## Consultation Arrangements

<table>
<thead>
<tr>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
</tr>
</tbody>
</table>

## Introduction

<table>
<thead>
<tr>
<th>Sub-Heading</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>What is a Core Strategy?</td>
<td>6</td>
</tr>
<tr>
<td>What is a Preferred Options Consultation?</td>
<td>8</td>
</tr>
<tr>
<td>What happens next?</td>
<td>9</td>
</tr>
</tbody>
</table>

## Policy Context

<table>
<thead>
<tr>
<th>Sub-Heading</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Spatial Portrait of Liverpool</td>
<td>22</td>
</tr>
<tr>
<td>Introduction</td>
<td>22</td>
</tr>
<tr>
<td>Location</td>
<td>22</td>
</tr>
<tr>
<td>Liverpool's Growth and Development</td>
<td>25</td>
</tr>
<tr>
<td>The Economic and Social Conditions of Liverpool</td>
<td>31</td>
</tr>
<tr>
<td>The Environment of Liverpool</td>
<td>46</td>
</tr>
<tr>
<td>The Strategic Areas of Liverpool</td>
<td>52</td>
</tr>
<tr>
<td>Liverpool City Centre</td>
<td>52</td>
</tr>
<tr>
<td>The Inner Areas of Liverpool</td>
<td>58</td>
</tr>
<tr>
<td>The Outer Areas of Liverpool</td>
<td>66</td>
</tr>
<tr>
<td>The Plans and Strategies of Neighbouring Districts</td>
<td>74</td>
</tr>
</tbody>
</table>

## The Vision for the Core Strategy

<table>
<thead>
<tr>
<th>Sub-Heading</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Strategic Objectives To Deliver the Vision</td>
<td>82</td>
</tr>
</tbody>
</table>

## The Alternative Delivery Strategy Options

<table>
<thead>
<tr>
<th>Sub-Heading</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementing the Preferred Delivery Strategy</td>
<td>88</td>
</tr>
<tr>
<td>Introduction</td>
<td>116</td>
</tr>
<tr>
<td>Provision of Infrastructure</td>
<td>116</td>
</tr>
<tr>
<td>Strategic Objective One - Strengthen the City's Economy</td>
<td>116</td>
</tr>
<tr>
<td>Strategic Objective Two - Create Residential Neighbourhoods That Meet Housing Needs</td>
<td>124</td>
</tr>
<tr>
<td>Strategic Objective Three - Vital and Viable Shopping Centres</td>
<td>135</td>
</tr>
<tr>
<td>Strategic Objective Four - Attractive and Safe City with a Strong Local Identity</td>
<td>142</td>
</tr>
<tr>
<td>Strategic Objective Five - High Quality Green Infrastructure</td>
<td>149</td>
</tr>
<tr>
<td>Contents</td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------</td>
<td>---</td>
</tr>
<tr>
<td>Revised Preferred Options</td>
<td></td>
</tr>
<tr>
<td>Liverpool Core Strategy Preferred Options 2010</td>
<td></td>
</tr>
<tr>
<td>Strategic Objective Six - Use Resources Efficiently</td>
<td>156</td>
</tr>
<tr>
<td>Strategic Objective Seven - Maximising Sustainable Accessibility</td>
<td>160</td>
</tr>
<tr>
<td>Appendices</td>
<td>166</td>
</tr>
<tr>
<td>1. Plans and Strategies of Neighbouring Local Authorities</td>
<td>166</td>
</tr>
<tr>
<td>2. Summary of Responses to the 2008 Preferred Options Consultation</td>
<td>169</td>
</tr>
<tr>
<td>3. Infrastructure</td>
<td>183</td>
</tr>
<tr>
<td>4. Glossary of Terms</td>
<td>195</td>
</tr>
</tbody>
</table>
The City Council invites comments on the revised Preferred Option report and its accompanying documents. We:

- Have made reference copies of the consultation documents available at the Central Library, local libraries and the local planning authority offices during their normal opening hours;
- Will consult with all relevant statutory bodies;
- Write to all the individuals, groups and organisations on the Liverpool Local Development Framework consultation database;
- Provide access to all consultation documents including background evidential studies and other supporting documents through the local authority Local Development Framework website www.liverpool.gov.uk/ldf 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; and
- Will place a local advertisement advertising where the consultation documents will be available for inspection and the places and times at which they can be inspected.
If you wish to make comments on the Preferred Options Report or its supporting documents, we would request that you do so on the official form. This can be found at Millennium House reception; One Stop Shops; and public libraries as well as on the City Council’s Planning website. We would strongly encourage you to use our online consultation facility which will ensure that all your comments are officially received as quickly as possible and will enable you to keep in touch with the future development of this and other documents in the Local Development Framework. Links can be found on on the City Council Planning homepage. In addition you can view the initial version of the Preferred Options Report published in early 2008 and read all the comments made on that document.

Alternatively, comments may be sent to the Council at:-

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Planning and Building Control
Municipal Buildings
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Website: www.liverpool.gov.uk

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Introduction

What is a Core Strategy?

14 All Local Planning Authorities are required to prepare a Local Development Framework (LDF). LDFs comprise a number of development plan documents (DPDs). Together with the Regional Spatial Strategy (RSS), Liverpool's LDF will make up the statutory development plan for Liverpool.  

15 The Core Strategy is the primary development plan document. It will establish a planning framework for the City comprising a long term spatial vision, strategic objectives and an overall delivery strategy, which will comprise strategic policies for delivering the objectives.

16 A Core Strategy deals with matters of strategic concern only. Detailed policy relating to individual sites and management of development will be dealt with by subsequent DPDs for which the Core Strategy will set the context. The main purpose of the Core Strategy is to identify broad locations, and if necessary strategic sites for delivering housing and employment land to meet Liverpool's objectives for sustainable regeneration and growth, together with the retail, leisure, community, essential public services and transport development associated with these developments. It will also address environmental protection issues to ensure the City's built and natural assets are safeguarded and contribute to the City's regeneration. The Liverpool Core Strategy looks ahead to 2026.

17 The Core Strategy must take into account a wide range of policies and guidance produced nationally, regionally, sub-regionally and locally. Consistency with national planning policy, as set out in the Planning Policy Statements (PPS) issued by Government, is essential. At the regional level the Core Strategy also has to be in general conformity with the North West Regional Spatial Strategy to 2021, adopted in September 2008.

1 More information on the Liverpool LDF is available on our Local Development Framework web pages www.liverpool.gov.uk
At the local level, the Core Strategy also sits alongside other strategies that the City Council and its partners have prepared, or are preparing, which influence the nature of Liverpool and the places within it and how they function. In particular, the Liverpool Core Strategy should provide a spatial expression of “Liverpool 2024 - A Thriving International City” (the City's Sustainable Community Strategy) and the Merseyside Local Transport Plan, together with other key strategies in the City, such as those for education, health and social inclusion where these are consistent with national and regional policies.

Other strategic initiatives to take into account in the preparation of the LDF and the Liverpool Core Strategy include: the designation of the Mersey Heartlands New Growth Point, which has been established to support housing growth in Liverpool and Wirral; major waterfront development proposals on both sides of the River Mersey; possible infrastructure provision across the sub-region such as a New Mersey Crossing in Halton, major water supply infrastructure between Greater Manchester and Merseyside and the investigations into potential methods of generating tidal power within the Mersey Estuary.

How the Core Strategy relates to the Liverpool Unitary Development Plan

Liverpool's current planning policy is set out in "A Plan for Liverpool" the City's Unitary Development Plan (UDP), adopted in November 2002. This has successfully enabled the regeneration of the City Centre and waterfront complementing Liverpool's year as Capital of Culture. In addition the Annual Monitoring Report published by the City Council at the end of each year shows that Unitary Development Plan policies have:

- Supported and protected employment sites from loss to other uses
- Ensured very high levels (100% in many years) of development on previously developed land
- Directed 86% of new homes to the Inner Areas and City Centre to support urban renewal and regeneration initiatives, and very little in areas of flood risk and
- Protected and improved the City's heritage assets, green infrastructure and public realm and ensured better quality urban design.

However, while there are policy approaches in the UDP which have continuing relevance, the policies do not fully address a number of issues which have increased in significance more recently, for example:

- Waste reduction and recycling
- Climate change
- Energy and water conservation and
- Renewable energy use and generation.

The Core Strategy will address these issues to provide the up-to-date planning policy framework for Liverpool, replacing a number of policies in the UDP. As other Development Plan Documents are produced the UDP will eventually be completely replaced as the statutory development plan for the City by the LDF and RSS. As this will be an incremental process, the UDP will continue to act as the statutory development plan for the City in whole or in part until it is completely replaced.
What is a Preferred Options Consultation?

23 The Preferred Options report sets out details of the option, or options, for managing future development in Liverpool which the Council intends to take forward in the final Core Strategy document. It summarises the alternative options that it has considered, identifies its preferred option and explains the reasons for its choice. It represents the final public involvement opportunity before the Plan is finalised and published for formal public consultation. The previous stages of public involvement to date comprise:

- An “Issues and Options” consultation in 2005/06 to identify, with the help of residents and key stakeholders, the main strategic issues likely to be faced by Liverpool in the future and to suggest options for addressing those issues
- A joint LDF and Sustainable Community Strategy consultation (“Your City, Your Neighbourhood, Your Say”) in November and December 2007 and
- Publication of an initial Core Strategy Preferred Options Report between March and May 2008.

24 More than 500 responses were submitted on the 2008 Preferred Options Report. A summary of these responses is provided in Appendix 2. (2)

25 On the basis of all the consultation undertaken the City Council had intended to have prepared the final version of the Core Strategy by early 2009. However this has not been possible for a number of reasons. Public consultation responses, particularly from Government Office for the North West highlighted the limited use of alternative options and supporting evidence. They were also concerned that not enough coverage was given to projects, plans or infrastructure requirements in Liverpool or the sub-region and that the sustainability appraisal had not been used as effectively as it could have been in the selection of options.

26 A second factor has been the revisions to the plan-making process which were introduced in June 2008. These emphasise that the main focus should be on developing a delivery strategy for achieving the Core Strategy’s vision and objectives. In September 2008 a new Regional Spatial Strategy for the North West was adopted which set a new higher housing requirement for the City and new policies for Liverpool City Centre and its surrounding inner areas. This together with new procedural requirements set out in government guidance on housing land supply and the consultation responses mean that further work was required before the Core Strategy could be finalised.
Preparing this Report

27 The initial Preferred Options report set out 17 preferred options, which were in turn a consolidation of 49 sets of options outlined in the Issues and Options consultation of 2005/06. Neither of those documents, however, presented a clear set of "reasonable alternative delivery strategy options" from which to choose.

28 Therefore, the approach in this Revised Preferred Options Report is to take a more strategic view of the options open to the City, concentrating on the key choices for the location of land for new homes and employment purposes. It identifies a clear overall "delivery strategy" selected from three equally well-defined and reasonable alternatives, all of which are capable of achieving the vision and objectives of the Plan. In so doing, it also encapsulates and builds upon the findings from those earlier consultation stages.

29 Adequate and timely infrastructure provision is essential to the implementation of a delivery strategy (3) and the City Council has worked on this in two stages:

- An initial survey of key stakeholders in late 2008 to identify major development programmes and investment strategies and whether there were any concerns about supporting the scale of development expected by RSS policy within Liverpool as a whole and Inner Liverpool (especially North Liverpool) and the City Centre, and
- In July 2009 a repeat of the initial survey to seek specific responses to the alternative delivery strategy options set out in this Report

30 The responses received have provided enough information to indicate that the delivery strategy options are reasonable. The process of developing an infrastructure delivery plan to support the amount of development proposed and any associated Community Infrastructure Levy will continue through this consultation stage. The current picture is summarised in the 'Implementing the Preferred Delivery Strategy' section later in this report.

What happens next?

31 This document provides a further opportunity for public consultation, in which anyone can say whether they agree with the options or any aspect of the City Council's approach and if they wish submit other options for consideration. (4) The responses we receive will be considered in developing the final version of the Core Strategy to be published in the summer of 2010 for formal consultation. It will then be "submitted" to Government for independent "examination" by an Inspector in November 2010. It will be the task of the Inspector to consider the formal responses to the published Core Strategy, not the City Council. The City Council can express its own view on the responses but the Inspector is not obliged to accept these, and his or her decision is final, subject to any intervention by the Secretary of State or a legal challenge which would be heard in the courts.

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(3) PPS12 is clear there "is no point in proceeding with options for the core strategy which cannot be delivered as a result of failure to obtain the agreement of key delivery agencies".

(4) It is also anticipated that this will help the City Council improve its performance under the Local Area Agreement which has set a target under National Indicator 4 to achieve by 2010/11 a figure of 31% of people who feel they can influence decisions in their locality.
Introduction
**Policy Context**

**Local and Sub-Regional Policy Context**

32 This is a short summary of the main elements of local and sub-regional policy relevant to the preparation of the Revised Preferred Options Report for the Core Strategy. Further detail can be obtained by reference to the individual documents. Web-links are provided for this purpose.

**A Thriving International City – Liverpool’s Sustainable Community Strategy (March 2009)**

33 The government intends that Local Development Frameworks should be aligned with the local priorities set out in Sustainable Community Strategies, where these are consistent with national and regional policy. Liverpool's Sustainable Community Strategy (SCS) Liverpool 2024: a thriving international city was prepared by Liverpool First, the Local Strategic Partnership and adopted in March 2009. It sets out a strategic and long term vision for the economic, social and environmental well-being of the City and identifies five strategic drivers to deliver that vision:

- Competitiveness
- Connectivity
- Distinctive sense of place
- Thriving neighbourhoods
- Health and wellbeing.

34 Each driver gives rise to a number of specified outcomes, to be secured in delivering the vision; achievement of these is monitored by the Local Area Agreement (LAA).

**Liverpool 2024 A Thriving International City Local Area Agreement 2008/11**

35 Liverpool’s Local Area Agreement is a contract between government and the City, which states how the City’s priorities will be achieved over the next two years 2009-2011. Targets set for each of the SCS’s outcomes, expressed as National and Local Indicators, are monitored. Those relevant to the Core Strategy are referred to in the Spatial Portrait and will be reported on through the Local Development Framework Annual Monitoring Report at the end of each year.

** Liverpool City Region Multi-Area Agreement**

36 The Liverpool City Region Multi-Area Agreement (MAA) covers the boroughs of Halton, Knowsley, Sefton, St Helens, Wirral and the City of Liverpool. The MAA considers that major opportunities and significant additional capacity exists for the Liverpool City Region to continue to do more to reverse decades of decline and achieve greater economic prosperity and well-being for its population. It identifies significant development opportunities for the City Region, including:

- The Port of Liverpool
- The knowledge economy
- Housing growth (particularly New Growth Point initiatives, including Peel Holdings’ proposed residential/commercial developments at Liverpool and Wirral Waters)
- Tourism/cultural attractions
Transport projects (particularly the second Mersey Crossing and Merseyrail network)
Environmental technology, particularly relating to addressing climate change.

Liverpool City Region Development Programme (CRDP)

This document aims to restore Liverpool as a premier European city. Key projects to achieve these include:

- Tourism and cultural development
- The Mersey Waterfront Regional Park
- Access to the Mersey Ports and Liverpool John Lennon Airport
- Delivery of the second Mersey crossing
- Improved, sustainable residential neighbourhoods.

Liverpool City Region Housing Strategy (2007)

In support of the CRDP, the City Region Housing Strategy's focus is upon those matters of housing provision which require joint consideration and planning at a higher level – notably that of functional housing markets and the City Region in its entirety. The objectives of the Strategy are:

- To support the economic growth and regeneration of the City Region
- To identify sustainable locations for growth, linked to economic development prospects, sustainable levels of infrastructure, service provision and housing land availability
- To maximise the contribution that regeneration areas can make in supporting the economic development of the City Region
- To provide for a range of affordable housing products across the City Region in recognition of the growing mismatch between income levels and lowest quartile house prices
- To secure investment in the quality of neighbourhoods as a major economic asset of the City Region in attracting and retaining population.

It seeks to focus resources on the areas which can support and enhance the impact of economic development within the City Region. This includes areas of current vulnerability which have potential for growth and recovery: Housing Market Renewal Areas surrounding Liverpool City Centre are examples of such areas.

The Strategy defines three functional housing markets within the wider City Region, each having distinctive market characteristics to be addressed in achieving sustainable development. Liverpool is identified as part of the Northern Housing Market Area, which also contains Liverpool, Sefton, Wirral, Knowsley and West Lancashire. The City Region Housing Strategy has played an important part in shaping the new Liverpool Housing Strategy as summarised below.

Liverpool Housing Strategy Statement 2009 - 2011

The City's Housing Strategy (approved in April 2009) identifies the key housing regeneration priority in Liverpool as the restructuring of housing markets over a period of 15 years, with different policy responses for different areas or "housing zones" in the City. It highlights the need to improve the quality of housing overall, reduce the polarisation of markets and provide housing growth to accommodate additional households and support economic growth.

The Strategy identifies an oversupply of traditional terraced accommodation, the need for a greater proportion of detached housing and less apartment accommodation, in the mix of new provision. Key priorities of the Strategy are to:

- Restructure the housing market in vulnerable areas, particularly the Inner Core, to ensure choice and a balanced and stable market
Facilitate a balance of tenure and property types to sustain mixed income communities and support inclusive economic growth, including provision of both higher value and affordable housing.

To improve the quality of Liverpool’s housing.

Ensure good use of property of all tenures and reduce the level of vacant properties.

To meet the housing needs of a diverse community ensuring fair access to good quality homes, and ensure that vulnerable people have access to quality and choice in their housing options.

It identifies the Inner Areas, together with the Eastern and Southern Fringe housing zones (the “Regeneration Fringes”) as the areas with the greatest intensity of housing market problems. Both areas are dominated by social rented and low value private sector housing, requiring similar policy responses to improve housing market balance and sustainability:

In the Inner Areas:
- The need for a maximum emphasis on family houses with gardens
- Apartment-style accommodation should be minimised
- A proportion of detached property should be encouraged in new development with a growing emphasis on this form as the market strengthens

In the Eastern and Southern fringes:
- A need for higher value and detached property
- The avoidance of apartment development.

**Housing Market Renewal (HMR) Pathfinder**

This is a government initiative, a long term programme commencing in 2003 to tackle longstanding problems of housing market failure in some of the older conurbations in the North and Midlands, including Merseyside. A substantial part of inner Liverpool, encompassing some 76,000 dwellings - roughly a third of the City total - is included in this programme as part of a wider, Merseyside HMR initiative called "NewHeartlands" [http://www.newheartlands.co.uk/](http://www.newheartlands.co.uk/), which extends into the inner parts of neighbouring authorities Sefton and Wirral.

The HMR pathfinder programme will be a major source of both public and private sector investment over the lifetime of the Core Strategy. For the period 2003-2011, NewHeartlands have been allocated £193m from government which, to date has levered in a further £105m public sector funding and £110m from the private sector. NewHeartlands are currently preparing the funding submission for 2011-2014.

The focus for HMR activity and investment in Liverpool is in four "Zones of Opportunity" which have been identified as the areas with the most acute housing market problems:

- City Centre North
- City Centre South
- Wavertree
- Stanley Park.

**Mersey Heartlands Growth Point**

The Mersey Heartlands is a housing growth initiative to be delivered jointly by Liverpool and Wirral MBC as part of the second round of the Government's New Growth Point (NGP) programme. Under the NGP, accelerated housing supply will be pursued alongside housing market renewal within the HMR pathfinder areas in the two districts. Government funding of £5m has been secured for 2008-2011, to be invested in infrastructure schemes required to support the delivery of new housing.

In Liverpool the focus is to be that part of the HMR pathfinder which lies within its four northern wards - Anfield, County, Everton and Kirkdale - entitled "North Liverpool". Liverpool and Wirral are supported in the initiative by Peel Holdings Ltd, a major landowner of former docklands with significant potential for future residential development.
The ambition for the Mersey Heartlands NGP is to achieve a level of housing growth that is 20 per cent greater than the dwelling targets set by the RSS. A key task of the Liverpool LDF will be to robustly test the Growth Point and its ambitions, in the context of the City's wider development and regeneration strategies.

Liverpool John Lennon Airport Masterplan (2007)

The Masterplan includes proposals for growth to 2015 and to 2030. These include increasing passenger numbers to 8.3m per annum (pa) by 2015, and to 12.3m pa by 2030; freight handled would rise to 40,000 tonnes pa by 2015, and to 220,000 tonnes pa by 2030. This is expected to lead to 11,300 additional jobs (both on and off site) over the plan period. It is intended to improve terminal facilities and construct new transport infrastructure, including a new interchange and access road. In the longer term the runway would be extended. Cargo-handling facilities and the existing regional coastal park, adjacent to the operational area of the airport, would be improved.

Merseyside Local Transport Plan (LTP)

This statutory document sets out proposals for improving transport on Merseyside within a 15 year strategic context, aimed at supporting the development objectives of the City Region Development Programme. Of particular relevance to spatial planning policy development for Liverpool are the current LTP's initiatives to improve access to major employment and housing areas, notably the HMRI Pathway, Strategic Investment Areas, Mersey Ports and Liverpool John Lennon Airport.

The current LTP is the second to be produced and work has begun on LTP3, which will be influenced by the following "enduring" goals identified by the Department of Transport - Delivering a Sustainable Transport System to 2014 and beyond:

- Support economic competitiveness and growth, by delivering reliable and efficient transport networks
- Reduce transport emissions of carbon dioxide and other greenhouse gases to tackle climate change
- Better safety, security and health and longer life-expectancy by reducing the risk of death, injury or illness and by promoting travel modes that are beneficial to health
- Greater equality of opportunity for all citizens
- Improve quality of life and promote a healthy natural environment.

Air Quality Action Plan 2007

Liverpool City Council designated two air quality management areas (AQMAs) in 2004 as a result of poor air quality due to transport emissions as follows:

- AQMA1 - Liverpool City centre
- AQMA2 - Liverpool M62/ Rocket Junction area.

As a result of the designation the Council had to produce an Air Quality Action Plan (AQAP) detailing the actions that would be taken to improve air quality in the two AQMAs (1) The final version of the AQAP document was accepted and published in 2007.

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1 This AQAP was produced and submitted as a draft to Department of Environment, Food and Rural Affairs (Defra) for approval in 2005.
Air quality in Liverpool since 2004 has worsened. Consequently, Liverpool City Council designated the whole of the City and its boundaries as an AQMA in May 2008. The original AQAP has been reviewed to identify further measures to tackle this situation, and the updated AQAP will be submitted to Defra for approval in December 2009. It is envisaged that the actions identified in the updated AQAP would assist in improving air quality across the City by:

- Ensuring the accessibility of new development
- Locating new development so as to reduce the need to travel
- Introducing design principles which prioritise pedestrians, such as Home Zones
- Improving the link between new developments and the public transport network.

**Liverpool Climate Change Strategic Framework (September 2009)**

The Liverpool Climate Change Strategic Framework seeks to reduce emissions from domestic, commercial and industrial sectors through improved transport, renewable energy generation and improved waste management. It sets an absolute cap on CO\textsuperscript{2} emissions at 2026, which will have to be reflected in development management and locational policies of the Core Strategy and other Development Plan Documents.


Liverpool’s historic waterfront and maritime mercantile heritage was recognised by UNESCO in 2004 with its inscription as a World Heritage Site (WHS). The Management Plan for the site and its buffer zone, (which includes most of the central riverside areas and substantial parts of the City Centre commercial and cultural quarters), seeks to secure an equitable balance between conservation, sustainability and development.

The World Heritage Site Supplementary Planning Document provides a more detailed framework for the protection and enhancement of its outstanding cultural value, whilst encouraging investment to support the wider regeneration agenda.

**North Merseyside Biodiversity Action Plan**

Based on ecological information, this is not a single document but a series of Action Plans for a number of priority habitats and species, including a monitoring framework and business plan. Of particular relevance to the Liverpool Local Development Framework is the North Merseyside Urban Green Infrastructure Habitat Action Plan. Liverpool City Council has commissioned Merseyforest to develop a Green Infrastructure (GI) Strategy, aimed at understanding the functions of GI in Liverpool and improving both biodiversity and health. It will inform the Core Strategy and other parts of the Local Development Framework. This work will be completed by mid 2010.

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2 Shown by yearly review and assessments of air quality across the city in 2006 and 2007
3 Consultation with key stakeholders including members of the public has taken place
Mersey Waterfront Regional Park

60 A major sub-regional initiative, the Mersey Waterfront Regional Park aims to enhance accessibility to the waterfront, enhancing the area’s economic, ecological, cultural and aesthetic value, whilst still protecting important habitats.

Liverpool Healthy Weight Strategy 2008-2011

62 The aim of this strategy (produced by the Liverpool Primary Care Trust) is to halt increasing obesity in Liverpool by 2010, and to reduce the levels of obesity from 2010 onwards. Particular emphasis is placed on increasing physical activity and encouraging the development of a healthier environment to make healthier choices easier. To achieve this the Strategy seeks:

- Improved maintenance of green spaces and quality of publicly owned facilities
- Changes to the built environment to create and support “walkable” neighbourhoods.


63 The main objective of this strategy is to promote play as a fundamental part of contributing to a healthy and happy childhood. Of particular relevance to the Local Development Framework is the identified need to increase play opportunities in areas of the City currently deficient in such provision.

Regional Policy Context

64 The Regional Spatial Strategy for the North West (RSS) provides a framework for development and investment in the North West region to 2021. It establishes a broad vision for the region and its sub-regions, priorities for growth and regeneration, and policies to achieve sustainable development across a wide range of topics – jobs, housing, transport, climate change, waste and energy. It requires Liverpool to achieve an annual average rate of new housing of 1,950 dwellings, net of clearance, from 2003 to 2021, which the Core Strategy and other development plan documents must make provision for.
65 In its primary policy RDF1 Spatial Priorities, the RSS specifies that Liverpool City Centre and the area covered by the Housing Market Renewal pathfinder immediately surrounding it (along with equivalent areas in Manchester) are the first and second priority areas, respectively, for growth in the whole of the North West.

66 The RSS also contains a number of policies specific to the Liverpool City Region which is recognised as a key contributor to and driving force of the economy of the north of England. The RSS aims to see it deliver its full potential by ensuring that policies:

- Maximise economic potential, promote urban renaissance, social inclusion and environmental sustainability
- Stabilise the population
- Recognise and promote the role of Liverpool as the core city and major economic driver and
- Connect areas of economic opportunity to those areas of greatest need, with a particular focus on those areas in need of economic, social and physical restructuring and regeneration.

67 More detailed policies for the Liverpool City Region (LCR2 and LCR3) require:

- Liverpool City Centre, as the Regional Centre, to be the focus for commercial, retail, leisure, cultural/tourism and residential development, as part of mixed use schemes.
- The area covered by the Housing Market Renewal pathfinder (the Inner Areas) to be the focus for residential development to secure regeneration, increase the population and support the Housing Market Renewal Initiative. This should be complemented by the provision for employment and community facilities in key locations.
- Growth to be supported in the rest of the City (the Outer Areas), provided that it is subsidiary and complementary to development in the Regional Centre and City Centre, and tackles worklessness, supports housing market restructuring and regenerates local centres.

68 A partial review of the North West Plan is taking place addressing Regional Parking Standards and the needs of Gypsies and Travellers. The City Council is matching its policy development with these emerging policies and their supporting evidence.
National Policy Context

National planning policy prepared by government is found in a series of documents called Planning Policy Statements (PPS) and in some instances in older Planning Policy Guidance Notes (PPG). Planning Policy Statement 1 “Delivering Sustainable Development” published in 2005 sets the overall principles for the whole planning system in providing a positive framework for sustainable economic growth. Key amongst these principles are:

- Bringing forward sufficient attractive land to meet expected needs for housing, business, retail, leisure and recreation, focusing development in locations accessible by sustainable modes of transport (particularly existing centres, to support their continuing vitality and reduce the need to travel)
- Improving the well-being of communities through high quality, mixed use development
- Addressing environmental challenges, including climate change, waste management and use of natural resources, habitat protection/biodiversity, minimising pollution and protecting important built and natural features.

Subsequent PPSs have expanded on these matters. The full text of all these documents can be viewed on the government's website.

It is also a requirement of national policy that Core Strategies and other development plan documents should not repeat the policy statement set out in the national PPSs or the Regional Spatial Strategy. The policies in the latter are in any event already part of Liverpool’s planning policy framework and so do not need repetition.

Emerging National Policy

In addition to the policy context set by existing national policy consideration also needs to be given to emerging national policy. The Draft Heritage Protection Bill published on 3 April 2008 for public consultation seeks to set up a simpler heritage protection system to better preserve the historic environment and manage its transition to the future. Although the Bill is not being taken forward at this time, many of the Bill’s proposals are included in draft Planning Policy Statement 15: Planning for the Historic Environment; this encourages local planning authorities to set out a positive, proactive strategy for the conservation, enhancement and enjoyment of the historic environment, and to preserve and enhance local distinctiveness. These are matters which are likely to be of most relevance to the Development Plan Documents published after the Core Strategy.

The Flood and Water Management Bill was published for consultation on 21 April 2009. Of particular relevance to the Core Strategy is the requirement for developers to include sustainable drainage wherever practicable in new housing and business developments, which should be built to standards which would help to reduce flood damage and improve water quality.
The draft Shoreline Management Plan published for consultation by the North West England and North Wales Coastal Group sets out details of the proposed approach to coastal management for the whole of the North West and North Wales coast. The Mersey Estuary Appendix divides the Liverpool elements of the coast into two parts. The proposed approach is to carry on defending the coast from Cressington west and northwards but not to intervene to the east where coastal erosion may under an extreme case remove between 7.5 and 15m of land over a 100 year period. These proposals are the continuation of the existing position and would support the focus of growth in the City centre and surrounding Inner Areas as set out in the North West Plan Regional Spatial Strategy. The City Council will seek assurances that proposed non-intervention approach will not have a detrimental impact on natural habitats, Speke Hall and economic assets such as Liverpool John Lennon Airport and International Business Park.

4 The Group is made up of representatives from Coastal Local Authorities, the Environment Agency, Natural England, Countryside Council for Wales, Cadw and English Heritage. However as Shoreline Management Planning has only recently included the Liverpool's shoreline it has not until recently been involved in this group.
A Spatial Portrait of Liverpool
A Spatial Portrait of Liverpool

Introduction

Liverpool is one of two Regional Centres in North West England. The City sits at the heart of Liverpool City Region and is its primary economic driver. The City Centre is the largest employment-generating area in the City Region and its foremost economic, commercial, retail, cultural and tourism centre. Liverpool is now at a crucial stage of its regeneration following decades of economic, social and physical decline. From the 1960s to 1990s Liverpool experienced significant population loss, increasing social deprivation, a degraded physical environment and high unemployment.

In the last decade the City has undergone positive and dramatic change, with major investment in the City Centre and key employment locations, particularly within South Liverpool, as well as the expansion of Liverpool Airport which is one of the UK’s fastest growing airports. There has been increasing investment in residential areas leading to some progress in renewing housing markets, and population loss has stabilised. The challenge for the Core Strategy is to respond to the impact of decades of economic, social and physical decline, particularly within the inner areas of the City (especially "North Liverpool"), and some of the outer residential estates, by facilitating the City’s continuing recovery.

Location

Located on the River Mersey, Liverpool covers an area of 113 square kilometres. 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. A number of the outer residential neighbourhoods in the north and east of the City merge and share common characteristics with those in the adjoining districts of Sefton and Knowsley, which together with St Helens, Wirral and Halton, form the core of the Liverpool City Region with Liverpool at its heart. (See Picture 21 below)
Liverpool on the River Mersey. The Albert Dock, redeveloped in the 20th century, now has the Echo Arena and BT Convention Centre as neighbours. These and adjoining developments have transformed previously extensive derelict areas. The Baltic Triangle in the Centre comprises a mix of 19th century warehouses used by a variety of established businesses, with some more recent apartment development. The low density 1980s residential development (centre right) adjoins the higher density Ropewalks area (mid-right of the picture). Liverpool One is shown still under construction, and on the far side of the river in Wirral the East and West Float Docks which comprise Peel Holdings "Wirral Waters" redevelopment area lie opposite "Liverpool Waters" in the top-right just beyond the City Centre.
Some of the most significant aspects of Liverpool's role at the heart of the City Region include:
Close physical and functional linkages with the six Merseyside Districts (including Halton) and with 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. Together with the Merseyside districts these form the wider Liverpool City Region.

Providing investment and job opportunities throughout the City, but particularly in the City Centre, and serving as the main leisure, cultural, retail and tourism centre for much of the wider city region area.

Functioning as the primary driver of economic activity within the sub-region, accounting for 41.4% of Merseyside’s total £18.4bn GVA (1) in 2006, and for the majority of Merseyside’s jobs (with some 226,500 people being employed in Liverpool in 2007, 52% of the Merseyside total). (2)

Acting as the transport hub and key gateway for trade and people into the North West, North Wales and North of England. It is 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 John Lennon Airport, while links to the national road network are provided through the M62, M53, M57 and M58.

Liverpool's Growth and Development

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 1750 through to the early 20th century. By 1900 the docks and their related warehouse and distribution facilities characterised much of the northern part of the Mersey waterfront, while the City Centre had become a major centre for port-related shipping, insurance, financial and other services.

1 GVA ("Gross Valued Added") is a measure of the contribution to the economy of goods and services produced in an area or industrial sector
2 Liverpool Economic Briefing, March 2009, LCC)
New residential neighbourhoods built to accommodate the rapidly growing population were located in a ring around the City Centre, dominated in form by tightly packed streets of terraced properties - many of which still remain. 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.

Picture 22 The Victorian Newsham Park approximately 3km from the City Centre. 19th century housing in the Kensington Fairfield area can be seen in the mid-top right. Large villas fronting both the park and the A5049 Rocky Lane /West Derby Road are in the foreground. This is the Tuebrook local shopping centre. The Stanley Industrial Estate is towards the top left and running across the upper middle of the photograph is the more recent Wavertree Technology Park.
The City’s subsequent physical growth into the middle part of the 20th century encompassed once freestanding villages such as Walton, West Derby, Gateacre and Woolton, creating new suburban neighbourhoods at lower densities. This growth included the planned creation of wholly new neighbourhoods of peripherally located council housing estates at Norris Green, Fazakerley, Dovecot, Belle Vale, and Speke, together with private sector-led suburban expansion in areas such as Aigburth, Allerton, Woolton and Childwall.

Liverpool today is structured concentrically in this manner, with a well-defined city centre surrounded by an arc of older neighbourhoods and then, within the outer areas of the City, a band of more recent suburbs and peripheral housing estates. Since the Second World War, Liverpool's inner areas away from the waterfront have been subject to an almost continuous process of change - a process which has been predominantly housing-led with successive waves of housing clearance and redevelopment. This has resulted in a fragmented urban landscape and substantial upheaval over time for inner city residents and businesses.
Picture 24 Looking towards the City Centre and Albert Dock area from the South. Brunswick Dock is now a business park and to the south housing has been built on former docks. These contrast with the terraces in the centre of the picture and the late 20th century homes built following the International Garden Festival in 1984. The Riverside promenade can be seen in the bottom left. The remnants of the Garden Festival site for which there is permission for 1300 dwellings is in the bottom right. (Photograph courtesy of John Alcock retired member of the Development Plans Team)

83 Liverpool's historic growth has resulted in a significant number of major physical and environmental assets. The City's architectural heritage stems from its historic role as an eminent seaport. 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 2,500 listed buildings, 35 Conservation Areas, 10 registered historic parks, 4 Scheduled Ancient Monuments and 1800 items on the Historic Monument Record. Together, these provide Liverpool with a very distinctive urban landscape which contributes significantly to its identity.

84 Liverpool's image and identity is also inextricably linked to the contribution that artists have made to the life of the City and the part they have played in creating Liverpool as a unique distinctive and memorable place. This can be appreciated in the decoration and embellishment of its most significant buildings dating from the 18th, 19th and early 20th centuries and the character of the public realm where a variety of commissioned artworks aid legibility and reflect an important layer of the City's history.
The City is also well provided for in terms of open space, with over 3000 hectares, representing 27% of its total area. Much of the City’s public open space was laid out at the time of Liverpool’s rapid expansion and growth, in particular with the development of major public parks between 1865 and 1930. Liverpool’s large Victorian parks such as Princes Park, Sefton Park and Newsham Park were created as the defining features of their surrounding urban districts. Many of the City’s other planned open spaces from this period, including garden squares, private parks and gardens, cemeteries and churchyards, mid-Victorian public parks, boulevards and 20th century parks, still survive. Together they provide a varied assemblage of open space types making a significant contribution to the City’s present identity.

Liverpool’s rapid physical expansion in the 20th Century was accompanied by the establishment of employment areas towards its periphery, complementing new housing development. These employment areas include Speke /Garston to the south; the Edge Lane area linking 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. This importance was recognised by their designation (under the then Objective One European Structural Funding programme) as Strategic Investment Areas (SIAs), in which substantial investment to create employment opportunities accessible to deprived communities is to be concentrated. (3)
Picture 28 Looking east along the Edge Lane corridor. At the bottom of the picture are Liverpool University facilities (quarter circle shaped building); just beyond this the route of the Hall Lane road scheme runs L-R across the picture.
The mainline railway appears out of tunnels on the right and passes alongside the Wavertree Technology Park (white roofed buildings) in the upper middle distance. Botanic Park also on the left is an important green space asset in the area. The landmark Littlewoods Building lies along the far side of the park at right angles to Edge Lane. Beyond it the cleared area is the location of Liverpool Digital which, with the Technology Park and University, are key elements of the Eastern Approaches Strategic Investment Area and Liverpool knowledge industries. In the upper middle distance is Edge Lane Retail Warehouse Park. Housing types in the picture are typical of Liverpool's Inner Areas, dominated by 19th century terraces as well as pockets of lower density 20th century public sector housing. The area in the lower middle comprises the terraced housing of Kensington. Wavertree Road runs diagonally from the lower centre of the picture to the right crossing the Liverpool - Manchester railway at the eastern end of the Edge Hill District Centre.

