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1 Introduction

Introduction

What is a Core Strategy?

1.1 The Core Strategy is the spatial planning document that lies at the heart of the Liverpool Local Development Framework. It will establish a planning framework for the City comprising a long term spatial vision, an overall spatial strategy for delivering the vision and core policies. The Core Strategy deals with matters of strategic concern only. Its main purpose is to identify broad locations for delivering housing and other strategic development needs such as employment, retail, leisure, community, essential public services and transport development in Liverpool up to 2024.

1.2 As a strategic spatial planning document, the Core Strategy sits alongside other strategies that the City Council and its partners have prepared, or are preparing, that influence the nature of places and how they function. In particular, it provides a spatial expression of Liverpool First (the City’s Sustainable Community Strategy, produced by the Liverpool First local strategic partnership), and the Merseyside Local Transport Plan, together with other key strategies in the City, such as those for education, health and social inclusion.

1.3 The Core Strategy will also implement the spatial and transport policies of the Regional Spatial Strategy for the North West, and in particular incorporate its housing requirement. A revised Regional Spatial Strategy for the North West period to 2021 is expected to be adopted in 2008.
1.4 Once completed, the Core Strategy, in conjunction with other Development Plan Documents in the Local Development Framework (LDF), will replace the Liverpool Unitary Development Plan (UDP), which was adopted in November 2002.

What is the Core Strategy Preferred Options Report?

1.5 The Core Strategy Preferred Options Report carries forward and builds on consultation with residents, businesses and key stakeholders on “Issues and Options”, undertaken in early 2006 via a series of seminars and presentations. The purpose of this consultation was to identify, with the help of these groups, the main strategic, spatial planning issues likely to face Liverpool in the next 15 years and to suggest options for addressing those issues.

1.6 This Preferred Options Report, which is published for public consultation, is the next key stage in the production of the Core Strategy. It sets out details of the options which the City Council is intending to take forward in the final Core Strategy document. It also provides a summary of the alternative options that have been rejected, together with an outline of the reasons for the rejection.

1.7 The Preferred Options report provides the opportunity for anyone to say whether they agree with these options and, if they wish, to submit other options for consideration. The final version of the Core Strategy will be submitted to the Government for independent examination in late 2008.

The Transition From Issues and Options to Preferred Options

1.8 A significant part of the feedback received from consultation on Issues and Options pointed to the need to show more clearly the implications of options for different areas of the City and the way in which places will develop as a result. In other words, options had to be more “spatial”.

1.9 To provide this spatial clarity therefore, the Preferred Options are structured differently from those originally presented at the Issues and Options stage. A number of the issues and their associated alternative options that were originally presented have been merged, resulting in the development of composite Preferred Options. In a small number of instances it was also considered to be inappropriate to develop a Preferred Option for a particular issue, because to do so would, for example, duplicate national or regional policy or require a policy response which is insufficiently strategic in nature to be included in a Core Strategy.

1.10 Details of how the Preferred Options relates to those originally considered at the Issues and Options stage are set out in Appendix 1.

How the Preferred Options Report is structured

1.11 The opening chapters in this report set the context for the preferred options. Chapter 2 contains a “spatial portrait” for Liverpool, which summarises the way the City works spatially and identifies the key issues which have shaped it. Chapter 3 summarises the wider policy context in which the preparation of the Core Strategy needs to be set and to which its policies will need to have regard. Chapter 4 proposes a spatial vision of what the City will look like at the end of the Core Strategy period and identifies a number of spatial objectives which Core Strategy policies will need to deliver if it is to achieve this vision.

1.12 The Preferred Options themselves are set out in Chapter 5, accompanied by an explanation of the reasons for their choice and a summary of the rejected options. Chapter 5 is divided into three parts. The first deals with the Spatial Strategy, which sets a broad strategic steer as to where the City wishes to see major development directed. The second part of the Chapter proposes Preferred Options on matters such as new housing and economic development which will give further definition.
to the Spatial Strategy and deliver the Strategic Objectives. The final part of the chapter summarises what the Preferred Options mean when applied together for different parts of Liverpool. The Preferred Options are accompanied by a Key Diagram, illustrating how they will apply across the City.

1.13 The report concludes by setting out in Chapter 6 implementation and monitoring arrangements for the Core Strategy.

Sustainability Appraisal

1.14 In accordance with government guidance, the Preferred Options Report is accompanied by a Sustainability Appraisal Report which considers the likely significant environmental, economic and social effects of the preferred and rejected Options. Copies of this appraisal are available at www.liverpool.gov.uk/ldf, or from the Development Plans team and at locations where the Preferred Options report is available (see "How to get Involved" below).

1.15 Brief commentary on the Sustainability Appraisal Report's assessment of the preferred and rejected options is provided throughout Chapter 6. The full Sustainability Appraisal Report should be referred to for further information.

How have Preferred Options been selected?

1.16 The selection of the preferred options has been formed by:

- Feedback from continuous community consultation;
- Assessment against the wider policy context at national, regional and local level;
- Evidence gathered from a wide range of studies and strategies; and
- Sustainability Appraisal.

How to get involved in this consultation

1.17 The City Council is inviting comment on the Preferred Option report and its accompanying documents. As part of this consultation, the opportunity remains for further options to be put forward for consideration. In accordance with the Council's Statement of Community Involvement, the City Council will:

- Make reference copies of the consultation documents available at the Central Library, local libraries and the local planning authority offices during their normal opening hours;
- Consult with all relevant statutory bodies;
- Write to all the individuals, groups and organisations on the Liverpool LDF consultation database;
- Provide access to all consultation documents including background evidential studies and other supporting documents through the local authority LDF 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
- Place a local advertisement formally notifying the general public of the fact that the consultation documents are available for inspection and the places and times at which they can be inspected.

1.18 If you wish to make comments on the Preferred Options report or its supporting documents, you should do so on the official form. This can be found on the City Council's website and at Millennium House reception; One Stop Shops; and public libraries. We would strongly encourage you to use the online consultation facility referred to above 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 the City Council Planning homepage.

Question 1

It is vitally important that any alternative options should be submitted at this stage of the Core Strategy preparation as it may be difficult for them to be considered at the next stage. Are there any alternative preferred options which should be considered?

What happens next?

1.19 The results from this consultation will be used to inform the preparation of the final Core Strategy Development Plan Document (DPD). This will then be “submitted” to the Secretary of State for independent examination by an Inspector (steps 7 and 8 in the diagram below) at which time there will be a further opportunity for the public to submit formal representations upon it.

![Figure 1.1 DPD Production Timeline Showing Preferred Options Stage](image)

1.20 If the Inspector finds the plan "sound", the Core Strategy will be adopted. The Inspector’s report will be binding on the City Council. For further information on these stages, see [www.liverpool.gov.uk/ldf](http://www.liverpool.gov.uk/ldf), or contact the Development Plans team (Tel. 0151 233 3021)
2 The Spatial Portrait and Key issues

A Spatial Portrait of Liverpool

Location and physical context

2.1 Liverpool is located on the River Mersey in North West England, extending over an area of 113 square kilometres. The City is almost wholly urbanised, though there are areas of open land at its periphery at Croxteth Country Park, Netherley/ Belle Vale and Speke, which are designated as Green Belt. Residential neighbourhoods in the north and east merge with neighbourhoods in the adjoining districts of Sefton and Knowsley. The wider sub-region (see Map 2.1 ‘Sub-Regional Location’) with Liverpool at its heart, includes these adjoining districts together with St. Helens, Wirral, and Halton and contains a population of some 1.5 million.

2.2 Liverpool has close physical and functional linkages with West Lancashire, Warrington, Chester, Ellesmere Port and Neston, and parts of North Wales which together with the Merseyside districts, form the wider Liverpool city region. Liverpool, particularly the City Centre, provides investment and job opportunities for much of this wider city region area, also serving as its main leisure, cultural, retail and tourism centre.

2.3 Liverpool is a transport hub within this wider area and acts as a key gateway for trade and people into the North West, North Wales and North of England. Its coastal location places it at the western end of the North European Trade Axis, which extends from Ireland to the Humber Ports and through to Northern European markets. Key gateways to the City include Liverpool Lime Street rail station and John Lennon Airport and links to the national road network are provided through the M62, M53, M57 and M58.
2.4 Liverpool’s original growth and development into a major city and conurbation hub arose as a
direct result of rapid expansion of its role as a port during the late 18th and 19th centuries. 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.

2.5 New residential neighbourhoods dating from this period of expansion, built to accommodate the
rapidly growing population, were located in a ring around the City Centre and 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, schools, churches
and other community facilities and form many of the City’s present day district and local centres.

2.6 The City’s subsequent physical growth, encompassing once freestanding villages such as
Walton, West Derby, Gateacre and Woolton, took place in suburban locations and 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.

2.7 Broadly speaking, Liverpool today (see Map 2.2 ‘Built Environment Features’) is structured
concentrically in this manner, with a well-defined City Centre surrounded by an arc of older
neighbourhoods and then, further out, a band of more recent suburbs. At a finer grain however, the
geography of the City is much more complex. Since the Second World War, Liverpool, and in particular
its inner areas, has been subject to an almost continuous process of urban renewal - a process which,
for the most part, has been housing-led and which has resulted in a fragmented urban landscape and
substantial upheaval over time for inner city residents and businesses.

2.8 The City’s development in the 20th Century led to 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 around the operational
Port, remain important locations for employment, as recognised by their designation under the Objective
One European Structural Funding programme as Strategic Investment Areas (SIAs).

2.9 Other important changes to the City’s broad physical structure have arisen because of the decline
of the port function and the redevelopment of the waterfront for a mix of leisure, commercial, open
space and residential uses. This latter process is ongoing and there remains much vacant, derelict
and underused land and buildings in waterfront locations.

Social and economic context

Following physical expansion in the 19th and 20th centuries, the City’s recent history has been
characterised by a long term and continuous process of population and economic decline, linked
largely to the decline of employment in the docks and closure of manufacturing plants on the city’s
periphery. This arose from changing patterns of international trade which was exacerbated by national
economic restructuring, resulting in a loss of employment on an unprecedented scale.

2.10 The scale of the decline was such that the population of Liverpool almost halved between 1931
and 2001, falling from 846,000 to 439,500. Economic decline was particularly marked in the latter
part of the century. Between 1961 and 1985, the number of jobs in the City fell by 43%, while in the
25 years to 1985, unemployment increased from 6% to 26%.

2.11 Government population estimates and projections, based on these historic trends, indicate
that Liverpool’s population is still falling, though at a very much reduced rate, and is projected to
continue falling over the Core Strategy period. In contrast however, and reflecting the trend towards
smaller households, the number of households is projected to increase.
2.12 The impact of long term decline on Liverpool has been profound and many of the issues that the City faces are a direct result of it. Most notably, as far as the future planning of the City is concerned, it has left a legacy of economic and social deprivation and a consequential and significant geographical polarization in the wealth of the city (see Figure 2.1 ‘Unemployment & Index of Multiple Deprivation 2007’). These trends have been mirrored by significant physical and environmental decay, concentrated within certain neighbourhoods, particularly in the inner areas and the peripheral estates.

2.13 The scale of deprivation faced in parts of the City manifests itself in other social factors including major health inequalities. Poor living, social, economic and environmental circumstances impact adversely on physical health and mental well-being. The severity of Liverpool’s health issues is reflected in parts of inner Liverpool having the lowest life expectancies in the country.

2.14 Economic decline has left the City with a substantial resource of vacant land and buildings - some 500 hectares according to the Council’s most recent estimates - and underused capacity in infrastructure and public facilities such as schools and open space. In respect of the quantity of open space, for example, with more than 3000 hectares, representing 27% of its total area Liverpool is relatively well-provided for, although the geographical distribution and quality is not consistent across the city. Economic decline has has impacted too on district and local centres, which, with a few notable exceptions, have deteriorated over time and no longer meet the needs of local communities.

2.15 In recent years, 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; “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 significant funding to support improved economic performance by focusing funding on the aforementioned Strategic Investment Areas. Although full support ends in 2007, transitional funding will continue to 2013 and recent economic studies suggest that the economy is now strong enough to withstand these changes.

2.16 More recent intervention has included the establishment of Liverpool Vision in 1999 as the first of three pilot Urban Regeneration Companies in England. Liverpool Vision’s remit is 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. Over the last 7 years, the physical appearance and level of economic activity of the city centre has been transformed as over £3bn of investment has been secured in support of Vision’s objectives.

2.17 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. LLDC’s main responsibility is to implement major physical regeneration project in the four SIAs outside the city centre. Over the life of the Company, is is expected to lever in more than £800m of private sector investment. In 2008, it is proposed that Liverpool Vision, LLDC and Business Liverpool, join together to form a new regeneration company for the city which is likely to focus considerable time and resources on securing economic development in inner Liverpool, particularly North Liverpool.

2.18 Recently, the City has shown clear and encouraging signs of economic recovery. Between 1998 and 2005, for example, the total number of jobs grew by 11.9%, which exceeded both the Great Britain and the North West regional rates of growth, while between 1995 and 2004 GVA2 grew by 60.6%, slightly below the national rate but significantly outperforming the region as a whole.

2.19 There is evidence, prepared by Cambridge Econometrics in 2007, to indicate that the underlying prospects for growth in Liverpool and its wider City Region show an improvement on historical performance. In the short term particularly, prospects for growth are favourable. Growth in the longer term could also occur if major projects, currently at very early stages of preparation, are implemented.

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2 GVA is the Gross Value Added or difference in the value of goods and services produced and the costs of the raw materials and inputs used in their production
Recent years have also witnessed considerable policy effort directed at resolving housing problems of poor condition and overcrowding, legacies of the City’s rapid growth in the 19th century. Over the years, the City has implemented a series of major housing regeneration and redevelopment programmes to address these problems, dealing variously with housing clearance and housing rehabilitation, together with the development of the extensive public housing estates on the City’s periphery.

Despite major intervention however, the unfitness of a significant amount of both the private and public housing stock remains a key problem. More recently, attention has focused on the more deep-rooted issue of market imbalance and the continuing failure of the City’s housing offer to meet modern aspirations and requirements.

Assets and Opportunities

As indicated above, Liverpool’s economic performance has improved markedly in recent years. This is due largely to 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, the Ports of Liverpool and Garston, and Liverpool John Lennon Airport and the Strategic Investment Areas.

The City Centre, in particular, 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. Investment in established City Centre sectors such as retail and offices is proceeding apace and, as the City’s economy continues to diversify from its original, port–related basis, is being accompanied by rapid growth in investment in new housing and in the leisure, cultural and tourism industries.

Drawing on its architectural and cultural heritage, the tourism and leisure industries are becoming a vital part of the new Liverpool, and the City is 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, given significant impetus by the City’s designation as European Capital of Culture for 2008.

As a regional shopping centre the City Centre is currently ranked 13th nationally and 2nd regionally. The role of the City Centre as a shopping centre will be strengthened considerably with the completion in 2008 of the ongoing Liverpool One (Paradise Street) development, which will create 154,000 square metres of new retail floorspace, 4,500 jobs and move the City Centre into the top 5 retail destinations in the UK.

Significant investment and development interest in new residential opportunities has led to a growth in the population of the City Centre from 2,300 in 1991 to an estimated 13,500 in 2006. Given the level of ongoing development activity the population is expected to increase further to as much as 20,000 by 2010. Such has been the interest in apartment living that development pressures are now expanding the market into City Centre fringe locations such as Leeds Street, Islington, the Baltic Triangle and Sefton Street, which have traditionally been areas of industry and employment use but where there is much vacant and derelict land and buildings.

The City Centre is maturing into a major regional office market. The commercial district within the City Centre has seen expansion of growth in confidence and investment in new high quality premises. Growth needs to be supported and a greater emphasis on the delivery of higher value economic and employment outcomes. In spatial terms their will be a a concentration within the broad City Centre area of high value growth in the areas in and around the Universities and the Royal Hospital.

Significant potential exists outside the City Centre for future economic growth and development, in particular inner north Liverpool, and especially that part which lies within the Atlantic Gateway SIA. Historically given over for port operations and related warehousing and industrial uses, this is an extensive area, extending from the northern edge of Liverpool City Centre to the City boundary with...
Sefton Borough and from the River Mersey to the residential neighbourhoods of Vauxhall and Kirkdale, containing significant concentrations of vacant land and buildings and now characterised by low grade uses set in a poor environment which blights remaining businesses and adjoining residential areas.

2.29 As the economic base of the area has declined, social links between this SIA and the wider North Liverpool community have been seriously eroded. Its location directly to the north of the City Centre, together with a road and rail infrastructure capacity for a much larger population than currently exists, provides an un-paralleled opportunity for longer term development.

2.30 Complementing these potential growth locations and sectors, are a significant number of major physical, environmental and social assets, not least of which is the City's architectural heritage stemming 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 the river approach a unique and world-renowned frontage, as recognised by the designation in 2004 of much of the City Centre and waterfront (including that part located in North Liverpool in the Atlantic Gateway SIA) as a UNESCO World Heritage Site.

2.31 In addition to the World Heritage Site, the City has more than 2,500 listed buildings, 34 Conservation Areas, 10 registered historic parks, and 4 Scheduled Ancient Monuments. Together, these provide Liverpool with a very distinctive urban landscape which contribute significantly to the City’s identity.

2.32 Much of Liverpool's public open space was laid out at the time of the Liverpool's rapid expansion and growth and was originally intended to serve a much greater population than now lives here. Some of this open space, in particular the historic Victorian Parks, such as Sefton Park, Princes Park, Stanley Park and Newsham Park, is of high quality and is a highly-valued recreational resource. Many of Liverpool's parks annually achieve Green Flag status and the Council intends that all it's parks reach this standard. There is also great potential for the improvement of other open spaces which have deteriorated over time to be improved over time.

