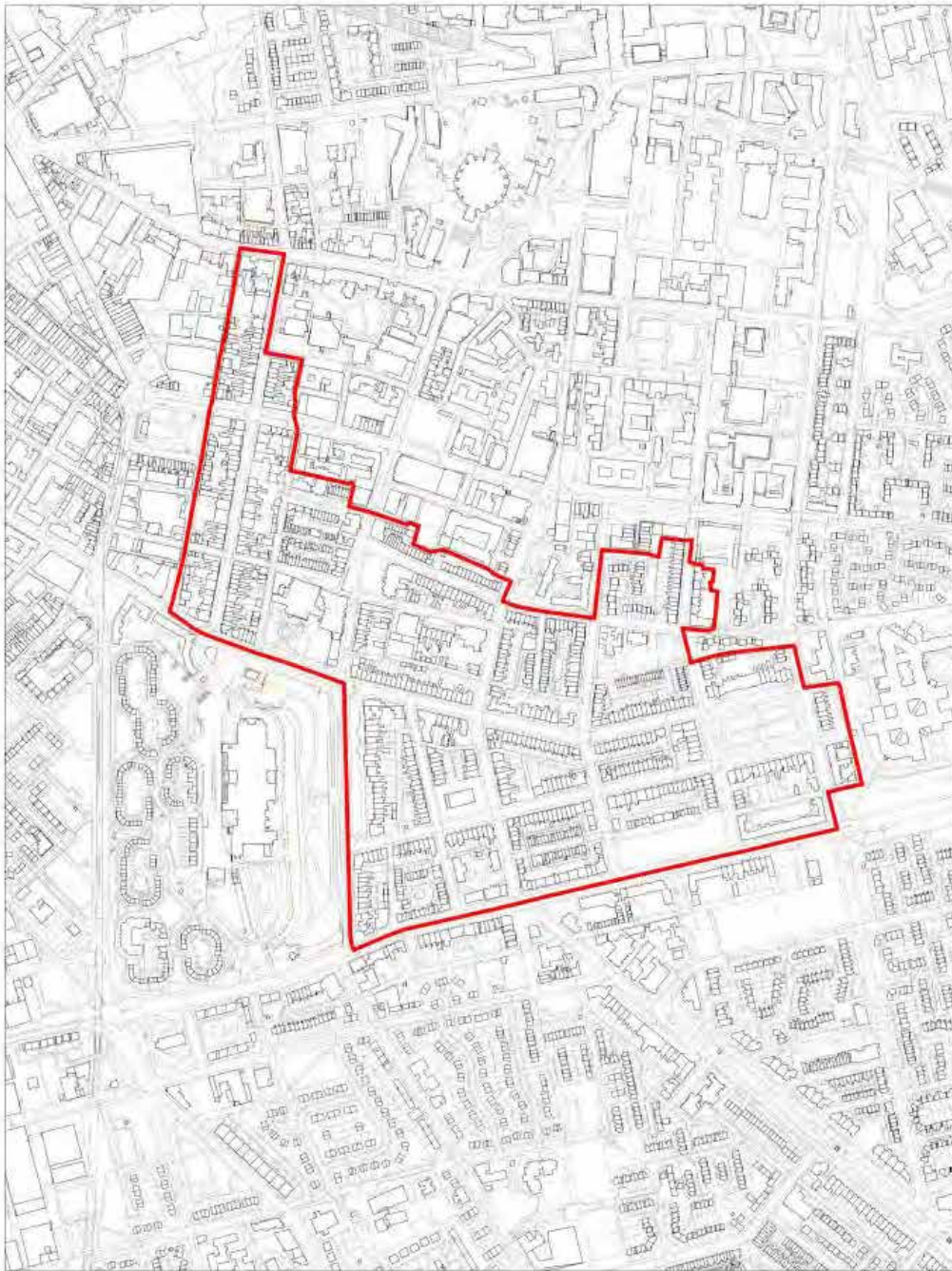
6.77 Canning was formerly a majestic residential quarter of the City Centre. It comprises a series of tree lined Georgian streets and spaces and large houses. The City Centre SIF considers it has the potential to be an outstanding City Centre Neighbourhood and that the properties should be converted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

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

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

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

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





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

Figure 3 Canning Georgian Residential Quarter

6.82

6.1 Development Management Policies for the City Centre

Development Management Policies

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

Employment, Culture and Tourism

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

Policy CC 13 – Vacant Sites and Temporary Uses

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

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

Policy Context and Justification

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

Shopping, Services and the Evening Economy

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

Policy CC 14 – Convenience Retail Provision and Community Facilities

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

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

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

Policy Context and Justification

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

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

Policy CC 15 – The Night Time Economy

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

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

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

Policy Context and Justification

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

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

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

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

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

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

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

Policy Context and justification

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

Policy CC 17 Markets and Street Traders

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

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

Policy Context and Justification

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

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

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

Policy CC18 – Pavement Cafés

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

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

Policy Context and Justification

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

Housing provision in the City Centre

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

Policy CC 19 - Housing Provision in the City Centre

1. The City Council will support proposals which improve and diversify the City Centre housing offer that comply with the criteria in part 2, through:
 - a. the full or part conversion of long-term vacant buildings,
 - b. the conversion of upper floors;
 - c. The provision of family accommodation; and
 - d. the inclusion of housing within mixed-use development schemes

2. Planning permission for residential development will be granted, provided it:
 - a. Does not compromise the City Centre's economic and commercial roles;
 - b. Reflects the character and function of the surrounding area in terms of its scale, density and design;
 - c. Forms an integral part of the City Centre, and is not planned and designed as distinctly separate or self-contained zones;
 - d. Provides adequate safeguards for the amenity and health of future residents, including light, views and sound insulation;
 - e. Makes adequate provision for access, parking, servicing, refuse storage, external amenity space and in relation to multi-occupied developments management; and
 - f. Can be demonstrated that facilities and services are readily available, particularly with respect to the provision of family housing

Policy Context and Justification

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

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

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

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

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

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

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

Policy CC 20 - City Centre Student Accommodation

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

Policy Context and Justification

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

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

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

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

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

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

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

6.108 The 'less appropriate areas' are characterised by:

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

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

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

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

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

Green Infrastructure and Recreational Provision

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

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

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

30 Appeal Ref: APP/Z4310/W/16/3143659 - 55 Great Crosshall Street, Liverpool L3 2AP

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

Transport and Accessibility

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

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

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

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

Environmental Protection

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

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

Heritage and Design

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

6

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, will be identified on a schedule and the Policies Map once the evidence base is finalised.

The role of Business Neighbourhood Plans

7.4 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

7.5 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.

7.6 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 a 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 forumthe 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.*

7.7 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.

Employment Land Supply

Policy EC1 Employment Land Supply

1. The City Council has a requirement for 120 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. Sites to meet this requirement will be identified in a Schedule and on a Policies Map once the evidence base is finalised.
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.

Policy Context and Justification

7.8 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 meet this requirement, land designated as Primarily Industrial Areas and sites allocated as Sites for Industrial/Business Development will be identified in a Schedule 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.

7.9 To assess the City's economy and provide evidence regarding the need for, and supply of, employment sites within the City, the Council has commissioned an up-to-date Employment Land Study (ELS). The Study will be used to inform this policy on what provision for new employment sites might be made within the Local Plan. While the City Council is awaiting the final draft of the ELS, the conclusions on land requirement is that the range of need is between 105 and 140 hectares and that on that basis the recommended level of OAN for Class B sites is 120 hectares. The analysis of supply is still awaited however the emerging findings are that there will be a shortfall of suitable sites to meet this level of need. The final proposals will therefore appear in the Publication version of the Local Plan in early 2017.

7.10 In addition to, and complementing the City Councils own assessment of employment land need it has along with the Metropolitan and Borough councils of the Liverpool City Region (Halton, Knowsley, Liverpool, Sefton, St Helens, West Lancashire and Wirral) appointed consultants to prepare a Strategic Housing & Employment Land Market Assessment (SHELMA) for the City Region. This study should bring together the evidence base required by the national policy and guidance covering both housing need and employment land need, taking into account anticipated economic growth in the City Region over the next 25 years to provide a robust basis for Local Plan policies and allocations across the City Region. This work will incorporate and utilise the findings of recent Employment Land Studies undertaken by the individual councils, where they are still relevant, in identifying the objectively-assessed employment land need for the City Region, as well as reviewing the Liverpool Enterprise Partnership's (LEP) "Liverpool City Region SuperPort: an analysis of the supply of, and demand for, distribution space within the Liverpool City Region (March 2014)".

Employment Areas

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, which will be identified on the Policies Map and in a Schedule, and which mainly fall within the City's key employment areas.

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).

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. The proposal would not prejudice the long term development of the wider employment area primarily for industrial and business development. Use of the site for non-B purposes should not adversely affect the City's overall capacity to meet future demand for employment land; and
 - i. The proposal will not be incompatible with existing retained employment uses within their vicinity;
 - ii. There is no likely future demand for employment use on the site. This would require evidence that it had been appropriately marketed for B1/2/8, across a range of media, for at least 18 months;
 - iii. In the case of retail, leisure and town centre uses, the proposal complies with Policy SP6; and
 - iv. 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 employment land. Evidence to demonstrate compliance with this requirement would include:
 - net employment generation
 - need/demand for proposed use
 - lack of suitable alternative accommodation
 - satisfactory relocation of displaced business
 - improvements to the physical/operational environment of the industrial area
 - proposal forms part of comprehensive regeneration scheme

Policy Context and Justification

7.11 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. The City the Council's emerging Employment Land Study (ELS) will be used to inform this policy on what provision for new employment sites might be made within the Local Plan and how such sites should be managed.

7.12 Alongside identifying sufficient land to meet all foreseeable types of economic activity (as set out in Policy EC1 above), 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." (para. 22). Therefore, the policy sets out the criteria which should be met when assessing proposals for the use of employment land for other purposes.

7.13 It is recognised that some non-B1 use development may be ancillary to the main employment use of a site, and can enhance the appeal of employment area to both prospective employers and the local workforce. In addition it is acknowledged that space maybe required for non-B uses, such

as some leisure uses, which have specific requirements that cannot be met within the City, District or Local Centres. However, in both cases proposals should demonstrate compliance with policies for town centre uses. This policy should also enable the management of some non-B1 uses which are likely to be incompatible with the operation of an area for industrial/ business activity.

Delivering Economic Growth

7.14 Recent improvement in Liverpool's economic fortunes has resulted from the performance of important economic sectors such as business and professional services, information technology, biological sciences and creative industries. Development has taken place in economically important locations such as the City Centre, the waterfront, Liverpool John Lennon Airport, the Ports of Liverpool and Garston and the Strategic Investment Areas. Some of the developments which Liverpool's revival has produced include:

- Growth of the Knowledge Quarter, centred on the expanding Universities and medical facilities in the City Centre
- A growing commercial centre around Old Hall Street - over 700,000 sq ft of new grade A office space, record rental levels and the return of institutional investment
- Continuing development of the City's Ports, including the opening of a new cruise liner terminal
- Substantial expansion of Liverpool John Lennon Airport
- 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 Georges Quarter which add significantly to the variety and quality of Liverpool's attractions
- Significant growth in the availability of hotel accommodation
- The development of the Estuary and International Business Parks which have transformed the industrial/commercial environment of the International Gateway in south Liverpool
- Continuing improvements to the Edge Lane Gateway to the City, and the opening up of new opportunities at Liverpool Innovation Park.

7.15 These outcomes highlight the value of targeting future public investment in high value/knowledge-based industries, in order to continue to attract private sector resources in a highly competitive (and now reduced) market place for job creation. The Liverpool City Region partners have identified key "transformational" actions, which in turn provide further evidence to support these sectors in policy for economic regeneration in the sub-region.

EC3: Delivering Economic Growth

1. Development of business sectors with strong growth potential in Liverpool and the City Region will be supported. 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 and aviation-related activity

- Tourism/visitor economy, and
- Low carbon economy businesses

2. The football clubs of Everton and Liverpool contribute significantly to the City's economy, and proposals for the sustainable development or redevelopment of these clubs will be supported where they are of an appropriate scale, and subject to other relevant planning policies.

3. Sites for appropriate sectors within the main employment areas will be shown on the Policies Map and within a Schedule.

Policy Context and Justification

Knowledge-Based Industries

7.16 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 on the edge of the City Centre (including the Universities, teaching hospitals and Science Park as well as cultural institutions), around the Innovation Park on Edge Lane (the Knowledge Corridor) and in the International Gateway (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 - currently estimated to be worth around £1.6billion per annum, supporting 14,000 jobs, in the Knowledge Quarter alone. Further details relating to the Knowledge Quarter can be found within the City Centre Chapter.

7.17 Further expansion of this sector in the City and sub-region will exploit the advantages of this existing critical mass of expertise, particularly in the areas of bio-medical and materials science and manufacturing, environmental technology and creative digital industries, where Liverpool has particular strengths, especially in gaming⁽³¹⁾.

Financial, Professional and Business Services

7.18 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 have been the major driving force for improvements in GVA and employment performance in recent years, and are expected to continue this major contribution to economic growth.⁽³²⁾

7.19 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.

Tourism and the Visitor Economy

7.20 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 this sector includes six national museums and galleries, an internationally recognisable waterfront and maritime heritage (including a World Heritage Site), a strong 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.

31 "People, Place and Prosperity" Economic Prospectus, Liverpool Vision, 2010

32 Liverpool Economic Briefing, Liverpool City Council, May 2010

7.21 As well as making a very substantial direct contribution to the economy of the City and sub-region (estimated at around £1.3billion, supporting some 23,000 jobs),⁽³³⁾ 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 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.

7.22 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.

7.23 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 treated as supplementary to the Liverpool Local Plan.

The Low Carbon Economy

7.24 The Low Carbon Economy Action Plan 2011-2015,⁽³⁴⁾ acknowledges that the business sector currently emerging to meet the demand for low carbon products and services represents a particular economic opportunity for Liverpool and its City Region. The area has natural, built and business advantages in the development of a number of the sub-sectors of the industry, including energy generation and distribution/management, waste management and water treatment. Currently, the sector employs some 8,700 people - just 1.5% of all jobs in the City Region, but generating £435m (2.4%) of the area's GVA. The national and global policy emphasis on addressing climate change means that the general outlook for the sector is highly optimistic; the Action Plan estimates that it could provide a further 12,000 jobs by 2015.

7.25 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. There is considerable scope for the development of skills, facilities and infrastructure improvements and supply chain growth, and the excellent facilities at the Port of Liverpool mean that there are supply chain and maintenance opportunities.

7.26 The City's universities have significant research and development strengths in low carbon products and services which underpin the importance of the sector and its future potential. Liverpool is not the only location where this sector can thrive in the City region, but it currently accounts for a third of the jobs.

7.27 It is considered that there are particular opportunities for supply chain businesses at locations in North Liverpool, particularly those close to the Port of Liverpool,

33 Liverpool City Region Visitor Economy Strategy to 2020, Mersey Partnership 2009

34 Low Carbon Economy Action Plan 2011-2015 Mersey Partnership

7.28 A number of smaller industrial sites in the hinterland of the former docks, provides potential for further economic redevelopment. Much of this area is now characterised by low grade light industrial and retail-related uses (such as waste handling and transport/distribution) which provide valuable employment opportunities for local residents. These opportunities can be enhanced by development of new businesses involved in the provision of green energy and low carbon products and services.

7.29 The remaining sectors presenting significant opportunities for employment growth in the City and sub-region involve aviation and maritime-related industries. These are dealt with in separate policies relating to Liverpool John Lennon Airport and the Ports of Liverpool and Garston at the end of this section.

Office Development

Policy EC4: Office Development

1. Within the Main Office Area in the City Centre, and on the sites to be identified in a Schedule and on the Policies Map, planning permission will be granted for Use Classes A2, B1 and complementary service uses such as Classes A1 and A3, providing proposals comply with other plan policies, particularly those for retail development.
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 Policy SP6.
4. All proposals for office development will be subject to consideration of residential amenity, traffic generation and other Plan policies.

Policy Context and Justification

7.30 One of the Local Plan's spatial priorities for the sustainable growth of Liverpool is to ensure that economic growth is the key priority within the City Centre. This policy supports this priority by designating an area of the City Centre and allocating specific sites (to be identified in a Schedule and on the Policies Map) for office development. Further detail is also provided in the City Centre Chapter. The City the Council's emerging Employment Land Study (ELS) will be used to inform this policy on what provision for new employment sites might be made within the Local Plan and how such sites should be managed. The Study will be used to inform this policy on what provision for new employment sites (including for office development) might be made within the Local Plan. The Study will also be used to assess how the policy fits with new permitted development rights under class O which allow office buildings to be demolished and replaced with new buildings for residential use, and extended to include the change of use of light industrial buildings within Class B1. The Council are awaiting the final draft of the ELS.

7.31 NPPF requires Local Plans to set policies for the consideration of proposals for main town centre uses, including office development, which cannot be accommodated in or adjacent to town centres. Policy SP6 sets the criteria for such proposals to meet this requirement.

Mixed Use Areas and Sites for Various Types of Development

Policy EC5: Mixed Use Areas and Sites for Various Types of Development

1. In Mixed Use Areas, to be designated on the Policies Map, planning permission will be granted for those uses to be specified in Mixed Use Area profiles subject to the provisions of other relevant Plan policies.
2. On Sites for Various Types of Development to be identified on the Policies Map, planning permission will be granted for the uses to be specified in a Schedule , subject to the provision of other relevant Plan policies. -

Policy Context and Justification

7.32 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 the Council's emerging Employment Land Study (ELS) will be used to inform this policy on what provision for Mixed Use Areas and Sites for Various Types of Development might be made within the Local Plan and how such sites should be managed. The Study will be used to inform this policy on what provision for new employment sites (including for office development) might be made within the Local Plan. The Study will also be used to assess how the policy fits with new permitted development rights under class O which allow office buildings to be demolished and replaced with new buildings for residential use, and extended to include the change of use of light industrial buildings within Class B1. The Council are awaiting the final draft of the ELS.

Liverpool John Lennon Airport

7.33 Liverpool John Lennon Airport (LJLA) is located seven miles south east of the City Centre, very close to the Liverpool/Halton boundary. The airport experienced considerable passenger growth between 1995 and 2014, with a 694% increase in terminal passengers compared to a UK increase of 84%. However passenger numbers have fallen in recent years by 20% between August 2011 and August 2015; although September 2015 saw the eighth successive month of growth. The owners, Peel Holdings, have a 25 year masterplan for the Airport which could treble its size by 2030 to accommodate 12.3 million passengers. The plans include a runway extension for long-haul aircraft, a world cargo centre and a new link road.

7.34 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 key role in the economic regeneration of the City Region must therefore be acknowledged, and its expansion managed, by the strategic planning process.

Policy EC6: 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 2007 Masterplan, will be supported in principle, subject to satisfactory compliance with measures to address potential environmental impacts associated with this growth. These are :
 - a. impact on the adjacent natural 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. The Policies Map will identify the operational area of the Airport together with the area currently designated as Green Belt which is identified in the 2007 Masterplan as likely to be required for future expansion of the Airport. The precise boundary of any extension of the Airport will be finalised as part of the determination of relevant planning applications. This review will be conducted in consultation with the operator/owner of the Airport, neighbouring local planning authorities and other appropriate parties.

3. Any land removed from the Green Belt will be reserved solely for appropriate airport-related development.

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

Policy Context and Justification

7.35 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.

7.36 The Liverpool City Region SuperPort is the name given to the coordination of projects, investment and activity across the Liverpool City Region to develop a multimodal freight hub to rival such international locations as New York, Dubai and Singapore. The vision of SuperPort is "to bring together and integrate the strengths of the ports, airports and freight community to create a superport for freight and passenger operations within the Liverpool City Region that will become a key driver of its economy. It will create the most effective and cost efficient environment for freight cargo logistics and passenger transit in the UK". Superport includes assets in the City, and neighbouring authorities, including Liverpool John Lennon Airport.

7.37 The LJLA Masterplan produced by the Airport operators seeks to deliver the objectives for LJLA as set out in the 2003 White Paper 'The Future of Air Transport'. The plans include new passenger terminal facilities, a runway extension for long-haul aircraft, a world cargo centre and an Eastern Access Transport Corridor through adjacent areas of Halton.

7.38 The Masterplan indicates that the proposals for the expansion of Liverpool John Lennon Airport post-2015 are not fully developed, but that it is intended to include the development of larger freight handling facilities on land south of the Airport currently within the Merseyside Green Belt. Support for the expansion of the Airport is in line with the White Paper, which acknowledges the importance of LJLA to the economic regeneration of the Liverpool City Region.

7.39 Whilst the Airport Masterplan states that it cannot be certain as to the exact details of development post-2015, a change to the boundary of the Green Belt land would be required because it has demonstrated that there are no suitable locations available, within or adjacent to the Airport, to accommodate the development of appropriate airport-related uses, as supported by national policy:

the Airport is a fixed location whose primary functions cannot be accommodated elsewhere. The extract below (Plan 3 Master Plan to 2030) is an extract from the Liverpool John Lennon Airport master Plan published in November 2007. The area including and to the south of the new taxi-way shown in dark grey is to be removed from the Green Belt to enable the proposals in the Master Plan to be implemented. It is understood that a revised Master Plan is being prepared for public consultation later in 2016.



Figure 4 Liverpool John Lennon Airport. This extract from the Airport Masterplan indicates the intended development proposals from 2015 to 2030. The existing main run-way in light-grey runs left - right across the picture. A new taxi-way shown in dark grey and running parallel to the main runway, together with aircraft holding holding areas, storage and distribution and other facilities described in the masterplan would be constructed on land that is currently designated as Green-Belt. This designation would need to be removed to accommodate this level of physical development. Source: Liverpool John Lennon Masterplan

7.40 The Airport Masterplan states that for the airport to grow its freight capability in the long term, it needs to invest in infrastructure to take larger aircraft. In particular this requires lengthening and strengthening the runway, separate aprons and parking for passenger and freight aircraft and the distribution and handling warehouses through which freight will pass. The only location available for such a development is to the south of the runway within the area of farmland known as the Oglet. The Masterplan also states that a prerequisite of the development would be the extended runway and the Eastern Access Transport Corridor, from which a new access road would be constructed around the eastern end of the runway.

7.41 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 mitigation measures to meet the standards set out in European

and national legislation - 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.

7.42 In accordance with NPPF this policy recognises the significance of heritage assets, particularly Speke Hall, 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.

7.43 Management of sustainable access for passengers and employees is a key element of successful expansion of the Airport: to this end, an Airport Surface Access Strategy has been prepared, in accordance with guidance issued by central government, and its implementation is supported by the Merseyside Local Transport Plan. It will be important that development management policy for car parking (including provision of off-site facilities) supports 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 airport-related development.

The Ports of Liverpool and Garston

7.44 The Port of Liverpool located on both banks of the River Mersey 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. The £300m deep-water container terminal – Liverpool2, is due for completion in 2016. This will double the port's existing container capacity and make it one of the country's best equipped and connected terminals.

7.45 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.

7.46 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 EC7: The Ports of Liverpool and Garston

1. Proposals to continue the sustainable development of the Ports of Liverpool and Garston, will be supported. In particular, improvements to the sustainability of freight and passenger access to the ports, including road, rail and water transport, will be sought.
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 adjacent natural and built environment, nationally and internationally important sites and buildings, and
- the amenity of neighbouring users.

Policy Context and Justification

7.47 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.

7.48 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.

7.49 A number of studies undertaken locally provide evidence of the importance of the Mersey Ports to the sub-region, and identify key considerations in realising their potential contribution to economic regeneration, including access, expansion land requirements, etc.

7.50 Peel Ports, owners of the Port of Liverpool, published a draft 20 year growth strategy for all of its maritime interests on the Mersey (including the Manchester Ship Canal) in June 2011 (a final draft is expected in 2016), 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 a SuperPort, integrating (both physically and technologically) operations of the Ports, Airport and other freight and passenger facilities in the City Region and along the Canal; new infrastructure proposals include a "Post-Panamax" in-river terminal, and expansion of multi-modal inland port facilities. Successful implementation of the 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.

7.51 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 Master Plan estimates a future land requirement of some 345 hectares. Whilst the great 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.

7.52 The City, Metropolitan and Borough councils of the Liverpool City Region (Halton, Knowsley, Liverpool, Sefton, St Helens, West Lancashire and Wirral) have appointed consultants to prepare a Strategic Housing & Employment Land Market Assessment (SHELMA) for the City Region. This study will assess the evidence identifying the supply of, and demand for, distribution space land generated by the Liverpool City Region SuperPort.

7.53 In the meantime the Liverpool City Region (LCR) partners have recognised 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.⁽³⁵⁾

7.54 In view of the potential impact of expansion of the Port on the local and wider highway network - and in response to national government's requirement to address the delivery of sustainable transport systems - the former North West Regional Leaders' Forum (4NW) commissioned a study into its future surface access arrangements. Initial conclusions from this DaSTS Study highlight the current impact of Port operations on the surrounding local and regional transport network, with just over half of freight traffic travelling to points within the North West, and average journey distance of all HGVs around 100km. In addition, two-thirds of car trips from the Port are to destinations within Merseyside - reflecting its importance to local job opportunities and the City Region economy.

7.55 The DaSTS analysis suggests that existing problems of congestion on local roads (which also provide access for local communities and as a commuter route into the City Centre) will be exacerbated by anticipated growth of the Port over the next 20 years, unless transport infrastructure in the area (including road and rail provision for both goods and passengers) is improved. Later stages of the Study will address the key interventions required to achieve this. It will be important that strategic spatial planning for the area is supportive of initiatives to provide a sustainable surface access strategy to the Port, whilst protecting the operations of other businesses and users of the transport network.

7.56 The long term value of the Port of Garston remains an important logistical assets serving short sea routes etc.

7.57 At the same time as supporting the growth of 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 significant adverse effect on 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.

35 LCR Liverpool Enterprise Partnership web site, January 2016



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 and is structured as follows:

- Housing Growth – establishes the Housing Requirement, to be delivered via existing commitments and new site allocations;
- Housing Mix – concerns ‘what’ kind of accommodation should be provided to give housing choice and meet specific housing needs; and
- The Management of Development in residential neighbourhoods – policies which manage change occurring within the existing housing stock, protect amenity, and promote attractive neighbourhoods.

8.2 Some of the proposed policies in this chapter address policy issues on which further work is still required. All the proposed 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.

Liverpool's Housing Requirement

Policy H1 Housing Requirement

1. For the period 2013-2033, Liverpool's housing requirement is for **29,600** net additional dwellings. The average annualised level of housing growth equates to **1480** dwellings. 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 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.

Policy Context and Justification

8.3 At the beginning of 2015 the City Council commissioned GL Hearn to produce an update of its 2011 Strategic Housing Market Assessment (SHMA) which would provide the City Council with an up to date Objective Assessment of Need (OAN). GL Hearn have prepared the new SHMA as one part of an integrated evidence base study, which also covers employment land and open space requirements. The SHMA study OAN finding is that Liverpool should make provision for 1480 dwellings per year. The figures are base dated to April 2013 and look ahead to 2033.

8.4 The Local Plan period will begin on the adoption of the plan by the City Council towards the end of 2017 or early 2018 and look ahead over a fifteen year period: this is expected to be 2017/18 to 2032/33 and therefore the new housing requirement is therefore 22,200 over the 15 year plan-period assuming an element of 5 years pre-adoption delivery giving a total of 29,600. This is significantly less than the requirement identified for the Core Strategy in 2012 of 40,950 for the following reasons:

- The Core Strategy figure was set in the now revoked Regional Spatial Strategy and reflected a level of development requirement based on past trends which at that time were significantly higher than had been the case over a longer time period;
- The previous figure also included an 'uplift' of more than 3500 dwellings when Liverpool bid for and received New Growth Point status funding: this was a policy initiative and not derived from any evidence of need for that number of new homes;
- The previous figure was required to include a 'backlog' of under-delivery, which had added several hundred additional dwellings each year and which is not now included in the figures looking ahead.

8.5 The calculation of the new figure follows the process set out in National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG). This process begins with projected population and household numbers, migration movements, economic forecasts of job growth and whether the local population can fill those jobs or whether new households would have to move or commute into the City. It also takes into account the need for affordable housing and price movements (market signals) of residential land and property.

8.6 In summary, the new figure of 1480 per year is based on what the evidence of OAN shows, whereas the previous figure was substantially based on both regional and local policy objectives and initiatives and so in Liverpool's case was higher. The housing delivery trajectory is based on an average annual rate of 1472 dwellings per year. On submission for examination the Local Plan will set out a revised trajectory if required by either under or over delivery.

8.7 No phasing is proposed for new housing delivery as there are 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.

Meeting the Requirement (1) Sites with planning permission now.

8.8 The number of dwellings with planning permission at an April 2016 base date is currently estimated at 25,872. This is equivalent to 87.4% of the City Council's OAN requirement 2013-2033. 2511 homes were built between 2013 and 2015 and an estimated 1558 were completed in 2015/16. This gives a total of completions and commitments of 29,941. This suggests that Liverpool will have a small surplus (341 dwellings) even if no further completions took place, no further sites were allocated in the Local Plan nor any further planning permissions given.

8.9 It is unreasonable to assume, and experience confirms, however that not all existing consents will be implemented. If this is the case then less housing might be delivered than is needed. 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.

8.10 Taking this into account the City Council is applying a 10% under delivery discount across the total of consents and to any allocations made. Applying that approach gives the figures in the Table below, which also includes an estimate of completions for 2016-2018 based on the average completions since 2013. The first full year of the adopted Local Plan is likely to be 2018/19.

A	Objectively Assessed Need 2013-2033	29600
B	Completions April 2013 - March 2016	4069
C	Estimated completions April 2016 to March 2018	2713

D	Commitments (Homes with existing planning permission at April 2016)	25872
E	10% non-delivery supplement to the existing commitments	2587
F	Total needed for Allocation = A – B - C -D + F	-467

Table 4 Meeting the Local Plan Housing Requirement

8.11 Although Table 4 suggests a surplus of new homes, it is nevertheless considered appropriate to make additional site allocations in this interim draft Local Plan. When the Local Plan is published as the final draft for independent examination, in early 2017, the number of new homes built between the April 2013 base date and that date will have increased and the number of unimplemented consents will also have changed. These figures will then be taken into account.

Meeting the Requirement (2) The Allocation of Deliverable Sites

Policy H2 Site Allocations

1. The sites identified in Table 5 and set out in sub-section 8.1 Housing Site Allocations are proposed for residential development.
2. Planning permission will be granted for the residential development of the sites set out in Table 5, in accordance with other relevant policies in this plan.

Policy Context and Justification

8.12 The sites proposed for residential development are identified below. These sites have been identified in the SHLAA as deliverable but do not currently have planning permission.

ADDRESS	WARD	TOTAL NET CAPACITY	EXISTING DEVELOPMENT PLAN (UDP) DESIGNATION
LAND BOUNDED BY EAST LANCS RD/STONEBRIDGE LN/STONEDALE CRES	CROXTETH	52	PRIMARILY RESIDENTIAL AREA
BUILDINGS BETWEEN JUVENAL ST & ROSE PLACE / WEST OF GROSVENOR ST	EVERTON	26	PRIMARILY RESIDENTIAL AREA
LAND AT AINTREE UNIVERSITY HOSPITAL, LONGMOOR LANE, L10	FAZAKERLEY	180	PRIMARILY RESIDENTIAL AREA
201-299 PRESCOT RD AND 16-24 PRESCOT DR	KENSINGTON AND FAIRFIELD	45	PRIMARILY RESIDENTIAL AREA
LAND BETWEEN GREAT MERSEY ST & LANCASTER ST	KIRKDALE	30	PRIMARILY RESIDENTIAL AREA

ADDRESS	WARD	TOTAL NET CAPACITY	EXISTING DEVELOPMENT PLAN (UDP) DESIGNATION
LAND AT KIRKDALE RD / WHITTLE ST	KIRKDALE	22	PRIMARILY RESIDENTIAL AREA
STERLING WY / BLACKFIELD ST / VESUVIUS PL	KIRKDALE	16	PRIMARILY RESIDENTIAL AREA
SMITH PLACE (BOUNDED BY LATHAM ST / VESUVIUS ST / STERLING WAY / SMITH ST)	KIRKDALE	12	PRIMARILY RESIDENTIAL AREA
SITE BOUNDED BY EAST LANCASHIRE RD / LOWER HOUSE LN / STOCKMOOR RD	NORRIS GREEN	25	PRIMARILY RESIDENTIAL AREA
LAND AT MOSS GROVE	PICTON	45	PRIMARILY RESIDENTIAL AREA
LAND AT DEVONPORT ST / UPPER PARK ST / PARK RD / NORTHUMBERLAND ST	PRINCES PARK	50	PRIMARILY RESIDENTIAL AREA
LODGE LANE / GRIERSON ST / LODGE LANE BATHS	PRINCES PARK	40	SITE FOR VARIOUS TYPES OF DEVELOPMENT
BUILDINGS & LAND AT STANHOPE ST / MILL ST / GORE ST / UPPER HARRINGTON ST	RIVERSIDE	55	PRIMARILY RESIDENTIAL AREA
LAND ADJACENT TO NO 142 PARK RD L8	RIVERSIDE	48	PRIMARILY RESIDENTIAL AREA
INDUSTRIAL UNITS, HEAD ST L8	RIVERSIDE	39	PRIMARILY RESIDENTIAL AREA
LAND BOUNDED BY HARLOW ST / HAYLOCK CLOSE / MILL ST	RIVERSIDE	11	PRIMARILY RESIDENTIAL AREA
FORMER 15-37 BESSEMER ST / 102-104 BERESFORD RD / 378-400 MILL ST.	RIVERSIDE	10	PRIMARILY RESIDENTIAL AREA
MARGARET BEAVAN SCHOOL, HAYMAN'S GREEN	WEST DERBY	37	PRIMARILY RESIDENTIAL AREA
LAND BETWEEN DENFORS RD / ACKERS HALL AV / DUNCHURCH RD.	YEW TREE	29	PRIMARILY RESIDENTIAL AREA
LAND BETWEEN ACKERS HALL AV / MURCOTE RD / ALLESLEY RD	YEW TREE	14	PRIMARILY RESIDENTIAL AREA

Table 5 Proposed Residential Allocations

Five Year Housing Land Supply

8.13 The SHLAA ⁽³⁶⁾ demonstrates that the City has a deliverable 'five year' housing land supply and the majority of this supply is on sites which are expected to provide 10 or more dwellings as set out in Table 5 above.

8.14 The City Council is expected by Government to undertake and maintain a Strategic Housing Land Availability Assessment (SHLAA). The SHLAA must:

- identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5% to ensure choice and competition in the market for land; and
- Identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15.

8.15 A deliverable site is one that will contribute new homes within the next five years because it:

- is available now,
- offers a suitable location for development now,
- is achievable within five years, and
- development of the site is viable.

8.16 A developable site is one that will contribute new homes over the longer period of years 6 and later, because it:

- is in a suitable location for housing development,
- has a reasonable prospect of being available, and
- could be viably developed at the point envisaged.

8.17 In choosing which sites to allocate from those identified in the SHLAA, those which have been assessed as deliverable (capable of being built in five years) are to be preferred to those which have been assessed as developable.

Ensuring a Five Year Supply

8.18 The City Council not only has to provide enough new housing land over the whole plan period, it must also ensure that there is a rolling five year supply of deliverable sites. When sites gain planning permission they are added to the SHLAA, unless they have been previously identified and included in it. All sites which have planning permission are considered fully deliverable within five years unless there is information to the contrary. If a site already identified in the SHLAA gains planning permission it will then be considered deliverable within 5 years.

8.19 The current commitments of 25,872 dwellings with planning permission equates to 17.5 years supply. This gives the City Council a potential 5 year supply plus 249%. It must be recognised that not all these consents will be built and therefore if a 10% under delivery discount is applied to the commitments this would give Liverpool a 15.7 years supply which equates to five years plus a 214% buffer. It is also the case that some sites, such as Liverpool Waters are expected to develop out over a long time period and so only a proportion of their numbers will count toward any rolling five year period. Nevertheless, the City Council still has a comfortable 5 year supply position and in undertaking these calculations the continuing contribution of windfall completions could also be taken into account, which would improve the position further.

8.20 The Site Allocations proposed for residential development will be accompanied by a site specific Sustainability Appraisal (including Strategic Environmental Assessment and incorporating Health Impact Assessment factors).

Housing Trajectory

8.21 The NPPF (para 47) requires a housing trajectory to illustrate “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 – 2005-06 to 2015-16 as set out in Table 6 below. The figures cover a period that takes into account the peak of the housing boom and the credit-crunch / recession. The bulk of the completions has occurred on previously developed land, ranging from 94% - 99%.

8.22 There is a net average of nearly 1354 dwelling completions per annum which compares with the much higher gross delivery rate of just under 2000 units per year.

8.23 The difference between net and gross figures, which is quite marked in the first 6 years of the table arises from the high levels of demolition during the HMRI period. While the level of demolitions/losses averages 641 it has clearly fallen away significantly since 2011, while at the same time delivery has increased.

Year	Net Completions	Gross Completions	Demolitions/Losses
2005/6	1517	2999	1482
2006/07	2104	3041	937
2007/08	1468	2234	766
2008/09	2278	2954	676
2009/10	924	1886	962
2010/11	228	1091	863
2011/12	942	1357	415
2012/13	896	1237	341
2013/14	1002	1390	388
2014/15	1509	1663	154
2015/16	2029	2098	69
TOTAL	14897	21950	7053
ANNUAL AVERAGE	1354	1995	641

Table 6

8.24 The City Council will aim to deliver new housing to a trajectory based on an average annual rate of 1472 dwellings per year over the plan period which is rounded up to the nearest 10 to equal 1480. The figures in these two tables clearly show that Liverpool is able to deliver at a high level of output, albeit that past high levels of demolition have had a marked impact in some years on the net level of delivery. The loss of dwellings to demolition has significantly slowed and is, if appropriate to a particular site, included within the total expected yield assessed in the SHLAA.