87 Other important changes to the City's broad physical structure have arisen because of the decline of the port function and disuse of many of its docks and areas of warehousing. The 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 ongoing. However, there remains much vacant, derelict and underused land and buildings on the waterfront.

The Economic and Social Conditions of Liverpool

88 The City’s post-war history has been characterised by a long term and continuous loss of population (from 846,000 in 1931 to 439,000 in 2001 and an estimated 435,500 in 2007). While Merseyside as a whole has experienced some de-population over the last three decades, Liverpool has seen a greater change (see Table 1 'Population Change 1981-2007 (Local authorities)' and Picture 30 'Population Change - Liverpool and Liverpool City Region' below).
1981-2007 CAGR

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<tbody>
<tr>
<td>Liverpool</td>
<td>517,000</td>
<td>436,100</td>
<td>435,500</td>
<td>-0.1%</td>
<td>-15.8%</td>
<td>-0.7%</td>
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<tr>
<td>Merseyside</td>
<td>1,645,600</td>
<td>1,473,100</td>
<td>1,469,700</td>
<td>-0.2%</td>
<td>-10.7%</td>
<td>-0.5%</td>
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<tr>
<td>North West</td>
<td>6,940,300</td>
<td>6,853,200</td>
<td>6,864,300</td>
<td>0.2%</td>
<td>-1.1%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Great Britain</td>
<td>54,814,500</td>
<td>58,845,700</td>
<td>59,216,200</td>
<td>0.6%</td>
<td>8.0%</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

Table 1 Population Change 1981-2007 (Local authorities)

Liverpool's loss of population has been accompanied by severe economic decline: between 1961 and 1985, the number of jobs in the City fell by 43%, and the unemployment rate increased from 6% to 26%. (4) Currently, 4% of the total area of the City (over 460 hectares) comprises vacant land and buildings. The legacy of this long term decline is the most severe economic and social deprivation in England, (5) and significant inequality in the distribution of these problems across the City.

Economic Performance

90 The prolonged decline in Liverpool's economic fortunes was largely due to the loss of employment in the docks and closure of manufacturing plants on the City's periphery. This arose from changing patterns of international trade, exacerbated by national economic restructuring, resulting in job losses on an unprecedented scale.

91 The dramatic fall in Liverpool's population was largely a result of large scale out-migration, reflecting poor job prospects and housing choice in the face of competition from more attractive areas.

92 The main thrust of public policy in Liverpool has been to check and reverse the process of population and economic decline and to tackle the associated problems. A variety of European and UK government initiatives to address economic decline have been adopted, beginning with intervention...
in the location of manufacturing plants in the 1960s, followed by "Inner City Partnership" in the 1970s, and in the 1980s, the Merseyside Task Force and Merseyside Development Corporation. In the 1990s, Liverpool's (and Merseyside's) European Union Objective 1 status introduced substantial funding to support improved economic performance by focusing on the Strategic Investment Areas (SIAs). Although full support ended in 2007, transitional funding will continue to 2013.

93 In 1999, Liverpool Vision was created as one of three pilot Urban Regeneration Companies in England. Its remit was to deliver the renaissance of Liverpool City Centre and to promote and enhance its role as a regional centre and key economic driver of the City Region. In 2003, Liverpool Land Development Company (LLDC) was created as a joint initiative by the North West Development Agency, English Partnerships and the City Council. Its main responsibility was to implement major physical regeneration projects in the four SIAs outside the City centre.

94 In 2008, Liverpool Vision joined with LLDC and Business Liverpool to form a new city-wide economic development company. It will integrate economic and physical development and business and enterprise support within a delivery-focused, private sector-led company. The aim of the new Liverpool Vision is to accelerate the City's economic growth and provide strategic leadership on the economy.

95 Over the last 10 to 15 years, there have been clear and encouraging signs of economic recovery. For example, between 1995 and 2006, GVA rose by £7,935 or 83.1%, outperforming the national average by 10.7% points, the regional average by 17.7% points and the Merseyside average by 9.4% points. Between 1998 and 2007 the total number of jobs grew by 12% exceeding national and regional rates (Table 2) and the Jobs Density levels (Table 3) show Liverpool to be performing well.

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</thead>
<tbody>
<tr>
<td></td>
<td>Actual Change</td>
<td>% Change</td>
<td>Actual Change</td>
<td>% Change</td>
</tr>
<tr>
<td>Liverpool</td>
<td>24,300</td>
<td>12.0</td>
<td>8,300</td>
<td>3.8</td>
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<tr>
<td>Merseyside (Greater)</td>
<td>42,100</td>
<td>7.6</td>
<td>4,300</td>
<td>0.7</td>
</tr>
<tr>
<td>North West</td>
<td>253,400</td>
<td>9.1</td>
<td>63,500</td>
<td>2.1</td>
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<tr>
<td>Great Britain</td>
<td>2,275,800</td>
<td>9.4</td>
<td>867,300</td>
<td>3.4</td>
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</tbody>
</table>

Source: Annual Business Inquiry
Note: Figures have been rounded to the nearest 100

Table 2 : Change in Number of Jobs, 1998-2007

<table>
<thead>
<tr>
<th></th>
<th>Count</th>
<th>2007 Population 16+</th>
<th>Density per 10,000 (16+) Pop</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liverpool</td>
<td>226,400</td>
<td>359,300</td>
<td>6,300</td>
</tr>
<tr>
<td>Merseyside (Greater)</td>
<td>592,400</td>
<td>1,194,900</td>
<td>5,000</td>
</tr>
</tbody>
</table>

6 Under this initiative, areas of the EU whose Gross Domestic Product per capita was less than 75% of the EU average were identified for specific grant assistance.
While these figures show the City’s increasingly important role in regional wealth generation, there remain a number of weaknesses such as:

- A significant gap between Liverpool’s GVA per head, which stood at £17,489 in 2006, and that for the UK as a whole, which stood at £19,430 in 2006 (7) and which is reflected in Business Density levels (See Table 4 below) and the change in the number of new businesses (see Table 5 below) and
- An overall employment rate of 63.5%, which is significantly behind the national rate of 74.5% (8) and of particular concern given the greater proportion of working age population in Liverpool than found nationally. Liverpool’s Local area Agreement (LAA) indicator for this (9) has a target to increase this figure to 68% by 2010/11.

### Table 3 : Jobs Density, 2007

<table>
<thead>
<tr>
<th>Region</th>
<th>Count</th>
<th>2007 Population 16+</th>
<th>Density per 10,000 (16+) Pop</th>
</tr>
</thead>
<tbody>
<tr>
<td>North West</td>
<td>3,025,800</td>
<td>5,555,500</td>
<td>5,400</td>
</tr>
<tr>
<td>Great Britain</td>
<td>26,420,100</td>
<td>48,086,900</td>
<td>5,500</td>
</tr>
</tbody>
</table>

Source: Annual Business Inquiry / ONS Mid Year Estimates

### Table 4 : Business Density, 2007

<table>
<thead>
<tr>
<th>Region</th>
<th>Count</th>
<th>2007 ONS MYE Population 16+</th>
<th>Density per 10,000 (16+) Pop</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liverpool</td>
<td>13,800</td>
<td>359,300</td>
<td>400</td>
</tr>
<tr>
<td>Merseyside (Greater)</td>
<td>43,200</td>
<td>1,194,900</td>
<td>400</td>
</tr>
<tr>
<td>North West</td>
<td>252,400</td>
<td>5,555,500</td>
<td>500</td>
</tr>
<tr>
<td>Great Britain</td>
<td>2,392,900</td>
<td>48,086,900</td>
<td>500</td>
</tr>
</tbody>
</table>

Note: Figures have been rounded to the nearest 100

Source: Annual Business Inquiry / ONS Mid Year Estimates

### Table 5 : Change in Number of Business Units, 1998-2007

<table>
<thead>
<tr>
<th>Region</th>
<th>% Change</th>
<th>2003 - 2007</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>% Change</td>
<td>Actual Change</td>
</tr>
<tr>
<td>Liverpool</td>
<td>11.1</td>
<td>1,100</td>
</tr>
<tr>
<td>Merseyside (Greater)</td>
<td>11.4</td>
<td>3,700</td>
</tr>
<tr>
<td>North West</td>
<td>15.7</td>
<td>23,100</td>
</tr>
<tr>
<td>Great Britain</td>
<td>16.1</td>
<td>181,100</td>
</tr>
</tbody>
</table>

Source: Liverpool Economic Briefing, March 2009, Liverpool City Council

Source: Key statistics bulletin, March 2009 (Liverpool City Council)

Source: Revised Preferred Options, Liverpool Core Strategy Preferred Options 2010
This recent improvement in economic performance has resulted from the performance of important economic sectors such as business and professional services, information technology, biological sciences and creative industries, and development 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. Liverpool's revival has produced:

- A regenerated waterfront driven by public investment in the ACCL Conference Centre and Arena, a cruise liner facility, an extension to the Leeds Liverpool Canal and associated public realm improvements.
- 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;
- 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;
- Investment and rapid growth of Liverpool John Lennon Airport;
- Growth in the number of hotels, hotel rooms and improvements in occupancy levels and achieved room rates;
- The development of the Matchworks and Estuary Business Park which have transformed the industrial/commercial environment of the International Gateway;
- Continuing transformational improvements to the Edge Lane Gateway to the City and the opening up of new opportunities at Liverpool Innovation Park;
- Growth of the Knowledge Quarter.

These conditions highlight the need to target future public investment on high value/knowledge-based growth sectors, in order to attract private sector resources in an increasingly competitive market place for job creation. 

The City Council has a local target in its LAA for increasing the proportion of jobs in the "knowledge" economy from 25.7% to 26.1% by 2010/11.
98 Whilst Liverpool is feeling the effects of the global downturn along with the rest of the country, recent evidence (11) does suggest that the impact on the City is somewhat less marked. During 2008, the number of benefit claimants rose nationally by over 45%; Liverpool saw a rise of around half this level. Similarly, although job vacancies fell by almost 6% in the City over the period, this compares with a national decline of 18%.

99 A similar picture emerges in the housing market, with sales declining by two-thirds across the country as a whole between September 2007 and September 2008, but by just over 50% in Liverpool. Nationally, average house prices fell by 8.4% whilst Liverpool saw a fall of just 3.4%, although this was from a much lower baseline figure.

100 Nonetheless, development activity in the City during 2008 and early 2009 has declined significantly, with planning applications for major development down by over 50% over that period and for more minor schemes by over a fifth. Moreover, the current recession coincides with the termination of European funding which places an extra challenge on the City’s economic recovery.

101 Evidence prepared before the current economic downturn by Cambridge Econometrics in 2007 (Liverpool City Region Economic Projections and Prospects) indicates that the underlying prospects for growth in Liverpool and its wider City Region are favourable particularly in the short term. Growth in the longer term could also occur if major projects, some of which are currently at very early stages of preparation, are implemented. These include:

- Continuing substantial office developments in the Commercial District of the City Centre
- Growth of the Knowledge Quarter on the periphery of the City Centre and
- Extensive mixed use redevelopment of former dockland areas north of the City Centre - “Liverpool Waters”.

Source: Liverpool Economic Briefing March 2009
Transport Infrastructure

102 Crucial to the City's future growth is the provision of sustainable transport infrastructure. The City benefits from a transport system which enables the vast majority of the City to be accessible by most means of transport and connects it within the wider sub-region. Transport infrastructure provision includes both local transport, such as rail, buses and road, as well as the infrastructure which enables Liverpool to compete on a more national and international basis, including the Port and the Airport. Digital infrastructure provision is also becoming more important to businesses and plays an important part in helping to improve the environment, for example by reducing the need to travel.

103 Liverpool has a comprehensive rail network with a number of routes to and from the City Centre connecting the City to the wider sub-region. Liverpool Lime Street is the main rail station serving the City and is owned and managed by Network Rail. A number of train operators use the station and provide direct services to and from a number of major town and cities, including London.

104 Local rail services are mainly provided by Merseyrail and overseen by Merseytravel. Three main rail lines – Northern, Wirral and City cover the Merseyside area. Merseyrail operate on the Northern and Wirral lines. In 2007, over 46 million passenger trips were made to, from and within the Merseyrail area, of which nearly 56% started or ended in central Liverpool.

105 Liverpool Central is the busiest station within the Merseyrail area with approximately 15 million trips per annum (13%) starting and ending at the station, closely followed by Lime Street (12%). Within Merseyside of 21.2 million trips made into central Liverpool most (approximately 12.3 million) are made along the Northern Line.

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12 Merseytravel is the Local Passenger Transport Executive and Integrate Transport Authority which specifies and funds services throughout the Merseyside network.
Liverpool is also well served by buses. There are around 430 different routes serving Merseyside. Bus services are heavily focused on Liverpool but there is still a strong network of services both within Merseyside and between Merseyside and its neighbouring districts in Lancashire and Cheshire. (14)

Liverpool is well linked to the national road network, with links to the M6 via the M62, M57, M58 and M53. One of the major gateways into the City Centre is Hall Lane. Work has begun on a radical regeneration scheme – the £18 million Hall Lane Strategic Gateway scheme which is intended to improve the route into the City Centre from the M62. Work is due to be completed by the end of 2011. (15) Further work to improve the roads, streets and public spaces in the City Centre began in 2005 with the £73 million City Centre Movement Strategy (CCMS). The aim includes making the City Centre environment better for pedestrians, cars and public transport. Much of the work has now been completed. Access into the City is also provided via Mersey Tunnels (Liverpool-Birkenhead and Liverpool-Wallasey) and the ferries which cross the Mersey.

The Port of Liverpool located on both banks of the River Mersey is a major container port contributing to making the River the third busiest estuary in Britain which handles 15,000 shipping movements annually. It handles around 33.5 million tonnes of cargo annually and cruise trade has been developed from an initial 3 sailings in 1992 to 40 planned for the 2009 season, which has been boosted by a new cruise terminal enabling the largest ships to berth alongside Liverpool's Pier Head. It is the largest Freeport Zone in the UK and the top UK port for UK-USA and UK-Canada container trade making the Port of Liverpool the UK’s third largest container port. The Government has approved plans for the first post-Panamax container terminal on the UK’s West Coast. The £90 million facility on the River Mersey would almost double container capacity at the Port of Liverpool. (16)

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14 Source: Merseyside Bus Strategy (Part of LTP) March 2006
15 Source: The Mersey Partnership, www.investmerseyside.com
Liverpool John Lennon Airport is one of the fastest growing regional airports in the UK. It currently serves more than 650 worldwide destinations and sees over 5.5 million passengers passing through it in a 12 month period. 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 respectively to the south and east of the Airport. (17)

Liverpool City Centre is also well served by digital infrastructure and is one of nine areas nationwide where people can receive blanket “Wi-Fi” internet access allowing people to hook up to the net via laptops and palm computers from anywhere in the City centre. (18)

The quality of transport infrastructure and access can affect companies’ decisions on where to locate as well their ability to operate and thrive. It is therefore essential that the transport system is maintained and enhanced. This is particularly significant given that the number of trips and average trip distances are set to rise. Emerging results for LTP3 (Local Transport Plan), derived from the Liverpool City Region approximately 4% for vehicles and 9% in public transport trips (2008-2014). Seven routes in particular are identified within Liverpool as congestion corridors which are likely to see growth between 2008-2014. Aigburth Road, Wavertree Road, Edge Lane, West Derby Road, Everton Valley, Queens Drive NB, Queens Drive SB

Retail provision

There are currently a multitude of shopping facilities throughout Liverpool, ranging from the higher order shopping facilities within the City Centre which is a Regional Shopping Centre, ranked 5th nationally, to district and local centres, smaller neighbourhood parades and individual shop units. This network is supplemented by out of centre retail parks at New Mersey (in Speke), Edge Lane, Hunts Cross and Stonedale Crescent.

Outside the City Centre, centres can provide a focus for the community and play a key role in the well being of local residents through the provision of shops, services and employment opportunities. They can also act as a driver of local economic activity. There is currently significant variation between centres in terms of the quality and diversity of shops and services provided and many have deteriorated as a result of decades of economic decline. The 2003 District and Local Centre Study highlighted the fact that many centres have suffered from limited investment with some lacking a main foodstore. It found that many were too large or dissipated to sustain their existing facilities, lacked community facilities, had high vacancy levels and suffered from a poor environment and public realm.
The 2003 study has been updated and confirms that the health of the majority of district and local centres across Liverpool has deteriorated over time. Changing economic and demographic dynamics over a number of decades have undermined the catchment population and their expenditure patterns particularly within the Inner Areas. In addition the study considers that some centres particularly those within the Inner Areas would benefit from improvements to the public realm and environment to deliver an improved quality of place and shopping experience, and that the urban form of some centres presents a particular challenge. High quality design within centres can make an important contribution to improving the character and quality of the area and the way in which the centre functions. Other issues identified within the study include the lack of open space, trees and shrubs; an oversupply of small shop units and limited parking provision.

A significant amount of retail floorspace is provided at the out of centre retail parks - particularly at New Mersey, Edge Lane and Hunts Cross and to a lesser extent at Stonedale Crescent. New Mersey shopping park has attracted significant investment in recent years and is now very successful, with a high number of retailers traditionally associated with town centres. Hunts Cross is anchored by an Asda superstore and is a successful retail location. Edge Lane was developed as a first generation retail warehouse park, catering largely for bulky goods retailing, and is now in need of appropriate modernisation. Stonedale Crescent offers some limited convenience retailing together with leisure uses including a multiplex cinema.

In terms of quantitative retail provision, the 2006 quantitative assessment indicated that the majority of Liverpool's district and local centres trade well in convenience terms but poorly in comparison terms. Liverpool City Centre dominates comparison shopping trips. The study identified a correlation between the performance of a centre and whether it has a main foodstore. It also considered the potential for appropriately located foodstores to create more sustainable shopping patterns, indicating the need for convenience goods in the North and Central areas of the City but limited capacity in the South. Since this study was produced planning permission has been granted for new superstores at Great Homer Street and Park Road, and extensions to existing stores at Breck
Road and Deybrook Barracks. These commitments will absorb a large proportion of the need within the North and Central areas of the City. Future need will be related to the distribution of housing and population growth, in addition to expenditure projections and existing and planned facilities.\(^{22}\)

**Housing**

Throughout the post-war period of economic, social and population decline, the City sought to address major problems concerning the unpopularity, relative unattractiveness and poor condition of its housing. It did this through a succession of large scale regeneration and redevelopment programmes, dealing variously with slum clearance and housing stock rehabilitation. Despite this intervention, a number of deep-rooted housing problems remain today. These are centred around the related issues of market imbalance and the continuing failure of the City’s housing offer to meet modern needs and aspirations.

Liverpool has a significant body of evidence to demonstrate the existence of these problems and an active and wide-ranging housing strategy which seeks to address them. Most fundamentally, the evidence base shows that Liverpool’s housing markets are polarised. Strong markets in the suburbs and the City Centre coexist with neighbourhoods, particularly in the City’s inner areas, suffering from low demand and housing market failure. Evidence of low demand and housing market failure includes high levels of vacant dwellings (in 2001, 9% of the City’s total stock was vacant, with vacancy levels in certain neighbourhoods in the inner city as high as 25% to 30%), high rates of turnover in social rented properties, and low values in the owner-occupied stock.\(^{25}\)

Fundamentally, in comparison with other places and in relation to its needs, Liverpool is oversupplied with social rented and low value, private sector homes and has a relative shortage of higher value, aspirational market housing.

In many cases, the problems in those inner city neighbourhoods suffering from low demand and housing market failure are exacerbated by: poor environmental conditions; a lack of shops, facilities and good schools; high levels of crime and anti-social behaviour; and an over-dependence on a narrow range of less attractive house types - particularly “front of street” terraced housing and social rented flats and maisonettes - resulting in limited choice and balance.

As a consequence, the housing markets in these areas have effectively become functionally detached from those in the rest of the City, and indeed the wider sub-region. They struggle to both attract new households and retain existing households. If they are able to do so, existing households tend to move elsewhere to meet their needs and aspirations.

In addition, the decency and quality of the stock is a major cause for concern. In 2009, 5.7% of the City’s housing stock was classified as unfit (compared to the national rate of 4.2%) and 40% failed to meet the Decent Homes Standard.\(^{27}\)

Stock quality problems are prevalent across all tenures, but particularly so in the private rented sector where 15.6% of private rented stock is unfit (compared to 10.9% nationally) and 52% does not meet the decent homes standard.

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22 An updated study is currently being prepared taking account of commitments and the latest expenditure and population estimates.
24 Liverpool City Council’s Housing Strategy Statement 2009-2011
25 CURS
26 In 2008, 38%of the City’s housing stock and 52% of that in the Inner Core, as defined by the Housing Strategy, was in the form of terraced housing, compared with a national average of 28%.
Action is being taken to address housing market problems, principally through the designation of Liverpool’s inner areas under the government’s Housing Market Renewal pathfinder programme, and demonstrable progress is being made. By 2009, for example, the City’s overall housing vacancy rate had been reduced to below 7%, with rates in the Inner Areas down to 11%. These problems are so deep-rooted though that HMR in Liverpool is seen as a long term policy and funding commitment which is expected to be in place for at least the next decade.

Housing market and quality problems are integral to, and closely linked with, wider problems of economic fragility and population loss. Overall, the verdict of the latest Housing Strategy Statement 2009-2011 is that “the City lacks the housing quality and choice to attract and retain people to support economic growth within the City.” Aside, therefore, from the need to tackle housing problems for their own sake and to improve the quality of life for residents in the worst affected areas, there is a need to do so to help stem population loss and achieve wider regeneration benefits.

In recent years, since the inception of HMR, and with the rapid and sustained increases nationally in house prices, there has been evidence of increasing affordability issues in certain parts of the City’s housing markets. Under the City’s current Housing Strategy the Council seeks to address the delivery of affordable housing through a variety of different mechanisms. This is underpinned in many cases by its role as a landowner and partner in regeneration initiatives, such as HMR, where direct action to address specific housing needs can be taken. The City Council also plays an important co-ordinating role in directing new social rented provision delivered through RSL grant-funded schemes. The City Council is about to commission further research, in the form of a Strategic Housing Market Assessment (SHMA), which will bring its housing needs evidence base up to date in time to input to the submission version of the Core Strategy.

Because of the legacy of its historic economic and population decline, Liverpool has a very substantial potential future housing land resource, predominantly in the form of vacant land and buildings. Emerging findings from a Strategic Housing Land Availability Assessment (SHLAA) conducted in 2009/10 indicate that, on the basis of relatively conservative assumptions about site densities, the City contains sufficient sites to accommodate more than 30,000 additional dwellings by 2026. Almost 90% of this capacity is in sites classified as previously developed land or buildings.

Geographically, with 19,500 dwellings in identified capacity, this housing supply is concentrated in the City Centre and Inner Areas. Around 47% of the city-wide supply is considered capable of being developed for houses with 53% being suitable only for flatted development. Significantly, as much as 43% of the city-wide SHLAA supply is considered to be effectively free of constraints and capable of being delivered within five years.

The City’s recent history tells us that it is extremely difficult, in a wholly urbanised and rapidly changing place like Liverpool, to identify beforehand all of the potential future sources of housing land that might come forward more than a short period in advance. Future monitoring and updating of the supply position is likely to reveal further supply sources as new sites, not presently identified in the SHLAA, come forward. These might arise, for example, as a result of factories and other non-residential buildings such as schools closing, or from the rationalisation of existing industrial areas.

In addition to meeting the permanent housing needs of the City’s current and future population the City Council must also meet those of the Gypsy and Traveller Community. Government guidance requires Core Strategies to set out criteria for the location of Gypsy and Traveller sites to guide

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29 Source: Liverpool City Council Housing Needs Assessment, October 2007, (Fordham Research).
30 Liverpool City Council Draft Strategic Housing Land Availability Assessment, November 2009 (Roger Tym & Partners).
31 This figure does not include capacity of 16,643 dwellings (gross - ie not counting losses arising from housing clearance) already in the form of sites with planning permission at April 2008.
32 Since 2002, for example, of 15,205 dwelling completions in Liverpool, 12,347 (81%) occurred on sites which were not identified in the UDP, either for housing alone or for a mix of uses including housing - in other words they were windfalls to that UDP supply.
33 Circular 01/2006 Planning for Gypsy and Traveller Caravan Sites
the allocation of sites in a relevant DPD. Liverpool currently has one site for Gypsy and Travellers at Tara Park in the Northshore area close to the City Centre. The Submitted Draft Partial Review of the North West Plan \(^{(34)}\) requires Liverpool to provide fifteen permanent pitches and five transit pitches between 2007-2016, and a further 6 permanent pitches to be delivered between 2017-2021.

Social Deprivation

129 The scale of deprivation faced in parts of the City manifests itself in other social problems such as poor health, unemployment and high levels of crime:

- Nearly 56% of residents in the City live in an area that is ranked within the most deprived 10% in the country (See Map Page ? below)
- Liverpool is the second and third disadvantaged local authorities in the UK, in terms of income levels (42% of the population classed as deprived) and employment opportunities respectively(57%)\(^{(35)}\)
- Worklessness rates are consistently and substantially higher than the Merseyside, North West and national levels (see Table 6 below), and
- Health deprivation is particularly severe with the City having the lowest female life expectancy, and third lowest male life expectancy in England. \(^{(36)}\)

<table>
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<th>May 2001</th>
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<th>May 2008</th>
<th>Actual change 01-08</th>
<th>% point change 01-08</th>
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<td>4,579,208</td>
<td>12.8</td>
<td>4,309,203</td>
</tr>
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</table>

\(^{*}\)A workless person is someone of working age who is in receipt of at least one of the following benefits: Job Seekers Allowance, Incapacity Benefit, Lone Parent, and Others on Income Related Benefits

Note: Counts take from NOMIS DWP Working Age Client Group for a 4 quarter rolling avg. using the four main groups of Job Seekers, IB, Lone parents and others on income related benefits

Source: NOMIS DWP

Table 6. Total Worklessness\(^*\) Rates

\(^{34}\) Submitted Draft Partial Review of the North West Plan (July 2009), Draft Policy L7

\(^{35}\) Employment deprivation definition: Involuntary exclusion of the working age population from the world of work. It takes account of those on job seekers allowance, participants in New Deal, Incapacity benefit recipients and severe disablement allowance recipients. (CLG "The English Indices of Deprivation" and Liverpool City Council - The Indices of Deprivation (revised April 2009))

\(^{36}\) Source: Office for National Statistics
Accordingly, the Liverpool Local Area Agreement has set a target against National Indicator 120 to reduce male and female mortality rates sharply. (37)

The severity of Liverpool’s deprivation is particularly apparent in parts of the Inner Areas, and especially North Liverpool:

- Parts of Anfield, Kirkdale, County and Everton wards are in the 10% most deprived areas in the country (38)

37 NI120 All-age all cause mortality rate for the baseline year of 2006 are 948 for males and 663 for females, the target for 2010/11 is 809 male and 579 females.

38 Source: Liverpool City Council - Indices of Deprivation (March 2009)
There are huge disparities between the most deprived and the least deprived areas – the Standard Mortality Rate in Church ward in South Liverpool is over two and a half times lower than the rate in Kirkdale ward in North Liverpool (39) and Everton has the highest level of worklessness in the City at 42.5% while in Church ward it is 8.7%.

Although, as previously described, Liverpool benefits from a good transport system which enables the vast majority of the City to be highly accessible by most means of transport (40), there are some communities which are not well served. In parts of North Liverpool transport linkages to the City Centre and to employment opportunities need improving along with the severance of the east-west transport links caused by Scotland Road. (41)

Potential Future Population Change

In planning for Liverpool’s future, it is essential to understand the needs of its current and future population. Compared with national patterns, Liverpool has similar proportions of its population of working age, over 65 and under 15. The City has a significantly higher percentage of people aged 15-29 (26% compared with 15% nationally), largely on account of a student population at its three universities of over 50,000, while a slightly smaller than average proportion of its population are members of the Black and Minority Ethnic community. (42)

Government population projections (http://www.statistics.gov.uk/statbase) for Liverpool show a fall in population of 2000 between 2008 and 2026. (43) These projections, however, assume the continuation of past trends and do not take into account:

- Delivery of the full Regional Spatial Strategy requirement for 2003 - 2026 of 44,850 additional dwellings (44)
- Delivery of a further 3,510 homes arising from the New Growth Point and
- The Council’s intention to bring back into occupation homes that are currently vacant.

One of the primary purposes of the Core Strategy is to identify and address the spatial planning implications of fulfilling these housing requirements in Liverpool and establish a clear strategic context within which other DPDs can make provision for them. Taking account of the requirements, in contrast to national projections the population is forecast to increase by 2026 by around 26,000 - 48,000. The final increase will depend, amongst other things, on:

- Trends in household size reductions which will affect occupancy levels in both existing and new homes
- The likely proportion of flats (which tend to accommodate smaller households) to houses in the future
- The delivery of new housing on the ground which meets the needs and aspirations of both existing Liverpool residents who might otherwise choose to move out of the City and of potential incomers and
- The extent to which a wide range of strategies, policies and programmes are successful in ensuring the provision of all the necessary infrastructure, whilst improving the environment and enabling access to facilities and services.

39 Source: Liverpool City Council - Ward Profiles (March 2009)
40 (Source: Liverpool City Council LDF Annual Monitoring Report, 2008)
41 Source: Local Transport Plan for Merseyside, 2006 – 2011
42 8.1% compared with 5.8% in 2001 and 13% nationally. The main groups in Liverpool being White Other, Chinese, African, Irish, Indian and Caribbean. Princes Park, Central and Picton wards have the highest percentage of BME populations
43 In comparison, those for all of our neighbours, with the exception of Sefton, show an increase in population
44 this is on the basis that the 1,950 dwellings per annum, net of clearance, set for the City in RSS continues past the current RSS end-date of 2021
Key Social and Economic Issues

**ECONOMIC PERFORMANCE**
- Severe economic decline in 1960s - 1980s
- Substantial areas of vacant/dereelict industrial land
- Recent improvement in economic performance, particularly in important economic sectors (financial and professional services, information technology, biological sciences and creative industries) and locations (Commercial, Knowledge and Creative Quarters of the City Centre, Speke and Edge Lane)

**HOUSING**
- Housing market polarisation and failure, particularly within the Inner Areas and peripheral estates, associated with unfitness of housing stock, high level of vacancies, poor residential environments and shortage of higher value properties
- Significant potential capacity for new housing development, especially on previously developed sites

**POPULATION**
- Long term decline in population
- Potential for delivery of RSS requirements, the New Growth Point and vacancy reduction targets to increase the City's population by 26,000 to 48,000

**CONDITION OF DISTRICT AND LOCAL CENTRES**
- Problems of high vacancy levels, low environmental quality and limited range of shops and services compromising vitality and viability of some centres

**SCALE AND INTENSITY OF SOCIAL AND HEALTH DEPRIVATION**
- Most deprived local authority in England: particular disadvantage in respect of income levels and employment opportunities
- Severe health deprivation with the fourth lowest female life expectancy and third lowest male life expectancy in England

The Environment of Liverpool

Liverpool's historic development has had a major influence on Liverpool's environment including the significant architectural heritage and open space resource, which contributes to the type of place Liverpool is today. While the City has important environmental assets, it also faces a number of environmental challenges, primarily as a result of decades of economic decline but also due to the City's economic recovery and the need to respond to national and international environmental concerns.

**Nature in Liverpool**

The River Mersey is a unique natural asset and a Wetland of International Importance for migrating birds. The Mersey Estuary is also designated as a Site of Special Scientific Interest (SSSI), Wetland Ramsar Site and Special Protection Area (SPA). The City also has a number of sites of local wildlife importance including four which are designated as Local Nature Reserves (LNRs).
However, the distribution of these sites across the City is uneven with all four of the LNRs being located in the Outer Areas, as are all but two of the twenty-five sites which qualify as Local Wildlife Sites. (46)

Picture 41 Bluebell Woods, Fazakerley which forms part of a Local Wildlife Site in the Outer Areas of the City
(Photograph Liverpool City Council Parks and Greenspaces)

Flood Risk

138 Besides the River Mersey, Liverpool has 10.2km of river length within its boundary. The existence of rivers within the City means that some areas are at risk of flooding. Liverpool contains approximately 423 hectares of land which is at some risk of flooding according to the Environment Agency’s flood map. This accounts for approximately 4% of the area of Liverpool. The main areas are located along the coastline, in the north east of the City and at Netherley. (47)

139 The City Council has produced a Strategic Flood Risk Assessment (2008) which provides further and detailed information on flood risk in the City. The Environment Agency has also been developing a Mersey Estuary Catchment Flood Management Plan, which is to be published in 2010. Its findings will provide a more detailed understanding of the factors that contribute to flood risk within a catchment both now and in the future and recommend the best ways of managing the risk of flooding within the catchment over the next 50 to 100 years. It will be taken into account in developing the detailed policies which follow from the Core Strategy. The City Council has received an Area Based Grant to undertake a Surface Water Management Plan which will also be supported by a Water Cycle Study arising from the New Growth Point. These studies will produce initial findings in 2010 and inform the development of the daughter documents to the Core Strategy as well as development management policies.
The City's heritage and open space resource

140  The City's development as a port in the late 18th and 19th Centuries has played a key part in creating the rich historic environment that still exists today. In particular, the waterside setting and the monumental buildings that were developed in association with the shipping industry, such as the Royal Liver Building, Cunard Building and the Port of Liverpool Building at Pier Head form part of the UNESCO World Heritage Site. The City is also home to more than 2500 listed buildings, 34 Conservation Areas, 10 registered historic parks and 4 Scheduled Ancient Monuments.

141  Much of Liverpool's public open space was laid out at the time of its rapid growth and development. Some open space, in particular the historic Victorian Parks, such as Sefton Park, Princes Park, Stanley Park and Newsham Park, is of high quality and a highly-valued recreational resource. Many of Liverpool's parks and open spaces annually achieve Green Flag status, including Calderstones Park, Croxteth Hall and Country Park and Anfield Crematorium Memorial Gardens, and the Council intends that all of its parks reach this standard.
However, the geographical distribution and quality is not consistent across the City and there is great potential for the improvement of open spaces. The City Centre and Inner Areas have an average of just over 3 hectares of open space per 1000 people while the Outer Areas have over 8.5 hectares per 1000 people. Post-war housing clearances and industrial restructuring have left a legacy of large tracts of poor quality open space, amounting to over 16% of Liverpool’s overall open space stock\(^{(48)}\), much of which was originally “greened” as a temporary cosmetic treatment and has by default become part of the open space network. Liverpool’s Open Space Study identifies 9% of the Inner Areas open space resource as low quality and low value\(^{(49)}\) whilst in the Outer Areas 18% is identified as low quality and low value.

As a result of the prevalence of small and dispersed open spaces, the Inner Areas and the City Centre lack a sense of being green – a quality, however, which the Outer Areas do possess, with tree-lined streets, large areas of open space, and large private gardens. The City Centre and Inner Areas do however have the waterfront, former dockland water spaces and the Leeds-Liverpool canal.

Within the Outer Areas the City has two extensive wedges of linked open space of city-wide importance. These “Green Wedges" are at Otterspool and Calderstones/ Woolton and form significant elements in the City’s overall structure, comprising sites which are predominantly green and often wooded in character and include a combination of open spaces, such as public and private playing fields, public parks and gardens, cemeteries, golf courses, institutional uses set in extensive grounds, and allotments. They provide a physical and visual break between major residential areas, and help

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\(^{48}\) this is expressed as a percentage of the total hectares of open space in the City as opposed to number of spaces

\(^{49}\) As defined in the Liverpool Open Space Study in accordance with PPG17 and its companion guide which states that assessing the quality and value of open space allows those spaces which should be given the highest level of protection through the planning system and those which are no longer needed for their present purpose to be objectively identified.
to ensure that the City can continue to offer high quality environments. They were formally designated in the existing Liverpool Unitary Development Plan (UDP) as Green Wedges and have been a successful policy tool, helping to protect the City's open space for over twenty years. (50)

145 National (51) and international research clearly shows an association between the physical environment especially the presence of open space as a visual amenity, opportunity for physical activity and for adaptation to climate change. In Liverpool it is readily apparent that those parts of the City with better health have a greener environment and more wealth.

146 The City's open space resource including biodiversity sites, the Green Wedges, parks, allotments, street trees, hedges and cemeteries, and its water spaces including the River Mersey, the Canal, park lakes and water courses together with private gardens all form part of Liverpool's green infrastructure resource. Green Infrastructure is defined in RSS as the network of green and blue spaces that lies within and between the built-up parts of the City. Mersey Forest are currently producing a Green Infrastructure Strategy for Liverpool to guide the provision of high quality green infrastructure across the City to deliver a range of benefits with a particular focus on health and well being and to provide a framework to guide the sustainable development of Liverpool.

Air quality, CO2 emissions and renewable energy

147 The City's development and current economic recovery has also led to some challenges which need to be addressed. Air pollution in Liverpool is generally better than prescribed air quality objective levels. However, there are some areas of the City which exceed the levels in terms of nitrogen dioxide, linked to traffic pollution. To alleviate this, two Air Quality Management Areas were designated within

(see research published by the National Institute for Clinical Health Excellence - Promoting and creating built or natural environments that encourage and support physical activity).
the City in 2003. These were the City Centre and the Rocket junction at the end of the M62. Whilst action identified in the Air Quality Action Plan has assisted in air quality being improved in these two AQMAs, other parts of the City, particularly North Liverpool, have seen air quality worsen, mainly as a result of increased traffic volumes. As a result of this the whole City was declared an AQMA in May 2008.