2.33 The Mersey Estuary on which Liverpool is located, 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) There are 4 Local Nature Reserves and a number of non-statutory wildlife sites located throughout the City. The Estuary is also the focus of a major sub-regional initiative (the Mersey Waterfront Regional Park) which aims to benefit the wider area as well as Liverpool.
Map 2.1 Sub-Regional Location
Map 2.2 Built Environment Features
Map 2.3 Natural Environment Features
Summary of the Evidence and Key Issues

The Evidence Base

The Spatial Portrait draws on a wide-ranging evidence base which is being assembled by the City Council to inform and support its ongoing and future strategies and programmes, including the Core Strategy. The following table summarises this evidence base, identifying relevant plans, strategies, programmes and research studies, and highlighting their main findings or objectives. This evidence base has been used extensively in informing and developing the preferred options set out in this report.

<table>
<thead>
<tr>
<th>Title and brief description of study</th>
<th>Key findings / implications</th>
</tr>
</thead>
</table>
| Liverpool's Housing Market Research Programme 1999/2001; A Review of the Main Findings and Policy Recommendations (2001) | Concluded that the housing market in Liverpool is highly differentiated by price, quality and residential turnover. Identified a process of progressive market collapse in a number of neighbourhoods in the City's inner areas, signalled by low demand and driven by changes in aspirations and obsolescence rather than stock condition. Recommendations include:  
  - The development of a long term market restructuring strategy for the Inner Core of the City;  
  - The development of a housing transfer strategy for peripheral housing estates;  
  - An urban management framework for other residential neighbourhoods in the City;  
  - An increased emphasis on decommissioning surplus stock. |
<p>| Urban Housing Capacity Study - Liverpool Full Report (2004) | Identifies a substantial potential housing resource in 2003, including 634 sites with potential for housing, capable of accommodating more than 19,000 dwellings. Part of a wider Merseyside study and shows that Liverpool is capable, if necessary, of accommodating needs arising from other Merseyside districts. Annual site surveys update the study and complement monitoring through the Annual Monitoring Report (see below). |
| Merseyside Green Belt Study (2004) | Concludes that no changes are required before further review of the Merseyside Green Belt boundary after 2011. |
| Liverpool Local and District Centre Study - Full Report (December 2003) | Concludes that a number of centres are under-performing and face issues in terms of environmental quality, high vacancy levels, lack of multiple retailing and limited community facilities and car parking. To address these shortcomings it recommends an approach that protects and supports centres, encourages new investment with particular reference to the need to strengthen retail facilities in North Liverpool in addition to consolidating and improving environmental quality in other centres. |</p>
<table>
<thead>
<tr>
<th>Title and brief description of study</th>
<th>Key findings / implications</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Liverpool Quantitative Retail Assessment (May 2006)</strong></td>
<td>Identifies capacity for further retail floorspace within the City. Considers that the emphasis should be on investment in District and Local Centres.</td>
</tr>
<tr>
<td><strong>Merseyside Employment Land Study (2004)</strong></td>
<td>Concludes that Greater Merseyside has around 11 years supply of employment land.</td>
</tr>
<tr>
<td><strong>Merseyside Economic Review (2006)</strong></td>
<td>Records continuing improving performance of Merseyside economy, but identifies gaps in relative performance in levels of business activity, new business creation and GVA.</td>
</tr>
<tr>
<td><strong>Liverpool Open Space Study – Atkins (November 2005)</strong></td>
<td>Proposes standards based on national methodologies for different types of open space and specific measures to address deficiencies in quantity, quality and access. While the study indicates some localised deficiencies in quantity and access based on these standards, the key issue is a need to improve the quality of open spaces generally across the City and to recognise the particular circumstances of Liverpool. Implication of the study and other evidence is the need for appropriate management regimes in relation to new development.</td>
</tr>
<tr>
<td><strong>Liverpool Space for Nature Habitats Study – Phase One Habitat Survey Report (May 2006)</strong></td>
<td>Concludes that all existing locally designated nature conservation sites and an additional 15 sites were of sufficient merit to be the subject of a more detailed investigation (Phase 2) which will be completed along with an Ecological Framework by the end of the year (2007). The Study identified that the dominant habitat within Liverpool is grasslands and that there are major areas of deficiency within the City Centre and Inner Areas. The study also identified that many of the green spaces identified form habitat patches that are scattered throughout the City. Whilst some of these are isolated and have become fragmented as a result of the City’s increasing development, many of these patches are linked to varying degrees by green corridors.</td>
</tr>
<tr>
<td><strong>Liverpool Employment Land Study 2007</strong></td>
<td>Current employment land supply in the City is broadly in balance with demand which will be generated by economic growth and regeneration agenda over the plan period. There are however, emerging imbalances in certain parts of the City which will need to be addressed. Key areas where more land will be needed include the City Centre where development pressure will lead to take up of available sites; reuse and redevelopment of existing buildings; and subject to phasing, expansion of City Centre development into adjacent areas such as Atlantic Gateway SIA. The Atlantic Gateway itself will need to provide land to meet demand arising from the other SIAs which will experience shortfalls in supply. Improvements in infrastructure, environmental enhancement and site development will be needed however, to increase investment and enable sites to come forward.</td>
</tr>
<tr>
<td><strong>Liverpool City Region Housing Strategy - GVA Grimley (2007) (Northern)</strong></td>
<td>Makes clear that Liverpool’s housing markets are polarised. High demand areas in the suburbs and the City Centre, coexist with low demand areas and neighbourhoods exhibiting housing market failure.</td>
</tr>
</tbody>
</table>
Title and brief description of study | Key findings / implications

| Housing Market Area Assessment | Overall the City lacks the housing quality and choice to retain the benefits of economic growth within the City. Housing conditions in both public and private sectors provide major cause for concern. The conclusion is that Liverpool must improve its housing offer at the same time as it secures economic regeneration. This is necessary to tackle the deprivation in many neighbourhoods, reverse the long trend of depopulation and build and maintain sustainable, balanced and inclusive communities across the City. |

| Strategic Flood Risk Assessment - Liverpool City Council (2007) | Assesses the risks of all forms of flooding to and from development taking climate change into account in order to reduce flood risk and inform policy development. The basic principle is that development should be steered away from areas at risk of flooding. Whilst the majority of Liverpool is not affected, the areas of greatest concern which will require relevant infrastructure investment are: |
| | - Waterfront including the City Centre and Atlantic Gateway SIA |
| | - Gillmoss |
| | - Inner Areas – sewer condition and capacity issues |

| Annual Monitoring Report | Provides and assesses data on a range of core contextual indicators which describe the City and its opportunities and challenges. In addition, as the Local Development Framework is brought forward, it will provide specific monitoring data on policy performance and effects. The AMR also reports on the City Council's progress in producing local development documents such as the Core Strategy, Area Action Plans and Supplementary Planning Documents. |

Table 2.1 Summary of Core Strategy Evidence Base

The Key Issues

2.35 The cumulative message from the evidence examined is that Liverpool remains a city which experiences economic and social deprivation and accordingly, will require strong and continuing economic and physical regeneration to address issues associated with this deprivation. Spatially, the impact of deprivation is concentrated in particular areas and the responses that the Core Strategy proposes through its Spatial Strategy and supporting Core Policies must address these inequalities. In summary, the key issues are:

- Population decline;
- Economic and social inequality – high levels of unemployment, low income levels, health inequalities, low educational attainment etc;
- Physical and environmental decay - much vacant and derelict land and buildings, deteriorating district and local centres and the need to improve the quality of open spaces generally across the City; and
- Housing market failure - unfitness of housing stock, high level of vacant housing, and oversupply of social housing and smaller terraced properties;

2.36 In addressing these challenges, Liverpool will need to build on the recent upturn in the economy by delivering a higher level of economic and employment growth. In particular, the City will need increase the number of jobs; improve productivity; grow the size and capability of the workforce; and create the right conditions for sustainable growth. There a number of assets which can be used to achieve this:
Key growth sectors and economic infrastructure - the City’s recent economic revival is founded on successful growth of key sectors such as information technology, biological sciences, tourism and creative industries. There is a need also to maximise the benefits arising from the City’s key economic infrastructure such as the airport, ports, universities and City Centre Commercial Quarter;

The City Centre and Waterfront Area - is the economic hub of the City and wider region and the focus of Liverpool’s current renaissance. Its continuing regeneration will be critical if the economic prosperity of the City is to be sustained;

good quality residential environment and housing offer, particularly in the City Centre and suburban areas;

Environmental assets – such as the World Heritage Site, numerous listed buildings, Historic Parks and the internationally important Mersey Estuary which give Liverpool a unique urban landscape and setting; and

Potential labour force – there is a need to provide access to training and education facilities, to enable the workforce to both help deliver and take advantage of economic growth.

Figure 2.1 Unemployment & Index of Multiple Deprivation 2007

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3 Policy Context

Policy Context

3.1 This chapter sets out the context established by national, regional, sub-regional and local guidance and policies, strategies and plans that have been taken into account in informing and developing the Preferred Options. National and regional policy is particularly influential because it must be applied at the local level through the Core Strategy and other development plan documents in the Local Development Framework.

3.2 In addition, a range of other sub-regional and local plans and strategies have a significant influence over the direction and content of the Core Strategy. These have been prepared by the City Council either on its own, with partners or with other districts working together. The Council has drawn on the evidence, objectives and proposals of these strategies in developing its Preferred Options addressing the issues facing the City.

National Policy Context

3.3 The Core Strategy is required to conform with national planning policy issued by Government. National planning policy is set out in Planning Policy Statements (PPS) which are gradually replacing the former system of Planning Policy Guidance Notes (PPG). PPS and PPG set out Government policy on a range of policy themes including housing; biodiversity; town centres and retail development; industrial development; open space; sport and recreation; and flood risk.

3.4 The Core Strategy is not required to repeat national policy guidance, but is helpful to briefly point some of the key Government policy objectives set out in PPS which have to been taken into account in informing the development of the Preferred Options

PPS1: Delivering Sustainable Development

3.5 This PPS sets out the Government's overarching planning policy objectives, in particular to plan for sustainable development. PPS1 requires that planning authorities should ensure that sustainable development is treated in an integrated way in their development plans. In particular, they should carefully consider the interrelationship between social inclusion, protecting and enhancing the environment, the prudent use of natural resources and economic development - for example, by recognising that economic development, if properly planned for, can have positive social and environment benefits, rather than negative impacts, and that environmental protection and enhancement can in turn provide economic and social benefits.

Supplement to PPS1: Planning and Climate Change

3.6 Sets out how spatial planning should contribute to reducing emissions and stabilising climate change (mitigation) and take into account the unavoidable consequences (adaptation).

PPS3: Housing

3.7 Requires local planning authorities to add enough houses to their stock to meet identified housing need in their area. PPS3 emphasises the need for good design and layout of housing and to minimise the environmental impact of new housing.

PPS6: Town Centres and Retail Development

3.8 PPS6 emphasises the need for new retail development to be located in existing centres.
PPG13: Transport

3.9 This guidance requires traffic generating development to be located where it is, or can be made accessible, to all modes of transport, including public transport, walking and cycling.

PPG15: Planning and the Historic Environment

3.10 PPG15 requires local planning authorities to protect designated buildings and areas of historic environmental importance and to ensure development does not adversely affect their setting.

3.11 PPG25: Development and Flood Risk

3.12 This guidance requires local planning authorities to undertake flood risk assessments to guide the location of development and to ensure that development is not, wherever possible, located in a flood risk area.

Sustainable Communities Plan (2003)

3.13 The Sustainable Communities Plan issued by Government in 2003, sets out a long term programme to deliver sustainable communities in both urban and rural areas in England. In so doing, it recognises that different issues need to be addressed in different parts of the country. Whilst in the South East of England, shortage of housing is recognised as a particular problem, in the North and Midlands the growing problem of low housing demand, unpopular housing and high concentrations of vacant housing as a major impediment to the delivery of sustainable communities is identified. To address this, the government has established nine Housing Market Renewal (HMR) pathfinders across the North and Midlands of England. The Merseyside HMR Pathfinder is one of these and is a critical determinant in how spatial planning is being undertaken in Liverpool and the Core Strategy is being developed.

3.14 The Merseyside HMR Pathfinder covers a significant part of Liverpool’s inner area, along with parts of east Wirral and south Sefton; an area which is characterised by population decline; high levels of vacant housing; poor service provision; and environmental degradation. The aim of the Pathfinder is to regenerate neighbourhoods by restructuring housing markets and undertaking environmental improvements to make them attractive again to live in. HMR is a long term initiative, involving many stakeholders and partners, which will use significant public funding to attract private investment in new and refurbished housing while linking together policies on employment, planning, housing, health, education, transport and crime reduction. Appropriate policy support through the Core Strategy and other DPDs will be essential if HMR is to continue to be delivered.
Picture 3.1 Merseyside HMRI Boundary
Regional Policy Context

Regional Spatial Strategy (RSS)

3.15 Regional Spatial Strategy (RSS) for the North West was issued in 2003. Originally entitled Regional Planning Guidance 13 (RPG 13), it sets out the current framework for the future development of the North West region and includes guidance on the future role of the City and its development. Since 2004, the LDF in combination with the RSS constitutes the statutory development plan for Liverpool. It is therefore particularly important to ensure conformity between the Core Strategy and the guidance in RSS.

3.16 Amongst its key objectives, RSS seeks to secure an urban renaissance in the cities and towns of the North West. It identifies Liverpool City Centre and its surrounding inner area (together with that of Manchester / Salford) as a “Regional Pole” which should be given first priority for development and urban renaissance resources. It promotes the renewal of the Region’s urban areas by concentrating resources upon the selective refurbishment, conversion and redevelopment of outworn building stock and comprehensive improvement of declining neighbourhoods.

3.17 RSS sets a housing provision figure for the City, as it does for all of the North West authorities, and identifies the issues that the City needs to have regard to in planning for and delivering this figure. In particular, it emphasises the need to ensure that lasting solutions are found to the problems of communities blighted by housing market failure, emphasising the role of the government’s Housing Market Renewal Initiative.

3.18 In terms of economic development, RPG13 identifies regional investment sites at:

- Estuary Business Park, Speke
- Liverpool University Edge and
- Wavertree Technology Park (extension onto the adjacent MTL site on Edge Lane).

3.19 It also identifies a number of transport schemes in Liverpool which are of regional importance. These include:

- Merseytram Line 1
• Hall Lane Strategic Gateway
• Liverpool Lime Street Station Improvements
• Improvements to the strategic bus network in Merseyside
• Development of a new rail station at Liverpool South Parkway and associated improved surface access to Liverpool Airport

Draft RSS: The North West Plan (January 2006)

3.20 Regional guidance is in the process of being reviewed. Draft Regional Spatial Strategy (Draft RSS) was issued for consultation in January 2006, and an Examination in Public (EiP) held between November 2006 and January 2007 before an independent Panel. The Report of the Panel was issued in May 2007 and it is anticipated that revised RSS will be formally issued by Government in 2008.

3.21 As indicated above, the Core Strategy will need to be in conformity with emerging RSS once it is issued. The City Council considers therefore, that the preferred options as set out in this report are flexible enough to demonstrate conformity with both extant and emerging RSS.

3.22 In their report of May 2007, the Panel’s recommendations imply that the policy themes and objectives of current RSS with regards to Liverpool, are carried into emerging RSS. In particular, the Panel report recommended a continued focus on Liverpool City Centre and its surrounding neighbourhoods as priority locations for new development. The Panel also placed significant emphasis on the need to deliver restructured housing markets and regeneration within the HMR pathfinder.

3.23 Draft RSS outlines broad locations for Regionally Significant Economic Development in Liverpool. These are:
• Speke Halewood Strategic Investment Area (SIA);
• Liverpool City Centre SIA; and
• Eastern Approaches SIA

3.24 The Panel Report also highlighted the potential role of North Liverpool as a location for economic development and growth.

3.25 The importance of the Ports of Liverpool and Garston, and Liverpool John Lennon Airport, as key transport hubs and economic drivers is recognised. Draft RSS focuses on increasing the contribution made towards the movement of people, goods and services by more sustainable modes of travel and making the best use of existing transport infrastructure.
Environmental excellence, protection and enhancement of the region’s green infrastructure and cultural heritage, and the provision of a range of local facilities and services to support sustainable communities are also prominent themes of draft RSS.

Whilst the policy themes and objectives of current RSS are likely to be carried forward into emerging RSS, in one crucial matter emerging RSS will set out a major departure: that of the level of housing growth proposed for the City. Whereas current RSS requires the City to accommodate net housing growth of 1,110 dwellings per annum between 2002 and 2016, totalling 15,540 in all, draft RSS requires housing growth of 1,950 per annum between 2003 and 2021. The successful delivery of this latter figure will result in an increase in the City’s housing stock of 35,100 over the new RSS period - an increase of some 17% on the current stock of 209,000. Depending on occupancy levels this means a significant increase in population is effectively being planned for. In the event that these housing proposals are ultimately translated into final guidance, 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. Preferred Options addressing this are set out in this report.

Sub-Regional Policy and Strategy

The Liverpool City Region Development Programme 2005

The Liverpool City Region comprises the core city of Liverpool and local authority districts of St Helens, Wirral, Knowsley, Sefton, and Halton plus the adjacent areas of Warrington, Chester, Ellesmere Port and Neston (West Cheshire), Vale Royal and North Wales and West Lancashire.

The Core Strategy will have a key role to play in supporting and implementing the Liverpool City Region Development Programme (CRDP). This sets out a long term vision and the strategic direction for achieving economic growth within the City Region and was submitted to government in 2005. To achieve economic growth, the CRDP recommends the following courses of action be achieved:

- Investment in a unique range of coastal assets to create a new sense of place that attracts tourists, businesses, and investors;
- Developing the Port of Liverpool as the International Sea Gateway;
- Infrastructure investments to support the expansion of Liverpool John Lennon Airport;
- Enhanced rail connections including improvements to the Lime Street Station and Gateway;
- Developing the region’s unique potential for excellence in environmental technology / performance, expanding the knowledge base, and achieving international recognition for centres of excellence in selected sub-sectors;
- Expanding the quality and choice of the housing offer and enhancing residential areas to sustain and reflect economic growth; and
- Recognising that ‘health is wealth’ and aiming to make a significant improvement in the health prospects of residents.
The Merseyside Local Transport Plan

3.30 The current Local Transport Plan for Merseyside (LTP) covers the period from 2006-2011. It is a statutory document which sets out proposals for improving transport in Merseyside in this period within the context of a longer term strategy. The LTP is aligned with the Liverpool City Region Development Programme.