8.25 At the time of the submission of the Local Plan for examination a revised trajectory will be identified to reflect under or over delivery between the April 2013 base date and the date of submission. A revision may be necessary at the time of adoption. 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, and will reflect this by setting a level housing trajectory.

Housing Mix

8.26 NPPF (para 50) states local planning authorities should "deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities". Housing mix should be based on both current and future demand, address the housing needs of different groups in the community; identify the size, type, tenure and range of housing that is required; and provide a range of provision reflecting local demand, and set policies for affordable housing if such a need is identified.

8.27 To have a clear understanding of the housing needs, both NPPF and PPG refer to the preparation of a Strategic Housing Market Assessment (SHMA). Liverpool's SHMA has been updated to 2016 and is consistent with both NPPF and PPG requirements. The proposed policies for what should be included within housing mix comprise the following two categories:

- Housing Choice covering tenure, both Market (for sale / private market rent) and Affordable (social rent / shared-ownership) housing and Dwelling Size and Type; and
- Range of housing provision to meet the requirements of specific housing needs groups and 'niche' or market segments i.e. purpose-built student accommodation, self-build.

Policy H3 Market and Affordable Housing

1. Planning applications for residential development should demonstrate their contribution towards broadening the City's housing offer.

Market

2. Planning permission will be given to residential development that is primarily market-provided and predominantly for affordable owner-occupation subject to other Plan policies

Affordable Housing

3. Affordable housing which is to be delivered through non-planning mechanisms should seek to provide:
 - 80% social / affordable rent, and
 - 20% intermediate (shared equity housing) provision

Policy Context and Justification

8.28 In April 2014⁽³⁷⁾, the estimated split of Liverpool's total housing stock of 217,568 dwellings was market housing 74% (both owner-occupied and private rented) and Registered Social Landlord, 26%. Owner-occupation in Liverpool at 47% is much smaller compared to the national level of 63%.

37 April 2015 dwelling stock estimate for Liverpool = 218,500dwgs (CLG Table 125) published 28.4.2016)

	Owner Occupied	Shared Ownership	Private Rented	Registered Provider	Other
Liverpool	46.9%	0.5%	23.4%	27.9%	1.3%
England	63.4%	0.8%	16.8%	17.7%	1.3%

Table 7

8.29 In recent years, the private rented sector (PRS) component of market housing has increased comprising a substantial 23% of the City's total housing stock. This PRS growth has been associated with difficulties in accessing housing finance (i.e. the ability to raise a deposit) for owner-occupation, following credit restrictions from 2007-08 onwards. At the same time speculative investment which has been feature of the housing market since the early 2000's has responded to the continued demand for private renting and institutional investment is also funding housing development on a larger scale. This has led to 'build-to-rent' developments which are owned and managed for private renting on a long term basis. Build-to-rent has a role in providing affordable housing and a number of schemes have recently been brought forward on this basis, for example, the recently completed conversion of the former HMRC building at Queens Dock, The Keel.

8.30 The delivery of new homes, particularly in the rented sector, in Liverpool will be greatly assisted by an initiative launched by the elected Mayor of Liverpool in May 2016 to create an innovative housing company.

The Innovative Housing Company

I want to create an innovative housing company to build 10,000 rent-to-buy homes to tackle inequality and affordability.

The housing company will compete with the private sector to purchase land and build housing which will then be made available to people who have had difficulty getting on the housing ladder.

The innovative rent-to-buy model will make it easier for people to build up a deposit, while living in the property as a tenant. When the deposit has been built up, over 5, 10 or 15 years, the tenant can buy the property with a conventional mortgage.

This will make it much easier for people who want a home of their own, whether that's because they are a new family or starting out for the first time, yet struggle to save for a deposit.

8.31 NPPF⁽³⁸⁾ requires "... the full, objectively assessed needs for market and affordable housing.." to be met in the Local Plan. Furthermore, NPPF (para 50) states where affordable housing need is identified, policies are set out to meet this need by on-site or off-site provision, or via a financial contribution of equivalent value.

8.32 PPG states that market signals should be used to assess housing affordability across all tenures. If housing costs were to rise faster than the national/local average, this may well indicate market under-supply relative to demand. The evidence collated in the SHMA, points to Liverpool being one of the more affordable cities to live in England. The SHMA notes that in 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, median rents for properties in the City have fallen by 30% since 2011. Consequently, housing costs do not indicate that supply, via increasing

the housing requirement, should be increased over and above that necessary to meet demographic and economic projections. The SHMA (2015) concludes that there is no evidence to “support an upwards adjustment in housing provision based on market signals”.

8.33 Whilst the City is affordable in housing terms, the evidence ⁽³⁹⁾ has highlighted some affordable housing need, defined as ‘social rented, affordable rented and intermediate housing provided to eligible households whose needs are not by the market’. However, supply arising from the existing social housing sector (re-lets) and programmed new social housing, coupled with affordable housing both for sale and private rented, is such that local planning policy is not required to deliver affordable housing through a planning obligations policy.

8.34 The SHMA (2016) estimates affordable housing need at 386 affordable homes per annum. Taking into account new supply arising from the 2015-2018 Affordable Homes Programme, the revised annualised net affordable housing need is calculated at 343 affordable homes per annum. The scale of affordable housing provision delivered in recent years has averaged 200dpa (SHMA 2015). This does not however imply a estimated residual affordable housing need of 143dpa because much of the affordable housing need stems from existing accommodated households who require “...an alternative form of housing ..”.

8.35 The main initiatives Liverpool is using to deliver affordable housing were identified in the Core Strategy Submission and are contained in the Housing Delivery Plan, can be summarised as follows:

- Direct grant funding of Registered Providers via the Homes and Communities Agency;
- Area-based programmes in which the City Council is a major partner, including master planning
- Formal joint venture initiatives and other partnership arrangements which use City Council land assets, for example the redevelopment of the Boot Estate, Strategic Housing Development Partnership

8.36 To comply with PPG, the SHMA (2016) identifies that affordable housing provision should be split between 80% social / affordable rent and 20% intermediate (shared housing) provision, this compares with the profile of affordable housing delivery to date.

8.37 The use of planning policy to deliver affordable housing is subject to viability. The SHLAA evidence undertaken since 2012 has indicated that applying a hypothetical affordable housing planning policy would adversely affect overall housing delivery. Provisions in the Housing and Planning Act 2016, to support affordable home ownership via Starter Homes may also further reduce the ability of planning policy, through planning obligations, to deliver affordable housing for rent, and possibly make affordable housing planning policy redundant.

8.38 The Local Plan will focus primarily on affordable market housing – both for sale and private rent - provision. A planning policy to deliver affordable housing through Section 106 agreements is not required and will not be brought forward within this Local Plan. Where affordable housing proposals do come forward the type of affordable housing should be split between 80% social / affordable rent and 20% intermediate (shared housing) provision.

Dwelling Type and Size

Policy H4 Dwelling Type and Size

1. All proposals for residential development should:

- Include an appropriate mix of dwelling types and sizes to address the long term needs of the Liverpool

39 (SHMA 2011 and 2016)

- Provide justification for the proposed housing mix.
2. Proposals for 'Executive housing' development, comprising 4bed + detached and larger semi-detached dwellings, will be supported particularly where they make a contribution to the delivery of between 10 and 25% of the total number of new dwellings across the City.
3. For Market housing on sites of 10 plus dwellings, excluding the City Centre, developers should provide:
- 60% in the form of semi-detached and terraced dwellings
 - 75% of dwellings with two and three bedrooms
4. In determining proposals the City Council will take into account the character of the location, and site viability.

Policy Context and Justification

8.39 Sustainable and inclusive communities are supported by offering a mix of housing to meet both existing and future demographic demand. Liverpool due to its historical development has a high percentage of nineteenth-century terraced housing and inter-war former council estates, which pre-dominate in certain parts of the city. The NPPF, at paragraph 50, requires Local Authorities to determine the type and size of dwellings.

8.40 The SHMA (2016) recommends as a range, the following dwelling type mix for market and affordable housing, on a city wide basis for the period 2013-2033:

Dwelling Type	Market	Affordable	All Dwellings
Detached	15-20%	10-15%	10-15%
Semi-Detached	35-40%	25-30%%	25-30%
Terraced	25-30%	25-30%	25-30%
Flat/Maisonette	15-20%	30-35%	30-35%

Table 8 Indicative Need for Different Types of Dwellings, city-wide, 2013-20133

8.41 The SHMA (2015) recommends as a range, the following dwelling (bedroom) size mix for market and affordable housing, on a city-wide basis for the period 2013-2033:

Dwelling Size	Market	Affordable	All Dwellings
One bed	5 -10%	25 - 30%	10%
Two - Bed	20 - 25%	30 - 35%	25%
Three Bed	45 - 50%	30 - 35%	50%
Four+ bed	20 - 25%	5 - 10%	15%

Table 9 Indicative Need for Dwelling (bedroom) Size, city-wide, 2013-2033

8.42 The SHMA (2016) indicates that demand will arise for two and three bed dwellings for family households, from newly-forming households, and fewer one-bed dwellings, reflecting the lower growth in younger, single person households relative to the last fifteen years. Although demand for one and two bed flatted accommodation is likely **to be** supplemented by older persons or those nearing retirement seeking to down-size.

8.43 Furthermore, to reduce or limit the growth of in-commuting of those with higher earnings and to support regeneration, the evidence suggests there is a case for seeking a higher provision of four+ bed detached and larger semi-detached homes

8.44 Whilst an affordable housing planning policy is not being pursued as part of the Local Plan, the affordable housing dwelling type and size set out in the above table is given as an indication, based on the evidence, for schemes to be delivered through non-planning policy mechanisms. The affordable housing position is the converse of market provision, where recent Welfare Benefit reforms are driving the need for smaller dwellings.

8.45 Using the upper ranges set out in the SHMA (2016), the evidence suggests that 75% 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. The SHMA (2016) dwelling type and size recommendations are however only intended to inform strategic policies and that in seeking to apply them "to individual development sites regard should be had to the nature of the development site and character of the area, and to up-to-date evidence of need as well as the existing mix and turnover of properties at the local level."

Providing a Range of Housing to meet Specific Housing Needs

8.46 NPPF (para 50) states local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes).

8.47 The evidence has identified a range of housing needs of specific groups within the community. Some housing needs have long been established, and others have been highlighted more recently by national policy. The following 'housing needs' are addressed in this section

- Family housing
- Older persons housing needs
- Younger persons
- Service families
- Self-build and custom house building
- Gypsy & Traveller Provision

Family Housing

Policy H5 Family Housing

1. Planning Permission will be granted for new family housing development in the Primarily Residential Area where it satisfies other plan policies.
2. For sites of more than ten dwellings, proposals should contain a range of family dwelling styles and bedroom sizes.
3. For sites of more than ten dwellings, located within the higher value housing market areas of the City, the proposal should contain at least 15%, four bed plus executive style housing, unless the applicant can demonstrate otherwise on viability grounds

Policy Context and Justification

8.48 Sustainable, inclusive, and mixed communities benefit from a wide choice of housing. Liverpool's housing stock is concentrated within Council Tax bands A and B and consisting mainly of three bed terraced and semi-detached dwellings. Furthermore the bulk of the housing provision to be delivered over the plan-period, across the City except in the City Centre, is anticipated to be in the form of terraced and semi-detached dwellings. The SHMA (2016) ⁽⁴⁰⁾ envisages new housing development will take the form of 2-3 bedroom properties, reinforcing the dominance of the existing stock profile.

8.49 The SHMA (2016) 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. A long-standing strategic housing objective of the City Council, contained in the previous Housing Strategy and embedded with the Housing Delivery Plan (Strategic Housing Development Partnership), is to broaden the City's housing offer, in particular, by increasing the proportion of larger, higher value homes, to meet the aspirations of higher income family households. Aligned with its economic strategy, the City is seeking to retain and attract families who would otherwise seek to reside in locations outside of the City and would commute to their employment destination. Such provision is often referred to as 'executive' housing.

8.50 The SHMA (2016) supports the case for seeking to target a higher provision of larger (4 plus bedroom) homes to respond to the growth in households with managerial and professional occupations. The SHMA (2016) estimates that 16.3% of the total additional households seeking market housing would need 4 plus bedrooms.

8.51 The viability of a site and its location to accommodate larger, higher value dwellings is likely to be a key consideration in achieving this particular strategic housing objective. Larger dwellings require larger plots thus reducing the number of units which can be accommodated within individual sites. Furthermore, such provision is likely to be a 'niche' market in terms of the City's wider housing market and only certain sites within certain neighbourhoods will be able to contribute towards meeting this particular need without undermining overall deliverability. The higher value market areas of the City are identified and have been mapped across the City by the SHMA (2016) using housing rent and house price information (2014 house price data).

8.52 The proposed policy approach is for sites containing ten plus dwellings to seek a broader housing offer by requiring the development to offer a range of bedroom sizes and dwelling styles unless design considerations dictate otherwise i.e. maintaining the character of the area. In addition, in specific locations in the City it seeks larger dwellings of an executive style, commensurate with higher value dwellings to contribute to a target of 15% (an approximation of the figure derived from the SHMA, of 16.3%). The onus is placed on the applicant to demonstrate that providing larger, higher value dwellings is not viable.

Older Persons Housing

Policy H6 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 Part 2 of Policy H13.

40 based on demographic projections

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
 - 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 demonstrates that the proposal:
 - a. local healthcare or social service provision can meet the needs of the proposal without detriment to the local community;
 - b. 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.

Policy Context and Justification

8.53 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 (2016), which indicates an increase in the total number of 65+years people of 38% for the period 2013-2033, based on the 2012 Sub-national Population Projections.

	Under 65	65-74	75-84	85 yrs +	Total	Total 65 yrs +
Liverpool	-0.5%	33.7%	30.7%	81.8%	5.1%	38.3%
North West	-1.3%	27.8%	44.1%	116.7%	6.7%	44.2%
England	+5.4%	34.5%	50.2%	120.7%	13.3%	51.1%

Table 10

Housing Requirement Contribution

8.54 Living independently for longer can mean remaining in the family home with some adaptation or providing options for older people people to move to more suitable accommodation, which can be a self-contained dwelling or communal, with degrees of supportive social and nursing care. PPG ⁽⁴¹⁾ advises ... "Older people have a wide range of different housing needs, ranging from suitable and appropriately located market housing through to residential institutions (Use Class C2)" and can be either general housing for older people or various types of specialist accommodation. In general bungalows and flats are the archetype mostly associated with older persons housing provision, whereas specialist housing provision is more diverse, and includes:

- Retirement housing - newbuild, developed for sale, focusing on older owner-occupiers wishing to down-size but retain independent living
- Sheltered Housing - defined as purpose built or converted self-contained accommodation with an emergency alarm system, communal facilities and a resident warden.
- Extra-Care schemes are similar in concept to sheltered housing but with additional care support for residents who are less independent
- Residential Care and Support schemes / Nursing Homes.

8.55 For those seeking to move, either to down-size or to locate closer to grown-up children / grand-children and still wish to live independently, the size and type of dwellings sought (apartments/smaller houses) will be included in the overall Housing Requirement. Increasingly, Retirement Housing which use a minimum age to control either purchase or renting, in addition to offering a range of facilities is being promoted to target the older owner-occupiers market. Whereas, the provision of Sheltered Housing, although in terms of concept and in the provision of facilities is similar to owner-occupied Retirement Housing, has been for tenants, either of social or private landlords, or owner-occupiers unable to fund the cost of purchase or annual service charges of private retirement housing.

8.56 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⁽⁴²⁾. 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 of Approved Document M.

8.57 In order to promote independent living and meeting older people's housing needs, the City Council need 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 requirement of Building Regulations, Approved Document M as a minimum standard. This is currently dealt with in Policy UD8 Accessible Housing.

8.58 The SHMA ⁽⁴³⁾ estimate of the current supply of specialist older persons provision, indicates that most of the provision is in the affordable rather than market sector, as follows:

Type of Housing	Market	Affordable	Total Capacity
Sheltered	390	3,039	3,429
Extra-care	33	315	348
Residential Care & Nursing Homes	3,335	N/a	3,335

41 (para 3-037 revised 20.3.2015)

42 coining the term 'Generation Stuck'

43 (2015)

Type of Housing	Market	Affordable	Total Capacity
Total	3,758	3,354	7,112

Table 11

8.59 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 ⁽⁴⁴⁾. The total capacity contained in the Sheltered and Extra-Care Housing provision (3,777) is the equivalent of 118 units per 1,000 people aged 75yrs plus. Using a toolkit developed by the Housing Learning and Information Network, the provision should be 170 units of specialist accommodation (excluding registered care home places) per thousand people over 75 years.

8.60 The SHMA ⁽⁴⁵⁾ estimates a potential need for 2,371 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.

8.61 The current UDP Policy H6 for Sheltered Housing provision specified a minimum of 60 years as a minimum age-limit. Recent schemes proposed by operators in this niche-market have a minimum age of 55 years, or even 50 years, as a reflection of earlier retirement. The Local Plan will use the 55 years age limit.

Tenure and Size of Specialist Accommodation

8.62 The SHMA (2016) suggests the additional specialist housing provision should be split 50:50 between market and affordable sectors. Whilst the current profile of specialist housing is focused towards affordable housing, reflecting the need and supply of sheltered housing, the SHMA also notes that 53% of older persons are outright owners, which will provide an opportunity to broaden the housing offer to a wider range of household groups.

Location and Proposed Site

8.63 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.

Younger Persons Housing Provision

8.64 Younger people are not a single homogeneous group in the housing market, where they have moved out of the parental home as independent households, they may have entered the housing market as students, or found accommodation through the private rented sector, including houses-in-multiple or key worker accommodation. Affordability is, however preventing access to

44 The SHMA (2016) notes projections 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

45 (2016)

owner-occupation. The governments Starter Homes initiative is intended to address this. At the present time Starter Homes policy will not be finalised until the secondary legislation required to bring the relevant provisions of the Housing and Planning Act (2016)⁽⁴⁶⁾ are brought into force.

Policy H7 - Younger Persons Housing Provision (Starter Homes)

1. The Local Plan will include a policy on Starter homes once the Government's requirements for Starter Homes have been finalised.
2. Proposals for Starter Homes should comply with all relevant Local plan policies.

Policy Context and Justification

8.65 A key feature of the housing market since the 2007/08 has been more stringent borrowing rules for home loans which together with increased deposit requirements compared with those of just a few years earlier. In combination this has prevented younger people and newly forming households from accessing owner-occupation. Younger people have limited housing options, and are reliant on private renting especially houses-in-multiple occupation. In Liverpool 45.5% of younger people in the 25-34 years of age cohort are private rented tenants and in the 16-34 years of age cohorts, 55% were in work.⁽⁴⁷⁾

Private Rented Sector Housing Development

8.66 Younger people have turned to the private rented sector to meet their housing needs. The supply of PRS property has increased in response to this demand, largely through buy-to-let landlords purchasing existing housing stock, reducing the available housing to younger people to access the first rung of the housing ladder and in increasing house prices, making it more difficult for first-time buyers to accumulate sufficient savings to match the deposit.

8.67 Private renting in Liverpool comprises 23.4% of the city's housing stock in 2011⁽⁴⁸⁾, having grown from 14.8% in 2001 and expects demand to increase, particularly from young professionals in their twenties and thirties and in particular locations, especially the city centre

Starter-Homes

8.68 The Starter Homes initiative, announced in March 2015 has been formalised in the Housing and Planning Act 2016. New dwellings are to be offered for sale at a minimum of 20% below the open market value of the property. The exact nature of Starter Homes will be determined by legislation and is expected to involve appropriate restrictions to ensure that Starter Homes are not resold or let at their open market value for a period following the initial sale, 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. Outside London, the cap on open-market value is £250,000.

8.69 The initial Starter Home announcement envisaged the 20% discount was to be funded by local planning authorities not seeking Section 106 affordable housing contributions from developers and encouraging local planning authorities to use an exceptional circumstance policy in respect of specific sites/locations to enable applications for development for Starter Homes to be brought forward on under-used or unviable industrial and commercial land that has not been currently identified for housing development.

46 which received Royal Assent in May 2016

47 The SHMA (2015) evidence has identified Younger People as a specific housing need and the City Council is seeking to support provision, via the various segments of the private rented sector or access to owner-occupation.

48 SHMA (2015) estimate

8.70 A requirement in the Housing & Planning Bill 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. Consultation on changes to the NPPF including a broader definition of affordable housing provision to be delivered through planning policy to include Starter Homes.

8.71 The potential contribution of Starter Homes to increase access to home ownership is considered likely to be relatively marginal in Liverpool because of the availability of relatively lower cost terraced and flatted properties within the existing housing stock, but they could contribute to overall newbuild delivery rates ⁽⁴⁹⁾. 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 newbuild housing ⁽⁵⁰⁾.

8.72 This section will need to be updated to ensure it is accurate when the Housing and Planning Act 2016 requirements are specified through secondary legislation and proposed changes to NPPF. Nevertheless, it is clear the City Council will need to work in a positive and proactive way with landowners and developers to secure a supply of land suitable for Starter Homes, to deliver housing for young first time buyers in the City. The policy approach, and if necessary the identification of sites, will need to ensure Starter Homes are well designed and are suitable in terms of size and type, reflecting evidence concerning local housing markets and sites.

Student Housing Provision

8.73 Student housing demand and provision has changed in recent years, purpose-built accommodation has concentrated in City Centre locations and continues to expand, whilst shared-house provision in traditional student areas of the City is responding to changing housing market conditions as the range of purpose-built alternatives competes with it. These changes have created a growing need for policy to manage them, taking into account wider regeneration objectives and impacts on local residential and business communities.

Policy H8 - 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

49 SHMA (2015)

50 SHMA 2015

conditions, by embedding flexibility of use within the design to enable the building to readily accommodate a viable alternative use.

- e. 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. Schemes within the City Centre should also comply with Policy CC20.

Policy Context and Justification

8.74 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 Liverpool Institute 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.

8.75 Student accommodation has shifted towards the City Centre. As at October 2015, the majority of provision was contained within purpose-built student accommodation, either University Campus Halls of Residence (7,952 bedspaces) or private purpose-built accommodation (13,922 bedspaces). The remainder of the accommodation occupied by students is in the form of houses-in-multiple occupation (either shared-houses or flats). The total stock of University Halls and PBSA is projected to increase to 24,000 bedspaces by October 2016.

8.76 Due to concerns being raised regarding the increasing scale of newbuild student accommodation supply and its location, the Mayor established a Review Panel which reported its findings in October 2015. The following findings and recommendations were endorsed by the City Council's Cabinet:

- No evidence to support a moratorium on new student accommodation in the City;
- 'Zones of Opportunity' should be introduced to encourage / direct purpose development into the most suitable areas of the City Centre;
- measures to encourage good quality management of student accommodation;
- ensure proposals for new student accommodation have viable alternative uses, should student demand fall and the accommodation become vacant or unviable; and
- develop a clear strategy to manage the impact of the of the changing HMO market.

8.77 This policy sets criteria for assessing proposals outside the City Centre. In order to ensure community cohesion and residential amenity is not undermined, cumulative impact of student accommodation on existing communities will be taken into account. Whilst areas in the City Centre such as Marybone have been identified by local residents as having reached an over concentration of student accommodation, there are also areas close to the City Centre and the universities such as St. Anne Street / Fox Street area where similar pressures have been noted by the existing community. Further work is needed to identify suitable and unsuitable areas for further PBSA. This will either be included in the publication draft Local plan or in a separate SPD to the Local plan in due course.

8.78 The policy also deals with the quality and management of all purpose built student accommodation in the City. It is important to ensure the quality and sustainability of student accommodation and ensure it does not adversely impact on the local area. The proposed policy approach sets criteria against which proposals for purpose built accommodation will be assessed including the quality and standard of student accommodation, through design and management arrangements.

8.79 As the City Council considers that a moratorium on student development is not appropriate, 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, the Review considered evidence that studio accommodation is potentially competing with the one bedroom apartment market and 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, alternative use can be proposed.

8.80 In respect of design, schemes should include arrangements to address noise both internal and external to the development; waste storage and removal (including recycling); storage facilities (i.e. cycles); access arrangement (including daily operation and also beginning/end of term arrival/departure).

8.81 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 schemes
- The amenity of nearby residents
- Access, including drop-off/collection at start and end of term, and travel plan

8.82 The City Centre chapter includes a policy in respect of student accommodation development in the City Centre, and the specific areas within which proposals will be supported. The issue of student shared-houses is addressed as part of an area approach to HiMO's.

Self-Build and Custom Housebuilding

Policy H9 Self-build and Custom-build Homes

1. The City Council will keep a register of people seeking to build or commission their own home and where this indicates a need for the identification of specified plots for self-build and custom-build it will address this. No such need has yet been established.
2. Proposals for self-build and custom-build homes within primarily residential areas which demonstrate that they will extend the range of housing available in the City will be supported subject to other Plan policies.

Policy Context and Justification

8.83 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. Included within delivering a wide choice of high quality homes, NPPF (para 50) specifies 'people wishing to build their own homes'. Furthermore, Government is seeking to make self-build a 'mainstream housing option'. The Housing and Planning Act 2016 includes a provision requiring local authorities to grant "sufficient suitable development permission" of serviced plots of land to meet the demand identified by the register.

Liverpool has established a self-build / custom house-building register. The Register has been active since 1st March 2016 and during its first three months of operation, three applications have been recorded.

8.84 The SHMA ⁽⁵¹⁾ has examined national sources of information but has not been able to establish that there is a significant level of demand for self-build and custom-build in the City. Of the residential planning permissions granted between 2012 and 2015 one example of custom-build under construction is the Habitats for Communities scheme which consists of 32 dwellings.

8.85 During 2013-2015, 35 one dwelling sites were completed in 2013-14 and in 2014 -15, 48 were built however it is not possible currently to distinguish if any of these schemes were completed by people interested in self-build or were delivered by developers, aiming to sell following completion.

8.86 The SHLAA identifies sites with a notional capacity of a single dwelling. In 2014 there were nearly 200 such sites and these sites could be of interest to individuals seeking to pursue self-build / custom build.

8.87 In February 2016, Government published for consultation proposals for a 'Small Sites Register'. This is understood to mean sites of less than 10 units and possibly containing between one and four plots. These sites would not necessarily be allocated in the Local Plan and would require planning permission for development. It is expected that the Housing & Planning Act 2016 will require Local Authorities to maintain a register of these sites.

8.88 This policy will be finalised once the provisions in the Housing and Planning Act 2016 are enacted. Local planning authorities maybe required to allocate specific sites for self-build / community-build. In the interim, 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.

Service Families

Policy H10 Housing Provision for Service Personnel and Families

1. Planning permission will be granted, subject to other Local plan policies, for proposals which deliver homes specifically for service personnel and their families.
2. Proposals for new build or conversion of existing dwellings in Primary Residential Areas, to provide permanent or temporary rehabilitation and support accommodation, will be assessed against criteria for new residential development and **should** incorporate design solutions and adaptations which meet the needs of service personnel and their families.

Proposed Policy Context and Justification

8.89 Whilst the NPPF specifies that local planning authorities should meet the housing needs of service families, the City in not having a military base, either a barracks or naval base in close vicinity, has not experienced housing needs arising from households who are no longer in the military and who require further accommodation. 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. The SHMA evidence supports the conclusion that Liverpool does not have an identifiable or pressing need to make such provision.

8.90 For former service personnel, housing need may arise for both permanent and temporary support / rehabilitation accommodation, either as newbuild 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. although it is not possible to give an indication of the scale for this specific accommodation need.

Gypsy & Traveller Provision

Policy H11 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.

Policy Context and Justification

8.91 National planning policy ⁽⁵²⁾ requires Local Authorities to plan for the accommodation needs of the Gypsy and Traveller community. The UDP ⁽⁵³⁾ has a criteria based policy to assess planning applications proposing Gypsy site development.

8.92 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 ⁽⁵⁴⁾ (base dated May 2013), completed in 2014. 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.

8.93 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 monitored. As the twice-a-year Caravan Count only counts the number of caravans on the site, it does not take into account vacant pitches whereas the City Council, in managing the site, records occupied and vacant pitches on a weekly basis.

8.94 During the period 2012-2014, Tara Park has experienced a consistent level of pitch turnover, summarised below. Pitches have been vacant for varying durations before being re-occupied and the level of occupancy has averaged 90% of total capacity (14 pitches multiplied by 52 weeks) during 2013 and 2014.

52 Planning Policy for Traveller Sites, March 2012

53 Unitary Development Plan 2002, Policy H9 Provision For Gypsy Sites

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

Year	Incidence of vacancy occurring	Range of vacancy duration	Vacancy as % of total (no. Of pitches* 52 weeks)
2012	5 pitches	1-17 weeks	6.3%
2013	5 pitches	7- 38 weeks	11%
2014	4 pitches	9 - 23 weeks	9.8%

Table 12 Pitch Vacancy Rates at Tara Park

8.95 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.

8.96 Based on the evidence, Liverpool is not seeking to increase existing permanent provision by identifying additional sites for allocation and the proposed policy approach, continuing the UDP (H9 Policy), is to set out a range of criteria to enable planning applications, should they come forward, to be considered.

Primarily Residential Areas

8.97 A range of policies are proposed which seek to manage the effect of development on existing residential neighbourhoods and manage change occurring within the existing housing stock, protect amenity, and promote attractive neighbourhoods.

Policy H12: Primarily Residential Areas

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

- a. new housing development that satisfies other Plan policies;
- b. new industrial and business development, subject to policies on economic development outside primarily industrial areas and where there will be no detrimental effect on the amenities and character of the residential area;
- 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 and subject to other policies of the Plan.

Policy Context and Justification

Primarily Residential Areas

8.98 The Primarily Residential Areas (PRAs), which were introduced into policy in the Liverpool UDP, occupy the major part of the urban area. Within these areas the effect of development, redevelopment or change of use on residential amenity will be a key issue against which to assess the acceptability of development proposals. There will be a general presumption in favour of residential development in these areas.

8.99 The purpose of this policy is to ensure that development in PRAs protects the residential character and the living conditions of the residents in those areas. This policy also addresses issues that may arise with residential development outside of PRAs.

8.100 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.

With-in Curtilage Development

8.101 NPPF (para 53) requires local planning authorities to 'consider ..policies to resist inappropriate development of residential gardens', sometimes referred to as "garden grabbing".

8.102 Simply, the footprint of the dwellings and surrounding garden space form the curtilage, although the definition of 'curtilage' is important given within an urban area significant housing development potential is contained within small infill sites located amongst existing dwellings. The lawful use of a property (whatever it is) extends to the whole of the 'planning unit' (i.e. the unit of occupation, unless or until any part of it can be identified as being physically and functionally separate from the whole). With this one exception, the planning unit in the case of a single private dwelling house is undoubtedly the whole of the land occupied with the house, and the lawful use of the whole of that planning unit falls within Use Class C3 in the Use Classes Order (namely use as a single private dwelling house).

8.103 Furthermore, NPPF guidance excludes gardens as being classed as brownfield land.

8.104 A small number of planning applications are submitted involving the severance of the existing curtilage to create a plot to construct an additional, separate dwelling. UDP Policy H5 is currently used to appraise with-in curtilage development proposals, particular to determine whether such proposals would result in over-development. The existing policy also enables consideration of; privacy, in respect of the proposed dwelling and neighbouring dwellings; amenity; and neighbourhood character. As the focus of NPPF is to ensure local planning authorities 'consider' policies which resist inappropriate within-in curtilage development, the continuation of UDP Policy H5 into the Local Plan will ensure the policy framework is adequate to address inappropriate housing development.

Existing Housing Stock

Policy H13 Vacant Housing, Refurbishment/Extensions, and Housing Renewal

Vacant Housing

1. Planning permission will be given 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.

House Extensions

2. Planning permission will be granted for house extensions providing:

- a. the scale, design, orientation and materials of the extension respects the character of the existing dwelling and adjacent properties, and preserves levels of privacy and amenity for neighbours and other local residents; and
- b. the provision of off-street car parking is retained, to accommodate at least one car.

3. The Council's standards may be relaxed where the occupation of the extension is for a disabled or chronically ill person

Housing Renewal

4. Planning Permission will be granted for large-scale refurbishment / redevelopment proposals which are set out in a masterplan. The masterplan will ensure the comprehensive regeneration of the area is achieved and are consistent with other Local Plan policies. Refurbishment / Redevelopment schemes which involve land assembly, and necessitate CPO action will be required to demonstrate deliverability.

Policy Context and Justification

8.105 NPPF recognises that local planning policy has a role 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

8.106 The City Council's vacant housing stock decreased by 39% during the 2004-14 period. In April 2014, there were 9,479 vacant dwellings across the city, of which 6,384 dwellings were long term (six months plus) vacants. Long term vacants comprise 2.9% of the City's housing.

8.107 Within the private sector, 3.3% of the stock are long term vacants. NPPF⁽⁵⁵⁾ states that the Local Plan should "... identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies, and where appropriate, acquire properties under compulsory purchase powers". The City Council is pursuing a number of initiatives to reduce private sector vacant housing including: a programme to deliver 1,000 refurbished dwellings for re-occupation; Homes for £1 Scheme; and Selective Landlord Licensing.

8.108 Whilst long term vacant housing is relatively low in the social housing sector (at 0.4%), changes in demand - particularly due to Welfare Reforms, have prompted Registered Providers to respond in areas where there are the concentrations of a particular dwelling type/size, for example, by undertaking internal reconfiguration to reduce the bedroom size from three to two bedrooms.

House Extensions

8.109 The facility to extend homes is important for owners because it allows properties to be altered to meet changing lifestyles, growing families and adapting to changing physical mobility. The purpose of this policy is to allow extensions and alterations to homes whilst being sensitive towards the physical character of the area and protecting the living standards of neighbouring properties. Householders have considerable rights to extend and alter homes without requiring formal planning permission, either through Permitted Development rights or the Prior Notification procedure. This policy only applies where planning permission is required.

8.110 Where planning permission is required the City Council expects that residential extensions and alterations are well designed to create a good quality living environment, whilst protecting the amenity of adjoining neighbours and the integrity of the local residential character. Extensions to residential buildings should therefore be subordinate in scale to the original building, as well as respect the architectural unity of a block or terrace of houses and the urban grain and character of the surrounding area. New development should not undermine existing uniformity of the building, street or terrace, and should not over balance or dominate existing features important to the building.

8.111 Full width rear extensions are not normally considered acceptable and they should be lower than the ridge height of the host building. Depth of the rear extension should be such that the resulting footprint is subordinate to the main house and does not have a negative impact on the amenity of neighbouring properties, ensuring no overlooking or inappropriate loss of daylight and sunlight. Extensions to the roof, such as dormer windows, should be restricted to the rear and their size, location and design should be such that they appear subordinate on the roof. Front dormers would not normally be permitted unless they are already part of the established local character and sensitively designed to contribute positively to the roofscape.

Housing Renewal

8.112 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). Furthermore, a significant proportion of the City's total housing stock of 215,000 dwellings consists of pre-1919 housing and inter-war housing. Renewal and replacement of the housing stock has been a consistent feature of national housing policy over the last 70 years to address unfit or obsolescent housing, to improve energy efficiency, and is likely to continue.

8.113 Whilst the Local Plan includes housing growth, it also needs to support investment in the renewal and replacement of the existing housing stock. Local Plan policies covering conversion, external fabric (cladding) and dwelling extensions, 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, will manage replacement.

8.114 However, as the City's housing stock ages and the need for investment in the existing housing stock involving more than one dwelling and/or property owner, area-based intervention may be required. A range of policies in the Local Plan will provide the framework for progressing area-based intervention and specific policies covering land assembly will be necessary, including compulsory purchase, to secure the redevelopment of brownfield land.

8.115 In order to obtain local planning policy support to pursue land assembly involving compulsory purchase, master-planning the redevelopment of the area will be required, which sets out how comprehensive regeneration is to be achieved.

Change of Use of Dwellings and Buildings

Policy H14 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;
- 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. 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;
- f. Landscaping reflects the character of the building and neighbourhood, allows for future maintenance, and avoids excessive use of hard materials;
- g. Where the property is within a row of existing commercial properties it is demonstrated that there is no longer demand for the commercial property;
- h. Living rooms, kitchens and bedrooms are not solely lit by rooflights;
- i. Where the proposal creates an HMO the proposal provides adequate safeguards for management
- j. 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; and
- k. The proposal complies with Policy CC12 "Protecting the Canning Georgian Residential Quarter"

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. The size, scale and materials of development are in keeping with the original dwelling and the surrounding area; and
- c. 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:
 - Loss of outlook, from the main windows of neighbouring habitable rooms;
 - A significant loss of light/overshadowing for neighbours;
 - An overbearing or over-dominant effect on the habitable rooms of neighbouring properties; and
 - 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.

Policy Context and Justification

8.116 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 these types of household can often be described as transient. Various types of accommodation is available to occupants include 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 dwellings)

8.117 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 builds on UDP Policy H7, Conversion of building for Multiple Occupation and SPG Note 7. The requirements of SPG Note 7 are incorporated into the Policy H14 of Local Plan by focusing on;

- 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

Houses in Multiple Occupation

8.118 Generally Houses in Multiple Occupation (HiMO's) 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 HiMO's are a specific type of sub-divided dwelling, they are occupied by a range of people. Although in university cities and towns most HiMO's are occupied by larger groups of unrelated students, they are an important source of affordable accommodation for younger people who are not students and single person households with supported living needs.