Liverpool also emits 2.8 million tonnes of CO2 every year as a result of the energy consumed. Industry is responsible for 45% of these emissions, while all forms of transport (but mainly cars) take up a further 18%. Households (mainly heating and power for homes) are responsible for the final 37%. (52)

The 2008 Climate Change Act set a national target to reduce CO2 emissions by 80% by 2050. Liverpool's Sustainable Community Strategy targets a 35% reduction in local emissions by 2024 (against a 2006 baseline). To meet Liverpool's 2024 target we need to save 71,000 tonnes of CO2 every year between 2010 and 2024. Liverpool emitted the equivalent of 6.48 tonnes of CO2 per resident in 2007, which is below the average for both the UK (8.5) and North West (8.9). However, Liverpool's per capita CO2 emissions rose from 6.54 tonnes per person in 2005 to 6.56 tonnes in 2006, most likely reflecting the increase in development activity. (63) Liverpool has also set an LAA target for the National Indicator for climate change adaptation. (54)

As a means of generating renewable energy the idea of using the River Mersey as a source has been around at least since the 1980s Mersey Barrage Study. More recently, an initial feasibility study, (55) commissioned by Peel Holdings and North West Regional Development Agency explored various tidal energy generation options and examined the implications for shipping and the environment. Further feasibility work is now envisaged and the Climate Change Strategic Framework adopted by the City Council in September 2009 highlights the work being undertaken with sub-regional and private sector partners to investigate both tidal power and wind energy from the Mersey and Liverpool Bay area.
The Strategic Areas of Liverpool

151 It is clear from the evidence examined that Liverpool remains a City which experiences economic and social deprivation, and accordingly will require continuing economic and physical regeneration to address these issues. Spatially, it is apparent that the impact of economic and population decline is concentrated in particular areas. The distribution of natural assets and development opportunities also varies across the City.

152 For the purposes of the Local Development Framework and the application of spatial planning policy, Liverpool can be sub-divided into three broad areas - the City Centre, the Inner Areas and the Outer Areas. These are shown on Picture 20 'Liverpool: Main Features and the Strategic Sub-Areas'. The following sections provide an overview of the issues distinctive to each of these three broad sub-areas.

Liverpool City Centre

153 The City Centre is the primary generator of economic growth, both for the City and the wider City Region. In 2005 the City Centre’s GVA was £3.88bn and has grown faster than local, sub regional, regional and national trends. Between 1999 and 2005 City Centre GVA increased by 41.6%, Liverpool by 31.0%, and Merseyside and the North West by 30.8%. The City Centre’s contribution to Liverpool’s GVA increased from 50.6% in 1999 to 54.5% in 2005. Its economic performance is therefore extremely important to the continued regeneration of Liverpool and the City Region.
The City Centre is also a regional office and retail centre, an administrative centre, a tourism and leisure destination, a centre for academic excellence, and provider of hospital and medical research facilities. It is the City Region’s largest employment-generating area. In 2006 almost 50% of all jobs in Liverpool and 20% in Merseyside were located in the City Centre and its contribution is growing. Between 2000 and 2006 the number of people working in the City Centre increased by 16% – again more than the overall city, regional and national average. (57)

The commercial district within the City Centre has seen 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 sector initiatives. (58)

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, generating £1bn for Liverpool each year or 15% of Liverpool’s GVA. (58)

The Main Retail Area within Liverpool City Centre is the principal retail destination within the City and Merseyside for comparison (59) shopping. It is a regional shopping centre and in 2008 was ranked 5th nationally (compared to 15th in 2007). Its recent promotion in the retail hierarchy is due to the completion of the Liverpool One Scheme which has created 154,000sqm of new retail floorspace and is one of the largest retail/leisure developments in Europe. London Road Shopping Centre, to the east of the Main Retail Area, also forms part of the City Centre retail offer by providing a complementary focus for discount retailing anchored by the TJ Hughes store.

57 Source: Make No Little Plans: The Regeneration of Liverpool City Centre 1999-2008, Professor Michael Parkinson CBE, 2008, on behalf of Liverpool Vision
58 Source: Liverpool Knowledge Quarter technical Report (October 2007), Regenris on behalf of Liverpool Vision
59 Comparison shopping refers to the provision of items not obtained on a frequent basis defined as non food goods including clothing, footwear, household (e.g. electrical products, furniture) and recreational goods.
In common with many other major urban centres in the country there has been significant investment and development interest in recent years in new housing, initially in the form of private sector-led student schemes, but more recently for one and two bed flats for the private rented and owner occupation markets. Over the five years 2003-2008, nearly 4,500 flats were built in the City Centre, representing roughly a third of the City’s total new housebuilding over that period and contributing significantly to the record levels of delivery achieved city-wide. As a result, the population of the City Centre increased from 2,300 in 1991 to an estimated 13,500 in 2006.

This expansion in the City Centre housing offer has been encouraged by policy, not least because it has been shown to constitute essentially a new market for the City as a whole, and indeed the City Region, which has brought life and vibrancy to the City Centre and supported the delivery of wider regeneration and development schemes such as Liverpool One. However, resulting from the “credit crunch” in 2008 has come a prolonged contraction in bank lending for City Centre apartment-led schemes. Evidence suggests that, apart from the most robust schemes in the most favoured parts of the City Centre, notably the waterfront / Pier Head / Liverpool One triangle, and new student schemes underpinned by the Universities’ expansion plans, new development may be constrained for a number of years.

Such has been the interest in apartment living that, prior to the credit crunch, there was a significant level of development interest in bringing forward residential schemes in City Centre fringe locations such as Leeds Street, Islington, the Baltic Triangle and Sefton Street. These areas have traditionally been important employment locations dominated by commercial and industrial uses, but where there is now much vacant and derelict land and buildings. However, evidence prepared by GVA Grimley in 2009 on Liverpool’s supply of employment land has highlighted potential shortages of such land in the City Centre due to high demand, particularly from the office sector. Therefore, there may be competing demands on development sites in these fringe areas.

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60 2008 City Centre Housing Market Research Study, GVA Grimley.
61 Liverpool City Council Strategic Housing Land Availability Assessment (SHLAA), Draft Main Report, November 2009 (Roger Tym & Partners).
62 Employment Land Study Stage 3, GVA Grimley on behalf of the City Council (2009)
161 The City Centre is at the hub of the sub-regional transportation network and is accessible by all transport modes. Both the Regional Transport Strategy and the Local Transport Plan recognise the importance of improving access into and through the City Centre, with schemes at Liverpool Lime Street Gateway, Central Station and Hall Lane Strategic Gateway.

162 There is a shortage of green infrastructure (open space and biodiversity sites) in the City Centre. St John’s Gardens and the Liverpool One Chavasse Park 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. The high density of development within the City Centre provides more limited opportunities than the rest of the City for further green infrastructure provision at ground level. Examples of what can be done include St. Peter's Square, Beetham Tower West and Temple Square. 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 encouraging economic investment and growth.

163 The City Centre’s heritage is unique and the waterfront setting, which includes the Royal Liver, Cunard and Port of Liverpool Buildings, together with numerous historic buildings throughout the City Centre, is designated as a World Heritage Site. Drawing on the City’s architectural and cultural heritage, the tourism and leisure industries are becoming a vital part of Liverpool’s economy, with the City now ranked sixth in Britain’s top tourist destinations. Tourism-related development in hotels, transport and visitor facilities is a major element of the local economy which was given significant impetus by the City’s designation as European Capital of Culture in 2008.
The City Centre is undergoing a major transformation through a number of development projects. These include Liverpool One which was completed in 2008; a new arena and conference centre at Kings Waterfront; a new Museum of Liverpool and mixed use scheme at Mann Island; and expansion of the office stock at Old Hall Street, City Square, and St Paul’s Square. Additionally, the area around Liverpool Lime Street Station, which is a key gateway to the City Centre, is being...
The City Centre presents a major opportunity for continuing economic growth and regeneration, with the potential to benefit not only the rest of Liverpool but the wider city region too.

City Centre Key Issues

ECONOMIC PERFORMANCE

- Continuing expansion of role of City Centre as a generator of economic growth for the benefit of the City and sub-regional economy and as key location for commercial, retail and leisure investment
- Important role of the Universities and other institutions in contributing to growth of Liverpool’s economy and particularly the knowledge-based industries

HOUSING

- Significant investment and development interest in new residential opportunities in recent years resulting in pressure on employment land in City Centre fringe locations for housing development
- Uncertainty about immediate prospects for housing market

QUANTITY, QUALITY AND DISTRIBUTION OF GREEN INFRASTRUCTURE

- Low provision of open space and biodiversity assets
- Lack of suitable sites for providing new open space but opportunities through development to provide innovative solutions such as green roof and walls
- Existing assets and innovative new provision has benefits for health and wellbeing, adaptation to climate change, air quality and supporting and encouraging economic growth

HERITAGE ASSETS

- Protection of significant built heritage assets including the World Heritage Site, conservation areas and listed buildings, whilst promoting expanding economic role of City Centre

TRANSPORT ACCESSIBILITY

- Supporting sustainable development of City Centre at the hub of the sub-regional transportation network
The Inner Areas of Liverpool

Picture 54 Inner Liverpool - 19th Century Terraces - Liverpool FC ground and the Victorian Stanley Park. The new Liverpool FC Ground is proposed to be on the car park and adjoining pitches on the left side of the picture. The rebuilding of the Glass House area is in the bottom centre.

165 The Inner Areas has been identified in the Regional Spatial Strategy as having the second priority for growth in the North West region. It comprises that part of the Housing Market Renewal (HMR) pathfinder area which lies outside the City Centre (See Picture 20 'Liverpool: Main Features and the Strategic Sub-Areas'). It extends from the districts of Walton, Anfield, Everton and Kirkdale in the north, through Tuebrook and Kensington to the east, to Toxteth and the Dingle in the south, and contains around a third of the City's population. It is a diverse part of Liverpool, consisting 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 the post-war years' urban renewal programmes. It also 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. To the north of the City Centre this dock hinterland which extends to the City's boundary with Sefton MBC and inland as far as the Merseyrail Northern Line, is known as Northshore.
The consequences of economic decline, issues of social disadvantage and significant physical and environmental decay are particularly evident within the Inner Areas. They contain the most deprived neighbourhoods in the City in terms of income, employment and health deprivation and disability. Worklessness is highest in Everton, Princes Park and Kirkdale wards; annual income is lowest in Picton, Clubmoor and Norris Green; and standard mortality rates are highest in Kirkdale, Everton and Picton.

Housing problems associated with issues of low demand, abandonment and lack of housing choice are also particularly acute in the Inner Areas. Major intervention through the HMR regeneration programme is seeking to address those housing problems through a comprehensive programme of selective demolition, redevelopment and refurbishment and the provision of new housing. The focus for HMR activity is in four “Zones of Opportunity” which have been identified as the areas with the most acute problems of social and economic deprivation, physical decay and dysfunctional housing markets, and most in need of action and investment. The Zones of Opportunity are:

- **City Centre North** - extending over parts of the Everton and Kirkdale wards, located on the northern corridor into the City, adjacent to Northshore and with close linkages to priority HMR areas in south Sefton
- **City Centre South** - to the immediate south of the City Centre, close to two of the City’s Victorian parks, Sefton Park and Princes Park, and to the southern waterfront
- **Wavertree** - which is located more centrally, to the east of the City Centre and adjacent to the Edge Lane corridor, and including three major clearance and redevelopment schemes involving the demolition of 1,400 properties and their replacement by 2020 with 1,100 new homes
- **Stanley Park** - which is located in the north of the City close to the Everton and Liverpool football stadiums. It includes the Anfield/Breckfield area which has the largest single clearance and redevelopment scheme within the HMR pathfinder, involving the clearance of some 1,600 properties, the vast majority of which are terraced houses, with replacement by 2023 with 1,300 new homes.

Source: Key Statistics Bulletin, Liverpool City Council Issue 7 (Sept 2009)
Significant progress is already being made within the Zones of Opportunity, with outline planning permissions having been secured for four major clearance and redevelopment schemes and for the mixed-use regeneration of Great Homer Street shopping centre. One further major clearance proposal is being brought forward in a scheme centred upon an area of housing known as the “Welsh Streets” in the City Centre South Zone. Together, the successful delivery of these schemes will be critical to the future of the Zones of Opportunity and indeed to the future of the HMR programme as a whole.

The Inner Areas also include the four wards of Anfield, County, Everton and Kirkdale which collectively make up North Liverpool. These four wards experience particularly acute economic, social and environmental problems. They have the highest concentration of the most deprived 10% Super Output Areas (SOAs) in the country.

North Liverpool is the focus of Liverpool’s part of the Growth Point Area which the City is pursuing jointly with Wirral MBC. The four North Liverpool wards contain the City Centre North Zone of Opportunity together with the Northshore area between it and the River Mersey. The area represents an opportunity to achieve significant economic development in inner Merseyside; deliver new housing to support economic growth and HMR; and bring derelict and under-used brownfield sites back into use, within the context of securing sustainable community regeneration for this part of the region.

The main private sector partner in the Growth Point is Peel Holdings Ltd who own and control the Port of Liverpool. Whilst 60% of the operational port now lies outside the Liverpool boundary, it continues to be a major driver of economic development for the City and wider region. Also lying within the ownership of Peel Holdings is an area of former docklands extending north along the waterfront from the Pier Head in the City Centre. It covers around 60 hectares and is the subject of the emerging “Liverpool Waters” proposals.

Early indications from Peel suggest that, depending on the mix of uses adopted, Liverpool Waters has the potential to provide 2 million sqm of mixed use floorspace, including offices, hotels, residential and supporting shops and services, housing a population of 50,000 and providing over 20,000 full time jobs. Because of its sheer scale and ambition the development of Liverpool Waters is expected to be a long term project extending as far ahead as 2040 or even further.

The Inner Areas contain much vacant and derelict land and buildings capable of accommodating new housing in the future, of which the Liverpool Waters site is the largest. The City’s Draft SHLAA identifies sites with a capacity of some 12,000 net additional dwellings, accounting for losses of dwellings arising through the clearance process. The majority of this capacity,

**Picture 56 Part of North Liverpool from Everton Park. The Park was once a large area of terraced streets running steeply down to Netherfield Road and Shaw Street. Pockets of late 20th century low density housing (centre right) exist along with high rise blocks. Local shopping facilities are very limited.**

64 Super Output Areas (SOAs) are a set of geographies developed after the 2001 census. The aim was to produce a set of areas of consistent size, whose boundaries would not change ( unlike electoral wards).

65 Liverpool City Council Strategic Housing Land Availability Assessment (SHLAA), Draft Main Report, November 2009 (Roger Tym & Partners)
amounting to around 7,500 units, is on sites which can realistically only be used for flatted development. Together with the new houses to be brought forward on the major housing redevelopment schemes cited above, the remaining 4,500 capacity on sites for houses offers an important potential resource to enable the Inner Areas to bring in the dwelling types, values and tenures which will help diversify the local housing offer and strengthen its appeal.

174 Significant concentrations of vacant land and buildings within the "Northshore" area also present major opportunities for economic development. In addition to Liverpool Waters other opportunities include Stanley Dock and the Leeds Street area, together with a large number of smaller vacant and underused sites located throughout the existing business and industrial areas. Much of this area is now characterised by "bad neighbour" uses which, while providing an important number of jobs, are set in a poor environment which blights remaining businesses and adjoining HMR residential areas. Successful redevelopment of the major opportunity sites in the docks will ensure that significant regeneration benefits "spin-off" into this transitional area.

175 As the economic base of the area has declined, social links between this SIA and the wider North Liverpool community have been seriously eroded. However, its location directly to the north of the City Centre provides an unparalleled opportunity for longer term development to transform the area's economic fortunes, potentially providing back office services for expanding City Centre financial/business sectors and supporting growth of appropriate indigenous businesses. Spatial planning for regeneration activity in this area will need to safeguard adequate supplies of suitable land and premises to accommodate this growth. (66)

176 Considerable major private sector investment is already being delivered and a significant amount is being proposed by a number of investors and developers. The four North Liverpool wards are the subject of a successful joint bid with two wards in Sefton for £22m of Local Enterprise Growth Initiative (SLEGI) resources to stimulate the business base and develop an entrepreneurial culture. (67)
177 Liverpool’s Inner Areas contain a number of retail centres, including Breck Road, County Road, Edge Hill, Great Homer Street, Kensington Fairfield, Lodge Lane, Park Road, Smithdown Road North, Smithdown Road South, Tuebrook and Wavertree High Street. These centres vary in terms of their retail offer, shopping environment and overall vitality and viability, but in general terms most face issues of vacant shop units, a poor environment, poor pedestrian environment and lack a diverse range of shops, services and community facilities. The City’s updated District and Local Centre Study recognises the potential within a number of these centres for investment linked to the HMR programme, for providing a greater focus within the centres and for improving the public realm and environmental quality. (68)

178 In recent years investment has come forward in a number of centres, including a new foodstore at Breck Road and shop frontage and environmental improvements in Kensington Fairfield, while planning permission has been granted for a new enlarged and comprehensive district centre at Great Homer Street and a new foodstore at Park Road. The scheme at Great Homer Street includes a food superstore, non-food retail stores, a market hall, new homes, facilities for a Primary Care Trust centre, a new library and leisure facilities, light industrial units and a public transport interchange.

Source: Liverpool Local and District Centre Study, 2003, Cushman and Wakefield on behalf of the City Council and District and Local Centre Study 2009, G L Hearn and available at Local Development Framework Evidence Sources
The Inner Areas include the Eastern Gateway SIA, focused on the Edge Lane corridor, the main route into Liverpool City Centre from the M62 motorway. This SIA is a primary location for businesses in the IT sector. High profile companies on the well-established Wavertree Technology Park include Barclaycard, Sony Psygnosis and Gardner Systems. Liverpool Innovation Park, currently being developed on the former MTL bus depot site, will provide up to 22000 sq m of new floorspace for science and technology industry. The Employment Land Study acknowledges the need to ensure that further land to increase job opportunities in this expanding sector is available in this area.  

The Regional Transport Strategy and the Local Transport Plan include a number of transport infrastructure schemes located in the Inner Areas. Proposals for Edge Lane and the Hall Lane Strategic Gateway will improve access between the City Centre and the M62 and through the Eastern Approaches SIA. Although Liverpool benefits from a good transport system which enables the vast majority of the City to be highly accessible by most means of transport, in parts of North Liverpool transport linkages to the City centre and to employment opportunities need improving along with the severance of the east-west transport links caused by Scotland Road.
There are just under 500 hectares of open space within the Inner Areas which is of varying quality. Aside from the large City Parks (Princes Park, Everton Park, Newsham Park and Stanley Park) there is a high number of smaller open spaces scattered throughout the Inner Area. Evidence from the City's Open Space Study shows that a number of these are of poor quality and have little value and function, except to provide relief from the built up environment surrounding them. The Study also concluded that the Inner Areas have the smallest area of natural and semi-natural open space in the City. The Liverpool Habitats Study confirms that the biodiversity resource in the Inner Areas is limited and proposed that only two sites in the Inner Area should be designated as Local Wildlife Sites; these are Melrose Cutting and Stanley Sidings.

72 Source: Liverpool Open Space Study, WS Atkins (2005) and available at Local Development Framework Evidence Sources
73 Liverpool Space for Nature Study, White Young Green on behalf of the City Council (2006/8) and available at Local Development Framework Evidence Sources
Inner Areas Key Issues

ECONOMIC PERFORMANCE

- Economic decline related to the decline of traditional port-related uses, but new opportunities presented by growth of Port
- Significant opportunities for economic growth particularly in North Liverpool, given the significant land resource in the area
- Emerging Liverpool Waters proposal

HOUSING

- Failed/weak housing market particularly within the areas located within the four Zones of Opportunity
- Significant potential for new housing, especially in North Liverpool
- Need to ensure that the growth of new housing areas is complimentary to, and does not undermine, the renewal and redevelopment, via HMR, of existing housing

CONDITION OF DISTRICT AND LOCAL CENTRES

- Poor quality district and local centres particularly at Edge Hill, Smithdown Road North, Lodge Lane and Breck Road
- Delivery of a new comprehensive district centre at Great Homer Street to complement the wider regeneration of North Liverpool

SCALE OF SOCIAL AND HEALTH DEPRIVATION

- Significant social deprivation particularly within North Liverpool where the wards of Anfield, County, Everton and Kirkdale have the highest concentration of the most deprived 10% Super Output Areas in the country

QUANTITY, QUALITY AND DISTRIBUTION OF GREEN INFRASTRUCTURE

- A high number of small open space sites dispersed across the Inner Areas
- Lack of biodiversity with only two sites of local wildlife value
The Outer Areas of Liverpool

The Outer Areas of Liverpool, as shown on Picture 20 'Liverpool: Main Features and the Strategic Sub-Areas', are predominantly residential in character but also contain two important employment areas at Speke/Garston in the south and around the A580 at Gillmoss/Fazakerley in the north-east, together with Liverpool John Lennon Airport at Speke. The residential neighbourhoods broadly consist of a belt of relatively stable and successful housing areas - the "Suburban Core", as defined under the City's Housing Strategy - bounded by a band of more problematic, largely former Council housing estates, comprising the Regeneration Fringes.

The Suburban Core's residential areas include West Derby, Hunts Cross, Childwall, Woolton, Allerton, Grassendale and Mossley Hill, which are dominated by high value owner-occupied housing and an attractive residential environment. There are a considerable number of shopping centres within these areas and a significant amount of open space including Sefton Park, Croxteth Park and the Otterspool and Calderstones Green Wedges.
Picture 61 Sefton Park lies adjacent to Liverpool's Inner Areas. The recently restored Palm House can be seen in the top right. At the bottom of the picture adjoining the lake the construction compound for a new visitor attraction can be seen. Attracting more people to and making use of the City's parks for active recreation is an important part of the approach to tackling obesity in Liverpool. (Photograph Oct 2009 Liverpool City Council Parks and Greenspaces)

184 The peripheral housing areas in the Regeneration Fringes comprise the housing areas of Speke, Garston, Belle Vale and Netherley, Norris Green, Croxteth, Fazakerley and Dovecot. Dominated by former Council housing estates of the inter-war and post-war eras, these areas have similar characteristics to some of the Inner Areas of the City, with weak, polarised housing markets and ongoing regeneration programmes involving demolition and new provision. They also display similar
characteristics in terms of social and economic deprivation; for example, Speke Garston ward has the fifth highest rate of worklessness, and Norris Green and Speke Garston are both in the lowest five wards for annual income, in the City.

185 Major housing redevelopment schemes are currently being delivered on the former Boot Estate in Norris Green and in the Garston-Under-The-Bridge area in the south. The proposals for Garston-Under-The-Bridge, involving the clearance of 500 terraced houses and their replacement with 310 new dwellings, are now well advanced and expected to be completed by the time of Core Strategy adoption. The Boot Estate redevelopment, however, is on a much larger scale, involving the clearance of 1,500 physically defective houses and replacement with more than 1,800 new. It is particularly relevant to the Core Strategy as it is still at a relatively early stage in its development and not scheduled to be completed until late in the Core Strategy's fifteen year period.

186 Elsewhere in the Regeneration Fringes there are other significant potential new housing development opportunities. According to the City's Draft Strategic Housing Land Availability Assessment (SHLAA), capacity of some 11,000 dwellings is identified in the Outer Areas, of which more than 6,000 are in Regeneration Fringe locations. Given the nature of the sites identified, more than 90% of this overall capacity is considered deliverable in the form of houses rather than flats.

187 Substantial and comprehensive economic regeneration activity has been successfully pursued in the Speke Halewood Strategic Investment Area during the past decade, with assistance from EU Objective 1 funding. It provides a range of employment opportunities including Estuary Commerce Park, Speke Boulevard Industrial Estate, the Port of Garston and Liverpool John Lennon Airport (LJLA). It has attracted warehousing and distribution industries as well as office based and manufacturing development. It continues to attract private sector investment and much of the future potential employment creation within this area will be linked to the growth of the airport, making this a strategically important employment area. This is likely to increase demand from a number of sectors most notably "back office" banking and financial services requiring out of centre business park accommodation, as well as warehousing, distribution and air transport related uses. The SIA includes substantial reserves of employment land, and while most of this is currently allocated for office-related uses, its development for the full range of industrial/commercial uses will enable it to continue to attract investment in jobs. (75)
Liverpool John Lennon Airport is an important regional asset and key economic driver for job creation and economic growth in Liverpool and its wider City region. As required by the White Paper “The Future of Air Transport” a Master Plan for the development of the airport until 2030 has been prepared by Peel as the owners of the airport.\(^{76}\) Passenger numbers are expected to grow to 8.3m by 2015 and to 12.4m by 2030 which is estimated to generate 11,300 jobs. Improvements to terminal facilities and construction of new transport infrastructure are also proposed. The airport is also sited in a fixed and highly environmentally sensitive location adjacent to the Mersey Estuary SSSI/SPA/Ramsar site and Green Belt land. Therefore there will be a need to balance its planned expansion with its environmental and social impacts.

The Port of Garston is the most inland of the Mersey Ports and is described by its owners Associated British Ports as the premier short-sea port for north-west England in view of its convenient location, close to the industrial heartlands of England road communications, directly linked to the port estate. It is therefore able to contribute to reducing freight movement by road which is likely to become increasingly significant in the future.
In the north of the City, the employment area around the A580 (Approach 580 SIA) includes Aintree Industrial Estate, Fazakerley Hospital, Altcourse Prison, Axis Business Park and Gillmoss Industrial Park. Evidence from the Employment Land Study 2009 suggests that demand from across a wide range of sectors, including industrial and office uses is likely to increase in this strategic employment area. Some of the existing employment areas are in need of refurbishment, whilst others, notably Gillmoss, contain substantial areas of vacant and underused land with potential to attract new investment. More recently the area has become a centre for warehousing and distribution; the newly developing Stonebridge Business Park features distribution warehousing as its main use, as does the Gazeley development at Axis Business Park. The Employment Land Study identifies this SIA as the City’s primary location for future provision of land to meet projected demand for these types of uses, which is currently in limited supply.

There is also a particular concentration of potential residential sites in the northern part of the Regeneration Fringe, in and around the Stonebridge estate close to the A580 and to the A580 SIA. A number of these are areas of land recently cleared of former Council housing stock considered as unsustainable. The City Council is currently reappraising its options for this area following the falling through of initial redevelopment proposals based around the creation of a new District Centre which involved partnership with a major housing developer and superstore operator. In common with the Boot and Garston schemes, redevelopment of the Stonebridge estate remains a regeneration priority, and is likely to be of such a scale and have such a lifespan as to warrant specific focus through the Core Strategy.
The A580 Corridor (East Lancs Road) during early stages of work on the Stonebridge Business Park. Much of the area in the picture lies within the Approach 580 Strategic Investment Area. The Stonebridge Shopping Park on the right (adjacent to West Derby Cemetery) provides some basic local convenience shopping, main convenience shopping is found at the Broadway District Centre just over a mile away (not shown). The large square white building at the top of the picture is the first of three Storage and Distribution (B8) facilities on the Gazeley/Axis Business Park. The low rise residential area in the middle left just beyond the shopping park is to undergo substantial redevelopment - it is part of the substantial regeneration fringe estates in this part of the City - (a masterplanning process is currently underway). The residential area in the top right comprises the Croxteth public housing estate, it adjoins the City Boundary and Green Belt. Some of the residential development in the top left lies within Knowsley. Photograph courtesy Liverpool Vision.

Both employment areas are located at strategic gateways into the City. The A580 in the north links to the M57, and the A561 at Speke links to the Runcorn Bridge and onto the M56. Construction of the new Mersey crossing in Halton will increase accessibility to the City from the south. Additionally, Edge Lane Drive links directly with the M62, and Liverpool South Parkway Railway station which opened in 2007, provides a new rail link into the area from the east, with bus links to Liverpool John Lennon Airport.
There are a number of retail centres spread throughout the Outer Areas which display differing characteristics. These are Aigburth Road, Aigburth Vale, Allerton Road, Belle Vale, Broadway, Garston, Hunts Cross, Muirhead Avenue East, Rose Lane, Woolton, Walton Vale, West Derby Village and a new centre at Speke. Overall, the quality and range of shops and services is better than those currently in the Inner Areas. 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 Inner Areas, including a high number of vacancies and a poor environment but is not without potential for improvement both in terms of historic environment and providing a greater focus in the centre with enhanced convenience retail provision. The new, relocated centre built at Speke and anchored by a large foodstore, has significantly improved the shopping facilities for the local community. Where opportunities for major change such as that achieved do not exist, a wider range of solutions will be needed to maintain vitality and vibrancy. This network of centres is supplemented by three out of centre retail parks - New Mersey, Hunts Cross and Stonedale Crescent.

Within the Outer Areas there is a significant amount of open space. Some is of strategic, city wide importance, including:

- Areas of Green Belt at Croxteth, Netherley and Speke
- Green Wedges comprising extensive linked areas of open space at Otterspool and Calderstones/ Woolton
- Mersey Estuary SPA/Ramsar/ SSSI
- Undeveloped coastal zone which forms part of the Mersey Waterfront Regional Park,
- A number of City Parks including Sefton and Croxteth Park

See District and Local Centre Study 2009 and available at Local Development Framework Evidence Sources
All of the City’s Local Nature Reserves. The Liverpool Habitats Study also recommended the designation of twenty-three sites across the Outer Areas for designation as Local Wildlife Sites due to their biodiversity value (78). A large number of smaller local open space sites contribute to the attractiveness of the residential suburbs, though a high number have been identified as low quality and low value, with 18% of the Outer Areas open space resource falling within this category (79). Substantial areas of open space including Green Belt within neighbouring authorities adjoin the open spaces on Liverpool’s periphery.

A number of transport infrastructure projects are provided for in the current Merseyside Local Transport Plan which affect the Outer Areas including the improvement within the City of access to Liverpool John Lennon Airport and to the Port of Garston and the reinstatement of the Halton Rail Curve which will improve access to Liverpool South Parkway station.

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79 Liverpool Open Space Study (2005)
Outer Areas Key Issues

ECONOMIC PERFORMANCE

- Poor quality of some employment areas and sites (such as Aintree Industrial estate) balanced by high quality of others (Gillmoss and Speke)
- Liverpool Airport’s role as a key economic driver and the need to balance its growth with the environmental and social impacts
- Port of Garston’s contribution to growing the economy and to more sustainable transportation of freight
- Importance of employment land at Gillmoss (distribution-related uses) and Speke

HOUSING

- Weak, polarised housing markets within the Regeneration Fringe housing areas (Speke, Garston, Belle Vale and Netherley, Norris Green, Croxteth, Fazakerley and Dovecot), dominated by former Council housing stock
- Need to ensure that successful residential neighbourhoods such as Allerton, Woolton, Childwall and West Derby, remain successful and attractive
- Significant opportunities for new housing delivery, especially within Regeneration Fringes

CONDITION OF DISTRICT AND LOCAL CENTRES

- A number of poor quality retail centres particularly Garston
- A number of strong, better performing retail centres particularly Allerton Road, and also Woolton and Broadway

SCALE OF SOCIAL AND HEALTH DEPRIVATION

- Improvement of peripheral housing estates suffering social deprivation including Speke Garston and Norris Green

QUANTITY, QUALITY AND DISTRIBUTION OF GREEN INFRASTRUCTURE

- Protection and improvement of significant open space assets including the Mersey Estuary SSSI/SPA/ Ramsar site, Green Belt and Green Wedges at Otterspool and Calderstones/ Woolton
- Safeguarding important biodiversity assets

The Plans and Strategies of Neighbouring Districts

It is important that the emerging strategies of Liverpool and the other districts in Merseyside and the Liverpool City Region are compatible and, where possible, mutually supportive. Whether or not they share a boundary, there may be impacts on other districts from the plans and strategies being prepared by each authority. Further details are provided in Appendix 1 Plans and Strategies of Neighbouring Local Authorities.
The impact of external influences on Liverpool's ability to deliver its vision and objectives in particular the ability to attract to, and retain families and other households in, the City.

Issues of cross-boundary concern and how Liverpool might respond are shown in the table below:

<table>
<thead>
<tr>
<th>Name of Local Authority and Issues</th>
<th>How Liverpool might respond</th>
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<tr>
<td><strong>Sefton and Knowsley:</strong></td>
<td>• Work with Knowsley and Sefton to identify potential land supply in Liverpool that could meet some of their needs. This could be achieved through the successful delivery of the New Growth Point. • Liverpool should focus on its key assets as a major city and aim to continue the City's urban renaissance creating an outstanding urban environment with exceptional design standards, public services and physical environment.</td>
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<tr>
<td>• Potential shortages of housing land in the longer term, may require assistance from Liverpool in meeting some housing needs to reduce pressure on the Green Belt. • Both districts are likely to focus on delivering lower density suburban type housing which might compete with Liverpool's ability to attract new households into the City, particularly within the Inner Areas.</td>
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<tr>
<td><strong>Halton:</strong></td>
<td>• Continue Liverpool's urban renaissance creating an outstanding urban environment with exceptional design standards, public services and physical environment.</td>
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<tr>
<td>• Seeking to meet housing land requirements by releasing more greenfield than previously developed land. This could also have a similar effect on Liverpool's urban regeneration as the proposals in Sefton and Knowsley.</td>
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Wirral:
- Large scale regeneration proposals focusing on housing and retail in Wirral Waters and Bidston as part of the Liverpool/Wirral joint Growth Point.
- Retail proposals may compete disproportionately with Liverpool City Centre.

How Liverpool might respond:
- Continue to work with Wirral to support the successful delivery of the joint New Growth Point
- Work with Wirral to ensure that the retail proposals in the Bidston area are complementary to the role of Liverpool as the regional centre for comparison shopping and leisure provision and do not have an adverse impact on its vitality and viability.

St. Helens:
- Appears to have sufficient quantity of previously developed land, arising from manufacturing decline, which provides a resource for new housing requirements,
- A number of retail centres have declined and are considered to be under threat from out-of-centre development at New Mersey Retail Park in south Liverpool

How Liverpool might respond:
- Support St. Helens’ continued use of brownfield sites for the delivery of new housing
- Continue to control further retail development at the New Mersey Retail Park in south Liverpool

Cheshire West and Chester:
- Possible housing options would focus most new housing on either Ellesmere Port or on Chester;
- The retail strategy would focus on Weaver Valley based development (development would be spread across the Weaver Valley area, with slightly more in Northwich and Winsford than in Chester and Ellesmere Port), proposals also include designating Cheshire Oaks as a Town centre, and
- Employment development options include balanced development across West Cheshire, including smaller towns and villages.

How Liverpool might respond:
- Make representations to Cheshire West and Chester along the following lines:
  - Potential for new housing development in the Ellesmere Port area to impact on Liverpool's urban regeneration depending on scale proposed
  - In general retail proposals may not impact on Liverpool but there is some concern that Cheshire Oaks particularly since consent was given to the Marks & Spencer proposal may negatively impact on Liverpool City Centre as the Regional Shopping Centre
  - Potential for new employment locations to appear more attractive than sites in Liverpool and therefore there may be an impact.

Table 7 Plans and Strategies of Neighbours

In line with the objectives of RSS it is important that Liverpool’s status as a Regional Centre and as the primary economic driver and focus for urban regeneration within the City Region is not compromised. The need for all districts to engage in effective partnership working, particularly on high profile projects such as Mersey Gateway and Wirral Waters, which could impact on the City Region as a whole, is fundamental to the growth and vitality of the City Region. The Merseyside districts and other neighbouring authorities have also recognised the need and benefits of working together on a number of areas of mutual concern including:

- Infrastructure that may be required in one or more districts to meet (in whole or part) the development taking place in another and in order to more effectively work with infrastructure providers and other stakeholders
- Environmental matters such as identifying potential impacts on internationally recognised habitats (Natura 2000 sites) where joint action needs to be taken to avoid or mitigate impacts
- Mutual development needs such as delivering housing and employment growth where there may be constraints on land supply in one district that others might be able to address.
There are however, some potential threats to Liverpool's role within the sub-region which have been identified in the table above. In order to address these Liverpool should make use of its particular strengths and focus on creating an outstanding urban environment which complements the retail, economic and residential characteristics of its neighbours in order to attract people and businesses into the City and so secure regeneration.
The Vision for the Core Strategy

Our Vision is that by 2026, Liverpool will be a thriving international city at the heart of the sub-region with an outstanding urban environment.

The City's economy will be competitive and robust, having 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 tourism, together with the development of the potential of other important assets such as the Port of Liverpool and Liverpool John Lennon Airport. The key employment areas will be easily accessible, particularly via sustainable modes of transport, to residents throughout the City.

All of 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 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, dynamic and accessible focal points for communities, providing a range of shops, community services and facilities to meet the day-to-day needs of residents.

The amount of vacant and derelict land and buildings will have been significantly reduced. New development will be energy-efficient and of a high design quality, respecting local character and the relationships between buildings and spaces, and will be well adapted to future needs and climate change.

There will be a strong relationship between the built environment and the open space network, contributing to a vibrant, healthy and sustainable community. Biodiversity will have been enhanced and nature reserves, parks and gardens and other open spaces will have been improved and made more accessible, particularly for residents in the City Centre and Inner Areas.

The City Centre will remain at the heart of the City's economic and urban renaissance. It will be a thriving regional centre for commercial, and retail investment, a showcase for culture and art, and civic, leisure, educational and residential 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 within the City Centre and waterfront.

The Inner Area surrounding the City Centre will have been a focus for population growth. North Liverpool will have been transformed by the benefits of excellent neighbourhood design with major investment in housing, new and improved schools, university and other higher education facilities, a rebuilt teaching hospital, transport infrastructure, shopping facilities, out of hospital health facilities, public services and open spaces. This will have succeeded in increasing the population and re-establishing residential neighbourhoods as attractive locations in which to live. A wide range of housing opportunities, located within walking distance of local services and good quality open space will be available to meet the needs of local residents. Opportunities for significant economic development within Northshore will have been fully exploited providing employment opportunities for residents within the Inner Areas who have previously been unable to benefit fully from the City's economic revival. Social deprivation and inequalities will have been reduced.