3.31 The LTP has four shared priorities of tackling congestion; air quality; road safety; and improving accessibility in addition to other quality of life issues such as biodiversity and climate change.

3.32 The LTP has the following objectives:

- Provide the appropriate infrastructure to support social and economic growth and regeneration;
- Provide access for all to ensure an inclusive community;
- Manage demand to provide an efficient transport network;
- Support a healthier community by ensuring transport actively improves health, does not impair quality of life, and ensures the safety and security for all users;
- Protect and enhances the environment; and
- Make best use of existing resources and strive to ensure value for money at all times.

3.33 The LTP includes a number of major transport and infrastructure schemes which it will deliver, subject to the necessary funding. Relevant to Liverpool are the following:

- Hall Lane Strategic Gateway;
- Central Station improvements;
- Merseytram Line 1;
- City Centre Movement Strategy; and
- Sandhills Station

Local Policy Context

Liverpool Housing Strategy 2005-2008

3.34 The City’s Housing Strategy seeks to deliver quality and choice in housing markets and provide decent housing for City residents in safe and sustainable neighbourhoods. In so doing, it addresses, as a matter of priority, Liverpool’s current housing market weaknesses and imbalances. Its key strategic targets are to:

- Change the tenure profile in the City by increasing the percentage of owner-occupiers from 50% to 60% of all households;
- Change the house value profile across the City by decreasing the proportion of properties in Council Tax Bands A and B from 81% to 70% and increase Bands C to H from 19% to 30% of all homes by 2010;
- Reduce overall vacancy levels in all types of housing from 9% to 5% by 2010; and
- Ensure that all social housing meets Decent Homes standards by 2010.
3.35 A major element of achieving the housing market change sought by the Housing Strategy will be achieved through delivery of the objectives of Housing Market Renewal (HMR). As the first stage in delivering HMR locally, the City Council approved in 2003 a Strategic Investment Framework (SIF) for its part of the Merseyside HMR pathfinder area.

3.36 The SIF identified four sub-areas ("Zones of Opportunity"), City Centre North, Stanley Park, Wavertree & City Centre South, within the wider pathfinder area, where the problems of low demand and abandonment were most severe and where attention and intervention was most urgently required. The emerging housing regeneration programmes for the Zones of Opportunity are based on a balance of clearance and redevelopment of the least attractive stock to create major new private sector development opportunities, together with refurbishment and intensive neighbourhood management elsewhere. Overall, in regenerating these neighbourhoods, the aim is one of repopulation, accompanied by growth in housing supply.

3.37 Away from the HMR pathfinder area, the Housing Strategy’s main focus in addressing the problem of market imbalances, is on former local authority housing estates on the City’s periphery, such as Croxteth, Norris Green, Dovecot, Netherley, Belle Vale, and Speke. Under the Housing Strategy these estates are grouped into Southern Fringe and Eastern Fringe Housing Zones (compositely termed the “Regeneration Fringes”). Action in these areas is concerned more with diversifying the housing stock - in terms of tenure, type, mix and value, and in conjunction with a process of stock transfer - rather than growth of supply.

Building Schools For the Future

3.38 The Building Schools for the Future Strategy (BSF) aims to transform schools in Liverpool as part of the City’s economic and community regeneration. The BSF programme aims to deliver high quality education provision which will enable future generations and the City to compete in the global economy. The BSF Strategy will complement strategies for economic development, social and physical neighbourhood renewal, and transport infrastructure, in order to deliver its key priorities for the City. These are:

- To raise the skills, qualification levels and employability of the population of Liverpool; and
- To ensure that all children, young people and adults in the City enjoy good access to high quality and appropriate education with clear routes for progression, and high quality facilities for wide community use offered by schools.
Liverpool's Sustainable Community Strategy 2005-2008

3.39 Liverpool’s Sustainable Community Strategy (SCS) is prepared by Liverpool First, which is the City's Local Strategic Partnership. The SCS has been developed in partnership with local communities and key public, private, voluntary and community organisations and has the following Vision: “For Liverpool to become a premier European City... by building a more competitive economy, developing healthier, safer and more inclusive communities and enhancing individual life chances.”

3.40 The SCS has five aspirational targets:

- To create a European Inclusive Renaissance city by 2010
- To be a Business Friendly City in 2008
- To meet national targets for schools, qualifications and employment by 2008
- To reduce levels of poor health and preventable death towards the national average by 2010
- To grow the population to 500,000 by 2013.

3.41 Government is strongly encouraging local authorities to integrate the Core Strategy and Sustainable Community Strategy to ensure that the key spatial planning objectives in the Core Strategy are fully aligned with the priorities identified in the SCS. The Core Strategy (and the LDF) therefore will deliver the spatial elements of the SCS.

3.42 The key spatial elements of the current Sustainable Community Strategy are:

- Focusing economic development in the City Centre and Strategic Investment Areas; and
- Focusing social and economic regeneration within the most deprived parts of the City, in order to reduce inequalities in housing, jobs, education and skills, and health.

Local Area Agreement

3.43 The Local Area Agreement (LAA), submitted to government in April 2007, is a 3 year delivery plan based on the priorities of the Community Strategy. The table below sets out how Liverpool’s Core Strategy should provide the spatial framework that facilitates the implementation of the Community Strategy and achievement of LAA outcomes:

<table>
<thead>
<tr>
<th>Local Area Agreement (LAA) Theme</th>
<th>How the Core Strategy should contribute to the LAA outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vibrant and Sustainable Neighbourhoods</td>
<td>Housing growth, providing the “right housing offer” to retain and attract economically active households, access to employment, social and community infrastructure, service co-location and well designed neighbourhoods.</td>
</tr>
<tr>
<td>Economic Development</td>
<td>Availability of employment sites and access, social and environmental infrastructure, housing (location, levels and type of tenure), access to goods and services, energy provision</td>
</tr>
<tr>
<td>Social Inclusion</td>
<td>Access to goods and services (transport and inclusive design), housing quality and housing provision, affordable energy, involving communities in plan making</td>
</tr>
<tr>
<td>Health and Well-being</td>
<td>Parks, recreation and sports provision, walking and cycling, air quality, access to goods and services, strong economies and access to employment</td>
</tr>
<tr>
<td>Local Area Agreement (LAA) Theme</td>
<td>How the Core Strategy should contribute to the LAA outcomes</td>
</tr>
<tr>
<td>----------------------------------</td>
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</tr>
<tr>
<td>Combating Climate Change</td>
<td>Ensuring a choice of travel, promoting energy conservation and renewable energies, housing design and renewal, improvement of biodiversity, flood risk management, minerals and waste</td>
</tr>
<tr>
<td>Safer Communities</td>
<td>Promoting high quality design, open space, sports and recreation, promoting walking and cycling</td>
</tr>
</tbody>
</table>
4 Vision and Objectives

The Vision

4.1 The Core Strategy Spatial Vision and Strategic Objectives play a fundamental scene-setting role within the Liverpool Local Development Framework as a whole and the Core Strategy in particular. The Vision and Objectives set out here have been developed in light of the key issues identified in the spatial portrait and the policy context discussed in the previous section, consultation responses and the vision and objectives of the Sustainable Community Strategy.

Liverpool in 2024 - A Spatial Vision

By 2024, Liverpool will be a world class city.

The City’s economy will be competitive and robust, having capitalised fully on the ability to generate growth of key sectors such as bio-manufacturing and the knowledge and creative industries, together with the development of the potential of other important assets such as the Port of Liverpool and Liverpool John Lennon Airport. The main centres for employment will be easily accessible to residents in disadvantaged parts of the City, particularly its inner areas, enabling them to benefit fully from the City’s economic revival.

The City Centre and adjoining Atlantic Gateway Strategic Investment Area will be at the heart of the City’s economic renaissance. It will be a thriving regional centre for commercial, retail, cultural, civic, leisure and residential uses, with its river frontage a focus, in particular, 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 urban area surrounding the City Centre will have been transformed by excellent neighbourhood design with major investment in housing, transport infrastructure, shopping facilities, public services and open spaces. This will have succeeded in increasing the population and re-establishing its 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 residents’ needs and aspirations.

The City’s peripheral housing estates will have a balance of housing types and tenures. Elsewhere in Liverpool’s suburbs, those neighbourhoods that are currently attractive places to live will remain so, with important environmental and open space assets having been successfully protected.

Outside the City Centre, Liverpool’s district and local centres will serve as vibrant, dynamic and accessible focal points for communities, providing a range of community services and facilities to meet day-to-day needs.

The amount of vacant and derelict land and buildings will have been significantly reduced. New development will be energy-efficient and of high quality, respecting local character and the relationships between buildings and spaces.

There will be a strong relationship between the built environment and the open space network, ensuring that open space performs a variety of functions and contributes to a vibrant and active community. Biodiversity will have been enhanced and the City’s nature reserves, parks and gardens and other green spaces will have been improved and made more accessible, particularly for residents in the City Centre and inner urban area.

Liverpool will be a place of choice, for living, working, recreation and visiting.

The Strategic Objectives

4.2 In order to deliver the Spatial Vision for Liverpool and address the issues identified within the Spatial Portrait, the following five strategic objectives, based on the aims of the Community Strategy, were identified at the Issues and Options stage. These objectives will be delivered through the Spatial Strategy and the Core Policies:

Core Strategy Strategic Objectives

1. To strengthen Liverpool’s economy and improve the City’s image
   The Core Strategy will deliver the continuing growth and diversification of Liverpool’s economy to support the City’s ongoing regeneration. This will include ensuring sufficient quality and quantity of employment land to meet business needs and supporting the growth of key sectors of the economy. Policies for the City Centre, Strategic Investment Areas (SIAs), Investment in Schools, the Universities and Airport will be instrumental in helping achieve this objective.
2. **To build and support strong and inclusive communities**
   The Core Strategy will address the problems of polarised housing markets by restructuring these markets, which will make a significant contribution to the creation of sustainable communities. Existing and potential future residents of the City, should have access to a range of housing types, including family homes, across all parts of the City. Providing access to quality shops and services including education and training, community, leisure and health facilities and improving the health and well-being of residents through the provision of sport and recreation facilities, quality open spaces and through high quality design will play a key part in improving the City's residential areas and thus promoting strong and inclusive communities.

3. **To improve the quality of buildings and spaces and foster local identity**
   The Core Strategy will ensure that the regeneration of the City responds to and enhances Liverpool's character and capitalises upon its physical assets. To address physical and environmental decay, and in order to support this objective the Core Strategy ensure that new development makes the most efficient use of land and buildings, ensures high quality design and contributes to improving the quality of the environment.

4. **To protect the environment and minimise resource use**
   The Core Strategy will ensure that the City's regeneration is sustainable. It will need to respond to the impact of, and the implications arising from, climate change. Protecting and improving environmental resources including green spaces and biodiversity sites, improving water quality, and reducing the risk of flooding, air, noise and light pollution, will be important in supporting this objective. The Core Strategy will also ensure that development promotes high standards of energy efficiency and conservation and minimising waste.

5. **To maximise accessibility**
   Supporting and improving the City’s transport infrastructure will be important in ensuring maximum accessibility for residents to education, training and employment opportunities, shops and services and recreation. The Core Strategy will ensure that new development that is highly accessible by all forms of transport and encourage more opportunities for walking and cycling will promote better health and well-being.

4.3 These objectives will drive the core policies of the Core Strategy, the preferred options for which are set out in the next chapter. All the Preferred options are arranged in relation to the relevant strategic objective.
5 Preferred Options

Introduction

5.1 In order to realise and deliver the its Strategic Objectives, the Core Strategy needs to set out a Spatial Strategy. The Spatial Strategy as set out below, establishes the overarching approach to how different parts of the city will develop and change in response to the issues identified. In essence, the Spatial Strategy identifies the broad locations for housing, employment, retail, leisure, community, essential public services and transport development.

5.2 Delivery of the Spatial Strategy will be implemented by the supporting Core Policies, the Preferred Options for which, follow the Spatial Strategy. These have been organised under the five strategic objective headings.

The Spatial Strategy

5.3 As the first stage in preparing the Spatial Strategy, the Issues and Options consultation explored the principles upon which it might be based. It suggested that there could be three broad potential "drivers" of the Spatial Strategy, namely:

- Regeneration needs - giving the greatest priority to tackling the City's enormous problems of social, economic and physical deprivation;
- Accessibility - directing new development to the most accessible locations; and
- Environmental protection - ensuring that any adverse impact of development on any of Liverpool's environmental assets is minimised or avoided.

5.4 These three themes were considered to be particularly pertinent to Liverpool's social, economic and environmental characteristics, as well as reflecting national and regional policy objectives.
5.5 The Issues and Options consultation considered whether and how the Core Strategy should use these "drivers" to steer and shape the Spatial Strategy and the weight that should be accorded to them in doing so. It was also recognised that each of the three "drivers" could shape the Spatial Strategy in a number of different ways. Potential options for these were put forward to stimulate further discussion and to contribute further to defining the Spatial Strategy.

The Preferred Option for the Spatial Strategy

5.6 The preferred approach is for a Spatial Strategy which is led by the need to secure economic, environmental and social regeneration, whilst ensuring that new development is directed to accessible locations within those areas of greatest need, and that the City's environmental assets are protected. The spatial focus will therefore be on those parts of the City in the greatest regeneration need.

Preferred Option 1

Spatial Strategy

In order to meet Liverpool's regeneration needs and priorities, major new development, supported by new and improved social, economic and green infrastructure and accessibility improvements, will be focused on:

- **The City Centre** - capitalising on its capacity to generate economic growth and maximising its role as a key regional economic generator and as a regional retail and commercial centre, and;

- **The Inner Areas** (as defined by the HMR Pathfinder boundary) and in particular North Liverpool, where economic development will be directed to the Atlantic Gateway and Eastern Approaches Strategic Investment Areas and new and refurbished housing will be provided in existing residential neighbourhoods.

Outside of these areas (i.e. the Outer Areas), the scale of new development will be limited. Economic development will be concentrated in the Speke Halewood and Approach 580 Strategic Investment Areas. In the former Council housing estates towards the City's periphery, the emphasis will be on housing renewal and on maintaining and enhancing community infrastructure.

Rejected Options

- A Spatial Strategy driven by accessibility or environmental protection concerns. Issues of accessibility and environmental protection, whilst important, are considered to be less critical at the broad strategic level of determining where major development should be located in Liverpool. It is not considered appropriate for environmental protection to be the key driver of the Spatial Strategy. Although Liverpool has a range of environmental assets that require protection, such as its green infrastructure and its historic built environment, the majority of the City is given over to other uses. A spatial strategy which placed protection of environmentally sensitive areas as its key guiding principle would still leave many important, strategic questions to be resolved about the location of major new development and the need to tackle Liverpool's deep-rooted economic and social issues.

- A regeneration-led Spatial Strategy which focused on directing major development only to the most deprived areas.

Reasons for Choice

5.7 Analysis of evidence shows that the most pressing issues for Liverpool relate to economic and social deprivation resulting from long-term and endemic social decline. There are serious disparities in income levels; job prospects; housing and general living conditions; educational standards and
health. In addition the City's physical environment is in urgent need of renewal. These disparities are reflected in strong spatial patterns, largely between the inner areas and the more affluent outer area suburbs. It will be critical therefore, that the Core Strategy delivers strong economic development and employment growth.

5.8 North Liverpool in particular, is recognised for the intensity of economic, social and physical problems it faces. It does however, possess the greatest potential for change and to accommodate new development. This is largely as a result of the area's traditional reliance on the docks and dock related industries which when they went into decline, resulted in many of problems and issues facing the area today.

5.9 The need to deliver economic growth and new and improved housing in Liverpool particularly in North Liverpool and the inner areas to west and south of the City Centre is recognised in the wider policy context; it is fundamental, for example to both current and draft Regional Spatial Strategy, the Regional Economic Strategy, and , at a higher level to the Government's Communities Plan and the Northern Way.

5.10 In broad terms, and on a balanced consideration of the issues, the policy context and consultation responses, the preferred approach of the Spatial Strategy is that it should be regeneration need-led, with concerns about accessibility and environmental protection integral to, and supportive of, that priority.

5.11 This approach addresses the needs of the most severely disadvantaged communities and focuses major employment development in the most significant areas of run-down vacant and derelict industrial land. In so doing it is considered to conform with national and regional planning guidance in a number of key respects and will enable and support the delivery of a number of important national and regional objectives, including:

- Making best use of the capacity for economic growth and regeneration of a core urban area and a regional growth pole, thus helping deliver the government’s urban renaissance agenda and the spatial strategy of RSS;
- Utilising spare capacity in existing infrastructure such as schools, shops and roads, rather than directing new development to locations which require new infrastructure provision;
- Making best use of brownfield land and vacant or underused buildings ahead of greenfield development;
- Protecting and supporting ongoing major regeneration investment programmes such as HMR and thus supporting the delivery of mixed and sustainable communities; and
- Reducing carbon emissions by directing the majority of new development to areas that are accessible by a range of transport modes.

5.12 Overall therefore, the Preferred Option is for a spatial strategy which as illustrated in the Key diagram below is considered to best address the City’s critical economic regeneration and social deprivation issues, whilst respecting accessibility and environmental protection concerns and thus ensuring the delivery of sustainable development.
Spatial Strategy Key Diagram
Delivering The Spatial Strategy

5.13 To deliver the Spatial Strategy for Liverpool sixteen preferred options have been identified. These are set out in the rest of this Chapter. Consultation links have been provided for each one in turn.