8.119 A large HiMO is a dwelling accommodating more than six unrelated persons sharing facilities and a small HiMO accommodates between three and six unrelated persons. Housing legislation and the Planning Use Classes Order provides for different regulatory frameworks for managing HiMO's. Most HiMO dwellings do not fall within either housing or planning regulation. Under housing legislation, a HiMO 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 HiMO's. For Small HMO's a change of use (C3 to C4) is classed as permitted development. This policy therefore only applies where proposals require planning permission.

Bed & Breakfast and Hostel Accommodation

8.120 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. Local Plan Policy H14 above, incorporates key aspects of UDP policy H7 and SPG Note 11, as the approach is still considered to be relevant as it 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

8.121 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 its impact on the amenity of neighbouring properties is minimised.

The Change Of Use to Houses-in-Multiple Occupation - Area Approach

Policy H15 – Change of Use to Homes in Multiple Occupation

1. The proposed policy approach will manage further HMO development within the identified areas through: identification of existing levels of concentration; imposition of a threshold ceiling; the extent of the area affected by the threshold ceiling; identification of appropriate exceptional circumstance; and setting a maximum occupancy ceiling for individual HMO dwellings.
2. The City Council will identify areas where Article 4 Direction(s), to remove permitted development rights to change the use of a dwelling (C3) to a small HMO (C4), will be brought forward on the basis of a 12 month prior notice of implementation.

Policy Approach Context and Justification

8.122 Whilst HiMO's 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.

8.123 The change of use of large villa-type property, incorporating associated conversion works has resulted in the occupation of a 15 to 20 individual residents. Smaller, three-bed terraced houses have been transformed into HiMO's to accommodate four to six residents, without requiring the submission of a planning application as permitted development. The occupants of HiMO's who may be unknown to each and who are as single often transient residents, can prevent the creation of a sense of community within the property and cumulatively, undermine wider community cohesion.

Student Shared-Houses

8.124 Student shared-houses are the main component of the HMO sector, in April 2015 approximately 8,000 dwellings had Council tax exemptions for student occupancy, mostly in neighbourhoods which contained terraced housing, accounting for one dwelling in twenty-five of the city's housing stock. Areas with high levels of student shared houses are identifiable through mapping Council Tax Student exemptions data and comprise:

- Smithdown Road area
- Sefton Park periphery, particularly Ullet Road
- Kensington

8.125 The student exemptions data indicates the prevalence of property available for private renting by landlords in these neighbourhoods. The Student Accommodation Review highlighted, as a consequence of the increase in purpose-built student accommodation schemes located in the City Centre the change in demand for shared-houses and a process of 'de-studentation' that was likely to occur in the traditional student neighbourhoods of the City. This suggests that intervention to

address student focused HMO issues will need to recognise potential housing market changes (i.e. reduced student demand) and the likely response of private landlords to find alternative types of households to rent their property that they might seek to sell.

8.126 Evidence from other Core City's suggests that private landlords have chosen to 'Flip' who they rent to, whereby a landlord alternates between student groups as tenants and a family household as a tenant. This may necessitate refurbishment of the dwelling to meet the different needs of the different types household but is preferable to a unoccupied property with no rent income to cover mortgage costs. Flipping can readily occur if permitted rights regarding change of use (between C3 and C4) are not restricted.

Managing HMO's In Regeneration areas

8.127 As a follow up to the Mayoral Review into Student Accommodation in 2015, a scoping report was completed in May 2016 into the wider role of HMO provision. Whilst the residents of HMO's in Regeneration Areas of the City may differ from student shared-houses and the locations are different, the impacts are similar and they share similar characteristics: transient population; viewed as lacking a long term commitment to the neighbourhood; and often allegedly responsible for anti-social behaviour.

8.128 The Scoping Report highlighted the need for the City Council to use a range of tools, including Planning policy, and work with a range of partners, to support and maintain sustainable neighbourhoods.

8.129 The control of HMO's is necessary to support ongoing redevelopment and investment in refurbishment in the existing housing stock within Regeneration Areas to attract family households to return, coupled with the need to prevent adjacent areas sensitive to housing market change being destabilised.

Neighbourhood-based approach to controlling HMO's

8.130 To address excessive concentration, a local authority can remove specific permitted development rights, such as a change of use from a single family dwelling to a small HMO, if a Article 4 Direction (A4D) has been made for a defined area in which the dwelling is located. The Local Plan has therefore included provision for pursuing Article 4 Direction(s) and introduces a specific policy for the determination of planning applications for small HiMO's. The use of an A4D has to be justified: the problems associated with the permitted development are evidenced and can be remedied if the permitted development right is withdrawn, requiring a planning application to be submitted, which is determined against relevant policy. The proposed approach to manage further HMO development, including applications submitted as a consequence of the A4D includes:

- identification of existing levels of concentration, city-wide;
- imposition of a threshold ceiling, and if necessary graduated across a series of zones; the extent of the areas affected by the threshold ceiling(s);
- identification of appropriate exceptional circumstance; and
- set a maximum occupancy ceiling for individual HMO dwellings.

8.131 The intention is to pursue an Article 4 Direction to remove permitted development, to ensure all future change of use of dwellings (C3) to a C4 HMO can be assessed against planning policy. The A4D will be implemented following 12 months notice.

8.132 Planning policy will be developed with the objective of preventing over-concentration, without creating blight for areas and preventing home-owners from being able to move. To ensure that planning policy is applied sensitively, different ranges of HMO concentration maybe applied to different neighbourhoods, for example:

- Neighbourhoods with a HMO concentration of less than 10%, a presumption to permit a change of use could operate;

- Where the concentration is between, say, 10-40%, the presumption would be to refuse to maintain current levels, but the nature of the housing provision (increasing / decreasing supply) would be taken into account;
- Where concentrations exceed 40%, the presumption would be to refuse with a case-by –case consideration being given to each individual planning application.

8.133 Applicants proposing a change of use to HMO would be expected to provide evidence to support their proposals.

8.1 Housing Site Allocations

8.134 Policy H1 sets out the housing requirement that the Local Plan will make provision for and Policy H2 states that the sites identified in Table 5 are proposed to be allocated in this Local Plan.

8.135 In this section of the Housing Chapter each site is profiled individually. The sites chosen for allocations are consistent with the strategic direction defined in the Submission Draft Core Strategy, work on which was paused by the City Council in 2013 in favour of producing a single document Local Plan with the Core Strategy at its heart.

8.136 The majority of Liverpool's housing requirement will be met through the building out of unimplemented planning consents. The quantity of new homes which need to be identified and the sites which need to be allocated for their provision is therefore a relatively small proportion of the overall housing site supply. The new homes built after April 2013 and up to the date on which the Local Plan is formally adopted will also make a larger contribution to the overall supply than proposed allocations set out in this Local Plan. There will also be 'Windfall' housing completions on sites not currently identified.

8.137 The location of the proposed sites for allocation, together with the location of the currently unimplemented existing planning permissions which make up the majority of the supply required to meet Liverpool's housing requirement of 29,440 net new dwellings between 2013 -2033 are shown on the location plan below. All the proposed allocations comprise previously developed land. Sites built out between April 2013 and April 2015 are not currently shown on the plan below.

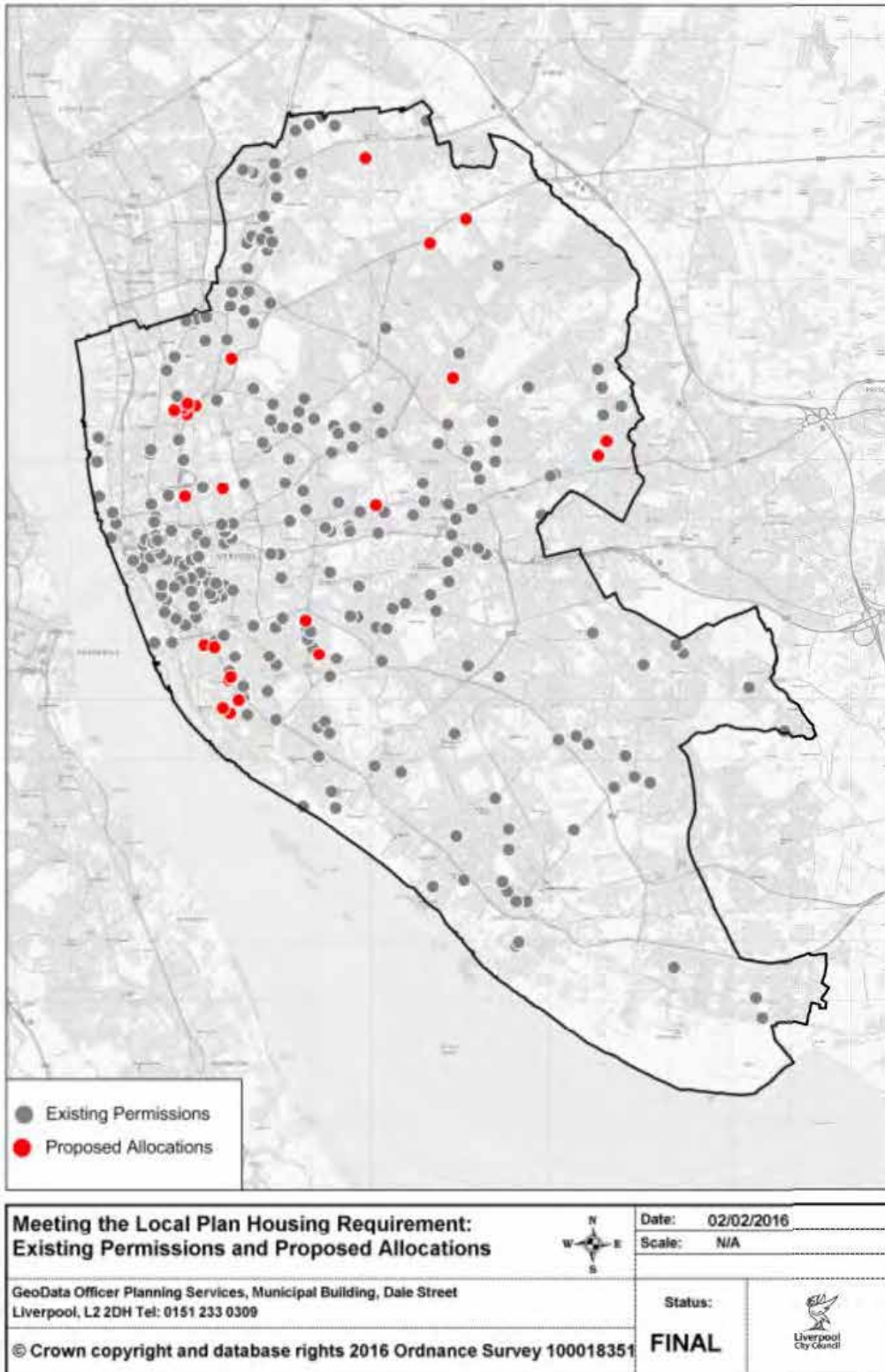


Figure 5 Location of Housing Sites with Planning permission and Proposed for development in the Draft Local Plan.

8.1.1 Land Bounded by East Lancs Road, Stonebridge Lane and Stonedale Crescent.





Landfile: 4284 - LAND BOUNDED BY EAST LANCs ROAD/STONEBRIDGE LANE/STONEDALE CRESC...			Date: 19/01/2016
			Scale: N/A
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Land Bounded By East Lancs Road, Stonebridge Land and Stonedale Crescent			
Site Ref:	4284	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Residential development of 52 Dwellings		
Conditions on Development and reasons:	<ul style="list-style-type: none"> • The buildings and their layout should be of a high quality design - this a key corner site on a major arterial route – which requires a design approach that addresses the sites impact on landscape/townscape. • The design of any proposed scheme for the site should demonstrate how it will prevent surface water flooding of homes on the site as well as areas off the site. Parts of the site are subject to a 1:30 year and 1:200 year risk of surface water flooding. • 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. 		
How will it be Delivered	Market housing provider/developer.		

8.1.2 Land at Chaucer Street, Grosvenor Street, Juvenal Street & Peover Street





Landfile: 3373A BUILDINGS BETWEEN JUVENAL ST & PEOVER STREET / WEST OF GROSVENOR ST		Date: 19/01/2016	
		Scale: N/A	
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Juvenal Street Rose Place

Land at Juvenal Street and Rose Place, West of Grosvenor Street			
Site Ref:	3373A	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Residential development of Dwellings		
Conditions on Development and reasons:	<ul style="list-style-type: none"> • The buildings and their layout should be of a high quality design - this a key elevated site overlooking a major arterial route – which requires a design approach that addresses the sites impact on landscape/townscape. • The design of any proposed scheme for the site should demonstrate how it will prevent surface water flooding of homes on the site as well as areas off the site by ensuring that no surface water flood risk would be created through development to areas both on and off the site. Some areas adjacent to the site are subject to a 1:30 year and 1:200 year risk of surface water flooding. • Suitably designed landscaping buffers should be provided to mitigate the impact of noise and air pollution arising from heavy traffic on the A59 (a 6 Lane Arterial Route) and entrance to the Kingsway Mersey Tunnel. • Pedestrian and cycling access to Gt Homer Street and the City Centre should be facilitated in the design of any proposal for the site. 		
How will it be Delivered	Market Housing provider / developer.		

8.1.3 Site at Aintree University Hospital, Longmoor Lane.





Landfile: 5582 - AINTREE UNIVERSITY HOSPITAL, LONGMOOR LANE		Date: 03/06/2016
		Scale: N/A
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Land at Aintree University Hospital, Longmoor Lane			
Site Ref:	5582	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Provision of 180 Dwellings		
Conditions on Development and reasons:	<ul style="list-style-type: none"> • While focussed on the delivery of new homes this site, given its proximity to an operational NHS hospital provides an important opportunity 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. • The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. The site is subject to some very minor 1:30 and 1:200 SW Flooding risk. • 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 from 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. 		
How will it be Delivered	The Aintree Hospital NHS Trust is considering working in partnership with as suitable housing provider/developer.		

8.1.4 Site at 201 - 299 Prescott Road and 16 - 24 Prescott Drive



Landfile: 1718 201-299 PRESCOT ROAD AND 16-24 PRESCOT DRIVE			Date: 19/01/2016 Scale: N/A
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Land at 201-209 Prescott Road and 16-24 Prescott Drive			
Site Ref:	1718	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Residential development of		
Conditions on Development and reasons:	<ul style="list-style-type: none"> • The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. 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 Prescott 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. • While the Majority of site facing the A57 is not in a Conservation Area the northern block faces the Registered Park and Garden of Newsham Park and is in the Conservation Area for Newsham Park. This will need to be addressed in the design of the northern block of the site. • Proposals should also indicate measures to facilitate pedestrian and cycling movement within the site and to provide convenient access to local services and facilities. 		
How will it be Delivered	Private sector market housing provider /developer.		

8.1.5 Land Between Great Mersey Street and Lancaster Street





Landfile: 3360 LAND BETWEEN GREAT MERSEY ST & LANCASTER PLACE			Date: 19/01/2016
			Scale: N/A
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Land Between Great Mersey Street and Lancaster Street.			
Site Ref:	3360	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Residential Development		
Conditions on Development and reasons:	<ul style="list-style-type: none"> • The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. The eastern edge of the site is subject to 1:30 and 1:200 SW Flooding risk. • 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. • Proposals should also indicate measures to facilitate pedestrian and cycling movement to provide convenient access to local services and facilities at Gt. Homer Street. 		
How will it be Delivered	Private sector market housing provider /developer.		

8.1.6 Land at Kirkdale Road and Whittle Street




Landfile: 2103 LAND AT KIRKDALE ROAD / WHITTLE STREET				Date: 19/01/2016
				Scale: N/A
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Land at Kirkdale Road and Whittle Street			
Site Ref:	2103	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Residential development		
Conditions on Development and reasons:	<ul style="list-style-type: none"> • The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. A very small area at the western edge of the site adjoining Whittle Close / Smith Street is subject to 1:30 and 1:200 SW Flooding risk. • 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. • Proposals should also indicate measures to facilitate pedestrian and cycling movement to provide convenient access to local services and facilities at Gt. Homer Street. 		
How will it be Delivered	Private sector market housing provider /developer.		

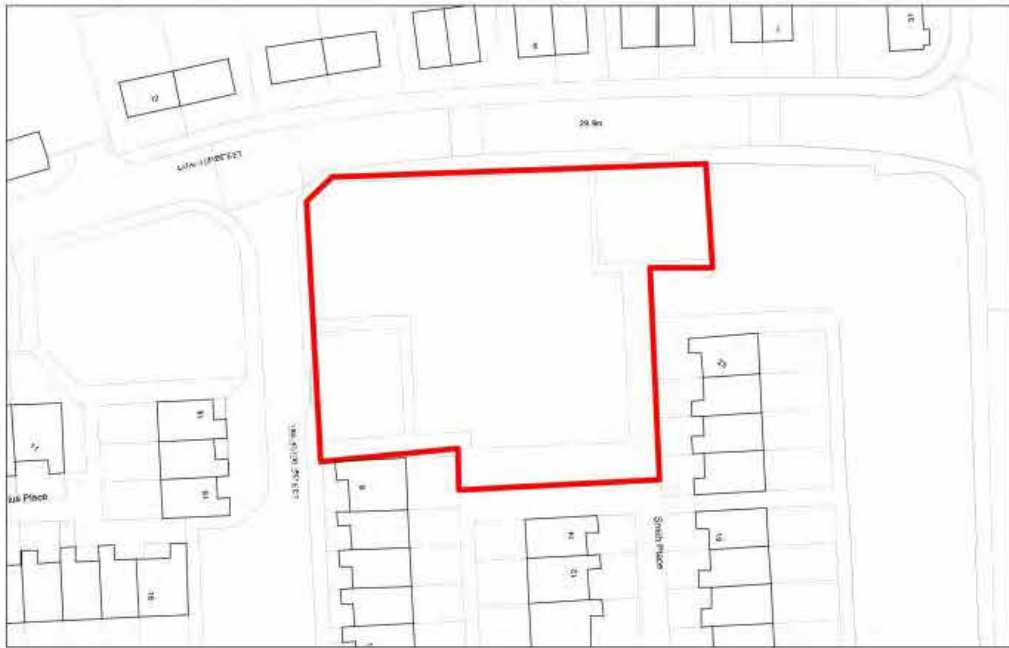
8.1.7 Land at Sterling Way, Blackfield Street and Vesuvius Place.



Landfile: 1472B STERLING WAY / BLACKFIELD STREET / VESUVIUS PLACE		Date: 19/01/2016	
		Scale: N/A	
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Land at Sterling Way, Blackfield Street and Vesuvius Place			
Site Ref:	1472B	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Residential development		
Conditions on Development and reason:	<ul style="list-style-type: none"> • The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. 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 a few mature trees on the site. Future development should seek to retain these if possible. • Pedestrian and cycling access facilities should be provided for in the design of any proposal. 		
How will it be Delivered	Private sector market housing provider /developer.		

8.1.8 Land at Smith Place (Bounded by Latham Street, Vesuvius Street & Smith Street)



Landfile: 4805 SMITH PLACE (BOUNDED BY LATHAM STREET / VESUVIUS STREET / SMITH STREET)			Date: 19/01/2016
			Scale: N/A
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Land at Smith Place (Bounded by Latham Street, Vesuvius Street, Sterling Way & Smith Street)			
Site Ref:	4805	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Residential development		
Conditions on Development and reasons:	<ul style="list-style-type: none"> • The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. The site has some limited 1:30 and 1:200 SW Flooding risk. T • There are no trees on the site and few in the immediate vicinity. Future development should address any impacts in relation to noise/air pollution from the A59. 		
How will it be Delivered	Private sector market housing provider / developer.		

8.1.9 Site Bounded by East Lancashire Road, Lower House Lane & Stockmoor Road





Landfile: 4258 SITE BOUNDED BY EAST LANCASHIRE ROAD / LOWER HOUSE LANE / STOCKMOOR ROAD			Date: 19/01/2016
			Scale: N/A
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Land Bounded by East Lancashire Road, Lower House lane and Stockmoor Road			
Site Ref:	4258	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Residential development.		
Conditions on Development and reasons:	<ul style="list-style-type: none"> • The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. The site has partial 1:30 and 1:200 SW Flooding risk in its south-western corner and adjacent highway areas are also affected by SW flooding risk. • Suitable built form design / landscaping buffers is required to mitigate noise and air pollution as the site is immediately affected to north and east by major arterial roads A580 and Lower House Lane. • 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. 		
How will it be Delivered	Private sector market housing provider / developer.		

8.1.10 Land at Moss Grove



Landfile: 2109 - Land at Moss Grove			Date: 19/01/2016
			Scale: N/A
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Land at Moss Grove			
Site Ref:	2109	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Residential development		
Conditions on Development and reasons:	<ul style="list-style-type: none"> • The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. The site is subject to partial (only on existing highway) 1:200 and 1:30 surface water flooding risk. • The site falls within the 250m buffer of three Conservation Areas and Toxteth Cemetery Registered Park and Garden. This should be considered in the design proposals of the site to ensure no adverse impact on the townscape of the area. • There are several mature trees present on the site. Future development should seek to retain these where possible. 		
How will it be Delivered	Private sector market housing provider / developer.		

8.1.11 Land at Devonport Street, Upper Park Street, Park Road & Northumberland Street



Landfile: 4249 - LAND AT DEVONPORT ST / UPPER PARK ST / PARK ROAD / NORTHUMBERLAND ST			Date: 19/01/2016
			Scale: N/A
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Land at Devonport Street, Upper Park Street, Park Road & Northumberland Street			
Site Ref:	4249	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Residential development		
Conditions on Development and reasons:	<ul style="list-style-type: none"> • The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. The site is subject to minor 1:200 SW flooding risk on area of hard standing / redundant road surface within the site. • In terms of noise and air pollution the site is subject to some impact from the faces A561 Park Road to its western boundary. This should therefore be addressed by suitable design. 		
How will it be Delivered	Private sector market housing provider / developer.		

8.1.12 Land at Lodge lane, Grierson Street & Lodge Lane Baths



Landfile: 1553 - LODGE LANE / GRIERSON ST / LODGE LANE BATHS			Date: 19/01/2016
			Scale: N/A
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Land at Lodge lane, Grierson Street & Former Lodge Lane Baths			
Site Ref:	1553	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Residential development		
Conditions on Development and reasons:	The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. The site has a very minor 1:30 and 1:200 SW Flooding risk in NW corner of site.		
How will it be Delivered	Private sector market housing provider		

8.1.13 Buildings and Land at Stanhope Street, Mill Street, Gore Street and Upper Harrington Street





Landfile: 4201 - BUILDINGS & LAND AT STANHOPE STREET / MILL STREET / GORE STREET/...			Date: 19/01/2016
			Scale: N/A
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Buildings and Land at Stanhope Street, Mill Street, Gore Street and Upper Harrington Street			
Site Ref:	4201	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):			
Conditions on Development:	<p>The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. The site is subject to very minimal 1:200 Surface Water flooding risk in its north east corner (adj St. James Place A561) of the site.</p> <p>The site is near a Listed Building (the Church of St. James in the City) and within 250m of the canning Conservation Area. This should be considered in the design proposals of the site to ensure no adverse impact on the townscape of the area.</p> <p>There are some mature trees present on or immediately adjoining the site. Future development should seek to retain these where possible.</p>		
How will it be Delivered	Private sector market housing provider		

8.1.14 Land Adjacent to No. 142 Park Road L8




Landfile: 4263 - LAND ADJACENT TO NO 142 PARK ROAD L8				Date: 19/01/2016
				Scale: N/A
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Land Adjacent to No. 142 Park Road, L8			
Site Ref:	4263	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):			
Conditions on Development and reasons:	<ul style="list-style-type: none"> • 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 seek to retain or re-provide these where possible to mitigate the impact of traffic using the A561. 		
How will it be Delivered	Private sector market housing provider / developer.		

8.1.15 land at Industrial Units, Head Street L8



Landfile: 4649 - Industrial Units, Head St L8		Date: 19/01/2016	
		Scale: N/A	
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Land at Industrial Units Head Street L8.			
Site Ref:	4649	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Residential development.		
Conditions on Development and reasons:	<ul style="list-style-type: none"> • The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. The site is subject to minor 1:30 and 1:200 surface water flood risk on small parts of site. • The design proposals for the site should seek to enhance the townscape of the area. The site is within 250m of Princes Park Registered Historic Park & Garden and within 250m of Canning Conservation Area and the St. Patrick's Chapel and Rectory to the south of the site and an adjoining un-designated Heritage Asset. This should be considered in. • The design proposals should also mitigate the impact of A561 Park Road to mitigate the impact of noise and air pollution. 		
How will it be Delivered	Private sector market housing provider / developer.		

8.1.16 Land Bounded by Harlow Street, Haylock Close & Mill Street



Landfile: 1895 LAND BOUNDED BY HARLOW ST/ HAYLOCK CLOSE / MILL STREET			Date: 19/01/2016
			Scale: N/A
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Land Bounded by Harlow Street, Haylock Close & Mill Street			
Site Ref:	1895	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Housing		
Conditions on Development and reasons:	<ul style="list-style-type: none"> • The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. The site has some 1:30 and 1:200 year surface water flooding risk on small parts of site. • The design proposals for the site should ensure no adverse impact on the townscape of the area. The south eastern corner of the site faces a Listed Building the Florence Institute (Florrie). 		
How will it be Delivered	Private sector market housing provider / developer.		

8.1.17 Land at Former 15-37 Bessemer Street, 102 -104 Beresford Road & 378 - 400 Mill Street



Landfile: 1897 FORMER 15-37 BESSEMER ST/ 102-104 BERESFORD RD / 378-400 MILL STREET			Date: 19/01/2016
			Scale: N/A
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Cities Revealed aerial photography © copyright The GeoInformation Group 2010			FINAL

Land at Former 15 - 37 Bessemer Street, 102-104 Beresford Road & 378-400 Mill Street			
Site Ref:	1897	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Residential Development		
Conditions on Development and reasons:	<ul style="list-style-type: none"> • The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. There is some minimal 1:200 year surface water flooding risk on land which adjoins south western boundary of the site. • The design proposals of the site should ensure no adverse impact on the townscape of the area. The north eastern corner of the site faces the Florence Institute (Florrie) Listed Building. 		
How will it be Delivered	Private sector market housing provider /developer.		

8.1.18 Land at Margaret Beavan School, Hayman's Green





Landfile: 4349 - Margaret Beavan School, Haymans Green		Date: 19/01/2016
		Scale: N/A
GeoData Officer Planning Services, Municipal Building, Dale Street, L2 2DH © Crown copyright and database rights 2016 Ordnance Survey 100018351	Status: FINAL	
Cities Revealed aerial photography © copyright The GeoInformation Group 2010		

Land at Margaret Beavan School, Hayman's Green			
Site Ref:	4349	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Residential development		
Conditions on Development:	<p>The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. Small areas within the site have a 1:200 year surface water flooding risk and while there is no fluvial risk the site falls within a GWSPZ risk area.</p> <p>Very careful consideration will be required in the design proposals for the development of this site to ensure no adverse impact on the historic environment and townscape of the area. The whole of the site lies within the West Derby Village CA and the majority of the buildings are Listed Buildings or would require Listed Building consent as they are attached to a Listed Building. In addition the whole of the grounds fall within the setting of a Listed Building. The form of development is therefore likely to be limited to appropriate conversion and possible replacement of non-listed structures. Other development in the grounds will require special justification.</p> <p>There are also numerous mature trees throughout the site. These trees make an important contribution to the townscape and also form part of the setting of the Listed Buildings. This will require very careful consideration to be given in the design proposals for the development of the site to ensure no adverse impact on the townscape of the area.</p> <p>In overall terms the site performs well against SA Objectives, however particular care will need to be paid to the design of the proposals to ensure the impacts identified can be avoided or if appropriate mitigated.</p>		
How will it be Delivered	Private sector market housing provider / developer.		

8.1.19 Land Between Denford Road, Ackers Hall Avenue & Dunchurch Road





Landfile: 3759B LAND BETWEEN DENFORD ROAD/ ACKERS HALL AVENUE / DUNCHURCH ROAD				Date: 19/01/2016
				Scale: N/A
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Cities Revealed aerial photography © copyright The GeoInformation Group 2010			FINAL	

Land Between Denfors Road, Ackers Hall Avenue & Dunchurch Road			
Site Ref:	3759B	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Residential development		
Conditions on Development and reasons:	The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. There is some very limited surface water 1:200 year flooding risk adjoining the south western boundary of the site.		
How will it be Delivered	Private sector market housing provider / developer.		

8.1.20 Land Between Ackers Hall Avenue, Murcote Road & Allesley Road



Landfile: 3759C LAND BETWEEN ACKERS HALL AVENUE / MURCOTE ROAD / ALLESLEY ROAD				Date: 19/01/2016
GeoData Officer Planning Services, Municipal Building, Dale Street, L2 2DH				Scale: N/A
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Cities Revealed aerial photography © copyright The GeoInformation Group 2010		FINAL		

Land Between Ackers Hall Avenue, Murcote Road & Allesley Road			
Site Ref:	3759C	Type of Allocation	Residential
Site Area:		Policy Area	Housing
Required Use(s):	Residential development		
Conditions on Development and reasons:	The design of any proposed scheme for the site should ensure that no surface water flood risk would be created through development to areas both on and off the site. There is some very limited surface water 1:200 year flooding risk adjoining the site.		
How will it be Delivered	Private sector market housing provider / developer.		

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 to be 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 draft 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.

The Hierarchy of Centres for Liverpool

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 is the primary location for comparison retailing.

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 proposals 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.

Policy Context and Justification

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.

9.5 Liverpool has an extensive network of centres providing a range of shops and services. They are accessible to local communities. The quality and quantum of shops and services, however varies from centre to centre and also between different areas of the City. This is reflected in the shopping patterns occurring across the City. Large foodstores are the main destination for main food shopping trips and a number of stores trade above average levels. The City Centre Main Retail Area, as a Regional Shopping Centre, is the primary destination for non-food shopping in the City.

9.6 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, meeting quantitative and qualitative needs according to their specific role and function.

City Centre

9.7 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 will be shown on a Policies Map and is also shown on a Map under Policy CC6 within the City Centre Chapter. Further detailed policy in respect of the City Centre is provided within the City Centre chapter of this Informal Draft Local Plan specifically Policy CC2 "Protecting and Enhancing the MRA"; Policy CC3 "Non-A1 uses within the City Centre and MRA"; Policy CC8 "Convenience Retail Provision and Community Facilities"; Policy CC9 "The Night Time Economy" and Policy CC10 "Markets and Street Traders" and Policy CC11 "Food and Drink Uses and Hot Food Take-aways within the City Centre and MRA"

9.8 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 emerging Retail Study 2016 which identified the most appropriate hierarchy for the City based on an assessment of each centres health, role and function.

9.9 The boundaries of the District and Local Centres will be shown on a Policies Map and are also shown on maps at the end of this chapter. The boundaries reflect the findings of the emerging Retail and Leisure Study(2016), which recommended that the boundaries of some centres should be consolidated whilst others require extension to reflect planning permissions and recent developments within and adjacent to those centres.

District Centres

9.10 District Centres form the second tier in the hierarchy. They are an important component of the City's economic and social infrastructure. They provide a broad range of shops and services, normally containing at least one post office, chemist, superstore or foodstore and a high proportion of 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.

9.11 District Centres now serve a significantly smaller population compared to when they first developed. In addition their role and function has changed as a result of changing shopping patterns driven by consumer changes and the increasing dominance of multiple retailers. However, given they are in highly accessible locations they continue to have a role to play in ensuring sustainable local communities, complementing new housing development and should be a focus for investment to ensure their long term future.

Local Centres

9.12 Local Centres comprise a significant group of local shops and services, usually including one or more smaller foodstores. However, 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

9.13 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. Whilst it is important to protect their role in providing local neighbourhood shops and services these centres and parades will not be defined on the Policies Map. They include Gateacre Park Drive, Childwall Fiveways, Aigburth Vale, Rose Lane, Muirhead Avenue East and Prescott Road.

Town Centre uses within District, Local and Neighbourhood Centres

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. It is demonstrated that there are no sequentially preferable sites within District and Local Centres in respect of proposals for new retail floorspace within Neighbourhood 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. A number of development opportunities have been identified within a number of centres. Development for town centre uses will be permitted on these sites subject to other Local Plan policies.
 - Allerton Road - Land adjacent to Penny Lane Centre
 - Garston - Former Garston Baths; Former Co-op Site; Woolton Carpets/ Alexandria Public House Site
 - Hunts Cross - Former Hunts Cross Hotel, Hillfoot Avenue
 - Wavertree - Former Gulf Petrol Filling Station, opposite Picton Road/ Wells Road junction
 - Tuebrook - former cinema and club; former garage at Somerset Place/ Radnor Place

Policy Context and Justification

9.14 District and Local Centres currently face many challenges as a result of changing shopping patterns and behaviour, including increasing levels of internet shopping and the role of supermarkets in meeting local needs. Many of the City's district and local centres are run down with high proportions of vacant units. The emerging Retail and Leisure Study (2016) includes an assessment of the vitality and viability of centres. It considered that the conclusions of the 2009 study are still valid such that with a few exceptions the majority of centres have deteriorated over time and it concludes that a number of centres are too large and dissipated and require consolidation.

9.15 Whilst the City Council considers it is important for centres to retain shops which meet local needs, filling vacant units with non-A1 uses has the benefit to a centre of bringing units back into use. Centres need a balanced mix of uses, including independent shops and services, to create vital and viable centres. This policy therefore 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. This 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.

9.16 It is important that proposals within centres are of a scale that is appropriate to the role and function of the centre. 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.

9.17 The emerging Retail and Leisure Study (2016) has identified a number of development opportunities within and on the edge of centres 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. Maps at the end of this chapter show the boundaries of these sites. In addition to these sites the emerging study also considers that there are areas within Broadway, Breck Road and Walton Vale District Centres where development could be focussed.

Design of new Development within the City Centre MRA, District, Local and Neighbourhood Centres

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. Be fully integrated within the centre and be designed to reflect the specific characteristics of the centre within which it is located;
- c. 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;
- d. Contribute to enhancing the overall environmental quality of the centre including the pedestrian environment and connectivity; and
- e. Take opportunities to introduce appropriate 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
- 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.

Policy Context and Justification

Overall Design

9.18 An attractive shopping environment is of fundamental importance to the economic health and retail vitality of centres. Ensuring that the environment of the 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.

9.19 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.

9.20 The emerging Retail and Leisure Study (2016) has found that the health of 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. In addition, some centres have limited trees or planting; open spaces or benches. Parking provision is also limited in some centres. On this basis, this policy requires new development to contribute to enhancing the overall environmental quality of centres, specifically in accordance with Policies GI 7 and GI 9 within the Green Infrastructure Chapter of this Local Plan.

Shopfronts

9.21 Shopfronts make an important contribution to the character and attractiveness of centres. The City Council will therefore seek to ensure that new shopfronts are of a high quality and are sensitive to the area in which they are located.

9.22 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.

9.23 Security features associated with shop fronts should generally be internal in order to avoid harming the appearance of shop premises and creating clutter. Solid shutters are generally 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.

Use of Shops and other premises for Hot Food Take-aways

Policy SP4 Food and Drink Uses and Hot Food Take-aways

1. Planning permission for a Hot Food Take-away will be granted within an identified district or local centre, 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; 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. 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.
4. 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;
 - 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 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.
5. 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

Policy Context and Justification

Protecting the primary retail function of centres

9.24 In recent years there has been a growth of food and drink uses, including hot food take-aways, within Liverpool's centres. Policy SP2 recognises the benefits of a mix of uses within centres. Such uses are often beneficial to the vitality and viability of a centre by filling vacant units and adding to the diversity of uses, and offer a popular facility for local communities. However, it is important that such uses do not harm the character of a centre or cause nuisance to local residents. Such uses can displace retail units undermining 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. Such uses can generate levels of noise, traffic, odours and litter which are detrimental to residential amenity.

9.25 Due to these issues, 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 normally be refused. 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 character 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

9.26 The proliferation of hot food take-aways is a key concern amongst health professionals. Whilst, hot food takeaways are not solely responsible for national and local obesity problems, it is the case that people who regularly eat meals from hot food takeaways are more vulnerable to eating foods which are higher in fat, sugar, salt and calories and so are at increased risk of obesity and associated health problems.

9.27 The Government White Paper Healthy Lives, Healthy People: Our strategy for public health in England (2010) identifies that more than 1 in 5 children in England are overweight or obese by age 3, with higher rates among some Black and Minority Ethnic communities and in more deprived areas. The paper highlights the role of councils in taking action to improve public health, including regulating the development of new fast food restaurants in their role as local planning authority.

9.28 In Liverpool the recorded obesity rate increased between 2010-2011 and 2011-2012 in Reception pupils from 12.2% to 12.3%. The national average decreased from 9.8% to 9.4% in the same period. In the same period, the obesity rate in Year 6 pupils increased from 21.9% to 23.1%. The national average increased from 18.7% to 19.0%. Estimates suggest that adult obesity in Liverpool is 22.9% compared to 24.2% for England⁽⁵⁶⁾.

9.29 Whilst it is not possible to directly attribute these obesity figures to hot food take-aways, 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 on the grounds that such an approach could contribute to improving children's health in the City. A distance of 400m 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, thus reducing the temptation to buy food to and from school. If a 400m zones cuts through a building or site, the whole site would be considered to be within the exclusion zone.