Within the Outer Areas the City's peripheral housing estates will have a balance of housing types and tenures. Opportunities for economic development at Speke/ Garston and around 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 successfully protected.
The Strategic Objectives To Deliver the Vision
The Strategic Objectives To Deliver the Vision

Building on the vision and taking account of the key issues within Liverpool a number of strategic objectives have been identified for the City. Specific spatial objectives have also been defined where appropriate for each of the sub-areas - the City Centre, Inner Areas and Outer Areas as identified within the Spatial Portrait. They provide the link between the high level vision and the delivery strategy by setting out the key outcomes for Liverpool and the places within it which the Core Strategy is aiming to achieve. These objectives are closely aligned with those in the Sustainable Community Strategy and also take account of the extensive consultation responses to previous versions of the Core Strategy.

OBJECTIVE 1 - STRENGTHEN THE CITY’S ECONOMY

Ensure sustainable economic growth across all identified growth sectors and areas whilst addressing severe economic disadvantage in parts of the City, by providing a sufficient quantity and quality of employment land to meet existing and future business needs and maximising the contribution of the City’s assets, including its architectural, historic and cultural heritage, and existing growth sectors.

City Centre
- To support the City Centre’s role as a Regional Centre for office, commercial, retail, leisure and tourism uses and as the primary economic driver for the sub-region

Inner Areas
- To maximise the opportunities for economic growth, new business development and job creation within North Liverpool and along the Edge Lane Corridor including Wavertree Technology Park and Liverpool Innovation Park
- To support the growth of the Port of Liverpool

Outer Areas
- To maximise the economic growth potential of key employment areas at Speke/Garston and at Fazakerley/ Gillmoss;
- To make provision for the sustainable growth of Liverpool Airport
- To support the continuing contribution of the Port of Garston to the City’s economy
## OBJECTIVE 2 - CREATE RESIDENTIAL NEIGHBOURHOODS THAT MEET HOUSING NEEDS

Achieve an overall level of housing growth consistent with RSS and Growth Point objectives, ensure that it is directed to areas of greatest social and economic regeneration need, and improve the quality and diversity of the City’s housing offer to support the creation of mixed and sustainable communities.

### City Centre
- To focus on the provision of higher density residential development
- To preserve areas of existing family housing

### Inner Areas
- To focus the majority of new housing growth within the Inner Areas
- To deliver more private sector family houses, especially larger homes with gardens, and within a range of values to address the issue of imbalance in the existing housing stock

### Outer Areas
- To support the restructuring of housing markets and diversify the existing housing offer by providing new, predominantly private sector family housing within the peripheral Regeneration Fringe housing estates
- To ensure that attractive residential areas remain stable and successful
### OBJECTIVE 3 - VITAL AND VIABLE SHOPPING CENTRES

Ensure a sustainable spatial distribution of high quality, vital and viable 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. To focus investment in areas of greatest social and economic need.

**City Centre**
- To protect and enhance Liverpool City Centre’s role as a Regional Shopping Centre and ensure it maintains its position in the national rankings
- To support small scale shops and services to support residential development

**Inner Areas**
- To support the creation of a new comprehensive District Centre at Great Homer Street, enhanced convenience retail facilities at Park Road and appropriately located small scale retail facilities linked to new residential development

**Outer Areas**
- To maintain the role and function of all district and local centres and support appropriate new or enhanced facilities where a need is demonstrated linked to housing renewal.

### OBJECTIVE 4 - ATTRACTIVE AND SAFE CITY WITH A STRONG LOCAL IDENTITY

Protect and enhance the City's unique historic and architectural environment and ensure all new development achieves high quality design.

**City Centre**
- To protect and enhance the outstanding universal value of the World Heritage Site

**Inner Areas**
- To enhance the environmental quality of deprived neighbourhoods to provide more attractive residential areas within which people want to live
- To improve the public realm of those District and Local Centres which are suffering from a poor environment to create attractive shopping areas

**Outer Areas**
- To enhance the environmental quality of peripheral housing estates to help create neighbourhoods within which people want to live
- To improve the public realm of those District Centres which are suffering from a poor environment to create attractive shopping areas
OBJECTIVE 5 - HIGH QUALITY GREEN INFRASTRUCTURE

Protect and enhance Liverpool's green infrastructure to ensure more attractive and cleaner residential neighbourhoods; sustain and promote biodiversity; mitigate against climate change; and provide greater opportunities for sport and recreation to encourage better health and well-being.

City Centre
- To protect existing open space assets given the limited provision of open space within the City Centre
- To maximise opportunities for enhancing the green infrastructure resource

Inner Areas
- To improve the overall quality, value and function of the green infrastructure resource for the benefit of local communities

Outer Areas
- To protect and enhance strategically important open space (including the Green Wedges at Otterspool and Calderstones/ Woolton) and biodiversity assets

OBJECTIVE 6 - USE RESOURCES EFFICIENTLY

Ensure the sustainable growth of the City, by prioritising the development of the City's vacant and derelict land and buildings; minimising adverse impacts on water and air quality; minimising the risk of flooding; ensuring high standards of energy efficiency and conservation within new developments; managing future water usage; and minimising and managing the quantity and nature of waste generated from construction onwards.

OBJECTIVE 7 - MAXIMISING SUSTAINABLE ACCESSIBILITY

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.

The diagram below summarises the relationship between the Sustainable Community Strategy Drivers, the Core Strategy Objectives and its Vision.
The Strategic Objectives To Deliver the Vision

Picture 69 The three key ingredients of Liverpool's 2026 Vision must work together in any order. They are equally essential elements. They will be realised by achieving the objectives of the Sustainable Community Strategy and the Core Strategy together.
The Alternative Delivery Strategy Options

Identifying Alternative Delivery Strategies

203 In order to deliver the objectives and vision of the Core Strategy, the right strategic approach to managing future development within Liverpool needs to be selected. The evidence clearly indicates that the Core Strategy’s overall focus, and that of the delivery strategy which implements it, must be on the continued social, economic and physical regeneration of the City.

204 Three alternative delivery strategy options have been identified and assessed, distinguished by differences in where housing and population growth is directed. Option 1 "Intensive Regeneration" focuses 90% of housing growth in the City Centre and Inner Areas while in Option 2 "Focused Regeneration" it is reduced to 70% and in Option 3 "Dispersed Regeneration" it is further reduced to 55% and therefore there is a greater focus on the Outer Areas than under Options 1 and 2. Each aligns with national, regional and local policy (which includes the Sustainable Community Strategy), and is capable of achieving the delivery of the vision and objectives of the Core Strategy. The three delivery strategy options have been developed on the basis of:

- All the consultation responses received to date on the Core Strategy and
- Messages arising from key pieces of evidence dealing with the City’s land resource - in particular the Strategic Housing Land Availability Assessment (SHLAA) and the Employment Land Study (ELS) which have been undertaken to understand the City’s future housing and employment needs; and the Open Space Study which has assessed the quantity, quality and value of the City’s open space resource.

205 The options are also required to comply with the principles of sustainable development and to demonstrate deliverability. The latter is concerned with making it clear how infrastructure which is needed to support the strategy will be provided, showing who is intended to implement it and ensuring that there are no policy barriers to its delivery.

The Consultation Responses

206 The City Council has undertaken a number of consultation exercises on the Core Strategy since 2006, at the Issues and Options Stage, the initial Preferred Options Stage, and also as part of the Council’s "Your City, Your Neighbourhood, Your Say" Sustainable Community Strategy consultation events in 2007. A number of common messages have arisen:

- **Spatial Strategy** - There was much support for the principle of focusing investment in inner city areas needing regeneration, especially North Liverpool, and for priority to be given to the redevelopment of previously developed land ahead of greenfield land and open space. However, there was concern that such an approach should not become overly focused on the City Centre and Inner Areas and should give due recognition to the regeneration needs of other parts of the City, particularly in the Regeneration Fringe areas. There was support for the principle that the Strategic Investment Areas should be protected for employment activities, and that there should be a continued focus of economic investment into them.

- **Natural and Built Environment** - There was strong support for the protection of the City’s open space assets, and for an improvement in provision in areas of the City that are currently deficient. The need for the Core Strategy to recognise the importance of the City’s built heritage and to set out how this will be protected and enhanced was supported, as was the need for the Core Strategy to make greater reference to climate change and how the Council is to address this through planning policies.

- **Retail and Community Facilities** - Focusing major retail, leisure, cultural and tourism activities in the City Centre was supported, as was focusing local facilities into the Local and District
Centres to provide easily accessible services for local communities, thereby reducing the need to travel by car.

- **Urban Design** - Seeking high design standards in new developments was also supported, in order to improve the attractiveness of an area, to help reduce crime levels, to encourage physical activity and to adapt against climate change.

207 For full details of all the consultation responses, please visit our consultation portal page [LDF Core Strategy Preferred Options Report](#). Alternatively an appendix provides a ‘2.Summary of Responses to the 2008 Preferred Options Consultation’ and details of how these have been addressed in the preparation of this document.

### Housing Land Supply

208 The development of new housing in the City is a particularly critical issue. By virtue of the housing requirement set in RSS, together with the City’s Growth Point bid, Liverpool is committed to increasing the size of its housing stock between 2008 and 2026 by 40,480 dwellings. Recent years have witnessed unprecedented levels of housing growth in the City, in particular as opportunities in the City Centre have been taken up, largely for apartment development. The average annual level of new housebuilding between 2003 and 2008 was 2688 dwellings, with more than 3,000 new units provided in 2003/04 and 2006/07 and 2999 in 2005/06. More than 80% of these completions were in private sector schemes, predominantly for owner-occupation, thus supporting key housing strategy objectives and representing a significant commitment of private sector investment. These housebuilding levels are the highest seen in Liverpool since the early 1970s, when new development was dominated by the City Council's own housebuilding programmes.

209 The financial and economic problems that have faced the development industry since 2008 are likely to impact in Liverpool as they have in the rest of the country, resulting, at least in the short term, in lower levels of output, particularly in the apartment market. It is important that the City is able to ensure that the appropriate provision of sites to meet its housing requirements is made through the LDF, whilst recognising the impact of these market realities.

210 A comprehensive assessment of the City’s potential housing supply resource - a Strategic Housing Land Availability Assessment (SHLAA) - has been undertaken to understand the distribution and housing development potential of Liverpool’s land resource.\(^1\) The emerging findings from this study suggest that sufficient sites can be identified within the City to meet the overall requirement up to 2026 arising from the RSS and Growth Point commitments, but that the supply position may be finely balanced. Moreover, and depending on the spatial strategy selected, different levels of use may need to be made of sites which are designated in the existing UDP as open spaces or for employment use. Also, in order to deliver the housing numbers required, sites may need to be developed at higher densities than might ideally be sought.

211 The greater part of this identified supply, some 71% according to the draft SHLAA findings, is located in the City Centre and Inner Areas, thereby broadly aligning with RSS priorities. Significantly, a substantial part of the potential housing land supply, amounting to some 26,000 dwellings gross, is considered free of constraints and capable, if required, of being delivered within five years. A significant amount of this supply - some 12,000 dwellings - already has the benefit of planning permission and can be expected to come forward promptly as the housing development market recovers.

### Employment Land Supply

212 In order to continue Liverpool's recent economic regeneration, the Core Strategy and subsequent Development Plan Documents 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 in the identified employment growth sectors for the City. Given the substantial existing resource of such land, the City Council

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1 Liverpool Draft (SHLAA) report, November 2009, (Roger Tym & Partners)
commissioned a comprehensive review of its quantity and quality, together with assessments of the likely demand for land for different types of industrial development, including offices, manufacturing and distribution.

213 The Study \(^2\) was undertaken in three stages between 2007 and 2009. It has provided data for the City as a whole, and for each of the 5 Strategic Investment Areas (SIAs) in which the employment land is located.

214 The broad conclusion of the final stage of the ELS is that, with a supply of identified land of around 275 hectares and demand ranging from 200 to 320 hectares, \(^3\) the City as a whole was in a reasonably balanced position with respect to its employment land. The supply figure includes an allowance for flexibility, to accommodate an element of choice for potential developers and to allow for responses to changing market conditions. Only a very small area of land was recommended for reallocation to other uses, and no further sites needed to be designated.

215 However, analysis of the balance of demand and supply for different types of industrial land reveals a more mixed picture. Whilst the net figure for general industrial uses (B2) was sufficient to meet the full range of demand identified, the Study revealed something of an oversupply of land for office development (B1). In contrast, the City was shown to have a serious under-supply of land for distribution/warehousing uses (B8). However, substantial scope for reallocation of land between uses, particularly B1 and B8, was identified.

216 The information provided by the Study at SIA-level gives further detail on the distribution of the land supply for different uses, and the relative demand for these, across the City. This will enable the spatial planning process in the Core Strategy to assist in any necessary restructuring of the employment land resource. Equally importantly, it will inform the appraisal of its alternative delivery strategy options since each option has different implications for the use of employment land.

217 An important footnote to the ELS is provided by RSS, and its requirement for the local authorities in the Merseyside and Halton sub-region to find significant extra resources of employment land to accommodate economic growth in the period up to 2021. To date, the distribution of this extra land (almost 500 hectares) between the 6 constituent local authorities has not been determined. Whilst the recession may result in some scaling back of the full implementation of this requirement, the implications for Liverpool (as the major economic centre of the sub-region) having to find substantial additional employment land could be significant, and will have to be reflected in future Development Plan Documents. In any event this requirement emphasises the need for the City’s employment land to be protected from being lost to other forms of development except where this clearly conflicts with national policy principles.

Open Space Resource

218 To support housing growth and the projected increase in the City’s population, it is important to ensure that there is an appropriate level and quality of open space to meet the needs of local communities. An assessment \(^4\) of Liverpool’s open space resource has been carried out which comprised the following elements:

- Strategic Open Space Assessment – an appraisal of open space sites in terms of their value and function
- Playing Pitch Assessment – an analysis of the quantity, quality and accessibility of existing provision and consideration of future needs and
- Cultural Heritage Assessment – to provide an indication of the characteristics, distribution, condition and relative value associated with the City’s historic landscapes.

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\(^2\) Employment Land Study March 2009 GVA Grimley for Liverpool City Council

\(^3\) This wide range results from the use of a variety of different assumptions in the calculation of the scale of demand. For further details, see ELS Stage 3 Report

\(^4\) Liverpool Open Space Study, Atkins on behalf of the City Council, 2005
The study identified 507 spaces which total 3006 hectares, 27% of the total area of the City. Of these sites, there are 10 which are also included on English Heritage’s Register of Parks and Gardens of Special Historic Interest. Spaces that were surveyed included public parks, provision for children and teenagers, linear open space/green corridors, cemeteries and church yards, natural and semi-natural green spaces, allotments and civic spaces (hard surfaced areas designed for pedestrians).

The Strategic Open Space Assessment placed each site into a category based on its value and function (in line with guidance in PPG17 Companion Guide). 33% of all sites were found to be of a high quality and high value. Conversely, 21% were of a low quality and low value. The other sites fell between these categories (either of a low quality and high value, or high quality and low value). The study identified 9% of the Inner Areas open space resource as low quality and low value.

The Study concluded that:

- Development pressures and high land values during Liverpool’s early expansion have resulted in a lack of green open spaces within the heart of the City Centre
- Open space has the potential to contribute towards the regeneration of deprived areas, creating a ‘liveable’ residential/mixed use environment which is attractive to prospective residents and improves the quality of life of existing residents
- Some open space sites are not fulfilling their function. It states that whilst many open spaces within Liverpool have been created in the name of regeneration they are of a poor quality and do not perform well as open spaces.

The biodiversity value of all the sites in the Open Space Study was assessed in the Liverpool Space for Nature Study, which made recommendations regarding the creation, enhancement and protection of the biodiversity resource across Liverpool.

The Options

Given the scale of the City's housing supply requirements, equivalent to the entire current dwelling stock of 6 of Liverpool's 30 wards, it is expected that over the lifespan of the Core Strategy provision of new housing will play the major part in the Core Strategy’s delivery strategy. In so doing, the options open to the City regarding the distribution, timing, content and form of new housing will need to be addressed.

While of a lesser physical scale, ensuring there is sufficient land or premises for economic and employment growth is also of primary importance. In this respect, however, there are relatively few strategic options open to the City; both the policy context and the evidence base confirming, firstly that the SIAs should be the focus for new economic development, and secondly that, on the understanding that the potential development land lying within them is sufficient for the City’s needs and should therefore be protected for employment uses, there is no need for new employment areas to be identified.

On this basis the options focus primarily on the strategic choices for housing that the City Council must make, whilst respecting the paramount need to deliver economic development. Moreover, the choices made for the location of housing development in particular, but also for economic development, will have implications for population change across the City and therefore for other types of "consequential" development including:

- Social infrastructure such as education, shopping, health and community facilities
- Training and supporting services for employment uses
- Key physical infrastructure such as utilities and transport
- Open space and other green infrastructure.

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5 expressed as a percentage of the total hectares of open space as opposed to number of spaces
6 Liverpool Space for Nature Study, White Young Green on behalf of the City Council, 2008
The three proposed alternatives are distinguished broadly by the relative proportion of housing growth to be directed to the City Centre and Inner Areas (as defined by the HMR pathfinder boundary) and the Outer Areas (i.e., the remainder of the City). They are:

- **Option 1: Intensive Regeneration** in the City Centre and Inner Areas - in which, for indicative purposes, 90% of the housing growth 2008-2026 is presumed directed to the City Centre and Inner Areas and 10% to the Outer Areas. This represents an intensification of the current pattern of planning permissions in which broadly 85% lie in the City Centre and Inner Areas and 15% in the Outer Areas, and of recent patterns of new housebuilding.

- **Option 2: Focused Regeneration** in the City Centre and Inner Areas - in which there is a lesser focus on the City Centre and Inner Areas (indicatively, 70%), though still delivering the greater part of housing growth, and a greater emphasis on the Outer Areas (30%). This approach recognises the merits of a strong focus in the City Centre and Inner Areas, but would allow a greater level of development in the Outer Areas to maintain levels of population and provide regenerative growth particularly within the “Regeneration Fringes”.

- **Option 3: Dispersed Regeneration** - in which the spatial focus on the City Centre and Inner Areas is reduced further, accounting for 55% of housing growth, while the Outer Areas accommodate 45%. This approach also recognises the priority of the City Centre and Inner Areas, but considers that significant levels of investment and development, largely aimed at the “Regeneration Fringes”, would enable a wider spread of population growth and regeneration across the City.

Following a discussion of the common features of the options below, there is a description and analysis of each with a view to selecting a preferred delivery strategy option. Reflecting the purpose of the Core Strategy, the appraisal process is undertaken at a broad level, the object being to understand what the implications of taking forward the options might be. The detailed task of allocating sites for different uses will be undertaken within the Land Allocations Development Plan Document (DPD), North Liverpool Area Action Plan (AAP) and other DPDs which are scheduled to follow the Core Strategy through the LDF process.

The principal means of appraisal comprise:

- Sustainability Appraisal, incorporating the Strategic Environmental Assessment
- Consultation Involvement, which comprises all the responses from previous stages of Core Strategy production
- An assessment of the ability to deliver each option, including the degree of flexibility and risk associated with them.

In addition, account has been taken of other relevant plans and strategies operating within Liverpool, the sub-region or as appropriate a wider area, with particular attention to our neighbouring authorities; the Sustainable Community Strategy and the Local and Multi-Area Agreements.
Common Features Of The Options

There are a number of features common to all three options. All are committed to:

- Delivering Liverpool’s residential requirement of 40,480 net new dwellings from 2008 to 2026
- Maximising economic growth, and in particular the prominence of the City Centre and the importance of other key employment locations throughout the City, with further appropriate employment opportunities within residential areas
- Prioritising district and local centres for investment in shops and services
- Ensuring high quality, accessible green infrastructure to meet the needs of local residents
- Protecting the City’s important heritage assets.

In The City Centre

Regardless of the option selected, economic growth will be the primary objective of development in the City Centre. Support will be given to regionally significant comparison goods retailing, culture, leisure and tourism and to knowledge and creative industry businesses, particularly, but not exclusively, linked with the University of Liverpool, Liverpool John Moores University and Liverpool Hope University. Retail will be focused in the Main Retail Area, including Liverpool One, whilst culture, tourism and recreation uses will be focused particularly within those parts of the City Centre on the waterfront.

The primary focus of business and financial services will be the existing Commercial Quarter. The Eastern parts of the City Centre will be the focus of knowledge-based uses centred on the three Universities and Royal Liverpool University Teaching Hospital. There will be a need to:

- Ensure City Centre residential development does not prejudice the primary economic role of the City Centre within the Region
- Deliver housing as part of mixed use employment schemes appropriate to the location within the City Centre
- Require high or very high densities whilst recognising that family housing would be appropriate in areas where it currently exists, particularly around the fringes of the City Centre in locations such as Marybone, Canning and Cornwallis
- Ensure major new comparison retail development is focused within the Primary Retail Area and that retail development elsewhere in the City does not have a detrimental impact upon it.

In The Inner Areas

Regardless of the option selected, North Liverpool will be a particular focus for new residential development within the Inner Areas, in view of the concentrations of deprivation and number of significant site opportunities such as Central Docks (Liverpool Waters) that exist, and as sought through the New Growth Point (n) Liverpool Waters will be expected to make a significant contribution to meeting the City’s quantitative housing requirements, particularly in the Core Strategy’s later years, from 2015 onwards.
Elsewhere within the Inner Areas, sites in the HMR Zones of Opportunity will be the first priority for housing in order to support the essential housing market renewal required and underpin wider investment programmes. All options will need to maximise the delivery of family housing to meet the Housing Strategy requirements through the provision of lower to medium density housing with gardens (30-50 dwellings per hectare) and improve the provision of green infrastructure.

The Northshore (in North Liverpool) and Eastern Gateway (in Edge Hill/Kensington) Strategic Investment Areas will be critically important locations for the future economic growth of Liverpool as a whole. Capitalising on development opportunities within them for economic and employment purposes will therefore be important for all of the options. More specifically:

- The southern parts of Northshore (including Liverpool Waters) will be expected to provide a "succession" location, when evidence indicates this is required, to the City Centre office-based uses and for University and other knowledge-based businesses
- Eastern Gateway SIA will focus on science and knowledge-based industries, particularly at Wavertree Technology Park and Liverpool Innovation Park.

There will be a need to ensure that new retail investment is focused within a defined hierarchy of district and local Centres. All options would include the delivery of a comprehensive, new district centre at Great Homer Street to serve the needs of an enlarged population (8) and to support housing market renewal and regeneration. There will also be a need for new, smaller scale shopping provision and services to support residential development on the Liverpool Waters site.

As housing development over the early part of the Core Strategy period will inevitably be dominated by existing planning commitments, which themselves are primarily located in the City Centre and Inner Areas, under each of the options the distribution of housing growth over those early years will significantly favour the City Centre and Inner Areas. (9)

In the Outer Areas

Regardless of the option selected, residential provision would be focused within the Regeneration Fringes, in locations such as Speke/Garston, Netherley/Belle Vale, Dovecot and Stonebridge/Croxteth. These areas have evident regeneration needs, a supply of potential housing sites, and the need for housing investment is emphasised in RSS. Within these areas there would be a need to expand the choice of house type, size and tenure away from social rented and low value private sector housing in line with the City's Housing Strategy Statement. The emphasis will be on providing new family houses for owner occupation at low - medium densities (30 - 50 dwellings per hectare) and at a range of values.

The first priority for sites within the Strategic Investment Areas will be for major employment uses. Other employment, together with facilities such as retail, community facilities and built leisure uses will be focused within existing District and Local Centres in order to provide shops and services to meet the day-to-day needs of local communities and reduce the need to travel.

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7 These sites will be identified in the North Liverpool Area Action Plan, which is a daughter document to the Core Strategy. For more details refer to the Local Development Scheme
8 All three options are expected to result in population growth in the Inner Areas
9 More than 80% of the gross deliverable capacity on sites with planning permission at 2008 is located in the City Centre and Inner Areas according to the assessment of the draft SHLAA.
In addition, the implementation of any of the options would require the City Council to include strategic generic policies to manage and deliver the level of growth required. Regardless of the option selected it would also be necessary to ensure that adequate infrastructure is provided including power, transport and utilities, as well as health and education facilities. Also as a consequence of the partial review of Regional Spatial Strategy, the pitch space requirements of the gypsy and traveller communities will need to be met. The common features of the options in respect of each of the sub-areas are discussed below, followed by a discussion of the generic strategic policies that may be required and infrastructure requirements.

Managing The Strategy

Regardless of the option selected, the Core Strategy will require development management policies which address:

- Environmental management; i.e. climate change, flood risk, energy, pollution and water conservation
- The protection and enhancement of important heritage assets
- The protection, enhancement and management of a multi-functional green infrastructure resource for health, climate change adaption, recreation and biodiversity purposes
- Design standards and solutions to create an outstanding urban environment and public realm, and, where considerable levels of residential provision are proposed, to minimise impact on (or enhance) green infrastructure
- Accessibility and sustainable transportation, including public transport investment and other measures to encourage reduced use of cars.
Infrastructure Requirements

232 To ensure that the Core Strategy is properly underpinned by evidence of the infrastructure needed to deliver the type and scale of development sought, a survey of key stakeholders was carried out in late 2008. Those involved in implementing major development projects, key infrastructure such as power, transport and utilities, as well as health, education and other community facilities were asked to provide information about their investment plans and capital programmes and to comment on any infrastructure delivery concerns or constraints to the growth generally anticipated.

233 At the time the survey was undertaken only a single strategy, as set out in the March 2008 Preferred Options Report, was considered. The approach proposed at that time was that the City Centre and Inner Areas would accommodate approximately 86% of net housing growth with the 14% balance in the rest of the City (similar, therefore, to Option 1 discussed below). Given the development of two further alternative strategies as set out in this report, an additional survey was considered necessary. This was undertaken in July 2009.

234 The stakeholders were asked to consider the infrastructure or other delivery implications of all three delivery strategy options. The overall conclusion from the surveys is that although there are differences between the options which give rise to different infrastructure requirements and impacts that will need to be addressed, there are no insurmountable, practical obstacles to the delivery of any of the options.

235 In parallel with the above, a number of Councils within the Liverpool City Region (including Liverpool), jointly approached key infrastructure providers to request their capital programmes and asset management strategies to ensure that any necessary infrastructure projects could be included within the Core Strategies of each local planning authority. Details of the infrastructure projects that have been identified as necessary to support the delivery of the Core Strategy proposals are set out in Appendix 3 ‘3. Infrastructure’.
OPTION ONE: INTENSIVE REGENERATION

Option One - Intensive Regeneration

Under this option the majority (90%) of housing growth would be concentrated in the City Centre and surrounding Inner Areas, representing an intensification of recent patterns. This clearly conforms with the Regional Spatial Strategy objective of focusing on the City Centre and surrounding inner areas but would require a number of significant issues to be resolved concerning land supply. Only a small proportion (10%) of housing growth would take place in the rest of the City where it would be targeted to the Regeneration Fringes. The table below illustrates the effect of these proportions on dwellings and population numbers by 2026. It is apparent that there would be a significant imbalance between population growth in the City Centre and Inner Areas and that in the Outer Areas, where in fact a population decline would be expected. (10)

![Diagrammatic Representation of Option 1 Intensive Regeneration](Image)

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<th>Sub-Areas 1 &amp; 2 City Centre &amp; Inner Areas</th>
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<th>Outer Areas</th>
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<td></td>
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</tr>
<tr>
<td>Population change, 2008-2026</td>
<td>+42000 to +48000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

10 This arises because the increase in population resulting from the new dwellings provided and from re-occupation of currently vacant dwellings is more than offset by population decline in the surviving housing stock as a result of declining household sizes.
Option 1: Intensive Regeneration - Housing Growth and Population Change

<table>
<thead>
<tr>
<th>Supply in sites with planning permission at 1 April 2008 (net dwellings)</th>
<th>City Centre &amp; Inner Areas</th>
<th>Outer Areas</th>
<th>CITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>10540</td>
<td>2896</td>
<td>13436</td>
<td></td>
</tr>
</tbody>
</table>

| Additional dwellings required to be delivered through the LDF | 25892 | 1152 | 27044 |

| Population change, 2008-2026 | +42000 to +48000 | -16000 to -8000 | +26000 to +4000 |

Notes:

The total requirement 2008-2026 is calculated on the basis of a continuation of the RSS requirement of 1,950 p/a to 2026, plus an additional 3,510 net dwellings 2008-2017 as a result of the Growth Point. It also takes account of the need to make up a shortfall of 1,870 dwellings arising from net delivery undershooting the RSS figure during the first five years of the RSS period, 2003-2008.

The supply on sites with planning permission at 1 April 2008 is based on the findings of the draft SHLAA, November 2009.

Additional dwellings required to be delivered through the LDF refers to the amount needed to be made up if the requirement is to be met, taking account of the contribution already assumed for sites with permission at 1 April 2008.

Population change figures take account of projected changes to household sizes of occupier households in the existing stock and expected housing occupancy of new dwellings. It also assumes that vacancy rates are reduced to 3% by 2026 in line with RSS policy.

236 Under this option, there would be a significant level of new residential provision in the City Centre and surrounding Inner Areas. At 90% of the City's overall commitment to 2026 this equates to 36,432 additional dwellings. Assuming that this is accompanied by a reduction in vacancy rates to 3% in line with RSS policy and the City's own housing strategy ambitions, this would be expected to result in significant population growth in these areas, estimated at between 42,000 and 48,000 people. Given that the current population of the City Centre and Inner Areas is 152,000, this represents a very substantial increase of between 27% and 31%.

237 More than 10,500 of the additional dwellings required are already committed in the form of sites with planning permission at 1 April 2008. Provision for a further 26,000 dwellings net therefore needs to be made through the LDF. The City's Draft SHLAA findings suggest that only around 19,000 can currently be identified, of which around a half are considered capable of coming forward by 2018. It may therefore prove very difficult to identify and make provision for sufficient housing in the City Centre and Inner Areas for the later years in the 2011-2026 Core Strategy period. To deliver the housing numbers required whilst meeting the requirements of the City's housing strategy and delivering significant economic growth, the key implications of this option for the City Centre and Inner Areas may include:

- Placing a heavy reliance on the delivery of the Central Docks/ Liverpool Waters site - this could include seeking an accelerated development programme and/or the use of very high density residential development within the site.

11 2006 figure as estimated by City Council LAMP (Liverpool Asset Management Project) Team.
• Seeking higher densities on identified sites - this would mean building flats on sites where houses might ideally be sought, or delivering higher density schemes in general. This could compromise the aims of the City’s housing strategy and HMR to provide houses with gardens wherever possible to meet aspirations, especially in light of the SHLAA evidence that there are relatively few sites within the Inner Areas capable of accommodating houses.

• Developing employment land for housing - this may have implications for economic development within the Northshore area of the Atlantic Gateway SIA, particularly within the later years of the plan period. In determining the appropriateness of using land here that might otherwise be developed for employment purposes, consideration would need to be given to the importance of supporting the operational Port of Liverpool and whether it may compromise the City’s ability to deliver regionally significant economic development as required by RSS. Importantly too, this may impact on its ability to deliver the objectives of the Liverpool Sustainable Community Strategy which include sustainable economic growth. The latter considers that the Port and development capacity of the northern docks and Northshore have the potential to ensure Liverpool has a strong economy.

• Placing an emphasis on developing open spaces for housing - the need to deliver a substantial number of residential units under this option would require the consideration for development of low quality/low value open spaces as identified within the Liverpool Open Space Study within the Inner Areas. Such open spaces may be considered “surplus to requirements” if it is not possible to enhance their quality or value. However, given the potential extent of the land supply shortfall in the later part of the plan period, there may be a need to consider open space sites of high quality and/or high value. This would present significant policy challenges for the management of the City’s green infrastructure resource, particularly as a greater population in the area will have its own open space needs.

In The Outer Areas

238 New residential provision will be relatively limited. The City Council would only need to plan for the delivery of an additional 4,048 dwellings over the plan period and therefore there would be very little growth within the Outer Areas. Moreover, nearly 3,000 of these dwellings are already committed in the form of planning permissions, meaning that the need for new allocations in the LDF would be limited to little more than 1,000 dwellings.

239 Emerging findings from the SHLAA suggest that the potential supply in the Outer Areas far exceeds this requirement. It indicates, for example, that more than 4,000 units could be accommodated on previously developed sites in Primarily Residential Areas, as designated in the Liverpool Unitary Development Plan. Under normal circumstances, given their location many of these sites might be expected to be strong candidates for housing development.

240 Given this supply position, key issues/implications of this option for the Outer Areas include:

• Much vacant and derelict land would not be used for housing, including previously developed land within Primarily Residential Areas. Therefore, there would be a need to develop a strategy for this underused vacant and derelict land.

• Difficult choices would have to be made about which parts of the Outer Areas received housing growth and which did not;

• Maximum advantage however could be taken of the ability of available sites to accommodate higher value houses;

• There would be no need to consider either open spaces or potential employment sites for housing.

241 Perhaps the most significant implication for the Outer Areas under this Option would be that population would be expected to decline by between 8,000 and 16,000. There would be a need to understand the impact of this population decline both spatially, and on such matters as the provision of services and facilities and the vitality and viability of district and local shopping centres, and to manage that decline.
Appraisal of Option One - Intensive Regeneration

Sustainability Appraisal

Concentrating the vast majority of new development and investment into the Inner Areas will help address acute deprivation and contribute to the creation of well designed sustainable communities in these areas. Benefits include:

- A greater opportunity to reduce the need to travel by car, as more housing would be provided in close proximity to the City Centre and would be supported by a network of district and local centres containing a variety of services and facilities
- A high concentration of high density dwellings will create “eyes on the street”, likely to help reduce levels of crime, and fear of crime
- A re-population of Inner Area neighbourhoods to this degree would help sustain local facilities such as shops, health care, schools, and make these areas more attractive places to live.

However, delivering this option is likely to result in a number of negative effects in the Inner Areas:

- The dwellings delivered on the ground may not result in a greater choice of housing type for existing residents/new people moving into the area as there may need to be a greater emphasis on high density flatted units
- Levels of development in and close to the poor air quality hot-spot in the City Centre may exacerbate poor air quality and worsen the heat island and climate change effects such as flooding events due to an increase in hard surfaces. Innovative green infrastructure solutions such as green roofs and walls and permeable surfaces on car parks and driveways could mitigate these effects
- Intensive development could negatively impact on the relatively limited biodiversity and open space resources of the City Centre and Inner Areas, although those resources in the rest of Liverpool would be safeguarded.

In the Outer Areas it is likely there will be little change and this could have a negative effect on areas there that are in need of regeneration. Large amounts of vacant and derelict land could remain, and certain services could become unsustainable due to a fall in the population over the lifetime of the Plan. However, limited development would mean that open space in the Outer Areas would not be required to accommodate housing.

The continuation of the protection of employment land within the SIAs will help to ensure that there is an adequate supply of employment land to allow the City’s economy to grow in the future and help to provide jobs for the increased population. However, in the City Centre and Inner Areas there may be a risk of loss of some of the employment land due to the need to deliver a high number of dwellings.

Community Involvement

This option is very close to the single approach proposed in the initial Preferred Options consultation in 2008. While that approach was supported by the majority of respondents, there were a number of detailed criticisms that the preferred approach was too simplistic and that such an intensive focus on the City Centre and Inner Areas failed to recognise the contribution that sites in the Outer Areas, especially the Regeneration Fringes, can make to meeting RSS policy aims and requirements.
Some responses also argued that too heavy a spatial restriction or focus would limit housing choice and prevent Liverpool being developed on an equitable basis. It was also suggested that this approach could compromise the ability of Liverpool to provide the right balance or improved housing choice and quality needed to retain and attract mobile, highly-skilled middle income people who are currently tending to migrate out of Liverpool to neighbouring districts.

Other comments suggested that housing growth outside Housing Market Renewal areas should not be restricted, to allow developers to respond to market demands and that there should be a greater emphasis on housing development in the Regeneration Fringes earlier in the Core Strategy period particularly where housing can support economic growth in Strategic Investment Areas.

**Deliverability, Flexibility and Risk**

This option places greatest reliance on a relatively limited land resource in approximately one third of the City’s geographical area. As such it has the most limited flexibility and is at the greatest risk of not achieving development targets if key sites are not developed. This option may depend heavily on the delivery of the Liverpool Waters site. Given that development proposals for this site are in the very early stages, the greater the reliance placed upon it the greater the risk there would be to the deliverability of the Core Strategy as a whole.

The option also relies to a much greater extent than the other options on a return of significant market interest in higher density flatted development, in which City Centre and Inner Area sites are favoured over sites in the Outer Areas. Given current economic and development market uncertainties this cannot be assumed. In addition, given the significant land demands for housing, the option may compromise the City’s ability to deliver economic growth in the City Centre and Atlantic Gateway SIAs, while the potential conflict with open space policy may present a significant barrier to delivery.

However, delivery will be monitored annually and there are land resources elsewhere in the City (as recognised in Options 2 and 3) which could be utilised if necessary in the latter part of the plan period after 2021, both to address these risks and to take advantage of any changes in market or other circumstances.
OPTION 2: FOCUSED REGENERATION

Option Two - Focused Regeneration

Under this option, the City Centre and surrounding Inner Areas would continue to be the primary geographical focus for new residential development (70%). However, a greater proportion than under Option 1 (30%) of new housing growth would be directed to the Outer Areas, thus enabling a relatively greater development emphasis on the Regeneration Fringes. The table below illustrates the effect of these proportions on dwellings and population numbers by 2026. There would be an estimated net population increase of up to 8,000 in the Outer Areas, compared with an estimated net decrease of between 8,000 and 16,000 in Option 1.