Strengthen Liverpool's Economy and Improve the City's Image

5.14 If regeneration issues facing Liverpool are to be addressed, securing economic development and employment growth will be critical. This will support population growth, housing market renewal, a wide range of other neighbourhood regeneration programmes and tackle deprivation problems including poor health.

5.15 Liverpool has recently experienced economic growth, centred around key sectors, including banking and financial services, public administration, education and health. Evidence prepared by Cambridge Econometrics in 2007 indicates that employment in these sectors will continue to expand, along with that in the hotels and catering and other business services sectors. The transportation sector is also likely to see increased employment growth as a result of continuing investment in Liverpool John Lennon Airport and other related transport activity.

5.16 In order to deliver continued economic growth, Preferred Options are set out for the supply and location of employment land; and for the development and growth of the key assets of the City's Universities and Liverpool John Lennon Airport.
The Supply and Location of Employment Land

5.17 The Issues and Options Report presented options addressing the issues relating to the amount of land required for economic development in Liverpool over the plan period; the location of this land supply; and the types of employment it should provide for to ensure continued economic regeneration and create accessible and sustainable job creation.

Preferred Option 2

Employment Land Supply

In order to support long term economic development and employment growth in Liverpool, 330 hectares of employment land (for Use Classes B1/B2/B8) is considered necessary to meet projected demand. This supply will comprise a range of sites for development by both indigenous businesses and inward investment.

Key employment areas

Economic development and employment growth will be concentrated in the City’s Strategic Investment Areas, in which the City’s employment land supply is located. These are:

- Liverpool City Centre
- Atlantic Gateway
- Eastern Approaches
- Speke Halewood
- Approach 580

Rejected Options

- The Core Strategy should not identify priority locations for key industrial/business projects. Investment decisions would be left to the market.

Reasons for Choice

5.18 A particular objective of public consultation on the Issues and Options was to guide the review of the City’s employment land supply and the amount which should be made available in the LDF. This Study has now been undertaken (Land for Employment and Economic Growth; GVA Grimley 2007). It provides evidence of the amount of employment land needed in Liverpool, and in which locations, to secure long term economic growth. The Study identifies this requirement under a range of future economic growth scenarios (based on the 2007 Cambridge Econometrics study), ranging from baseline (ie. recent trends) to more aspirational growth (ie. assuming completion of a number of significant employment developments identified across the City-region).

5.19 The Study underlines the need to ensure an adequate supply of land for economic development and employment to deliver long term and sustainable rates of economic growth in Liverpool. This land is located in the Strategic Investment Areas (SIA’s,) which benefit from European structural funding programmes in infrastructure and are located adjacent to areas of economic and social deprivation in greatest need of sustainable regeneration.

5.20 On the basis of this analysis, the Preferred Option is that Liverpool needs to be making employment land available at a level which will support demand arising from aspirational rates of economic development. The total figure for the city is 333 hectares (ha), which broadly represents the current supply allocated in the Unitary Development Plan together with sites with planning permission.
The alternative option has been rejected because it offers a lower likelihood of delivering economic and employment growth, particularly in those parts of the City in greatest need.

**Strategic Investment Areas**

5.21 Whilst the identification of specific sites for employment purposes is not the function of the Core Strategy, it is required to identify appropriate broad locations for strategic economic developments. The *Issues and Options Paper* set out options addressing the identification and safeguarding of key employment locations. Prioritising economic development into the Strategic Investment Areas (SIAs) was strongly supported by consultation respondents. The SIAs are identified in the Preferred Option 1 ‘Spatial Strategy’ as key locations for the major employment-creating development required to tackle the regeneration needs of substantial areas of Liverpool and its wider City Region. Existing and potential providers of employment in established and growth sectors are located in these areas, together with extensive areas of brownfield land and transport and other essential infrastructure. They are adjacent to major residential areas suffering from high levels of unemployment (including those prioritised for renewal).

5.22 All the city's allocated employment land is located within the SIAs and each of the SIAs demonstrates specific characteristics and strengths which present different opportunities to be developed in maximising their contribution to long term sustainable economic growth in Liverpool. The SIAs are also to be considered as areas of search for the identification and designation of regional strategic investment sites in line with the requirements set down in the *Regional Spatial Strategy* and *Regional Economic Strategy*.

**City Centre SIA**

5.23 Liverpool City Centre is a regional commercial and retail/leisure centre, which lies at the hub of the sub-region's transportation network. It provides the City's and wider City region's largest employment-generating area, with established employment sectors including financial/professional services, business and leisure tourism and public administration. This SIA in particular will be in a position to take advantage of Liverpool's Capital of Culture designation to maximise the contribution of these industries to its growth, in 2008 and beyond.

5.24 GVA Grimley's study of employment land (2007) concluded that supply in the City Centre is unlikely to meet projected demand. This may lead to reinvestment in existing stock and redevelopment of sites previously considered uneconomic. There is the continued need therefore, to ensure that redevelopment of the City Centre continues to be a policy priority.

5.25 Within existing employment areas on the northern and southern fringes of the City Centre such as Baltic Triangle and parts of the Islington area, there is pressure to introduce a mix of uses. Whilst extending the scope of mixed uses into these areas is considered appropriate, it is essential that, given the shortage of employment land in the city centre, the predominant employment role of these areas is maintained. The relative role of specific different uses in mixed use areas will be a matter for more detailed development plan documents to determine.

**Atlantic Gateway SIA**

5.26 In North Liverpool, the objective will be on securing economic development within the Atlantic Gateway SIA which will transform the area. This will be centred on developing the area's land resource for long term sustainable economic growth and employment creation. Development here must support the restructuring and long term sustainability of North Liverpool's residential market, providing new job opportunities to existing and new residents of these communities. Port-related industry continues to be important in this SIA, which also has a strong element of automotive engineering and repair business. There is evidence of strong indigenous demand for these uses, many of which have been displaced from other areas which have been redeveloped. Public sector intervention in infrastructure, land and premises assembly will be important to realise the area's future potential.
5.27 There are major opportunities in the SIA for investment including Central Docks, Stanley Dock and Leeds Street/ Limekilns, with a large number of smaller vacant and underused areas located throughout the existing industrial areas. This is not just to cater for indigenous demand, but there is a likelihood that demand which cannot be accommodated in other SIAs as their supply runs out, will need to be accommodated in this SIA.

5.28 Atlantic Gateway is adjacent to substantial areas of older housing stock, currently the subject of HMR Pathfinder activity; providing improved, accessible job opportunities to existing and new residents of these communities is a key objective for this SIA.

**Eastern Approaches SIA**

5.29 This SIA is located on an important road access between the City Centre and the M62 and wider motorway network. Recent development and occupier history has led to a focus on science and technology and electronic industries. Evidence suggests that this SIA will experience strong development interest in the future with demand from a number of sectors. It will be important though, that this SIA retains a clear focus on being a location for science and technology industries relating to the promotion of Liverpool Science Park and Liverpool Digital.

5.30 This SIA has a relatively small amount of employment land. Given the perceived demand, it is important that this is retained for employment use. It is likely that over the plan period, the supply of employment land could expire. This underlines the importance therefore, of ensuring that supply in the Atlantic Gateway SIA is retained for employment use.

**Speke Halewood SIA**

5.31 Substantial and comprehensive regeneration activity has been successfully pursued in this SIA during the past decade, with the assistance of EU Objective 1 funding. Its major redevelopment site, occupied by Estuary and International Business Parks, continues to attract private sector investment, with significant employment creation at a number of other sites, notably Matchworks, Boulevard Industry Park and Venture Point.

5.32 This SIA has attracted warehousing and distribution industries as well as office-based and manufacturing development. The future potential employment creation within the SIA will be very much linked to the expansion and growth of Liverpool John Lennon Airport which is located within it. This is likely to increase demand from a number of sectors, most notably banking and financial services, warehousing, distribution and air transport-related uses. It is important that the current employment land supply is retained for such uses in order to accommodate this future demand.

**Approach 580 SIA**

5.33 Established industrial areas at Aintree, Gillmoss and Knowsley are connected by a series of development opportunities along the strategically important A580 linking Liverpool to Manchester and the M57 and M58 motorways. These high quality transport connections have resulted in this SIA being particularly associated with the storage and distribution sectors, although other sectors such as manufacturing, communications and engineering are represented.

5.34 Evidence suggests that demand from across a wide range of sectors, including industrial and office uses, is likely to increase in this SIA. It is recognised that 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. Evidence suggests that there is demand to take up this land and the current supply should be retained for employment use.

5.35 For both the Speke Halewood and Approach 580 SIA’s, demand could arise from office development. Care will need to be taken to ensure that this doesn’t undermine the City Centre which should continue to be the main focus for higher end office development.
Liverpool's Universities

5.36 Liverpool's three universities have a critically important and strategic role to play in the future economic growth of the City. They provide both educational opportunities for the local and wider population and have significant potential to build on their already significant value within the Merseyside economy, not least through their capacity to generate wealth and jobs within the city and sub-region.

5.37 The University of Liverpool has a longstanding and strong relationship with the Royal Liverpool University Hospital. The Hospital is both a major health care provider for the city and a centre of excellence for academic learning and the development of knowledge industries.

5.38 Expanding and accommodating the student population particularly within the City Centre and growing investment in research programmes will generate substantial demand for development of new buildings and facilities, which could have significant impact on both the communities in which they are located and the City's economy. It is therefore important that the spatial and regenerative implications and benefits of the universities development are considered in the Core Strategy.

Preferred Option 3

The City's Universities

The investment decisions of the City's universities will have an impact on both the areas in which they are located and the future economic growth and well being of Liverpool and the wider city region. The masterplans and development proposals drawn up by the universities will need to integrate well with key employment sectors in adjacent locations particularly in the City Centre and other Strategic Investment Areas, to assist in the development of the knowledge economy and other key growth sectors. New high quality student accommodation should complement investment in the institutions' teaching and research facilities, be sensitive to existing residential areas and contribute to economic regeneration and the creation of sustainable communities.

Rejected Options:

- There should be no policy on higher education facilities in the Core Strategy

Reasons for Choice

5.39 The Preferred Option would ensure that the universities' growth strategies are supported in the LDF in a way which promotes linkages into adjacent economic growth areas, through developing knowledge-based industries, to the mutual benefit of both institutions and wider community. In supporting development which will contribute directly and indirectly to growth of the City and City Region economy in sustainable locations, it is in accordance with regional policy and the Spatial Strategy. The Preferred Option would also ensure that new student accommodation would be provided in locations which would complement other university activities and not adversely affect existing residential areas.

It is considered that having no policy on higher education facilities in the Core Strategy would fail to recognise the importance of Liverpool’s higher educational institutions to the City's future educational and economic performance. Their potential contribution to sustainable economic and social regeneration may not be fully realised by this omission.

Liverpool John Lennon Airport

5.40 Liverpool John Lennon Airport (LJLA) is recognised in both national and regional policy documents (including the City Regional Development Programme) as an important asset and key economic driver for job creation and economic growth in Liverpool and its wider city region. Its
expansion in recent years and future potential to serve growing transport markets - both business and leisure - are recognised as important ingredients in the growth and international competitiveness of the region.

5.41 The White Paper The Future of Air Transport, produced by the Department of Transport in December 2003, states:

"Development of increased capacity at Liverpool John Lennon Airport within its existing boundary is supported, to be accompanied by improved access. There may also be a case for extending the runway provided this does not encroach on environmentally sensitive sites."

5.42 LJLA is sited in a fixed and highly environmentally-sensitive location. Protection of the amenity of those affected by Airport operations, and measures to offset the problems these create for adjacent, protected sites, are key considerations for the City Council in assessing proposals for its development. Habitat Regulations Assessments will be required prior to submission of the Core Strategy and to determination of any planning application to increase the capacity of the Airport in line with the Airports Masterplan and the White Paper.

### Preferred Option 4

**Liverpool John Lennon Airport**

The expansion of the Airport in line with its Masterplan should ensure:

- mitigation of impact on adjacent residents and other users, of any increases in traffic, noise and air pollution, including those generated by construction activity;
- improved surface access, avoidance of adverse impact on the wider transport network and provision for a new access road serving the Airport from the east;
- mitigation of impact on the adjacent environment including Speke Hall; and
- no significant effect on the Mersey Estuary Special Protection Area or protected species.

There will be 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 plan period (post 2015). The precise extent of this change, and detailed criteria to be met in its implementation, will be set out in a separate Development Plan Document to be produced at a later date.

### Rejected Options:

- Providing a general framework for airport expansion proposals as set out in the White Paper "The Future of Air Transport"
- No policy in the Core Strategy relating to the Airport

### Reasons for Choice:

5.43 Liverpool John Lennon Airport (LJLA) plays a key role in the economic development of the City and the wider city region. The draft 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 and freight throughputs.
5.44 The draft LJLA Masterplan published in 2006 was consulted on widely by the Airport Operators, both in Liverpool, neighbouring districts and further afield. Details are provided on the LJLA website. The proposals include new terminal facilities and a runway extension. In the longer term, it could involve the development of freight handling facilities on land south of the Airport currently within the Merseyside Green Belt.

5.45 The Preferred Option acknowledges the need to balance substantial growth potential which the expanding Airport represents for both local and regional economies, with its environmental and social impacts. It recognises however that there should be no significant effect on the habitats or species designated by the European Habitats Directive or existing rights of way.

5.46 The change to the boundary of the Green Belt land is necessitated because the Draft Airport Masterplan 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.

5.47 The Preferred Option 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.

5.48 The rejected options would fail to provide sufficiently detailed guidance on the spatial planning issues and requirements arising out of aspects of any expansion of LJLA.
Build and Support Strong and Inclusive Communities

The Provision and Phasing of New Homes

5.49 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. It impacts on planning for other community and supporting facilities required for sustainable neighbourhoods, such as schools, shops, healthcare facilities, open spaces and leisure facilities. Although considered separately during the Issues and Options consultation, given how closely these two issues are related, they have been combined in a single Preferred Option.

5.50 The overall scale of new housing development will be set by regional guidance. As indicated in Chapter 3, regional guidance for Liverpool, as provided through the North West Regional Spatial Strategy (RSS), is currently in a state of change, with a revised RSS expected to be issued in spring 2008, at which point it will replace current RSS. The draft RSS proposes a significantly higher housing provision requirement for Liverpool (amounting to an annual development of 1,950 dwellings per annum, net of clearance) than that in the extant guidance (1,110 dwellings per annum, net of clearance). The successful delivery of the updated figure will result in an increase in the City’s housing stock of 35,100 over the new RSS period (which is proposed to extend from 2003 to 2021) and nearly 37,000 over the Core Strategy timeframe (2006-2024), taking account of delivery to date since 2003.

5.51 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. The preferred option below considers how the Core Strategy would seek to shape housing delivery under the housing provision figures set for Liverpool in both current and Draft RSS.
Preferred Option 5

The location and phasing of new housing

The development of new housing will be managed to ensure the delivery of the Housing Market Renew Pathfinder programme in Liverpool Inner Areas, along with housing regeneration initiatives in the City’s Regeneration Fringe Housing Zones, whilst recognising the important role which new residential development can make to the regeneration of the City Centre.

The approach will focus maximum new housing growth on the HMR’s Zones of Opportunity in the early phases of the Core Strategy period, but allowing for an increasing focus on priorities and development opportunities elsewhere in later phases. This approach will impact spatially as follows:

City Centre

Falling within the HMR area, this is a high priority for housing growth in the short term in recognition of the positive role residential development can play in supporting ongoing City Centre regeneration and subject to impact on overall HMR objectives and the Zones of Opportunity. The level of further growth will be dependent on the continuing availability of appropriate development opportunities, impacts on HMR and Zones of Opportunity and competing land uses and policy priorities.

Inner Areas (as defined by HMR Pathfinder boundary)

HMR Zones Of Opportunity

The Zones of Opportunity will have the highest priority for housing growth within the HMR area through the early and middle phases of the plan period. Key new housing sites in the Zones will be designated as Strategic Housing Sites in Area Action Plans for North Liverpool and South and East Inner Liverpool.

Other HMR residential neighbourhoods

Those neighbourhoods outside the Zones of Opportunity are the next priority for housing growth, subject to impact of new development on overall HMR objectives and the Zones of Opportunity in particular. This priority will increase over the middle and latter parts of plan period as proposals for the Zones of Opportunity are delivered.

Non-residential parts of HMR area

Not an immediate priority for housing growth. Development to be allowed only in exceptional circumstances, and subject to impact on HMR and Zones of Opportunity. Scope for increased housing growth in later plan phases, depending on successful delivery of HMR and Zones of Opportunity and the City’s economic development objectives.

Outer Areas

Regeneration Fringes

Not an immediate priority for housing growth, but new housing delivery to be supported where it meets the objectives of the City Council’s Housing Strategy in restructuring housing markets and diversifying the local housing offer. Possible scope for increased housing growth in later plan phases.

Rest of City
Possible scope for housing development in later plan phases, depending on successful delivery of HMR and Zones of Opportunity and the disposition and availability of development opportunities elsewhere in City.