Residential Amenity

9.30 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

56 Source: ChiMat (Child and Maternal Health Observatory) 25/3/13

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.

9.31 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.

9.32 The potential impact of food and drink uses on highway safety will also be 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.

9.33 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

9.34 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 attract gatherings of people and 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.

Relationship between Planning and Licensing Controls

9.35 Many food and drink uses are controlled under both Planning and Licensing legislation. The Council expects operators to ensure that where a licence is needed to serve hot food, the hours of operation on the licence fully accords with those approved under the planning permission. Applications for premises licences are reviewed by the Local Planning Authority who comment formally on the proposals. In the event that the approved hours of operation of a premise differ, the City Council may determine it necessary to seek to harmonise them via the formal procedures available.

Community Facilities

Policy SP5 - Community Facilities

1. Planning permission will be granted for the provision of a new community facility where the proposal is:

- a. Located within the City Centre, District, Local or Neighbourhood Centre; or
 - b. It is demonstrated that it is required to meet an identified local need.
2. All proposals for a new community facility should:
- a. Be close and accessible to the community it serves by a range of sustainable transport modes including walking, cycling and public transport;
 - b. 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
 - c. Be within a building which is flexible, adaptable and capable of multi-use.
3. 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.

Policy Context and Justification

9.36 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. They provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community, including care facilities, day nurseries, hospitals, health centres and doctor's surgeries, libraries, community centres and places of worship. Such facilities are often at the heart of local communities and contribute to creating sustainable neighbourhoods and communities.

9.37 Para 70 of NPPF states that to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
- ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community; and
- ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

9.38 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.

9.39 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.

Out-of-Centre and Edge-of-Centre Town Centre Uses

Policy SP6 Out-of-Centre and Edge-of-Centre Town Centre Uses

1. The existing role and function of the following out of centre Shopping Parks is recognised:
 - New Mersey Shopping Park
 - Hunts Cross Shopping Park
 - Stonedale Crescent Shopping Park
 - Edge Lane Shopping Park
2. Proposals for Main Town Centre uses, as defined by National Planning Policy, 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 the above named Shopping Parks, must demonstrate:
 - a. Compliance with the sequential approach. All in centre sites should be thoroughly assessed for their suitability, availability and viability;
 - b. That, in the case of retail, leisure and office uses there would be no significant adverse impact on any defined centre within the City or an adjacent authority. An impact assessment will be required for retail and leisure proposals outside centres which have a floorspace of 350 sqm gross or over.
 - c. The proposal should be assessed against impact on:
 - Existing, committed and planned public and private investment in a centre or centres within the catchment area
 - Vitality and viability of centres, including local consumer choice, and the range and quality of the convenience and comparison retail offer
 - In-centre trade/ turnover taking account of current and future consumer expenditure capacity
 - d. Benefits for the centre, in respect of edge-of-centre development, 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.
 - e. That the proposal is accessible by sustainable forms of transport
3. Where it is determined that a proposal meets the above criteria, in order to protect centres, planning conditions will 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.

Policy Context and Justification

Existing Shopping Parks

9.40 Liverpool has a number of existing out-of-centre shopping parks which provide a range of retail and leisure facilities for local communities - Edge Lane, New Mersey, Hunts Cross, and Stonedale Crescent.

9.41 New Mersey Shopping Park (Speke/Garston) has seen significant investment in recent years and is now a modern successful shopping park occupied by retailers traditionally associated with town centres. It draws trade from across the whole City and planning permission has recently been granted to re-configure the shopping park in order to provide a cinema. Hunts Cross (South Liverpool) provides a food superstore together with a number of comparison retailers. Stonedale Crescent Shopping Park (North East Liverpool) currently provides some limited convenience retail facilities together with larger-scale leisure facilities including a multiplex cinema.

9.42 Edge Lane was developed as a first generation retail warehouse park catering largely for bulky goods retail operators. Planning permission was granted in March 2015 for the comprehensive redevelopment of whole park for retail and leisure uses including a wider range and mix of retail in recognition of the need to appropriately modernise it in support of the wider regeneration of the Edge Lane corridor.

9.43 Whilst their existing role and function is recognised, they are not considered to be “town centres” for the purposes of NPPF. Therefore, given the City Council’s key priority is to maximise investment opportunities within centres, any future development proposals on these parks should comply with the criteria in this policy.

Assessing Out of Centre Proposals

9.44 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.

9.45 The City Council’s priority is to achieve more sustainable shopping patterns across the City and to focus new investment within the defined network of centres to provide a sustainable distribution of facilities for local communities. Therefore, any retail and leisure quantitative need identified over the lifespan of the Local Plan should be focused within centres where it will protect and enhance existing provision and achieve wider objectives of sustainable economic growth. Development outside defined centres could have an impact on the vitality and viability of centres.

9.46 A significant amount of new retail and leisure floorspace has been permitted in the City in recent years and the emerging conclusions of the Liverpool Retail and Leisure Study (2016) indicate that there is a negative capacity for further convenience goods floorspace in the City to 2032 and to 2020 there is also negative comparison good floorspace capacity. By 2025 the emerging 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 emerging study also advises that figures at 2032 in particular should be treated caution as they only provide a very broad indication of potential growth. The emerging 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 need to allocate sites outside the defined network of centres for retail and leisure floorspace.

9.47 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. 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; 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 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 the business requirements of any identified operator.

9.48 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 of identified centre. Proposals should undertake an impact assessment to demonstrate this. In accordance with the 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 emerging findings of the Retail and Leisure study (2016). It recommends that 350sqm is the most appropriate threshold for Liverpool on the basis of evidence including:

- the size of retail units within centres - the study undertook analysis of the scale of existing units within centres
- the vitality and viability of Liverpool's District and Local Centres which demonstrates that many of the City's centres are poorly performing, and even modest levels of trade diversion could have a significant adverse impact on vitality and viability
- the continuing trend particularly in food retailing to develop smaller convenience stores which if located in centre would enhance a centre's vitality and viability
- The quantitative need for additional floorspace. The analysis demonstrates there is no need for additional convenience facilities over the Plan period, and the comparison need identified in the later plan period is principally within the City Centre.

9.49 The evidence used to identify the local threshold accords with the advice in Planning Policy Guidance which states that in setting local thresholds it is important to consider the scale of proposals relative to town centres; the existing viability and vitality of centres, the cumulative effects of recent developments, whether local town centres are vulnerable, likely effects of development on any town centre strategy and impact on any other planned investment.

9.50 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. In respect of store extensions, the impact assessment should include a consideration of existing and proposed trade draw. Retail and leisure proposals on the edge of centres should be well connected to the centre to encourage linked trips and be of an appropriate scale.

9.51 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.

9.52 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. By controlling the type and mix of the retail floorspace, range of goods sold (including food, footwear and clothing), size of units, number of retail operators per unit and quantum of net and gross floorspace the vitality and viability of the City Centre and District and Local centres will be protected.



9.1 District Local and Other Centres

9.53 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.

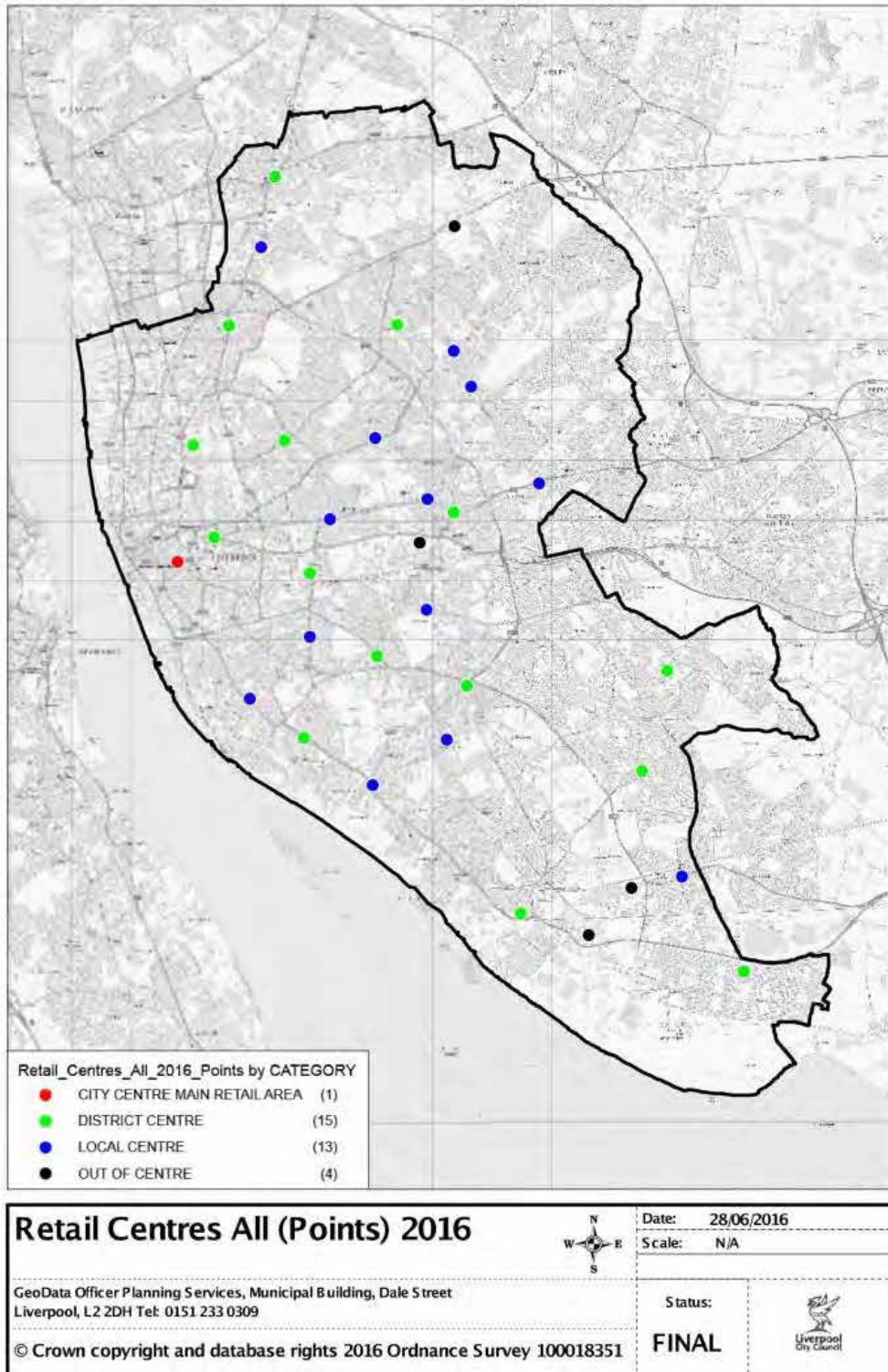


Figure 6 Location of Centres

Aigburth Road District centre

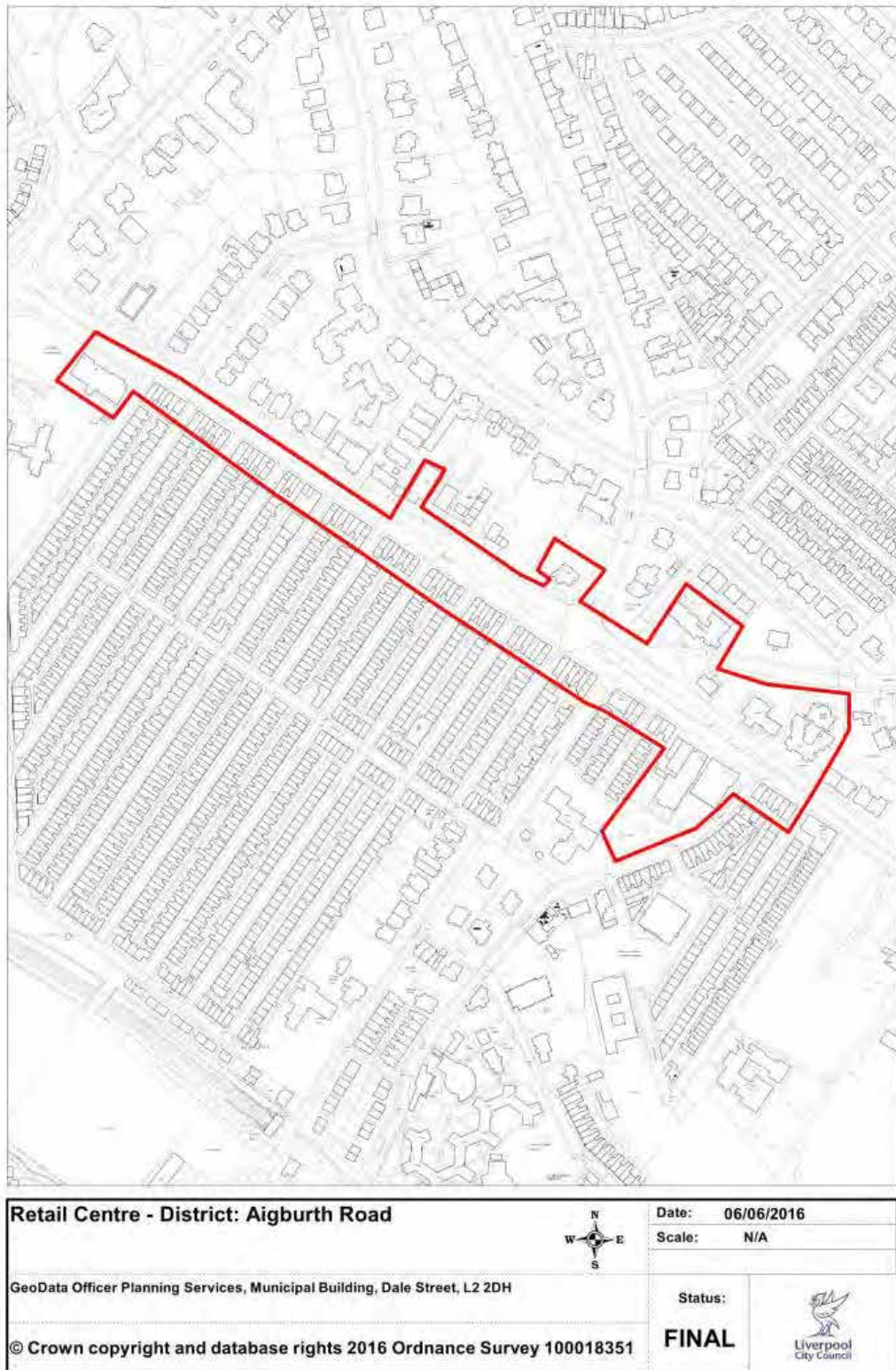
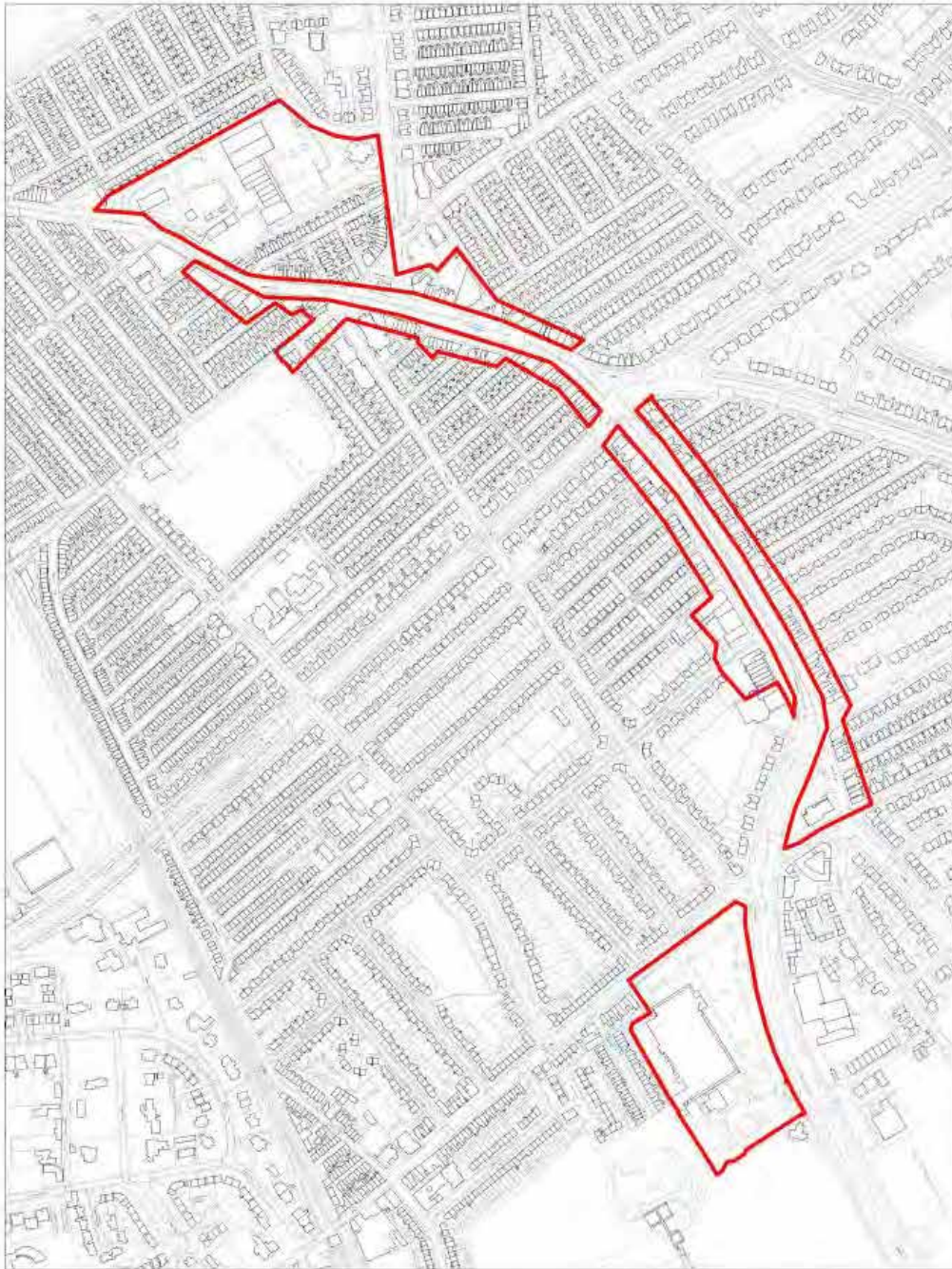


Figure 7 Aigburth Road District Centre

Allerton Road District centre





Retail Centre - District: Allerton Road				Date: 06/06/2016
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Figure 8 Allerton Road District Centre

Allerton Road District Centre Development Opportunity Site




Retail Development Opportunity: Allerton Road		Date: 30/06/2016	
		Scale: N/A	
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		 Liverpool City Council	

Figure 9 Allerton Road Development Site

Belle Vale District Centre

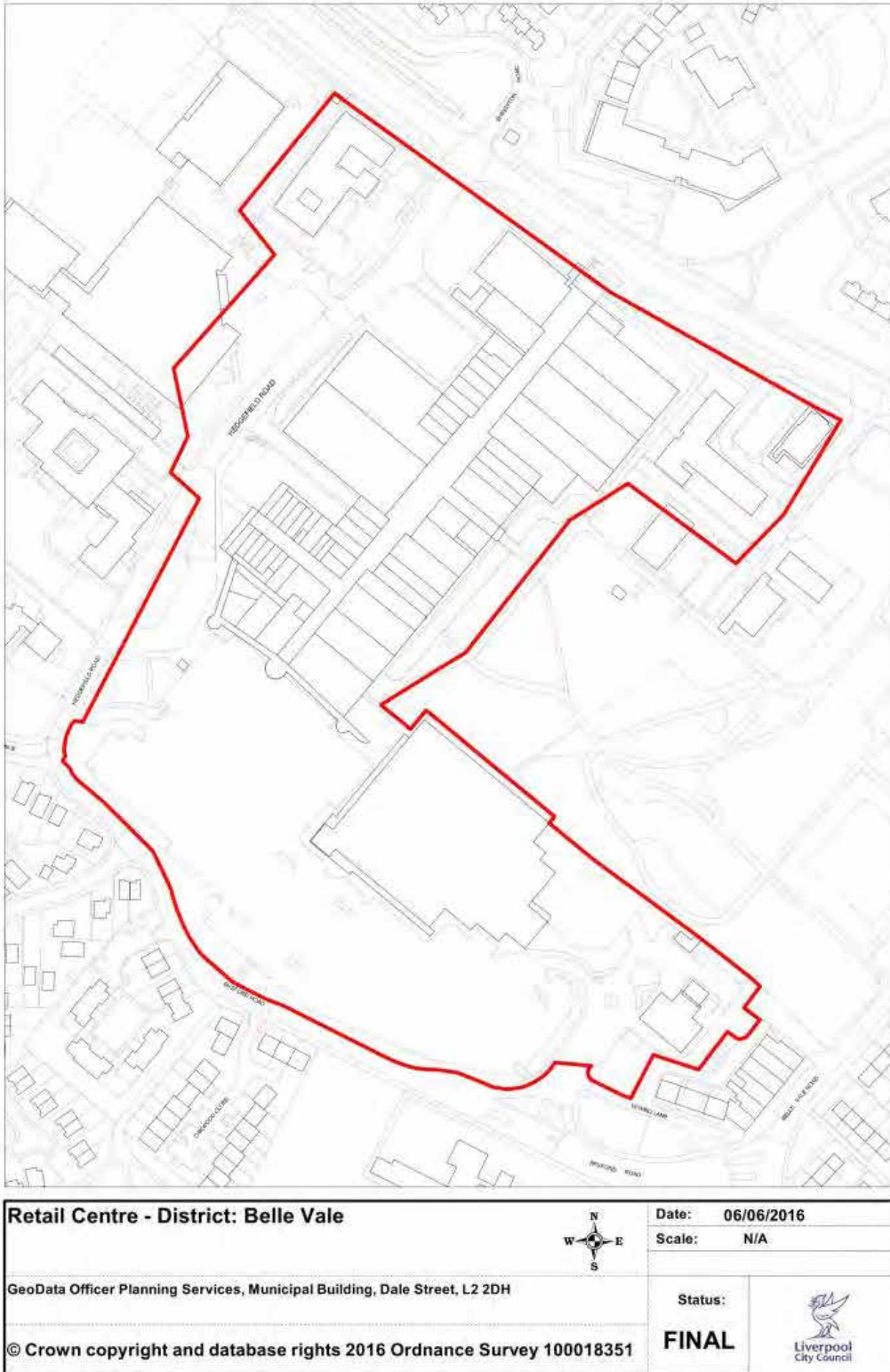


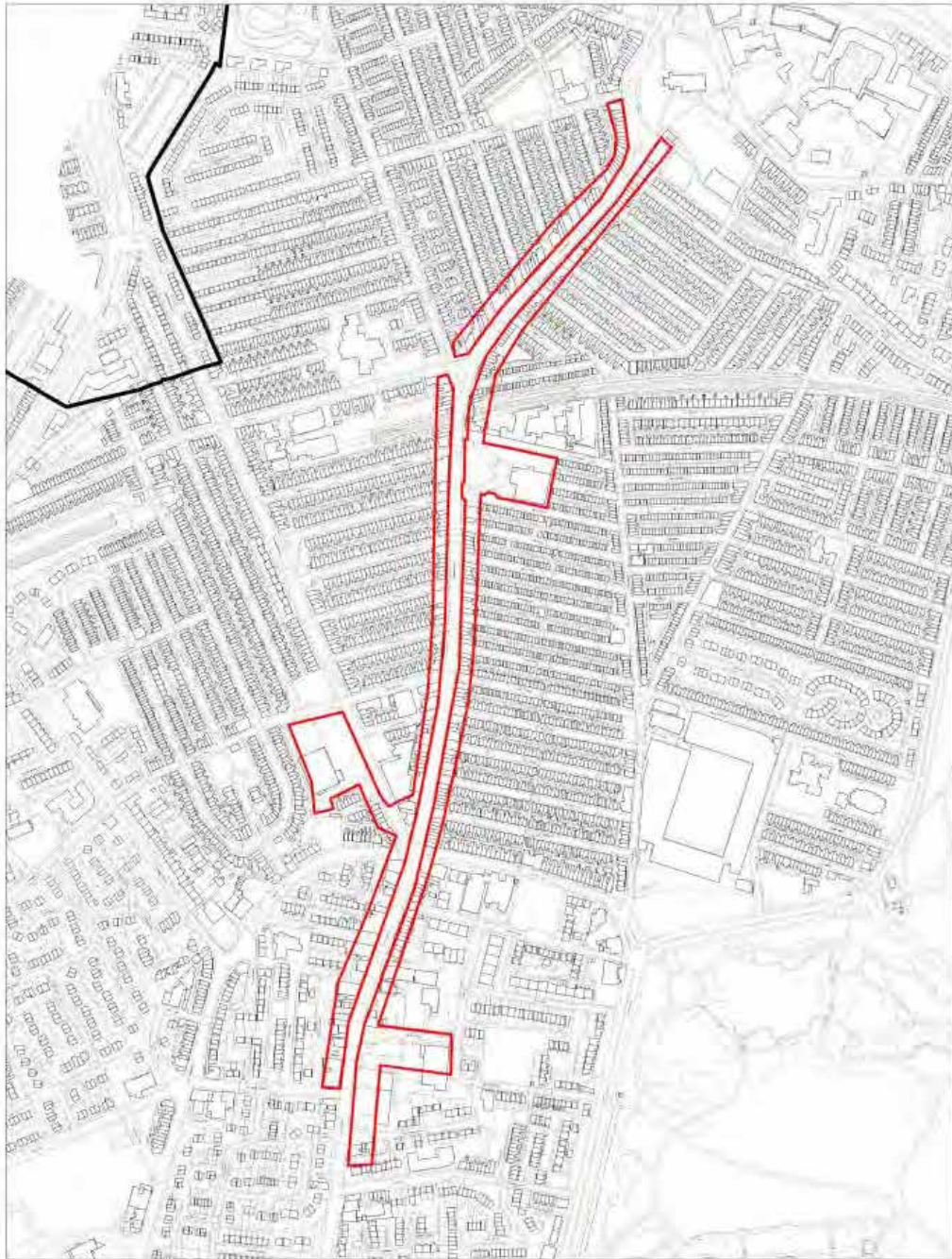
Figure 10 Belle Vale District Centre

Broadway District Centre



Figure 12 Broadway District Centre

County Road District Centre





Retail Centre - District: County Road				Date: 06/06/2016
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Figure 13 County Road District Centre

Edge Hill District Centre

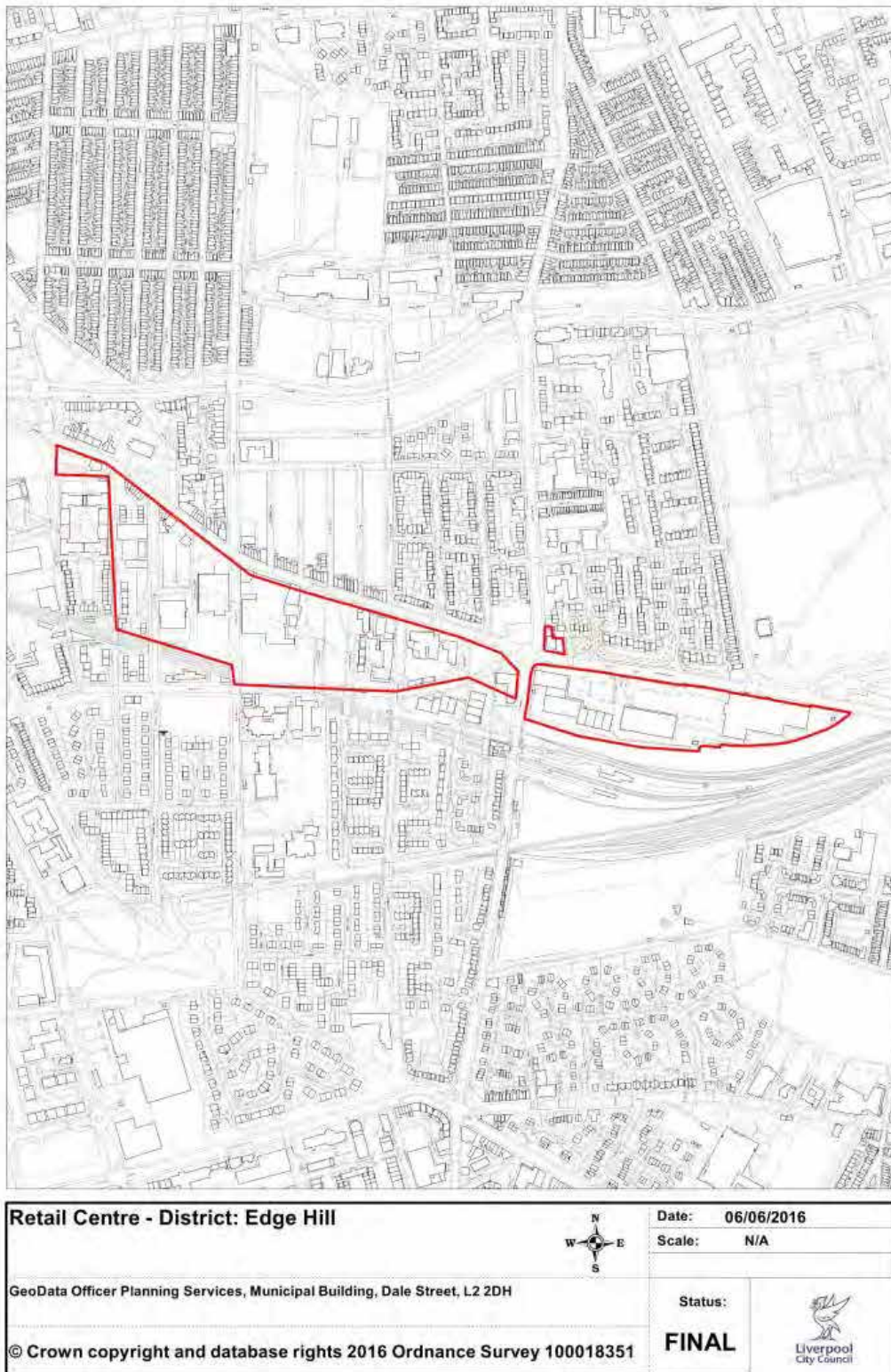


Figure 14 Edge Hill District Centre

Garston District Centre





Retail Centre - District: Garston				Date: 06/06/2016
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Figure 15 Garston District Centre

Garston District Centre Development Opportunity Sites



Figure 16 Garston District Centre Development Opportunity Sites

Great Homer Street District Centre

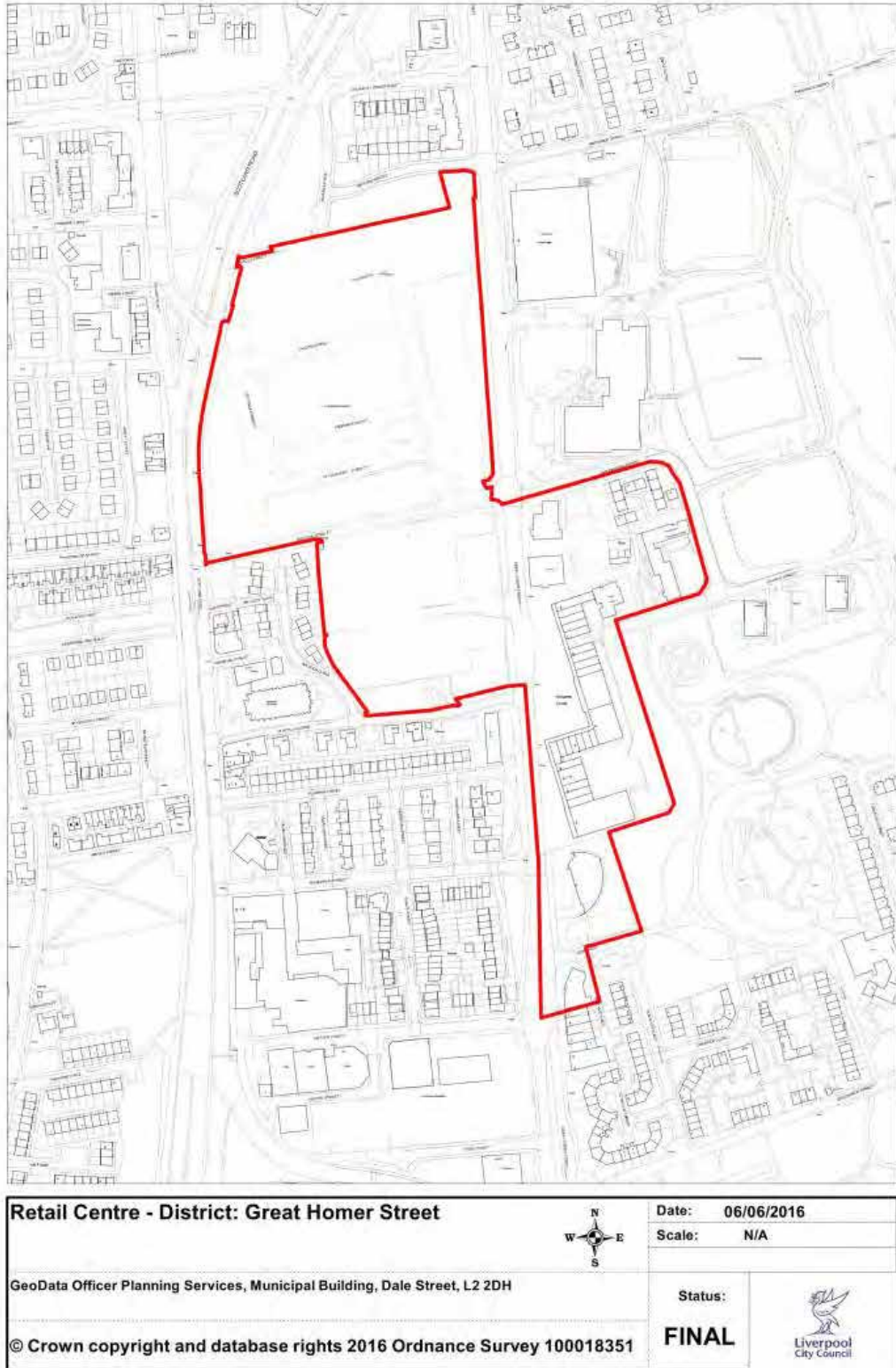


Figure 17 Great Homer Street District Centre

London Road District Centre

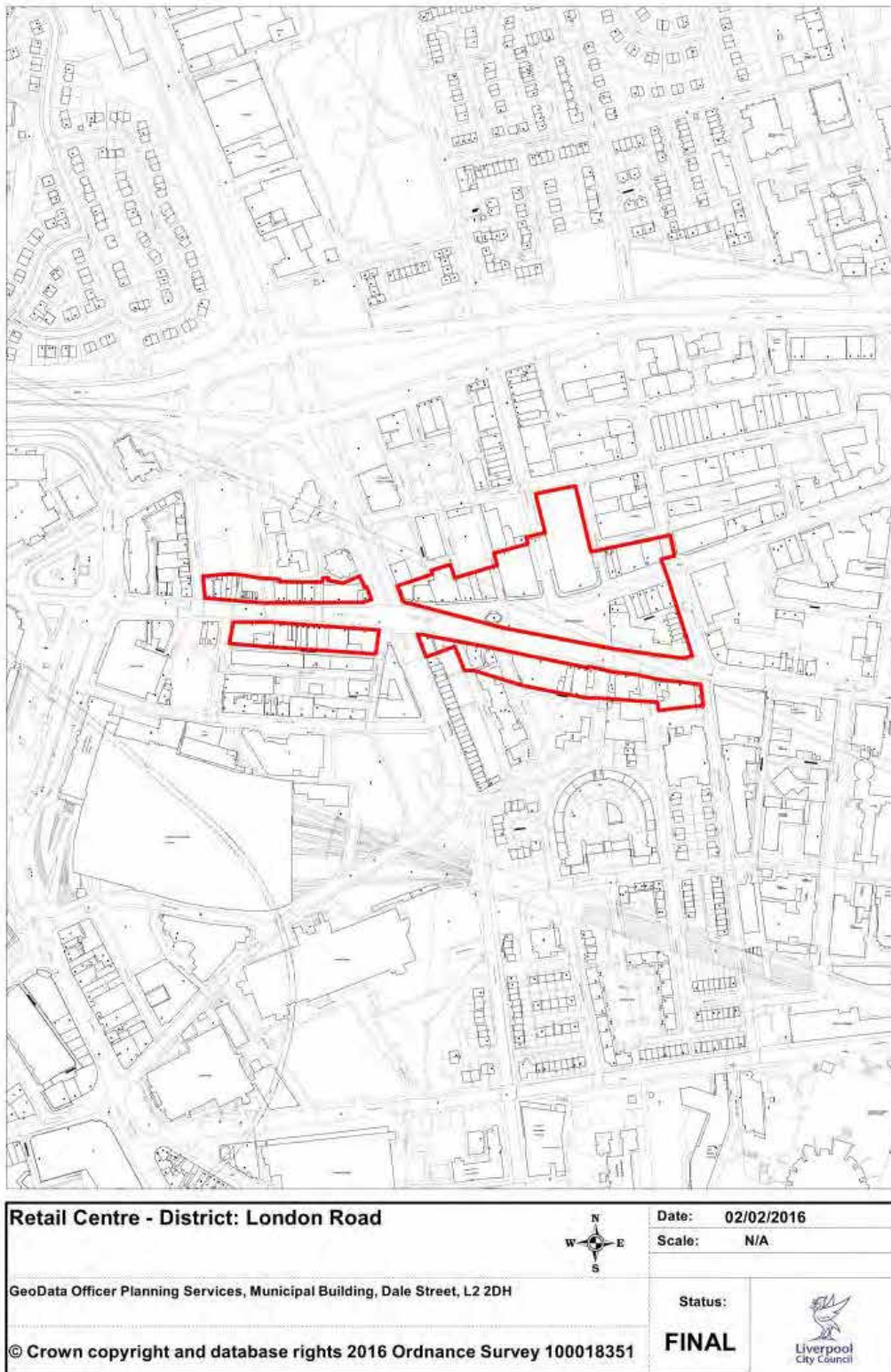
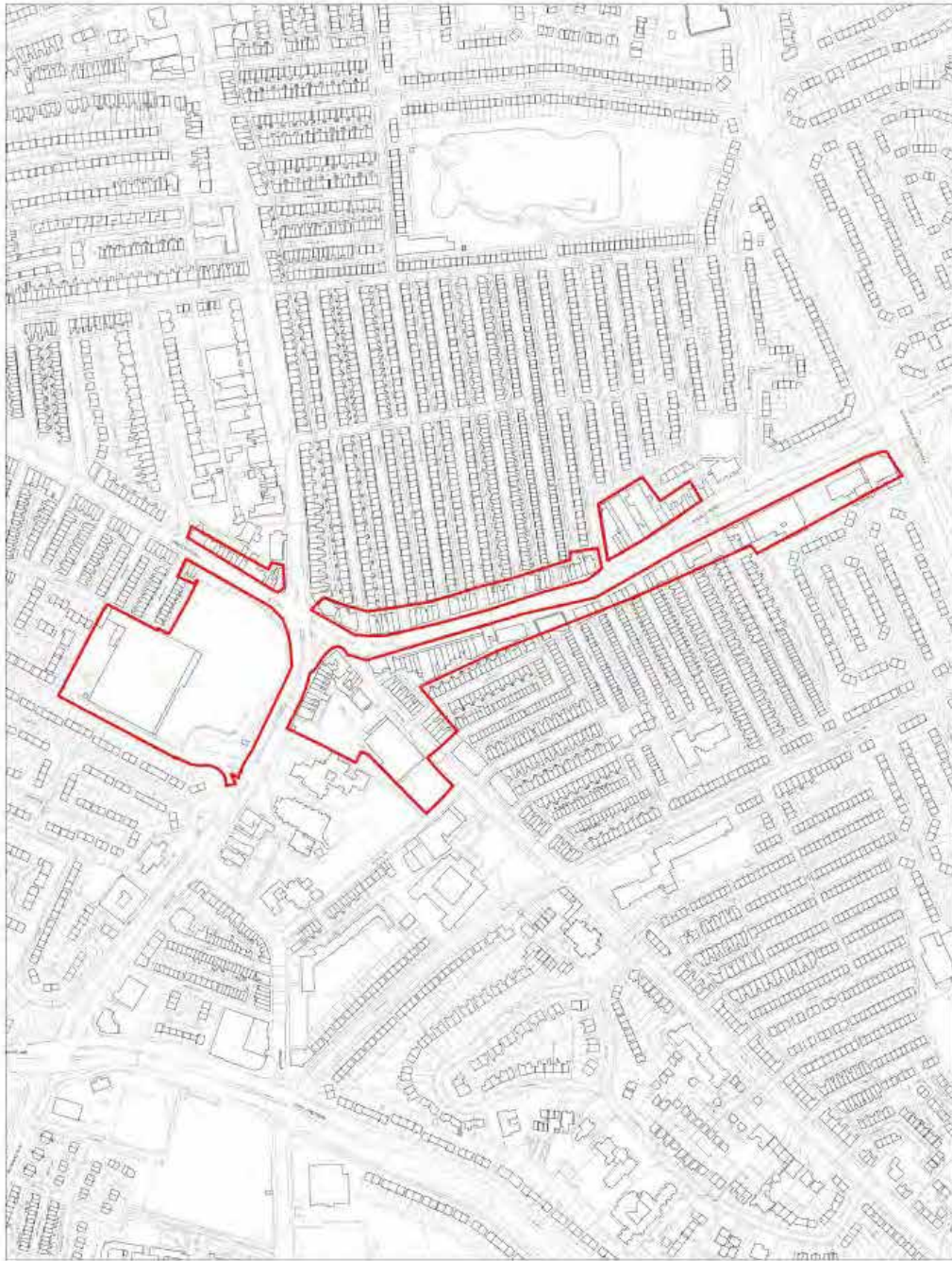