<table>
<thead>
<tr>
<th>Sub - Areas 1 &amp; 2 City Centre &amp; Inner Areas 70% of all new dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total requirement, 2008-2026 (net dwellings)</td>
</tr>
<tr>
<td>Supply in sites with planning permission at 1 April 2008 (net dwellings)</td>
</tr>
<tr>
<td>Additional dwellings required to be delivered through the LDF</td>
</tr>
<tr>
<td>Population change, 2008-2026</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Option Two – Focused Regeneration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Priority Focus Inner Area HMR priority Zones</td>
</tr>
<tr>
<td>Priority Areas for economic growth</td>
</tr>
<tr>
<td>Priority focus for housing within the Outer Areas</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sub-Area 3 Outer Areas 30% of all new dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total requirement 2008-2026 (net dwellings)</td>
</tr>
<tr>
<td>Supply in sites with planning permission at 1 April 2008 (net dwellings)</td>
</tr>
<tr>
<td>Additional dwellings required to be delivered through the LDF</td>
</tr>
<tr>
<td>Population change, 2008-2026</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Option 2: Focused Regeneration - Housing Growth and Population Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Centre &amp; Inner Areas</td>
</tr>
<tr>
<td>Total requirement, 2008-2026 (net dwellings)</td>
</tr>
<tr>
<td>Supply on sites with planning permission at 1 April 2008 (net dwellings)</td>
</tr>
</tbody>
</table>

Picture 71 Diagrammatic Representation of Option 2 Focussed Regeneration
### Option 2: Focused Regeneration - Housing Growth and Population Change

<table>
<thead>
<tr>
<th>City Centre &amp; Inner Areas</th>
<th>Outer Areas</th>
<th>CITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional dwellings required to be delivered through the LDF</td>
<td>17796</td>
<td>9248</td>
</tr>
<tr>
<td>Population change, 2008-2026</td>
<td>+31000 to +37000</td>
<td>0 to + 8000</td>
</tr>
</tbody>
</table>

**Notes:**

The total requirement 2008-2026 is calculated on the basis of a continuation of the RSS requirement of 1,950 p/a to 2026, plus an additional 3,510 net dwellings 2008-2017 as a result of the Growth Point. It also takes account of the need to make up a shortfall of 1,870 dwellings arising from net delivery undershooting the RSS figure during the first five years of the RSS period, 2003-2008.

The supply on sites with planning permission at 1 April 2008 is based on the findings of the draft SHLAA, November 2009.

Additional dwellings required to be delivered through the LDF refers to the amount needed to be made up if the requirement is to be met, taking account of the contribution already assumed for sites with permission at 1 April 2008.

Population change figures take account of likely changes to household sizes of occupier households in the existing stock and expected housing occupancy of new dwellings. It also assumes that vacancy rates are reduced to 3% by 2026 in line with RSS policy.

Overall, Option 2 would appear to provide a good balance in relation to the distribution of the land resource. It would, however, represent quite a significant shift, in overall terms, away from recent housing development patterns which have emerged as a result of the City's existing policy focus on the City Centre / Inner Areas and support of HMR. Careful consideration would need to be given as to how housing growth might be managed over time to ensure that HMR continues to be supported, whilst enabling other housing regeneration priorities, especially in the Regeneration Fringes, to be delivered.

In the City Centre and Inner Areas

Under this option a high level of housing growth would still be directed to the City Centre and surrounding Inner Areas. At 70% of the City's overall commitment to 2026 this equates to 28,336 additional dwellings, over 8,000 fewer than Option 1, making the land supply position significantly less problematic. Assuming that this is accompanied by a reduction of vacancy rates to 3% in line with RSS policy and the City's own housing strategy ambitions, this would be expected to result in significant population growth in these areas, estimated at between 31,000 and 37,000 people.

More than 10,500 of the additional dwellings required are already committed in the form of extant planning permissions at 1 April 2008. Provision for a further 18,000 therefore needs to be made through the LDF. The City's Draft SHLAA findings suggest that around 19,000 can currently be identified. On the best evidence available, therefore, the supply position appears to be finely balanced but potentially capable of meeting the requirement. In relation to Option 1, implications arising may include:

- A still significant, if lesser reliance and consequential risk on the delivery of Liverpool Waters for housing. This may potentially allow the site to make a greater contribution to employment
generation, as may be needed if the supply of available sites in the City Centre is insufficient to support economic growth.

- Less reliance needing to be placed on the delivery of higher density schemes, and therefore less of a compromise on the housing strategy objective to build houses rather than flats in the HMR neighbourhoods.
- Less need to manage pressure on the existing green infrastructure resource, although this option may still require the use of some low quality/low value open space sites as identified within the Liverpool Open Space Study.
- Less risk to the employment land resource in the City Centre and Atlantic Gateway SIAs, leaving the Core Strategy better able to maximise the economic potential of those locations.

Overall, within the Inner Areas this option would more closely align with the Regional Spatial Strategy than Option 1 given that while the focus would remain on the City Centre and surrounding Inner Areas, there would be less pressure on the employment land supply thus better enabling the economic objectives of Regional Spatial Strategy for Liverpool to be more fully delivered. It would also be more closely aligned with the objectives of the Sustainable Community Strategy for delivering sustainable economic growth within the City.

**In the Outer Areas**

Compared with Option 1, total new residential provision would be increased from an additional 4,048 dwellings over the plan period to 12,144 additional dwellings, of which 2,896 already have planning permission. The draft SHLAA currently identifies a capacity of nearly 10,000 dwellings net in the Outer Areas to make up the rest of the requirement. Again, therefore, the supply position appears to be finely balanced but potentially capable of meeting the requirement. There would therefore be significantly more scope under this option to capitalise on the potential residential development opportunities that exist in the Outer Areas, in particular in the Regeneration Fringes in locations such as Stonebridge/Croxteth, Netherley/Belle Vale and Speke/Garston.

However, the City’s housing land supply assessment work suggests that, subject to other sites coming forward over the lifetime of the Core Strategy, housing growth at the level implied under Option 2 may require the development of some open spaces classified in the City’s Open Space Study as “low quality / low value”. This would be subject to having sequentially assessed the suitability of those sites and the housing land supply position. As an indication of the potential extent of this supply, the draft SHLAA identifies a capacity of 3,400 dwellings on sites classified as being predominantly greenfield in character, of which 2,800 are located in the Outer Areas.

Overall, under this option there is a good chance that sufficient, deliverable sites could be identified whilst exploiting to the maximum the ability of sites capable of accommodating houses, and without needing to take up higher value/quality open spaces or employment land. Assuming that the delivery of these new sites is accompanied by a reduction of vacancy rates to 3% in line with RSS policy and the City’s own housing strategy ambitions, this would be expected to result in a modest level of population growth in these areas, estimated at between zero and 8,000 people.

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12 This equates to around 11% of the total supply identified in the SHLAA.
Appraisal of Option Two - Focused Regeneration

Sustainability Appraisal

Although a lower proportion than in Option 1, the majority of housing will still be delivered in the City Centre and Inner Areas, and investment in these areas will help reduce deprivation inequalities and improve the local environment. Other positive effects are likely to be:

- A similar contribution to that of Option 1 to the reduction of the need to travel by car as the majority of residential development will be in close proximity to the City Centre and will be supported by a network of Local and District Centres containing a variety of services and facilities.
- A high concentration of high density dwellings will create “eyes on the street”, is likely to help reduce levels of crime, and fear of crime.
- A re-population of neighbourhoods in the Inner Areas and the maintenance of population levels generally across Liverpool will help sustain local facilities such as shops, healthcare and schools, and make these areas more attractive places to live.
- Less impact on the green infrastructure resource in the City Centre and Inner Areas. As the number of houses to be located in the Outer Areas is greater than in Option 1, more of the City's population will have access to areas of open space as there is a greater supply of this resource in the Outer Area. This will have benefits for people's health and help to mitigate the effects of climate change.

This option gives more opportunity to deliver family houses than Option 1 in both the Inner and Outer Areas while also directing greater investment to the Regeneration Fringes, thus widening housing choice. An increase in the population of the Outer Areas will help to support district and local centres. A greater level of development in the Outer Areas would maximise the use of vacant and derelict land.

A greater focus on the Outer Areas could result in both more and longer trips to the City Centre compared to Option 1 but less than with Option 3. The neighbourhoods in the Outer Areas tend to be less well served by public transport and if improvements to the transport infrastructure are not delivered, congestion could increase and air quality across the City could worsen. However, the majority of the new housing will still be delivered in the City Centre and Inner Areas which are the most accessible parts of the City.

In terms of environmental impacts, as the majority of housing will be delivered in the Inner Areas and City Centre, climate change impacts such as the heat island effect, flooding events through increased surface water run-off and reduction in air quality, may be exacerbated in these areas. However, the impact will be less than Option 1 and may be less than Option 3 because this option may require the use of less open spaces, which could be beneficial to the control of surface water flooding or urban cooling. Overall the extent of negative impacts may be less than those in Options 1 and 3.

Community Involvement

This option should meet some of the concerns raised in respect of the single approach proposed in the initial Preferred Options consultation in 2008, which the Council would expect to be restated in respect of Option 1. At the same time it is to be hoped that the strength of the commitment to the Inner Areas and City Centre proposed in this option would continue to be supported as before. Option 2 also addresses the concern of some respondents about a blanket restriction on housing outside Housing Market Renewal areas and recognises the contribution that sites in the Outer Areas can make to meeting RSS housing requirements and policy objectives.

Moreover, it responds well to the criticism made of that initial Preferred Option that there was too heavy a spatial restriction or focus that would limit housing choice. It is considered that Option 2 does respond to the argument made by some consultees that Liverpool needs to
increase its ability to provide the right balance of improved housing choice and quality if it is to retain and attract mobile, highly-skilled middle income people who are currently tending to migrate out of Liverpool to neighbouring districts.

Option 2 also responds well to the comments that housing growth outside Housing Market Renewal areas should not be restricted, to allow developers to respond to demand, and that there should be a greater emphasis on housing development in the Regeneration Fringes earlier in the Core Strategy period, particularly where housing can support economic growth in Strategic Investment Areas.

**Deliverability, Flexibility And Risk**

This option places less reliance on the City Centre and Inner Areas than Option 1. As such it has more flexibility and a reduced risk of failing to achieve development targets if sites are not built out as anticipated. As with Option 1, the contribution of the Liverpool Waters Site to ensuring delivery of the Core Strategy vision and objectives is important, but the degree to which it would be relied upon to perform is lower and therefore there is significantly less risk to the Core Strategy than Option 1.

In addition, the option relies to a more limited extent than Option 1 on a return of significant market interest in higher density flatted development in the City Centre and Inner Areas, thereby increasing its chances of delivery. Because of its better fit with the land resource there would be a reduced likelihood of needing to utilise potential employment sites for housing. Thereby, this option would be least likely to compromise the City's ability to deliver economic growth. Also potential conflict with open space policy would be reduced.

Delivery will be monitored annually and there are land resources elsewhere in the City (as recognised in Options 1 and 3) which could be utilised if necessary in the latter part of the plan period after 2021, both to address these risks and to take advantage of any changes in market or other circumstances.
OPTION THREE: DISPERSED REGENERATION

Option Three - Dispersed Regeneration

Whilst the City Centre and Inner Areas would remain as the primary focus for residential development under this option, the proportion (55%) would be considerably less than Options 1 and 2 whilst the proportion (45%) in the Outer Areas would be significantly greater. The table below illustrates the effect of these proportions on dwellings and population numbers by 2026. The population growth is more evenly distributed between the City Centre and Inner Areas and the Outer Areas, with an estimated increase of between 24,000 and 30,000 in the former and 10,000 to 18,000 in the latter.

<table>
<thead>
<tr>
<th>Sub-Areas 1 &amp; 2 City Centre &amp; Inner Areas 55% of all new dwellings</th>
<th>Option Three – Dispersed Regeneration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total requirement, 2008-2026 (net dwellings)</td>
<td>Option Focus Inner Area with priority zones</td>
</tr>
<tr>
<td>Supply in sites with planning permission at 1 April 2008 (net dwellings)</td>
<td>Priority Areas for economic growth</td>
</tr>
<tr>
<td>Additional dwellings required to be delivered through the LDF</td>
<td>Priority focus for housing within the Outer Areas</td>
</tr>
<tr>
<td>Population change, 2008-2026</td>
<td>40</td>
</tr>
<tr>
<td>+24,000</td>
<td>10</td>
</tr>
<tr>
<td>to 30,000</td>
<td>+18,000</td>
</tr>
</tbody>
</table>

Picture 72 Diagrammatic Representation of Option 3 Dispersed Regeneration

| Sub-Area 3 Outer Areas 45% of all new dwellings |
|---|---|
| Total requirement 2008-2026 (net dwellings) | 18,219 |
| Supply in sites with planning permission at 1 April 2008 (net dwellings) | 2,896 |
| Additional dwellings required to be delivered through the LDF | 15,320 |
| Population change, 2008-2026 | +10,000 |
| to +18,000 |

| Option 3: Dispersed Regeneration - Housing Growth and Population Change |
|---|---|---|
| City Centre & Inner Areas | Outer Areas | CITY |
| Total requirement, 2008-2026 (net dwellings) | 22,264 | 18,216 | 40,480 |
| Supply on sites with planning permission at 1 April 2008 (net dwellings) | 10,540 | 2,896 | 13,436 |
### Revised Preferred Options

#### Liverpool Core Strategy Preferred Options 2010

<table>
<thead>
<tr>
<th>Option 3: Dispersed Regeneration - Housing Growth and Population Change</th>
<th>City Centre &amp; Inner Areas</th>
<th>Outer Areas</th>
<th>CITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additional dwellings required to be delivered through the LDF</td>
<td>11724</td>
<td>15320</td>
<td>27044</td>
</tr>
<tr>
<td>Population change, 2008-2026</td>
<td>+24000 to +30000</td>
<td>+10000 to +18000</td>
<td>+34000 to +48000</td>
</tr>
</tbody>
</table>

**Notes:**

The total requirement 2008-2026 is calculated on the basis of a continuation of the RSS requirement of 1,950 p/a to 2026, plus an additional 3,510 net dwellings 2008-2017 as a result of the Growth Point. It also takes account of the need to make up a shortfall of 1,870 dwellings arising from net delivery undershooting the RSS figure during the first five years of the RSS period, 2003-2008.

The supply on sites with planning permission at 1 April 2008 is based on the findings of the draft SHLAA, November 2009.

Additional dwellings required to be delivered through the LDF refers to the amount needed to be made up if the requirement is to be met, taking account of the contribution already assumed for sites with permission at 1 April 2008.

Population change figures take account of likely changes to household sizes of occupier households in the existing stock and expected housing occupancy of new dwellings. It also assumes that vacancy rates are reduced to 3% by 2026 in line with RSS policy.

### In the City Centre and Inner Areas

**Option 3 requires an additional 22,264 dwellings** in the City Centre and surrounding Inner Areas, which is over 14,000 fewer than Option 1 and over 6,000 fewer than Option 2. Taken together, residential development in the City Centre and Inner Areas would still deliver the highest levels of new housing and population growth within the City, however, and thus still conform with RSS objectives of focusing development within these areas.

More than 10,500 of the dwellings required are already committed in the form of extant planning permissions at 1 April 2008, leaving a further 11,724 to be provided for through the LDF. Given that the draft SHLAA identifies around 19,000 dwellings in capacity, pressure to find sites for housing in the City Centre and Inner Areas would therefore be significantly diminished in comparison with Options 1 and 2. This may result in:

- A relatively low chance of needing to bring forward employment sites or sensitive open spaces for housing. However, if such sites could deliver houses, thereby diversifying the local housing offer and broadening its appeal, the relative merit of their loss to housing use may still need to be considered.
- Less reliance needing to be placed upon Liverpool Waters for housing, potentially allowing it to perform a greater employment generating role.
- Little or no compromise being necessary on the aspiration to build family houses rather than flats in HMR neighbourhoods, thus fully supporting housing strategy objectives.

However, it may be difficult to align this option with the City’s Growth Point initiative, especially as this identifies the Inner Areas and in particular the four North Liverpool wards, as its focus. To address this concern, it may be possible to phase housing delivery in such a way that the City Centre and Inner Areas provide more of a focus in the earlier phases, up to 2017, with a change in spatial...
emphasis towards the Outer Areas thereafter. This would enable the 55/45 pattern to be delivered over the entirety of the 2008-2026 time frame. The process by which such a sharp change in delivery patterns could be managed through the LDF, however, would warrant careful consideration and may prove difficult to achieve.

In the Outer Areas

This option requires the provision of an additional 18,216 dwellings, compared with just 4,048 additional dwellings in Option 1 and 12,144 in Option 2. Nearly 3,000 of these additional dwellings are already committed in the form of extant planning permissions at 1 April 2008, meaning that provision for a further 15,000+ dwellings would need to be made through the LDF. Given that the draft SHLAA identifies capacity for only 10,000, there may be significant problems in making provision for sufficient sites for housing, particularly in the latter phases of the Core Strategy period. If the additional sites required could be delivered, however, and accompanied by a reduction of vacancy rates to 3% in line with RSS policy and the City’s own housing strategy ambitions, it is estimated that this would result in population growth of between 10,000 and 18,000 people.

The implications of taking forward this Option may therefore include:

- Higher-than-optimum densities needing to be sought on all identified housing sites, thus potentially compromising the ability of sites in the Outer Areas to accommodate higher value houses, or houses rather than flats
- Maximum take-up of vacant and derelict land for housing would be made, however, relative to the other options
- Maximising the ability of the Regeneration Fringes to accommodate new housing and increase population
- Increased pressure on employment and open space sites, in all likelihood requiring the identification of sites additional to those included and assessed in the draft SHLAA. This could mean, for example, that existing industrial areas, such as parts of the International Gateway SIA around Speke Boulevard, may need to be rationalised to create viable housing sites, in turn creating challenges to regional and local economic development policy. Alternatively, it may require the use of open space sites not assessed in the SHLAA including higher quality and/or value open spaces.
Appraisal of Option Three - Dispersed Regeneration

Sustainability Appraisal

While maintaining a relative majority of new housing growth in the Inner Areas and City Centre this option disperses growth more widely across the City. It has the potential to maximise the redevelopment of vacant and derelict land, and help to sustain local services across the City. This option is likely to result in the highest number of houses being delivered, but may require the development of more open spaces, especially in the Outer Areas than the other options. There may also be a need to use employment land in the Outer Areas, to accommodate housing although there would be an increase in the working-age population as a consequence of the housing growth.

Investment in housing and supporting community facilities would help to reduce deprivation inequalities and improve the local environment, making neighbourhoods more attractive places to live across the City, rather than in certain areas. Other positive effects are likely to be:

- A better alignment with the city-wide need identified in the Housing Strategy for a greater number of private sector houses
- A re-population of neighbourhoods across the City helping to sustain local facilities such as shops, healthcare, schools, and contribute to making areas more attractive places to live
- Greater opportunities to enhance the green infrastructure resource within the Inner Areas due to lower residential requirements which would have positive impacts on the quality of open spaces, recreation provision, wildlife, health and climate change.

Delivering more housing in the Outer Areas than either of the other options could, however, lead to both more and longer trips to the City Centre compared to those options. Public transport infrastructure improvements will need to be in place otherwise this could worsen air quality problems. In addition there would be increased pressure on the open space resource in the Outer Areas which could potentially have a negative impact on recreation provision, wildlife, health and climate change. Although more houses than flats could be delivered by this option in line with the Housing Strategy, fewer would be in the Inner Areas as that Strategy seeks.

Delivering this option would be expected to result in greater population growth citywide than Options 1 and 2. This could place pressure on the environment, for example, energy consumption, waste disposal, waste water treatment and air quality.

Community Involvement

As with Option 2, this option should also meet some of the concerns about the single approach proposed in the initial Preferred Options consultation in 2008, which the Council would expect to be restated in respect of Option 1. However, while Option 2 still maintains a very strong focus on the Inner Areas and City Centre, this option departs much more significantly from that and therefore may not be supported by those who supported the approach set out in the initial Preferred Options consultation. Option 3 does, however, go even further in meeting concerns that the City Council should not be overly restrictive on housing outside Housing Market Renewal areas, and that it should recognise the contribution that sites in the Outer Areas can make to RSS housing requirements and policy objectives.

Option 3 would also meet the objections of those concerned that too much of a spatial focus would limit housing choice. A number of consultees argued that Liverpool needs to increase its ability to provide the right balance of improved housing choice and quality if it is to retain and attract mobile, highly-skilled middle income people who are currently tending to migrate out of Liverpool to neighbouring districts.
Option 3 also addresses the comments that housing growth outside Housing Market Renewal areas should not be restricted, to allow developers to respond to demand, and that there should be a greater emphasis on housing development in the Regeneration Fringes earlier in the Core Strategy period, particularly where housing can support economic growth in Strategic Investment Areas.

Given the dispersal of residential development envisaged in Option 3 it is likely that those who were previously concerned with matters of sustainable travel, climate change and regeneration of the inner areas would be likely to raise objections on these grounds.

**Deliverability, Flexibility And Risk**

This Option places the least reliance on the City Centre and Inner Areas and therefore may be said to have the greatest spread of risk and flexibility in terms of site implementation. The importance of the delivery of the Liverpool Waters site for residential development would be likely to be minimised. In addition, the Option relies to the least extent on a return of significant market interest in higher density flatted development.

In contrast, however, in potentially requiring the use of either or both open space or employment land, especially in the latter part of the plan-period, this option would have the greatest adverse impact on the City's ability to deliver economic growth outside the City Centre and Inner Areas, and have the greatest potential to conflict with open space policy and requirements.

Delivery will be monitored annually, however, and there are land resources elsewhere in the City (as recognised in Options 1 and 2) which could be utilised if necessary in the latter part of the plan period after 2021, both to address these risk and to take advantage of any changes in market or other circumstances.
Conclusion - Selection of the Preferred Delivery Strategy Option

The overall performance of each option has been considered against the three key selection factors: the Sustainability Appraisal; the outcome of previous community involvement; and delivery, risk and flexibility. It is considered that Option 2 has clear advantages over the other two delivery strategy options for the following reasons:

- **The Sustainability Appraisal** findings suggest that it offers the best compromise and balance of sustainability objectives. The other options might achieve some of the sustainability objectives used as measurement criteria in the Appraisal but do so at the price of falling short on others.

- The outcome of prior **Community Involvement** supports the more flexible approach which Option 2 provides compared with Option 1 balancing the advantages of a more flexible and dispersed approach with the sustainable development advantages of concentration.

- **Deliverability, Risk and Flexibility to Changing Circumstances** is well balanced in Option 2, because while there remains some reliance on higher density development and sites such as Liverpool Waters, these are significantly less than with Option 1. While Option 3 might be considered to offer least risk, it may adversely impact on economic and environmental objectives. Option 2 is better aligned with the land resource, for both housing and employment uses, and hence is also less likely to require the use of open spaces for housing development. This makes it more flexible in that it can take greater advantage of changing market conditions especially in the City Centre and Inner Areas, and as a result gives greatest certainty to the delivery of the New Growth Point, housing market renewal and regeneration of the Inner Areas, including North Liverpool.

Conformity with strategies and plans has also been considered in selecting the Preferred Option:

- **Conformity with Regional Spatial Strategy** - Option 2 aligns well with the Regional Spatial Strategy spatial priorities, Policy RDF1 and Policy W1 for strengthening the Regional economy. As with the other options it reinforces the role of the City Centre as the Regional Centre and emphasises that the City Centre and surrounding Inner Areas are the first and second priorities for growth. It would assist the delivery of Policies DP1-7 and DP9: for example in the City Centre and Inner Areas this option would promote sustainable communities (DP2) and sustainable economic development (DP3) particularly by marrying opportunity and need (DP5), make the most efficient use of land, buildings and resources (DP4), ensure quality in new developments (DP7), and help to reduce emissions and adapt to climate change (DP9). It would prevent a fall in population in the Outer Areas and avoid the use of open space and the loss of employment land most likely under Option 3. This would be inconsistent with a number of the DP policies, even though the broad effect may be acceptable city-wide.

- **Conformity with Sustainable Community Strategy** is achieved by balancing the focus on the parts of the City in need of regeneration both in the Inner Areas and Regeneration Fringes. Option 2 aligns particularly well with the five strategic drivers of the Sustainable Community Strategy:
  - **Competitiveness** – by supporting the City Centre and other Strategic Investment Areas, and particular sectors and areas such as the Liverpool Knowledge Quarter
  - **Connectivity** – by promoting development in the most accessible locations and identifying the infrastructure requirements and means of delivery required to support that growth
  - **Distinctive Sense of Place** – by requiring a comprehensive approach to design especially of key public locations, residential neighbourhoods and district and local centres, and by safeguarding the City’s heritage and strategic open space resources
Thriving Neighbourhoods – by requiring good design, supporting a hierarchy of district and local centres and promoting the infrastructure to support new and existing communities, and

Health and Wellbeing – by providing the best balance of housing choice, creation and protection of green infrastructure and opportunities for sustainable travel, to reduce the need to travel, address climate change and promote physical activity.

Compatibility with plans and strategies of neighbouring authorities is achieved by providing the potential (through the New Growth Point) to address some of the housing supply problems faced by some neighbours such as Sefton and Knowsley, which might otherwise require those authorities to seek the release of Green Belt land. The balance of housing sites offered by Option 2 enables Liverpool to complement the housing offer, (houses rather than flats), likely to be proposed in Sefton and Knowsley. Maintaining the growth of Liverpool City Centre as the Regional Centre and the Inner Areas as first and second priorities for growth will also reduce the development pressure on surrounding districts. Liverpool should make use of its particular strengths and focus on creating an outstanding urban environment which complements the retail, economic and residential characteristics of its neighbours in order to attract people and businesses into the City and so secure regeneration.

The Preferred Delivery Strategy Option

Taking all these factors into account the preferred delivery strategy is therefore Option 2 - Focused Regeneration.

The next chapter of this report will set out how the City Council proposes to use its chosen strategic approach to achieve the Core Strategy's objectives.
The Alternative Delivery Strategy Options
Implementing the Preferred Delivery Strategy
Implementing the Preferred Delivery Strategy

Introduction

256 The preferred delivery strategy, Option Two, is considered best able to deliver the Vision and Objectives that have been identified. While the Vision and Objectives are in themselves statements of policy which development proposals should be designed to achieve, it will be important in the Core Strategy to set out more detailed policies for their implementation. These will comprise either proposals for different parts of the City or development management policies to guide the implementation of those proposals and any other development throughout Liverpool.

257 As this document is the Preferred Options report the purpose of this chapter is to indicate the proposed range and content of those policies. This is done by setting out a number of Proposed Policy Approaches (PPAs) in the rest of the chapter. These PPAs are ordered under the Strategic Objective to which they best relate, though many will contribute to the achievement of more than one Strategic Objective.

258 The responses that the City Council received to the consultation on its initial Preferred Options Report between March and May 2008 have also shaped the content of the PPAs. Further details are set out in the Appendix ‘2. Summary of Responses to the 2008 Preferred Options Consultation’. The results of public consultation on this Revised Preferred Options Report will be taken into account in the final version of the Core Strategy.

Provision of Infrastructure

259 Sites and contributory infrastructure will be brought forward by public and private sector organisations, including those working in partnerships facilitated by local and national regeneration bodies such as The Homes and Communities Agency, North West Development Agency and Liverpool Vision. Funding requirements may require developer contributions, for which a supplementary planning document may be prepared, and/or resources raised through a community infrastructure levy. An Infrastructure Delivery Plan will be prepared in conjunction with the Local Strategic Partnership, infrastructure delivery partners and other relevant stakeholders. The infrastructure requirements currently identified in relation to the delivery of the Core Strategy are set out in the ‘3. Infrastructure’ Appendix.

Strategic Objective One - Strengthen the City’s Economy

EMPLOYMENT LAND SUPPLY

260 The Core Strategy and subsequent Development Plan Documents must endeavour to ensure that an adequate supply of land is available on sites of varying sizes and character and in a range of locations, to attract investment in the identified employment growth sectors for the City. The Preferred Policy Approaches set out in this section have been informed by the Employment Land Study undertaken by GVA Grimley for Liverpool City Council between 2007 and 2009.

261 The information provided by the Study at the level of the Strategic Investment Areas gives further detail on the distribution of the land supply for different uses, and the relative demand for these, across the City. This enables the Core Strategy to assist in any necessary restructuring of the employment land resource through the use of land use allocation policy in subsequent development plan documents.
Proposed Policy Approach 1

Employment Land

As recommended by the Employment Land Study, the existing employment land supply of approximately 274ha will be safeguarded, in order to support the continuing economic regeneration of the City. This is provided across the City as follows:

- **City Centre** - 20ha
- **Inner Areas** - 75ha
- **Outer Areas** - 179ha

Major development will be directed towards established employment areas in the SIAs, to provide job opportunities for existing and new residents in adjacent areas of high employment and income deprivation.

City Centre

262 The great majority of the employment land will be used for commercial office development, to reinforce the primary role of the City Centre as the key driver for the sub-regional economy, and ensure continued investment in office development. Whilst the current recession has slowed demand, in the longer term, pressure on the relatively limited supply may result in investment in upgrading of existing accommodation, together with some movement of “back-office” facilities into surrounding areas.

Inner Areas

263 Atlantic Gateway - this area contains extensive areas of industrial land (B2), much of it of poor quality. Substantial public investment to tackle development constraints, particularly focused on areas adjacent to the City Centre, could accommodate overflow of appropriate office uses from the commercial area of the City Centre when needed.

264 Eastern Approaches - there is a potential shortage of B1 land in this area, in view of the forecast growth in technology-based industries. Some of this is being alleviated by the redevelopment of existing sites, and with the removal of development constraints on other sites. The message from the Employment Land Study is the continuing need to monitor take-up.

Outer Areas

265 Speke Halewood - the Employment Land Study concluded that this SIA had an over-allocation of land for B1 uses. While some of this could meet demand for office users seeking business park accommodation (as opposed to City Centre locations), some could be more usefully promoted for other uses, particularly warehousing and distribution activity related to the expansion of Liverpool John Lennon Airport.

266 Approach 580 - the particular characteristic of this SIA is its supply of land for B8 (distribution) uses: virtually the whole of the City's supply is located here. Moreover, the identified demand for this type of land substantially outstrips the supply. The Study concludes that further locations for this type of development (such as Speke Halewood, as above) may be required in the City during the period of the Core Strategy.
GROWTH SECTORS AND AREAS

Liverpool's economic growth has resulted from the performance of important economic sectors such as business and professional services, information technology, biological sciences and creative industries, and development 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.

Proposed Policy Approach 2
Growth Sectors and Areas

Development of the following business sectors with particularly strong growth potential in the Liverpool City Region (as identified by RSS Policy W1) will be supported:

- Advanced manufacturing and engineering
- Financial and professional services
- Media, creative and cultural industries
- Biomedical
- High value-added knowledge based industries
- ICT/digital
- Tourism
- Maritime
- Communications

Sites in appropriate locations within the SIAs will be identified within the Land Allocations and City Wide Policies Development Plan Document (DPD) and North Liverpool Area Action Plan (AAP).

City Centre

The sectors represented strongly here are financial and professional services, knowledge industries, media, creative and cultural activity, and tourism. There is considerable overlap between these types of activity and other city centre uses such as retail and residential. There are a number of areas within the City Centre which are recognised as having an important role to play which should continue to be supported.

Proposed Policy Approach 3
Economic Development in the City Centre

Development in financial industries will be directed towards the Commercial Quarter (particularly around Pall Mall), while other parts of the City Centre around the Baltic Triangle will be the preferred location for further mixed use development associated with creative industries.

The Knowledge Quarter, centred on the university and hospital facilities clustered on the eastern edge of the City Centre, will be one of the key growth areas during the period of the Core Strategy, creating a range of job opportunities, to the benefit of residents of all parts of the City Region.

Development of existing and new facilities to capitalise on the architectural/cultural heritage of the central areas, including the Waterfront - expanding the wealth and job creation potential of the visitor economy whilst also improving recreational provision for residents of the City Region will be supported.
Inner Areas

The Inner Areas, in particular North Liverpool experience significant economic, social and environmental problems. North Liverpool contains extensive areas of former dockland and related industrial activity and also provides a major opportunity for investment. Liverpool Waters is the largest development site within the area, and the City.

Proposed Policy Approach 4

Economic Development in the Inner Areas

In North Liverpool, the Atlantic Gateway SIA, will be the main focus for economic regeneration. Significant investment by both public sector (for infrastructure provision etc) and private industry will be required to bring land forward for redevelopment, but it has the potential to provide substantial commercial floorspace to meet the “back office” and ancillary functions of businesses in the City Centre.

Sites around Leeds Street and Limekiln/Pumpfields will continue to provide for commercial uses as part of mixed use schemes including residential and other uses.

Liverpool Waters is a major opportunity site within Northshore. It should be developed for a mix of uses, including a substantial residential element. Proposals for a unique national or international facility or project that would bring significant tourism benefit and would complement and strengthen the City’s existing offer would be encouraged. Development on the site should:

- Make a significant contribution to Liverpool’s economic growth through new commercial and business employment opportunities.
- Complement the substantial public and private investment within the City Centre.
- Demonstrate how the infrastructure required to support it will be delivered.

Further development of growth sectors involving advanced manufacturing and engineering, ICT/digital and communications technology will be supported in the Eastern Approaches SIA by the identification of sites for future expansion.
Implementing the Preferred Delivery Strategy

Outer Areas

Financial and professional services, biomedical industries and manufacturing/engineering are already significant providers of employment in the Speke Halewood SIA. In the north east of Liverpool the Approach 580 SIA, located in Gillmoss/Fazakerley along the primary road access into the north of the City, accommodates some manufacturing and engineering companies, but its primary growth sector in recent years has been in communications development, with substantial investment in warehousing and distribution facilities. Further land for these uses will need to be identified to meet the levels of demand projected by the Employment Land Study.
Proposed Policy Approach 5

Economic Development in the Outer Areas

Speke Halewood - The remaining land reserves on the existing Estuary and International Business Parks will be safeguarded for the growth sectors of financial and professional services, biomedical industries and manufacturing/engineering, as well as in distribution/warehouse facilities closely allied to expansion of Liverpool John Lennon Airport. Ancillary service facilities should be of a standard associated with a high quality, out-of-centre business park environment.

The industrial areas located to the north of Speke Boulevard should also continue to provide valuable job opportunities especially for residents of nearby communities.

Approach 580 - Land will be protected for manufacturing, engineering, warehousing and distribution facilities. Sites will be identified in the Land Allocations and City Wide Policies DPD.

LIVERPOOL AIRPORT

271 Liverpool John Lennon Airport (LJLA) plays a key role in the economic development of the City and the wider City Region and therefore it is important that the Core Strategy supports its sustainable expansion.

Proposed Policy Approach 6

Liverpool Airport

The expansion of Liverpool John Lennon Airport, in line with its Masterplan, will be supported, subject to satisfactory measures to address the potential environmental issues raised by this growth. These will include:

- Impact on the adjacent natural and built environment, including nationally and internationally important sites and buildings
- Impact on adjacent residents and other users, of any increases in traffic, noise and air pollution, including those generated by construction activity
- Reduction of impact on the local and regional transport network through the implementation of sustainable surface access strategy

A local change to the Green Belt boundary south of the existing operational airport, to facilitate expansion as set out in the Airport Masterplan in the latter part of the Core Strategy period, will be considered. The precise extent of this change, and detailed criteria to be met in its implementation, will be set out in the Land Allocations and City Wide Policies DPD or other local development documents.

272 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, including its expansion to accommodate increased passenger numbers and freight. The proposals include new terminal facilities and a runway extension. The Masterplan indicates that the proposals for the expansion of Liverpool John Lennon Airport post 2015 are less certain, but that it is intended to include the development of 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 both national policy (the White Paper), and regional planning policy, which acknowledges the importance of LJLA to the economic regeneration of the Liverpool City Region.
While the Airport Masterplan states that it cannot be certain as to the exact details of development post 2015, the 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 which cannot be accommodated elsewhere. The City Council will liaise with Liverpool John Lennon Airport to develop detailed policies in the Land Allocations and Policies DPD to address this matter, and to ensure the substantial growth potential which the expanding Airport represents for both local and regional economies does not have adverse environmental and social impacts. There will also be full public involvement and consultation on the Land Allocations and Policies DPD. The City Council recognises that there should be no significant effect on the habitats or species designated by the European Habitats Directive.

THE PORTS OF LIVERPOOL AND GARSTON

Liverpool’s two ports provide the City and region with a complementary range of facilities. Although only 40% of its operational area lies within the Liverpool boundary, as one of the major ports in the country the Port of Liverpool is a key component of the Liverpool and sub-regional economy. Its operations provide a very substantial contribution to the wealth and employment prospects of a large part of the City. At the same time, freight and passenger access to the Port is a major feature of the local transportation network in north Liverpool and the wider area. The Port of Garston presents similar opportunities and challenges and is supported by the Regional Spatial Strategy which requires plans and strategies to support the development of the Mersey Ports and the maritime economy.
Proposed Policy Approach 7

The Ports of Liverpool and Garston

Continuing development of the Ports of Liverpool and Garston, as key catalysts of economic growth and job creation, will be supported through the Core Strategy, Land Allocations and City Wide Policies DPD, North Liverpool AAP and other local Development documents. In particular, improvements to the sustainability of freight and passenger access to the ports, including road, rail and water transport will be sought.

275 There are ambitious proposals for the future expansion of the Port of Liverpool, including new terminal facilities to accommodate the very largest container vessels, and development of a “Superport”, linking the port (both physically and technologically) with the Airport and other passenger and goods transportation facilities.

276 Regional policy considers that growth in container volumes, combined with the trend for container lines to use feeder services to distribute containers from hub ports by sea, offers significant potential for the River Mersey ports. The City Council will develop policy in the Land Allocations DPD to address this matter, and to ensure that the substantial growth potential which the expanding Ports represent for both local and regional economies, does not have adverse environmental impacts.