**Spatial Implications of Housing growth 2006 - 2024**

The application of the above spatial approach for the housing provision figure for Liverpool set out in RSS of 1,110 dwellings per annum, net of clearance, will lead to an anticipated pattern of housing growth in the City over the period 2006 – 2024 as follows:

<table>
<thead>
<tr>
<th>Net housing growth in Liverpool under current RSS</th>
<th>Pre-Core Strategy</th>
<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3</th>
<th>All Phases</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Liverpool</td>
<td>370</td>
<td>6</td>
<td>1760</td>
<td>19</td>
<td>1310</td>
</tr>
<tr>
<td>South &amp; East Inner</td>
<td>180</td>
<td>3</td>
<td>1840</td>
<td>20</td>
<td>950</td>
</tr>
<tr>
<td>City Centre</td>
<td>4260</td>
<td>70</td>
<td>4230</td>
<td>46</td>
<td>2120</td>
</tr>
<tr>
<td>(HMRI Sub-totals)</td>
<td>(4810)</td>
<td>(79)</td>
<td>(7830)</td>
<td>(85)</td>
<td>(4380)</td>
</tr>
<tr>
<td>Regeneration Fringes</td>
<td>260</td>
<td>4</td>
<td>810</td>
<td>9</td>
<td>260</td>
</tr>
<tr>
<td>Rest of City</td>
<td>980</td>
<td>16</td>
<td>550</td>
<td>6</td>
<td>150</td>
</tr>
<tr>
<td>(Non-HMRI area Sub-Totals)</td>
<td>(1240)</td>
<td>(21)</td>
<td>(1360)</td>
<td>(15)</td>
<td>(410)</td>
</tr>
<tr>
<td>CITY TOTALS</td>
<td>6050</td>
<td>9190</td>
<td>4790</td>
<td>-120</td>
<td>19910</td>
</tr>
</tbody>
</table>

The application of this approach under the housing provision figure for Liverpool set out in draft RSS of 1,950 dwellings per annum, net of clearance, will lead to an anticipated pattern of housing growth in the City over the period 2006 – 2024 as follows:

<table>
<thead>
<tr>
<th>Net housing growth in Liverpool under draft RSS</th>
<th>Pre-Core Strategy</th>
<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3</th>
<th>All Phases</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Liverpool</td>
<td>370</td>
<td>6</td>
<td>2260</td>
<td>21</td>
<td>3200</td>
</tr>
<tr>
<td>South &amp; East Inner</td>
<td>180</td>
<td>3</td>
<td>2220</td>
<td>20</td>
<td>2400</td>
</tr>
<tr>
<td>City Centre</td>
<td>4260</td>
<td>70</td>
<td>4810</td>
<td>44</td>
<td>4300</td>
</tr>
<tr>
<td>(HMRI Sub-Totals)</td>
<td>(4810)</td>
<td>(79)</td>
<td>(9290)</td>
<td>(85)</td>
<td>(9884)</td>
</tr>
<tr>
<td>Regeneration Fringes</td>
<td>260</td>
<td>4</td>
<td>900</td>
<td>8</td>
<td>600</td>
</tr>
<tr>
<td>Rest of City</td>
<td>980</td>
<td>16</td>
<td>700</td>
<td>6</td>
<td>700</td>
</tr>
</tbody>
</table>
Rejected Options

- A more restricted focus of new development purely on the housing priority zones (essentially the Zones of Opportunity only)
- A more restricted phasing approach, fixing yearly provision to the annualised RSS figure without variation
- Allowing market forces to determine the location and phasing of development within the limits set by regional and national policy

Reasons for Choice

5.52 The Preferred Option provides an appropriate balance in housing policy which reflects the most pressing concern of ensuring regeneration of HMR neighbourhoods, in particular the Zones of Opportunity, whilst enabling the delivery of the City’s wider regeneration agenda. It enables a flexible approach to be taken to the management over time of the supply of new dwellings in the City, reflecting RSS’s annualised provision approach and ensuring that supply and demand are better balanced, thus supporting HMR.

5.53 The phasing figures by different sub-areas of the City reflect the impact of applying the preferred approach, taking account of:
- the expected build-out of existing housing commitments (at April 2006, the City had 17,720 dwellings in extant planning permissions);
- the location and capacity of further housing development opportunities, drawing on the City’s Urban Housing Capacity Study;
- anticipated demolition and replacement activity.

Mix of New Housing Provision

5.54 The widening of housing mix is both a national and local strategic housing issue. A lack of housing mix and consequently choice, has contributed to housing market weakness in areas of Liverpool. Where new development comes forward, this places a particular emphasis on achieving the mix of house types and sizes needed to ensure that both existing and new communities are sustainable.
Preferred Option 6

The Mix of New Housing Provision

The proposed mix and types of new housing to be brought forward in different parts of Liverpool will be as follows.

City Centre

The emphasis will be on private sector flatted developments for single and two-person households, reflecting the character of the City Centre and the particular lifestyle it promotes.

Inner Areas

The emphasis will be on delivering more private sector family houses especially semi-detached and detached houses with gardens within a range of values.

Outer Areas

The emphasis will be on delivering mixed-value, private sector family housing - especially semi-detached and detached houses – to help achieve the diversification of the stock required to meet the City's Housing Strategy objectives.

The delivery of new housing provision should take into account the approach outlined in Preferred Option 9 with respect to meeting "building for Life" criteria. The final policies that emerge from this preferred approach will also take into account the ongoing review of the City Council's Housing Strategy including matters of housing type, size mix and affordability.

Rejected Option

- pursuing a family housing approach in the City Centre and/or less family housing in the inner area residential neighbourhoods or outer areas.
- Allowing market forces to determine the mix of housing provision

Reasons for Choice

5.55 The Preferred Option represents the most appropriate way of delivering both national and local strategic housing objectives. It recognises the responsibility of the City Council to consider questions of housing mix in the context of Liverpool as a whole, whilst reflecting the more urgent need to shape and influence new provision in those parts of the City where problems arising from current housing market weakness are most acute and where new housing development will be concentrated.

5.56 There is a particular need to provide a strategic steer as to the type and mix of housing needed in the HMR neighbourhoods in the Inner Areas. The preferred approach will help to achieve the diversification of the housing offer in those neighbourhoods away from the current over-emphasis on social rented housing and low-market terraced housing, as sought by the City Council's Housing Strategy. This will help to retain families who would otherwise have chosen to move out of those neighbourhoods – a key immediate concern of the HMR programme - whilst also attracting new families, thereby ensuring a population base for local schools, shops and other community facilities and helping to deliver mixed and sustainable communities.

5.57 In differentiating between the types of housing sought within the two main areas of housing growth, namely the City Centre and the Inner Areas, this approach will mean that the demand for family housing arising in the City can be directed to those HMR neighbourhoods in the Inner Areas where it can make the greatest contribution to creating sustainable communities, whilst still enabling residential development in support of the regeneration of the City Centre.
Local Services and Facilities

5.58 Sustainable communities have at their heart good local services and facilities. The proposed major housing development particularly in the inner areas and City Centre, and restructuring of housing markets within peripheral estates is aimed at increasing the population of some existing residential areas and in others, changing the demographic structure through provision of a wider mix of housing. As existing residential areas there is already a network of supporting services and facilities such as district and local centres, schools, leisure centres and healthcare facilities as well as existing utilities and transport infrastructure.

5.59 Major development in these areas will increase demand for additional services and facilities or for improvements to existing facilities as well as the types of services required. It is therefore important to support this major new housing development with a range of facilities that will attract new residents to these areas, ensure they sustain the population into the future and are reasonably accessible without the need for example to travel by car.

5.60 The City’s secondary education 'Building Schools for the Future' programme will play a major complementary role in regenerating the Liverpool's Inner Areas and supporting Housing Market Renewal in particular. In addition there are plans to create a fully inclusive education system, over the next 10 years, which also provides facilities for the wider community. Area Action Plans or other development plan documents will however be the main vehicles for the identification of sites for new schools, the re-use of former school sites and the detailed delivery of all community facilities.

5.61 Whilst most new or improved services and facilities will be needed in the areas of major housing development, there is also a need to consider the different types of services and facilities and the needs of the rest of the City.

Liverpool's Hierarchy of Shopping Centres

5.62 Liverpool has a diverse range of shopping facilities. These range from from the City Centre, which is a regional shopping centre, to district and local centres, smaller neighbourhood parades and individual shop units. The District and Local Centres which serve the everyday day needs of local communities are of varying quality and perform differing roles and functions. A key spatial planning issue for the Core Strategy therefore is to identify a network and hierarchy of centres within Liverpool which meets the shopping and service needs of local communities, ensures accessible facilities and complements the regeneration needs of the City, thus contributing to sustainable communities.

Preferred Option 7

The Hierarchy of Shopping Centres for Liverpool.

Liverpool City Centre, as a regional centre, will be the focus for major retail, leisure and town centre uses. Within the City Centre:

- The Main Retail Area (MRA) will be the primary location for class A1 retail development and the Principal Development Area within the Paradise Street Development Area (now known as Liverpool One) will form part of the MRA when completed.

- The role and function of London Road Shopping Area will be maintained and enhanced as appropriate.

District Centres will be identified as the focus for retail, leisure and town centre uses outside the City Centre. The objective will be 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.
The District Centres are: Allerton Road, Belle Vale, Breck Road, Broadway, County Road, Edge Hill, Great Homer Street, Old Swan, Park Road, Smithdown Road South, Woolton and a new centre at Speke.

In order to support major new housing growth and/or renewal the following centres are considered to be the most appropriate locations to meet a significant majority of the identified quantitative need for convenience goods within the north and central areas of Liverpool, and comparison goods as appropriate:

- Great Homer Street which will be re-designated as a District Centre and significantly expanded;
- Park Road will be re-designated as a District Centre and a focus for further convenience shopping facilities;
- Edge Hill will accommodate new and improved retail facilities; and
- Broadway will be the focus for new and improved retail facilities in the north of the City

Local Centres will be the focus for shops and services to serve everyday needs. The Centres are: Aigburth Road, Aigburth Vale, Garston, Hunts Cross, Lodge Lane, Kensington Fairfield, Muirhead Avenue East, Rose Lane, Smithdown Road North, Tuebrook, Walton Vale, Wavertree High Street, West Derby Village.

Rejected Options:

- The district and local centres should not be the primary locations for mixed-use developments

Reasons for Choice

5.63 Options for a hierarchy of centres were set out at Issues and Options stage. The Preferred Option emphasises the importance of the City Centre as the focus for major new retail, leisure and other town centre uses such as entertainment facilities, arts, cultural and tourism facilities. It defines a network of District and Local Centres, and identifies four District Centres which are considered to be the most appropriate locations for expansion to meet a quantitative need for convenience goods in order to ensure that housing renewal and regeneration is supported by improved shops and services.

5.64 Identifying a revised hierarchy, based on the conclusions of more recent studies of the quantity and quality of existing and future retail provision, will ensure that the City Centre maintains and strengthens its regional and sub-regional role, whilst also providing Liverpool residents with access to comparison retail facilities and major leisure, entertainment and cultural facilities appropriate to a regional centre. It would also provide a spatial distribution of District and Local Centres throughout the City which will provide local communities with access to shops and services to meet everyday needs, particularly in respect of convenience shopping as well as complementing housing renewal and other regeneration. It is consistent with national planning policy and the emphasis on concentrating and developing a greater mix of uses in the District Centres will also ensure more sustainable neighbourhoods by helping to reduce the need to travel and by helping people to meet their needs locally. It is consistent with the Strategic Objectives of maximising accessibility and building strong and inclusive communities and received support from consultation responses.

The rejected option of not recognising the importance of mixed uses in the City’s main centres would not be wholly in accordance with national planning policy, respondents to the consultation process gave it little support and it is not supported by the Sustainability Appraisal.
Community Facilities

5.65 Community facilities comprise a wide range of both publicly and privately provided services that play an essential role supporting the whole population of the City and helping it to achieve a number of key objectives particularly those of the Sustainable Community Strategy and the objectives of the City's Local Area Agreement and Neighbourhood Area Agreements.

5.66 The National and Local Government agenda is increasingly focused towards integrating plans for community facilities. Whilst there are some differences in the requirements of different type of facility, at the Core Strategy level, the focus of where facilities should be provided is broadly similar and therefore is addressed collectively in the following Preferred Option.

Preferred Option 8

Community Facilities

Community facilities should be provided to support and complement the new housing development and renewal within the City Centre, Inner Areas and peripheral estates. They will also be supported elsewhere in the City where it can be demonstrated that they would meet a local need. Specifically, community facilities should be:

- directed where appropriate, to the City Centre, District and Local Centres;
- accessible by a range of transport modes; and
- where possible coordinated with other community uses such as existing or new schools and hospitals

Where new development increases demands on existing community facilities, developers will be expected to contribute to the provision of new facilities or the retention and enhancement of existing facilities wherever possible or there replacement with suitable alternatives provision.

Rejected Options

- Not seeking to ensure that community facilities complement new development and regeneration initiatives
- Not requiring developers to make contributions to community facilities

Reasons for Choice

5.67 The Preferred Option focuses new community facility provision within the areas of housing growth and renewal and where it can be demonstrated that a new facility would meet a local need as well as ensuring facilities are located within accessible locations. It supports the regeneration of the City Centre, surrounding inner area and peripheral estates and is thus consistent with the Spatial Strategy. It contributes to meeting peoples needs locally by directing facilities to the City, District and Local Centres which already support a variety of community uses, ensuring the accessibility of services by public transport, cycling and walking, and encouraging facilities to be grouped together.

5.68 The protection of existing facilities has been incorporated within the Preferred Option to recognise that there may be development pressure on existing sites and where development would put pressure on existing facilities, it will ensure that a contribution is made to providing new facilities. This approach provides the principles by which community facilities should be provided but allows sufficient flexibility to recognise that different community facilities will have different requirements for which this level of detail cannot be prescribed within the Core Strategy.
5.69 This approach is supported by the consultation responses received is in accordance with national and regional planning policy guidance. It is also in line with the strategies of partner agencies, and within the wider context of the Core Strategy vision and objectives.

5.70 If the Core strategy did not seek to ensure that community facilities complement new development and regeneration initiatives or did not require developers to make contributions to the provision of community facilities that new development impacts upon or creates a need for, it would not meet its own objectives or the issues highlighted above. The rejected options are also not supported by the Sustainability Appraisal.
Improve the Quality of Buildings and Spaces and Foster Local Identity

5.71 Improving the quality of the City’s buildings and spaces so as to foster a local identity will play an important role in achieving the Core Strategy’s overall objectives for the future of Liverpool. The Preferred Options in this section focus on three key areas. Firstly, the establishment of broad and specific design principles relevant to the change that is anticipated by and provided for in the Core Strategy. Second, the treatment of the Liverpool’s heritage assets which range from the internationally recognised World Heritage Site to valued local conservation areas. The third area concerns Liverpool’s open spaces and biodiversity which whilst also addressed elsewhere, the Preferred Option presented here places emphasis is on the role of new development in enhancing their contribution to the quality of the City and the well being of its population.

Enhancing the Quality of Places and Securing Community Well-being

5.72 Good design plays a vital role in producing a more “liveable” city and will be particularly important in light of the significant development and regeneration activity being experienced by Liverpool to ensure that this has long term beneficial effects for the City. The City Council’s approach to design must take into account not just current and future physical change but a range of issues where design has a key role, ranging from helping to reduce crime and create healthier urban environments to making the most of the City’s internationally recognised waterfront and World Heritage Site as well as other key landmarks. There are also other key challenges such as creating sustainable attractive residential environments, district and local centres and improving the quality of open space in pursuit of the Council’s adopted Parks Strategy.

5.73 The Preferred Option proposed seeks to address these issues in combination by dealing initially with strategic design principles and then addressing particular development types and areas of change that will be of greatest significance during the plan period.
Preferred Option 9

Key Urban Design Principles for Liverpool

All new development and conversions of existing buildings and spaces should have a positive relationship with the physical, social and environmental context 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 quality 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.

The Quality of Open Space

New development should contribute towards improving and managing quality open spaces. Multifunctional spaces should be created by including opportunities for both active and passive uses, as well as supporting those natural processes that characterise the space. Public spaces should benefit from a strong relationship with the surrounding built environment by designing for active frontages and natural surveillance.

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 and, where appropriate, 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.

Rejected Options

- There should not be any principles for creating quality places.
- Creating environments that are closed and exclusive.
Design policy for health issues should be targeted only at areas of the City where these issues are known to be most acute.

Particular areas of the City should be identified where local character and distinctiveness in design is important.

Reasons for Choice

5.74 The Preferred Option accords with national planning policy and associated guidance on high quality urban design and is based on an understanding of the defining characteristics of both the City as a whole and of distinctive areas within it. It accords with the Preferred Option 1 ‘Spatial Strategy’ and will help to deliver ‘Core Strategy Strategic Objectives’ of improving the City’s image and the quality of its buildings and spaces, fostering local identity, building strong and inclusive communities and maximising accessibility.

5.75 The rejected options are not considered to full realise the LDF’s objectives for urban design. The first two do not comply fully with either Government policy or best practice and guidance whilst the last two, are considered too specific for inclusion in the Core Strategy.

Historic Areas

5.76 Liverpool has 34 Conservation Areas of special architectural or historic interest. These areas vary in character and contribute markedly to the City’s identity. Liverpool’s Parks Strategy demonstrates the importance of the City’s 10 historic parks from the Victorian era (See Liverpool’s Parks and Gardens for more details), which contribute to the identity of Liverpool’s residential areas and help shape the City’s urban form.

5.77 In July 2004, parts of the City Centre and the Waterfront (which already had statutory protection as Conservation Areas) were designated as a UNESCO World Heritage Site. While this does not carry any additional legal protection, the City Council is obliged to protect the site through its World Heritage Site Management Plan. The successful management of the site is a condition of World Heritage Site status and the authority should seek to protect the Site’s outstanding value. A Buffer Zone surrounding the World Heritage Site has also been identified, within which careful management of new development is required to ensure that the setting of the Site is not prejudiced.

Preferred Option 10

Historic Areas

In order to maintain and enhance the character, visual integrity and historic value of the built fabric of the City, development in or adjacent to the World Heritage Site, Conservation Areas and Historic parks should seek to 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.

Rejected Option

- A distinct approach to each Conservation Area or Historic Park / Garden should be set out, identifying and responding to key characteristics.

Reasons for Choice

5.78 This approach outlines the importance of managing development with respect to Conservation Areas, Historic Parks and Gardens and the World Heritage Site. This is in accordance with national planning policy guidance and best practice advice from Government advisory bodies such as CABE.
and **English Heritage**, which seek to ensure that protection and rehabilitation of historic areas is seen as a key contribution to sustainable regeneration. There was significant consultation support for protecting the historic environment.