Figure 18 London Road District Centre

Old Swan District Centre





Retail Centre - District: Old Swan				Date: 06/06/2016
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Figure 19 Old Swan District Centre

Smithdown Road South District Centre

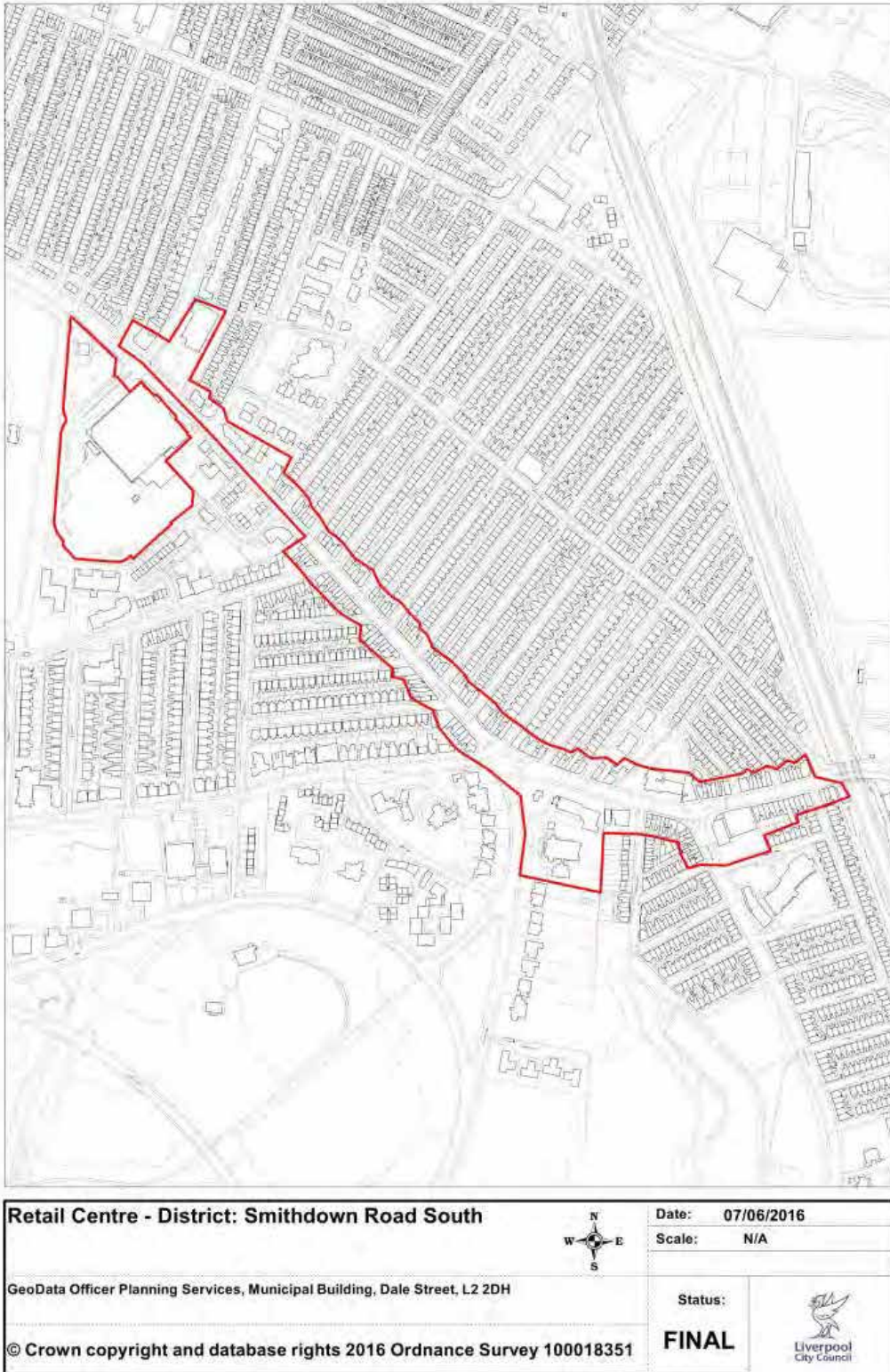


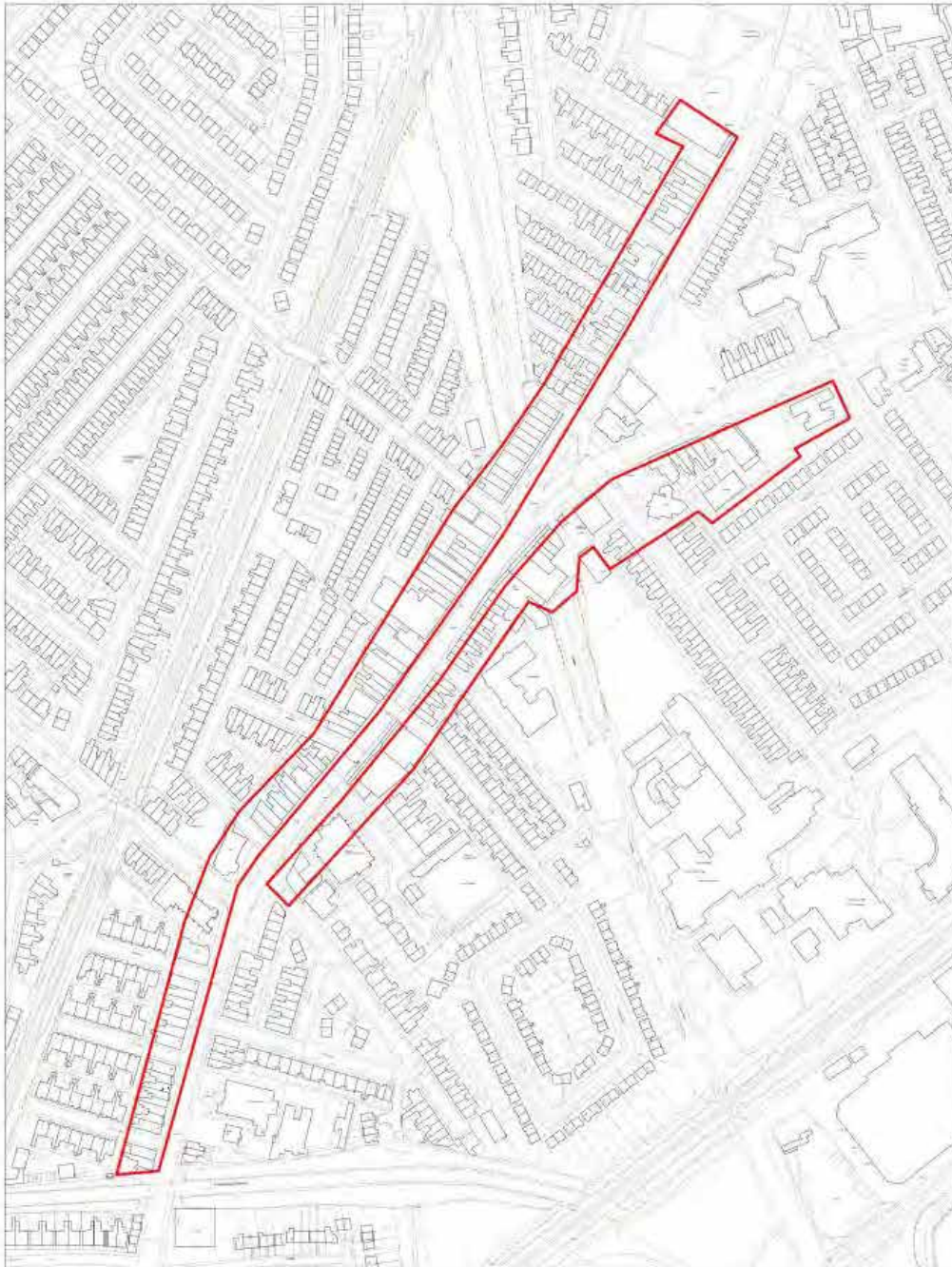
Figure 20 Smithdown Road South District Centre

Speke District Centre



Figure 21 Speke District Centre

Walton Vale District Centre




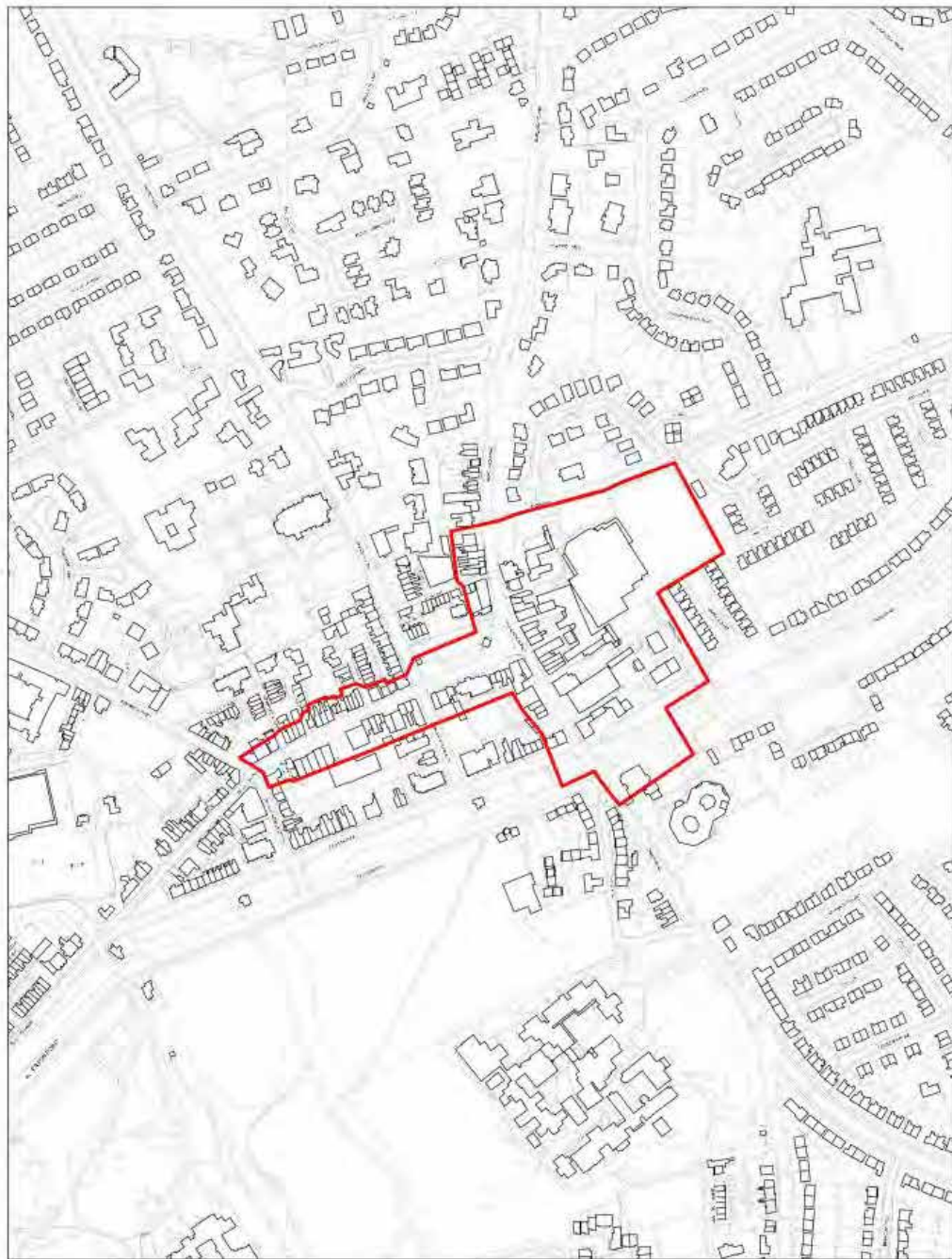
Retail Centre - District: Walton Vale		Date: 06/06/2016	
		Scale: N/A	
GeoData Officer Planning Services, Municipal Building, Dale Street, L2 2DH		Status: FINAL 	
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Figure 22 Walton Vale District Centre

Woolton District Centre




Retail Centre - District: Woolton		Date: 01/02/2016	
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Figure 23 Woolton District Centre

Aigburth Vale Local centre



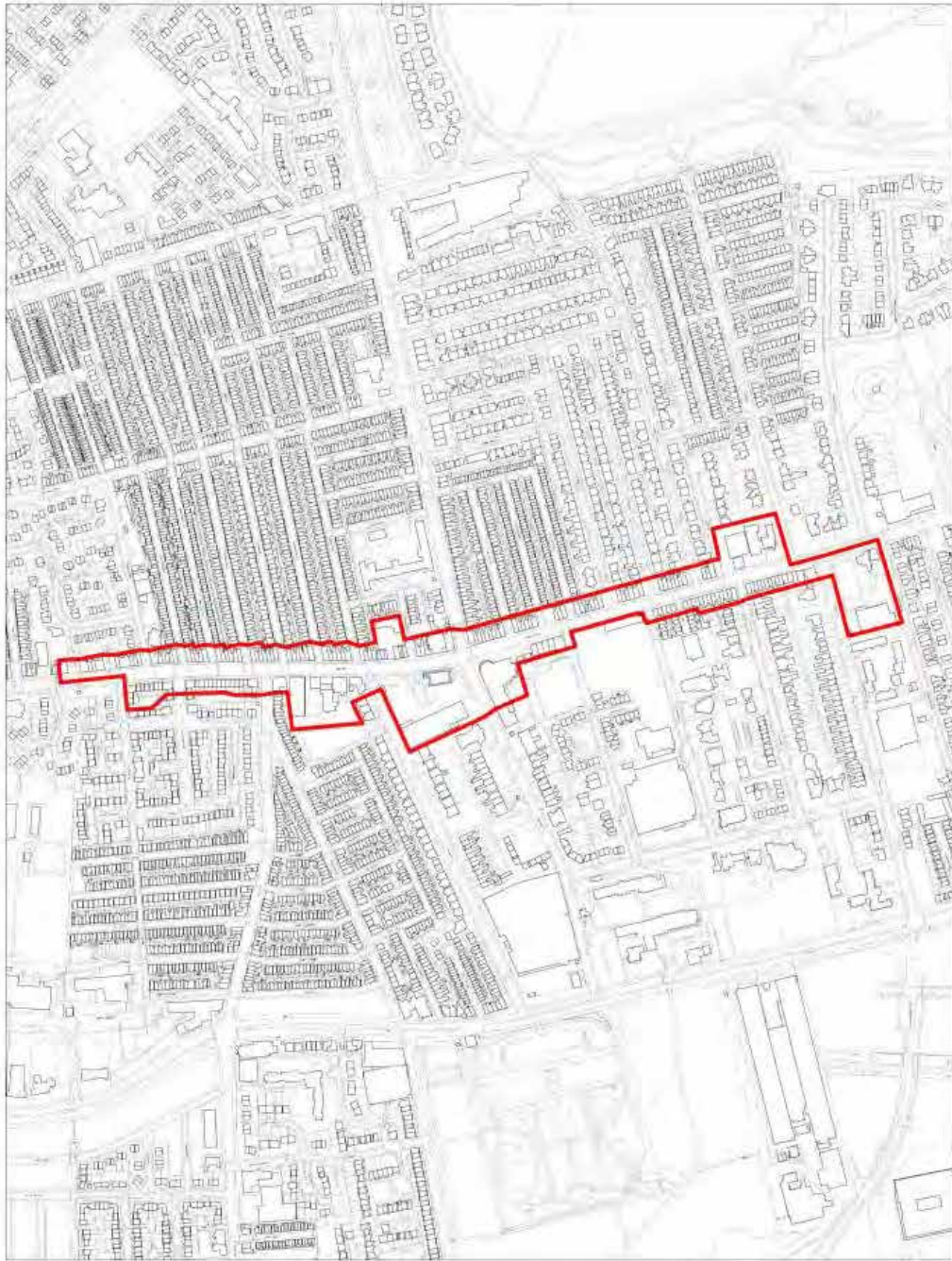
Figure 24 Aigburth Vale District Centre

Hunts Cross Local Centre



Figure 25 Hunts Cross Local Centre

Kensington Local Centre




Retail Centre - Local: Kensington		Date: 06/06/2016	
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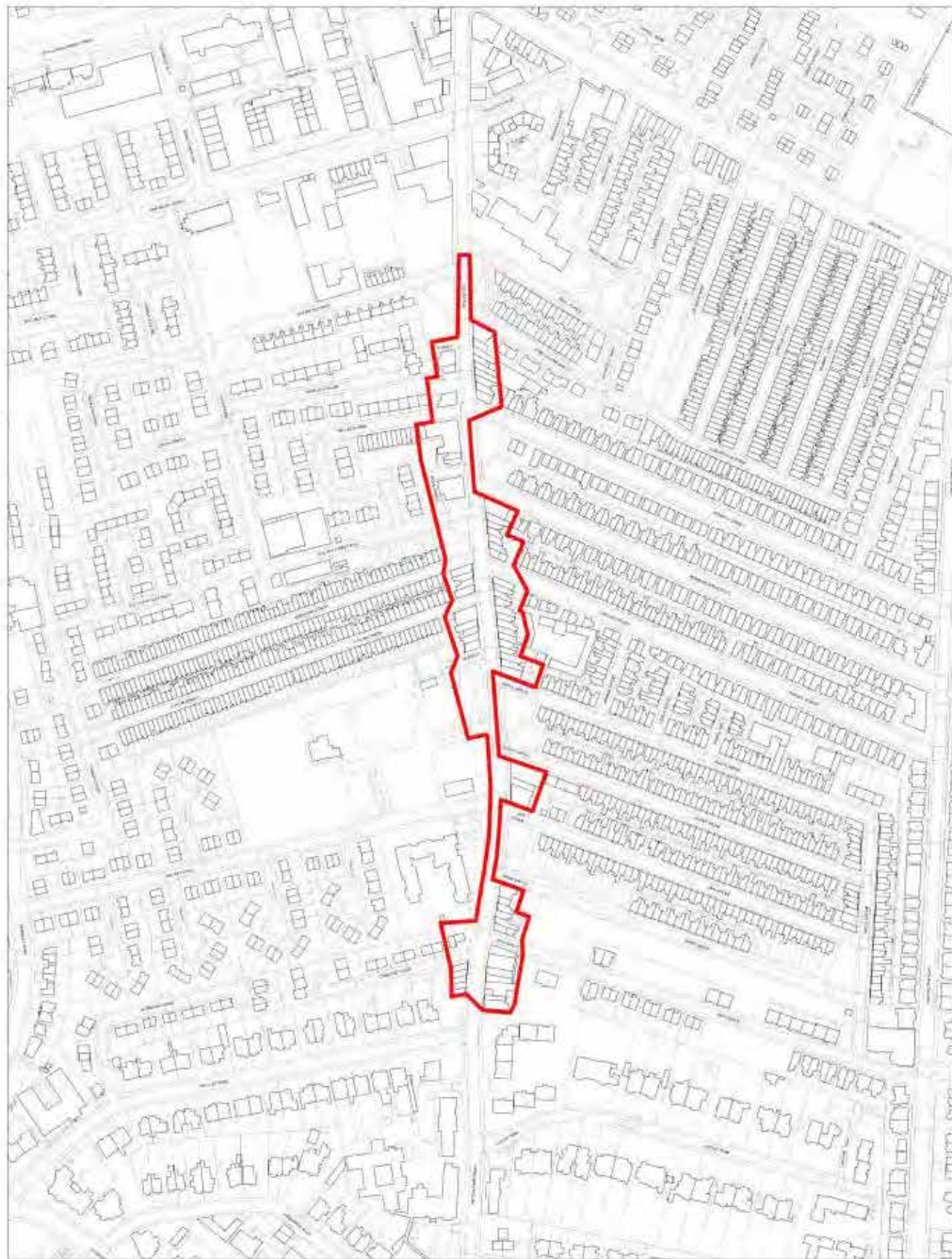
Figure 27 Kensington Local Centre

Knotty Ash Local Centre



Figure 28 Knotty Ash Local Centre

Lodge lane Local Centre




Retail Centre - Local: Lodge Lane		Date: 02/02/2016	
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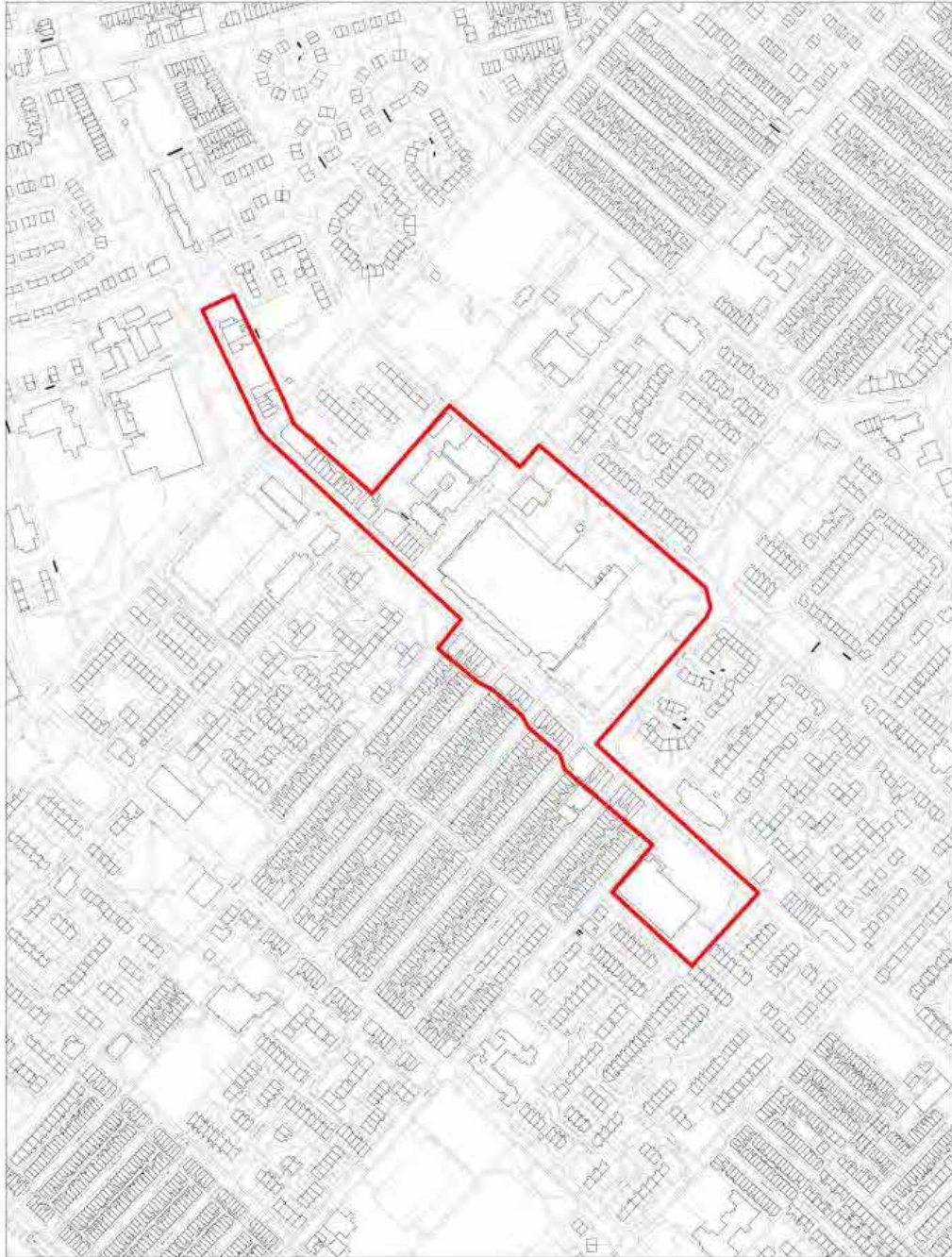
Figure 29 Lodge lane Local Centre

Muirhead Avenue East Local centre



Figure 30 Muirhead Avenue East Local centre

Park Road Local Centre




Retail Centre - Local: Park Road		Date: 02/02/2016
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		Status:
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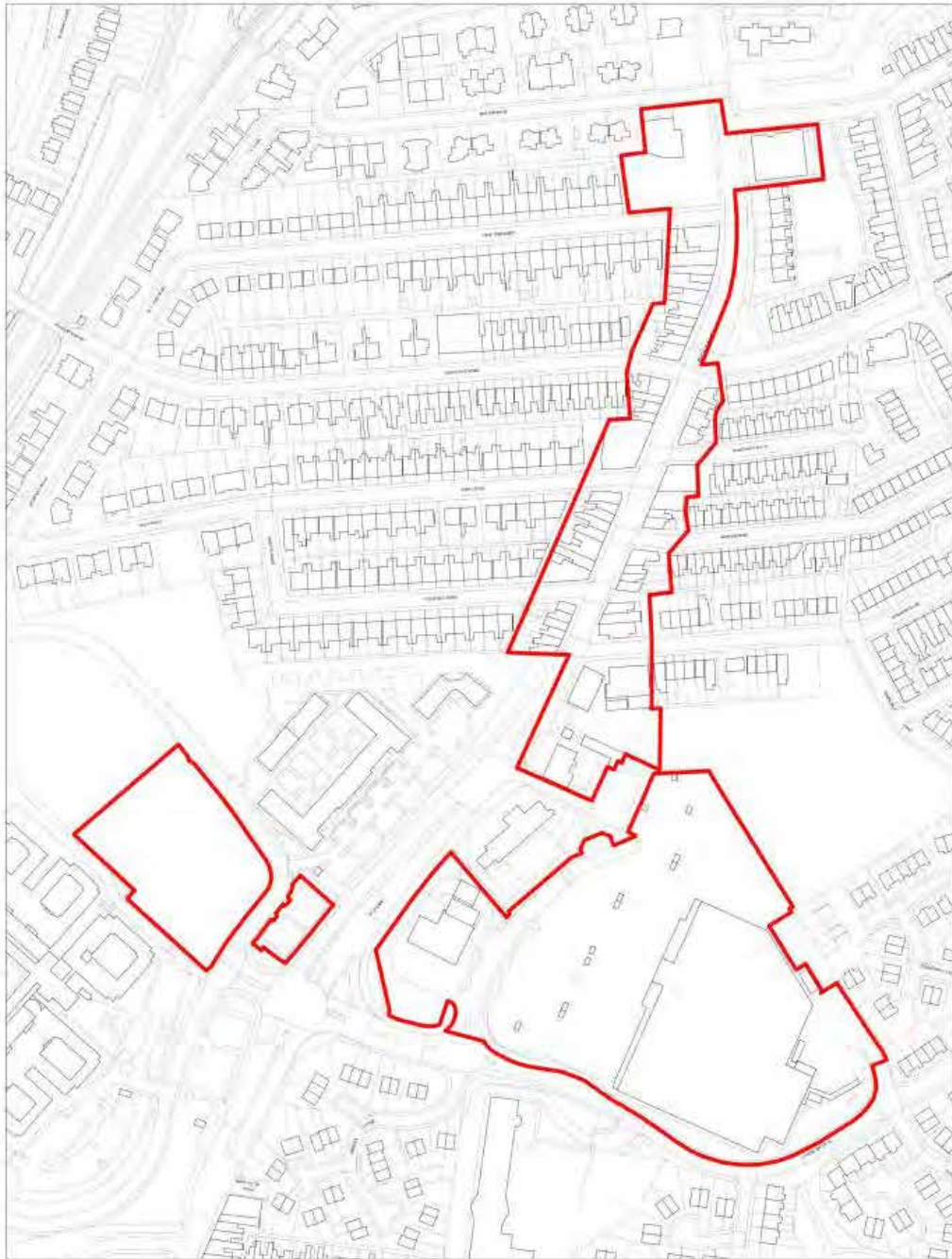
Figure 31 Park Road Local Centre

Prescot Road East Local Centre



Figure 32 Prescot Road East Local Centre

Rice Lane Local Centre




Retail Centre - Local: Rice Lane		Date: 07/06/2016	
		Scale: N/A	
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Figure 33 Rice Lane Local Centre

Rose Lane Local Centre

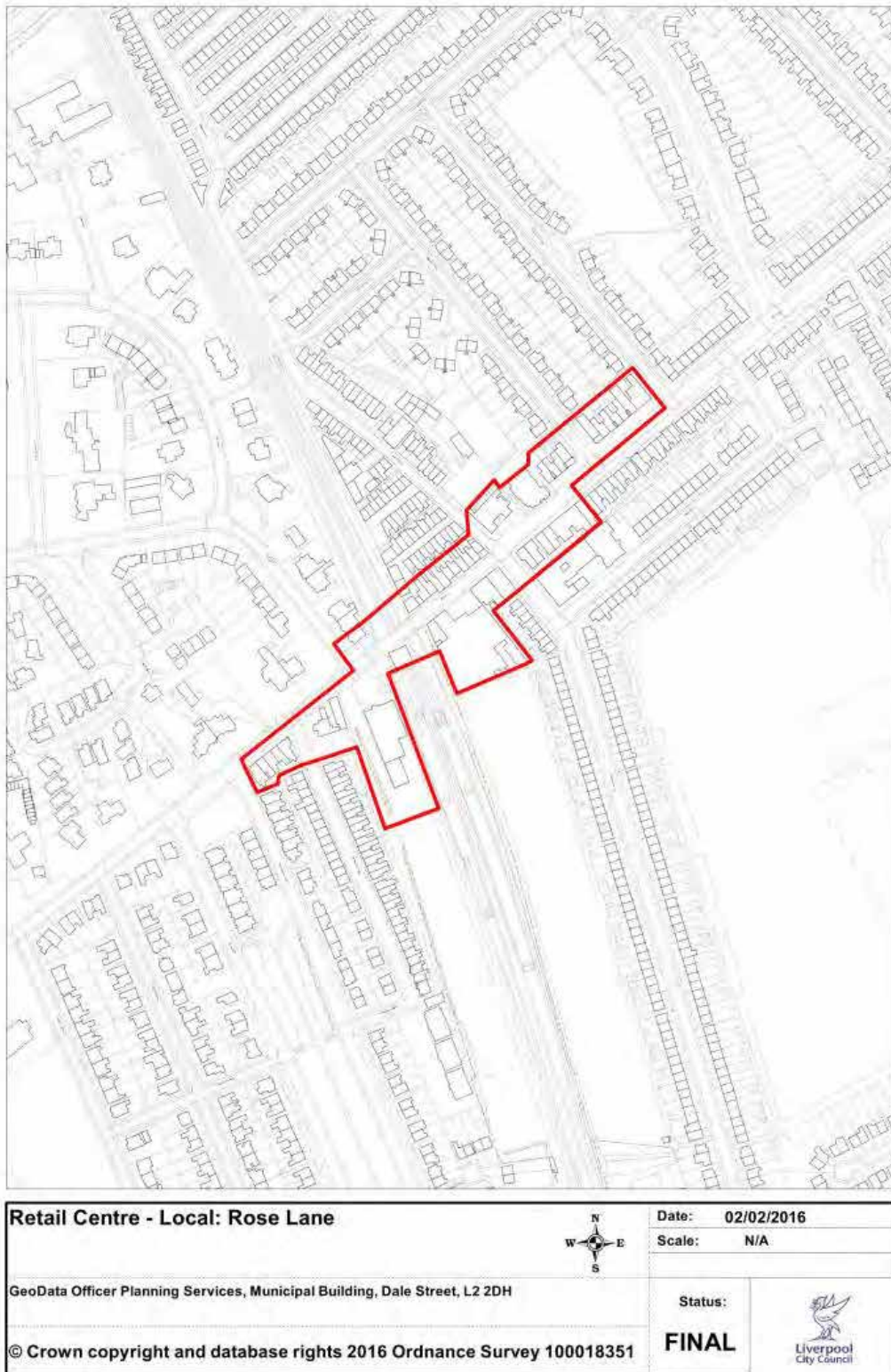
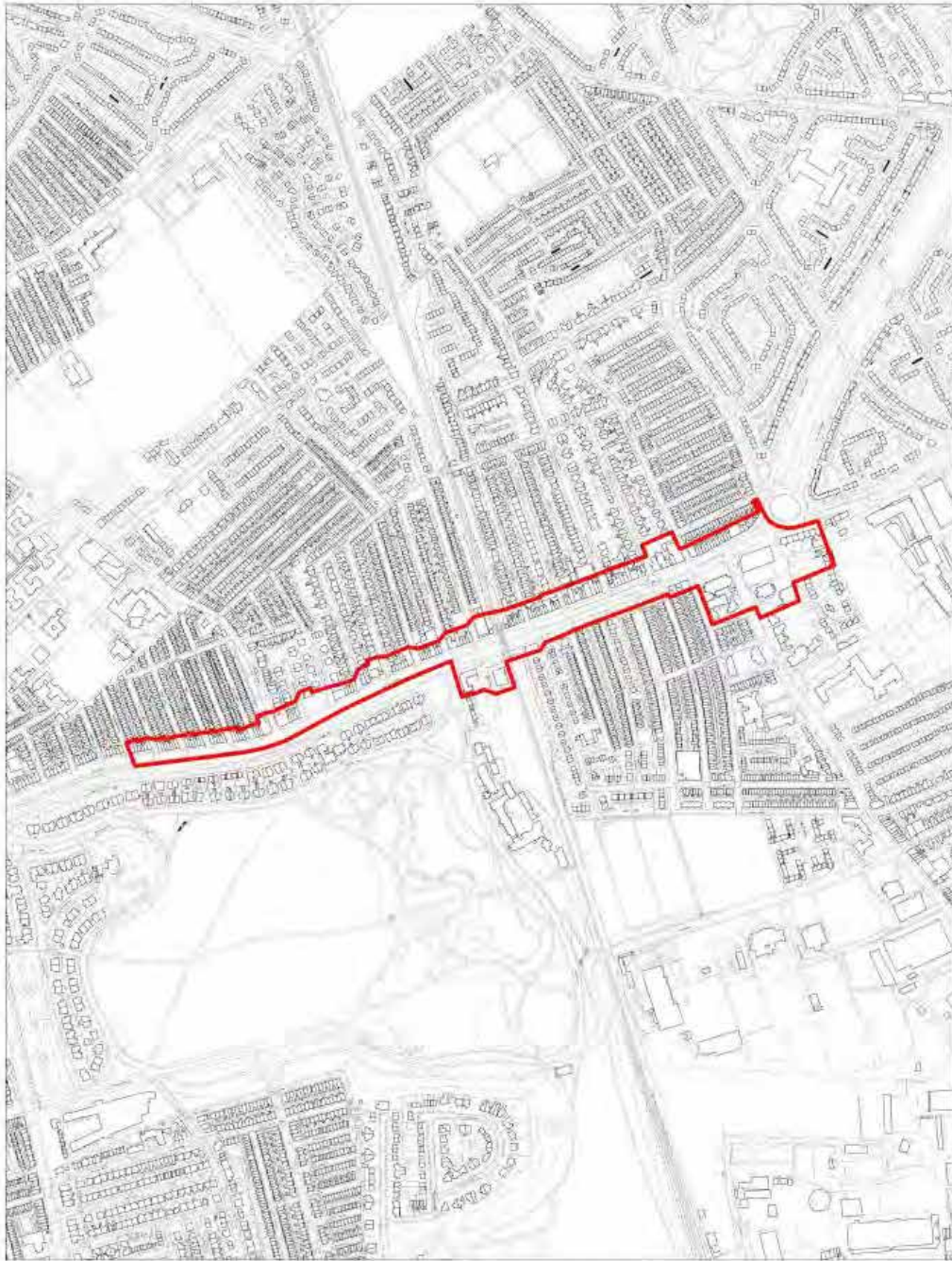