MONITORING AND DELIVERY

Potential Monitoring Indicators

- Amount of employment land lost to other uses within the City Centre
- % of completed office development in the City Centre
- Amount of completed retail, office and leisure development
- Amount of floorspace developed on previously developed land, by employment type
- Amount of floorspace developed in/adjacent to/accessible to areas of employment need, by employment type
- Amount of floorspace developed in North Liverpool, by employment type
- Business Start-up rates (Net VAT registrations)
- Economic Output (GVA per capita)
- Number of long term unemployed as a % or total
- Unemployment rate - % annual change in claimant rates
- Amount of floorspace developed for science and knowledge-based industries along Edge Lane Corridor
- Number of new science and knowledge-based business start-ups along Edge Lane Corridor
Indicative Means of Delivery

- The Core Strategy will identify a strategic land supply requirement and broad locations.
- Specific sites will be allocated through the Land Allocations and City Wide Policies DPD and North Liverpool Area Action Plan.
- Determination of planning applications.

Stakeholder Responsibilities

- Liverpool City Council
- Liverpool Vision
- North West Development Agency
- Commercial developers
- Business Link
- Chamber of Commerce
- Universities
- Peel Holdings

Strategic Objective Two - Create Residential Neighbourhoods That Meet Housing Needs

THE LOCATION AND PHASING OF NEW HOUSING

City Wide Approach

277 The issue of where new housing should be provided, together with the phasing of its delivery, is a key strategic, spatial planning issue for Liverpool. The implications of population growth and potentially decline impacts upon planning for other community and supporting facilities required for sustainable neighbourhoods, such as schools, shops, healthcare facilities, open spaces and leisure facilities.

278 The overall scale of new housing development is set by regional guidance which requires the City to make provision for 35,100 new dwellings (net of clearance) between 2003 and 2021. In accordance with government guidance the City is obliged to assume the continuation of that figure for Core Strategy purposes until the Core Strategy period end-date of 2026. In addition, the joint Liverpool/Wirral Growth point requires an additional 3,510 dwellings to be provided. In total, this amounts to 48,360 dwellings over the full period 2003-2026.

279 Given that by 2008, 7,880 of these had already been delivered, there is a remaining requirement for 40,480. The Core Strategy will need to address as a matter of the highest priority the issue of how the City is to deliver this housing growth and where it should be directed.
Proposed Policy Approach 8

The Location and Phasing of New Housing

The provision of new housing will be managed to ensure the delivery of the HMR pathfinder programme in Liverpool's Inner Areas, together with housing regeneration initiatives in the City’s Regeneration Fringes. The approach adopted will seek to maximise housing growth in the HMR’s Zones of Opportunity and North Liverpool in the early phases of the Core Strategy period, allowing for an increasing focus on priorities and development opportunities elsewhere in later phases.

Overall, this will result in a phased approach to housing growth as follows:

<table>
<thead>
<tr>
<th>THE LOCATION AND PHASING OF HOUSING, 2003 - 2026</th>
<th>Delivery to date (ie by 1 April 2008)</th>
<th>Pre-Core Strategy adoption</th>
<th>Core Strategy Phase 1</th>
<th>Core Strategy Phase 2</th>
<th>Core Strategy Phase 3</th>
<th>Total Provided 2008-2026</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Centre &amp; Inner Areas</td>
<td>Supply on sites with planning permission at 1 April 2008</td>
<td>3774</td>
<td>5548</td>
<td>1218</td>
<td>0</td>
<td>10540</td>
</tr>
<tr>
<td></td>
<td>Supply to be provided through the LDF</td>
<td>0</td>
<td>2942</td>
<td>8757</td>
<td>6097</td>
<td>17796</td>
</tr>
<tr>
<td>Total supply</td>
<td>6008</td>
<td>3774</td>
<td>8490</td>
<td>9975</td>
<td>6097</td>
<td>28336</td>
</tr>
<tr>
<td>Annual average</td>
<td>1202</td>
<td>1258</td>
<td>1698</td>
<td>1995</td>
<td>1219</td>
<td>1574</td>
</tr>
<tr>
<td>Outer Areas</td>
<td>Supply on sites with planning permission at 1 April 2008</td>
<td>1326</td>
<td>1501</td>
<td>69</td>
<td>0</td>
<td>2896</td>
</tr>
<tr>
<td></td>
<td>Supply to be provided through the LDF</td>
<td>0</td>
<td>1384</td>
<td>4206</td>
<td>3658</td>
<td>9248</td>
</tr>
<tr>
<td>Total supply</td>
<td>1872</td>
<td>1326</td>
<td>2885</td>
<td>4275</td>
<td>3658</td>
<td>12144</td>
</tr>
<tr>
<td>Annual average</td>
<td>374</td>
<td>442</td>
<td>577</td>
<td>855</td>
<td>732</td>
<td>675</td>
</tr>
</tbody>
</table>
Table 11 The Location and Phasing of Housing 2003 - 2026

<table>
<thead>
<tr>
<th>CITY</th>
<th>Supply on sites with planning permission at 1 April 2008</th>
<th>2003-2008</th>
<th>2008-2011</th>
<th>2011-2016</th>
<th>2016-2021</th>
<th>2021-2026</th>
<th>Total Provided 2008-2026</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Supply to be provided through the LDF</td>
<td>0</td>
<td>4326</td>
<td>12963</td>
<td>9755</td>
<td>27044</td>
<td></td>
</tr>
<tr>
<td>Total supply</td>
<td></td>
<td>7880</td>
<td>5100</td>
<td>11375</td>
<td>14250</td>
<td>9755</td>
<td>40480</td>
</tr>
<tr>
<td>Annual average</td>
<td></td>
<td>1576</td>
<td>1700</td>
<td>2275</td>
<td>2850</td>
<td>1951</td>
<td>2249</td>
</tr>
</tbody>
</table>

City Centre & Inner Areas / Outer Areas % split | 76/24 | 74/26 | 75/25 | 70/30 | 63/37 | 70/30 |

Notes:

All figures are net dwellings

The delivery of extant planning permissions at April 2008 is informed by draft SHLAA findings

The delivery attributed to LDF allocations is informed by draft SHLAA findings
The Proposed Policy Approach set out above seeks to balance the City's housing and population growth objectives with the need to ensure that delivery is managed to ensure support for HMR and other regeneration priorities. It should be emphasised that the delivery figures presented represent net housing growth, taking account of known housing demolition programmes. As at April 2008 these were assessed as containing 4,540 dwellings, 3,894 of which are planned in the City Centre and Inner Areas, the vast majority of which are in the four Zones of Opportunity, and 646 in the Outer Areas.

These phased housing growth figures are not intended as targets or as ceilings on development but to indicate the broad preferred “trajectory” of growth city-wide. The key features of this preferred trajectory are:

- A gradual increase in the rate of housing growth through the entirety of the 2003-2021 RSS period
- A gradual decrease over time in the proportion of housing growth to be directed to the City Centre and Inner Areas, whilst still delivering the 70/30 proportional split overall indicated under the preferred "Focused Regeneration" strategy
- A gradual increase over time in both the relative contribution and actual level of housing growth taking place in the Outer Areas

It takes account of:

- The need to meet housing growth requirements arising from RSS and the City's Growth Point ambitions
- The need to ensure that growth is controlled so as to minimise the risk of undermining HMR
- The expectation that housing markets in the Inner Areas will become more robust and attractive over time as HMR and the City’s wider regeneration takes effect
- The fact that HMR clearance activity will be concentrated in early Core Strategy phases, particularly 2008-2011, with the delivery of new housing concentrated in later phases
- The likelihood of a downturn in output during the period leading up to Core Strategy adoption (2008-2011) and the first Core Strategy phase (2011-2016) from flatted housing schemes which make up a significant proportion of the City’s supply of potential housing sites, especially in the City Centre and Inner Areas and
- The potential for the flatted market to make a significant contribution during the latter two phases, especially at Liverpool Waters, as the market recovers.

The Land Allocations and City Wide Policies DPD and North Liverpool AAP will play an important part in implementing the preferred approach by allocating and phasing sites for housing development.
Sub Area Policy Approach

In all cases, for locations outside the HMR Zones of Opportunity, a key consideration for the policies that are ultimately set out in the Core Strategy and for allocations that are made in the Land Allocations and City Wide Policies DPD and North Liverpool AAP will be the impact on overall HMR objectives and the Zones of Opportunity.

Proposed Policy Approach 9

Housing Provision in the City Centre

In recognition of the positive role it can play in supporting ongoing City Centre regeneration, residential development will be supported, subject to it being part of mixed-use proposals and provided that it does not compromise the City Centre's economic and commercial roles.

Areas of existing family housing in parts of the City Centre are an important resource and provide choice in both market and affordable housing. Development or redevelopment in these locations should not prejudice this role.

The vast majority of potential City Centre development sites are best suited to flatted development at high densities. However, current market conditions in this market are very depressed and actual delivery is expected to be relatively low for a number of years, but with the potential to make a greater contribution thereafter.

Proposed Policy Approach 10

Housing Provision in the Inner Areas

The four HMR Zones of Opportunity will have the highest priority for housing growth within the Inner Areas through the early and middle phases of the Core Strategy period. Given that it is located within the North Liverpool Growth Point bid area, the City Centre North Zone of Opportunity will be a particular focus.

Those existing residential neighbourhoods in the HMR pathfinder outside the Zones of Opportunity will be the next priority for housing growth, especially where they lie in North Liverpool.

Residential development in Waterfront locations to the north of the City Centre in the North Liverpool Growth Point area will be afforded a high priority in order to meet the Growth Point ambitions. From 2015 onwards, the greater part of new residential development here is expected to arise on the Liverpool Waters site.

Housing growth in waterfront locations to the south of the City Centre will be a lesser priority.
Proposed Policy Approach 11

Housing Provision in the Outer Areas

In recognition of the significant potential supply which exists, and the potential for its development to contribute to meeting housing strategy objectives to restructure housing markets by diversifying the local housing offer, housing growth in the Regeneration Fringes will be supported. In particular, the City Council will wish to prioritise for early delivery key housing regeneration and redevelopment schemes at Stonebridge in the Croxteth area in the north east of the City, and at the Boot Estate in Norris Green in the north east of the City.

Given more pressing regeneration priorities that exist elsewhere in the City, housing growth elsewhere in the Outer Areas will not be an immediate priority. However, there will be scope for increased levels of development from the second Core Strategy phase (2016-2021) onwards.

HOUSING MIX AND AFFORDABLE HOUSING

285 An important characteristic of Liverpool’s housing markets is that they are polarised and unbalanced. Strong markets in the suburbs and the City Centre, dominated by middle and higher value private sector housing, coexist with neighbourhoods, particularly in the City’s inner areas, dominated by social rented provision and low value private housing, especially in the form of terraced properties. In order to achieve mixed and balanced communities, careful consideration must be given to ensure that the provision of new housing is sensitive to the existing mix in the locality, whilst reflecting the City’s overall objectives of increasing owner occupation and of bringing forward a mix of property types that will support economic growth.

286 It is important that the new housing sought in different parts of the City brings about mixed and balanced communities. The Proposed Policy Approach below draws largely upon the City’s new Housing Strategy Statement 2009-2011 to do so. The Housing Strategy Statement has a shorter time period than the Core Strategy, the policies of which should be relevant for a fifteen year period. The Proposed Policy Approach therefore draws principally upon the most fundamental messages arising from the Housing Strategy Statement which are expected to be of relevance over a longer time-frame.

287 Government guidance requires the LDF process to address the need to provide affordable housing for those who are unable to access or afford market housing. As indicated in the Spatial Portrait, a lack of affordable housing has never historically been a serious issue for Liverpool, certainly not in the same sense as in more pressured housing market areas in other parts of the country where there is high demand, high land and property prices and population growth. Indeed the housing issues pertinent to Liverpool have been much the opposite. Here, population has been declining over a long period, resulting in a City with sufficient housing in numerical terms to meet local demands. Over recent years, key strategic housing issues have been very much more about problems of an oversupply of low value private sector and social rented housing and the stifling effect that has on local housing choice, hence the designation of the City’s Inner Areas as a HMR pathfinder.

288 The policy response to the affordable housing issue in Liverpool has to ensure that it does not exacerbate these problems or perpetuate the processes which led to them. In this respect, the City Council already employs a wide variety of mechanisms and interventions to deliver affordable housing, appropriate to the fine-tuned management required in the sensitive and complex housing market contexts found across the City. These include:

- The direct grant funding of RSLs via the Homes and Communities Agency, in which the City Council plays an important co-ordinating role
- Joint venture initiatives and other partnership arrangements, such as that for the redevelopment of the former Boot Estate in Norris Green, using City Council land assets
• Area-based programmes in which the City Council is a major partner, including masterplanning, especially HMR
• Decent homes programmes, through stock transfer and RSL stock re-investment and
• Specific support and assistance to individuals (for example, HomeBuy, various Equity Loan schemes, Homeswap, Home Ownership Advisory Service)

289 Under the proposed approach set out below, these mechanisms are expected to continue to play the major part in delivering affordable housing in Liverpool for the foreseeable future. The Core Strategy however must endure for a period of at least 15 years from adoption. During that time it must follow that a flexible policy approach will be required, that follows an evidence base that also changes over that time. Affordable housing targets are based on evidence and may need to vary over the 15 years of the Core Strategy. Core Strategy policy therefore needs to introduce flexibility to alter the requirement dependent upon what the evidence shows over time. Currently the City Council's Housing Strategy identifies the need for 25% level of affordable housing based on an Housing Needs Study undertaken by Fordhams's, to be delivered through a range of mechanisms including those identified above.

290 As indicated in Liverpool's current Housing Strategy there is a surplus of social rented accommodation in the Inner Areas and regeneration fringe housing estates in the Outer Areas and a deficit in some southern and central neighbourhoods. What is important to Liverpool is the creation of mixed communities through a range of house types, sizes or both which may require some elements of affordable housing but not uniformly across the city. The nature of this mix will not only take into account the characteristics of the site but the context in which it is set. A site in an existing residential neighbourhood of inner Liverpool and a site in a waterfront location may both be in the Inner Areas but would each merit a different approach

291 The approach proposed here is therefore to set out an affordable housing policy that will be grounded in terms of the actual requirement in evidence that is expected to change over time. Currently the evidence is mixed, particularly in the context of the mechanisms of supply described previously in this section as well as clear geographical differences in the needs of different areas for, and the supply of affordable housing in them which does not support the need for a standard approach applied equally across Liverpool. It is considered however that the evidence supports a target of 25% with a mix of 50% Social rented and 50% Intermediate housing. Initially this figure is expected to be met through existing non-planning policy mechanisms and initiatives described above. Over time however these mechanisms are expected to give way to a requirement for residential developers to directly provide for affordable housing as they bring forward residential sites for development.

292 The need for and delivery of affordable housing will therefore be assessed first through the Strategic Housing Market Assessment and subsequently via the Annual Monitoring Report. In line with PPS3 the City Council will set out it's detailed policy for affordable housing in the Land Allocations and City Policies DPD and the North Liverpool Area Action Plan and may also make use of SPD to provide further amplification of how the policy might be applied. Both the Land Allocations and City Policies DPD and any SPD will take into account changes in the evidence base for, and monitoring of affordable housing delivery in the City.

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1 Intermediate affordable housing is housing at prices and rents above those of social rent but below market price or rents, and which meet the criteria set out above. These can include shared equity (eg HomeBuy) and other low cost homes for sale, and intermediate rent. Intermediate Housing usually consists of shared ownership, Homebuy units or rented accommodation provided at 70-80% of market rents.

2 The City Council is undertaking during 2010 a Strategic Housing Market Assessment (SHMA) which will together with the findings of the final Strategic Housing Land Availability Assessment study, assist the City Council in developing more detailed policies for specific sites to be set out in the North Liverpool DPD and Land Allocations and City Policies DPD. It is anticipated that the SHMA, which will complete in early 2011.
Sub Area Policy Approaches

Proposed Policy Approach 12

Housing Mix City Centre

In the City Centre the emphasis will be on private sector flatted developments at high densities, reflecting the character of the City Centre, the types of opportunities that come forward, and the particular lifestyle that City Centre living promotes.

New housing provision should be delivered sustainably by meeting “Building for Life” and “Code for Sustainable Homes” criteria. Further details will be set out in the Land Allocations and City Wide Policies DPD, North Liverpool AAP or other local development documents.
Proposed Policy Approach 13

Housing Mix Inner Areas

In existing residential neighbourhoods, particularly in the Zones of Opportunity, there should be an emphasis on the delivery of private sector family houses with gardens for owner occupation at densities of 30-50 dwellings per hectare. The provision of apartment-style accommodation should be minimised. Where the location is appropriate, a proportion of detached properties will be encouraged, though it is acknowledged that the introduction of detached accommodation into areas that are emerging from market weakness is likely to be an incremental process.

New social housing will only be provided in order to meet decant needs as part of regeneration projects or where supported/specialist housing is required to meet particular needs.

In Waterfront locations an appropriate proportion of family-oriented social rented housing will be encouraged, particularly where this offsets requirements in other parts of the Inner Areas allowing new development in those areas to focus more strongly on housing for sale.

All residential sites should contribute to the creation of more mixed communities. This would take the form of a mix of house, types, sizes and tenures, the development of sites with homes not already provided for in an area in order to increase choice in that locality, or some combination of both.

Subject to evidence that insufficient affordable housing is being supplied through non-planning policy mechanisms and initiatives, the City Council will seek that 25% of the homes provided on developments of 15 units or more should be affordable homes defined as 50% social rented and 50% Intermediate housing. Where sites are of a size that would require development over a number of years the City Council may require later phases to make provision while earlier phases may be exempt.

Detailed requirements will be set out in the Land Allocations and City Polices DPD and the North Liverpool Area Action Plan DPD. In determining how the 25% affordable housing requirement will be delivered on the ground these DPDs will take into account changes in the evidence base for, and monitoring of affordable housing delivery in the City as set out in the Annual Monitoring Report. This will include evidence of the economic viability of any policy requirement in these documents.

The overall requirement for housing mix on individual or groups of sites will be set out in the North Liverpool DPD and Land Allocations and City Policies DPD and will take into account:

- The findings of the SHMA and any other relevant new evidence that comes forward
- The viability of available sites
- The impact upon the City’s wider regeneration and housing strategy objectives
- The timing of delivery

New housing provision should be delivered sustainably by meeting "Building for Life" and "Code for Sustainable Homes" criteria. Further details will be set out in the Land Allocations and City Wide Policies DPD, North Liverpool AAP or other local development documents.
Proposed Policy Approach 14

Housing Mix Outer Areas

The emphasis will be on delivering mixed-value, private sector family housing - especially semi-detached and detached houses - at densities of 30-50 dwellings per hectare to help achieve the diversification of the stock required to meet the City's housing strategy objectives.

In the **Regeneration Fringes** new development should reflect the Council’s aspiration for more private sector homes in Council Tax bands C to H and a proportion of detached property will be encouraged. New social housing should only be provided in order to meet decant needs as part of regeneration projects or where supported/specialist housing is required to meet particular needs.

In **other locations in the Outer Areas**, and subject to evidence that insufficient affordable housing is being supplied through non-planning policy mechanisms and initiatives, the City Council will seek that 25% of the homes provided on developments of 15 units or more should be affordable homes defined as 50% social rented and 50% Intermediate housing. Where sites are of a size that would require development over a number of years the City Council may require later phases to make provision while earlier phases may be exempt.

Detailed requirements will be set out in the Land Allocations and City Policies DPD. In determining how the 25% affordable housing requirement will be delivered on the ground these DPDs will take into account changes in the evidence base for, and monitoring of affordable housing delivery in the City as set out in the Annual Monitoring Report. This will include evidence of the economic viability of any policy requirement in these documents.

The requirement for housing mix on individual or groups of sites will be set out in the Land Allocations and City Policies DPD and will take into account:

- The findings of the SHMA and any other relevant new evidence that comes forward
- The viability of available sites
- The impact upon the City’s wider regeneration and housing strategy objectives
- The timing of delivery

New housing provision should be delivered sustainably by meeting "Building for Life" and "Code for Sustainable Homes" criteria. Further details will be set out in the Land Allocations and City Wide Policies DPD, North Liverpool AAP or other local development documents.

**GYPSIES AND TRAVELLERS**

293 The approach indicated below is based on the existing saved policy of the Liverpool Unitary Development Plan (Policy H9). It sets out broad criteria to identify and assess potential sites for Gypsy and Traveller provision in the Land Allocations and City Wide Policies DPD, North Liverpool AAP and other LDF documents. It is considered that these criteria provide an effective means of managing the delivery of this policy requirement.
Proposed Policy Approach 15

Gypsy and Traveller Sites

The preferred approach to meet the accommodation needs of Gypsy and Travellers is to seek to identify a site or sites through either the Land Allocations and City Policies DPD or North Liverpool AAP. The identification and assessment of potential sites to accommodate the needs of Gypsy and Travellers will be based on the following criteria:

- The site can be supplied with essential services (i.e. electricity, water, drainage) and has access to public transport
- The site 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
- The site can accommodate work-related uses without undue detriment to the immediate locality due to noise or nuisance
- Whether the location of the site is subject to protective policies, such as Green Belt and Sites of Special Scientific Interest

MONITORING AND DELIVERY

Potential Monitoring Indicators

- Monitoring by the City Council through the housing trajectory in the Annual Monitoring Report and through completion of a Strategic Housing Market Assessment
- % of new and converted dwellings on previously developed land
- Deprivation: % of the overall population who live in Super Output Areas (SOAs) ranked in the upper 10% most deprived nationally
- Proportion of vacant dwellings
- Number of dwellings granted planning permission within HMR and HMR Zones of Opportunity
- Number of dwellings granted planning permission within the City Centre
- Number of dwellings granted planning permission within the Outer Areas
- Housing tenure by type and location
- House prices: average house prices by house type
- Affordable housing completions

Indicative Means of Delivery

The overall requirement for housing mix on individual or groups of sites will be set out in the North Liverpool DPD and Land Allocations and City Policies DPD. Other local development documents may be used to supplement these requirements with more detailed guidance.

Stakeholder Responsibilities

- The Development Industry
- Private Sector Housebuilders
- Registered Social Landlords
- Newheartlands
- Housing and Communities Agency
Strategic Objective Three - Vital and Viable Shopping Centres

LIVERPOOL’S HIERARCHY OF SHOPPING CENTRES

City Wide Policy Approach

294 The City Centre, supported by a network of district, local and neighbourhood centres, provides 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.

295 Sustainable communities have at their heart good local services and facilities. The City's district, local and neighbourhood centres provide "a front door" to the local neighbourhood and are a focal point for the local community. Proposed major housing development particularly within the City Centre and surrounding Inner Areas, and restructuring of housing markets within the Regeneration Fringes in the Outer Areas is aimed at increasing the population of the City. It is important to ensure that new housing development within Liverpool is supported by accessible shops, services and community facilities (including education, training and health facilities) to sustain the population. In addition, existing local communities need access to a network of quality shops and services to meet their everyday needs.

296 The Core Strategy's role is to identify a sustainable network and hierarchy of centres, to complement Liverpool City Centre and to promote their vitality and viability ensuring that they are the focus for new investment. They should meet the shopping and service needs of local communities, be highly accessible and support the wider regeneration needs of Liverpool. The District and Local Centre Study (2009) proposes a hierarchy of centres within the City based upon the need to provide a sustainable distribution of centres throughout the City. Consideration has been given to the shops and facilities within the centres, the area that they serve and future development potential. This has been used to inform the proposed hierarchy of centres within the Inner and Outer Areas set out below.
Proposed Policy Approach 16

The Hierarchy of Centres for Liverpool

To provide a sustainable distribution of shops and services within Liverpool to support local communities and regeneration need, the City's shopping centre hierarchy will comprise the following types of centre:

Liverpool City Centre - as the Regional Centre will be the main comparison shopping destination for Liverpool City Region and the focus for major comparison retailing, leisure, cultural and tourist facilities, and other main town centre uses.

District Centres - will provide the focus for shops, services and community uses outside the City Centre. The objective will be to support investment within them and to achieve a mix of uses (with retail as the principle use) to ensure vibrant and vital centres which meet the needs of the local communities that they serve.

Local Centres - will be the focus for shops and services to serve everyday needs. The objective will be to maintain the current level of investment within these centres.

Neighbourhood Centres - these are the lowest tier in the hierarchy providing very localised facilities. The objective will be to maintain current levels of provision and their character.

The boundaries of all the identified centres and potential development opportunities within them will be defined in the Land Allocations and City Wide Policies DPD and North Liverpool AAP. In defining the boundaries consideration will need to be given to the need to provide a strong focus within the centres, location of potential development sites, the range of shops and services, accessibility, how the centre functions, and how it could complement housing renewal programmes. Consideration will also need to be given to an appropriate allocation and uses within areas on the edge of centres. The District and Local Centre Study(2009) will inform this process.

Sub Area Policy Approach

The following PPAs identify the centres within each sub-area according to the types of centre identified in the above city-wide approach.

CITY CENTRE

The City Centre is the Regional Shopping Centre for the sub-region ranked 5th nationally in 2008. The Liverpool One development is the largest retail and leisure scheme in Europe which has added 154,000sqm of new retail floorspace and made a significant contribution to the regeneration of the City Centre. It is therefore important to include it within the Main Retail Area which will be the focus for comparison goods investment within the City and City Region. It will be essential to ensure that no other retail developments undermine its role given its regional status and to ensure it maintains its national ranking. London Road shopping area forms part of the City Centre retail offer; its role will be to complement the Main Retail Area. The City Centre is also a major regional leisure and tourism destination emphasising its importance as an economic driver for the City and wider sub-region. Leisure, cultural and tourism uses will be most appropriate outside the MRA particularly along the waterfront where such uses have recently been developed.

3 Until then the boundaries will be those on the UDP Proposals Map with the exception of Speke which will be based on that defined in the District and Local Centre Study (2009)

4 a number of centres are on the boundary of the inner and outer areas. The area of the centre that falls within the inner or outer areas has been taken into account when determining which area the centre should be placed in.
The City Centre has also seen an increasing residential population in recent years and it is therefore important to ensure that those residents are provided with access to day to day shopping facilities particularly small scale convenience facilities.

### Proposed Policy Approach 17

#### City Centre Shops and Services

- The **Main Retail Area (MRA) including Liverpool One** will be the primary location for major comparison goods retail development within the City and City Region. Its vitality and viability will be protected and no other retail proposal within the City and Sub-region should have an adverse impact on it. Its boundary will be defined in the Land Allocations and City Wide Policies DPD but includes the MRA and Paradise Street Development Area (Liverpool One) as defined in the UDP.
- **London Road Shopping Area** will provide a supporting role to the Main Retail Area and will be maintained and enhanced as appropriate.
- In addition to the established arts and cultural uses around William Brown Street, the **Waterfront** areas of the City Centre will be a focus for regionally significant cultural, tourism and leisure uses.
- Small scale shops and services for residents within the City Centre will be supported. Such uses should form part of mixed use schemes and be in close proximity to residential areas.

### INNER AREAS

The centres identified within the Inner Areas will support substantial housing growth and the wider regeneration of the Inner Areas particularly North Liverpool. The delivery of a comprehensive new district centre at Great Homer Street will be the primary focus for new investment. Given the significant role that Liverpool Waters is expected to perform in delivering a wholly new residential neighbourhood after 2015 it will be important to ensure that appropriate small scale shops, services and community facilities are provided on the site to support the new population. Other centres within the area will continue to serve an important role given the substantial residential areas adjacent to the centres and it will therefore be important to protect these centres as focal points for local communities and to support appropriate investment within them.
Proposed Policy Approach 18

Inner Areas Centre Hierarchy

District Centres - Breck Road, County Road, Edge Hill, Great Homer Street, Park Road

- The delivery of a new comprehensive District Centre with a significantly expanded and diverse retail offer, and a mix of other services and community uses will be supported at Great Homer Street to support housing and population growth and wider regeneration of the area. This centre will support the main convenience shopping needs of new residents on the Liverpool Waters site.
- Park Road will be the focus of enhanced convenience shopping facilities and associated public realm and environmental improvements
- Investment within Breck Road, Edge Hill and County Road will be supported particularly where it would deliver an improved focus within the centre and improve the public realm.

Local Centres - Kensington, Lodge Lane-Smithdown Road North, Tuebrook

The facilities within these centres will be protected and enhanced to ensure vital and viable shops and services for local communities. Investment within the centres should support the wider regeneration priorities within the area particularly those of Housing Market Renewal.

Neighbourhood Centres and Parades

The Inner Areas have numerous shopping parades along arterial routes out of the City which provide important day to day facilities for local communities. The facilities within these centres and parades will be protected. East Prescot Road will be re-classified as a Neighbourhood Centre (as recommended in the updated District and Local Centre Study).

Liverpool Waters

To support the development of the Liverpool Waters site for residential development (from 2015) small scale convenience shops, services and community facilities (new Neighbourhood Centres) will be supported to serve the needs of the new residents on the site.

OUTER AREAS

Centres within the Outer Areas of the City should be protected to ensure that they continue to provide shops, services and community facilities to support local communities within established residential areas. There are a number of vibrant and successful centres including Allerton Road, Old Swan and Woolton and it will be important to protect these. The hierarchy of centres should also support housing renewal within the regeneration fringes.
Proposed Policy Approach 19

Outer Areas Centre Hierarchy

District Centres - Allerton Road, Belle Vale, Broadway, Old Swan, Smithdown Road South, Speke (5), Walton Vale, Woolton

- Broadway will be the focus for new and improved retail facilities which should contribute to its role and function as the primary centre serving the north of the City and complement housing regeneration within the area.
- Protect the vitality and viability of Allerton Road, Belle Vale, Old Swan, Smithdown Road South, Speke, Woolton and Walton Vale to ensure that they continue to act as a focus for the local community and provide a range of shops and services.

Local Centres - Aigburth Road, Garston, Hunts Cross, Wavertree High Street, West Derby Village

Facilities within these centres will be maintained and opportunities to provide a greater focus within the centres supported.

Neighbourhood Centres/Parades - Aigburth Vale, Knotty Ash, Muirhead Avenue East, Rice Lane, Rose Lane

The Outer Areas have numerous shopping parades along arterial routes out of the City and within residential areas which provide important day to day facilities for local communities. The facilities within these centres will be protected. The above centres have been re-classified as Neighbourhood Centres (as recommended within the updated District and Local Centre Study).

The hierarchy of centres and their roles as identified within the Proposed Policy Approaches above is based on the conclusions of the District and Local Centre Study (2009) and is in response to the housing and regeneration needs of the City. The approaches will ensure that the City Centre maintains and strengthens its regional and sub-regional role whilst providing Liverpool residents with access to major comparison retail, leisure, entertainment and cultural facilities. The Proposed Policy Approaches will also provide a spatial distribution of District, Local and Neighbourhood Centres throughout the City which will provide local communities with access to shops, services and community facilities to meet everyday needs, particularly in respect of convenience shopping, as well as complementing housing renewal and wider regeneration. Ensuring a mix of uses within centres will help ensure more sustainable neighbourhoods by helping to reduce the need to travel and encouraging people to meet their needs more locally.
Implementing the Preferred Delivery Strategy

Picture 77 Proposed Hierarchy of Retail Centres and Out of Centre locations as set out in Preferred Policy Approaches

[Map showing the proposed hierarchy of retail centres and out of centre locations]
OUT OF CENTRE FACILITIES

The City also has a number of out of centre retail shopping parks - Hunts Cross, New Mersey, Edge Lane and Stonedale Crescent - which help to meet some of the shopping needs of local residents. New Mersey has seen significant investment in recent years and is now a modern shopping park occupied by retailers traditionally associated with town centres, whilst Hunts Cross provides a significant convenience facility. Edge Lane was developed as a first generation retail warehouse park catering largely for bulky goods retail operators. It is now in need of appropriate modernisation in support of the wider regeneration of the Edge Lane corridor provided that there would be no detrimental impact on the City Centre which is the primary location within the City Region for major comparison goods retailing. Stonedale Crescent Shopping Park provides some limited convenience retail facilities together with larger scale leisure facilities including a multiplex cinema. Whilst it would benefit from appropriate upgrading and reconfiguration it is appropriate to ensure that any new retail development proposed on the site is small scale and serves local needs linked to new housing growth at Stonebridge which is an early priority for housing regeneration in the Outer Areas. In addition there should be no adverse impact on Broadway District Centre which is the main centre serving this part of Liverpool and therefore the priority for investment.

Proposed Policy Approach 20

Out of Centre Facilities

Inner Areas

Appropriate proposals to modernise and enhance the shopping environment of Edge Lane Retail Warehouse Park will be supported provided that there would be no detrimental impact on the City Centre or nearby District Centres and it contributes to the wider regeneration of the Edge Lane Corridor.

Outer Areas

Whilst the existing role of New Mersey and Hunts Cross Shopping Parks is recognised further retail and leisure facilities will not be appropriate.

Propriate reconfiguration and upgrading of Stonedale Crescent Shopping Park will be supported provided any retail facilities are small scale to serve local community needs. There should be no adverse impact on Broadway District Centre or any other nearby centre and the design should complement housing development in the area.

Whilst out of centre retail facilities within the City contribute to meeting some of the shopping and leisure needs of Liverpool's residents, it is important to control future development within them in order to protect the City Centre as the Regional Shopping Centre for the City Region and the City's district and local centres which provide sustainably accessible shops and services and act as important focal points for local communities. Out of Centre retail parks largely cater for car borne customers.

MONITORING AND DELIVERY

Potential Monitoring Indicators

- % of completed retail, office and leisure development in town centres
- % of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major health centre
Indicative Means of Delivery

- The precise boundaries of the City Centre Main Retail Area, London Road Shopping Area, District and Local centres identified in the Core Strategy will be determined in the Land Allocations and City Wide Policies DPD and North Liverpool AAP (6)

Stakeholder Responsibilities

- Private developers and retail operators
- Liverpool City Council.
- Regeneration bodies

Strategic Objective Four - Attractive and Safe City with a Strong Local Identity

HISTORIC AND ARCHITECTURAL ENVIRONMENT

305 Liverpool has a wealth of fine architecture characterised by a relatively large number of conservation areas and listed buildings. 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 the river approach a unique and world renowned frontage. In July 2004, the Waterfront and part of the City Centre were designated as an UNESCO World Heritage Site. It is therefore essential to protect and, where possible, enhance the City's unique historic and architectural environment.

Proposed Policy Approach 21

Historic and Architectural Environment

Development in or adjacent to the World Heritage Site, Conservation Areas and Historic Parks should preserve and enhance the area and its special features for which it is designated. These features can include the buildings and landscaping that are integral to the character of the area and important views within and into the area.

306 The City Council adopted a Supplementary Planning Document for the World Heritage Site in October 2009. The SPD however supplements "saved" policies of the Liverpool Unitary Development Plan. This means that the SPD will need to be reconsidered when the saved policies it supplements are replaced by any policies in the Core Strategy or an associated development plan document such as the North Liverpool Area Action Plan. It is the Council's intention to ensure that the SPD is taken forward and linked to new policies in the LDF as they emerge, this will require consequential amendments to the SPD which will in turn require further consultation.

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6 The District and Local Centre Study 2009 will be used to inform the definition of the boundaries and until the other documents are adopted the boundaries will be as on the UDP Proposals Map with the exception of Speke
To ensure that the whole of Liverpool achieves an outstanding urban environment, high quality and inclusive design is essential. Achieving the right design is essential to the creation of great places, to ensure an attractive and safe environment which is key to maintaining and improving people’s quality of life. A high quality urban environment contributes to how an area or place functions, its character, quality and image. It is a significant factor in helping to attract new investment and vital to the regeneration of the City.
Proposed Policy Approach 22

Key Urban Design Principles

All new development and conversions of existing buildings and spaces should be well integrated into the existing urban form and the natural and built environment of the City, and ensure a high quality urban environment by:

- Delivering high quality architecture
- Protecting the City’s historic fabric and contributing positively towards its identity and character
- Improving the public realm and providing for public and private spaces that are clearly distinct and contribute to continuity and enclosure
- Contributing to improvements in safety and the reduction of crime by enhancing natural surveillance, providing active street frontages, and ensuring appropriate enclosure and overlooking of public spaces
- Supporting increased permeability, strengthening the linkages between places and contributing to a well defined movement network particularly in relation to walking, cycling and access by public transport
- Ensuring that buildings and spaces can adapt to changing environmental, social and economic circumstances, particularly climate change
- Creating variety and choice to support mixed communities, develop the identity of a place and ensure that all new developments are accessible to all and
- Supporting improvements to air and water quality through good landscaping which can increase biodiversity.

The following principles are also proposed for specific circumstances:

Residential Environments

New residential developments should follow the standards set out in the Code for Sustainable Homes and create adaptable residential environments that can accommodate changing needs easily, taking into account ‘Building for Life’ criteria and create places of distinctive character and legibility. Roads, parking and pedestrian routes should be integrated, safe and reflect the needs of the community and the environment. Proposals for new residential development and environments should demonstrate durability showing how they can contribute to the creation, maintenance and enhancement of communities in the long term.

Improving the Quality of Local and District Centres

New developments in or adjacent to centres should be well integrated with the existing centre by respecting the building line of the existing urban environment, building up to the edge of the curtilage, providing for linked trips to the remainder of the centre and contributing towards improving the environmental quality of the centre.