5.79 The rejected Option would not address the importance of the wider historic environment outside of designated areas and it is considered would have a negative impact on sustainability.

**Enhancing open space and biodiversity provision**

5.80 The Preferred Option below combines the issues of green infrastructure with that of the provision of open space, biodiversity and access to the coastline. New development may adversely impact on but can also provide important opportunities to improve Liverpool’s existing open space and biodiversity and address deficiencies where they exist.

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### Preferred Option 11

**Enhancing Open Space and Biodiversity Provision**

Enhancing open space provision will take priority over the creation of new areas. It will primarily be achieved as a consequence of new development. The objective will be to secure the improvement and management of existing open spaces. This will include:

- Improving or creating linkages between open spaces and biodiversity sites provided that the resulting multifunctional uses have no adverse impact on the Mersey Estuary SPA
- Supporting and contributing to the Mersey Waterfront Regional Park initiative. Any impact is screened and if necessary appropriately assessed for impact on the integrity of any Natura 2000 site;
- Contributing to the Mersey Forest and North Merseyside Biodiversity Action Plan;
- Improving existing sites to meet an identified qualitative need or deficiency in a type of open space provision within an area;
- Incorporating biodiversity features into the design and construction of new development and public realm and enhancing the biodiversity value of existing open spaces, particularly in the City Centre and Inner Areas.

New open space may be required as part of new development within areas of deficiency or where a development proposal would create a deficiency area.

### Rejected options

- No requirement for the provision and enhancement of open space and biodiversity assets
- All new development should incorporate biodiversity features

### Reasons for Choice

5.81 The Preferred Option highlights the key priorities for open space and biodiversity. The Preferred Option recognises that there are deficiencies within the City Centre and inner areas. The detailed provision of open space and urban biodiversity improvements will be a matter for other local development documents. The Preferred Option aims to ensure that any new provision is targeted to identified needs rather than unnecessarily increasing provision which may be unsustainable and ineffectively located. It is considered that the greatest opportunity for improvement exists in the City Centre and adjacent inner areas and to a lesser extent in the peripheral estates of the regeneration fringes.

5.82 The preferred option also highlights the need to protect Natura 2000 sites which are internationally recognised and protected under the European Habitats Directive. Including the Mersey Estuary there are number of these sites within close proximity of Liverpool upon which development
in the City may have an impact. Unless priority species and habitats are present economic and social considerations which are of significant long term public benefit can be acceptable against the protection of a Natura 2000 site.

5.83 The results of consultation on the Issues and Options indicated strong support for including a policy. The approach accords with national and regional guidance while also reflecting the findings of local studies and the Council’s adopted parks Strategy. Having no policy on these issues could lead to an inconsistent approach to new and improved provision and could exacerbate existing deficiencies. More detailed/ specific criteria will be included within relevant DPD and / or SPD.
Protect the Environment and Minimise Resource Use

5.84 Whilst the key driver for development in Liverpool will be regeneration need, protection of environmentally sensitive areas is also a determinant of where development should be located. 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.

5.85 Protection of the environment is predominately covered by national and regional guidance and legislation. It is however important for the Core Strategy to identify and protect specific environmental resources within Liverpool and to consider the ways in which new development can support environmental improvements.

Protecting Environmental Resources

5.86 The Preferred Option addresses the issues of water quality, reducing light, noise and air pollution and protecting areas of flood risk, open space, biodiversity assets, the coastline and mineral resources. Of these the latter is an entirely new issue identified as an omission through responses to the Issues and Options consultation.

Preferred Option 12

Protecting Environmental Resources

New development within Liverpool should protect and improve environmental resources. Development which may have an adverse impact in the following area will be avoided or mitigated:

- Green space – including the Mersey Waterfront Regional Park, Green Belt, Otterspool and Calderstones/ Woolton Green Wedges, City Parks and local open space sites;
Biodiversity assets – Mersey Estuary SPA/Ramsar/SSSI, Regionally Important Geological/Geomorphological Sites (RIGs), Local Nature Reserves (LNRs), Sites of Nature Conservation Value (SNCV) and other areas of local importance including sites with protected species, or species and habitats within the North Merseyside Biodiversity Action Plan;
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 and processing arrangements for mineral resources from the Mersey Estuary.

New development should not have a detrimental impact on the environment and should include mitigation measures which offset any impact. Specifically development proposals should

- Minimise adverse impacts on and include measures to improve air quality within Air Quality Management Areas;
- Minimise light and noise pollution;
- Improve and protect water quality including the River Mersey, Leeds and 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

Rejected Options

- Strict guidelines should be included for development in Air Quality Management Areas such as the restriction of all vehicular traffic
- A criteria-based approach to protecting all types of open space and biodiversity
- Quantitative standards for all defined types of open space should be developed, identifying any deficiency areas where appropriate
- Improve universal access along the coastline including specifically protected areas

Reasons for Choice

5.87 The inclusion of a comprehensive Preferred Option for environmental protection provides a means by which to guide development which will identify and support the protection of various different environmental resources within Liverpool. The protection of environmental resources is considered to be strategically important to Liverpool. The Preferred Option reflects national and regional guidance, evidential studies and Liverpool's Strategic Flood Risk Assessment and is supported by the consultation responses for the individual issues.

5.88 The restriction of all traffic in Air Quality Management Areas guidelines while likely to have environmental benefits would have negative consequences socially and economically. The approach would also be too prescriptive for inclusion in a strategic policy document. A criteria based approach for all open spaces would not allow specific instances where change might need to be considered to be identified at the policy making stage and would not therefore be as open and transparent an approach. The specification of quantitative standards for all open spaces would be too prescriptive and detailed for inclusion in a Core Strategy but could be developed in another development plan or supplementary planning document. While improving access to the coastline in general is desirable it is likely to be potentially damaging to sensitive internationally designated and protected species and habitats. On balance, the four rejected options, while having some benefits in terms of sustainability, were not considered to offer the same level of benefit as the preferred option.
Efficient Use of Environmental Resources

5.89 This Preferred Option addresses the key issues of energy efficiency and renewable energy, efficient use of land and buildings, contamination, waste management, secondary use and recycling of aggregates and Sustainable Drainage Systems. The efficient use of environmental resources is a key City-wide issue.

Preference Option 13

Efficient Use of Environmental Resources

New development within Liverpool should ensure, including where necessary through appropriate developer contributions, the efficient and effective use of environmental resources by:

- Securing the remediation or redevelopment of contaminated sites, where appropriate;
- Providing high levels of energy and water efficiency and a sustainable approach to 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 development comprising 10 or more dwellings or in non-residential development over 1000m² gross floorspace;
- Having regard to the waste hierarchy and minimizing 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;
- Providing, supporting or providing continuing management as necessary for sustainable drainage methods; and
- Over the plan period achieving progressively higher levels of the use of secondary or recycled aggregates.

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

Rejected options

- No policy on efficient use of environmental resources - energy and resource efficiency in new development, secondary use and recycling of aggregates and waste management
- Prioritising particular locations or types of land and buildings (e.g. listed) for reuse
- Providing detailed guidelines for adhering to the Code for Sustainable Homes and BREEAM standards
- Setting specific targets for new development incorporating SuDS, either by use (e.g. residential, commercial) or within particular parts of Liverpool

Reasons for Choice

5.90 The Preferred Option reflects the strategic role and nature of the Core Strategy as far as is considered possible given the detailed nature of these issues by setting out a comprehensive set of basic minimum principles conforms with national and regional policy and emerging best practice. This delivers a more strategic approach and is supported by the Sustainability Appraisal. The approach proposed in the Preferred Option avoids undue prescription. Although there is no such proposal at
present any scheme for renewable energy generation from the River Mersey or other sensitive locations will if they come forward require an appropriate assessment in compliance with the European Habitats Directive. In the first instance it is expected that such a scheme would be considered within the Regional Spatial Strategy.

5.91 The options for not including a policy within the Core Strategy for all types of environmental resources received little support through the consultation. The other three rejected options while having a number of merits recognised in the Sustainability Appraisal are too detailed for inclusion in a Core Strategy but can be taken forward in subsequent policy documents. On balance, the Preferred Option would ensure compliance with national and regional guidance, is supported by the consultation responses and Sustainability Appraisal.
Maximise Accessibility

5.92 Maximising accessibility improves the ability of the local community, and in particular disadvantaged or vulnerable groups to access work and important services including education, health care, leisure and shopping. Improving accessibility by non-car modes can also help reduce the environmental impact of travel. By directing the location of new development the Preferred Option 1 ‘Spatial Strategy’ recognises the importance of accessibility as a guiding principle.

5.93 This section sets out a Preferred Option for improving accessibility by integrating transport and land use considerations, influencing the design of services and having regard to the following trends:

- A growing economy and increased prosperity leading to increased car ownership and demand for travel;
- The need to maintain and increase the proportion of people who travel by public transport;
- Increasing passenger and freight movement through the Ports of Liverpool and Garston and Liverpool John Lennon Airport;
- Changes to the residential population within the City Centre and the Housing Market Renewal area;
- Increase in Car journeys (+12%) in Liverpool City Centre which is already designated as an Air Quality Management Area due to high levels of pollution, largely caused by traffic; and
- Increase of traffic on key radial routes with disadvantaged communities being disproportionately affected by noise, poor air quality and road accidents.
5.94 The Preferred Option therefore responds to City wide issues such as supporting sustainable 
transport choices and sets out an approach to identifying and supporting transport infrastructure 
provision in light of the Core Strategy timescale of 2024.

Improving accessibility, managing the demand for travel and delivering key projects

**Preferred Option 14**

**Improving Accessibility, Managing Demand for Travel and Delivering Key Projects**

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 the Bootle Branch;

- 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.

Beyond 2011 there is likely to be demand for additional transport infrastructure to meet the needs 
of new residents and development in key locations identified in the Spatial Strategy particularly 
in the Inner Areas to support economic growth in the City Centre, Atlantic Gateway SIA and 
HMR areas. Potential projects which new development should take into account or should 
support include:

- Reopening the Bootle Branch line - reinstating rail links to Canada Dock allowing freight 
  access from the Port of Liverpool, and potential new stations at Anfield, Tuebrook and 
  Edge Lane;

- Potential new stations on the City Line (Wavertree) and Northern Line (Vauxhall, and 
  Parliament Street);.

- Expanding the passenger rail network - including reinstatement of the “Wapping Tunnel” 
to relieve congestion and capacity issues at Liverpool Central station, and the “Waterloo 
Tunnel” to provide an additional link to the Northern Line; and

- The development of the Merseytram Network, to fill the gap in the heavy rail network and 
  improve accessibility across Liverpool and Merseyside
Rejected options:

- Not proactively identifying, supporting or protecting specific Local Transport Plan infrastructure projects

Reasons for Choice

5.95 The Preferred Option has been chosen on the basis that it conforms with, and will help deliver, the Local Transport Plan. As the current LTP expires in 2011 this Preferred Option also takes a longer term view of the likely future transport needs of the City and provides an indicative approach to infrastructure requirements beyond this point particularly where they may be required to deliver and facilitate regeneration by 2024. This approach is also preferable as it is consistent with regional policy and with the ‘The Strategic Objectives’ of building strong communities and maximising accessibility. It also received strong support from consultees. Merseytram Line One is protected through Transport and Works Act Order powers which are extant until February 2010.

5.96 The rejected option would, in contrast, be detrimental to creating a more sustainable pattern of movement and access in Liverpool, would be damaging to the achievement of the Vision and Objectives of the Core Strategy and was not supported by the Sustainability Appraisal.

Spatial Strategy Sub Areas

Introduction

5.97 The Spatial Strategy Preferred Option identifies three sub-areas in the City in which varying degrees of change are proposed. In this section, each area is considered in turn in more detail to give a clearer picture of the impact which the Spatial Strategy and the other Preferred Options would have when taken together.

5.98 A Preferred Option for each sub-area is set out which takes into account the cumulative effect of all other relevant Preferred Options. These spatial sub area Preferred Options do not introduce new material not already considered: they are a synthesis of those in the previous sections of this Chapter. Therefore they are not treated as new options and specific alternatives to them have not been set out as all the rejected options can be found in the previous sections. As with the Preferred Options in the rest of this report, comments are invited and alternative approaches may be suggested.
5.99 The City Centre has an important role as a generator of economic growth, both for the City and the wider city region. It is 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 and is one of the City’s five Strategic Investment Areas.

5.100 The ongoing expansion of the Commercial District for professional, financial and other business services is attracting a broader range of occupiers, growing rents, increasing developer confidence and accelerating the supply of new high quality commercial premises. This is demonstrating that Liverpool City Centre is maturing into a major regional office market. It will be a priority to integrate these changes with actions to; attract new occupiers to Liverpool; support the creation of substantial numbers of new high value jobs, and in partnership with others support the growth and development of both new and existing particular businesses.

5.101 To become fully sustainable a greater emphasis is needed on the delivery of higher value economic and employment outcomes. In very broad spatial terms this will focus on the area from Lime Street up to the City’s two Cathedrals including the core facilities of both the Liverpool John Moores University sites and the Liverpool University and the Royal University Hospital. Together these institutions provide a concentration of expertise, knowledge and wealth creating potential generating £1bn for Liverpool each year or 15% of Liverpool’s GVA.

5.102 The City Centre's population has increased markedly in the last 15 years and is expected to continue to grow given the level of ongoing development activity. It is at the hub of the sub-regional transportation network, accessible by all transport modes. Its heritage is unique and the waterfront setting, part of which includes the Three Graces - Liver, Cunard and Port of Liverpool Buildings, together with numerous historic buildings throughout the City Centre is designated as a World Heritage Site.
5.103 The City Centre is undergoing a major transformation through a number of major development projects. These include Liverpool One, which is the largest retail-led regeneration project in Europe; 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 Lime Street Station, which is a key gateway to the City Centre, is due to undergo a major transformation.

Preferred Option 15

Strategy for Liverpool City Centre

The City Centre’s role as a regional centre and as the primary economic driver for the City and City Region will continue to be developed and its ongoing regeneration supported. Specifically the City Centre will;

- be a regional centre for office and commercial development;
- be a location for housing development complementing other regeneration programmes in Liverpool;
- be the focus for major new shopping, leisure, cultural, tourist and other town centre uses. The Main Retail Area (MRA) will be the primary location for Class A1 retail development;
- be a focus for the knowledge economy through, for example, development proposals for the University of Liverpool, the Royal Liverpool University Hospital and John Moores University;
- be characterised by mixed use developments on its fringe providing these areas continue to proactively contribute to the City Centre’s employment role and economic growth;
- be subject of improved connections to its adjacent areas and to the wider City and City Region in general;
- see its important historic assets, including the World Heritage Site and open space provision protected and enhanced; and
- subject to sustainable forms of construction, travel demand management and other initiatives aimed for example at improving environmental conditions, accessibility, air quality and congestion.

Question 2

This Preferred Option for Liverpool City Centre takes into account the effect of all the Preferred Options in the previous sections of this document. Do you agree with it?

5.104 The economic performance of the City Centre is extremely important to the continued regeneration of Liverpool and the City Region. The Core Strategy will support and enhance the economic role of the City Centre. Its role as a regional shopping centre be strengthened, ensuring that it provides residents of the wider City Region with the access to the quantity and quality of comparison shopping facilities that would be expected within a shopping centre of this scale. Retail development will be directed to the existing Main Retail Area (MRA), which will include, when complete, the ongoing Liverpool One development. It will also be a focus for major leisure and town centre uses including arts and cultural, tourism and entertainment facilities.
5.105 There will be significant housing growth within the City Centre over the plan period, capitalising on the many development opportunities that exist, for both new build and conversion schemes, and in recognition of the vital part residential development can play in ensuring the viability of mixed-use developments. Residential development will be important in securing an increasing population base to support shops, cafes, restaurants, bars and cultural facilities such as art galleries and museums and in contributing more generally to the vibrancy and attractiveness of the City Centre. The main emphasis in new housing provision will be on flatted developments for smaller, non-family households.

5.106 The high quality and character of the existing historic areas of the City Centre need to be safeguarded and enhanced. The World Heritage Site and its Buffer Zone covers the whole City Centre and will be subject to site-specific policies in a Supplementary Planning Document (SPD). The objective of these policies will be to preserve and maintain the essential historical features of the City Centre that give it World Heritage status whilst ensuring that investment in new development is sensitive to those features. Subject to the final adoption of the SPD, the more strategic elements within it might be incorporated into the Core Strategy if deemed appropriate.

5.107 The University of Liverpool and Liverpool John Moores University occupy a substantial area towards the periphery of the City Centre and make an important contribution to the City's and regional economy particularly in terms of their contribution to knowledge based industries including bio-sciences, health related research and digital technology. It is important therefore that the Core Strategy ensures that the development plans of the Universities are well related to key employment sectors within the City Centre in addition to meeting the needs of local communities.

5.108 The City Centre is characterised by a mix of uses. Outside the main retail and office areas, the approach has been to allow mixed used development which contributes to the City's regeneration, whilst recognising that the City Centre does contain distinct sub areas each characterised by a particular use or activity such as education/ medical sector and arts/cultural facilities. On the eastern fringe of the City Centre for example, major institutions such as the Royal Liverpool University Hospital and Liverpool University are developing master plans for change and renewal. There will be a close relationship between the proposals from these institutions and they will be integral to the development of the city centre as a location for knowledge industries.

5.109 On the southern and northern fringes of the City Centre, are a number of important employment locations dominated by commercial and industrial uses. These include the Leeds Street/ Limekilns area, Islington and Baltic Triangle. Evidence prepared by GVA Grimley in 2007 on Liverpool's supply of employment land, has highlighted potential shortages of such land in the City Centre due to high demand. It is important therefore, that these areas, as a key employment land resource, retain their employment focus. This is particularly important in the Leeds Street / Limekilns area where it will remain an area for employment, business and industrial use. With regards to Islington and Baltic Triangle, a more mixed use profile could be appropriate so long as there remains a sustainable level of employment use. They are a location for employment and it is important that other uses do not displace these increasingly important assets for the Liverpool's economic future.