Figure 34 Rose Lane Local Centre

Tuebrook Local Centre





Retail Centre - Local: Tuebrook				Date: 02/02/2016
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Figure 35 Tuebrook Local Centre

Tuebrook Local Centre Development Opportunity Sites

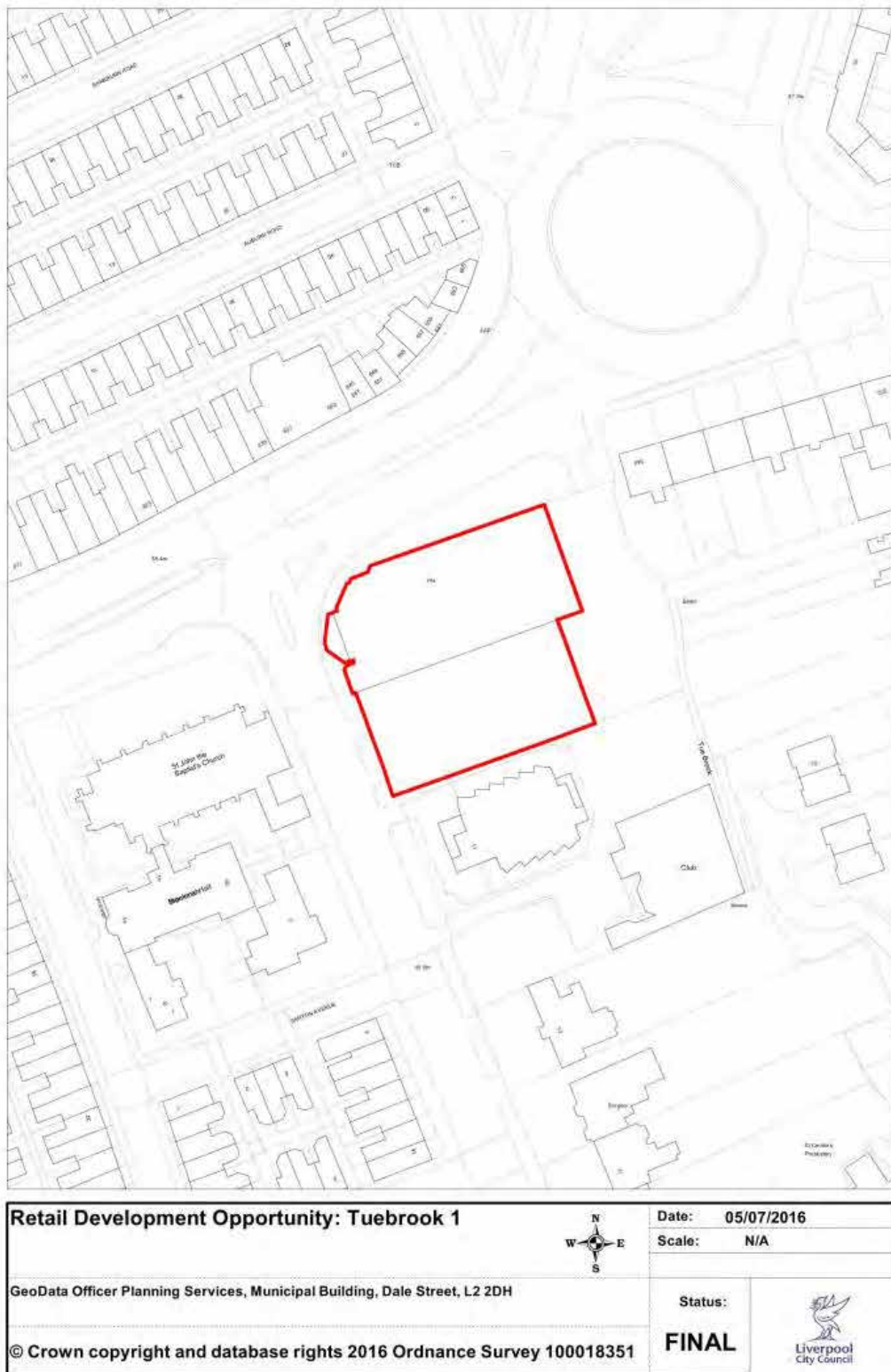


Figure 36 Tuebrook Local Centre Development Opportunity Site 1




Retail Development Opportunity: Tuebrook 2		Date: 30/06/2016	
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Figure 37 Tuebrook Local Centre Development Opportunity Site 2

Wavertree High Street Local Centre

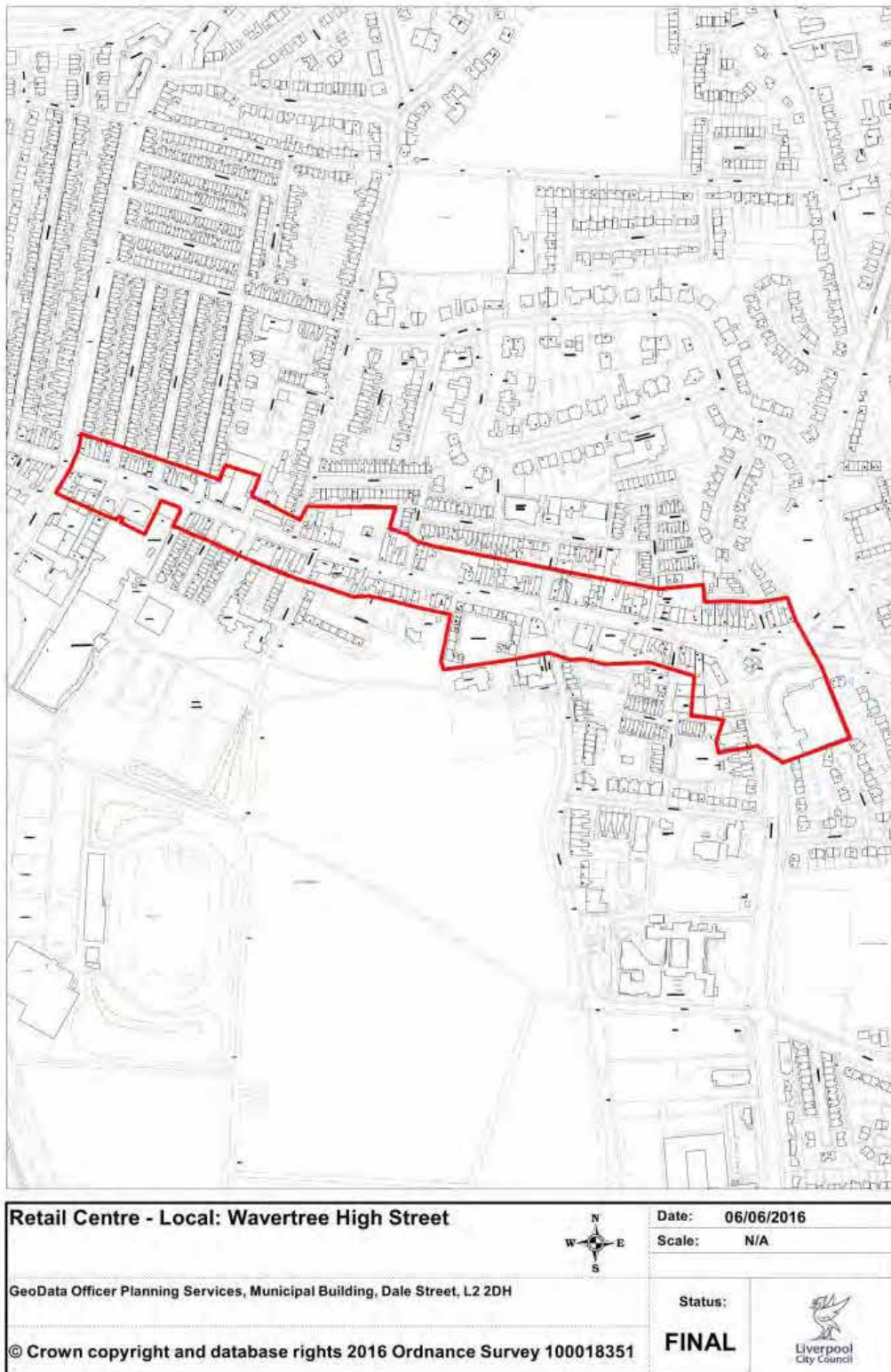


Figure 38 Wavertree High Street Local Centre

Wavertree High Street Local Centre Development Opportunity Site



Figure 39 Wavertree High Street Local Centre Development Opportunity Site

West Derby Village Local Centre

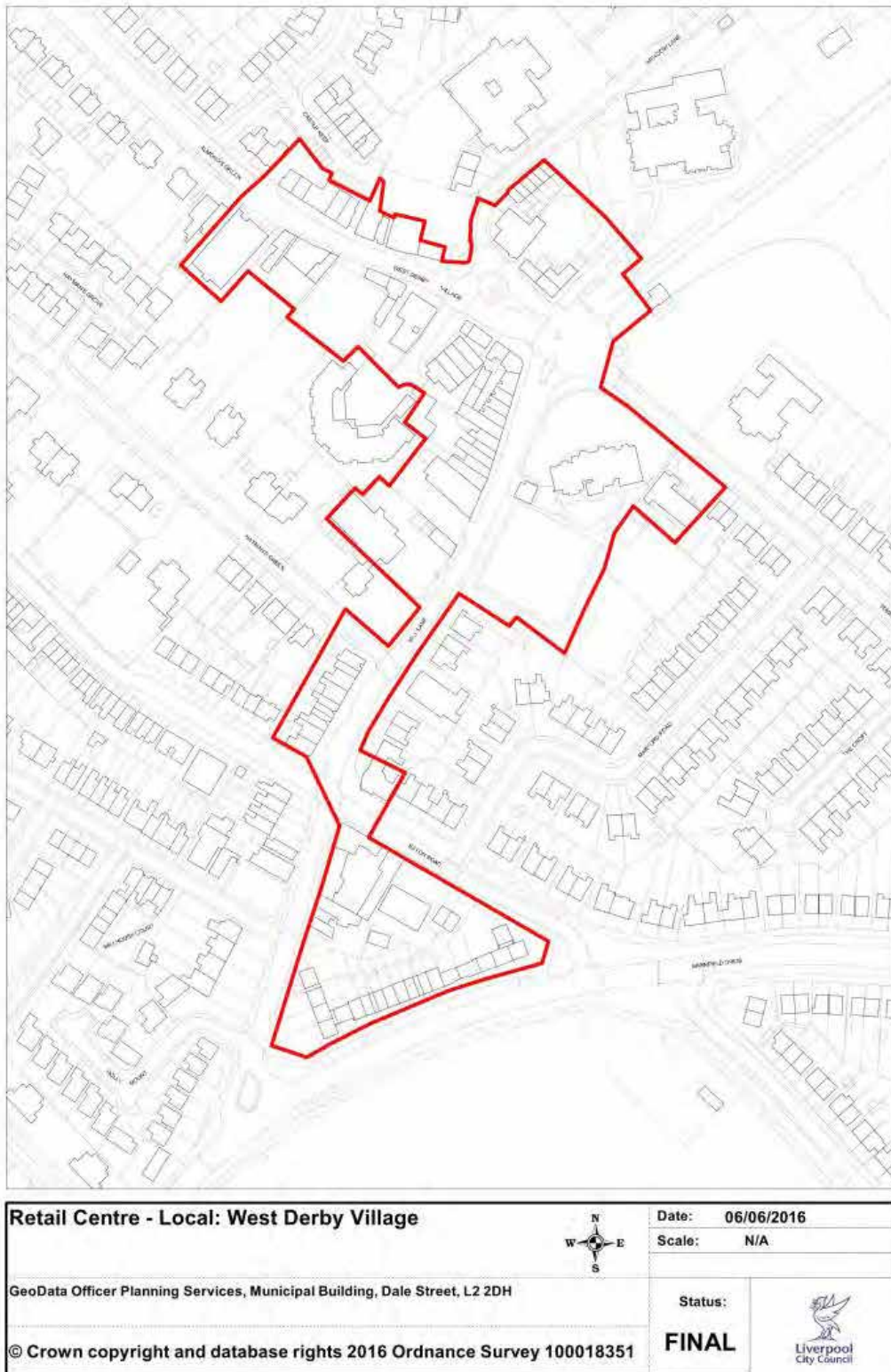
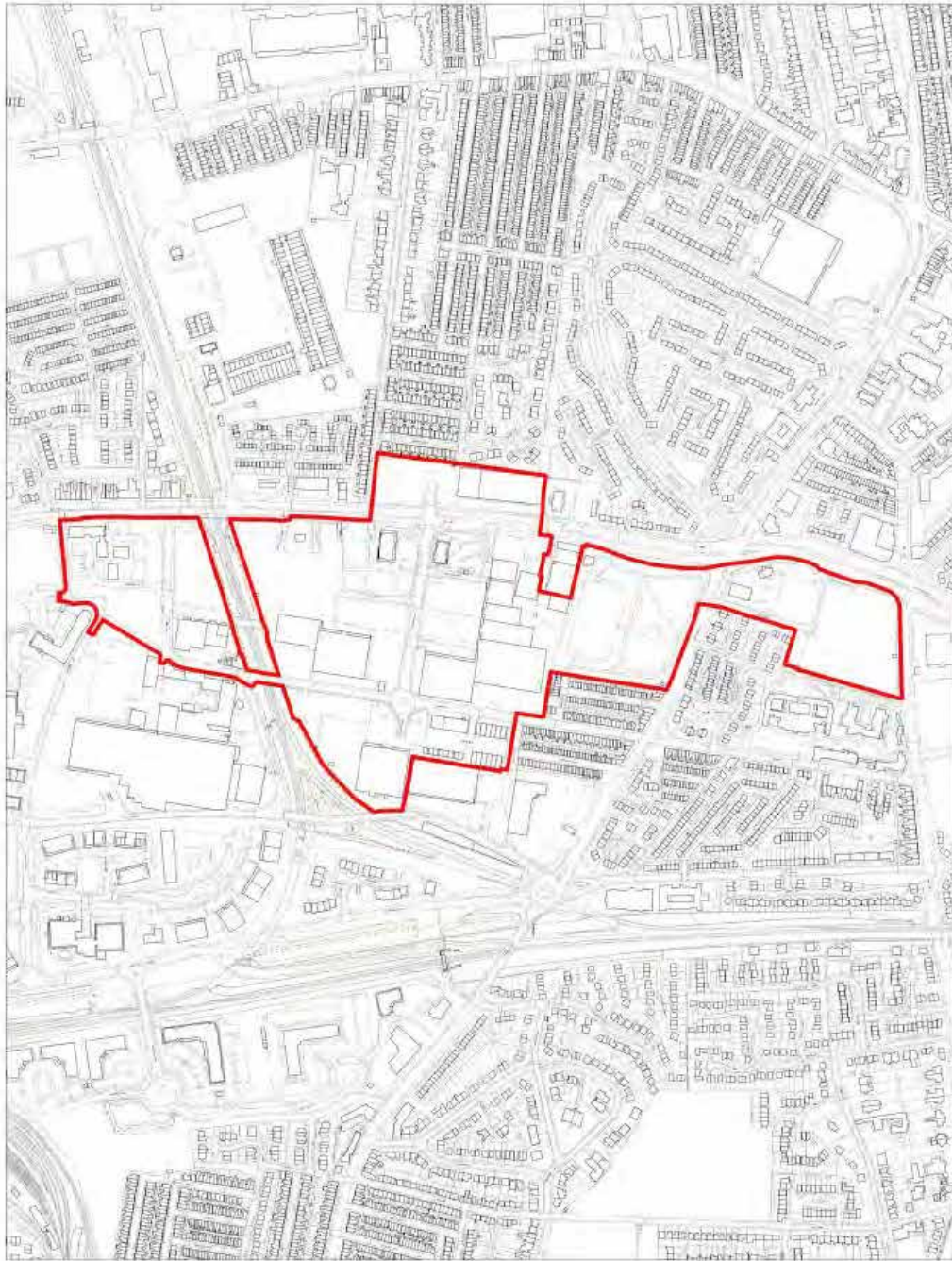


Figure 40 West Derby Village Local Centre

Edge Lane Out of Centre Shopping Park



Retail Out of Centre: Edge Lane Shopping Park		Date: 22/06/2016	
		Scale: N/A	
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Figure 41 Edge Lane Out of Centre Shopping Park

Hunts Cross Out of Centre Shopping Park



Figure 42 Hunts Cross Out of Centre Shopping Park

New Mersey Out Of Centre Shopping Park



Retail Out of Centre: New Mersey Shopping Park		Date: 02/02/2016	
		Scale: N/A	
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Figure 43 New Mersey Out Of Centre Shopping Park

Stonedale Out of Centre Shopping Park

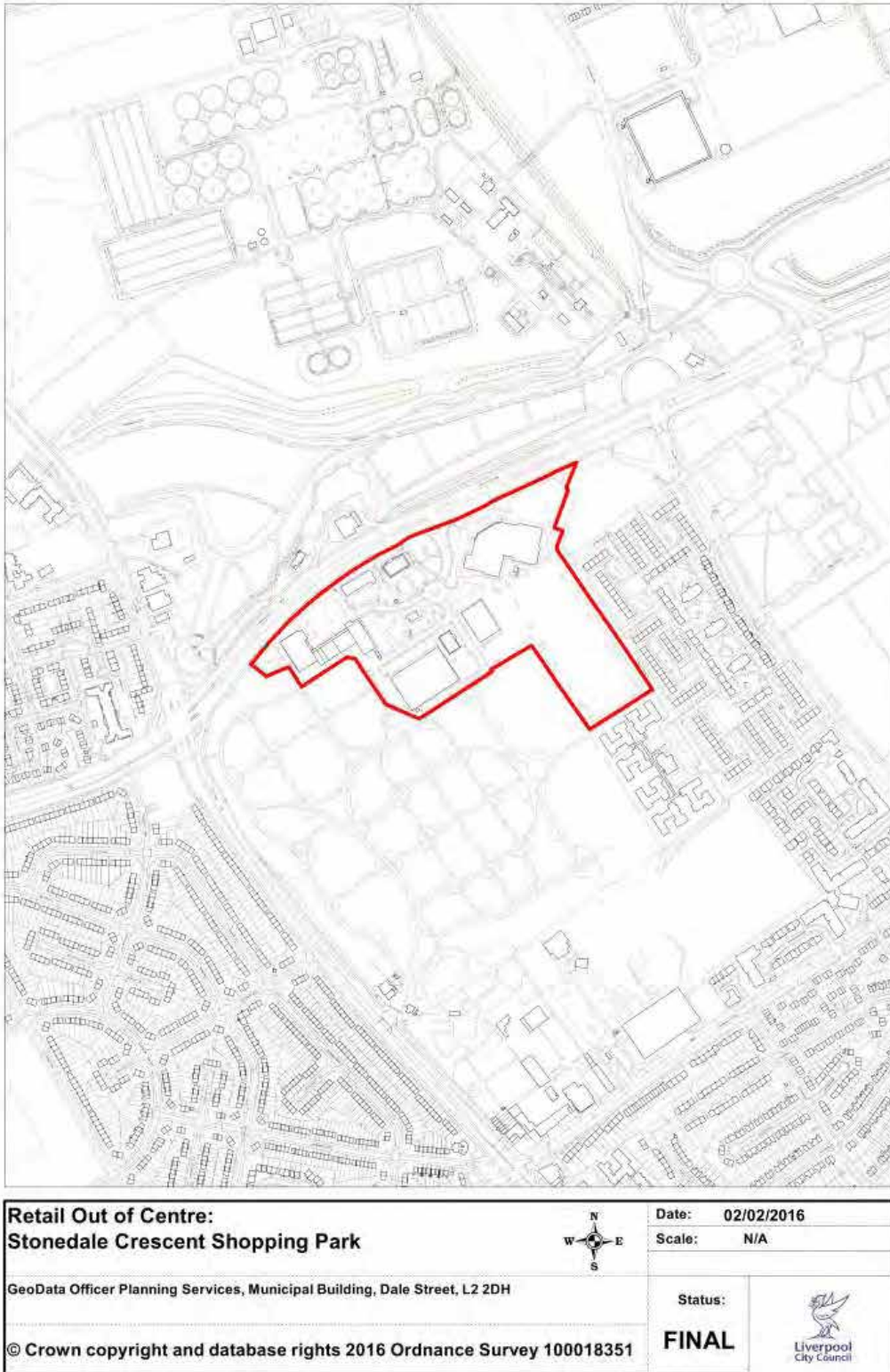


Figure 44 Stonedale Out of Centre Shopping Park

10

Urban Design **10**

10 Urban Design

Introduction

10.1 Liverpool seeks to manage growth 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 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.

Local Character and Distinctiveness

Policy UD1 Local Character and Distinctiveness

In drawing up development proposals developers should demonstrate, through the submission of a planning statement and / or a Design and Access Statement, 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. The definition of private space.
- d. The hierarchy and height-width ratio of streets and spaces.
- e. The form, scale, proportion, building line, frontages, plot sizes, storey and absolute heights, rooflines and ratios of solid to void within buildings.
- f. Materials, colours, tones and textures.
- g. Relationship and response to topography, orientation and natural and built landscapes, including the underlying morphology of the area.
- h. Focal buildings, landmarks, compositions and building ensembles, nodes and gateways.
- i. Palette and detailing of the public realm.
- j. Existing uses and activity.
- k. Designated and non-designated historic assets.

Policy Context and Justification

10.2 All development should be of high design quality and make a positive contribution to the character and distinctiveness of its location. This includes layout, form and architecture, as well as inclusive design, landscaping, public realm and public art. 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.

10.3 Development should be based on principles of sustainable design including retention and re-use of existing building stock, construction and materials, renewables, robustness, adaptation, energy management, re-cycling and waste management, modes of transport, ease of movement for

all, community safety and cohesion, and climate change. 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.

10.4 Policies UD1, UD2 and UD3 recognise that design includes both aesthetics and functionality. The massing, bulk, scale, and height of buildings, and the spaces between them, both public and private, are significant components of an area's character. The consideration of these components and how a proposed development will relate to existing buildings, including any impacts on neighbouring occupiers, will ensure development is responsive to its local context. Securing high quality architecture, materials, and environments will ensure that new developments enhance and enrich Liverpool's built environment and the experience of those who use it.

10.5 Landscaping should be included as an integral part of the overall design of a development proposal. The landscape and buildings need to be considered together from the start of the design process and careful consideration should be given to the existing character of the site including its typology, existing trees and other natural features. The space around buildings is important not only as a setting for the building in its context, but also for reasons of functionality. It enables the implementation and successful growth of landscaping schemes, provides an outdoor amenity for occupiers, space for refuse storage and car parking, and the sustainable management of flood risk and surface water drainage.

10.6 For major schemes or proposals that are expected to have a significant impact on their surroundings the Council encourages pre-application discussions. Applicants are required to submit a Planning or Design and Access statement (DAS) in support of the majority of applications. The information provided should be proportionate to the type and scale of development proposed. The requirements of a DAS are set out in [Planning Practice Guidance](#).

10.7 Where a DAS fails to adequately explain and justify the proposal against the requirements of Planning Practice Guidance and local and national policy this may be used by the Council as grounds to justify refusal of the scheme.

10.8 8.47 Where the application is in Outline the information provided in the DAS should be sufficient to explain and justify the concepts for the scheme without the need for further information at reserved matters stage. This is to ensure the full impact of the proposal can be properly assessed at the outline stage.

Development Layout and Form

Policy UD2 Development Layout and Form

1. The layout and form of development proposals should ensure that:
 - a. The structure allows for ease of movement, transition and connection to other areas and should be based on the established local grain, including hierarchy. Where this has been fractured, proposals should seek to repair the structure;
 - b. Enclosure, continuity and cohesion are key elements in street and space design, and allow for specific uses and functionality;
 - c. New public spaces are fit for purpose and seek to supplement existing spaces;
 - d. A variety of blocks and plots are provided;
 - e. Safe, secure and usable private space is provided, where appropriate;
 - f. Future expansions and adaptations or change of use have been considered;
 - g. Form, height, scale and massing are appropriate to the function of the building;
 - h. Car parking, cycle, waste and recycling storage are designed in a positive manner and are integrated into the development;

- i. The proposal reduces the opportunities for crime without compromising social cohesion;
 - j. Landscaping is integral and is at the heart of the development
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.

Policy Context and Justification

10.9 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.

10.10 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.

10.11 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 amenity space is of equal concern for users, and the needs of occupiers should ensure safe, secure and usable private space

10.12 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.

10.13 The City Council recognises that amenity within a development or within the adjoining buildings, spaces and streets can be compromised in a number of ways through development such as detrimental loss of daylight and sunlight to existing and adjacent occupiers; loss of privacy and outlook due to the proximity and design of developments; harmful noise, odour, vibration and air pollution from existing and proposed developments (typically commercial activities and other activities such as rail); developments with the potential to endanger highway safety; and cause detrimental micro-climate effects. Buildings should therefore be compatible with their local environment and conditions.

10.14 The design and layout of buildings must enable sufficient sunlight and daylight to penetrate into and between buildings, and ensure that adjoining land or properties are protected from unacceptable overshadowing.⁽⁵⁷⁾

Public Realm

Policy UD3 Public Realm

When designing Public realm it should be demonstrated that it:

⁵⁷ The Building Research Establishment (BRE) provides guidance on site layout planning to achieve good sun-lighting and day-lighting (BRE Site Layout Planning for Daylight and Sunlight: a guide to good practice).

- 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 people 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. Has considered landscaping holistically as part of the development within a submitted landscaping plan
- i. Will be of a scale, size and layout to achieve its primary function

Policy Context and Justification

10.15 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.

10.16 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.

10.17 Private ownership and management of the public realm is not in itself a cause of exclusion and segregation, and inappropriate controls and the application of codes of conduct are what the City Council wants to avoid. Understanding there may be reasonable concerns around liability and health and safety, through planning obligations, the City Council wants to work with developers to ensure standards of public access and use are maintained, including the arrangements for events/ pop-up markets, both of which can affect the character of the areas, impact on the amenity of neighbouring properties and compete with existing local amenities.

Inclusive Design

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 applications will need to be accompanied by an Inclusive Design Statement 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 UD8 Accessible Housing.

Policy Context and Justification

10.18 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. This policy seeks to ensure that all new development in the City is inclusive.

10.19 The City Council's current policy requirements are set out in the "Design for Access for All" SPD. The SPD was written within the context of then current national and local planning policy guidance on inclusive design and other relevant best practice standards and codes of practice. The SPD emerged through joint-working with Code of Practice on Access and Mobility Steering Group and the Corporate Access Forum; supported by the Regeneration Cabinet member and Access Champion member, it also underwent extensive public consultation prior being adopted by the council in 2011.

10.20 The City Council has a corporate legal obligation to comply with the requirements of the Equality Act 2010 and Public Sector duty; taking every opportunity to promote equalities in areas of delivering its services and in other areas through its statutory power such as Development Management to influence and promote the creation of sustainable communities and 'Lifetime Neighbourhoods' by taking into account the need to provide "access for all" and equality of opportunities.

10.21 The Government's Planning Policy Guidance (PPG) states that it will be for local planning authorities to set out how they intend to approach demonstrating the need for Requirement M4(2) and / or M4(3) of the building regulations, taking account of several factors including the likely future need for housing for older and disabled people (including wheelchair user dwellings). These two different housing standards provide for distinct household types, with wheelchair accessible homes enabling a greater degree of independence for some people with more complex or distinct needs.

New Buildings

Policy UD5 New Buildings

All new buildings should 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 should demonstrate that:

- a. 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.
- b. Active frontages relate well to the public realm

- c. Private amenity is provided where appropriate to the end-use.
- d. Orientation and micro-climate, overlooking and interface issues that may impact on existing structures or neighbouring plots have been considered.
- e. Buildings are robust and adaptable.
- f. Adequate sound attenuation and fume extraction is achieved, especially in mixed-use buildings.
- g. 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.
- h. It has considered the impacts on views, vistas and setting of designated and non-designated heritage assets or other landmarks.
- i. The materiality, tone and texture of the area is reflected in the design.
- j. There is a clear rationale for continuity or contrast, and how the building 'fits' with the architectural grammar of the area, including the ratio of solid to void.
- k. The building is highly sustainable, including re-cycling and renewables.
- l. It provides for appropriate levels of car-parking, cycling provision and servicing.
- m. Fully meets the requirements of inclusive design principles.

Policy Context and Justification

10.22 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.

Alterations and Extensions to Existing Buildings

Policy UD6 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. The overall character of the area is retained.

Policy Context and Justification

10.23 It is important that the design of alterations and extensions to existing buildings is 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.

Public Art

Policy UD7 Public Art

1. Within all major developments or refurbishments and new development proposals for key public places, there will be a requirement for the integration of public art within the development.
2. Commissioned artwork, whether permanent or temporary, should contribute to the delivery of good design and sustainable place-making and demonstrate exemplary commissioning practice;
3. At Pre-Application stage the City Council will seek to negotiate a contribution for the provision of public art as a percentage of the construction cost. This should be appropriate to the scale and significance of the development and allow for a meaningful public art outcome. This may be provided directly by the developer as an integral part of the development, or by way of a commuted sum to be spent on providing public art in close proximity to the development.

Policy Context and Justification

10.24 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; it creates distinctiveness of places and spaces, and can ensure that a building, development or landscape scheme is unique. Where appropriate, the Council will seek to harness opportunities for development to contribute to public art. The selecting of public art should balance expert and artistic taste with local public opinion. Competitions could be used to select public art commissions.

10.25 A site-specific artist commission can increase involvement of and ownership by local residents and workers to firmly link schemes to local areas. Landmark public art can also act as recognisable orientation points, lasting symbols for particular buildings and as cultural/ tourism attractions. Public art advice can be sought through the City Council. Proposals for public art should outline the arrangements for maintenance and agree these with the City Council and where appropriate public art will be sought and secured through a legal agreement as part of new development.

Disability

Policy UD8 Accessible Housing

1. To ensure that new homes provide quality living environments for residents both now and in the future and to help deliver sustainable communities, the following standards will apply, subject to site viability:

a. Accessibility of homes

- Private Housing - for all new housing developments, all homes are to meet building regulation M4(2) – ‘accessible and adaptable dwellings’.
- Affordable Housing - for all new housing developments, 90% of homes should meet building regulation M4(2) – ‘accessible and adaptable dwellings’.
- For all new housing developments; 10% of all new homes should meet building regulation M4 (3) (2) (b). 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. Where there is no specific need identified, then M4 (3) (2) (a) will apply, to allow simple adaptation of the dwelling to meet the future needs of wheelchair users.

b. Internal Space in a Home

- All new homes should meet the Government's Nationally Described Space Standard (NDSS).

Policy Context and Justification

10.26 The Council through this Local Plan will ensure that planning policies reflect the needs of all Liverpool's residents and give priority to the most disadvantaged communities and neighbourhoods. The Council considers that people with mobility difficulties, including disabled people, should have access to a range of housing types that match the range available to those without mobility constraints. Accessibility issues affect most families, people living alone and other households at some point, and affect young people as well as older people.

10.27 To achieve sustainable development, Para 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".

10.28 On 25 March 2015 the Government introduced, in a Written Ministerial Statement (WMS) new technical housing standards and set out how these would be applied through planning policy. The aim of the national set of standards is to enhance residential quality and reduce the administrative burden on new housing developments by simplifying and rationalising the wide variety of standards that local authorities across England apply to new homes.

10.29 Local Planning Authorities have the option to set additional technical requirements exceeding the minimum standards required by Building Regulations in respect of access and a Nationally Described Space Standard (NDSS). In this context access relates to how people access and use a dwelling and its facilities and for space, this relates to the internal space of a dwelling.

10.30 Since 2011, the City Council has expected all new dwellings in the City to meet Lifetime Home criteria. The criteria are applied to conversion of existing homes and non-residential properties as well as new build development, but are operated flexibly taking into account the constraints arising from conversion of an existing building. All housing proposals are accompanied by a submission of a checklist showing how each of the Lifetime Homes criteria are being met, with a full justification why any individual element will not be met. New build schemes are expected to incorporate all Lifetime Homes features. Guidance on the criteria is currently included in Design for Access for All Supplementary Planning Document.

10.31 The proposed policy is considered to represent a continuation of the current planning requirement as set out in the Lifetime Home policy applied in Liverpool since the 2011 through the 'Design for Access for All' SPD. The proposed policy is intended to align existing policy with the new Optional Building Regulations for Access, as required in the Minister's Written Statement.

10.32 The Written Statement of March 2015 states "From 1 October 2015: Existing Local Plan policies relating to access and internal space should be interpreted by reference to the nearest equivalent new national technical standard". The Building Regulations requirement M4(2) for accessible and adaptable dwellings is the nearest equivalent national technical standard to the Lifetime Homes standard. Like Lifetime Homes, regulation M4(2) requires dwellings to be accessible, to meet differing needs, including for some elderly or disabled people, and to allow adaptation of the dwelling to meet the changing needs of the occupants over time. Optional requirement M4(3) – wheelchair user dwellings - distinguishes between wheelchair accessible dwellings and wheelchair adaptable dwellings; wheelchair adaptable dwellings are homes that are designed for future adaptability – which means houses would need to be able to accommodate wheelchair access and circulation but all of the equipment would not need to be installed at the time of initial build (eg. through-floor lifting device provision). Wheelchair accessible dwellings are properties which are fully fitted out (e.g. wheelchair

accessible) so that they are readily usable by a wheelchair user at the point of completion. However, the Planning Practice Guidance (PPG) states that wheelchair accessible dwellings should be applied only to dwellings that the local authority is responsible for allocating or nominating a person to live in.

10.33 The Planning Practice Guidance (PPG) sets out information on the application of the Optional Housing Technical Standards, stating that: “Local planning authorities will need to gather evidence to determine whether there is a need for additional standards in their area, and justify setting appropriate policies in their Local Plans.” And: “Local planning authorities should consider the impact of using these standards as part of their Local Plan viability assessment.” Within this context work will be undertaken to establish whether there is a need to implement these standards in Liverpool.

Access

10.34 Generally, Liverpool’s changing urban environment must respond positively to the needs of an ageing population, including through the principles for inclusive design and those to develop and extend ‘Lifetime Neighbourhoods’. Liverpool’s older population is increasing and as people age so does the prevalence of disability. For Liverpool, the older persons’ population change is set out in the Strategic Housing Market Assessment (SHMA), which indicates an increase in the total number of 65+ years people of 38% for the period 2013-2033, based on the 2012 Sub-national Population Projections. The majority of older people (over 70%) want to remain in their home for as long as possible.

10.35 In 2013, Liverpool was home to approximately 70,000 people aged over 65 years, with approximately 18,000 of these being over the age of 80. The number of older people living in the City has increased over the last decade, although not to the same extent as nationally (2% compared with 18%). The number of people over the age of 85 has increased significantly over the past decade, with a 10% increase in those aged 80-84, and a 17% increase in those aged over 85. The number of Liverpool people aged over 65 and 85 is expected to increase significantly by 2020, and then again by 2037.