The highest quality of residential design must be at the heart of Liverpool's success if it is to create the sustainable communities necessary for it to be a thriving international city. It will not be a successful place at the heart of the Liverpool City Region unless it can produce an outstanding urban environment. It has invested heavily in it's urban realm in recent years witnessed by a number of award winning projects. More recently designs for residential development that mixes both lower and high densities has also been recognised in awards. It is essential for the City's future that these examples are emulated and continue. It is also recognised that public art has historically and should continue to make a contribution to the creation of great places by helping to make the City a more welcoming, attractive and distinctive place to live, work and visit.
Tribeca - Houses on Duncan Street. Award winning housing design in the City Centre. Demonstrating that a variety of densities and house types and forms can be achieved with both public and private amenity and garden space. Courtesy of Urban Splash and Riches Hawley Mikhail Architects 2009
Breeze Hill Medical Centre Rice Lane. The original design for this facility made poor use of a key corner site and located the public entrance well away from the bus stop and pedestrian underpass. The whole scheme was redesigned on the advice of the City Council’s Urban Design Service and demonstrates both the approach required to and outcome of, good design in creating an outstanding urban environment.
Picture 81 A few of the images from the City’s award winning 2008 submission to the Landscape Institute. The attention to detail and use of quality materials has been a central theme of the approach to transforming the nature and experience of Liverpool both for residents and visitors alike. It is essential that this is carried through from the public realm into private development whether commercial or residential. Top left and right part of the Cavern Quarter before and after respectively. Bottom row before and after images of the Fenwick Street /Castle Hill junction and bottom right detail of the high quality surfacing materials and workmanship.
Public art is inextricably linked to good design and the creation of locally distinctive and attractive places where people want to live, work and visit. It plays an important part in the design and place shaping agenda for the City by contributing significantly to quality places. Liverpool’s long tradition of public art has in more recent times combined with a growing recognition of the role it plays in the City’s urban renaissance. It has been reinforced by the success of Liverpool’s year as European Capital of Culture 2008 which demonstrated that public art can promote a positive image of the City as a place that embraces change, takes risks, nurtures creativity and innovation; qualities it shares with other great European cities. Photo courtesy Liverpool Biennial

**MONITORING AND DELIVERY**

**Potential Monitoring Indicators**

- % of major development with design statements
- % of major developments with Travel Plans
- Number of Conservation Areas
- No. of buildings classified as being ‘at risk’
- Proportion of buildings on Buildings at Risk Register brought into active use
- Amount of land granted planning permission on vacant and derelict sites
Indicative Means of Delivery

- Design and Access Statements
- Land Allocations and City Wide Policies DPD and North Liverpool AAP or other local development documents may set out further more detailed policies
- Determination of planning applications
- World Heritage Site Supplementary Planning Document (SPD)
- World Heritage Site Management Plan
- Access SPD

Stakeholder Responsibilities

- LCC (including Urban Design & Conservation Team)
- English Heritage
- Development Industry

Strategic Objective Five - High Quality Green Infrastructure

309 Green infrastructure is the network of green (and blue) spaces that lies within and between the built-up parts of the City. Green infrastructure includes parks, allotments, street trees, private gardens, hedges, cemeteries, and also rivers, lakes and canals and internationally protected habitat sites.
Picture 83 Map of Green Infrastructure Assets in Liverpool produced by Mersey Forest and designed to show the contribution of private gardens and street trees. Source Mersey Forest.
It is imperative to plan for the protection, enhancement or creation of the green infrastructure resource given the levels of housing growth to be delivered in the City, the land supply demands arising from that, and the current distribution of green infrastructure.

High quality green infrastructure makes an important contribution to the environmental quality and image of an area making an area a more attractive place in which to live and work. New housing growth, especially in the City Centre and Inner Areas will place pressure on green infrastructure but also present an opportunity to enhance the overall environmental quality and attractiveness of the area, as investment will be needed to improve green infrastructure resources to meet recreational, health, climate change adaptation and other requirements. These resources may be provided through developer contributions, a potential Community Infrastructure Levy or a combination.

The proposed policy approaches at both the city-wide and sub-area level set out below outline how the City Council intends to manage the development pressure on its green infrastructure resource whilst improving it for the benefit of local communities.

CITY-WIDE POLICY APPROACH

Proposed Policy Approach 23

Green Infrastructure

Liverpool's green infrastructure resource will be managed and enhanced to ensure benefits are maximised, for example, to mitigate the effects of climate change, improve physical and mental health, create a more attractive environment, reduce the heat island effect, improve air quality and enhance the biodiversity resource by:

- Maintaining, protecting and enhancing areas that possess a high number of green infrastructure functions in order to maximise the full range of benefits
- Integrating biodiversity features and innovative green infrastructure measures into the design and construction of new development, including public realm projects
- Improving or creating green links between open spaces and biodiversity sites to facilitate the movement of wildlife and create attractive environments for leisure activities
- Protecting and improving Liverpool's open space, water courses and biodiversity assets
- Giving priority to the enhancement of the City's open space and the links between them
- Providing or enhancing green infrastructure at key gateways to, and along key corridors in the City

Liverpool's green infrastructure resource will be identified within the Land Allocations and City Wide Policies DPD and North Liverpool AAP. Identifying housing sites within these DPDs may potentially involve a green infrastructure resource. The value, quality and function of that resource would be a key consideration in determining its suitability as a development site.

The benefits of green infrastructure impact across local authority boundaries. It is important that the City Council supports and contributes to the sub-regional planning of green infrastructure to maximise benefits for the City and surrounding districts.
Proposed Policy Approach 24

Supporting Green Infrastructure Initiatives

The City Council will support, and help deliver the aims and objectives of sub-regional programmes to enhance green infrastructure in the Liverpool City Region by:

- Supporting the work of the Mersey Forest and helping to implement the aims of the Sub-Regional Green Infrastructure Framework
- Supporting the Mersey Waterfront Regional Park initiative and ensuring that any proposal will be subject to an assessment to ensure any impact on Natura 2000 sites is avoided or mitigated
- Contributing to the North Merseyside Biodiversity Action Plan

SUB-AREA POLICY APPROACH

314 Given the levels of growth to be delivered, current provision of green infrastructure and the physical characteristics of different parts of the City, the approach to managing the resource will differ within each sub area.

CITY CENTRE

315 There is a lack of open space and biodiversity in the City Centre, and the creation of new open spaces will be difficult given the nature of the environment and lack of space on the ground. However, it is important that green infrastructure is delivered to provide some relief to the built up environment, reduce climate change effects and allow biodiversity to flourish.
Proposed Policy Approach 25

Green Infrastructure in the City Centre

- Protect existing areas of open space
- Maximise the opportunities for enhancing the green infrastructure resource through the provision of urban landscape features such as green roofs and walls, and tree and shrub planting within new developments and public realm projects
- Green infrastructure should be well integrated with the internationally and nationally protected historic environment.

INNER AREAS

316 Delivering the majority of new housing in the Inner Areas is likely to place pressure on green infrastructure. This needs to be managed to ensure that the most important open space sites are protected and enhanced to maximise benefits for local communities.

Proposed Policy Approach 26

Green Infrastructure in the Inner Areas

New development should ensure that the green infrastructure resources meet the needs of residents for access to high quality open space for leisure and recreational purposes and contribute to the creation of a high quality residential environment. This will focus on improving the overall quality, value and function of the green infrastructure resource for the benefit of local communities and will be achieved by:

- Protecting strategically important open spaces – Newsham, Stanley, Walton Hall and Princes Parks
- Protecting locally important open space sites
- Protecting existing locally important wildlife sites at Melrose Cutting and Stanley Sidings
- Maximising opportunities to enhance and/or introduce biodiversity into existing areas of open space
- Using green infrastructure to create an attractive environment to support high levels of growth in the Inner Areas by creating green paths and cycle ways that link residential areas with existing open spaces, employment locations, local community services and leisure facilities
The outer areas of the City are well provided for in terms of green infrastructure. The Outer Area has more extensive areas of open space than the Inner Areas, some of which is of city-wide strategic importance and makes a valuable contribution to the attractiveness of many of its residential neighbourhoods. It is important to continue to protect these assets. As in the Inner Areas, there will also be a need to enhance some sites in the Regeneration Fringes and manage the pressure on open space sites arising from the requirement to deliver housing growth in the City.

**Proposed Policy Approach 27**

**Green Infrastructure in the Outer Areas**

Protect and enhance important open spaces and biodiversity assets. This will be achieved by:

- Protecting and enhancing, including where appropriate working in partnership with other districts and relevant bodies, green infrastructure to minimise the impact of development on existing biodiversity assets:
  - Mersey Estuary SPA/Ramsar/SSSI
  - 23 Local Wildlife Sites
  - Local Nature Reserves at Croxteth Country Park, Mill and Alder Wood, Childwall Woods and Fields, and Eric Hardy in Allerton;
- Protecting strategically important open space assets:
  - Green Wedges at Otterspool and Calderstones/Woolton which comprise extensive areas of linked open spaces
  - City Parks – Sefton, Calderstones, Croxteth Parks and the restored open-land at the Garden Festival site which is also part of the Green Wedge, and
  - the Mersey Waterfront Regional Park
- Protecting and enhancing locally important open space sites in the Regeneration Fringes. This will require a consideration of their value, quality and function.

The Proposed Policy Approaches set out above highlight the key priorities for the green infrastructure resource in the City. They aim to ensure that any new provision is targeted to identified needs rather than setting out a blanket approach to the management of green infrastructure across the City. The City Council has commissioned Mersey Forest to undertake a Green Infrastructure Study for the City which is due to be completed by July 2010. It will inform the implementation of the proposed policy approaches.
The detailed provision of green infrastructure (including open space and biodiversity) will be a matter for the Land Allocations and City Wide Policies DPD, North Liverpool AAP and other LDF documents to address.
MONITORING AND DELIVERY

Potential Monitoring Indicators

- Access to Open Space – Proportion of the City in park deficiency areas and the level of ‘public park’ provision per 1000 population
- Open Space Quality - Amount of eligible open spaces which are managed to Green Flag award standard.
- Natural Environment - Hectares of land in Local Nature Reserves, SNCVs & SSSIs
- River Water Quality - biological and chemical quality
- Years of healthy life expectancy
- All age all cause mortality rate
- Obesity among primary school age children in Year 6

Indicative Means of Delivery

- Determination of planning applications
- Implementation of the principles for planning obligations will seek contributions for open space and biodiversity improvements in conjunction with development proposals.
- Parks Strategy.
- Additional policy/guidance to be included within the Land Allocations and City Wide Policies DPD, North Liverpool Area Action Plan or other local development documents.

Stakeholder Responsibilities

- LCC (Including Parks and Environment Team)
- LCC HMR Delivery Team
- MerseyForest
- Merseyside Environmental Advisory Service (MEAS)

Strategic Objective Six - Use Resources Efficiently

320 Whilst Liverpool’s social, economic and physical regeneration is the key priority it is essential that any impact on the environment is avoided or mitigated. The expected growth of Liverpool over the plan period means that it is crucial that the City’s natural resources are managed in an efficient and sustainable way. Liverpool’s environment is a major asset which can support regeneration by enhancing the City’s image and providing an attractive, clean and healthier place in which to live and work. Adapting to, and minimising the impacts of climate change are essential if the City is to develop sustainably in the future.

321 The Proposed Policy Approaches outlined below will help the City develop more sustainably, and are in line with mitigation measures identified through the Sustainability Appraisal process. They reflect national and regional guidance, evidential studies and Liverpool’s Strategic Flood Risk Assessment. The proposed policy approaches are closely related to those for green infrastructure which can make an important contribution to addressing issues concerned with climate change.
SUSTAINABLE GROWTH

The Proposed Policy Approach on Sustainable Growth addresses the key issues of energy efficiency and renewable energy, efficient use of land and buildings, waste management, secondary use and recycling of aggregates and Sustainable Urban Drainage Systems. The efficient use of environmental resources is a key city-wide issue.

Proposed Policy Approach 28

Sustainable Growth

Ensuring the sustainable growth of the City by will be achieved by:

- Ensuring development contributes to achieving the objectives of the City Council's Climate Change Strategic Framework
- Using a sequential approach to the redevelopment of land to ensure that the use of previously developed land is maximised
- Securing the remediation or redevelopment of contaminated sites, where appropriate
- Providing high levels of energy and water efficiency and a sustainable approach to construction and the use of materials including meeting increasingly higher levels of the 'Code for Sustainable Homes' and other standards such as BREEAM 'very good' or 'excellent' ratings
- Providing at least 10% of total predicted energy requirements from renewable sources in developments comprising 10 or more dwellings, or in non-residential development, over 1000m² gross floorspace
- Providing and/or supporting continuing management as necessary for sustainable drainage methods
- Over the plan period achieving progressively higher levels of the use of secondary and recycled aggregate;
- Having regard to the waste hierarchy and minimising and managing the quantity and nature of waste generated from construction onwards. This includes providing for the source separation, recycling and safe storage of different types of waste awaiting collection and, where appropriate, facilities for public use and
- Identifying and allocating sites suitable for new and enhanced waste management facilities for the identified waste management needs of Merseyside & Halton. This is being done via a joint Merseyside Waste Development Plan Document currently being prepared by the six Merseyside Districts (including Halton).

ENVIRONMENTAL IMPACTS

It is important to ensure that new development proposals avoid negative effects on the natural environment and that if there is an impact appropriate mitigation measures are provided.
Proposed Policy Approach 29

Environmental Impacts

New development should seek to avoid negative impacts on the environment. Where a negative effect is identified this should be mitigated by appropriate measures. Specifically, development proposals should:

- Minimise adverse impacts on and include measures to improve air quality within the City
- Minimise light and noise pollution
- Improve and protect water quality including the River Mersey, Leeds Liverpool Canal, and other inland rivers and watercourses and
- Demonstrate that it will not exacerbate potential sources of flood risk such as sewer and groundwater

Sensitive areas where development may have an impact and which would therefore require avoidance or mitigation measures include:

- Areas at risk from coastal and river 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 and processing arrangements for mineral resources from the Mersey Estuary

RENEWABLE ENERGY

Liverpool City Council together with the other Merseyside Districts, Halton and West Lancashire Councils are jointly undertaking a study to identify the potential for renewable energy generation within both the districts and the sub-region as a whole. This work is expected to be completed in 2010 and will form the basis for the development of more detailed policies or site proposals. These will be set out in the Land Allocations and City Wide Policies DPD, North Liverpool AAP or other local development documents.

Proposed Policy Approach 30

Renewable Energy

In order to make efficient use of the City’s natural resources and to contribute further to tackling climate change, proposals for standalone schemes for the generation of renewable energy will be supported provided that they would have no unacceptable impacts (including contributing to cumulative or in combination impacts) on the built or natural environment.

The City Council has expressed its support for the current River Mersey Tidal Power study. As this work is at a very early stage and therefore uncertainties concerning its potential future delivery exist, this Core Strategy does not put forward any detailed proposals for tidal power but the PPA does provide a level of support for the scheme or other renewable energy proposals provided that there are no cumulative or “in-combination” impacts on sites protected by the European Habitats Directive.
The development of any projects to generate renewable energy from the River Mersey will be monitored and any proposals will be expected to undertake all necessary appraisals and assessments. While this scheme could produce clean renewable energy it may also adversely impact on internationally protected species and habitats and this will have to be avoided or mitigated.
MONITORING AND DELIVERY

Potential Monitoring Indicators

- Business Development: Amount of floorspace developed for employment by type, which is on previously developed land
- Housing: % of new and converted dwellings on previously developed land
- Number of ‘sites of potential concern’ with regard to land contamination
- Renewable energy capacity installed by type
- Residual waste per household
- Proportion of municipal waste recycled and composted
- Flood Risk: number of houses located in areas of flood risk
- CO2 emissions per capita
- Proportion of new commercial floorspace incorporating green energy measures (using BREEAM standards)
- Water consumed per household per day
- Number and size of Air Quality Management Areas
- Minerals Production of primary land won aggregates
- Minerals Production of secondary/recycled aggregates

Indicative Means of Delivery

- Determination of planning applications
- Joint Merseyside Waste DPD
- Developer Contributions SPD or Community Infrastructure Levy Charging Schedule
- Climate Change Strategy

Stakeholder Responsibilities

- Liverpool City Council (including Environmental Health)
- Environment Agency
- Merseyside districts

Strategic Objective Seven - Maximising Sustainable Accessibility

327 Transport access can affect companies’ decisions on where to locate as well their ability to operate and thrive. Therefore, it is crucial to the City’s future growth that accessibility to and within the City is maximised. Maximising sustainable accessibility also improves the ability of the local community, and in particular disadvantaged or vulnerable groups, to access work and important services including education, healthcare, leisure and shopping. However, to mitigate the environmental problems associated with traffic improvements there is a need to maximise accessibility by non-car modes of transport.
Proposed Policy Approach 31

Improving Accessibility and Managing Demand for Travel

Development which singly or in combination might have a significant impact on the movement of people should positively manage travel demand and contribute to the improvement of accessibility in general, particularly by walking, cycling and public transport. Proposals should demonstrate compliance with short to medium term transport infrastructure projects programmed in the current Local Transport Plan which include:

- Improving access to Liverpool John Lennon Airport, including the provision of a new airport link road and support for measures to maintain and increase the proportion of passengers arriving and departing the airport by public transport
- Improving access to the Ports of Liverpool and Garston, including rail freight access including the reinstatement of the "Olive Mount Chord" between the City Line and Bootle Branch and encouraging the retention and/or expansion of rail-freight from the Port of Garston/Freightliner location
- Improvements in the City Centre (e.g. Car and coach parking and delivering improved air quality)
- Strategic road schemes and facilities for park and ride and
- Protecting Merseytram Line One and longer term objectives relating to the development of the Merseytram network

This proposed policy approach conforms with and will help deliver the Local Transport Plan. The current LTP expires in 2011. Beyond 2011 there is likely to be demand for additional transport infrastructure to meet the needs of new residents and development in key locations particularly in the Inner Areas to support economic growth in the City Centre, Atlantic Gateway SIA and HMR. The transport infrastructure requirements currently identified in relation to the delivery of the Core Strategy are set out in the Infrastructure Appendix.
Included in the Infrastructure Appendix is the Merseytram light rapid transit scheme. Merseytram is identified as a priority in the Local Transport Plan as a way to improve access to employment and key local services for residents of 12 of the 38 Merseyside pathway Areas. It is also seen as an opportunity to increase the choice and use of more sustainable modes of transport. The scheme was included in the Liverpool UDP and the City Council adopted a Supplementary Planning Guidance on it which is still in force. Merseytram Line One is protected through Transport and Works Act Order powers which are extant until February 2010. However, the scheme has yet to gain central government support or secure funding. Should Merseytravel be successful in securing the necessary funding and other support required for Merseytram, Liverpool City Council will work with them to identify those requirements for the implementation of the scheme through development plan documents within the Local Development Framework.

An Infrastructure Delivery Plan will be prepared in conjunction with the Local Strategic Partnership, infrastructure delivery partners and other relevant stakeholders.

MONITORING AND DELIVERY

Potential Monitoring Indicators

- Traffic volumes: estimated traffic flows for all motor vehicles
- % of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major health centre
- Number and size of Air Quality Management Areas and air quality data
- Mode of travel to work
- Mode of travel to school
- The proportion of new commercial floorspace less than specified distances from bus stops and from a train/tram stop (suggested 200m/400m respectively)
Indicative Means of Delivery

- Local Transport Plan
- Highways Management
- Ensuring a Choice of Travel SPD
- Design for Access for All SPD
- Developer Contributions SPD or Community Infrastructure Levy Charging Schedule
- Financial assistance will be provided by the Department for Transport and European Development Funds for eligible schemes

Stakeholder Responsibilities

- Merseytravel
- Highways Agency
- Local Transport Plan Partners
- Private developers
Implementing the Preferred Delivery Strategy
Appendices
Appendices

1. Plans and Strategies of Neighbouring Local Authorities

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<th>Housing</th>
<th>Retail</th>
<th>Employment</th>
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<tr>
<td>ST HELENS</td>
<td>Consistent oversupply over the last 5 years in accordance with RSS. Housing Trajectory indicates a state of oversupply between 2010 and 2021. In 2008, 98.1% of housing on PDL: coupled with shrinking market and significant amount of vacant brownfield, this suggests there is no need to develop on greenfield.</td>
<td>Current financial climate has affected town and local centres, with increase in vacant units and under-performance as a whole. There is concern relating to growth of other retail centres, notably Prescot and New Mersey Retail Park.</td>
<td>St Helens’ heavy reliance on the manufacturing industry is proving to be adversely affected in the current financial climate: this could result in vacant brownfield land being identified for future housing requirements.</td>
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<td>WIRRAL</td>
<td>Highly polarised housing market, and a low level of compliance with the Decent Homes Standard, suggest a requirement for 1,767 new affordable housing units for Wirral per annum. Wirral Waters aims to provide 15000 residential units.</td>
<td>Major retail (and leisure) proposed at Wirral Waters development (53000 m2), which if delivered could have severe adverse impacts upon the vitality and viability of Liverpool City Centre and its role as the first priority for growth in the North West: it is difficult to see how these proposals conform with RSS.</td>
<td>Wirral Waters could prove to be the key economic driver with an estimated 25000+ direct jobs created. Strategic objective to regenerate Birkenhead Docks.</td>
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<td>SEFTON</td>
<td>A significant under-supply of land has been identified by its SHLAA, and Sefton is looking at options including the release of Green Belt sites. Sefton estimate that affordable housing development is required to be at 80% of new provision. The deliverability of this level of requirement has led to Sefton asking Liverpool for assistance with the delivery of both its general and affordable housing requirement.</td>
<td>Very localised retail catchment areas (Retail Strategy Review 2005). No significant impact upon Liverpool expected from proposals currently emerging.</td>
<td>Issues arising from large amount of outdated office space particularly in Bootle. New office development would need to be complementary to the existing offer within Liverpool. Sefton has also identified a shortfall in employment land particularly in connection with the Port of Liverpool. It considers that it might need to release 20ha. of Green Belt land. It has also asked Liverpool if</td>
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Employment
Retail
Housing

KNOWSLEY

Draft SHLAA published in June 2009 identifies a potential supply of 952 dwellings over the period 2008-2018, in addition to current commitments and allocations. Of the SHLAA sites, 494 (52%) are brownfield and 458 (48.5%) greenfield.

"Destination Kirkby" scheme for Everton FC stadium and retail development has been rejected by Secretary of State. Liverpool City Council acknowledges the need for the regeneration of the existing Kirkby Town Centre, and would support future proposals of an appropriate type and scale.

Draft joint Employment Land Study (with Halton, Sefton and West Lancashire) identifies 156.77ha of land suitable for employment use spread across 54 sites, with the most notable sites being Pirelli South, Prescot (29.38 ha), designated for office use and deliverable within 3-5 years. This may impact on the delivery of office uses in Liverpool particularly the City Centre.

HALTON

RSS requires that Halton makes provision for the development of 500 dwellings per annum (2003-2021); however Halton gained Growth Point status in 2008, as part of the mid Mersey Growth Point area, which includes a commitment to provide new housing at 20% above this level. Halton’s consultation draft SHLAA (July 2009) shows a higher % of greenfield land to be used than PDL in each 5 year period (51%, 74% and 54% respectively)

Halton's joint Employment Land Study identifies 210.02 ha of land available for employment development, with the most notable site being the 41.56 ha Ditton Freight Terminal, Site 1 at Widnes, for Industrial use, with a delivery timescale of 1-3 years.

The Halton Regeneration Strategy proposes to create 611,000 m2 of new local employment floorspace for a range of local SME firms and new incoming businesses.

CHeshire

Possible options:
- Regeneration-based development (most development would be in the Ellesmere Port area, with some in Chester, Northwich and Winsford)
- Chester-based development (most development would be in the

Possible option:
Weaver Valley-based development (development would be spread across the Weaver Valley area, with slightly more in Northwich and Winsford than in Chester and Ellesmere Port)

Possible option:
Balanced development (development would be spread out across West Cheshire, including the smaller towns and villages)
### Revised Preferred Options

**Liverpool Core Strategy Preferred Options 2010**

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<tr>
<th>Housing</th>
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<tr>
<td>Chester area, with some in Ellesmere Port, Northwich and Winsford</td>
<td>Issues arising from potential designation of Cheshire Oaks as a town centre, further to objections from Wirral; possible impact upon Liverpool's role as the key retail driver in the city region: proposals need to be in conformity with RSS and PPS6.</td>
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# 2. Summary of Responses to the 2008 Preferred Options Consultation

<table>
<thead>
<tr>
<th>Section Title (including initial Preferred Option number where applicable)</th>
<th>Issue</th>
<th>Comment and Proposed Response</th>
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| **General** | • Need a stand-alone Green Infrastructure policy  
• More detailed treatment of renewable energy including tidal power generation.  
• Need to have credible alternative options  
• PO report should include strategic sites  
• The report needs detail on infrastructure requirements | • Green Infrastructure is now addressed in five Proposed Policy Approaches in the 'Strategic Objective Five - High Quality Green Infrastructure' sub-section of the Implementation Chapter  
• In the 'A Spatial Portrait of Liverpool' Chapter it is noted that tidal power is still under investigation. The capacity for and viability of renewables is under investigation jointly by the Merseyside districts.  
• Three credible delivery strategy options have been identified in 'The Alternative Delivery Strategy Options' Chapter.  
• This has been considered and it has been concluded that there are no suitable sites.  
• This is addressed in the 'Provision of Infrastructure' sub-section of the 'Implementing the Preferred Delivery Strategy' chapter and in the analysis of the options throughout 'The Alternative Delivery Strategy Options' Chapter. |
| **Introduction** | • How has the Sustainability Appraisal informed the Preferred Options?  
• How has the PO Report had regard to others’ plans, strategies etc? | • This is described in the ‘The Alternative Delivery Strategy Options’ Chapter.  
• This is addressed in the 'Policy Context', 'A Spatial Portrait of Liverpool' and the Appendix ‘1. Plans and Strategies of Neighbouring Local Authorities’. |
<p>| <strong>Spatial Portrait and Key Issues</strong> | • Liverpool’s residential areas and district centres should be seen as opportunities for future growth for | • This is dealt with through the consideration in the ‘A Spatial Portrait of Liverpool’ Chapter, |</p>
<table>
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| residential, community, retail and service provision.  
  - The spatial portrait lacks, and should be expanded to give, a full analysis and treatment of a number of issues:  
    - Built and natural environmental qualities and assets and how to ensure that addressing other issues does not add to their erosion,  
    - Historic buildings, spaces and features,  
    - Important proposals within and outside of the City boundary,  
    - The identification of the sub-areas  
    - The people of Liverpool  
    - Housing Market Renewal  
    - Liverpool’s role and importance in the sub-region  
    - the Universities’ role as drivers of economic growth  
    - Continuity with previous stages | 'The Alternative Delivery Strategy Options' and the Proposed Policy Approaches in the 'Strategic Objective Three - Vital and Viable Shopping Centres' sub-section of the 'Implementing the Preferred Delivery Strategy' Chapter.  
  - The 'A Spatial Portrait of Liverpool' Chapter has been expanded significantly to cover these issues as fully as possible. |
| Summary of Evidence Base and Key Issues | The evidence table is limited in range, missing information on the historic environment and economic development  
  - A list of references and resources should be included as an appendix  
  - The evidence base misses information on economic development. | These matters are now dealt with in both the 'Policy Context' and the 'A Spatial Portrait of Liverpool' Chapters. |
| Policy Context | There are omissions in the list of national policies, Circulars, Bills etc, and regional strategies and local programmes  
  - Not clear whether the report has had regard to infrastructure providers’ plans  
  - Need to include explicit references to the Sustainable Community Strategy and its aspirational targets  
  - Need an explanation that DPDs should not repeat PPSs/PPGs | The 'Policy Context' and 'A Spatial Portrait of Liverpool' have been amended to address these criticisms. An Appendix provides details on '3. Infrastructure'. |
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| **Vision and Objectives** | • The vision should better reflect the need to adapt to climate change  
• Need to improve the link between the issues, vision and objectives  
• The health and well-being of the City’s population needs mentioning in the vision  
• Should widen the scope of tourism  
• The importance of North Liverpool should be reflected  
• Should reflect the importance of District Centres in building strong and inclusive communities  
• Should refer to flood risk and water use  
• Should show better what environmental assets are and how they will be protected and enhanced and refer to the provision of formal and natural open space  
• Should match the vision with the Sustainable Community Strategy vision  
• Should give more emphasis to the importance of the historic environment  
• Should promote sustainable travel and transport, minimise the need to travel as well as discouraging developments that promote traffic generation/high car ownership and say more on walking and cycling facilities and how areas link together | 'The Vision for the Core Strategy' and 'The Strategic Objectives To Deliver the Vision' are now linked with both the 'Policy Context' and the 'A Spatial Portrait of Liverpool' Chapters through to the 'Implementing the Preferred Delivery Strategy' Chapter which proposes policy approaches to deliver the preferred delivery strategy Option Two Focused Regeneration. All these parts of the revised PO report together cover the matters raised in the consultation responses. They have also been taken into account in the derivation and selection of 'The Alternative Delivery Strategy Options'. |
| **Spatial Strategy (PO1)** | • Welcome the emphasis on regeneration with the focus on HMR areas  
• Strong objection that the preferred approach is over-simplistic with a blanket restriction on housing outside HMR areas. Argument that the strategy needs to recognise the contribution that sites in the outer areas can make to RSS requirements or that a too heavy spatial restriction or focus will limit housing choice. Some new development will be required in outer areas to ensure the | PO Spatial Strategy has been replaced by one of three alternative delivery strategy options, Option Two Focused Regeneration. Focused Regeneration maintains the emphasis on bringing about HMR but also provides the opportunity of delivering housing choice. This is shown in both the 'The Alternative Delivery Strategy Options' Chapter and the 'Strategic Objective Two - Create Residential Neighbourhoods That Meet Housing Needs' sub-section of the 'Implementing the Preferred Delivery
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| whole of the city is improved on an equitable basis | • Concerns that the Spatial Strategy did not sufficiently:  
• Ensure the importance of sustainable transport use  
• Protect and enhance green infrastructure,  
• Show how the heritage resource will be protected or enhanced  
• Refer to North Liverpool  
• Include the role of environmental assets in making the City more attractive for investment and reducing the carbon footprint  
• Require that development be in sustainable and accessible locations | Strategy' Chapter. The Focused Regeneration delivery strategy and all the PPAs set out in the Implementation Chapter have been developed to address the concerns raised in these consultation responses. |
| Employment Land Supply (PO2) | • Tourism should be included as a key economic driver  
• Support designation and protection of vital employment land but should consider a mix of uses.  
• Too little recognition given to other uses in wealth and job creation. Retail and leisure uses should be included in consideration of economic regeneration and job creation. The wider definition of economic development used in draft PPS4 should be used in the PO report  
• Should consider a mix of uses in SIAs, and use surplus employment land for other uses  
• Need greater recognition of "Liverpool Waters" and Port of Liverpool  
• Support balanced approach to distribution of economic development  
• District Centres should be included with SIAs in a list of areas identified for growth  
• Consider that maximising use of scarce employment land in the city centre can be achieved by carefully managing higher density development | PO2 and PO3 have been expanded into six preferred Policy Approach Statements (PPA1 - 5 & 7) and address a number of these points. While it is recognised that the City Centre is an appropriate location for retail, leisure, recreation, residential, and tourism uses, the sites within it and the other SIA locations should, on the basis of our Employment Land Study and taking into account housing land study evidence, remain primarily safeguarded for employment Class B1 uses. The role of tourism and the need to have a balanced approach to distribution of economic development is recognised in 'A Spatial Portrait of Liverpool'. The SIAs are a specific designation and not all district centres are located in them. |
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<tr>
<td>The City’s Universities (PO3)</td>
<td>• Widespread support for the Preferred Options</td>
<td>The support is welcomed. Also see response above. The role of and contribution to the economy of both hospital and university facilities is dealt with in PPA 1 and PPA 3</td>
</tr>
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<td></td>
<td>• Should give stronger support to both universities and hospitals/health sector</td>
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<tr>
<td>Liverpool John Lennon Airport (PO4)</td>
<td>• Possible airport expansion provides the opportunity to introduce more ambitious targets for transport access</td>
<td>PPA 5 emphasises links between Key sectors in the Speke Halewood SIA and the Airport. PPA 6 now addresses the proposed expansion of the Liverpool Airport and underlines the need to avoid or mitigate environmental and habitat damage.</td>
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<td>• Economic opportunities afforded by airport expansion could be better articulated</td>
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<td>• Need better accord with the Habitats Regulations</td>
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<td>• There should be no or limited Airport expansion should be limited for environmental reasons</td>
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<tr>
<td>Location and Phasing of New Housing (PO5)</td>
<td>• Support the priority given to HMRI areas and Zones of Opportunity</td>
<td>The support for the two initial consultation preferred options (PO5 and PO6) is welcomed.</td>
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<td></td>
<td>• Should show whether housing distribution has been informed by a Housing Needs Assessment and/or a Balanced Housing Market Report</td>
<td>A number of concerns or objections about the City Council’s evidence of housing land supply, the need for more choice in location, market, affordable housing and the needs of gypsies and travellers have been addressed in the selection process of the preferred delivery strategy Option Two. These concerns and others are also addressed through the six PPAs (8-13) which replace PO5 and PO6.</td>
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<td></td>
<td>• Should have referred to the Partial Review of RSS, Growth Point Bid, proposals for waterfront development on Northshore</td>
<td>PPAs 8 - 11 address concerns about over-prescription, density, the lack of choice across Liverpool, the needs of the Regeneration Fringes while still supporting Inner Area regeneration and Housing Market Renewal, the New Growth Point and waterfront development. PPA 12 deals in greater depth with mix, type and tenure and the need to achieve sustainable buildings. PPA13 directly sets the approach for identifying gypsy and traveller pitch sites.</td>
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<td>• Should reference further studies the Council may be undertaking, e.g. SHLAA, Gypsy and Travellers</td>
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<td>• Should promote all parts of Inner Areas rather than focusing on the Zones of Opportunity first</td>
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<td>• Will the focus on Housing Market Renewal provide the right balance, improved housing choice and quality to retain and attract mobile, highly-skilled middle income people who are currently tending to migrate out of Liverpool to neighbouring districts? Will it also provide family housing at the higher end of the quality spectrum?</td>
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<td></td>
<td>• Housing growth outside Housing Market Renewal areas should not be</td>
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|  | restricted and developers should be allowed to respond to demands  
  - There should be greater emphasis on the Regeneration Fringes earlier in the Core Strategy period particularly where housing can support economic growth in SIAs  
  - Should make reference to densities and address refurbishment of existing stock  
  - Housing should not have detrimental impact on the Strategic Road Network | The Council has identified a strong need for detached and semi-detached housing to support economic growth and to meet aspirations of residents. At the same time the supply of suitable sites suggests that this form of housing will not be in the majority. |
| Mix of New Housing Provision (PO 6) | Generally supportive of providing a variety of housing sizes, types, tenures etc as it can help to reduce the need to travel, and of the emphasis on private sector family housing within the inner and outer areas of the City  
  - Concern that vacant and derelict land and buildings outside the HMR area may remain derelict, that an over-emphasis on private sector flatted developments could compromise the creation of a mixed community in the city centre, and concern about provision of buy to let properties  
  - Detached and semi-detached housing are at densities which could result in an inefficient use of land in the Inner Areas  
  - Insufficiently clear about the Council’s intentions regarding affordable housing and there should be provision for the needs of gypsies and travellers  
  - The Council is being over-prescriptive and inflexible: the option may not be feasible | |
<p>| The Hierarchy of Shopping Centres (PO7) | Should facilitate independent shops with distinctive character and seek a wider variety of shops to reduce the need to travel | PPAs 14, 15, 16, 17 identify a hierarchy of centres throughout the City, aimed at ensuring a sustainable mix and distribution of shops and services to meet the needs of local residents and |</p>
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<td></td>
<td>• Need to ensure long-term viability of neighbourhood and district shopping centre</td>
<td>ensuring their long term vitality and viability. These centres have been designated on the basis of evidence and whilst a number of been reclassified this was considered appropriate on the basis of evidence.</td>
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<td>• Some retail operators are concerned with the de-designation of some local centres</td>
<td>The City Centre MRA has been identified (PPA15) as the primary focus for comparison goods retailing as the Regional Shopping Centre and as a focus for leisure, cultural and tourism uses. London Road is recognised as performing a supporting role to the MRA.</td>
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<td></td>
<td>• The reference to the role and function of London Road is not defined sufficiently</td>
<td>The contribution of retail parks is recognised in the Spatial Portrait and PPA 18 deals with retail parks, recognising some potential for modernisation at Edge Lane RWP.</td>
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<td>• Should make reference to Retail Warehousing Parks and the contribution they make to the City’s retail base</td>
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<td>• Restricting new retail development to the centres limits the development of other ‘priority’ areas in need of regeneration</td>
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<td>• The Main Retail Area should be the focus for major new shopping, leisure, cultural, tourist and other town centre uses to ensure its role as a regional shopping centre is strengthened</td>
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<tr>
<td>Community Facilities (PO8)</td>
<td>• Should provide a definition of ‘community facilities’ as they are wide ranging and it will be difficult to formulate a generalised policy</td>
<td>PPAs 14, 15, 16 and 17 set out a hierarchy of centres throughout the City including District, Local and Neighbourhood Centres and state that these should be the focus for shops, services and community centres. The PPAs aim to ensure a sustainable distribution of facilities and complement new housing growth in the City.</td>
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<td></td>
<td>• Developers should be required to contribute to community facilities, whatever the scale of the development, but in line with Government guidance.</td>
<td>The introduction to these PPAs states that community facilities include education, training and health facilities.</td>
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<td></td>
<td>• Should include reference to plans for future provision of health facilities in the City</td>
<td>Details on the future provision of health facilities is included in the Appendix &quot;Infrastructure&quot;.</td>
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<td></td>
<td>• Community facilities should be accessible by a range of transport modes, located in existing centres and close to new housing developments</td>
<td>The issue of developer contributions is addressed within a paragraph on Infrastructure Provision in the Introduction to the Preferred Delivery Strategy.</td>
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<tr>
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<td><strong>Urban Design (PO9)</strong></td>
<td>• Remove design controls from most areas, or have different standards for different areas  &lt;br&gt; • The section on ‘quality of open space’ should be about Green Infrastructure instead  &lt;br&gt; • Should ensure best practice in urban design, also with regard to sustainability  &lt;br&gt; • Factors such as the sustainability agenda can create design conflicts and planning applications should be assessed on their overall merits  &lt;br&gt; • Should add a requirement to improve the quality of the environment, public realm and built form of strategic approaches into and out of the City Centre and to reduce flood risk  &lt;br&gt; • Developers need to be made to cooperate and collaborate with local communities in the design of their neighbourhoods  &lt;br&gt; • All new residential development should follow the Code for Sustainable Homes  &lt;br&gt; • Development should contribute towards improving and managing high quality open space  &lt;br&gt; • Support for the City Council’s objective to ensure a high quality urban environment. Should ensure new development contributes to legibility of the City and panorama of the cityscape. The Council must strive for high quality design. Should identify the importance of the wider setting of historic assets  &lt;br&gt; • A strategic network/masterplan of spaces should be identified to contribute to a more sustainable and better connected cityscape  &lt;br&gt; • Support for protecting the City’s historic fabric, improving public realm and contributing to improvements in safety and reduction in crime by providing active street frontages</td>
<td>A number of the concerns raised by objectors to PO9 are dealt with through the identification and selection of the preferred delivery strategy Option 2. Other PPAs also address a number of concerns for example:  &lt;br&gt; • PPAs16 - 20 Green Infrastructure - including key aims for different parts of the Liverpool, flooding, climate change, strategic open spaces and networks.  &lt;br&gt; • PPA 21 Sustainable Growth - covers BREEAM and Code for Sustainable Homes)  &lt;br&gt; PPA 15 which replaces PO 9 has had minor modifications as it is considered that it policies which are developed on the basis of all these approaches will ensure more sustainable higher quality design.  &lt;br&gt; The final urban design and green infrastructure policies and their implementation will informed by:  &lt;br&gt; • a Green Infrastructure Strategy and its supporting evidence and other work by Merseyforest for the City and it’s partners.  &lt;br&gt; • a Surface Water Management Plan.</td>
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| **Historic Areas (PO10)** | • Should be stronger with more pro-active measures  
• Owners have a responsibility for their property  
• Should require the investigation, protection and in situ preservation of archaeological remains  
• Include all monuments of national importance in Liverpool such as Calderstones, not just the World Heritage Site  
• Ensure that growth within the city only has a positive impact on its historic assets such as World Heritage Site  
• Should ensure coverage of the full range of heritage assets  
• Should refer to character studies and conservation area appraisals as a way of informing high quality development  
• Should make every effort to maintain and enhance the visual integrity and historic value of the built fabric, including views  
• Should address the management of historic areas | All comments noted and welcomed.  
PPA14 Historic and Architectural Environment (which replaces PO10) and PPA 15 Key Urban Design Principles, will provide a basis for dealing appropriately with both the designated and non-designated historic environment. This will enable the development of the detailed policies that are not necessarily appropriate in a Core Strategy but can be dealt with more effectively in either individual site proposals in further DPDs, or in SPDs such as that now adopted for the World Heritage Site.  
The 'A Spatial Portrait of Liverpool' Chapter has been expanded to provide more information about the historic environment and this has also informed the consideration of the alternative delivery strategy options. |
| **Enhancing Open Space and Biodiversity Provision (PO11)** | • Should have a policy for ecological corridors, linking open spaces together and for enhancing and creating Green Infrastructure, not just open space and biodiversity provision  
• Should refer to improving the maintenance, management and restoration of historic parks and landscapes and the need for capital investment  
• Need to make reference to the Green Flag initiative.  
• Should recognise that protecting the Mersey Estuary SPA, Mersey Waterfront Regional Park and Merseyside Biodiversity Action Plan are cross-boundary issues and would benefit from joint working  
• Recognise opportunities that development might bring to substitute existing open space with new, | PPA17 - 21 now replace PO11 and PO12 and support the objective of achieving high quality Green Infrastructure throughout Liverpool rather than solely in the Inner Areas and City Centre. The 'A Spatial Portrait of Liverpool' Chapter has been expanded to address these issues and provide a context for the PPAs in this sub-section. The 'Policy Context' also covers the need to act jointly with other districts and this is included in PPA25.  
The need to find sufficient sites to deliver the level of growth required by national and regional policy means that the City Council is unlikely to be able to create new areas for biodiversity/conservation/greenspace etc, on a balance with growth in the |
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<td>improved provision as part of wider regeneration initiatives.</td>
<td>area or to entirely avoid all impacts. Rather the approach will be to recognise and improve the role of all Liverpool's green infrastructure with the objective of effecting avoidance or mitigation. This is the intention of the PPAs in this section, and the City Council is developing Green infrastructure Strategy which will recognise the role of sometimes-overlooked assets such as domestic gardens.</td>
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<td></td>
<td>• Support for enhancing open spaces and biodiversity provision</td>
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<td>• Object to preference for enhancement of Green Infrastructure to be focused in the City Centre and Inner Areas</td>
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<td>• To say enhancements will only take place as a consequence of new development – implies that improvements will only take place in mitigation for other losses</td>
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<td>• Should encourage new areas for biodiversity/conservation/greenspace etc, on a balance with growth in the area</td>
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<td>• Support general approach, however some open space sites may no longer be suitable for such uses</td>
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<tr>
<td>Protecting Environmental Resources (PO12)</td>
<td>• Areas where Green Infrastructure can be shown to provide the most functions should also be avoided for new development, or else should require strong mitigation</td>
<td>It was not the City Council's intention to imply that improvements will only take place in mitigation for other losses, but that new development will be the primary source of new financial resources through either developer contributions or, if implemented, the Community Infrastructure Levy.</td>
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<td>• Any proposed green corridors should connect to one another and extend into areas that currently have little greenery</td>
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<td></td>
<td>• Should cover tidal flood risk zones and climate change allowance</td>
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<td></td>
<td>• Should focus more on &quot;avoidance&quot; of impact damage than mitigation</td>
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<td>• Object to removal of land from the Green Belt at Oglet related to airport expansion</td>
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<td>• Support Green Wedge policy and suggest an additional Green Wedge to cover Sefton Park, Greenbank and Mossley Hill</td>
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<td>• Mentioning the mineral resource activity in the North Docks is unwarranted</td>
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<td>PPA6 Liverpool Airport describes the circumstances in which Green belt release at the Oglet would be addressed.</td>
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<td></td>
<td>The City Council, together with other districts in Merseyside, investigated ineral resources and as a result is not now referring to the protection of mineral resources in the city.</td>
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### Efficient Use of Environmental Resources (PO13)