5.110 Economic growth in the City Centre will require improvements to its transport infrastructure. Both the Regional Transport Strategy and the Local Transport Plan recognise the importance of improving access into and through the City Centre and include schemes to this end. Given the economic importance of the City Centre, this objective should remain a guiding principle for future iterations of these transport policy documents.

5.111 It is important to note that the City Centre is designated as an Air Quality Management Area due to levels of pollution, largely caused by traffic. The Core Strategy will reflect the principles of the Local Transport Plan with regard to improving air quality and should ensure that development is carefully managed and that new development includes mitigation measures. Development proposals will also need to demonstrate compliance with transport infrastructure projects, travel demand and other projects and initiatives programmed in the LTP.
5.112 Open spaces and biodiversity features can have a positive effect on reducing air pollution and improving air quality however there is generally a low provision of these assets in the City Centre and limited scope to significantly address this. Existing sites will therefore be protected and opportunities to enhance provision will be maximised where possible. This will include improving access to and along the waterfront, enhancing links to strategic sites in close proximity and through the provision of civic spaces / public realm. The design and construction of new buildings should incorporate biodiversity features as afar as possible.
Liverpool Inner Areas

5.113 Liverpool’s Inner Areas cover that part of the Housing Market Renewal (HMR) pathfinder area which lies outside the City Centre, containing roughly a third of the City’s population. This is a diverse part of the City comprising, for the main part, long established residential neighbourhoods originating in the rapid Victorian expansion of Liverpool but also including more recent neighbourhoods created by the post-war years’ urban renewal programmes.

5.114 North Liverpool is a key priority for the Core Strategy. It is an area which experiences acute economic, social and environmental problems but which also possess great opportunity for renewal and for transformational economic development. The residential areas are the focus of the HMR pathfinder regeneration programme which seeks to address the issues of low demand, abandonment and lack of housing choice through selective demolition, redevelopment and refurbishment and the provision of new housing which provides a choice of type and tenure.

5.115 The focus for HMR activity in the Inner Areas as a whole, is the four Zones of Opportunity, where the problems of social and economic deprivation, physical decay and dysfunctional housing markets are most acute but where the opportunities for housing market restructuring are available and now where private sector house builders are investing.

5.116 The Inner Areas of Liverpool contain a number of key employment assets which are opportunities for long term sustainable economic development. These are primarily the Strategic Investment Areas (SIAs) of Atlantic Gateway in North Liverpool and Eastern Approaches.

5.117 Liverpool’s Inner Areas also contain a number of important District and Local Centres, including Breck Road, Edge Hill, Great Homer Street and Park Road. To the north and south of the City Centre, the Inner Areas abut the River Mersey. These are areas formerly used for port-related purposes, including warehousing, dock and shipping facilities. The area to the north of the City Centre is included
within the Atlantic Gateway SIA. The Inner Areas also includes The Eastern Approaches SIA (centred largely on the Edge Lane Corridor) which is experiencing high demand from potential developers in the science and knowledge industries.

5.118 The Inner Areas contain a significant amount of open space of varying quality and includes a number of large parks such as Everton Park, Newsham Park and Stanley Park. However the area is lacking in biodiversity sites.

Applying the Spatial Strategy and Core Policies to the Inner Area of Liverpool

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<thead>
<tr>
<th>Preferred Option 16</th>
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<tbody>
<tr>
<td><strong>Strategy for Inner Liverpool</strong></td>
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<tr>
<td>Outside the City Centre Liverpool's Inner Areas will be the main location for economic development, employment creation and housing market restructuring which are critical for the long term regeneration of the City. Accordingly:</td>
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<tr>
<td>• in North Liverpool, the objective will be on securing economic development within the Atlantic Gateway SIA which will transform the area. This will be centred on developing the area's substantial land resource for long term sustainable economic growth and employment creation. Coupled with this economic development, the restructuring of North Liverpool's residential market will be secured. This will be through the implementation and delivery of the HMR programme and the prioritisation of North Liverpool as a location for new housing development;</td>
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<tr>
<td>• Along with the Atlantic Gateway, the Eastern Approaches SIA will be a focus for economic growth and employment creation. Sufficient land will be identified and retained for employment use within the Atlantic Gateway and Eastern Approaches SIAs;</td>
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<tr>
<td>• The Housing Market Restructuring programme will be supported. The Zones of Opportunity will initially be the highest priority for housing development followed by development and investment in the remaining residential neighbourhoods in the Inner Areas. This will be complemented by investment in schools, health and other community facilities essential to sustainable neighbourhoods;</td>
</tr>
<tr>
<td>• Shops and services will be focused within District Centres. Great Homer Street will be a strategic location for a new District Centre including significant expansion of retail and community facilities in support of housing growth within the area. Edge Hill and Park Road are also considered appropriate locations in which to accommodate new and improved retail facilities, and</td>
</tr>
<tr>
<td>• Development will contribute to improving open spaces and biodiversity levels, the creation of sustainable neighbourhoods within the Inner Areas and improvements to access within and between the Inner Areas and to adjacent employment areas, including the City Centre.</td>
</tr>
</tbody>
</table>

Question 3

This Preferred Option for Liverpool's Inner Areas takes into account the effect of all the Preferred Options in the previous sections of this document. How far do you agree with this interpretation of how those options will be applied?

Reasons for the Preferred Strategy

5.119 The spatial portrait indicates that the most pressing issues for Liverpool primarily concern matters of social and economic deprivation resulting from long term economic decline. This has clear spatial implications, with the most disadvantaged neighbourhoods in Liverpool being those in the Inner Areas running from North Liverpool through Kensington to the east and Granby/Toxteth to the
south. It is important for the Core Strategy to address the regeneration needs of the Inner Areas by ensuring they are a high priority for new development. They are therefore expected to experience the most significant change in the City over the plan period with a particular focus on transforming North Liverpool through increasing population; providing choice and quality in the housing market; promoting business investment; strengthening the private sector; improving the health and safety of local communities; raising education and skill levels; and improving the quality of the environment.

5.120 The Preferred Option for the Inner Areas as a whole places the strategic emphasis on both economic and physical regeneration, involving the securing of economic development, the subsequent creation of employment opportunities and substantial housing growth together with associated community facilities in key district centres. This will help create and maintain sustainable communities. The City Council intends to bring forward two Area Action Plans (AAPs), one for the northern part of the Inner Areas - “North Liverpool” – and one for the southern part – “South and East Inner Liverpool” - to set out the details of this change and to guide and coordinate development.

5.121 Economic development and employment growth is critical to the long term regeneration of the Inner Areas. The Atlantic Gateway SIA in North Liverpool, which traditionally has and continues to be linked to marine industries, will be the focus for transformational economic development. This SIA has major regionally significant opportunities for investment including Central Docks, Stanley Dock and Leeds Street/ Limekilns and a large number of smaller vacant and underused sites located throughout the existing business and industrial areas. 44 hectares of employment land within this area will be retained for employment use to cater for indigenous demand and demand that cannot be accommodated within other SIAs as their supply runs out.

5.122 This SIA is adjacent to the disadvantaged neighbourhoods within the HMR pathfinder referred to above and therefore providing improved, accessible job opportunities to existing and new residents is a key objective of this SIA which will contribute to addressing the regeneration needs of these local communities.

5.123 The Eastern Approaches SIA is increasingly a location for science and technology uses. This is likely to continue with increasing levels of demand arising from these sectors' growth. For Liverpool as a whole, the ongoing expansion of these knowledge industries which provide high value jobs is important. Accordingly, the current supply of 39 hectares of employment land will be retained for economic development.

5.124 Liverpool's Inner Areas will be the focus for substantial housing development over the timeframe of the Core Strategy and beyond. Under draft RSS, which proposes significantly increased housing figures for the City, the Core Strategy anticipates a net increase in dwelling numbers between 2006 and 2024 of more than 15000 in the Inner Areas, representing overall growth of nearly 20% over the 76,000 dwellings the area currently contains. Given the relatively high level of demolition activity expected, especially in the early phases of the Core Strategy period and arising from the HMR programme in places such as Anfield/ Breckfield, Wavertree/ Edge Hill and Picton, the amount of new-build activity will be higher still, with some 23,000 new properties to be delivered by 2024.

5.125 This level of activity will, in itself, result in significant change to the Inner Areas, replacing outworn and obsolete housing with new housing in a variety of forms and types and removing from residential neighbourhoods significant areas of vacant and derelict land and buildings.

5.126 As the balance between clearance and redevelopment shifts over time, and as existing planning permissions are built out across the City, the Inner Areas are expected to provide an increasing contribution to the City’s overall housing growth. The Inner Areas will account for more than 40% of Liverpool’s overall housing growth between 2014 and 2019; 50% between 2014 and 2019, and 53% between 2019 and 2024.

5.127 The geographical focus of this housing activity will change over time. In the earlier phases the emphasis will be on realising the potential for housing growth that lies within the Zones. Later, once sufficient momentum has been achieved in the Zones and the housing market regeneration sought is well advanced, there will be scope for housing priorities to broaden, to include firstly, those
other residential neighbourhoods in the Inner Areas outside the Zones that are experiencing housing market problems, and secondly to other parts of the Inner Areas such as the waterfront areas and the City Centre fringes where significant longer term potential for housing growth lies.

5.128 The emphasis in new housing development will be on private sector family houses, especially semi-detached and detached houses with gardens, in a range of values. This will help diversify the housing offer away from the current over-emphasis on social rented housing and low-market terraced housing, thus delivering key Community Strategy and Housing Strategy objectives and creating sustainable, mixed communities.

5.129 Housing and population growth will be accompanied by the provision of all the necessary support facilities including shops, health centres, leisure facilities and both primary and secondary schools, the latter as part of the Liverpool's "Building Schools for the Future" programme. The aim being to ensure that the new communities are genuinely sustainable. The main focus for the majority of facilities will be the District Centres; Great Homer Street, Park Road, Edge Hill, Breck Road and Smithdown Road South. A new enlarged district centre will be brought forward at Great Homer Street which will be the primary focus for substantial new and improved facilities in this part of inner Liverpool. Park Road and Edge Hill are also considered appropriate locations to meet quantitative retail need and are therefore also expected experience development and investment. These District Centres lie at the heart of the Zones and have the capacity to sustain a significant amount of new development. Smaller-scale community and shopping facilities will be directed to the Local Centres at Lodge Lane, Kensington Fairfield, Smithdown Road North and Tuebrook.

5.130 The Regional Transport Strategy and the Local Transport Plan include a number of transport infrastructure schemes located in the Inner Areas. These include proposed improvements to Edge Lane and the Hall Lane Strategic Gateway. These have city-wide importance as they will improve access between the City Centre and the M62 and improve access to and through the Eastern Approaches SIA. In the longer term, there will need to be improvements to transport infrastructure in North Liverpool, particularly improvements which will facilitate access for those living in the area to employment opportunities in the adjacent SIAs. Poor east - west links in North Liverpool are a particular issue. The use of the Edge Hill - Seaforth (Bootle Branch) railway line for passenger services will be investigated following the reinstatement of the Olive Mount Chord.

5.131 The area includes a significant amount of open space including Stanley, Newsham, Princes and Everton Parks. The emphasis in the Inner Areas as with the rest of the City will be on protecting and enhancing open space provision. However, the fact that the Inner Areas fall within the HMR pathfinder initiative presents a significant opportunity for enhancing the quality of open space provision within the area which will contribute to the areas regeneration making it more attractive to prospective residents and investors in addition to improving the quality of life for existing residents. There is also a unrivalled opportunity to improve biodiversity through design, layout construction techniques as well as within any local open spaces which will help achieve zero carbon development and tackling climate change.
Liverpool Outer Areas

5.132 The outer areas are characterised by a predominantly residential suburban core and peripheral housing estates. There are also two large economic development and employment areas - Speke Halewood SIA in the south and Approach 580 SIA in the north. The residential suburban core provides relatively stable and successful housing areas, including for example West Derby, Hunts Cross, Childwall, Woolton, Allerton and Mossley Hill. There are a considerable number of District and Local Retail Centres within these areas and a significant amount of open space including Sefton Park, Croxteth Park and the Otterspool and Calderstones Green Wedges.

5.133 The peripheral housing areas on the Southern and Eastern Fringes comprise the housing areas of Speke, Garston, Belle Vale and Netherley, Norris Green, Croxteth, Fazakerley and Dovecot. They have similar characteristics to some of the inner areas of the City in that they have weak housing markets and are subject to regeneration programmes. These peripheral areas provide a mix of housing types, including terraced housing in Garston but inter war and post war garden suburb municipal estates in Norris Green, Croxteth and Speke. There are relatively substantial areas of open space within and adjoining these areas with the Green Belt on the periphery of Liverpool and open countryside in adjoining authorities.

5.134 Speke Halewood SIA provides a range of employment opportunities including Estuary Commerce Park, Speke Boulevard Industrial Estate, the Port of Garston and Liverpool John Lennon Airport (LJLA). Liverpool John Lennon Airport is identified as an important regional asset and key economic driver for job creation and economic growth on Merseyside, in the NW Regional Economic Strategy and Liverpool City Region Development Plan. The Port of Garston is the most inland of the Mersey Ports and is seeing an increase in freight, partly as a result of significant investment in facilities recently making it one of the most successful ports of its kind in Britain and a contributor to reducing freight movement by road.
The Approach 580 SIA (Eastern Fringe North) includes Aintree Industrial Estate, Fazakerley Hospital, Altcourse Prison, Axis Business Park and Gillmoss Industrial Park. This demonstrates the wide ranging and important employment offer these areas provide for Liverpool, although there is additional scope for improvements in the quality of the offer.

Both SIAs 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 with potential for significant additional accessibility subject to the construction of the New Mersey crossing in Halton. Additionally, Edge Lane Drive falls within the area which links directly with the M62 and Liverpool South Parkway Railway station opened in 2007, provides a new rail link into the area (via a bus link to Liverpool John Lennon Airport).

Applying the Spatial Strategy and Core Policies to the Outer Areas of Liverpool

<table>
<thead>
<tr>
<th>Preferred Option 17</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strategy For the Outer Areas of Liverpool</strong></td>
</tr>
<tr>
<td>In the Outer Areas the primary focus will be on maintaining and enhancing the established residential suburbs and their supporting infrastructure. Where development occurs it will contribute to the regeneration of the City, specifically:</td>
</tr>
<tr>
<td>- Although housing growth will not be an immediate priority, some limited new housing within the regeneration fringes will be supported where it contributes to restructuring the housing markets and diversifying the local housing offer,</td>
</tr>
<tr>
<td>- Retail, leisure and community facilities, and other town centre uses will be focused within District and Local Centres to ensure their continued vitality and vibrancy</td>
</tr>
<tr>
<td>- Employment uses will be concentrated within the Speke/ Halewood and Approach 580 Strategic Investment Areas</td>
</tr>
<tr>
<td>- The growth of Liverpool John Lennon Airport and the Port of Garston will be supported, subject to environmental considerations</td>
</tr>
<tr>
<td>- Important open space assets including the Calderstones/ Woolton and Otterspool Green Wedges will be protected and enhanced</td>
</tr>
</tbody>
</table>

**Question 4**

The preferred Strategy above takes into account the effect of all the preferred options in the previous sections. How far do you agree with this interpretation of how those options will be applied?

**Reasons for the Preferred Strategy**

The Spatial Strategy and the spatial implications of the Preferred Options demonstrate that the key focus for Liverpool is the regeneration of the City. This means that for a large proportion of the outer area (suburban core), where the market is considered to be relatively stable and to provide a quality environment, the focus is on maintaining this success. Major change in these areas is therefore not a priority of the Core Strategy. However, within the Regeneration Fringes, the two Strategic Investment Areas and Liverpool Airport change is envisaged which will significantly contribute to the regeneration of the City.

The Outer Areas will not be a focus for significant housing growth in the Core Strategy period. Under the revised housing figures for Liverpool proposed in draft RSS, the Outer Areas are expected to account for less than 15% of the City’s total housing growth over the 2006 – 2025 period. As a
result of the building-out of existing planning permissions, housing growth is expected to be higher in the three years preceding Core Strategy adoption, 2006 – 2009, when the Outer Areas are expected to deliver net housing growth of more than 1,200 dwellings, 21% of the City’s total.

5.139 Although net housing growth will be limited, there is expected to be a significant amount of housing development activity overall, involving both demolition and new provision, in the peripheral housing estates of the Regeneration Fringes. This activity is already underway, with major redevelopment schemes being delivered on the Boot Estate in Norris Green and in the Garston-Under-The-Bridge area in the south. The policy emphasis in the Regeneration Fringe requires a focus on diversifying the housing stock away from its current dominance by social rented housing by bringing forward more private sector housing of a range of values, thereby helping create more mixed and sustainable communities and supporting the City’s Housing Strategy.

5.140 Elsewhere in the Outer Areas, new housing provision and growth will be limited, a reflection of the policy imperative to ensure that housing investment is focused elsewhere in the City, particularly in the Inner Areas in support of HMR and of the relatively few brownfield development opportunities that exist.

5.141 The Core Strategy will direct major industrial/business development into the Strategic Investment Areas - Approach 580 and Speke/Halewood. These areas will be safeguarded for employment and economic growth purposes.

5.142 Port and airport related and bio-medical activity will continue to be particularly supported within the Speke/Halewood SIA. The expansion of Liverpool John Lennon Airport in line with its 2007 Master Plan is supported in principle and subject to appropriate mitigation of impact on residents and its highly environmentally sensitive location. The latter requires compliance with the European Habitats Directive which in the first instance requires the completion of appropriate assessment under the Habitats Regulations.

5.143 The Approach 580 SIA includes the established industrial areas at Aintree and Gillmoss. Key objectives for the area include provision of infrastructure and improvement of the operating environment to encourage indigenous business growth and inward investment.