10.36 The needs of 21.3% of the working age population in Liverpool who consider themselves disabled and 23.5% of the whole population who have a long term limiting illness (ONS Annual Population Survey January – December 2010) need to be met. The design of wheelchair user dwellings reflects the principles of inclusive design. Wheelchair user dwellings should not look different from adjacent homes and they should be able to respond to individual needs and circumstances, to enable residents to participate in and be full members of the local community.

10.37 Meeting the needs of our ageing population and those living with a disability presents challenges for housing provision, which is already evidenced by the funding being spent on adapting homes to meet need and the impact on public services of treating people who fall in the home. 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.

Internal Space

10.38 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. A survey in 2015 of new homes built and with existing consents (2014 - 2016) in Liverpool found that 2 and 3 bedroom houses are generally being built below the optional Nationally Described Space Standard (NDSS) set by the Government. The NDSS 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.

10.39 The standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.

The Design of New Residential Development

Policy UD9 New Housing - Physical and Design Requirements

1. Planning permission will be granted for new residential development which:
 - a. Maintains or enhances the overall character and appearance of the local environment. The siting, design, density, massing, scale, layout, materials, building to plot ratio and integral landscaping should respect the character of the surrounding area, and maintain levels of privacy and amenity for existing and future residents.
 - b. Safeguard and enhance the built and historic environment;
 - c. Provide landscaping as an integral part of the development, protecting existing landscape features, providing or if appropriate contributing to open space and enhancing the public realm;
 - d. Ensures that highway and parking provision ensures a safe, attractive, convenient and nuisance-free highway environment for pedestrians, cyclists and drivers.
 - e. 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
 - f. Link in with surrounding movement patterns and not be prejudicial to the development of neighbouring land, including the creation of landlocked sites;
 - g. Minimise opportunity for crime and maximise natural surveillance;
 - h. Make provision for the needs of special groups in the community such as the elderly and those with disabilities;
 - i. Demonstrate, through the Design and Access Statement, the appropriateness of the proposal;
2. The City Council will welcome residential schemes which include an element of local community facilities, particularly where existing facilities would be rendered inadequate as a result of an increase in population arising from the development, subject to the policies in the shopping centres and community facilities chapter.

Policy Context and Justification

10.40 New housing development should be sympathetic to its surroundings and respect the character of the area. Housing development may also provide the opportunity to improve the local environment or facilitate regeneration. Wherever possible, residential proposals should ensure that future residents of the development enjoy high standards of privacy and outdoor amenity, and that the overall layout provides a safe and attractive living environment.

10.41 Where there is pressure for the development of sites within existing residential districts, proposals will be acceptable where the character and residential amenity of the area are not harmed, and where important and attractive features such as boundary walls and trees are retained.

10.42 Improving the quality of housing in Liverpool is an important principle and the above policy 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, whilst also achieving the optimum housing delivery on individual sites.

Advertisements

Policy UD10 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 or detract from important landmark buildings.
- c. They do not become part of a critical mass of similar advertisements that lead to clutter.
- d. Hoardings and housings are well designed and are based on local considerations.
- e. They do not lead to loss of amenity to local residents or businesses due to light or noise pollution.
- f. The size and scale is appropriate to the size and scale of the building.

Policy Context and Justification

10.43 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.

10.44 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.

10.45 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.

1 1

Heritage 11

11 Heritage

Introduction

11.1 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.

Designated Heritage Assets

Policy HD1 Designated Heritage Assets

1. Consent or permission will not be granted for:
 - a. 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.
 - b. development or works which are unsympathetic to the heritage asset and/or its setting in terms of its architectural, historic, cultural or artistic significance. In considering any proposals, the quality of the design and layout and materials will be taken into account.
2. Where a proposal is likely to result in harm to, or loss of, a heritage asset or its setting, the granting of permission or consent will be exceptional other than where the public benefits considerably outweigh the harm to the asset or its setting. These benefits will be proportional to the significance of the asset and to the level of harm or loss proposed.
3. Granting of permissions or consents where a proposal is likely to result in substantial harm to the significance, or loss of, a designated heritage asset will be wholly exceptional. In such cases the applicant will be expected to demonstrate that all reasonable efforts have been made to sustain the existing use or to find viable alternative uses and should be the minimum necessary. Where substantial harm to a listed building is unavoidable for reasons of safety or other extenuating circumstances, the asset must be fully recorded and the record and commentary deposited with the Local Planning Authority and the Historic Environment Record.
4. Proposals for development in the World Heritage Site and its buffer zone will protect its Outstanding Universal Value as set out in the Liverpool Maritime Mercantile City World Heritage Site Supplementary Planning Document.

Policy Context and Justification

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. As a finite resource, it is critical that these heritage assets 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. In Liverpool designated heritage assets comprise the World Heritage Site, listed buildings, conservation areas, scheduled monuments and registered historic parks and gardens.

Non-designated Heritage Assets of Archaeological Remains

Policy HD2 Non-designated Heritage Assets of Archaeological Remains

1. All planning applications likely to affect archaeological remains must be accompanied by an appropriate archaeological assessment.
2. There is a presumption in favour of physical preservation in situ of archaeological remains. Where this is not achievable, mitigation should be undertaken through archaeological fieldwork to investigate and record remains in advance of works. Subsequent analysis, publication and dissemination of the findings should be submitted to the Local Planning Authority and also deposited with the Historic Environment Record.

Policy Context and Justification

11.3 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.

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 described in the Liverpool Green Infrastructure Strategy as *"the network of natural environmental components and green and blue spaces within and around Liverpool which provide multiple social, economic and environmental benefits"*. This network includes land in both public and private ownership, comprising the City's Green Wedges, parks, local wildlife sites, allotments, street trees, hedges, cemeteries and private gardens, and its water spaces, including the River Mersey, the Leeds Liverpool canal, park lakes and water courses.

In 2014, The Mayor of Liverpool tasked the Strategic Green and Open Spaces Review Board, chaired by Simon O'Brien, to look at ways to help Liverpool retain its many and diverse green and open spaces. The interim report was published in late 2015 and further work will be undertaken throughout 2016.

Interim Report Recommendations relevant to the plan-making and development management:

- Identify two sites of approximately 2 hectares in size one to the north of the city centre and one in the eastern core of Liverpool to create new public woodland
- Consider the future linkage of the Leeds Liverpool Canal with the major city-scale development at Liverpool Waters.
- Chair to work with Head of Planning to identify and map a 'Green Corridor' network and flag sites for provision throughout the city.

Green Corridors

The most important proposed new strategy within the Interim Report relates to the identification and extension of a series of corridors for walking, cycling and the linking of wildlife areas.

The report considers that there is a significant opportunity for the City Council and other agencies, such as Merseytravel or Sustrans, to put in place a coherent plan that creates the initial grid of a citywide green corridor network. This should be explored to ensure that there is adequate provision to protect and encourage the city's wildlife to populate the incidental habitats in the city.

Each piece of green and open space has a part to play in the proposed 'Green Corridors' network of the city and it is the detailed purposing of the patchwork of differing open spaces which will define this work on green corridors and their connectivity.

The Final Report and the Local Plan.

The Final Report of the Strategic Green and Open Spaces Review Board will map the green corridor model on a city-wide scale and identify sites which could provide provision and/or development levies to enable the creation of the connected network. Planning officers will consider how the Local Plan is best able to respond to the findings and recommendations made by the Board.

Other Evidence Work to be completed

While the work undertaken by the Strategic Green and Open Spaces Review Board will provide an important source of evidence for the preparation of the Local Plan, it does not constitute an open space study undertaken in accordance with the requirements of the National Planning Policy Framework and Planning Practice guidance which requires the City Council to undertake a study to identify current provision of open space and assess whether the current level of provision meets current and future needs, taking into account the growth of the City.

The City Council's existing Open Space Study was prepared in 2005, and assessed open space and sports pitch provision in the City. This study is being updated by consultants on behalf of the Council and is expected to be completed in early 2016. It will be supplemented by the Council's Indoor Facilities Strategy and Playing Pitch Strategy (being jointly prepared with Sport England and the relevant playing pitch sport governing bodies) which will be available later in the spring. The Playing Pitch Strategy will also be accompanied by a specific action plan which will identify amongst other things the surplus or deficit in the level of playing pitch supply taking into account the need for other playing pitch sports (Rugby League, Rugby Union, Hockey and Cricket) and the transition of pitches between sports as well as the development of a network of artificial grass pitch hub facilities. Taken together this will complete the assessment of open space, sport and recreation provision and future need.

The potential consequences of the emerging evidence base studies for the Local Plan include the need for policies to address:

- The provision of more green space if any deficits in quantity or location are identified
- The enhancement and improvement of the quality and value of open space if necessary
- The management of alternative uses for any pitch no longer required for the existing sport and where there is no other deficit in pitch sports provision of any other type
- Supporting the delivery of the Playing Pitch Strategy Action Plan

This chapter and the draft policies set out in it will therefore be subject to change when the Open Space Study, Playing Pitch Strategy and final stages of the Strategic Green and Open Spaces Review Board's work are completed during 2016.

Protection of Green Infrastructure

Policy GI 1 – Green Infrastructure

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, Green Wedges and the Mersey Estuary SSSI/SPA/Ramsar Site
- b. The network of City, District, Neighbourhood and Local Parks
- c. Biodiversity assets, including Local Wildlife Sites (LWS) and Local Nature Reserves (LNR)
- d. Regionally Important Geological/Geomorphological Sites (RIGS)
- e. Locally important open spaces and water courses, including amenity spaces and allotments
- f. Playing fields and pitches
- g. Recreational routes and the Public Rights of Way network

Policy Context and Justification

12.2 The green infrastructure resource in Liverpool as described in Policy GI 1, 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. It will be shown on the Policies Map at the next stage of Local Plan preparation. An attractive open space 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, 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.

12.3 Green infrastructure also has a role to play in addressing some of the impacts of climate change. Vegetation and permeable surfaces capture, store and infiltrate rainwater into the ground for example through the use of Sustainable Urban Drainage Systems, thereby reducing both the volume and rate of rainwater run-off and thus the risk of surface water flooding. The opening up of existing culverted watercourses can also make an important contribution to this as well as amenity, biodiversity and other environmental management objectives. Through evaporative cooling, green infrastructure can help to reduce the heat island effect and assist in alleviating air quality issues.

12.4 The Green Belt, networks of biodiversity and green infrastructure and the Mersey Estuary Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar site, form an important part of the City's green infrastructure network. The aim of the Green Belt is to prevent urban sprawl, with the essential characteristics being their openness and permanence. The Green Belt serves five purposes:

- i. To check the unrestricted sprawl of large built-up areas;
- ii. To prevent neighbouring towns merging into one another;
- iii. To assist in safeguarding the countryside from encroachment;
- iv. To preserve the setting and special character of historic towns; and
- v. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

12.5 Given the built-up nature of Liverpool, the area of Green Belt in the City is limited. The areas are on the edge of the City at Fazakerley, Croxteth, Netherley/Belle Vale and Speke, and it amounts to around 530ha of the City's land area. Proposals for development within the Green Belt will be assessed against national Green Belt policy as set out in the National Planning Policy Framework, or any subsequent replacement.

12.6 Green Wedges have been a successful policy tool helping to protect key areas of open space for nearly thirty years. Policy GI2 below sets out a detailed criteria-based policy for protecting these areas. It is important to continue to carefully control development in the Green Wedges so as to maintain the physical and visual separation that these strategic open spaces provide between major residential communities.

12.7 The City also has areas of high biodiversity value, including Local Wildlife Sites, Local Nature Reserves, and the Mersey Estuary SSSI, SPA and Ramsar site. The Local Wildlife Sites that were identified in both the Liverpool Space for Nature Study (2006/8) and through the work of the Local Sites Partnership in 2011 are considered to be of the highest ecological value in the context of Liverpool. It will be important to protect these sites from inappropriate development to meet local and national biodiversity priorities and objectives including the North Merseyside Biodiversity Action Plan. In addition, the Study highlighted areas of the City with limited biodiversity assets and makes recommendations for addressing this. It concluded that Liverpool supports a large amount of open space which could be targeted for enhancement to biodiversity.

12.8 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.

12.9 The Liverpool Green Infrastructure Strategy (2010) assessed the green infrastructure resource in the City and developed a number of actions recommended for implementation in different parts of it to address particular green infrastructure needs. The Strategy takes account of previous evidential studies, which include the Liverpool Open Space Study and Liverpool Space for Nature Study. These provide detail on specific components of the green infrastructure resource.

12.10 The City's existing Open Space Study was prepared in 2005, and assessed open space and sports pitch provision in the City. This study is being updated by consultants on behalf of the Council and is expected to be completed in Summer 2016. It will identify current provision of open space, and include an assessment of whether the current level of provision meets current and future needs, taking into account the growth of the City. It will be supplemented by the existing Indoor Facilities Strategy and Playing Pitch Strategy, to complete the assessment of open space, sport and recreation provision and future need. The 2016 study will inform the preparation of policies in the next iteration of the Local Plan.

12.11 The network of parks (some of which are of historic value) have been classified as City, District, Neighbourhood or Small Local Parks, based on their role and function:

- **City Parks** - these serve as citywide attractions, providing for both active and passive recreation
- **District Parks** - landscape setting with a variety of natural features and a range of facilities and playing fields, children's play and informal recreation pursuits
- **Neighbourhood Parks** - Provision for court games, children's play, sitting-out, nature conservation, landscaped environment and playing fields if large enough
- **Small Local Parks** - gardens, areas for sitting-out, children's play, and other areas for nature conservation, for example.

12.12 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. A Rights of Way Improvement Plan for Merseyside was published 2008 by Merseytravel and covers the period up to 2018. It has been adopted by each of the Merseyside Districts.

Green Wedges

Policy GI 2 – Green Wedges

1. There is a strong presumption in favour of protecting land within the Green Wedges from inappropriate development. The City Council will protect and improve the open environment, recreational and ecological quality of the Green Wedges by not permitting development which would affect the predominantly open character and compromise the functions of the Green Wedges.
2. Development will not be permitted unless it:

- a. Can be shown that it will protect and enhance the functions of the Green Wedge;
- b. Uses materials and built form sympathetic to the character of the area;
- c. Provides and maintains a high level of landscaping;
- d. Retains existing special site features and vegetation where appropriate; and
- e. Is, as a minimum, biodiversity neutral.

Policy Context and Justification

12.13 The City Council has a long established and successful policy for managing new development within two extensive areas of predominantly green and often wooded areas in the City which form significant elements of the City's overall structure – the Otterspool and Calderstones/Woolton Green Wedges. They include a combination of green spaces, such as public and private playing fields, public parks and gardens, cemeteries, golf courses, institutional uses set in extensive grounds and allotments.

12.14 The Green Wedges provide a number of important area-wide functions:

- affording a valuable amenity for a large number of people,
- 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 animals⁽⁵⁸⁾ and plants,
- 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.

12.15 Development will be considered inappropriate where it does not retain or enhance the functions of the Green Wedge. Where it is considered that development is appropriate, it must be of a high quality, using design, scale, massing and materials sympathetic and respectful to its setting. Proposals will be assessed against design standards set out in policies elsewhere in the Local Plan. The fact that land has been allowed to become derelict or is underused will not be regarded as sufficient reason for permitting inappropriate development.

12.16 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.

Calderstones/Woolton Green Wedge

12.17 A combination of geology, architecture and landscape structure makes this an area of special value, with the appearance and condition of the landscape being of particular importance. It consists of 300 hectares of open land within Liverpool's southern suburbs, and includes three Local Wildlife Sites and one Local Nature Reserve. A significant area of native broad-leaved woodland planted at Eric Hardy LNR in the early 1980s is now reaching maturity. As a contribution to the Mersey Forest, the City Council will support the management of existing woodland and increase of woodland cover as appropriate on the parkland and other open space at Calderstones and Allerton.

58 birds, amphibians, fish, invertebrates, mammals and reptiles

Otterspool Green Wedge

12.18 The Otterspool Green Wedge contains large areas of public and private open space, including Otterspool Park and the recently restored Liverpool Festival Gardens. The area focuses on the Riverside Walk and for the most part has open views over the River Mersey. It consists of nearly 200 hectares of land, including two Local Wildlife Sites.

12.19 The Green Wedges contain smaller areas recognised for their important biodiversity value. Any development will only be permitted where direct or indirect impacts are avoided or mitigated. The City Council has to comply with the Biodiversity Duty⁽⁵⁹⁾, and development proposals will have to comply with other policies in this Plan.

Protecting Liverpool's open spaces, and sports and recreation facilities

12.20 Aside from the Green Belt and Green Wedges, the City's green space resource comprises land used principally for informal or formal recreation such as parks, playing fields, sports grounds, golf courses, allotments, amenity spaces in residential areas, and school sites set in large grounds. Other important green spaces include church grounds, cemeteries and institutions set in landscaped grounds.

12.21 The public park resource is a great asset to the City, as these sites are the most accessible form of urban green space for the majority of the City's residents. They provide an important environmental, recreational, educational and health resource which supports community activities, nature conservation, and sport and tourism.

Policy GI 3 – Open Space, Sport and Recreation Provision

Planning permission will not be granted for development which will result in the loss of open space or sports and recreation provision; unless it can be demonstrated in a statement submitted alongside the application, that the proposed development can be accommodated without material harm to:

- a. The recreational function of the site
- d. The applicant should demonstrate how the proposal will meet local and national planning policy in relation to the provision of open spaces, sports and recreational buildings and land, as set out in the National Planning Policy Framework (or any replacement).
- d. Improvements to sports and recreational facilities which would lead to improved access to, or use of such facilities (such as floodlighting or ancillary development), or meet an identified need will be supported provided:
 - o Unacceptable impacts on open space, local amenity or biodiversity have been avoided;
 - o A need for the development at the scale proposed has been demonstrated; and
 - o It is demonstrated how the proposal will contribute to enhancing the role of the open space or facility.
 - o Applicants demonstrate compliance with relevant sport specific design guidance.

- e. Proposals for new open space, sports or recreation facilities which meet an identified need will be supported, subject to other policies in the Local Plan.
- f. In the case of open spaces used for educational purposes, the development will be supported where it is specifically required for educational uses, and suitable and convenient alternative recreation provision is available.

- b. The visual amenity provided by the site

The applicant should demonstrate how the proposal will maintain or wherever possible enhance the aesthetic function of an open space, including key vistas, frontages and/or important trees and landscaping features.

- c. The structural role of the site

The applicant should demonstrate that the development will not compromise the ability of the open space to enhance local identity, provide separation between different parts of the City, or provide recognisable features of local importance; or destroy a valuable link between areas of green spaces.

- d. Food growing

Development should not result in the loss of existing allotment sites unless it can be demonstrated the allotments no longer fulfil a local need and there is unlikely to be a future demand, or a suitable replacement can be provided of equal size and quality. 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.

- e. 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.

Policy Context and Justification

12.22 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 to improve the City's image. The City Council considers that the protection and enhancement of recreational open space, which includes parks, playing fields and children's play areas, is vital to ensure local communities have access to open spaces for formal and informal recreation which can provide important health benefits. Informal recreation includes dog walking, walking, jogging, sitting/contemplation etc, and are just as relevant when considering the recreational value of an open space. The City also has a high number of small open spaces which often represent a valuable local amenity which should also be protected and improved.

12.23 The City faces some of the greatest health challenges in the country. It has some of the highest levels of deprivation and lowest levels of life expectancy. It has a high burden of disease and a relatively low take-up of healthy lifestyles. Improving green infrastructure in the City can assist in improving public health. There are five main areas of health benefit that can be achieved through green infrastructure planning, management and delivery. These are increasing physical activity, improving air quality, providing opportunities for growing food locally, improving mental health and social cohesion. The NPPF places great importance on the protection of open space, sports and recreational facilities in contributing to improved health and wellbeing of local communities.

12.24 An important component of the open space resource is the provision of playing pitches and playing fields for formal recreation. The City Council's own playing pitch resource comprises the detached playing fields, school playing fields; and pitches located within public parks. The City has been working towards replacing these pitches with ones in more appropriate locations to allow for easier maintenance and pitches of a higher quality and capacity.

12.25 Open spaces will be shown on the Policies Map, but is likely to exclude a large number of smaller sites which are still an important local amenity and are therefore also afforded protection under Policy GI3. The definition of open space is set out in the NPPF glossary. When assessing proposals which would result in the loss of open space, sports and recreation facilities, applicants should demonstrate how the development meets national policy. 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. This policy requires compliance with NPPF or any replacement. Account should also be taken of relevant evidence base studies including Liverpool Playing Pitch Strategy, the Open Space Study, Liverpool Physical Activity and Sports Strategy and Liverpool Facilities Strategy.

12.26 There has been a significant increase in the levels of participation in indoor sports over recent years, and there has been a substantial increase in provision especially by the private sector. The Liverpool Retail and Leisure Study 2016 provides analysis on current and future levels of provision, identifying that current participation levels are above the UK average and there is some theoretical need in the City. The City Council will seek to direct new indoor sports and leisure facilities to the most appropriate locations, in line with national policy and guidance.

12.27 Ensuring communities have access to an adequate level of provision of both indoor and outdoor sports and recreation facilities is important in creating sustainable communities. Policy GI 3 will be used to assess development proposals which would lead to the loss of provision of land or buildings used for informal or formal sport and recreation. Informal recreation takes place on most types of open space, and includes walking, jogging, sitting, dog walking, informal football etc, where the space has no formal role for active sport. Formal sports and recreation provision includes playing fields, all weather pitches, athletic tracks, tennis courts and bowling greens, and indoor recreation facilities such as swimming pools, health and fitness suites and leisure centres.

12.28 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, and 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.

12.29 Open spaces may not always have a recreational value, and may be viewed by some people as nondescript areas but they can still make an important contribution to the local area, especially if surrounded by a high density urban environment. Green 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.

12.30 When assessing proposals for development on open space, the City Council will assess whether there is a deficiency of open space. The Open Space Study (2016) once finalised will inform the identification of any open space deficiency areas in the City.

12.31 Allotments represent one of the most intensive recreational uses of open land in the City. Allotments are an important facility for the community – they provide opportunities for people to grow their own produce, to 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. The Open Space Study 2016 will provide evidence in respect of the number and use of Allotments in the City.

12.32 Liverpool's recreational routes network provides an important recreational facility and assists in encouraging people to walk or cycle. NPPF requires planning policies to protect and enhance public rights of way, and states that local authorities should seek opportunities to provide better facilities for users. This policy addresses these issues.

Water Spaces

12.33 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, but the resource also includes a number of brooks, rivers and park lakes.

Policy GI 4 – Water Spaces

1. The City Council will support proposals for increasing 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 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; and
 - f. 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 fundamental integrity 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; and
 - d. should make appropriate provision for the future management and maintenance of public realm, movement routes, dock water spaces and adjacent quaysides.
4. Proposals in the City Centre should also refer to Policy CC 5.

Policy Context and Justification

12.34 Liverpool's water spaces reflect the City's maritime heritage, with the Leeds Liverpool Canal, the River Mersey and the docks along the waterfront playing 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.

12.35 The water spaces and their immediate surroundings make an important contribution to the City, for example, in terms of its identity, sense of place, biodiversity resource, and recreation and leisure offer. This network makes an important contribution to Liverpool's green infrastructure resource; as well as possessing potential economic, social and environmental benefits for local communities and the local economy. Any proposal which may have an adverse impact on biodiversity will be assessed in line with relevant policies in the Local Plan.

12.36 The Leeds Liverpool Canal was constructed as a major industrial transport link across the north of England. There is a relatively short section of the canal within the City boundary, where it passes through the Vauxhall area of North Liverpool providing an attractive setting for the Eldonian Village residential area, before connecting into the dock system at Stanley Dock. However, after a £22m project commissioned by the Canal and River Trust (then British Waterways), the canal has been extended by 1.4 miles to connect it from here to the south docks in the City Centre via the Central Docks (the Liverpool Waters site), Pier Head, and into Canning Dock. This award winning project has created a new vibrant tourist destination for the City Centre. The City Centre Strategic Regeneration Framework seeks to build on the strengths of the waterfront to provide a focus for new world class visitor destinations.

12.37 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.

Biodiversity and Geodiversity

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 affect other designated sites of nature or geological conservation importance, Priority Habitats, legally protected species and / or Priority Species will be assessed as follows:
 - Development which may cause significant harm will only be permitted for:
 - National sites (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; and
 - Priority Habitats: where the reasons for and the benefits of 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.

Policy Context and Justification

Protection

12.38 The Council, together with other public bodies (such as the Environment Agency), has a duty under section 40 of the Natural Environment and Rural Communities Act (NERC) Act 2006 to conserve biodiversity when carrying out its normal functions. The policy approach is consistent with national policy in reflecting the hierarchy of sites in the City. In Liverpool the hierarchy is as follows:

- a. Sites of international nature importance;
- b. Sites of national nature importance;
- c. Sites of local nature and geological importance;
- d. Priority habitats and species, and legally protected species.

12.39 The Core Biodiversity Area comprises designated nature and geological sites and Priority Habitats, linking networks and opportunities for further habitat creation or enhancement. It should also be remembered that some brownfield sites can have ecological value and can act as important linkages in the green infrastructure network.

12.40 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, and are protected from development which would have a direct or indirect effect on the site's nature conservation value, unless the benefits to the community arising from any proposed development outweigh the need to protect the nature conservation value of the site. 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.

12.41 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 and may be of national (e.g. Ancient woodlands) or, sometimes, local importance. Legally protected species are those which have specific protection under legislation (e.g. badgers, bats). The 'biodiversity duty' includes Priority Habitats and Species.

12.42 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.

12.43 For each level of the hierarchy, where there may be potential adverse effects for internationally important nature sites, or significant harm for 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

on the nature conservation value of the site and its broader contribution to the LCR Ecological Network. In such cases, the policy also sets out the approach to appropriate mitigation, replacement or other compensatory provision. 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.

12.44 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.

12.45 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

12.46 Policy GI5 sets out the approach to mitigation, and as a last resort, compensation. Here, compensation means compensatory provision, and may include financial compensation, where appropriate. It is crucial to the priority of no net loss 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.

12.47 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 Area

Development within the Nature Improvement Area will be permitted where it:

- a. Enables the functioning of the Nature Improvement Area;
- b. Contributes to the opportunities for habitat creation/or habitat management as set out in the NIA Focus Profiles; and
- c. Is consistent with other policies in the Plan.

Policy Context and Justification

12.48 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.

12.49 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:

- i. River Alt and M57 Corridor
- ii. Netherley Brook and Ditton Brook Corridor
- iii. Mersey Estuary

12.50 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 will be included within the Ecological Network evidence base⁽⁶⁰⁾. The NIA boundary will be kept up-to-date as part of the Local Plan evidence. This will enable future opportunities to be taken account of. Future reviews of the LCR Ecological Network will be in accordance with an agreed monitoring process.

Green Infrastructure and New Development

Policy GI 7 – New Planting and Design

1. All new development should make an appropriate contribution to the enhancement of the City's green infrastructure resource. As a minimum, proper provision should be made 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. In particular, it should be demonstrated that:

- a. New planting is sustainable for the long-term, fit for purpose, and species selection for planting schemes have 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 any locational challenges, such as those presented in the City Centre or more heavily urbanised parts of the City. It will be expected that on sites with limited space for planting, alternative planting surfaces and innovative green infrastructure solutions such as green roofs and walls have been considered. Planting should where possible consist of more than just Sedum species.
- c. The use of larger size imported nursery stock in planting schemes has been avoided wherever possible to minimise the risk of importing plant pest and diseases into the country from the continent. Wherever possible stock should be supplied bare root and be sourced from within the UK.
- d. Selection of vigorous coniferous species are discouraged unless planted as a deliberate screen, for example to screen unsightly buildings; and planting schemes must not consist of entire blocks of shrub mass unless sufficient justification for this is provided.
- 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.

Policy Context and Justification

60 <http://www.meas.org.uk>

12.51 Trees and woodlands are integral in creating places with a sense of character and local distinctiveness as well as providing wider benefits for a variety of functions including biodiversity, mitigating against climate change, and increasing ecological networks.

12.52 Trees and woodlands are an integral component of green infrastructure forming part of the network of natural habitats and improving the visual appearance of urban areas and providing opportunities for the positive use of the 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 an important part of our environment and their successful retention in new developments is for the benefit of the whole community. The successful retention of healthy trees and planting of new trees as part of a new development can have numerous benefits.

12.53 Some of the benefits trees and good quality landscaping can help deliver include:

- Help to create a more positive image of an area and so help to encourage economic, regeneration and inward investment;
- Soften and screen buildings;
- Enhance property prices
- Provide a vital role in biodiversity and the urban ecosystem by helping to support a great variety of wildlife;
- Produce oxygen and help to lock up carbon emissions that contribute to global warming;
- Help to stabilise ground, and absorb water, control run-off and so help reduce flood risk;
- Reduce noise by acting as a sound barrier;
- Help to filter out pollution;
- Provide shade; and
- Help to improve mental well being and reduce the stress of urban living.

12.54 To ensure that new development both integrates with and enhances its surroundings, it is essential that the design of the spaces around buildings is given equal consideration to the design of the buildings themselves. To be successful, the detailed design of hard and soft landscaping needs thorough consideration 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. Careful landscaping can reduce the impact of new development and screen parking areas. The landscape setting of a building can help to improve the character of the area to the benefit of both its users and local residents or visitors.

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*.

2. In order to protect and integrate existing trees and landscape features within new development, developers must demonstrate in documents submitted alongside the application 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 is replaced by at least two new trees. If replacement tree planting cannot be reasonably be located on site, then the City Council will seek funding from the developer for off-site planting in the locality.
- d. The proposal meets 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 two trees per dwelling in residential developments, and one tree per car space in other forms of development.
- e. For 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.
- f. For residential proposals, trees identified as being veterans are not situated within single garden areas but should 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.
- g. Consideration is 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.

Policy Context and Justification

12.55 On development sites, there will be a presumption in favour of retaining existing trees, even where such trees are not subject to a preservation order or within a Conservation Area. Existing trees provide an immediate landscaped setting for new development and help to integrate new development into the surrounding environment. 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.

12.56 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, for example through the use of Sustainable Urban Drainage Systems (SUDS). These can provide alternatives to the use of heavily engineered schemes which can look unattractive and be difficult to maintain to a satisfactory level. Developing SUDS schemes using green infrastructure should be considered wherever possible.

12.57 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, ensuring it is fit for purpose, a stable plant community and not liable to collapse.

12.58 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 9 – Green Infrastructure Enhancement

1. Development proposals should be designed to / will be expected to incorporate new and/or enhanced green infrastructure or green spaces of an appropriate type, standard, size and which reflect the needs of the area. These may include:

- Integrating or enhancing biodiversity features
- Improving the recreational function of open spaces, particularly where it would assist in minimising recreational pressures on internationally designated sites both within and beyond the City boundary.
- Providing or enhancing green infrastructure at key gateways to, and along, key corridors in the City
- Maintaining access to, and where required addressing deficiencies in, accessible open space
- 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.
- 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.
- 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. 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 provision, or to enhance and improve existing provision off-site, to meet the needs of the community, necessitated by the development.

Policy Context and Justification

12.59 The quality of the City's green infrastructure is a particular issue, including its recreational function, visual amenity, and the green infrastructure functions and benefits provided. Post-war housing clearances and industrial restructuring have left a legacy of large tracts of poor quality open space. Quality is not consistent across the City and there is significant potential for the improvement of open spaces. High quality design and management of open space, including along key routes into the City, can help create or define local character and deliver significant benefits for local communities, ensuring that areas are attractive, welcoming, safe and manageable. Therefore a key priority of the Local Plan is to seek improvements to quality. Improvements 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 the open space in order to better meet local needs.

12.60 The Council will encourage opportunities for habitat enhancement within development proposals. These 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 sites (such as 'bat boxes', bulb planting), and can be integrated with wider green infrastructure provision. Additionally, there may be opportunities for the Council, together with its partners, to enhance Liverpool's natural assets, and with it, the green infrastructure network. The Council will also encourage other opportunities arising from development to enhance appropriate areas, and it is anticipated that funding would come from a variety of sources.

12.61 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. Green infrastructure corridors can also provide important connections for wildlife, allowing animals and birds to move between areas in the City.

12.62 The City Council's own maintenance and management programme will assist in improving quality. Contributions arising from development (whether through a planning obligation or through other means such as a community infrastructure levy) will also be a key tool for delivering quality improvements. The level of contributions will vary according to the scale and type of development proposed, with the policy requiring major development proposals to demonstrate how it will contribute to the objectives of the Green Infrastructure Strategy. This Strategy, together with the Habitats Study and Open Space Study, will inform the priorities for developer contributions in different parts of the City.

12.63 Linking routes in Liverpool with long distance trails will provide increased opportunities for walking and cycling. The England Coastal Path is being completed in sections, and when complete it will be a new national trail around England's coast and will be one of the longest coastal walking routes in the world. Section 61 – Cleveleys to Pier Head and Section 62 – Birkenhead to the Welsh Border, have an estimated start date of 2016-17.

12.64 The Trans Pennine Trail and the Mersey Way, along with the Leeds Liverpool Canal are key recreational routes and a valuable asset for Liverpool's residents. 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.

12.65 There are other footpaths throughout the City, for example at Croxteth Country Park and adjacent areas in the Green Belt, where there are several miles of footpaths and tracks providing opportunities for an interesting variety of walks. The Council supports improvements and extensions to the network to maximise its potential. Improvements could be made including signage and maintenance of routes to ensure accessibility for all.

12.66 Development on or adjacent to public rights of way/recreational routes may, in appropriate cases, present opportunities to complete long distance footpaths in the City. Encouragement will be given to incorporation rather than diversion of Rights of Way and other recreational routes, into development. However, practical issues such as health and safety must be taken into account when determining precise routes. Therefore, where the retention of the existing alignment is not feasible, an alternative route should be sought by developers.

Schedule 12.1 Nature Sites and Geological Sites

Sites of International Nature Importance

1. Mersey Estuary Ramsar
2. Mersey Estuary Special Protection Area (SPA)

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
7. Black Wood
8. Calderstones Park
9. Childwall Woods and Fields*
10. Cressington Heath
11. Eric Hardy LNR and Clarke Gardens
12. Everton Park Nature Garden**
13. Fazakerley Woods and Fields*
14. Festival Gardens
15. Knowsley Brook
16. Lee Park Golf Course and adjacent sites**
17. Leeds-Liverpool Canal
18. Liverpool Loop Line
19. Melrose Cutting
20. Mersey Estuary SPA, SSSI and Coastal Reserve
21. Mill Wood and Alder Wood*
22. Netherley Woods and Brook
23. Otterspool Gorge
24. Otterspool Park
25. Princes Park**
26. River Alt and adjacent sites through Croxteth
27. River Alt and adjacent sites through Gilmoor
28. Sefton Park
29. South Liverpool Nursery
30. Speke Hall and Coastal Set Aside
31. Stanley Sidings
32. Woolton Manor, Woolton Woods and Camp Hill**

* also designated Local Nature Reserves

** potential Local Wildlife Sites for future designation

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 Outcrop	Sandstone
27. Metropolitan Catholic Cathedral	Excavation

12

13

Environmental Resources 13

13 Environmental Resources

Environmental Impacts and Protection

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.

Air, Light, and Noise Pollution

Policy R1 - Air, Light and Noise Pollution

1. Planning Permission will not be granted for development which has the potential to create unacceptable air, water, noise or other pollution or nuisance.
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 seek to remove the problem on site by:
 - a. Refusing planning permission which would result in a consolidation or expansion of uses giving rise to environmental problems.
 - b. Imposing 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. In the case of new development close to existing uses which are authorised or licenced under pollution control legislation, and which are a potential nuisance to the proposed development, planning permission will not be granted unless the City Council is satisfied that sufficient measures can be taken to protect amenity and environmental health.

Policy Context and justification

13.2 Planning Practice Guidance states that Local Plans can affect air quality in a number of ways, including through what development is proposed and where, and the encouragement given to sustainable transport. Therefore it is important to take into account air quality management areas and other areas where there could be specific requirements or limitations on new development because of air quality. Odour and dust can also be a planning concern, for example, because of the effect on local amenity.

Local Air Quality Management

13.3 The local air quality management (LAQM) regime requires every district and unitary authority to regularly review and assess air quality in their area. These reviews identify whether national objectives have been, or will be, achieved at relevant locations, by an applicable date. If national objectives are not met, or at risk of not being met, the local authority concerned must declare an Air Quality Management Area and prepare an Air Quality Action Plan. Air quality can also affect biodiversity and may therefore impact on our international obligations under the European Habitats Directive.

13.4 Some areas of Liverpool experience levels of nitrogen dioxide in excess of air quality levels. To alleviate this largely traffic generated pollution initially two Air Quality Management Areas (AQMA's) were designated in the City; at the City Centre and The Rocket /M62. However, traffic volumes are

now at a level affecting air-quality City-wide and the whole City was designated an AQMA in 2008. The Local Plan aims to reduce the need to travel, motorised transport being the main contributory factor, and encourages increased use of sustainable transport modes; including walking and cycling.

Light

13.5 Light pollution is a particular issue where it can cause glare or other nuisance to the detriment of residential and visual amenity. 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.

Noise

13.6 Noise nuisance 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, railways and power stations. However other control systems are in place; for example, licencing for entertainment and the quality of sound insulation in houses. Environmental noise mainly consists of noise from transport sources such as road, rail and aviation. The Council's policy aims to mitigate and minimise adverse impacts on health and quality of life and, where possible, contribute to the improvement of health and quality of life.

Hazardous Substances

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.

Policy Context and Justification

13.7 The NPPF requirements stresses the importance of planning in the protection of the environment and the need to prevent harm and to protect the natural environment. In the UDP, which this Local Plan will replace the City Council has an adopted Environmental Protection policy (EP10). Policy EP10 addresses the management of development in relation to Hazardous Substances. This policy is considered to have been effective and is proposed to be retained in the Local Plan.