- Should pool renewable energy resources to meet the 10% RSS requirement
- Developing renewable energy generation is not the only way to reduce carbon emissions
- Should promote use of biomass, wind, solar and tidal power from the Mersey
- Object to the 10% target as no suitable sources. Target should only be applied when sources of energy are available
- SUDS should be promoted even if no targets are set
- Should have a strategic approach to the built environment ensuring all key issues are taken on board, including policy on sustainable buildings including sustainable design and construction methods
- Should be stronger emphasis on the role of spatial planning in mitigating and adapting to the effects of climate change and “future proofing” the City
- These requirements will create an additional burden for developers which are unacceptable
- Public transport can play an important role in improving the environment
- Should prioritise re-use/refurbishment over demolition

The City Council in partnership with all Merseyside Districts is undertaking a capacity and viability assessment of renewable energy potential and methods. This will enable the City Council to identify the feasibility of on-site energy generation or other targets.

The City has adopted within its SCS, LAA and Climate Change Strategic Framework very challenging targets which the LDF should aim to deliver. Climate change is covered in the Spatial Portrait, Vision and Objectives and though several of the PPAs

The consideration of economic viability in developing any proposals and policy requirements has also to be taken into account. A surface water management Plan will also be developed alongside the SFRA which will provide more detail in respect of SUDs and other anti-flooding, climate change adaptation. These can then be dealt with in other DPDs or SPDs.

PPA 26 Sustainable Growth and PPA 28 Energy deal with renewable energy, drainage, sustainable construction and climate change.

Demolition of stock if it is unfit or obsolete must remain a delivery tool.

It is recognised that these measures will impose a cost on development and the operation of policy requirements will have to take this into account.

### Improving Accessibility, Managing Demand for Travel and

- Should recognise the potential of the canal network locally for transporting goods.
- Support efforts to increase the proportion of passengers arriving and

PO 14 has been replaced with PPA29 Improving Accessibility and Managing Demand for Travel. PPA29 (as well as the Spatial Portrait, Vision and
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| Delivering Key Projects (PO14) | departing the Airport by public transport.  
- Approve improvements to the transport infrastructure to support tourist economy.  
- Should have greater reference to the Transport Supplementary Planning Document.  
- The potential Canada Dock rail link is a key project to increase rail capacity to the Port of Liverpool – request that the alignment is safeguarded in the Core Strategy.  
- Should encourage new development, particularly in S1As, to be in locations that maximise the use of the existing and proposed public transport infrastructure and provide evidence about who will provide infrastructure and when  
- Show how the built environment and land use policies will encourage more people to walk and cycle more often and should encourage car-free or low-car ownership residential development. | Objectives and the selection of the preferred delivery strategy) promote sustainable access, walking, cycling and public transport as a means of achieving that.  
Surface travel to Liverpool Airport is dealt with in PPA 6.  
The Travel SPD is mentioned now although it supplements the UDP and will therefore need replacing when the UDP is fully replaced.  
The Canada Dock rail link is listed in the Infrastructure schemes appendix, any protected alignment must however have a reasonable prospect of delivery. |
| Liverpool City Centre (PO15) |  
- Widespread support  
- Should have a Green Infrastructure policy for the City Centre  
- Should have a specific policy to promote and protect community and cultural assets  
- Should mention mixed use schemes  
- Should include additional features of high quality design in the city centre  
- Should refer to the Lime kilns Framework and the vision for the area  
- Should refer to Liverpool Science Park and creative industries | Comments are addressed through the Spatial Portrait, the consideration of the three alternative delivery strategy options and in the indicative policy approaches. |
| Liverpool Inner Areas (PO16) |  
- Extensive support for focusing investment in Inner Areas, particularly North Liverpool  
- Should place greater emphasis on the Inner Areas as priority for housing and population growth | Welcomed  
Addressed through the consideration of the three alternative delivery strategy options |
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<tr>
<td>• Should allow greater development in the Stoneycroft area (just outside Inner Area)</td>
<td>• Implementation policies will be used to address this.</td>
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<tr>
<td>• Should be elements of development in more deprived outer areas to ensure a balanced approach to improving the whole City</td>
<td>• Implementation policies will be used to address historic waterfront tidal flood risk.</td>
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<td>• Should include Green Infrastructure in the policy framework</td>
<td>• The LFC stadium and Anfield Plaza proposals are still awaiting implementation.</td>
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<td>• Should note that much of the historic waterfront is susceptible to tidal flood risk</td>
<td>• Implementation policies will be used to address Brunswick Dock Area.</td>
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<td>• Should note the new LFC stadium and Anfield Plaza as a major economic generator</td>
<td>• There would be potential adverse impacts on other centres, sustainable travel and the City Centre and the RSS designated Regional Centre which must also be taken into account, if Edge Lane RWP were expanded inappropriately.</td>
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<tr>
<td>• The Brunswick Dock Area should be classified as an area that is capable of development for a mix of uses, not simply restricted to industrial and employment uses</td>
<td>• The City Council is working with infrastructure stakeholders to identify infrastructure requirements necessary to deliver the Core Strategy.</td>
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<td>• Should acknowledge that an expanded Edge Lane RWP will contribute to employment creation in the Eastern Approaches SIA.</td>
<td>• Point out significant and VERY severe sewer capacity issues in North Liverpool, which will need to be addressed at site-specific level</td>
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**Liverpool Outer Areas (PO17)**

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<td>• Should allow growth to extend to areas beyond the regeneration fringe and not exclude residential development and other non-employment uses from SIAs; such uses will help to maximise their potential employment benefits. Concern over restrictions imposed on housing offer by limiting total number of units</td>
<td>• Addressed through the consideration of the three alternative delivery strategy options</td>
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<tr>
<td>• Joint working would be beneficial to mitigate impacts of airport expansion and environmental impacts should be understood before expansion.</td>
<td>• Implementation policies will be used to address this.</td>
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<td>• Should explain the importance of the Port of Garston to the sub-regional economy</td>
<td>• importance of the Port of Garston is addressed in the revised Spatial Portrait</td>
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<td>• Addressed in the Implementation Chapter</td>
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<td>• To be addressed (in future documents) against broad criteria in the Implementation policies for the preferred strategy.</td>
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<td></td>
<td>• Disagree. Centres should be the priority location unless proven</td>
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<td>• Should include Green Infrastructure in the policy framework</td>
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<td>• Should link business activity with mixed housing development</td>
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<td>• The focus on &quot;in-centre&quot; locations for retail and leisure is too narrow; need flexibility.</td>
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<td>• Should address the need for new retail development in the north of the city (e.g. the Stonebridge area)</td>
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**Developer Contributions**

| | • Should clarify contributions - should be fairly and reasonably related to the proposed development | The City Council is awaiting further developments in respect of the Community Infrastructure Levy. However it has also been collecting evidence of Infrastructure requirements necessary to support the Plan and these will be used in connection with the Community Infrastructure Levy or Section 106 contributions, whichever is in operation. |
| | • Concern that the list is a “shopping list” of requirements and need to be appropriate and proportionate to the development. | |
| | • Should include a developer contributions policy and leave details to an SPD | |
| | • Add ‘improvements to the historic environment’ to the list | |

Table 13 Summary of Responses to the first Preferred Options consultation in spring 2008 showing how these have been addressed in the revised report.
3. Infrastructure

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<td><strong>What is required?</strong></td>
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<td><strong>Transport and Access</strong></td>
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<td>Lime Street Gateway - creation of new public space and installation of a lift to carry people from street level to the station concourse level</td>
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<tr>
<td>City Centre Movement Strategy</td>
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<tr>
<td>Hall Lane Strategic Gateway - new road alignment, new junction and improved pedestrian and cycle facilities</td>
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<td>Liverpool Central Station and capacity improvement to the Northern rail line</td>
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<td>Space either side of the existing Northern Line platforms at Liverpool Central station should be</td>
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LCC = Liverpool City Council
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<tr>
<td><strong>What is required?</strong></td>
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<td>safeguarded to allow for the addition of more platforms in the future</td>
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<tr>
<td>Halton Curve - reintroduction of rail services using it would be particularly relevant to Outer Areas.</td>
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</table>
## Infrastructure Requirements

<table>
<thead>
<tr>
<th>What is required?</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Bootle Branch line - potential reopening to passengers including new stations at Anfield, Tuebrook and Edge Lane.</td>
<td>To provide an opportunity to improve access to this part of Liverpool, in particular to New Anfield Stadium for Liverpool Football Club.</td>
<td>Network Rail LCC Merseytravel</td>
<td>Long term</td>
</tr>
<tr>
<td>Space at each of the potential new station sites should be safeguarded and protected.</td>
<td>A regular passenger service scheme must incorporate enhancement to the signalling headways on the Bootle branch in order to support future growth of freight from the Port as well as the passenger aspiration.</td>
<td>Network Rail LCC Merseytravel</td>
<td>Long term Network Rail are currently working on a report as to the likely Anticipated Final Cost, service pattern and infrastructure requirements.</td>
</tr>
<tr>
<td>Enhancement to the signalling headways on the Bootle branch.</td>
<td></td>
<td>Network Rail LCC Merseytravel</td>
<td>Long term Network Rail are unsure a credible Benefit Cost Ratio will be established for this scheme.</td>
</tr>
<tr>
<td>Bootle to Aintree (North Mersey Branch) - disused alignment should be safeguarded to retain future options. Much of the alignment is within Sefton Council's boundaries.</td>
<td>To provide an opportunity to improve access to the HMRI areas in North Liverpool.</td>
<td>Merseytravel LCC Sefton MBC Network Rail</td>
<td>Long term</td>
</tr>
<tr>
<td>Waterloo Tunnel - former rail alignment (owned by Network Rail) should be safeguarded and protected from Edge Hill rail station as far as the junction with Great Howard Street and the Northern Line. The Waterloo Tunnel alignment is highlighted in the Merseyside Route Utilisation Strategy (RUS) as a long term aspiration and therefore is more likely to come forward sometime after 2024 realistically subject to demand, feasibility and business case.</td>
<td>To provide an opportunity to improve access to Liverpool Waters/Northshore/New Growth Point. Peel Ports indicate that the new businesses they are looking to attract to this area from the Middle East, South America and Far East emerging economies are likely to require good transport links and in particular fast access to Manchester Airport and Liverpool Airport. The Northern Line from Sandhills rail station provides such access to Liverpool Airport via Liverpool South Parkway, but Waterloo Tunnel would provide an opportunity to introduce direct rail access from Liverpool Waters/Northshore/New Growth Point.</td>
<td>Network Rail Merseytravel LCC Peel Holdings</td>
<td>Long term</td>
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<tr>
<td>Growth Point onto the City Line and onto Manchester and its airport.</td>
<td>To provide an opportunity to help relieve congestion and capacity issues at Liverpool Central Station, and provide a link between the City and Northern Lines. The Wapping Tunnel alignment is highlighted in the Merseyside RUS as a long term aspiration protected from Edge Hill rail station as far as the junction with the Northern Line.</td>
<td>Merseytravel, Liverpool City Council, Network Rail</td>
<td>Long term</td>
</tr>
<tr>
<td>Wapping Tunnel - former rail alignment (owned by Liverpool City Council) should be safeguarded and protected from Edge Hill rail station as far as the junction with the Northern Line.</td>
<td>To provide an opportunity for future public transport, walking and cycling purposes.</td>
<td>Merseytravel, LCC, Sefton MBC, Knowsley MBC, Network Rail, Sustrans</td>
<td>Long term</td>
</tr>
<tr>
<td>Halewood to Aintree (Outer Loop Line) - former rail alignment should be safeguarded and protected.</td>
<td>To provide an opportunity to improve access to southern part of operational port and link this area onto the Bootle Branch. The potential Canada Dock rail link is a key project to increase rail capacity to the Port of Liverpool to enable the growth and continued development and expansion of the Port.</td>
<td>Merseytravel, LCC, Peel Holdings, Network Rail, Liverpool Vision, Homes &amp; Communities Agency</td>
<td>Long term</td>
</tr>
<tr>
<td>Canada Dock rail freight link - alignment of the rail link to be safeguarded along with a narrow corridor of land adjacent to Bankfield Street/Bankhall Street (A5056) on the former goods yard, sufficient to allow for the reinstatement of a double track access line and the link onto the Bootle Branch.</td>
<td>Capacity issues on City Line out of Liverpool Lime St. due to insufficient rolling stock, and Manchester Hub is a bottleneck.</td>
<td>Network Rail</td>
<td>Short term - completion likely by 2014/15</td>
</tr>
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## Infrastructure Requirements

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<tr>
<td>Moss Line between Liverpool and Manchester</td>
<td>To provide an opportunity to improve access to the proposed Liverpool Waters development. Mersey Ferries have spare capacity and so can help relieve capacity issues in the Tunnels, and provide much needed capacity for cross-river access given constraints on the approach roads to them.</td>
<td>Merseytravel LCC</td>
<td>Long term</td>
</tr>
<tr>
<td>A segregated alignment for public transport (bus, bus rapid transit/tram) for access to Liverpool Waters/Northshore developments should be safeguarded. Land will need to safeguarded and protected to allow for a future Mersey Ferries land stage and terminal building to serve Liverpool Waters - and include space for bus interchange with direct access from the existing road network.</td>
<td></td>
<td>Peel Holdings</td>
<td></td>
</tr>
<tr>
<td>Merseytram - would need land safeguarding to retain future options, including between Liverpool South Parkway and Liverpool John Lennon Airport. Line 1 is safeguarded until 2010 under the Transport &amp; Works Act. Further work is required on the exact routing</td>
<td></td>
<td>Merseytravel Network Rail</td>
<td>To be determined</td>
</tr>
<tr>
<td>Liverpool Airport expansion including a runway for long-haul aircraft, a world cargo centre, and a new link road to the south of the airport</td>
<td>To cope with anticipated future growth</td>
<td>Peel Airports</td>
<td></td>
</tr>
<tr>
<td>The Port of Liverpool - plans for the first post-Panamax container terminal on the UK's West Coast</td>
<td>To double the container capacity at the Port</td>
<td>Peel Ports</td>
<td></td>
</tr>
<tr>
<td>Infrastructure Requirements</td>
<td>Water Supply/Treatment &amp; Sewerage</td>
<td>Surface Water, Flooding &amp; Coastal</td>
<td>Energy - Electricity &amp; Gas</td>
</tr>
<tr>
<td>----------------------------</td>
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<td>----------------------------</td>
</tr>
<tr>
<td>What is required?</td>
<td>Overall need for Water Cycle Study, EA are currently undertaking a WCS Scoping Study on behalf of the GPA which will be provided to the GPA at the end of the financial year.</td>
<td>For the New Growth Point and subject to the outcome of the Strategic Flood Risk Assessment, a Surface Water Management Plan needs to be provided incorporating SUD Schemes. Green Infrastructure sites can provide flood storage.</td>
<td>PowerSystems unable to provide response without site specific details.</td>
</tr>
<tr>
<td>Why is it needed?</td>
<td>Target levels of growth could cause problems to sewer networks. Increases in sewer flows would need to be carefully planned. Existing facilities, as currently operated, are unlikely to be sufficient.</td>
<td>To improve flood management</td>
<td>National Grid confirm no Gas or Electricity capacity issues with projected growth across the City.</td>
</tr>
<tr>
<td>Who will deliver it?</td>
<td>Water abstraction levels may damage designated habitats. United Utilities Water Infrastructure investment plan should cover demand in medium term, but highest level of code for sustainable homes may need to be applied if abstraction unsustainable.</td>
<td>LCC (Planning, Highways and Drainage) DEFRA and Environment Agency</td>
<td>PowerSystems, National Grid &amp; Transco</td>
</tr>
<tr>
<td>When will it need to be delivered?</td>
<td>Climate change - Mersey Estuary subject to sea level rise.</td>
<td>2009/10</td>
<td>To be determined</td>
</tr>
<tr>
<td></td>
<td>Over lifetime of the Plan</td>
<td></td>
<td>To be determined</td>
</tr>
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<tr>
<td>Transco state that growth that would trigger reinforcement to the High Pressure System requires approx. three years to put into place, National Grid to monitor the situation.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Education and Training, Health & Community Facilities

<table>
<thead>
<tr>
<th>New build 2 form primary school for the communities currently served by Breckfield and Hope Valley schools</th>
<th>Need to reduce surplus school places in the area. Although reasonably well maintained, both existing schools are unsuitable for the delivery of the modern curriculum</th>
<th>Liverpool City Council - Children's Services</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>New build 1 form of entry school building for Faith Primary School on the site of the former Campion School</td>
<td>The new school would be next to the City Learning centre at the heart of the planned new housing for the area, enabling wider community use of the school and the facilities on the site.</td>
<td>Liverpool City Council - Children's Services</td>
<td></td>
</tr>
<tr>
<td>New build for Croxteth Community Primary School</td>
<td>High number of surplus places and the second worst condition primary school in the City</td>
<td>Liverpool City Council - Children's Services</td>
<td></td>
</tr>
</tbody>
</table>

Building Schools for the Future.

The £400 million ‘Building Schools for the Future’ programme will refurbish existing school buildings. Schools will also be merged or expanded where appropriate to enable a wider community use of the facilities (or ‘multi campus developments’). The diversity of the schools provision means that it is unlikely that many more schools will be subject to closure.

Significant population decline over the past 20 years has needed to be managed by a series of school re-organisations. In the past 10 years 11,724 places have been removed across primary and secondary schools, including the closure of 3 secondary schools, and Liverpool’s school age population is still declining. It is expected that there will be nearly 9,000 fewer secondary school pupils in 10 years time. However current pupil forecasts have not taken account of the potential impact of the HMR programme and the City’s re-population and regeneration strategies, which propose development which will increase the population of Inner Areas of the city. In addition, despite the major investment has taken place since 2000, 80% of schools still lack sufficiently good quality facilities.

Regeneration schemes in the area e.g. New Heartlands HMRI, may lead to an increase in demand for new school places. For this reason it is proposed that this area be reviewed again in three years.
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<tbody>
<tr>
<td>The Alsop Technology College, Walton - new and refurbished school</td>
<td>Part of BSF Wave 2</td>
<td>Liverpool City Council - Children's Services</td>
<td>December 2010</td>
</tr>
<tr>
<td>West Derby School new school and relocation of Ernest Cookson School</td>
<td>Part of BSF Wave 2</td>
<td>Liverpool City Council - Children's Services</td>
<td>Autumn 2010</td>
</tr>
<tr>
<td>King David School - new building to house exiting primary and secondary schools</td>
<td>Part of BSF Wave 2</td>
<td>Liverpool City Council - Children's Services</td>
<td>Spring 2011</td>
</tr>
<tr>
<td>Lower Lee Residential Secondary School - refurbishment and new build</td>
<td>Part of BSF Wave 2</td>
<td>Liverpool City Council - Children's Services</td>
<td>Autumn 2009</td>
</tr>
<tr>
<td>Cardinal Heenan and Broughton Hall Schools - new buildings</td>
<td>Part of BSF Wave 2</td>
<td>Liverpool City Council - Children's Services</td>
<td>Main school: Autumn 2010, Sixth Form Autumn 2011</td>
</tr>
<tr>
<td>Gateacre &amp; Hope Schools - co-location to new school building/site</td>
<td>Part of BSF Wave 2</td>
<td>Liverpool City Council - Children's Services</td>
<td>Autumn 2010</td>
</tr>
<tr>
<td>Liverpool Community College - new build arts centre</td>
<td>Implementing the Phase 5 accommodation strategy providing state of the art facilities for learners and staff</td>
<td>Liverpool Community College - review of all centre and remodelling of vacant space</td>
<td>Liverpool Community College - new learner centre</td>
</tr>
<tr>
<td>Liverpool Community College - review of all centre and remodelling of vacant space</td>
<td>Implementing the Phase 5 accommodation strategy providing state of the art facilities for learners and staff</td>
<td>Liverpool Community College - new learner centre</td>
<td>Implementing the Phase 5 accommodation strategy providing state of the art facilities for learners and staff</td>
</tr>
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</table>

## Health

| New hospital to replace the Royal Liverpool University Hospital on part of the existing site | The Royal Liverpool and Broadgreen | New hospital expected to open in 2015 and the |
## Infrastructure Requirements

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<tbody>
<tr>
<td>Rebuilding of Alder Hey Children's Hospital</td>
<td>Need to redevelop Victorian hospital to make it fit to provide 21st century healthcare</td>
<td>Royal Liverpool Children's NHS Trust</td>
<td>2018</td>
</tr>
<tr>
<td>Additional capacity and improvements to current building stock at Broadgreen Hospital</td>
<td></td>
<td>Liverpool NHS PCT</td>
<td>2015</td>
</tr>
<tr>
<td>New NHS Treatment Centre on the site of the Sir Alfred Jones Memorial Hospital in Garston</td>
<td>Forms part of the NHS' £100m plans for 'A New Health Service for Liverpool' which aims to provide new and improved community-based healthcare to enable more services to be delivered closer to peoples' homes</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2011</td>
</tr>
<tr>
<td>New Neighbourhood Health Centre at Speke</td>
<td>Forms part of the NHS' £100m plans for 'A New Health Service for Liverpool'</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2010</td>
</tr>
<tr>
<td>New Neighbourhood Health Centre at Allerton (Booker Ave)</td>
<td>Forms part of the NHS' £100m plans for 'A New Health Service for Liverpool'</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2011</td>
</tr>
<tr>
<td>New Neighbourhood Health Centre at Anfield (Townsend Lane)</td>
<td>Forms part of the NHS' £100m plans for 'A New Health Service for Liverpool'</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2011</td>
</tr>
<tr>
<td>New Neighbourhood Health Centre at Anfield (Mere Lane)</td>
<td>Forms part of the NHS' £100m plans for 'A New Health Service for Liverpool'</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2011</td>
</tr>
<tr>
<td>Refurbished Neighbourhood Health Centre at Princes Park</td>
<td>Forms part of the NHS' £100m plans for 'A New Health Service for Liverpool'</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2010</td>
</tr>
<tr>
<td>Refurbished Neighbourhood Health Centre at Norris Green</td>
<td>Forms part of the NHS' £100m plans for 'A New Health Service for Liverpool'</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2011</td>
</tr>
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<tr>
<td>New Neighbourhood Health Centre at Aigburth</td>
<td>Forms part of the NHS’ £100m plans for 'A New Health Service for Liverpool'</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2011</td>
</tr>
<tr>
<td>New Neighbourhood Health Centre at Childwall</td>
<td>Forms part of the NHS’ £100m plans for 'A New Health Service for Liverpool'</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2012</td>
</tr>
<tr>
<td>New Neighbourhood Health Centre at Croxteth</td>
<td>Forms part of the NHS’ £100m plans for 'A New Health Service for Liverpool'</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2012</td>
</tr>
<tr>
<td>New Neighbourhood Health Centre at Kensington</td>
<td>Forms part of the NHS’ £100m plans for 'A New Health Service for Liverpool'</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2013</td>
</tr>
<tr>
<td>New Neighbourhood Treatment Centre at North Liverpool</td>
<td>Forms part of the NHS’ £100m plans for 'A New Health Service for Liverpool'</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2014</td>
</tr>
<tr>
<td>New Neighbourhood Treatment Centre at Central Liverpool</td>
<td>Forms part of the NHS’ £100m plans for 'A New Health Service for Liverpool'</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2013</td>
</tr>
<tr>
<td>New Neighbourhood Health Centre at Wavertree</td>
<td>Forms part of the NHS’ £100m plans for 'A New Health Service for Liverpool'</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2014</td>
</tr>
<tr>
<td>New Neighbourhood Health Centre at Gateacre/Woolton</td>
<td>Forms part of the NHS’ £100m plans for 'A New Health Service for Liverpool'</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2014</td>
</tr>
<tr>
<td>New Neighbourhood Health Centre at Vauxhall (part of Project Jennifer)</td>
<td>Forms part of the NHS’ £100m plans for 'A New Health Service for Liverpool'</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2013</td>
</tr>
<tr>
<td>Refurbished Neighbourhood Health Centre at Old Swan</td>
<td>Forms part of the NHS’ £100m plans for 'A New Health Service for Liverpool'</td>
<td>Liverpool NHS PCT</td>
<td>Estimated 2013</td>
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### Cultural

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<tr>
<td>New Museum of Liverpool at Mann Island</td>
<td>To build a new museum with four public galleries, 8,000 sq m of public space, 200 seat theatre and performance space and café/restaurant</td>
<td></td>
<td>Summer 2009,</td>
</tr>
<tr>
<td>Rebuilding of Central Library</td>
<td>The project will include a new home for the Liverpool Record Office which will house 14km of archives and some of the LCC has chosen - Inspire Partnership, which is a joint venture</td>
<td></td>
<td>The restored library is due to open again in 2012</td>
</tr>
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<tr>
<td>city's most historic treasures from the last 800 years. The new look Central Library will also include: a new entrance to the main library, front and rear access, five new floors with better access including meeting rooms and café, new repository with capacity for 20 years of new archive space, new rooftop atrium and terrace overlooking St. John's Gardens, re-opening of historic internal entrances to the Picton Reading Room, re-opening of International Library to original design, as a new children's zone</td>
<td>to provide a new centre for North Liverpool with improved facilities that will attract new shops and businesses to provide more choice for local people</td>
<td>between: Investors Public Partnerships, Asset managers Amber Infrastructure, Constructors and investors Shepherd Construction, Liverpool-based architects Austin-Smith:Lord Architects, Building services engineers Buro Happold, Facilities managers Cofely</td>
<td>between: Investors Public Partnerships, Asset managers Amber Infrastructure, Constructors and investors Shepherd Construction, Liverpool-based architects Austin-Smith:Lord Architects, Building services engineers Buro Happold, Facilities managers Cofely</td>
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### Green Infrastructure

A requirement of RSS & the NGP Bid is that a Green Infrastructure (GI) Strategy is developed. The GI Strategy should contribute to the Merseyside GI Strategy and delivery of the Mersey Forest Plan and Mersey Waterfront Regional Park. The GI Strategy should ensure mitigation to prevent harm to the SPA/RAMSAR sites. WCS & GI Strategy should be linked

### Mixed

<table>
<thead>
<tr>
<th>Project Jennifer - Land bounded by Great Homer Street, Buckingham Street, Scotland Road, Kirkdale Road</th>
<th>To provide a new centre for North Liverpool with improved facilities that will attract new shops and businesses to provide more choice for local people</th>
<th>St Modwen Properties</th>
<th>Main district centre elements by 2012</th>
</tr>
</thead>
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<tr>
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<td>When will it need to be delivered?</td>
</tr>
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<td>---------------------------------------------------------------------------------------------------</td>
<td>----------------------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td>Edge Lane Environmental Improvement scheme - New housing and community facilities. Improvements to the local environment with planting of mature trees and major highway enhancements to provide a safer environment for pedestrians and motorists.</td>
<td>To create a high quality 21st century gateway to Liverpool city centre.</td>
<td>Liverpool Vision</td>
<td></td>
</tr>
<tr>
<td>Anfield Stadium - Land at Stanley Park (including site of 47-71 Anfield Road), and existing Liverpool FC Stadium, Anfield Road</td>
<td>60,000 seater football stadium.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4. Glossary of Terms

Annual Monitoring Report (AMR) - The Annual Monitoring Report contains information relating to Liverpool, and is one of a number of documents that need to be included in the Local Development Framework. The report is submitted to the government by the local authority to assess the progress and effectiveness of the LDF.

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 is the primary development plan document which forms part of the Local Development Framework. The Core Strategy should reflect the objectives of the community strategy and sets out the long-term vision, strategic objectives and delivery strategy for the future spatial development of the area.

Development Plan Document (DPD) - A development plan document has to be independently tested by a Government inspector and carries full weight in relation to planning applications, which distinguishes it from a supplementary planning document. It is a statutory component of the Local Development Framework, for example the Core Strategy, Area Action Plan, Land allocations.

Evidence Base - The information and data, including the physical, economic, and social characteristics of the City. It is gathered to advise the production of the Local Development Framework. To be “sound” a Development Plan Document 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 - the network of green and blue spaces that lies within 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.

Government Office for North West (GONW) – The government's regional office, it is the first point of contact for submitting documents to the Secretary of State.

Housing Market Renewal (HMR) - national programme to address areas of housing market failure

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.

Issues, Options and Preferred Options - The "pre-submission" consultation stages on a Development Plan Document with the objective of gaining public consensus before submission of documents for independent examination.

Knowledge Base 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 Development Document (LDD) - Any document (statutory and non-statutory) within the LDF. Collectively LDDs make up the spatial strategy for the City.

Local Development Framework (LDF) - The Local Development Framework (LDF) is a non-statutory term used to describe a folder of documents, which includes all the local planning authority's local development documents. An LDF is comprised of:
Development Plan Documents (which form part of the statutory development plan)

Supplementary Planning Documents

The local development framework will also comprise:

- The Statement of Community Involvement
- The Local Development Scheme
- The Annual Monitoring Report
- Any Local Development Orders or Simplified Planning Zones that may have been added

Local Development Scheme (LDS) - This is the business plan for production of the local development framework (LDF). It identifies and describes the development plan documents (DPDs) and when they will be produced. It covers a three-year timespan and is subject to updating following production of an annual monitoring report to check progress.

New Growth Point - A housing growth initiative to be delivered jointly by Liverpool and Wirral MBC as part of the second round of the Government's New Growth Point (NGP) programme. Accelerated housing supply will be pursued alongside housing market renewal.

Planning Policy Guidance (PPG) - Former central government guidance on a range of topics from transport to open space policy giving advice to regional and local policy makers on the way in which they should devise their policies in order to meet national planning goals. They have now been replaced by Planning Policy Statements.

Planning Policy Statement (PPS) - Sets out national land use policy and indicates how this should be reflected in regional and local policies. Intended to concentrate on national land use policy advice and remove advice on practical implementation. A material consideration in the determination of planning applications and local plan making.

Regional Spatial Strategy (RSS) - Approved by the Secretary of State in September 2008. The RSS should provides a broad development strategy for the region for a 15 to 20-year period.

SA/SEA – Sustainability Appraisals and Strategic Environmental Assessment will ensure policies help achieve more sustainable development. SEAs are environmental assessments of policies, plans and processes. Sustainability Appraisals have a wider remit and cover social, economic and environmental issues.

Saved Policies/Plan - Policies within the Liverpool Unitary Development Plan that have been "saved" and are still relevant as material considerations, during production of replacement development plan documents.

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 Local Development Documents and development control decisions. Each Local Development Document will need to show how the Statement of Community Involvement has been complied with.

Supplementary Planning Documents (SPD) - Supplementary planning documents (SPDs) give further guidance on specific policy topic areas such as affordable housing provision, that have been identified in core policy in the local development framework (LDF), or to give detailed guidance on the development of specific sites in the form of a master plan framework plan or development brief. This has now replaced SPGs.
Sustainability Appraisals (SA) - A form of assessment used in the UK that considers 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 Community Strategy - Creates a long-term, sustainable vision for the City and sets the agenda for priorities in Liverpool to achieve a “thriving international City”

Sustainable Development - Development, which meets the needs of the present generation without compromising the ability of future generations to meet their own needs

Statement of Community Involvement - A document which sets out how the Council will consult and involve the public in the production of the LDF and major development control matters

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 is a plan that sets out how land within the City should be used over the coming years. 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 LDF.

Vitality and Viability - how healthy the City Centre, District or Local Centres are, measured using a number of criteria including diversity of uses, number of vacant units, accessibility, environmental quality and potential for growth or change.