5.144 The District Centres of Allerton Road, Belle Vale, Broadway, Woolton and Speke will be the focus for retail, leisure and community facilities and other town centre uses to ensure a mix of uses which will contribute to maintaining and enhancing their vitality and viability, and to ensure the continued provision of shops and services to meet the day to day needs of local communities. Broadway is expected to see more significant change; in particular it is considered the most appropriate location within the northern part of the outer area to meet a large proportion of the identified quantitative need for convenience goods. It will support the regeneration of the adjacent Norris Green Boot Estate. Smaller scale community and shopping facilities will be directed to the Local Centres at Aigburth Road, Aigburth Vale, Garston, Hunts Cross, Muirhead Avenue East, Rose Lane, Tuebrook, Wavertree High Street, Walton Vale and West Derby Village.

5.145 Open spaces and biodiversity sites across the City will be protected and enhanced through the Core Strategy and subsequent DPDs. Within the Outer Areas there is a significant amount of open space some of which is of strategic, city wide importance including areas of Green Belt at Croxteth, Netherley and Speke, Green Wedges 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 and all the City’s Local Nature Reserves. There are also a large number of smaller local open space sites. Many of these sites contribute to the attractiveness of the residential suburbs and will therefore continue to be protected and enhanced. The regeneration of the peripheral estates and economic development within the SIAs will provide the opportunity to enhance open space provision within these areas.

5.146 A number of transport infrastructure projects are provided for in the current Merseyside Local Transport Plan which affect the outer areas of Liverpool including: the improvement within the City of access to Liverpool John Lennon Airport and to the Port of Garston; the reinstatement of the Halton
Rail Curve which will improve access to Liverpool South Parkway station. In addition the City Council will continue the protection, under Transport and Works Act Order powers which are extant until February 2010, of Merseytram Line One which would provide a route from City Centre to Kirkby through the Approach 580 SIA. Longer term aspirations include a light rapid transit network to the east and to LJLA.

5.147 With regards to environmental protection flood risk is an issue across parts of the outer areas, including specifically a small proportion of the periphery housing areas/ Strategic Investment Areas have areas of flood risk within each of them, the coastline and Tuebrook River to the north of the City. Flood risks will therefore inform the location of new development within these areas. Additionally within any Air Quality Management Area new development should be managed and if necessary mitigated to avoid worsening air quality.
6 Implementation and Monitoring

Introduction

6.1 This section of the Core Strategy Preferred Options Report provides initial details of how the Preferred Options will be implemented and monitored. At this stage in the production of the Core Strategy the Preferred Options are not fully developed policies but give an indication of the approach that the City Council is proposing to take.

6.2 Through the consideration of the issues and options a number of the issues have been merged in one Preferred Option where for example they deal with similar types of location or have similar objectives. In a very small number of instances it is inappropriate to develop a Preferred Option for an issue. This is because it would duplicate national or regional policy or require a policy response which is insufficiently strategic to be included in a Core Strategy but could be dealt with in a more detailed document later. The Table in Appendix 1 shows which issues have been dealt with in each Preferred Option and which will not be taken forward.

6.3 Superseded Policies

6.4 The "Saved" policies within the Unitary Development Plan (UDP) provide the current policy framework for Liverpool. The Core Strategy will begin the replacement in whole or part of some of the policies included in the UDP. It is possible at this stage to identify those policies that address the similar issues as the Preferred Options, however the Core Strategy is a strategic document whereas the majority of policies in the UDP are very specific and detailed.

6.5 This means when adopted its policies will not provide the level of detail found in the UDP and therefore will not wholly replace them. Upon adoption (and within the submission document), those policies that are to be superseded and those that will be partially superseded will be identified. As more detailed local development documents such as the Technical Policies DPD, Land Allocations DPD and Area Action Plans are produced these will collectively with the Core Strategy supersede the full extent of the Unitary Development Policies.

Area Action Plans

6.6 The Core Strategy will be complemented by a number of other local development documents which will provide detailed policies and land use proposals and will for example identify and coordinate infrastructure needs at the local level to achieve the implementation of the Core Strategy on the ground. These include Area Action Plans (AAPs) which have been identified in the Local Development Scheme as appropriate for the following parts of the City:

- North Liverpool
- East and South Inner Liverpool
- Speke and Garston

6.7 Although the precise geographical coverage of these AAPs has yet to be determined, these areas are all parts of the City which are expected to be subject to major investment and physical change over the Core Strategy timeframe. All three areas have been the subject of various area-based regeneration initiatives over a number of years. The AAPs will seek to co-ordinate existing regeneration strategies and major proposals coming forward, such as HMR and the expansion of the airport. They may also be used to address areas which are particularly sensitive to change or development and where specific conservation and enhancement measures need to be set in place to ensure that the delivery of future development is managed sensitively.
Monitoring and Implementation Framework

6.8 Policies set out in Core Strategy DPD’s are required to be reasonably flexible, adaptable to changing circumstances through the ‘plan, monitor, manage’ approach and to be deliverable within the lifetime of the plan. Monitoring of information produced from the range of indicators detailed below will show the extent to which policies are effective and where policies need to be reviewed in response to changing needs and circumstances.

The Annual Monitoring Report

6.9 The Core Strategy's strategic objectives provide a framework for the analysis of the Plan’s performance and effects within the Annual Monitoring Report (AMR). The table below demonstrates how each Preferred Option and their associated indicators are linked with the relevant strategic objectives.

6.10 The indicators used provide a consistent framework for monitoring the performance of the Core Strategy against the spatial objectives and set the context for monitoring other Local Development Documents within the LDF. They originate from a number of sources including the AMR and the Sustainability Appraisal Scoping Report. The role of the AMR and Sustainability Appraisal is to help the City Council identify any significant effects that the Core Strategy is having in terms of the delivery of sustainable development, indicate the extent to which policies are being achieved and whether specific targets are being met.

6.11 The framework also seeks to demonstrate deliverability by identifying key stakeholders in addition to highlighting where other subsequent Local Development Documents may be needed. The Core Strategy as a strategic document will principally be implemented through more detailed Development Plan Documents including Area Action Plans and Supplementary Planning Documents.

<table>
<thead>
<tr>
<th>Preferred Option</th>
<th>Indicative Means of Delivery Key Stakeholder / other LDD</th>
<th>Potential Indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td>PO2: Employment Land Supply and Location</td>
<td>The Core Strategy will identify a strategic land supply requirement and broad locations. Specific sites will be allocated through other DPDs such as Area Action Plans. Sites and contributory infrastructure will be brought forward by public and private sector organisations including partnerships thereof facilitated by local and national regeneration bodies.</td>
<td>Amount of floorspace developed for employment, which is previously developed land, by type</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Employment Land Supply by Type</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Amount of floorspace developed for employment by type, in employment/ regeneration areas</td>
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<tr>
<td></td>
<td></td>
<td>Amount of employment land lost to other uses within employment/ regeneration areas and local authority area</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Amount of employment land lost to residential development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Amount of completed retail, office and leisure development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Business Start Up rates</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Number of long term unemployed as a % or total</td>
</tr>
<tr>
<td></td>
<td></td>
<td>% of completed office development in town centres</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Unemployment rate - % annual change in claimant rates</td>
</tr>
</tbody>
</table>

PO3: The Universities
The University of Liverpool
Liverpool Hope University
Liverpool John Moores University
### Potential Indicators

#### PO4: Liverpool Airport

**Stakeholders:** Peel Holdings, South Liverpool Riverside Area Action Plan

**Indicative Means of Delivery:**
- Amount of floorspace developed for employment by type.
- Amount of floorspace developed for employment which is previously developed land, by type

**Potential Indicators:**
- % of new and converted dwellings on previously developed land
- Total population
- Deprivation: % of the overall population who live in Super Output Areas (SOAs) ranked in the upper 10% most deprived nationally
- Vacant Dwellings: 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

#### PO5: The Location and Phasing of new housing

**Stakeholders:** The Development Industry, Private Sector Housebuilders, Registered Social Landlords, Newheartlands

**Indicative Means of Delivery:**
- Monitoring by the City Council through the housing trajectory in the Annual Monitoring Report.

**Potential Indicators:**
- Housing Tenure by type and location
- House Prices: average house prices by house type
- Housing (Affordable housing completions)

#### PO6: Mix of Housing

**Stakeholders:** The City Council through completion of a Housing Needs Assessment, The Development Industry, Private Sector Housebuilders, Register Social Landlords

**Indicative Means of Delivery:**
- % of completed retail, office and leisure development in town centres (Source: LCC Planning/ ODPM)

#### PO7: Local and District Centres

**Stakeholders:** Royal Liverpool University Hospitals NHS Trust, Royal Liverpool Children's NHS Trust, Mersey Care NHS Trust

**Indicative Means of Delivery:**
- The precise boundaries of the local and district centres identified in the Core Strategy will be determined in the Land Allocations DPD and/or Area Action Plans.

**Potential Indicators:**
- Expected years of healthy life
- Mortality by main cause (standardised mortality ratios)
- Index of access to work, healthcare and shopping centres (index of deprivation)
<table>
<thead>
<tr>
<th>Preferred Option</th>
<th>Indicative Means of Delivery / Implementation</th>
<th>Potential Indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liverpool First for Health</td>
<td>% population qualified to NVQ level 3</td>
<td></td>
</tr>
<tr>
<td>Liverpool City Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sure Start and Children s Centres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Sector</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land Allocations SPD or Area Action Plans</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 6.2 Implementing and Monitoring: Strategic Objective 2: To Build and Support Strong and Inclusive Communities

<table>
<thead>
<tr>
<th>Preferred Option</th>
<th>Indicative Means of Delivery / Implementation</th>
<th>Potential Indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td>PO 9: key Urban Design Principles</td>
<td>Design and Access statements. Subsequent Local development documents may set out further more detailed policies.</td>
<td>Number of Conservation Areas</td>
</tr>
<tr>
<td>PO 10: Historic Areas</td>
<td>Key delivery partners; English Heritage and the development industry Design and Access statements World Heritage Site SPD</td>
<td></td>
</tr>
<tr>
<td>PO 11: Enhancing Open Space and Biodiversity Provision</td>
<td>The City Council through the planning application process and implementation of the principles for planning obligations will seek contributions for open space and biodiversity improvements in conjunction with development proposals. Internal and external partners of the Council such as Parks and Environment Team (Implementation of the Parks Strategy) and HMRI Team Additional policy / guidance to be included within subsequent DPDs including Area Action Plans, Technical Policies and Developer Contributions SPD.</td>
<td>Access to Open Space -Proportion of the city in park deficiency areas and level of ‘public park’ provision per 1000 population. Open Space Quality Amount of eligible open spaces managed to green flag award standard Biodiversity Changes including: (i) change in priority habitats (hectares) and species (numbers by type); and (ii) changes in areas designated for their intrinsic environmental value including sites of international, national, regional or sub-regional significance. Natural Environment: Hectares of land in Local Nature Reserves, SNCVs &amp; SSSI's</td>
</tr>
</tbody>
</table>

Table 6.3 Implementing and Monitoring: Strategic Objective 3: To Improve the quality of Buildings and Spaces and Foster Local Identity

<table>
<thead>
<tr>
<th>Preferred Option</th>
<th>Indicative Means of Delivery / Implementation</th>
<th>Potential Indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td>PO 12: Protecting Environmental resources</td>
<td>The City Council through the planning application process and through key delivery partners both</td>
<td>In addition to indicators for PO 11 above River Water Quality Biological and chemical quality</td>
</tr>
<tr>
<td>Preferred Option</td>
<td>Indicative Means of Delivery / Implementation</td>
<td>Potential Indicators</td>
</tr>
<tr>
<td>------------------</td>
<td>---------------------------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td></td>
<td>Coastal Water Quality Bathing water quality</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence grounds or water quality</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number and size of Air Quality Management Areas and Air quality data where/when available</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Flood Risk: Area of land at risk of flooding</td>
<td></td>
</tr>
<tr>
<td>PO 13: The Efficient Use of Environmental resources</td>
<td>The City Council through the planning application process and through key delivery partners both internal and external to the Council such as Environmental Health and Environment Agency. Further more detailed documents including the Technical Policies DPD and/or Developer Contributions SPD. Closely linked with the Merseyside Waste Development Plan Document.</td>
<td>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. No. of 'sites of potential concern' with regard to land contamination. Renewable energy capacity installed by type. Amount of municipal waste arising, and managed by management type, and the % each management type represents of the waste managed. Flood Risk: Area of land at risk of flooding. Minerals Production of primary land won aggregates. Minerals Production of secondary / recycled aggregates.</td>
</tr>
<tr>
<td>PO 14: Transport Infrastructure</td>
<td>Merseytravel Merseyside districts; Highways Management, Highways Agency; private developers and Local Transport Plan Partners. Developer Contributions SPD Ensuring a Choice of Travel SPD will seek developer contributions (developer agreements to fund transport improvements/ new infrastructure). Financial assistance will be provided by the Department for Transport and European development funds for eligible schemes.</td>
<td>Estimated traffic flows for all motor vehicles, congestion and travel mode data as available. Accessibility of residential development to local services (Number and size of Air Quality Management Areas and air quality data where available. Number of people walking and cycling to work in Merseyside. The proportion of new commercial floorspace less than specified distances from bus stops and from a train/tram stop (suggested 200m/800m respectively).</td>
</tr>
</tbody>
</table>
Table 6.5 Implementing and Monitoring: Strategic Objective 5: To Maximize Accessibility

<table>
<thead>
<tr>
<th>Preferred Option</th>
<th>Indicative Means of Delivery / Implementation</th>
<th>Potential Indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Transport Plan</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Which policies will be Replaced by the Core Strategy**

6.12 There are some 131 "Saved" policies within the Unitary Development Plan (UDP) providing the current policy framework for Liverpool. Although the Preferred Options in this report cover most if not all of the issues found in the UDP the Core Strategy’s strategic nature means that when adopted its policies will not provide the level of detail found in the UDP and therefore will not wholly replace them. Within the submission document those policies that are to be superseded and those that will be partially superseded will be identified.

6.13 It is likely that the Core Strategy will replace all the Part One policies of the UDP that is GEN1 - GEN 9. It will also replace Policy E1 Primarily Industrial Areas with respect to the broad extent of employment land required and Policy H1 The supply of New Land for Housing with respect to the level of housing provision but not the sites associated with either policy. Retail policies S1 City Centre Retail Development etc, S4 London Road Shopping Area, S5 District Centres & S8 Local Centres will be superseded in whole or part. The generic preferred options such as PO11, PO12 and PO 13 will supersede some but not all of the detailed policies in UDP Chapter 7 Heritage & Design in the Built Environment, Chapter 8 Open Environment and Chapter 13 Environmental Protection.

6.14 Those UDP policies that cannot be wholly superseded will continue to "saved" and be used alongside the policies in the adopted Core Strategy.

**Developer Contributions**

6.15 Ensuring that new development addresses impacts appropriately and delivers solutions that enable the City to grow in a sustainable manner is important to the proper planning of the area. Developer Contributions have been identified as a possible implementation tool for the delivery of a number of Preferred Options. This list below is not exhaustive but provides an indication of the matters addressed in the Preferred Options for which developer contributions may be sought. This would include contributions to projects and initiatives which could make both a direct and indirect impact:

- Protecting and enhancing biodiversity
- Public Realm improvements
- The provision of skills and training opportunities
- Wider social and environmental benefits for the community
- Health and wellbeing
- Energy efficiency and conservation
- Reducing and managing air pollution, improving air quality, adapting and tackling climate change
- Drainage techniques that help reduce the risk of flooding
- Transport improvements / new infrastructure
- The provision of new and enhancing of existing open space

6.16 The approach will seek to ensure that new development plays a role in the delivery of the strategic objectives and will be consistent with those tests set out in Government policy and regulation. More than one of the items listed above might be delivered by the same contribution, such as for example the provision of new and enhancing of existing open space can help achieve the protection and enhancement of biodiversity and greater health and wellbeing.
A Supplementary Planning Document will be prepared to amplify this approach and will identify priorities and how specific contributions will be determined. In addition to the SPD, site specific proposals within the Area Action Plans and Land and Site Allocations DPDs may also set out the priority requirements in relation to individual proposals.

**Question 5**

Do you agree with the approach suggested for developer contributions or the items listed?
1 Appendices
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<th>Issue No.</th>
<th>The Spatial Strategy</th>
<th>Employment Land supply and Locations</th>
<th>The Universities</th>
<th>The Airport</th>
<th>Housing: Planning and Location</th>
<th>Housing Mix</th>
<th>Local and District Centres</th>
<th>Community Facilities</th>
<th>Key Urban Design Principles</th>
<th>Historic Areas</th>
<th>Enhancing open Space and Bio diversity provision</th>
<th>Protecting Environmental Resources</th>
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Table 1.1 Table to show where the Issues identified in the Issues and Options consultation have been addressed in the Preferred Options.
Glossary of Terms

The Development Plan – The Regional Spatial Strategy and Development Plan Documents contained within the Local Development Framework.

Regional Spatial Strategy (RSS) – Prepared by the regional planning body, to set out planning policies for the development and use of land in the region. The RSS will also form part of the formal “Development Plan” for Liverpool.

Local Development Scheme (LDS) - The 3 year programme for producing the Local Development Framework.

Local Development Documents (LDDs) – There are two types:

Development Plan Documents (DPD) – Have statutory (legal) force because they are the subject of an independent public examination into their “soundness”. After the Inquiry the Inspector will produce a binding report which the Council must follow if it wishes to adopt the document.

Supplementary Planning Documents (SPD) – Do not have statutory force but provide support or amplify policies in a DPD.

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.

Annual Monitoring Report (AMR) – review of development plan progress against the timetable in the LDS and showing how well the policies are delivering the LDF objectives.

Planning Policy Statement (PPS) 12 – national planning guidance on producing Local Development Frameworks.

Planning and Compulsory Purchase Act – the legislation upon which the new development plans system is founded.

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.

Spatial Planning – Planning which goes beyond traditional land use planning to integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.