13.8 The Health and Safety Executive 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.

Flooding

Policy R3 Flood Risk and Water Management

Flood risk will be reduced, water efficiency measures will be promoted, and water quality will be protected and enhanced through the following mechanisms:

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. All works in, under, over or adjacent to water courses, waterbodies or the coast must be approved by the Environment Agency's Environmental Appraisal Procedure. Culverting and diversion will not be permitted except to enable reasonable access over a watercourse.
4. 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.
5. The drainage of new development shall be designed to reduce surface water run-off rates to include the implementation of Sustainable Drainage Systems (SUDS) which should be the preferred method, unless it can be demonstrated that it is not technically feasible or viable. Proposals for major developments should assess the incorporation of a sustainable drainage scheme into the development at the earliest site-planning stage.
6. Proposals within areas of infrastructure capacity and/or water supply constraint should demonstrate that there is adequate wastewater infrastructure and water supply capacity to serve the development or adequate provision can be made available.

13.9 The Secretary of State for Communities and Local Government delivered a written ministerial statement on the implementation of sustainable drainage systems (SuDS) in parliament on 18 December 2014. The statement made changes to the National Planning Policy Framework (NPPF) which in turn made SuDS a material consideration in the determination of planning applications for major developments. These changes came into effect on 6 April 2015. Consequently, developers need to provide SuDS on major developments where appropriate, while paying due regard to the following: National Planning Policy Framework; Written statement on sustainable drainage systems (HCWS161); Planning Practice Guidance; Non-statutory technical standards for sustainable drainage systems, and; the Liverpool Local Plan policies.

13.10 The National Planning Policy Framework states that local plans should take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

13.11 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 their requirements through the 'Flood Risk Regulations 2009' and the 'Flood and Water Management Act 2010' to manage flood risk and water management.

13.12 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. The WFD is designed to:

- enhance the status and prevent further deterioration of aquatic ecosystems and associated wetlands which depend on the aquatic ecosystems
- promote the sustainable use of water
- reduce pollution of water, especially by 'priority' and 'priority hazardous' substances
- ensure progressive reduction of groundwater pollution
- protect the ecology of surface waters by correctly managing their hydrology and geomorphology.

13.13 Groundwater flooding can occur when water levels underneath the ground rise above normal levels approaching the surface. It is usually caused by prolonged periods of rainfall. The UK Groundwater Forum estimates that groundwater flooding affects several hundred thousand properties in the UK. It differs from surface water flooding which is caused when heavy rain directly hits the ground surface. Global warming has increased the frequency of episodes of high winds and flash floods. Policies are required to reflect these circumstances ensuring that proper precautions are taken against risks posed by insufficient drainage of land through the natural watercourse system.

13.14 National legislation, including the 'Flood and Water Management Act 2010' seeks to address the risk of flooding and water scarcity, both of which are expected to increase as a result of climate change. The Act will help local authorities to tackle flood risk in partnership with the Environment Agency and other stakeholders. This will build on earlier legislation, including the 'Flood Risk Regulations 2009' which councils used to develop Preliminary Flood Risk Assessments (PFRAs). The Council's PFRA report was approved by the Environment Agency in November 2011. The Act also requires the use of Sustainable Drainage Systems (SUDS) by removing the automatic right to connect new development to sewers and providing for local authorities to adopt SUDS.

13.15 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. A

Flood Risk Assessment should identify and assess the risks of all forms of flooding to and from the development. It should also demonstrate how these flood risks will be managed so that development remains safe throughout its lifetime taking climate change into account. Guidance on the preparation of site specific flood risk assessments is provided at Paragraph 9 of NPPF Technical Guidance which directs applicants for planning permission and local planning authorities to the Environment Agency Standing Advice.

13.16 The Council will develop a Local Flood Risk Management Strategy which will set out the local organisations with responsibility for flood risk in the area, introduce partnership arrangements to ensure co-ordination between these organisations and carry out an assessment of the flood risk and plans and actions for managing the risk.

13.17 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. Liverpool's current SFRA (2008) concluded that the main source of flooding in the City 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.

13.18 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. This document provides an executive summary of the developments made to the Mersey estuary discussing; water quality and pollution control, biodiversity, land use and development and the effects that tourism and urban regeneration have had on the Mersey Estuary.

13.19 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.

Coastal Protection

Policy R4 The Coast

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
 - c. Adversely affect the integrity of sites of international nature conservation importance, taking into account appropriate mitigation, or as a last resort, compensation in accordance with Policy GI 5 of the Local Plan.
2. Proposals which protect or enhance informal recreation, proposals for new coastal flood defences, flood risk management measures, and essential landfill facilities for offshore installations will be supported, subject to other Plan policies.

Policy Context and Justification

13.20 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.

13.21 The Marine and Coastal Access Act 2009 introduced a number of measures to deliver the government's vision of 'clean, healthy, safe, productive and biologically diverse oceans and seas'. NPPF requires local planning authorities to take account of the UK Marine Policy Statement and marine plans. The Marine Management Organisation is in the process of preparing Marine Plans for England. The estuarine coastline of Liverpool falls within the North West Inshore Marine Plan Area. This Marine Plan is yet to be prepared, but Government intends that all plans will be prepared by 2021. In the absence of a Marine Plan for the area, the Local Plan has taken into account the Marine Policy Statement, published in 2011. Where necessary the City Council will take into account the Flood and Coastal Erosion Risk Management for the North West and North Wales Coast Report covering April 1st 2014 to March 31st 2015. In addition the first National Coastal Erosion Risk Map (NCERM) for England and Wales jointly developed by the Environment Agency, DEFRA and the Welsh Assembly Government is also relevant.

Rivers, Canals, Watercourses and Culverts

Policy R5 Rivers, Canals, Watercourses and Culverts

1. Planning permission will not be granted for any development which, in the opinion of the City Council following consultation with the Environment Agency, 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, in the opinion of the City Council following consultation with the Environment Agency, 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 current supply of water users.
3. All works in, under, over or adjacent to water courses, waterbodies or the coast must be approved by the Environment Agency's Environmental Appraisal Procedure.
4. Culverting and diversion will not be permitted except to enable reasonable access over a watercourse.
5. Development which would result in an unacceptable adverse impact on the water environment due to additional surface water run-off will not be permitted.

Policy Context and Justification

13.22 Development schemes which result in a substantial increase in surface water run-off due to the use of impermeable hard surfaces may increase 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.

13.23 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. Mitigation measures are to be approved by the City Council in consultation with the Environment Agency.

Minerals Safeguarding and Extraction

Policy R6 Minerals Safeguarding and Extraction

1. Planning permission will not be granted for proposals that adversely affect mineral safeguarding areas.
2. Any proposals for mineral extraction should ensure that there would be no unacceptable harm to residential amenity and to the environment.
3. 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.
4. Where the proposed method of extraction involves a Hydraulic Fracturing (Fracking) process the 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.
 - 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.

Policy Context and Justification

13.24 Paragraphs 142 to 149 of the National Planning Policy Framework set out minerals planning policy. It makes 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. Unconventional hydrocarbons are emerging as a form of energy supply, and there is a pressing need to establish – through exploratory drilling - whether or not there are sufficient recoverable quantities of unconventional hydrocarbons present to facilitate economically viable full scale production.

13.25 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 or scientific value.

13.26 If development takes place within a Mineral Safeguarding Area, this would result in the sterilisation of the resource for the foreseeable future. As mineral resources are finite, therefore, the City Council will encourage the use of secondary and waste materials to help conserve mineral stocks by supporting proposals for recycling operations. This will also reduce the amount of waste that needs to go into waste landfill sites.

13.27 All applications for planning permission to the mineral planning authority 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.

13.28 The Planning and other regulatory regimes are separate but complementary. The planning system controls the development and use of land in the public interest and, as stated in paragraphs 120 and 122 of the National Planning Policy Framework, this includes ensuring that new development is appropriate for its location taking account of the effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution. In doing so the focus of the planning system should be on whether the development itself is an acceptable use of the land, and the impacts of those uses, rather than any control processes, health and safety issues or emissions themselves where these are subject to approval under other regimes. Minerals planning authorities should assume that these non-planning regimes will operate effectively.

13.29 The principal issues that mineral planning authorities should address, bearing in mind that not all issues will be relevant at every site, to the same degree, include:

- noise associated with the operation
- dust
- air quality
- lighting
- visual intrusion into the local setting and the wider landscape caused by any the placement of any building or structure within the application site area
- landscape character
- archaeological and heritage features
- traffic
- risk of contamination to land
- soil resources
- the impact on best and most versatile agricultural land
- flood risk

- land stability/subsidence
- internationally, nationally or locally designated wildlife sites, protected habitats and species, and ecological networks
- nationally protected geological and geomorphological sites and features
- site restoration and aftercare

13.30 Some issues may be covered by other regulatory regimes but may be relevant to minerals planning authorities in specific circumstances. For example, the Environment Agency has responsibility for ensuring that risk to groundwater is appropriately identified and mitigated. Where an Environmental Statement is required, minerals planning authorities can and do play a role in preventing pollution of the water environment from hydrocarbon extraction, principally through controlling the methods of site construction and operation, robustness of storage facilities, and in tackling surface water drainage issues.

13.31 There exist a number of issues which are covered by other regulatory regimes and minerals planning authorities should assume that these regimes will operate effectively. Whilst these issues may be put before minerals planning authorities, they should not need to carry out their own assessment as they can rely on the assessment of other regulatory bodies. However, before granting planning permission they will need to be satisfied that these issues can or will be adequately addressed by taking the advice from the relevant regulatory body.

Renewable and Low Carbon Energy

13.32 The NPPF as a core planning principle encourages the development of renewable and low carbon energy 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.

13.33 The new Local Plan provides the opportunity to bring forward appropriate planning policies in recognition of the statutory duty on local planning authorities (PPG Ref ID: 6-001-20140306) to include policies designed to tackle climate change and its impacts. PPG highlights opportunities for renewable / low carbon energy technologies and decentralised energy and heating.

13.34 The size of renewable / low carbon energy development to be considered for inclusion in the Local Plan ranges from 50 megawatts or less installed capacity (PPG Ref ID: 5-002-20150618) above micro-generation, which is often permitted development.

13.35 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.

13.36 The City Council, with other Liverpool City Region authorities, participated in an sub-regional assessment that reviewed the potential and capacity to bring forward various renewable and low carbon energy technologies. Completed in December 2009, the Study identified for Liverpool, that decentralised heat networks would have the most potential. The study also traced, the deployment of renewable / low carbon technology has been tracked through the monitoring of planning permissions.

13.37 The Local Plan places considerable emphasis on the reuse of land and buildings wherever possible; the reuse and recycling of building materials on site and/ or the use of recycled/ environmentally-friendly materials where appropriate as well as the use of natural heat and light whilst minimising the use of non-renewable energy sources through the orientation, siting and external and internal design of buildings; and use of landscaping and also the design of long-life and flexible buildings which are capable of being adapted for a variety of other uses with the minimum of disruption.

These will all make an important contribution to sustainable growth. In addition to these the City Council however is considering a range of mechanisms involving the design of developments that contribute to addressing climate change and also minimises their overall demand for resources.

13.38 The following new policies are now introduced in this Local Plan:

- Renewable and Low Carbon Decentralised Energy Networks
- Wind turbines
- Solar Panels for buildings
- Non-fossil fuel sources of energy - tidal, geo-thermal, waste-to-energy, etc

Decentralised Energy Networks

Policy R7 Decentralised Energy Networks

1. Proposals for renewable and low carbon energy generating and distribution networks at all scales of development will be supported, including community-led projects and district heat and power schemes.
2. Specifically, the Knowledge Quarter area will be supported as the location for a District Heat Network, including the provision of an appropriately sited Energy Centre.
3. All proposals should meet the requirements set out in other Local Plan policies with respect, but not limited, to design, scale and location.
4. Where a decentralised network has been or is programmed to be constructed, future development within the network area will be required to connect as part of a planning obligation unless it can be demonstrated that this would not be viable.

Policy Context and Justification

13.39 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.

13.40 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 with a concentrated geographical area and the substantial opportunities arising from new development. The University of Liverpool has a long established heat network serving its city campus estate and has recently upgraded the energy centre.

13.41 The second stage of the sub-regional Renewable / Low Carbon Energy Capacity work (Sept 2010) identified a ten priority zones that could be suitable for District Heating Networks, two located within Liverpool: the City Centre (west of Lime Street) and City Centre east, focusing on the Royal Liverpool Hospital and University of Liverpool campus. A number of CHP installations have received planning permission and have been installed, for example, Liverpool Museum. At a larger scale, feasibility work is currently being progressed to establish a heat network in the Knowledge Quarter and infrastructure planning is being undertaken in Baltic Quarter.

13.42 The Knowledge Quarter in particular has been the focus of further investigation. Scoping work has been completed to establish whether there is an investment business case in the Knowledge Quarter for the development of a 'shared' heat network based on the three main heat users located in the area – Liverpool University, John Moores University, and Royal Liverpool Hospital (Liverpool Knowledge Quarter Shared Energy Infrastructure Study, Arup February 2015) and (Stage 2) assessment of further potential heat demand arising from existing and new development in the Knowledge Quarter, extended to include the Lime Street area of the City Centre (Knowledge Quarter and City Centre District Energy Strategy, Low Carbon Design Consultants February 2016).

13.43 The Stage 2 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;
- 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.

13.44 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.

13.45 It is considered that the proposed policy supports the identification of areas that have potential to develop networks and associated criteria based policy set out in other Local Plan policies which which set out the key matters that must be met when assessing impacts of development and which will therefore also be applicable to stand-alone renewable energy schemes. Where a decentralised network has been or is programmed to be constructed, future development within the network area will, subject to the viability of doing so, be required to connect as part of a planning obligation.

Wind Turbines

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 need to demonstrate in a Design and Access Statement including an impact assessment that there will be no harm caused as a result of the size (height) and scale (number of turbines) on the character of the wider area and with specific reference to:

- a. Built or natural environment assets and the World Heritage Site in particular; and
- b. Neighbouring land uses and development including adverse impacts on amenity by virtue of noise and visual intrusion

3. Applicants proposing a specific site must be able to demonstrate community engagement and support for the wind turbine development.

Policy Context and Justification

13.46 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.

13.47 The WMS makes the specific consideration of wind turbines effectively mandatory within this 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.

13.48 At national level, mapping of areas with wind-energy potential only give a general indication of broadly suitable locations, which after the various physical, environmental, technical and policy constraints of a locality are taken into account, may mean that only a tiny proportion of land, is likely to be suitable for wind turbine development ⁽⁶²⁾.

13.49 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.

13.50 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 ⁽⁶³⁾.

13.51 Based on the examples which have occurred, three general locations can be identified 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

13.52 To comply with the WMS, a Call-for-Sites request will be made in tandem with the publication of this draft Local Plan document to invite (without prejudice) submissions from those parties interested in pursuing wind turbine development, either as a standalone development or linked to an existing development, on a specified site and which also initiate the process of community consultation.

13.53 For identified locations and specific sites as having potential for wind energy development, the policy approach contains criteria to assess wind energy proposals covering:

- Community engagement and support
- Size of wind turbine – height to hub and overall, and electricity output
- Scale of wind turbine development
- Impact assessment studies to be undertaken
- Adverse impacts -minimum distance to neighbouring uses to take into account amenity, noise, visual

61 (Ref ID: 5-014-20150618)

62 (CSE Neighbourhood Planning Wind Guidance)

63 (e.g. United Utilities - Fazakerley and at Liverpool Airport)

Solar and Photo Voltaic Panels

Policy R9 Solar Panels

1. The installation of solar panels for energy generation will be supported, in particular for building-mounted installation (either as a retrofit to an existing development or integrated within the design of a new development) subject to other Local Plan policies.
2. Proposals for solar panel development will need to be appropriately sited, and should:
 - a. Take account of the wider cultural and heritage landscape; and
 - b. Minimise impact on visual amenity
3. For standalone ground-mounted installations, either on brownfield or greenfield sites applicants will need to demonstrate that the proposal:
 - a. Has been subject to community engagement and has community support
 - b. Will have no adverse impact on biodiversity; and
 - c. The design incorporates the ability to remove the structure and restore the site.

Policy Context and Justification

13.54 The consideration of planning applications for solar panel development has to date occurred in the absence of specific local planning policy and 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 ⁽⁶⁴⁾ provides detailed guidance when considering proposals for large scale ground-mounted solar photovoltaic farms. The updated PPG requires that the impacts of renewables deployment are assessed, including visual amenity and effects on cultural and heritage landscapes.

13.55 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. These have been implemented under permitted development rights. There have been a small number of larger solar panel schemes which have required and been granted planning permission, such as at the Merseytravel owned site on Vauxhall Road.

13.56 For 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 and would therefore tend to be less intrusive to neighbouring occupiers. Such sites may be located within or beyond the Greenbelt.

13.57 Within its boundary, Liverpool has a small proportion of land designated as Greenbelt, however, the benefit of solar farms as a renewable energy source, may not outweigh the significant protection afforded to Greenbelt by national planning policy. Applications for a site specific solar energy development will need to demonstrate that it is appropriate within a Greenbelt context, and will not undermine the openness of, or damage the character of landscape.

13.58 Within the built-up area of the City, opportunities may arise in conjunction with an existing use with large, predominantly south-facing surface areas (i.e. factories, supermarkets, car parks, schools, etc) or new development to incorporate solar energy generation arising from matching on-site electricity generation with on-site demand. The City Council would wish to encourage proposals of this type.

64 (Ref ID: 5-013-20150327)

13.59 In all cases solar energy generation will be supported subject to other development management policies contained in the Local Plan.

Non-fossil fuel sources of energy

Policy R10 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, subject to other Local Plan policies. Proposals must demonstrate that:

- a. It is appropriately sited;
- b. Any cultural and heritage landscape issues are addressed;
- c. There will be no adverse impact on biodiversity;
- d. Impact on visual amenity is minimised; and
- e. Where it would be appropriate to do so, it has been subject to community engagement and has community support

Policy Context and Justification

13.60 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.

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, greenspaces, 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.

Improving Accessibility and Managing Demand for Travel

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 the Local Transport Plan (LTP) 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 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. Improvements in the City Centre (e.g. rail capacity improvements)
 - e. Strategic road schemes identified in statutory transport policy documents
 - f. Facilities for park and ride.
4. All developments should address the accessibility of pedestrians and cyclists, as well as other users of the transport and movement networks within the City and make a positive contribution to 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 rail facilities and those which will improve the efficiency of the movement of freight transport to, through and across the City.

Policy Context and Justification

14.2 Liverpool benefits from a transport system which enables the vast majority of the City to be accessible by most means of transport and which connects it effectively to the wider sub-region. The City Council considers it is more sustainable to make the best use of existing transport infrastructure in the City rather than develop new infrastructure.

14.3 With the creation of the Liverpool City Region Combined Authority there was a need to bring together the existing Merseyside and Halton Local Transport Plans. A Transport Plan for Growth sets out the City Region's strategic vision and delivery plan for transport and also looks to foster greater collaborative working across the Combined Authority. Transport is an enabler of growth, it connects people and places and is crucial to the economic success of the Liverpool City Region. The Transport Plan for Growth outlines the £1.7 billion investment in transport across the City Region over the next 6 years and sets the direction for future joint working with other sectors within the City Region including:-

- Freight and Logistics
- Housing and land-use planning
- Economic development and regeneration
- Employment and skills
- Health and wellbeing
- Carbon reduction and air quality
- Connecting Communities
- Visitor Economy

14.4 The integration of planning and transport at the national, regional, strategic and local level and the promotion of more sustainable transport choices for the movement of people and goods are objectives of government guidance. To assist in the achievement of these objectives a Travel Plan⁽⁶⁵⁾ will be required to be submitted alongside planning applications which are likely to have significant transport implications, including those for all major developments comprising jobs, shopping, leisure and services. This will ensure a balanced provision of transport infrastructure and mitigate any environmental problems associated with traffic improvements and help to reduce carbon emissions.

14.5 The 'Ensuring a Choice of Travel' Supplementary Planning Document (SPD), which was developed in partnership with the Merseyside Local Authorities and Merseytravel and adopted by the City Council in December 2008 is in need of revision. The SPD's objective is to manage transport effectively, to improve access to new developments by all modes of transport, and to reduce the number of private car trips through the provision and encouragement of a range of sustainable transport alternatives. The Council will seek to review and replace the SPD as soon as practicable.

14.6 This policy seeks to ensure that future transport infrastructure in the City is met to allow sustainable development. It seeks to preserve and enhance the existing transport infrastructure whilst looking to improve provision where it is lacking. The policy also looks to improve infrastructure for sustainable forms of transport including walking and cycling to reduce carbon emissions and improve road safety.

14.7 The policy also supports proposals which upgrade passenger rail facilities and those which will improve the efficiency of the movement of freight transport to, through and across the City. 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. The City Council will support any rail proposals which would contribute to the achievement of this aim. Improving access to the Port of Liverpool and Garston are major priorities

⁶⁵ A Travel Plan is a plan for managing transport effectively for a specific site, with the aim of improving access to the site by all modes of travel, thus improving choices for everyone, reducing car dependency and encouraging the use of sustainable modes of transport including walking, cycling and public transport.

identified in LTP3. The Port of Liverpool as a regional and national gateway is important and improving sustainable freight distribution and air quality are issues identified in the Freight Access Strategy, Annex 4 of the LTP (and its successor the Transport Strategy for Growth).

14.8 Merseytravel have advised that the alignments of Waterloo Tunnel and Wapping Tunnel between Edge Hill and their junction with the Northern Line should be safeguarded. These have been highlighted in the LCR Long Term Rail Strategy as future infrastructure aspirations which will be taken forward subject to business case and funding availability.

14.9 The Wapping Tunnel scheme is linked with the capacity enhancement of Liverpool Central rail station and would provide a link from the City Line to the Northern and Wirral Lines (the latter via the stock exchange tunnel). Wapping Tunnel is an aspiration in both the City Region's priorities and Transport for the North's priorities. Waterloo Tunnel would enable rail access to Liverpool Waters from Edge Hill should that be needed in future.

Transport Assessments

Policy TP2 Transport Assessments

1. Development proposals should be accompanied by a Transport Statement or Transport Assessment in accordance with the Council's Guidance Notes for the Submission of Transport Assessments.

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 will only be permitted where:

- a. Accesses, junctions and new road layouts should 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 is appropriate to the scale and nature of the development is provided.

Policy Context and Justification

14.7 The aim of the policy is to ensure that development does not have a detrimental impact on the safety, sustainability and operation of the transport network.

14.10 Paragraph 32 of the NPPF requires that all developments that generate significant amounts of movement be accompanied by a Transport Statement or Transport Assessment, that planning decisions should take account of whether opportunities for sustainable transport modes have been taken up and that safe and suitable access to the site can be achieved. It also highlights that improvements can be undertaken that may limit the impacts of development and that development should only be prevented or refused on transport grounds where the residual cumulative impacts are severe.

14.11 Planning Practice Guidance (PPG) outlines where a Transport Assessment (TA) or Transport Statement (TS) will be needed. The thresholds for the requirements for a TA or TS are set out in the Council's Guidance Notes for the Submission of Transport Assessments (GNSTA) 2016. These are based on the DfT/DCLG document Guidance on Transport Assessment (GTN) 2007 which was withdrawn in 2014 but is the last detailed national guidance available.

14.12 LTP3 (and its successor the Transport Strategy for Growth) provides the statutory framework for transport policies and plans for the Liverpool City Region and runs until April 2024. It focuses on six equally weighted goals to deliver a transport system to meet the needs of a growing and successful Liverpool City Region. These goals reflect the need to create the right conditions for sustainable growth; provide a clean, low emission transport system; address health, wellbeing and road safety; provide a transport system that allows easy access for all to key services; ensure the efficient movement of goods and people; and, to maintain a high standard transport system.

14.13 It is important to ensure that new development does not interfere with free and safe movement on the transport network and that the safety of all users of the transport network including vulnerable groups such as pedestrians, cyclists and motorcyclists is protected and enhanced.

14.14 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. A co-ordinated approach should therefore meet the following key objectives:

- Deliver high quality developments that are sustainable and that relate the site to its particular neighbourhood.
- Design streets as spaces for all people, whilst still accommodating all necessary types of street users.
- Link the development into the external network of facilities.
- Identify intrinsic landscape characteristics of the site and its setting, and retain/enhance existing features e.g. trees.
- Provide safe, convenient, direct and easy access to everyday facilities on foot and cycle.
- Maximise choice for people to be able to make journeys by non-car modes.
- Provide convenient and secure long and short stay cycle parking.
- Regulate vehicle speeds to the appropriate design speed for the street.
- Provide car parking areas that are usable, safe and secure, and can be managed efficiently without dominating the street scene.
- Use simple, appropriate, well-detailed high quality materials that form a cohesive family of components, requiring minimal, economical maintenance.
- Avoid the potential for "bad neighbour" problems.
- Design for community safety.
- Provide safe, convenient, direct and easy access to public transport stops.

14.15 This policy also sets out a number of criteria that development proposals should comply with in order to ensure a safe and sustainable transport network including ensuring safe and efficient accesses, junctions and road layouts, provision for pedestrians and cyclists, and appropriate parking facilities.

14.16 In addition, the policy requires that proposals should not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to Merseyside's Freight Route Network. Sustainable freight movement helps to minimise the impacts on the environment and road safety. The efficient movement of goods is an essential element of economic activity. The use of rail for freight movement has potential benefits which can be exploited, particularly in relation to the safe transfer of dangerous and bulky goods. Working with the Freight Quality Partnership (FQP), The SuperPort Stakeholder Forum and other parties to develop the freight and logistic is a priority of LTP3 (and its successor the Transport Strategy for Growth). This will strengthen the Liverpool City Region's competitiveness and reduce the impact of freight movement on local communities, promote the use of rail and make a major contribution to reducing carbon outputs. An initial Liverpool City Region Freight Study was completed in 2014. A Canada Dock Rail Study was also completed in 2015 and highlighted the next steps to enable rail access to the Canada Dock area of the Port of Liverpool. The recommended approach was to extend south the existing rail lines at Alexandra Dock along Regent Road to serve the area.

Safeguarding Land for Transport functions

14.17 The following policy, which reflects Government guidance in the NPPF and is informed by relevant transport evidence, is aimed at improving accessibility and managing demand for travel due to the impacts of new development, in order to ensure the use of sustainable modes of transport.

Policy TP3 Safeguarding Land for Transport functions

1. Development of sites that would compromise land used or safeguarded for transport functions, 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.

2. In safeguarding land for transport functions the Council will support:
 - a. proposals to improve access to Liverpool John Lennon Airport, including support for measures to maintain and increase the proportion of passengers travelling by public transport;
 - b. the aim of improving access to the Ports of Liverpool and Garston, including rail freight access and the retention and/or expansion of rail freight from the Port of Garston/Freightliner location and Ford's Speke Freight Terminal;
 - c. protect routes where necessary and support improvement of facilities that support sustainable modes of transport that include walking, cycling and the use of public transport;
 - d. proposals which will maintain, improve or develop cross river services operating from Pier Head/Princes Landing Stage;
 - e. proposals which will maintain, improve or develop the Isle of Man ferry services operating from Pier Head / Princes Landing Stage;

- f. proposals which will maintain, improve or develop the Liverpool Cruise Terminal at Pier Head / Princes Landing Stage;
- g. initiatives designed to provide car and cycling facilities at rail stations by protecting land where necessary.

Policy Context and Justification

14.18 The NPPF supports the protection of sites and routes that have been identified, where there is robust evidence, which could be critical in developing infrastructure to widen transport choice.

14.19 The Local Plan supports the schemes and actions that are planned in the current Local Transport Plan (LTP3) which include improving access to the Ports, improving access to Liverpool John Lennon Airport and supporting sustainable modes of transport including walking, cycling and public transport.

14.20 LTP3 identifies a number of potential new rail stations that could possibly be re-opened in future, particular along the Bootle Branch line, however, some of these sites are more aspirational than others and longer term.

14.21 During the Local Plan period there will be demand for additional sustainable transport infrastructure to meet the needs of new residents and development in key locations. Integration of the Local Plan with the LTP will help link transport with future development and reduce long distance travel by car and reduce carbon emissions.

14.22 The above approach helps to support the delivery of longer term major developments that will potentially have major transport implications, including the expansion of Liverpool John Lennon Airport. NPPF states that growth of Airports and their role in serving business, leisure, training and emergency services should be taken into account.

14.23 Increasing the use of public transport facilities which help to reduce transport emissions such as carbon dioxide and other greenhouse gases and reduce congestion, is to be encouraged as stated in NPPF.

14.24 Liverpool is the focus of an extensive railway network. This network connects the City Centre with its hinterland in Merseyside and to the wider region. The City is served by Inter-City rail services, and to this extent, the quality of the West Coast Main Line infrastructure and services are extremely important.

14.25 The City Council is keen to see improvements to regional and national services. Priorities particularly in connection with Northern Powerhouse Rail include:

- HS2 and HS3
- Major upgrading of the West Coast Mainline
- Improvements to Trans Pennine routes through electrification

14.26 Rail is an important sustainable mode of transport in particular for the City Centre, helping to relieve traffic congestion on the roads in and around it. Improvements undertaken to the Merseyrail and Inter-City network will be supported. This will not only serve to attract investment into Liverpool – and in particular to the City Centre and will also play a role in reducing private car use.

14.27 In recent years, increased emphasis has been placed on the need for sustainable modes of transport and to reduce reliance on the private car. Both nationally and locally cycling has been identified as an increasingly important mode of transport especially for short trips.

14.28 To help achieve an increase in the use of more sustainable modes of transport, including cycling and walking, it is important that the network of both cycling and walking routes is improved and protected from development.

14.29 The city region are developing a Local Cycling & Walking Infrastructure Plan that will contain programmes to increase the network of cycling and walking routes which will be supported by the Council. This local document is in the context of the Government's new Cycling & Walking Investment Strategy. Completing the comprehensive Liverpool City Region Cycle Network is a further longer-term objective of the Transport Plan for Growth (TPfG) supported by the above policy approach.

14.30 The Mersey Ferries as a means of cross river transport and a way of commuting into Liverpool City Centre represent a relatively environmentally friendly form of transport. They are especially beneficial for those living in Wirral who wish to cycle into Liverpool.

14.31 A number of initiatives have been undertaken, designed to enhance the Mersey Ferry service in support of Merseytravel's Mersey Ferries Strategy. The most notable has been the redevelopment of the Pier Head to create a high quality environment for tourists and visitors. Further initiatives to improve facilities for ferry passengers at the Pier Head will be supported – including improved bus facilities. These improvements operate within the context of the Liverpool status as a UNESCO World Heritage Site status ⁽⁶⁶⁾.

14.32 The concept of park and ride involves the provision of car and cycle parking to serve public transport nodes and interchanges, in locations where they will provide an alternative to using the private car. The provision of cheap and alternative services from park and ride locations can serve to attract those people who would have otherwise travelled by car into the City Centre. The provision of smaller car and cycle parking facilities in Liverpool can help to increase rail patronage and reduce traffic on the roads.

14.33 The policy approach supports the objectives of LTP's Park and Ride Strategy which are to encourage an increase in public transport use and help to reduce longer distance commuting by car and therefore reduce traffic congestion.

Strategic Road Schemes

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; and/or
- b. secure environmental improvements by removing extraneous traffic from congested areas, particularly residential areas and other sensitive locations.

Policy Context and Justification

14.34 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 the current Merseyside Local Transport Plan (LTP3)

⁶⁶ This ranks Liverpool alongside other internationally renowned historic cities such as Edinburgh, Bath, Vienna and Venice. In December 2015, in recognition of the improvements at Pier Head, the Liverpool Waterfront was voted by the Royal Town Planning Institute and the general public as England's Greatest Place

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.

14.35 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.

14.36 Strategic road schemes, identified in the previous LTP2, at Hall Lane Strategic Gateway and Edge Lane / Eastern Approaches have now been completed. Although no new further strategic road schemes in Liverpool are identified in LTP3, the above policy commitment will ensure support for future strategic road schemes that may be identified during the Local Plan period providing the aims in the above policy can be demonstrated.

Cycling

Transport 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. Provide appropriate cycle access and sufficient, secure cycle parking facilities; and
- c. Provide evidence that it supports the vision and objectives of the City Council's cycling strategy and the Liverpool City Region Transport Strategy for Growth.

Policy Context and Justification

14.37 New developments should make provision for cycle parking and development proposals should demonstrate best practice in design for walkers and cyclists, providing high quality accessible town centres and routes into the City Centre. These are locations which are experiencing a rapidly increasing cycling mode share and involving road and off road routes. High quality cycling provision is expected to be provided in both local and district centres as well as for travel into the city centre.

14.38 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 rather than after the application has been submitted. 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.

14.39 In recent years, increased emphasis has been placed on the need for sustainable modes of transport and to reduce reliance on the private car. Cycling has been identified as an increasingly important mode of transport especially for short trips. A vital component in encouraging people to travel by bicycle is the provision of facilities including conveniently situated cycle parking facilities. Liverpool's cycle parking standards are currently set out in the Ensuring a Choice of Travel SPD which is to be reviewed as soon as practicable.

14.40 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.

14.41 Cycle parking provision 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.

14.42 Development proposals which meet the requirements of this policy should be able to show how they have considered the following:

1. Identification of the key destinations within a reasonable cycling distance including employment areas, local facilities and railway 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.
2. 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.
3. The directness, attractiveness, comfort and coherence of cycle routes.
4. 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.
5. Potential shortfalls along the routes and likely required improvements.
6. Points of conflict with motorised traffic and pedestrians, severance issues and likely required improvements.

Walking

Policy TP6 Walking

All new development proposals should:

- a. protect, maintain and where appropriate improve the existing pedestrian infrastructure;
- b. not adversely impact on the pedestrian or the environment and provide appropriate pedestrian access; and
- c. improve the safety and security of pedestrians

Policy Context and Justification

14.43 A quality pedestrian environment is important in encouraging walking as a mode of transportation for short journeys and has many benefits including health, social and economic benefits e.g. walking to shops in retail centres. This policy therefore requires that all pedestrian routes are pleasant, direct and safe. Encouraging walking can reduce the number of car journeys made and thus contribute to reducing congestion and pollution levels.

14.44 Measures that protect, maintain and improve pedestrian facilities will help reduce pedestrian vehicle conflict, improve road safety and help make places such as the city centre and district centres more accessible places to visit.

14.45 Development layouts must be fully accessible and be 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.

14.46 Pedestrian access to the development 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.

Taxis

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.

Policy Context and Justification

14.47 Liverpool has one of the largest fleets of licensed taxis in England. They are a particularly important form of transport for people who experience mobility impairments, as the Hackney Carriages have been suitably modified.

14.48 It is therefore, 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.

Car Parking and Servicing

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 on site appropriate to the scale and nature of the development in accordance with the Council's standards. Parking standards may be set out in this Local Plan, in a Supplementary Planning Document (SPD) or both.
2. Proposals for residential and non-residential development will be required to meet the Council's parking standards
3. Car parking for the disabled including in the city centre should be provided in accordance with the Council's standards.

Policy Context and Justification

14.49 Car parking is an essential element in the overall strategy for transport and for the proper functioning of land use development. NPPF encourages Local Planning Authorities to set their own local parking standards for residential and non residential development.

14.50 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.

14.51 Car parking is one of the most difficult issues to deal with effectively within a development and 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.

14.52 Car parking provision 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.

14.53 Development proposals should consider the following key principles in their design to address car parking issues:

1. Ensure car parking is usable, safe and secure.
2. Avoid car parking dominating the street-scene.
3. Use discreet and innovative solutions for car parking.
4. Ensure parked cars are unobtrusive.
5. Set car parking behind the front of the dwellings where possible.

14.54 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.

14.55 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 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 buildouts and tree planting visually separating the parking area from the main carriageway.

14.56 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.

14.57 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.

14.58 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.

Public Transport Bus and Rail

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 is of sufficient size as to comprise an internal highway circulation system for vehicles the design should ensure that it can accommodate bus access.
3. Where a development is of a sufficient size to require the creation of a new bus service, or the extension of an existing service, to bring all properties within 400m of the bus network, the development should provide appropriate financial support for such a provision, for a suitably agreed period of time.
4. All significant 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 upon 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.

Policy Context and Justification

14.59 Liverpool City Council is seeking to deliver the aims of the Liverpool City Region Long Term Rail Strategy and the Liverpool City Region Long Term Bus Strategy (and the related Bus Alliance) through the Liverpool Local Plan.

14.60 Public transport should be considered in the design of all development and dependent on the size of the development it may be appropriate for the internal layout to be designed to accommodate bus access and 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 railway 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 bus stops relative to the site should be identified, particularly those within 400m (walking routes to these should have been addressed in the walking section).
- 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.
- Details of any existing/proposed bus priority measures in the vicinity.

14.61 Rail access to the development should be analysed with consideration to the following:

- Whether the nearest rail station is within walking distance (walking routes to the station should have been addressed in the walking section).
- Whether the nearest rail station is within cycling distance (cycling routes to the station should have been addressed in the cycling section).
- Whether there is a convenient bus link to the station (convenience of access to the station should have been addressed in the bus access section).
- 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 - Glossary

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 - Previously-developed land is that 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.

Green Wedge - There are two Green Wedges in the City at Otterspool and Calderstones/ Woolton which are extensive linked areas of open space of city-wide importance.

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

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.

Spatial Planning - Includes economic, social and environmental matters as well as the physical aspects of location and land use.

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.

